

• OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • AFL-CIO •

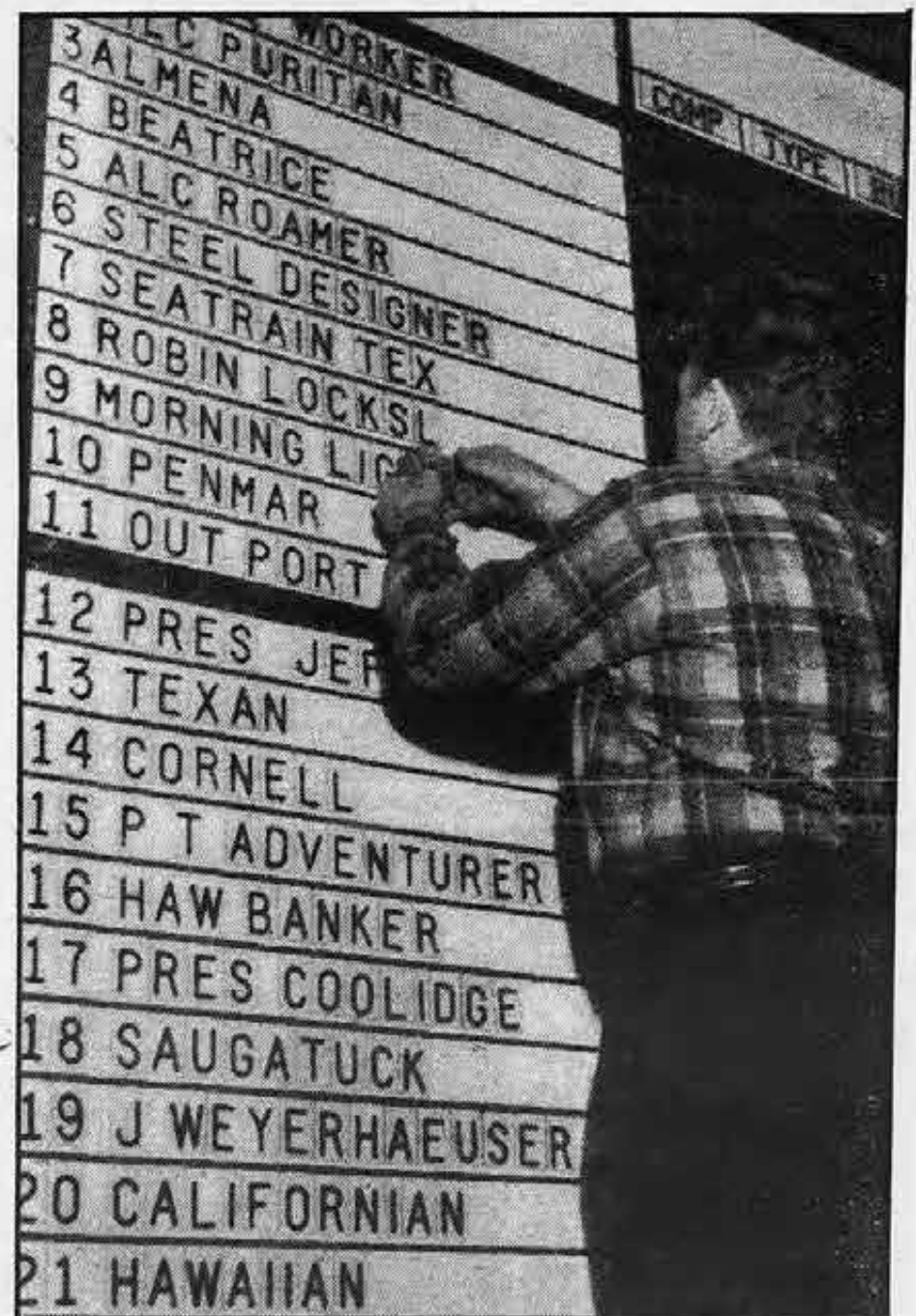
SIU CERTIFIED ON FOUR ROBIN SHIPS

Await Board Action On 2 More

—Story On Page 3



Congratulations. LOG editor Herbert Brand (right) accepts first prize for the best news front page in annual Labor Press Ass'n competition. Retiring ILPA president Gordon Cole presented prize, one of four won by the LOG. (Story on Page 6.)



Back To Stay. Jobs for Robin Locksley once again go up on the shipping board at SIU headquarters, following NLRB certification of SIU bargaining rights for the first four-Robin ships to vote. Dispatcher Scotty Aubusson does the honors. (Story on Page 3.)

Taking A Reading. Seafarer B. C. Jones, AB, steadies his arm as nurse Patsy Schexnayder checks his blood pressure at the temporary SIU medical center in New Orleans. Like a similar facility in Mobile, it provides no-cost medical exams for Seafarers and SIU families in the area. Permanent centers in both ports will be established eventually similar to the one in New York.

AFL-CIO Votes M'time Policy, Ousts 3 Unions

ATLANTIC CITY—Demonstrating their willingness to clean their own house, delegates to the 2nd merged convention of the AFL-CIO overwhelmingly faced up to the "disagreeable task" of expelling three unions with corrupt leadership. This action dominated the six-day convention here, which adopted over 150 policy statements ranging from a demand on the Government for a "comprehensive long-range program" in maritime to a call for a national holiday on the January 30th birthday of Franklin D. Roosevelt. The statement on maritime policy was based on resolutions adopted earlier by the Maritime Trades Department convention. The MTD had submitted a program of 14 resolutions on maritime to the AFL-CIO. (See story on page 8.)

Organized labor's traditional support of progressive legislation and a forthright statement on national and international affairs was likewise reaffirmed by some 900 delegates representing 13½ million

union workers. SIU-A&G secretary-treasurer Paul Hall, Morris Weisberger, SUP; Sam Bennett, MFOW; Ed Turner, MCS; Hal Banks, SIU Canadian District, and Andrea Gomez of the SIU-affiliated Fishery & Cannery Workers Unions comprised the SIUNA delegation.

New Union Chartered

The expulsion orders cut loose 1½ million members with the Federation's ouster of the Teamsters, Bakery & Confectionery Workers and Laundry Workers unions. A new affiliate, the American Bakery & Confectionery Workers, was immediately granted a charter to replace the ousted bakers group. Attorney for the ousted group was

Herman E. Cooper, who is also the attorney for the NMU.

Clean-up moves by the United Textile Workers and the Distillery Workers resulted in the lifting of their suspensions, pending their continued operation under Federation supervision. The expulsion of a Chicago Federal local official on corruption charges was also upheld.

AFL-CIO president George Meany, secretary-treasurer William F. Schnitzler and 25 vice-presidents were reelected by acclamation. Two new vice-presidents, Peter T. Schoemann and Paul L. Phillips, presidents of the Plumbers and the Papermakers respectively, were named to replace John F. English, of the Teamsters and Herman Winter of the Bakers.

A variety of conventional resolutions rapped the Administration's labor policies and the strike-breaking practices made possible by the Taft-Hartley Act, and called for intensified union organizing drives despite the current anti-union hysteria. (See story on page 3.) They urged more political action by labor as the only means of winning improved social legislation such as improved wage and hour laws and social security protection.

The delegates derided proposals for a national wage freeze and for abolishing the 40-hour week now while prices and unemployment are rising. They called for broad Federal aid for schools, housing and farmers, and for closing off tax loopholes that aid runaway industries, such as shipping, in order to give tax relief to low-income groups.

On the global front, the role of the United Nations and the importance of continued negotiation within the UN and in direct relations with other nations was stressed as a key to world peace. The work of the International Confederation of Free Trade Unions and the International Labor Organization in combatting Communism was also warmly applauded.

In other action, the assemblage praised labor's community service program such as the voluntary relief efforts by Louisiana Seafarers and other unionists after Hurricane Audrey. It urged speed in mergers of state and local central labor bodies and the handling of all jurisdictional disputes within the Federation.

Bakers Out Of AFL-CIO; Cooper Out Of Bakers

The expelled Bakery and Confectionery Workers International Union, ousted from the AFL-CIO for ethical practices violations, has let it be known that Herman E. Cooper has been replaced as the union's

general counsel. Mr. Cooper, who is also attorney for the National Maritime Union, had been identified with some of the occurrences leading up to the expulsion of the union by the AFL-CIO. A rival union, the American Federation of Bakery Workers, has been chartered by the Federation and represents a very sizable opposition group to the administration of James C. Cross, the president of the expelled union. Previously, Mr. Cooper was dropped as counsel by Bakery Workers Local 484.

Cross had been ousted by the Federation after charges had been brought against him for misuse of union funds for personal purposes and for purging Curtis E. Sims, former secretary-treasurer of the international, who sought to bring Cross to account. The McClellan committee had investigated Cross' actions and also had questioned Mr. Cooper at some length. The questioning brought out that Sims had been bounced on Cross' counter-charges, and that Mr. Cooper had prepared a guilty verdict against Sims even before the charges against him had been heard.

Mr. Cooper had to admit to the committee that he had not prepared any acquittal verdict in advance, only the guilty verdict. A sample of the committee's questioning of Mr. Cooper follows:

SENATOR ERVIN: . . . in other words, you drew a reso-

lution in advance of the meeting to sustain the charges preferred by Cross against Sims before the Executive board had had an opportunity to pass on those charges.

MR. COOPER. Not at all sir. The suspension resolution which I drew related to the charges not yet heard.

SENATOR ERVIN. That is what I am talking about. That is exactly what I thought.

Another phase of the committee's questioning dealt with Mr. Cooper's handling of \$24,000 in special fees at the last Bakery union convention, \$8,000 of which was in cash. Committee members expressed considerable curiosity as to why Mr. Cooper had taken part of the fee in cash and what was done with it. It was brought out that an \$8,000 cash deposit was made by Mr. Cooper after the committee started its investigation and some time after the payment of the fee.

Sen. Kennedy Critical

Following the conclusion of the questioning, Senator John Kennedy (Dem.-Mass.) sharply criticized Cooper's actions. A story in the "New York Times" of August 6 quoted Kennedy as follows:

"We have seen lawyers doing more than advising clients of their legal rights," he said. The "Times" story went on to say that Kennedy referred by name to Herman Cooper and added this quotation:

"I hope," Senator Kennedy said, "that the respective bar associations are getting the transcripts of these hearings and will see if these lawyers are meeting their responsibilities . . ."

Curran made oblique reference to Mr. Cooper and the Bakers in his report to the last NMU convention. In one instance Curran said the AFL-CIO should not intervene on an ethical practice basis in "fractional disputes" as a "sad perversion" of the codes. Since the Bakers union was the only one in

(Continued on page 7)



A pair of SIUNA oldtimers with 114 years of seafaring between them pose aboard the ACS-operated SS Coal Miner on sailing day in Norfolk. On the left, the senior member of the pair is SIU-A&G veteran Oscar Rosman, OS, who made his first trip to sea in 1898. In the galley on the Miner is MCS brother Ridgway B. Thomas, galley utilityman, who began sailing in 1902.

FMB Acts On Charters:

Coal Ships Headed Back To Boneyard

WASHINGTON—The Federal Maritime Board has formally ordered the Casimir Pulaski returned to the US boneyard, cutting the American Coal Shipping fleet from seven to six. The Pulaski was one of

nine ships so treated in the FMB's formal review of outstanding ship charters. The agency acted on the ground that conditions no longer existed to justify charters.

A second ship, the Cleveland Abbe, was reported next in line to head for lay-up.

Barring a sudden revival of the dry cargo market, the FMB is expected to continue recalling other American Coal ships as their charters expire. Despite its grandiose announcements as to future plans for coal carriers, the company owns only one ship of its own under the ACS banner, the Liberty ship Coal Miner, and that has been carrying grain for several months now.

American Coal's own lack of in-

Set Holiday Meal For SIU Ships, Halls

On ship or ashore, Seafarers will be sitting down to enjoy Christmas Day dinners next Wednesday. As has been the custom with the SIU, Seafarers on the beach and their families are invited to attend a Christmas Day dinner under SIU auspices in all ports.

Holiday dinners on Thanksgiving, Christmas and New Year's Day have been traditional with the SIU. More than 600 Seafarers, their wives and children attended the Thanksgiving dinner in the headquarters cafeteria this year with the outports also pulling big crowds.

The menus, both from the ships and the halls, usually include such items as soup, turkey, ham or beef, complete with all the trimmings. In addition there are the usual nuts and candy, pies and cakes for those with a sweet tooth.

Dinner will be served in the headquarters cafeteria from 10:00 AM until 3:00 PM. For those halls which are not equipped with cafeteria facilities, arrangements have been made with nearby hotels and restaurants.

interest in retaining the Government charters was shown when it failed to send any representative to a December 9 hearing on the subject called by the FMB. The hearing was scheduled to give the operators involved an opportunity to object if they so desired. SIU officials said if ACS was really interested in keeping these ships operating it would have showed up at the hearing.

An unnamed company spokesman told "Business Week" magazine that the slump in rates was directly responsible for the com-

An informal NLRB conference was held Wednesday afternoon on the unfair labor practice charges filed by the SIU against American Coal. The NLRB attorney proposed a settlement which would not fully remedy these charges. The proposed settlement did call upon the company to stop recognizing and assisting the NMU and to stop favoring the NMU over the SIU in hiring and firing. The company would be required to post notices to that effect.

The SIU's position was that such action would, in effect, supersede the court order on hiring and give full control of hiring back to the company. The result would be to give the company a relatively free hand, which was what was responsible for the court order in the first instance.

In view of the lengthy company history of discrimination against the SIU, the Union asked that the NLRB proceed with the pending charges against the company.

pany's plight. "A US-flag ship hauling coal to Europe needs to get \$8 a ton to cover all its costs," he said. "It's the competition from foreign-flag ships that can get by for a little more than \$3 a ton that's causing us to lay up our vessels."

Despite the fact that this is usually the height of the coal-shipping season, recent coal charters to Europe have been going at no more (Continued on page 15)

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Four Robin Ships Back In SIU

Another 2 Ships Won; NMU Crewmen Cast SIU Votes



SIU crewmen from the Robin Trent whoop it up at a gala party celebrating the 20-13 defeat they and two NMU men handed the NMU in last week's NLRB election. The sign points out that "18 SIU men vote unchallenged" but SIU got 20 of the 33 votes when two NMU crewmen cast their votes for SIU. Al Spanraft (kneeling) asks "How come, Joe???" in a reference to NMU president Joe Curran. Holding the sign (l to r) are A. Clemens, W. Hand and A. Arnold.

Robin Line jobs started going back on the SIU rotary hiring board this week as the National Labor Relations Board certified the SIU as collective bargaining agents for the first four ships voted in the Robin Line fleet, marking the beginning of the end of the NMU raid in the fleet.

Seafarer Ho Fung Chit was the first to be hired as he threw in for a passenger utility job on the Robin Locksley on Monday afternoon.

Even after the certification, the NMU's desperate raid continued. The company agreed to call the NMU hall for five jobs aboard the Locksley after the company had signed an interim agreement on hiring with the SIU. SIU headquarters officials saw the company action as further evidence of the NMU's decision to raid Seafarers' jobs at every opportunity.

When this NMU tactic collapsed and the company started calling

SIU halls for jobs, the NMU put up what it called a "picket line" outside the Robin pier in Brooklyn. Despite the so-called "picket line" all crafts—mates, engineers, longshoremen and others—continued to work and the NMU even sent its own men through its own "picket line" to work aboard the Robin Trent. The Trent is one of the ships won by the SIU which

Another ship, the Robin Goodfellow, voted SIU by 25 to 10 on Wednesday afternoon.

Despite a campaign of several months' duration, during which all replacements were hired from NMU halls, the NMU managed to win just one ship in the fleet, the Robin Mowbray. The NMU got the ship simply because 11 Seafarers were fired off their jobs by the company and replaced through the NMU hall. The count on this vessel was 25 to 11.

The first four ships, which are now certified for the SIU, are the Robin Sherwood, Robin Gray, Robin Kirk and Robin Locksley which voted over-all SIU 108, NMU 13. Total votes to date on seven ships are SIU 164, NMU 61.

Talks On Contract

Negotiations are expected to get underway shortly with Moore-McCormack, the owners of the Robin

(Continued on page 15)

The following by-play took place at Wednesday afternoon's election on the Robin Goodfellow:

First NMU official: "I'm the NMU observer."

Second NMU official: "No, you're not. They told me I'm the observer."

SIU observer: "I don't care who the observer is as long as he stays in the corner and keeps quiet."

↓ ↓ ↓

A crewmember approaches the table to get his ballot.

NMU observer: "Stop the election! That man's in no condition to vote! Hold everything!"

SIU observer: "I don't know if you are interested, but I just want to tell you—he's an NMU member."

has not yet been certified by the Labor Board.

The NMU picketing may have been prompted by another severe setback in the fleet when NMU members aboard the Robin Trent voted for the SIU in the National Labor Relations Board election on that ship. Fifteen NMU members on the ship cast non-voiced and unchallenged ballots on the Locksley but the NMU wound up with only 13 votes.

Resent Curran

Seafarers aboard the Trent reported that NMU members on board had expressed burning resentment against NMU President Joseph Curran. The final count on the Trent was SIU 20, NMU 13.



First Seafarer shipped to the Robin Locksley on Monday when Robin Line jobs went back on the SIU shipping board was H. F. Chit, MM (front, left). Next to him is ACS oldtimer Abe Goldsmith, who was steward on the coal ship Walter Hines Page before she laid up. Dispatcher Scotty Aubusson made the call.

AFL-CIO Hits One-Sided Proposals On Labor Laws

ATLANTIC CITY—SIUNA president Paul Hall pinpointed the labor movement's reaction to proposed new labor laws for 1958 at the AFL-CIO convention here last week. "We don't need any more legislation," Hall told the convention. "If anything, we have too much legislation now."

An AFL-CIO policy statement adopted later showed little enthusiasm for the legislative program previewed at the convention's opening session by Secretary of Labor James P. Mitchell. The cabinet officer said the proposals he had outlined had the specific endorsement of the White House.

Most of the trade union opposition to the Administration's program centered on its one-sided approach and its efforts to impose Federal controls on internal union affairs. The only actual area of agreement between the AFL-CIO and the Administration is on legislation requiring public disclosure of the financial transactions of all welfare and pension plans, whether administered jointly, by unions or by management only.

Employer groups want the law to cover union funds only, and to keep their own operations from public scrutiny. This position was reaffirmed at the convention of the National Association of Manufacturers in Chicago last week. The "bosses union" came out instead for a national "right-to-work" law and other restrictive measures directed against unions only. The American Farm Bureau Federation took the same stand as the NAM and other business groups on "right-to-work" proposals last week.

Other Limits On Unions

In addition to the welfare fund disclosure law, the Government's 1958 labor program called for compulsory union financial reports and appointment of a special com-

missioner to prosecute any violations, Federal laws covering bribery and embezzlement of union funds and secret ballot union elections, and further restrictions on union picketing rights.

AFL-CIO statements criticizing these proposals noted their failure to apply the same strict standards to corporations as on unions. The labor position has always been that where wrongdoing has occurred, it has stemmed from cooperation between corrupt unions and management, and that the responsibility rests on both.

The convention also compared the emphasis on labor abuses to the "slap on the wrist" treatment of management in hearings by a special Senate committee this year. It rapped the committee for not showing the same vigor in dealing with union-busting tactics by management.

Secretary Mitchell's pledge that the Administration would fight against a national "right-to-work" law or moves to make labor unions subject to the anti-trust laws was the only source of comfort in the Administration's labor package.

'50-50' Props US Ships Against Slump

The value of the "50-50" law as a prop for shipping in general has been demonstrated strongly in the recent weeks of decline in the shipping business. The December 7 issue of "Business Week" reports that rates for US tramp ship operators have slipped far less than those for tankers or other carriers because of the "50-50" cushion.

Last year at this time, the magazine reports, both foreign and domestic tramps had been getting

around \$65,000 a month on long-term charters. Today, the rate on foreign tramps is about \$25,000 a month on the long term, but \$45,000 a month for American-flag operators.

The difference lies in the "50-50" law which provides that one-half of the Government's foreign aid and agricultural surplus shipments must travel on US-flag vessels. Foreign aid business is expected to pick up after the first of the year when shipments scheduled by the Government get moving.

Were it not for the "50-50" provision, it is clear that many more US-flag ships would be laying up and large numbers of seamen's jobs would go down the drain.

Lk. Charles Has Decline

LAKE CHARLES—Shipping fell off in the last period but still two "C" cards managed to ship out. One went in the black gang and one in the stewards department. Calling into this area over the past period were the Government Camp, Bents Fort, Fort Hoskins, Bradford Island, Winter Hill, Chawawa, Cantigny, Council Grove and the CS Baltimore (Citles Service); Petro-Chem (Valentine) and the Val Chem (Heron). All were in good shape with only minor beefs which were settled at the payoff.

'Can-Shakers' Have No OK

The membership is again cautioned to beware of persons soliciting funds on ships in behalf of memorials or any other so-called "worthy causes." No "can-shakers" or solicitors have been authorized by the SIU.

Calif. Upsets Jobless \$ Ban, OK's 60-Day Rule

Backed by the weight of the seniority hiring rules set forth in the SIU contract, a Seafarer in California has just won a significant decision assuring state unemployment benefits for seamen who leave their ships under the 60-day rule in the contract.

The California ruling comes in the wake of earlier decisions upholding the 60-day rule in New York, Delaware and Alabama. Seafarer Ira Kenneth Coats pressed the appeal after he was denied state benefits last June. He had paid off the SS Grain Shipper in Tacoma, Wash., in May.

According to the decision handed down by the Los Angeles Area Referee's Office on Coats' appeal, he was wrongfully denied benefits originally since he had left his ship under a specific provision of the Union contract. Prior to this decision, seamen with B or C seniority leaving ships under the 60-day rule were considered to have quit "without good cause" and therefore denied benefits.

The men subsequently had to wait out a normal one-week waiting period plus a four-week penalty period before they could obtain benefits. The ruling in Coats' case differed with the pattern established by a 1948 state decision covering cases where seamen left ships to conform with union shipping rules only.

A change in California law now requires seamen to wait out the penalty period if they left ships on or after September 11, 1957 to comply with union policy. This change penalizes members of some of the West Coast unions, including the Sailors Union of the Pacific, but does not apply to SIU-A&G men. The SUP rule is not stipulated under the contract.

Seamen who left ships between February, 1957, and September 11 are not penalized, however. The provision for a penalty waiting period was apparently dropped for a time and then reactivated. According to the "West Coast Sailors," the SUP is seeking to have the law changed again.

Another aspect of Coats' case was that his claim was based partly

on shoreside employment before he returned to the sea early this year. He came into the SIU originally as an organizer in the successful Cities Service organizing drive, but quit the sea in 1950. He said his experience since then as a court clerk and bail bondsman no doubt helped him wade through the red tape necessary to press the appeal for immediate benefits. He sails as an AB.

In connection with applications for future unemployment benefits in all states by Seafarers with B or C seniority, SIU headquarters continued to stress one major point concerning payoffs under the 60-day rule. The applicant must list "contract rule" rather than "union rule" as his reason for leaving a ship. Merely listing "60-day rule" or "union rule" is not accepted as sufficient reason. Those who remember to carry along a copy of the SIU contract spelling out the seniority provisions can speed things along.

SIU attorneys are studying the latest California decision to see if a uniform ruling for the 60-day rule can now be obtained in all states on the basis of the decision in the key maritime states of New York and California.

24 Apply For Union's Scholarships

Nine Seafarers and children of Seafarers have completed all the qualifications for the SIU scholarship contest. Another 15 applications are now being processed in the annual competition for five \$6,000 scholarships awarded by the Seafarers Welfare Plan.

Four of the nine applicants who have completed their requirements have already taken the standard College Entrance Examination. The results of the examinations are a primary factor in determining the scholarship winners.

There is still time for additional applicants to qualify for the scholarship, provided they make arrangements to take the College Entrance Examination by March 15. To qualify for this examination, all requirements must be completed by February 15 plus a reservation for the test.

Other material required by the Plan includes graduation in the upper third of the high school class, a transcript of the candidate's high school record and three letters of reference, one of them from the high school principal.

Candidates must have three years' seetime on SIU ships either in their own right or through their fathers. Ninety days of the time must be in the previous calendar year and one day in the 90 before making application.

Selection of the winners takes place each spring. A board of university administrators decides on the basis of the record and the test results which of the candidates are most deserving of the awards. Of the five scholarships awarded each year, at least one is reserved for a Seafarer with the other four open to both Seafarers and children of SIU men.

Know What to Do With It?



One job of a safety-conscious crew is to make sure all fire-fighting gear is in top-notch condition. The second, and equally-important task, is to know what gear to use in a given situation and how.

Take fire extinguishers as an example. There are four types—soda and acid, foam, carbon tetrachloride and carbon dioxide. Each of them have different functions and may be operated differently. Using the wrong one in the wrong place can be downright dangerous. When the emergency arises, there isn't always time to read the directions on the cylinder.

Make a point of knowing where the extinguishers are located, how they work, what they are for and what their pitfalls are. Some day that knowledge may pay off in lives saved.

An SIU Ship is a Safe Ship

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Coast Guardsmen demonstrate the use of Geiger counters in searching cargo coming into the US from Iron Curtain ports. The men check both American and foreign-flag vessels. SIU-manned Longview Victory got the treatment after returning from Poland.

Polish Run Ship Gets Radiation Scrutiny

A check for radioactivity was conducted last month on the SIU-contracted Longview Victory (Victory Carriers), following its return from Poland. The investigation, carried out by Coast Guard agents armed with geiger counters, is the latest phase of the agency's program for maintaining port security.

US, Reds Speed Atom Ship Plans

WASHINGTON — The Government has signed a \$21 million contract with New York Shipbuilding Corp. for the construction of an atomic merchant ship. The contract came on the heels of a Russian announcement of the launching of the hull of an atom-powered icebreaker.

The American vessel, the NS (nuclear ship) Savannah, is expected to be launched in 1960. According to specifications the 21,000-ton ship will be 587 feet long with a 78-foot beam and have an average service speed of 20 knots. A \$9.8 million power plant is now being constructed by Babcock & Wilcox Company.

Earlier this month the Soviet Union launched the hull of the atomic icebreaker, the Lenin. According to the releases, the ship will be as high as a six-story building with a 16,000-ton displacement. She is expected to run at an average speed of 16 knots in clear water.

Boston On Slow Bell

BOSTON—The prior period's spurt of activity fell through during the last two weeks. All of the available jobs were quickly filled by class "A" men anxious to ship out before the holidays.

The Robin Trent, Robin Mowbray (Robin); Steel Architect (Isthmian); Bents Fort, Royal Oak (Cities Service) and the Pan Oceanic Transporter (Penn. Navigation) called into port during the period. The Winter Hill (Cities Service) was the only ship paying off and signing on during the last two weeks.



Bull Files Supreme Court Appeal On SIU's Strike

WASHINGTON—Action by the Supreme Court on a decision of the Circuit Court of Appeals upholding the SIU's right to strike the Bull Line is now being awaited here. The high court may take its usual holiday recess before then, however.

The SIU has appealed the limited stay of the Circuit Court's ruling granted by Supreme Court Justice John M. Harlan two weeks ago. In turn, Bull Line has filed an answer to the Union's application plus a petition of its own to have the full court review the case.

Justice Harlan had granted Bull a limited stay until this past Monday to file for review. The Union must now file its answer to the company petition and, in the interim, the original anti-strike injunction granted by District Court Judge Walter Bruchhausen remains in effect. The appeals court had ruled a month ago that the lower court order "must be set aside."

A separate injunction proceeding by the Bull Line in New York State Supreme Court, postponed during the SIU's appeal against the original Federal injunction, is also still pending.

The SIU struck Bull on August 19 following a breakdown in negotiations under the wage reopening clause of the SIU agreement with the company. Two days later, in separate wage disputes, the Mas-

ters, Mates and Pilots and the Marine Engineers Beneficial Association also struck the company and set up their own picketlines.

Company operations resumed about two months ago after the

District Court issued two injunctions, one against the SIU on October 1st, and a later one against the officers unions. The SIU appeal was upheld unanimously by the Circuit Court on November 21st.

Curran's Still The 'Man Out Of Step'

Back on April 26, the SEAFARERS LOG characterized NMU President Joseph Curran as a "Man Out Of Step." His irresponsible action since then and on the eve of the AFL-CIO convention, while posing as an apostle of labor unity, merely adds detail to the picture.

For some weeks prior to the convention, Curran had been making much of the "unity" theme. But what were Curran's "contributions" to labor unity recently? They were as follows:

- He continued his efforts to involve former AFL and former CIO

groupings in NMU affairs by introducing NMU resolutions against the SIU before CIO Central Labor bodies. Just before the AFL-CIO met, Curran prevailed on the California Industrial Union Council to "condemn" the SIU for its action in American Coal.

Such action on Curran's part can only have the effect of establishing a breach between the Califor-



nia CIO and the California State Federation of Labor, two organizations which have been discussing merger on the state level for many months.

One of the big unfinished jobs in completing the merger of organized labor has been the combining of these state and local central labor bodies, with big organizations like the California central bodies an important factor. Curran's action then, simply amounts to disruption of the merger process.

Naturally, delegates to the California CIO group knew nothing about the NMU's collusion with District 50 against AFL-CIO ships' officers unions and the SIU. Nor did they know about NMU raiding in the Robin Line or in the Willis fleet where NMU attorneys did not



hesitate to attack the union shop clause as "illegal", a pitch identical to that employed by "right to work" advocates.

Curran continued to defend his raid on Robin Line, where the NMU attempted to force Seafarers out of their jobs and thus deprive them of job rights they had for 18 years. Curran's pitch is that "Labor Will Fight Robin Line Ruling," which translated into factual language would mean that labor would fight for Curran's right to raid an opposing union's membership and failing of that, have them fired from their jobs.

Curran himself, on other occasions, has expressed great indignation against raiding. Yet even after his union's own raid on Robin Line had failed miserably, and Seafarers, and even NMU men on the ships had rejected the NMU as their bargaining agent, he threw picket lines around the Robin ships as the final act in his pattern of disruption.

Curran then ordered his own men, NMU members, to cross the
(Continued on page 15)

BME, SIU Win Big \$\$ Gains For Willis Officers

PHILADELPHIA—Disregarding a raid by the NMU's United Marine Division, the SIU and the Brotherhood of Marine Engineers have racked up sizable monetary gains and other improvements for the deck and engine room officers of the C. G. Willis fleet.

The gains, highlighted by wage increases ranging from \$135 to \$218 a month, were scored while unlicensed crewmembers of the intercoastal tug fleet waited for action on an election petition filed by the NMU affiliate. The deck officers and the deckhands, cooks and oilers are represented by the SIU's Harbor and Inland Waterways Division.

The two-year agreement covering the Willis officers was negotiated by five engineers and four captains and mates off the boats. The men came in from various points along the Atlantic Coast at union expense to attend the contract talks. The agreement, which has been ratified by membership vote, covers about 60 officers.

Under the contract, which takes effect January 1, 1958, deck officers will receive increases ranging from \$135 to \$213 a month. By January 1959, captains will be paid \$720 a month, relief captains \$684 a month, and mates \$648. The crews work on a 20-day on, 10-day off basis.

Wage rates for engineers go up from \$160 to \$218 a month. Before the agreement expires, engineers will receive the following: chief engineers—\$695; relief chief engineers—\$672; and assistant engineers—\$648.

The agreement also provides for improvements in welfare benefits and working conditions. Under the pact, deck officers will be covered by the SIU deep sea welfare plan, and engineers will be entitled to greater employer contributions under the BME Welfare Plan.

Negotiations took place while unlicensed crewmembers of the Willis fleet awaited further action on a petition by Local 333 of the

United Marine Division. The petition was filed on the eve of the contract reopener.

SIU officials pointed out that the petition stood in the way of negotiations for similar increases for the cooks, deckhands, and oilers. Originally, the NMU affiliate had indicated that it would seek an election covering all Willis employees. But at the time it filed, it asked for the right to represent only the unlicensed crewmen.

The HIWD signed a first-time contract with Willis last year after it won an election over the United Marine Division by a count of 69 to 2. Prior to the vote, the boats had been a non-union operation.

The raid made use of a Taft-Hartley law attack on the union shop clause and other items in the existing SIU-HIWD agreement. This was in ironic contrast with NMU President Joe Curran's frequent declarations that NMU would not use T-H against other unions.

List Details In Cables To Union

When notifying headquarters by cable or wireless that a Seafarer has paid off in a foreign port because of injury or illness, ships' delegates should include the following information:

The man's full name, his SIU book number, name of the ship, the port of payoff and the hospital where he is being treated.

The response of ships' crews to the Union's request for these notifications has been very good. Sometimes though, not all of the above information has been included. Be sure to list all of this data so that the SIU can act as promptly as possible.

LOG Has Won 23 Awards In Labor Press Competition

The addition of four more awards this year has boosted the LOG's impressive string of prizes in International Labor Press Association competition since 1947 to 23. Ten of these have been won since the competition was broadened following AFL-CIO merger in 1955.

These and other statistics reflect the fact that while the SIU-A&G District is numerically small compared to some AFL-CIO international unions, the LOG "as the organ of an expanding, enterprising union" has continued to play a major role as a trade union and a maritime publication.

The preceding quotation was published just six years ago in 1951, when the current LOG format was first introduced in conjunction with the opening of the then-new SIU headquarters building in Brooklyn. Since the "new"

LOG made its debut, the SIU newspaper has accumulated 17 of its 23 awards, winning at least two in every contest category open to it in the annual ILPA competition.

The LOG has placed first or second for the top award—general editorial excellence—among international union newspapers in four of the past six years. It won the second spot for 1957, when first place went to the Retail, Wholesale & Department Store Union's "Record."

Judging for this year's awards was done by members of the facul-

ty of Columbia University's Graduate School of Journalism, who commented on the LOG as follows: "Provides best coverage of its own field and combines interesting aspects from all labor. Layout bright and imaginative . . ."

A 16-page, bi-weekly tabloid since May, 1955, the LOG has published issues of up to 32 pages including special supplements from time to time. As the key link between the Union ashore and the seagoing membership, its function has always been broader than that of a shoreside union publication.

The Maritime Paper

Accordingly, it has long been recognized as "the" newspaper in maritime and it has likewise kept pace with the growing recognition of both the SIU and its membership in labor affairs generally. Avoiding the pitfalls of "boilerplate" material and a variety of syndicated matter, it has been given freshness by the steady stream of news and feature items sent in by the Seafarers during their travels all over the world.

This, in turn, has given every Seafarer a stake in his Union's newspaper as well as an identity with it, and the admonition "Sure, but it was in the LOG!" is enough to quench an argument. Again, editorial contributions are not the whole story either, since the LOG has always been fully supported by membership contributions.

Thus endowed with membership and Union support, the LOG has been constantly striving to live up to its trade union function in maritime and in the trade union movement. A typical issue of the paper may include about 30 timely news stories, an equal number of photographs and cartoon features, a dozen or more regular columns and membership-originated items plus the usual routine notices,

Prize-Winning Editorial

The lack of adequate safety standards throughout the world's maritine fleets has been put in the harsh glare of the spotlight by the disastrous sinking of the Italian luxury liner, Andrea Doria. No less an authority than the former head of Coast Guard's Merchant Marine Safety office has called for sweeping revision of the 1948 International Convention for the Safety of Life at Sea.

The Andrea Doria was just 3 1/2 years old and the queen of the Italian merchant fleet. It was lauded as one of the safest, and best equipped ships afloat. No pains were spared, we were told, in efforts to make her the best. You know the rest of the story.

If a luxury showpiece like the Doria was inadequate, what about the lowly freightships down the scale? When you get down to the runaway flag rustbuckets—the Libertys, the old T-2 tankers, the pre-war British and American ships that are still afloat, the lack of safety and adequate maintenance can be imagined. Many of these obsolete ships are pitifully undermanned and have only a handful of crewmembers aboard who are qualified to operate a ship. They are usually short of necessary gear for repairs and maintenance. In fact, one of the reasons these ship operators fled the American flag was that they found it cheaper that way than maintaining a safe ship in accordance with US standards.

It's no accident that when it comes to sea accidents and ship foundering, the runaways lead the parade. Day after day there are constant reports of this or that Panamanian or Liberian, tramp losing a propeller, suffering an engine breakdown, springing a leak, running out of fuel or simply sinking. These stories may not attract as much attention as the Doria disaster, but their cumulative effect is far greater.

A typical runaway ship, the Cambridge, was described in the SEAFARERS LOG of September 2, 1955. "No fire and boat drills, . . . a crew as little as 24 men, . . . 3rd mate lacked a ticket . . . at least 50 repairs needed in the radio shack . . . lifeboats uncovered . . . no hospital, no medicine chest . . . compass and radio direction finder defective . . . infested food . . . rust all over the ship . . ." all this within six months of leaving US registry.

With runaway ships getting older by the day and the runaway fleets growing constantly, we can expect more of the same in the future. It's up to the pending Congressional investigation of safety standards to reverse the trend and assure proper safety conditions for seamen of all nations.

Editorial in August 3, 1956, LOG won prize for pinpointing safety problems "in an interesting, convincing and specific way."



Samples of LOG front pages (above) which won first prize for "good lively make-up" from 1957 contest judges. Cartoon by Art Editor Bernard Seaman (below) cited for award was in April 27, 1956, issue.



Robin Line Shipping Cheers NY

NEW YORK—Headquarters, as well as the membership, again wants to thank the brothers who stuck by their jobs on the Robin Line ships long enough for the NLRB to hold the elections. Many ports have put formal of thanks in the record.

As was reported, the SIU won the first four ships voted by a heavy majority, despite "tempting" offers of NMU books and the chance to work under the NMU contract. Some of the Seafarers on these vessels have informed headquarters that their wives have received letters from the NMU in an attempt to convert them to their line.

The Robin Mowbray voted NMU after most of the crew were either fired or left the vessel and were replaced by NMU members.

Outlook Good

Bill Hall, assistant secretary-treasurer, reports that shipping for the port has been good throughout the last two weeks. Some jobs were hanging on the board for several calls before they could find takers. The outlook for the coming period is also good with a sizable number of ships scheduled to arrive for payoffs and a couple of others coming out of temporary lay-up and signing on crews.

Most of the jobs came from the 27 vessels that paid off during the past period. This was the greatest number of ships paying off in this port within one period for over a year. There were three ships sign-

ing on and eight were in transit.

Among the vessels paying off here were the Alcoa Partner, Alcoa Runner, Alcoa Pegasus (Alcoa); Beatrice, Elizabeth, Kathryn, Frances, Carolyn (Bull); Seatrain Georgia, New York (Seatrain); Steel Architect, Steel Designer, Steel Vendor (Isthmian); Almena, Morning Light, Andrew Jackson (Waterman); Robin Mowbray, Robin

Locksley (Robin) and the Armonk (New Jersey Indust.).

The Valley Forge (Penn. Nav.); Andrew Jackson (Waterman) and the Mankato Victory (Victory Carriers) signed on while the Seatrains New Jersey, Georgia, New York, Savannah (Seatrain); Pennmar (Calmar); Val Chem (Heron); Sand-captain (Const. Agg.), and the Michael (Carras) were in transit.

SEAFARERS

PORT O' CALL

New York and Baltimore
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YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

Costs High On Second Mortgages

A growing number of moderate-income families are undertaking second mortgages at interest rates of as much as 15 per cent.

The use of second mortgages and other costly lending practices has reached such proportions that two Congressional committees are investigating the situation. FHA Commissioner Norman Mason has warned that reports from FHA field directors indicate these practices are growing fast. Three out of ten sales of houses currently are being financed with second mortgages. The Connecticut FHA director, for example, estimates that 30 per cent of conventional home-sale transactions in his state currently involve second mortgages and land contracts, a dangerous type of conditional sales contract. Six months ago his estimate was eight per cent.

The reason for the growing number of second mortgages is that prices of houses have gone up but banks and other lenders have held down the amounts they will lend on first mortgages. They want to play safe by lending only 60 or 75 per cent of the appraised value of the house. Too, the appraised value often is lower than the actual market price the buyer pays. Thus a family buying a house for \$15,000 nowadays often finds it can get a first mortgage of only \$10,000.



Construction costs throughout the country rose three per cent during the twelve months through September, according to the F. W. Dodge Corp. The price of almost every type of structure shows a rise of 148 per cent over the 1941 construction. Thus, a house that cost \$8,000 to build in 1941 now is tagged \$19,840, exclusive of the cost of land and financing.

As prices of houses have risen and mortgage money has gotten tighter, lenders have demanded increasingly higher fees. In the mid-eastern states, as New York and New Jersey, lenders ask dis-

counts of as much as 12-14 per cent, in addition to the interest charge of six per cent. Thus, you might borrow \$3,000 on a second mortgage, but sign a contract to repay \$3,400, and pay six per cent interest on \$3,400, not the \$3,000 you actually got.

California Squeezes 'Em

But it's in the house-hungry Southwest and West Coast that charges for second mortgages have reached perhaps their highest level. California, for example, permits "trust deeds" instead of mortgages, and allows lenders to charge ten per cent interest on "second trust deeds" in addition to brokerage fees and service charges. The brokerage fees are regulated by law at five per cent for mortgages of one year, ten per cent for two years and 15 for three. Brokers build up their fees by influencing borrowers to take out the three-year mortgages on which they charge the 15 per cent brokerage fee in addition to the ten per cent annual interest. On top of that, they charge borrowers for costs and expenses of as much as four per cent more. Finally they calculate these charges on the basis of the face amount of the mortgage, rather than the amount the borrower receives. Thus, the actual interest rate on a second trust deed often becomes 15 per cent.

One homeowner reported to the Los Angeles Better Business Bureau that he had to agree to pay a commission of \$500 to a broker to get a second mortgage loan of \$1,800. On top of that, he was supposed to pay interest of ten per cent, and not on the \$1,800 he actually received, but on the \$2,300 amount which included the commission.

Trust Deeds Risky

Trust deeds themselves are risky for home buyers, and should be avoided if at all possible. A trust deed is not the same as an ordinary mortgage.

Under a mortgage you yourself keep title to your property, and merely pledge it as security. Under a trust deed you sign over your title to the property to a third party called a trustee.

If you fall behind in your payments, you generally have 90 days to bring your account up to date by paying all back payments, interest charges and any legal expenses the lender may have incurred. After 90 days, when the notice of sale has been published, you have to pay off the entire balance in full if you want to keep your property. After sale at auction by the trustee, you have no redemption rights.

For the sake of a \$1,000 loan, you can lose your home and all your equity in it.

An even more dangerous way to finance a home is through a "land sales contract," sometimes called a conditional sales contract. Here the seller retains title to the property until you have paid, usually, one-third or one-half the purchase price. Generally, land contracts provide that you forfeit all the payments you already made if you default on your payment schedule. Thus, you can pay off, say \$5,000 on a \$15,000 house, and if you fall behind, lose the house and all you paid in.

Second mortgages and similar unsound home-financing devices got many families in trouble back in the 1920's. Finally this practice helped get the whole country into trouble by bringing about a wave of foreclosures in the early 30's.

The Home Owners' Loan Corporation had to be created to help homeowners and lenders through the worst part of the big depression. It refinanced more than a million homes in three years.

Don't let history repeat itself at your expense. Stay away from "trustors" and other mortgage brokers, and second mortgages altogether, if at all possible.

New MEBA Unit Formed For Lakes

DETROIT—Preparing for the all-out Great Lakes-Seaway organizing drive planned in coordination with the Maritime Trades Department, the Marine Engineers Beneficial Association has consolidated all Great Lakes engineers in one local union.

The 83-year-old Local 3 of this city has surrendered its charter, with its members joining Great Lakes Local 101. The newly-formed organization will hold a convention in Cleveland early next month for the purpose of drafting an organizing program, electing officers and attending to other details involved in its establishment.

Other preparations for Lakes' organizing include the establishment of MTD port councils in virtually all major Great Lakes ports. The recent MTD convention stressed the considerable organizing opportunities that will be available on the Lakes once the Seaway opens.

Checking Where The Money Goes



Seafarers Ronald Burton, AB (left), and Eugene W. Bent, FWT, check over the SIU secretary-treasurer's weekly financial report in the auditing room at headquarters. The weekly reports are posted after an audit by a rank-and-file committee.

Prime Minister Enters Canadian SIU Strike; See Settlement Near

MONTREAL—A break in the 170-day-old strike by the SIU Canadian District against the government-owned Canadian National Steamships, Ltd., now awaits the wind-up of this week's North Atlantic Treaty Organization conference in Paris.

Prime Minister John F. Diefenbaker of Canada is expected to take steps to resolve the strike issues on his return from the NATO talks. The Prime Minister actively stepped into the dispute after the Canadian Department of Labour was unable to come up with a solution.

The world-wide labor solidarity in support of the SIU strike gained further support last week when the AFL-CIO convention in Atlantic City pledged its backing to the Canadian strikers.

Earlier, the Maritime Trades Department convention endorsed "the fight of our Canadian brothers to preserve trade union representation." An MTD resolution saluted "the maritime workers of the free trade union movement... for their prompt efforts and stirring display of international trade union fraternity in joining to crush the Canadian government-sponsored attempt at union busting."

CNS attempted to break the SIU strike, with government approval, by transferring its eight ships to Trinidad registry after the strikers turned down a take-it-or-leave-it wage offer. The CNS offer involved a two-step 15 percent package, well below the already-trimmed-down 20 percent demands for which the men originally struck on July 4th. Present base pay for ABs is \$204 per month.

The company has already failed in several attempts to import strikebreakers, both from the West Indies and England, with the result that all its ships continue to lay idle in Halifax. Five ships originally tied up here were shifted to

Halifax last month after being sailed by ships' officers under cover of night. Three had already been idled in Halifax.

In addition to the AFL-CIO and MTD support, the strike has the active endorsement of the Canadian Labour Congress, International Confederation of Free Trade Unions, British Trades Union Congress, International Transportworkers Federation as well as the SIU

of North America and its affiliates.

Key support is pledged by the Seamen's & Waterfront Workers Trade Union in Port-of-Spain, Trinidad, which has condemned the company's "strikebreaking tactics" and advised local port authorities and Canadian officials that its members will not handle the "hot" CNS ships. The SWWTU is the only recognized transport union in Port-of-Spain.

Urge Tuna Import Limit To Save US Fishery Jobs

WASHINGTON—Appearing before the United States Tariff Commission, Lester Balingier of the SIU of NA's fish and cannery divisions called for additional legislative protection for the domestic tuna and albacore fishing industry.

Balingier pointed to a "terrific" decline in job opportunities for West Coast tuna fishermen which, since 1952, amounts to about 30 percent overall. Boats lost at sea, he said, have not been replaced by American owners, and many boats have left the US to fish with foreign crews and deliver their catch to foreign ports.

By contrast, he said, fish imports have been on the rise since 1951. The result has been a tremendous turnover in manpower in the domestic fleet because of a decline in the men's earnings. Price cuts in domestic fish upon which the men's earnings depend on a share basis have combined with a reduced volume.

In 1956, he said, fishermen were averaging about \$4,900 a year. This year the averages will work out to about \$3,950 for working 15 or 16 hours daily, seven days a week.

"The future of the industry is entirely dependent on protective legislation," Balingier declared. The

union and the industry is calling for limits on imports and increased tariff charges.

Cooper Out Of Bakers

(Continued from page 2)

which there was such a dispute over the question of behavior of the union's president, it appears clearly that Curran's reference is meant for them.

The other Curran statement praised Mr. Cooper as resolving "to stay clear of union policy and program."

It is interesting to note that the Senate committee's criticism of Mr. Cooper was based on his actively "taking sides" with Cross against the opposition in the bakers union irrespective of the merits of the situation and his role as union counsel for all the members. Similarly, Mr. Cooper has been accused by the NMU opposition of "taking sides" on behalf of Mr. Curran. In one instance, as cited by the LOG, Mr. Cooper actively urged NMU members on the SS United States to vote for the Curran slate in an NMU election.

Put Postal Zone On LOG Address

The Post Office Department has requested that Seafarers and their families include postal zone numbers in sending changes of address into the LOG. The use of the zone number will greatly speed the flow of the mail and will facilitate delivery.

Failure to include the zone number can hold up delivery of the paper. The LOG is now in the process of zoning its entire mailing list.



Balingier

MTD ACTS ON MARITIME PROBLEMS

Fourteen resolutions dealing with a variety of maritime problems including subsidies, national legislation, the hiring hall, the St. Lawrence Seaway and others were approved at the convention of the Maritime Trades Department early this month. In addition, the convention acted to broaden the executive board of MTD in recognition of the growth of the organization and also took steps to implement its organizing program.

As previously reported in the SEAFARERS LOG, the convention heard addresses from AFL-CIO President George Meany in which he called the Department the "one place . . . in the AFL-CIO trade union structure" for all marine unions; from MTD President Paul Hall on the objectives of the organization and from AFL-CIO legislative representative Andrew Biemiller.

In addition, the convention heard a pledge from John Livingston, AFL-CIO Director of Organization, to cooperate wholeheartedly in any MTD organizing campaign. Other speakers included James Brownlow of the Metal Trades Department and Nelson Cruikshank of the AFL-CIO Social Service Department.

The executive board was broadened by the addition of three new members—Herbert L. Daggett for the Marine Engineers Beneficial Association; A. J. Loughrey for the International Brotherhood of Boilermakers and Russell Stephens for the Technical Engineers.

The following is a digest of MTD convention resolutions:

'50-50'

The convention noted that it is "imperative that we continue the fight on all levels to preserve '50-50' . . . in the face of constant attacks on this legislation."



Convention guest Peter McGavin, special assistant to AFL-CIO Pres. George Meany; SIU Mobile port agent Cal Tanner and BME pres. Ray McKay make up a threesome.

Subsidies

The convention noted that no appreciable progress had been made by the US on a more equitable subsidy program. It reiterated its opposition to granting subsidies only to a limited number of companies as putting "a premium on bad management" and a "bar to a healthy and expanding industry."

Seaway

With the coming opening of the Seaway, the MTD has been making preparations for the vast organizing potential involved. The convention recommended "a full-scale, coordinated organizing campaign . . . with a view to ultimate representation of all the workers involved under the banner of the respective AFL-CIO unions."

ILO

The constructive contributions of AFL-CIO delegates to the International Labor Organization were lauded "despite the efforts of reactionary employer members to cripple the essential functions of ILO."

MSTS

The maintenance of a huge peacetime commercial fleet by the Military Sea Transport Service came under heavy fire. The convention called it "a service unnecessary and costly to the American taxpayer" and "usurpation of the functions of private US shipping and the consequent deprivation of the benefits of trade union representation from the workers involved."

Marine Hospitals

The resolution warned that the groundwork is being laid for another attack on the Public Health Service. It pointed out that maritime ranks third in accident rates and seamen "are constantly exposed to pestilence and disease peculiar to the ports . . . at which they must call . . ." It urged an end to the constant threats to eliminate facilities.

Long Range M'time Program

The Government was criticized for its "hit and miss" approach to maritime which was attributed to the lack of a "broad, long-range maritime program." The convention called for steps to effect such a program and to allow "member unions of the Maritime Trades Department to participate in its development."

Livingston Pledges Full Aid To MTD



Urging greater organizing efforts by all unions, AFL-CIO director of organization John Livingston pledged all possible Federation aid in drives by MTD unions.

AFL-CIO Director of Organization John Livingston made a strong pledge of all possible aid to the Maritime Trades Department's campaign to organize on the St. Lawrence Seaway. Livingston declared, "As far as our Department of Organization is concerned, within the limits of the manpower that we will have at the time, we will be very interested in your work and your project, and we will not be behind you—we will be right out there in front with you, no matter how rough some of your campaigns may get."

Livingston also remarked, "I think it is extremely important that Departments such as yours exist because it is only by standing together and pooling your ideas and your forces that you can do a more effective job in your respective fields organizationally, on the legislative front, and at the collective bargaining table."

Hiring Hall

The hiring hall method of employment was hailed as "the most effective means of insuring fair and equitable distribution of work." The resolve called for "proper federal legislation . . . to guarantee that the hiring hall be recognized as the proper medium for employment in all industries in which its use has been an accepted practice."

Domestic Shipping

The losses in this field were noted up until recently when new methods were put in play to revive the trades. Consequently, the delegates recommended

"maximum effort by the Maritime Trades Department" to promote revival of these trades and US Government encouragement of new methods of operation. They further recommended "Congressional Amendment of the 1936 Merchant Marine Act to provide construction subsidies as an inducement to new enterprise in this field."

Anti-Labor Legislation

Delegates denounced efforts by the enemies of labor to destroy trade unions and declared, "we must vigorously oppose any and all legislative attempts on national and local levels to invade the rights of free working men and women . . ."

Fish Imports

Cheap fish imports have depressed work opportunities and income in the domestic fisheries. Consequently, the Department urged "the enactment of adequate legislation to protect the fishermen and cannery workers."

Runaways

The convention called the American maritime worker "one of the chief victims" of the runaways and charged that maritime workers' "welfare has been completely ignored by the Maritime Administration." It called for "necessary remedial legislation to halt further ship transfers . . ."

Canadian Strike

The convention denounced the transfer action of the Government-owned Canadian National Steamship Lines as "one of the most vicious attempts at the destruction of union wages, conditions and representation." It cited the vigorous fight waged against the transfer by the SIU Canadian District and the effective support received from all over the world. The MTD went on record as supporting the fight and "salutes the maritime workers of the free trade union movement . . . for their stirring display of international trade union fraternity . . ."

ITF and ICFTU

The convention saluted the International Transportworkers Federation and the International Confederation of Free Trade Unions as democratic bulwarks and instrumentalities for the protection of the economic rights of maritime workers.

LABOR ROUND-UP

President William A. Calvin of the Boilermakers was elected vice-president of the Building & Construction Trades Department of the AFL-CIO to succeed Teamster President Dave Beck. Beck announced that he was resigning from the department because he would be terminating his position with the Teamsters "in the foreseeable future."

William Schnitzler, AFL-CIO secretary-treasurer, has announced the establishment of a one-year internship for graduate students starting July 1, 1958. The internship will consist of a one-year position with the Federation's Research Department working on economic analysis, labor legislation and collective bargaining developments and will offer direct experience and training of competent young people for positions

in trade union research. Graduates of universities having specialized units in the field of labor and industrial relations, who will not have reached their 26th birthday by July 1, 1958, and who have completed one year of graduate work will be eligible for the positions.

Seven locals of the Meat Cutters Union in Chicago have negotiated a contract providing for wage increases from 32.5 to 38.75 cents an hour over a two-year period. The agreements, ratified at local membership meetings, covers all chain and independent supermarkets in the Chicago area except Jewel and National Tea Co. The members rejected the proposals from the two holdout companies and voted in favor of a strike if an agreement could not be reached. The wage and welfare increases are retroactive to Oct. 5, 1957.

3rd Trailership Enters Service

MOBILE—The SS Fairland, the third vessel to be converted into a trailership, entered Pan-Atlantic's sea-land service early this month. The ship will service the ports of New York, Miami, New Orleans and Tampa.

The fourth vessel, the SS Raphael Semmes, is scheduled for completion in several weeks. The Raphael Semmes will round out the first phase of Pan-Atlantic's new service. The company will have two trailerships operating between NY, Miami, Houston and Tampa; two between New York and Miami, New Orleans and Tampa; and two sea-land tankers between New York and Houston.

Seafarers in this port are taking advantage of the new medical examinations being given by the SIU's Welfare Department. About seven to ten men a day are being x-rayed and receiving cardiographs. It is hoped that the center will be able to expand and take in dependents in the near future.

The city-wide bus strike here entered its seventh week with little hope of a settlement. Port agent Cal Tanner continued to work with the fact-finding committee until he had to leave for the AFL-CIO convention in Atlantic City. Although making good progress, the committee has not been able to settle the dispute.

While shipping has not been booming, many of the men are being choosy and leaving the jobs on the board for a couple of calls. It is expected that the freezing weather and the coming Christmas holidays will add to the number of men on the beach in this area.

Among the ships in this port during the past period were the LaSalle, Wacosta, Warrior and Madaket (Waterman), the Alcoa Planter, Patriot, Clipper Pilgrim,

Corsair, the Steel Age and Steel Apprentice.



THE M T D CONVENTION Maritime Labor Unity

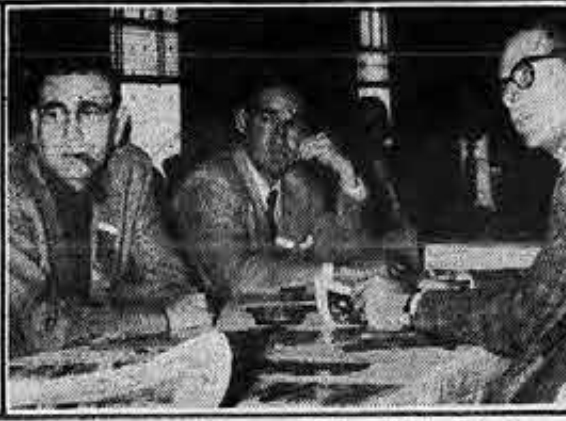
Delegates of 12 unions representing virtually the entire maritime industry are shown at Atlantic City convention at which they worked out a program of mutual action on common problems.



Arnold Zinder (r) AFSCME, with Grain Millers' K. Schneider.



Ship officers chatting are E. N. Altman, J. Calhoun and Pres. Herbert Daggett, MEBA; Moe Weinstein, MM&P; V. O'Reilly, MEBA.



Listening to talk are (l to r) M. Stephens, Technical Engineers; Joe Trainor, IBL; Stephen Leslie, Operating Engineers.



SIU Pacific District was represented by Ed Turner, Marine Cooks; Morris Weisberger, Sailors; Sam Bennett, Marine Firemen.



W. Pendergast, Boilermakers and A. Matz, Firemen & Oilers.



Harry O'Reilly, MTD Secretary; James Brownlow, Metal Trades Dep't, and Jack McDonald, Operating Engineers, confer.



Fred Farnen, SIU Great Lakes District; Rolla Johnson, MM&P, and Stanley Thompson, Great Lakes Detroit agent, in huddle.



Int'l Brotherhood of Longshoremen's huddle features (l to r) E. L. Slaughter, secretary; Larry Long, president; Joe Trainor.



Howard Coughlin, Office Employees Int'l president, was guest.



W. L. Allen represented Commercial Telegraphers.



Andrew Blemler, AFL-CIO legislative rep, was speaker.



MTD President Paul Hall (inset) pins delegate's badge on AFL - CIO President George Meany upon his arrival at the convention. Below, Meany is shown telling delegates MTD is the place in AFL-CIO for all marine unions.



Setting The Deck Straight



SIU-HIWD members J. W. Edwards (left) and E. T. Squires, deckhands on the G&H tug J. Harris Masterson, team up to coil some line in Houston. The Masterson is one of 26 boats in the G&H fleet.

Defense Council Affirms Need For Merchant Fleet

WASHINGTON—Reports of the impending death of the US merchant marine replacement program have turned out to be greatly exaggerated. The Office of Defense Mobilization has notified Rep. Herbert C. Bonner, chairman of the House Merchant Committee "that the policy that an adequate merchant marine is essential for defense purposes should be reaffirmed."

It had been previously reported that the US merchant marine policy was under review by the National Security Council, and there

had been suggestions to the effect that the merchant marine would no longer be considered as having any defense value in the missile age.

Gordon Gray, the Defense Mobilizer, wrote to Bonner that the matter had been considered by a special committee made up of representatives of the Office of Defense Mobilization, the Defense Department and the Maritime Administration, and that the committee's findings had been approved by the higher-ups on the Defense Mobilization Board.

Gray also said that the Board favors a merchant fleet of approximately the present level as an interim goal and calls for a "long-range program for the replacement of ships which will become obsolete."

Not spelled out in the letter, are the methods by which this replacement program is to be accomplished. The Maritime Trades Department convention had called for a union voice in long-range planning for maritime and also has been critical of the favoring of a limited number of subsidized operators at the expense of the rest of the US merchant marine.

Lending further emphasis to the need for a US merchant fleet was a series of articles in last week's "New York Times" on the critical shortages in the United States in reserves of vital raw materials for US industry. The "Times" articles pointed out that such items as chrome, tin, rubber, copper, lead, bauxite, iron ore, manganese, and large amounts of oil have to be imported—some of these items from far off places such as Turkey, India, Malaya and the far reaches of South America.

Since these shortages will get worse as the years go by, that means greater dependence on shipping to maintain a flow of raw materials. Consequently, if the United States should neglect its merchant marine, it would put its entire economy at the mercy of foreign flags.

This Seabag's Loaded With Oil

LONDON—Two British scientists have developed a long flexible sea-going bag capable of carrying some 10 tons of oil at the end of a tow. The model, a tubular bag 67 feet long and three feet wide in diameter, successfully passed a series of tests in rough seas.

Professors W. Hawthorne and John Paige of Cambridge University built their sea-going bag out of a thin but strong flexible material similar to nylon. When empty the container weighs less than one two-hundredths as much as the cargo it carries and can be folded and carried in the back of an automobile. When full the bag rides fairly low in the water with about 90 percent of it submerged.

Major oil companies are interested in the development of flexible seagoing containers as an answer to the rising cost of tanker construction. The estimated cost of producing such a bag is about one-seventh that required to build comparable space in a standard tanker. Research on seagoing containers will continue until one can be produced capable of handling 1,000 tons of oil.

One present use of the smaller-sized bags may be in unloading supertankers at ports which do not have sufficient berthing facilities. They can be easily filled through a hosepipe attached to their stern, bound with other containers, and towed into port by tug boats.

Shipping Round-Up & Forecast

November 27 Through December 10

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	10	2	7	4	5	1	22	7	29
New York	95	13	69	12	53	9	217	34	251
Philadelphia	16	0	12	4	8	3	36	7	43
Baltimore	49	22	30	25	33	20	112	67	179
Norfolk	13	3	8	7	1	5	22	15	37
Savannah	9	3	7	4	2	1	18	8	26
Tampa	10	4	5	3	5	1	20	8	28
Mobile	30	7	22	6	30	6	82	19	101
New Orleans	40	22	29	11	45	11	114	44	158
Lake Charles	8	9	11	10	5	7	24	26	50
Houston	24	16	19	20	15	11	58	47	105
Wilmington	17	5	12	19	14	7	43	31	74
San Francisco	15	4	12	9	22	10	49	23	72
Seattle	18	12	12	12	8	4	38	28	66
Total	354	122	255	146	246	96	855	364	1219

Port	Shipped						Total A	Total B	Total C	Total Ship.
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C				
Boston	7	0	0	2	0	0	3	0	0	12
New York	76	12	6	56	21	8	35	9	2	167
Philadelphia	5	1	0	4	4	1	3	1	0	12
Baltimore	64	20	1	51	19	1	42	17	0	157
Norfolk	8	9	0	6	8	0	1	6	1	15
Savannah	1	0	0	4	3	0	1	0	0	6
Tampa	6	1	0	4	1	2	2	2	0	12
Mobile	35	7	0	28	11	2	22	10	0	85
New Orleans	32	13	1	33	5	0	33	9	3	98
Lake Charles	8	6	0	10	8	1	4	3	2	22
Houston	10	5	0	19	7	0	8	6	0	37
Wilmington	4	4	0	3	0	0	4	0	0	11
San Francisco	2	2	0	9	0	0	6	0	0	17
Seattle	22	3	0	13	7	0	12	2	0	47
Total	280	83	8	242	94	15	176	65	8	698

Shipping lagged again during the last two weeks, despite the approaching year-end holidays. Both job activity and registration fell off; shipping to 971 and registration to 1,219.

The usual holiday pile-offs and consequent job boom at year's-end has failed to develop so far, although the last period may have been too early for it in the face of the sluggish shipping over a good part of this year.

The holiday boom ordinarily extends into January as Seafarers pay off for vacations and to get time off with their families.

Five SIU ports managed to improve their showing despite the general job fall-off. Mobile and Baltimore were particularly active. New York, Norfolk and Savannah also rose. Seattle remained "as is," but was still active.

Declines were listed for Boston, Philadelphia, Tampa, New Orleans, Lake Charles, Houston, Wilmington and San Francisco. The return of Robin Line jobs on SIU shipping boards should help out in the near future.

Registration and shipping ran fairly close in the engine department, which shipped half the class C jobs.

A further breakdown by seniority groups showed the class B registration slightly higher than in the last period, and the B shipping about the same as before. The declines, therefore, were all in the class A column. However, the class A proportion of jobs shipped rose to 72 percent of total. Class B shipping also went up, to 25 percent of the job total.

The following is the forecast port by port.

Boston: Quiet . . . New York: Fair . . . Philadelphia: Fair . . . Baltimore: Good . . . Norfolk: Fair . . . Savannah: Slow . . . Tampa: Fair . . . Mobile: Good . . . New Orleans: Good . . . Lake Charles: Fair . . . Houston: Good . . . Wilmington: Fair . . . San Francisco: Quiet . . . Seattle: Good.

Hold Up Suez Canal Expansion, Need \$

Under a newly-adopted development program, the Suez Canal Authority plans to deepen the waterway to take tankers of 65,000 deadweight tons and to increase traffic capacity to 56 vessels a day, and eventually 80 to 90 vessels a day.

Colonel Mahmoud Yunes, board chairman and managing director of the Canal authority, said that the authority plans to start its \$200 million program as soon as possible. However, its schedule for deepening the waterway to 45 feet depends on whether the authority can borrow money against future toll revenues.

In his status report on the canal development, Mahmoud announced that the canal was still 18 inches short of its pre-blockade depth of 35 feet, but that it would reach that level by April or earlier. Daily transit through the Egyptian nationalized waterway has increased to 47 vessels from the 41.9 pre-blockade average.

The Suez Company manager is in the United States "contacting my customers"—the shipowners—"on what services we can provide for them." He is also meeting Eugene Black, president of the World Bank in an effort to raise the necessary funds here. Mahmoud reaffirmed the Egyptian government's declaration that the canal tolls would not be raised more than one percent a year. "For the present," he added, "We have no intention of raising the tolls."

SF Has Little Ship Activity

SAN FRANCISCO—Shipping took a dive in this port during the past two weeks. There was only one ship, the Iberville (Waterman), signing on.

The Massmar, Marymar (Calmar) and the Hurricane (Waterman) pulled into port for servicing. There were no reported beefs and all were in good shape.

Stay Put For Idle Pay

Seafarers who are collecting state unemployment benefits while on the beach waiting to ship are urged to stay put and avoid changing their mailing addresses if they want to continue receiving their checks regularly. Several Seafarers have already experienced interruptions of from three to five weeks in getting their next check after they notified the state unemployment offices that they had moved and changed their mailing address.

An average delay of a month is reported in most cases, causing considerable hardship to the men involved.

SEAFARERS PORTO'CALL

IN NEW YORK 675-A 1/2 AVE
IN BALTIMORE 1216 E. BALTIMORE

'Next Door'



Balt. Busy With Ships, Festivities

BALTIMORE—It has been a fairly busy period in this port. Shipping picked up a great deal, running far ahead of registration. The biggest increase was in the deck department where over 80 Class "A" and "B" men shipped out.

Everyone is getting ready for the Christmas holidays. The hall is being decorated and the turkeys are on order for the Christmas dinner. The dinners will be served in the Union's cafeteria for the men on the beach here and their families. All are invited to come in and eat to their heart's content.

On the shipping side, there were 17 vessels paying off, nine signed on and nine in transit. The Royal Oak, Cantigny (Cities Service); Santore, Venore, Oremar, Feltore, Chilore (Ore); Josefina (Lib. Nav.); Bethcoaster (Calmar); Citrus Packer (Waterman); Robin Locksley (Robin); Steel Age (Isthmian); Evelyn, Jean, Emilia (Bull); Seastar (Traders) and the Charles Dunsif (Colonial Nav.) all paid off while the Venore, Oremar, Feltore, Santore, Chilore (Ore); Kenmar, Bethcoaster (Calmar); Josefina (Lib. Nav.) and the Evelyn (Bull) signed on.

The in-transit ships were the Alcoa Runner and Pegasus (Alcoa); Calmar (Calmar); Steel Vendor (Isthmian); Cubore, Baltore (Ore); Morning Light (Waterman) and the Cabins (Tex. City).

The forthright action taken by the AFL-CIO to clean its own house of corrupt influences—admittedly a "disagreeable task" involving the expulsion of 1½ million trade unionists—is now on the record. It remains to be seen whether the bosses' "unions" will take a similar position on abuses in their own backyard.

No one even expects the NAM to bring General Electric up on charges because its salesmen provided "call girls" for big appliance buyers. The newspapers put a "boys will be boys" label on this sort of thing, so it's conveniently overlooked along with that multitude of sins known as "common business practices." These may range from bribery and price-rigging to arson and tax evasion, of course, but who's to throw the first stone anyway?

Thus the current offensive by business groups to get more "right-to-work" bills and punitive labor laws passed has a certain smell about it. Contrast the AFL-CIO's unequivocal endorsement with the business spokesmen's own cries of outraged innocence over such proposals as those calling for the financial dealings of all welfare and pension funds, including those run by management alone, to be put under public scrutiny.

Furthermore, despite the anti-labor emphasis of the Senate committee's hearings this year, it's pretty apparent that for every union representative who allegedly took a bribe or kickback there was a businessman who gave it. In the same way, industry's crimes of strikebreaking, union-busting and exploitation of workers via "sweetheart" contracts is viewed as "business expediency" and dismissed lightly. Some kind of a clean-up is badly needed there.

Back 'Home' Again

The appearance of Robin Line jobs on SIU shipping boards once more is a tribute to the spirit of the Seafarers forced to work under heavy pressures, including an inferior National Maritime Union contract on these ships.

An interesting sidelight on the SIU victory is that despite the lures dangled before the Robin men to win support for the NMU raid, even two NMU members on the Robin Trent voted SIU. All Seafarers salute their brothers in Robin Line for their unanimous endorsement of the SIU.

Recognition for the SIU and the SEAFARERS LOG in the form of four 1957 International Labor Press Association awards in a contest involving 300 varied AFL-CIO union publications come at an appropriate time of the year. The LOG staff would therefore like to thank all Seafarers for their unending support over the years and wish season's greetings and smooth sailing to all hands.

Start Work On 'Seaway' Between N' Orleans, Gulf

NEW ORLEANS—Construction of a deepwater tidewater channel from the Mississippi River to the Gulf which will give New Orleans a second outlet to the sea commenced last week.

Start of construction of the channel, which will be 76 miles long on completion, brought reality to the dreams of Crescent City shipping and civic interests who have been trying to promote such a project for more than a century.

Business, civic and political leaders were present for ceremonies which preceded a dynamite blast that started work on the first excavation. The channel, to cost an estimated \$96 million, will cut through land except for 26 miles of open water in Chandeleur Sound near the Gulf terminus of the new route which will result in savings in time and distance for New Orleans-bound shipping.

Engineers predict from five to ten years will be required to complete the project.

Praise Unions' Hurricane Aid

ATLANTIC CITY—The American Red Cross has awarded two certificates to Louisiana union groups in appreciation of the aid organized labor gave victims of Hurricane Audrey which struck the Louisiana-Texas border early in August.

Philip Piro, president of the Louisiana State Building Trades Council, accepted one in behalf of the skilled craftsmen of Louisiana who donated their time and efforts to rebuild 22 homes for hurricane victims in Cameron Parish, La. President Victor Bussie and E. J. Bourg, secretary of the Louisiana State Labor Council, also received one for their organization's "outstanding cooperation" during the relief operations.

Kyska Takes Seattle Crew

SEATTLE—It has been a slow shipping period for this port with the SS Kyska (Waterman) supplying most of the business. She had been in temporary lay-up but took on a full crew during the period.

The Afoundria (Waterman) paid off while the Iberville (Waterman) and the Seamar (Calmar) supplied the in-transit business. There were only a few minor beefs which were settled satisfactorily.

Many Seafarers from Lake Charles and New Orleans had joined with other union members to help clear the sites and then supplied the muscle and brawn required in the many manual construction jobs as aids to the building tradesmen. In addition to the union supplying manpower, many SIU ships made large donations to help feed and clothe the hurricane victims.

INQUIRING SEAFARER

QUESTION: The SUP membership has gone on record for motorized lifeboats on all ships. Do you feel that this is necessary?

Jorge Vega, carpenter: Yes, I think motorized lifeboats are necessary for the safety both of the crew and passengers. I know from my own experience that they would have been welcome during the last war when you had to get away from the ship fast when she was hit. Taking care of the lifeboats is part of my job on ship and I would rather see motors on them.

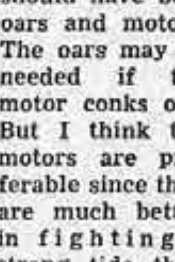
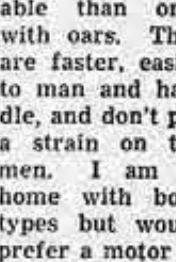
Dimitrios Gialis, OS: Lifeboats with motors are much more valuable than ones with oars. They are faster, easier to man and handle, and don't put a strain on the men. I am at home with both types but would prefer a motor to an oar any day.

Regino Vazquez, messman: I agree with the SUP membership that every ship should have motorized boats aboard. Men act differently under pressure and some might find it difficult to handle an oar, but a motor would help them get away from the ship much faster than oars would.

Matthew Fanos, wiper: One big difference in using motors is that fewer men are required to man the boats. This leaves more room to pick up victims of a crash, or to carry more passengers and crew members when the ship is sinking. Two or three men could handle a motor boat, but it requires some seven men to handle the oars.

Rafael Caraballo, 2nd cook: I think that lifeboats on every ship should have both oars and motors. The oars may be needed if the motor conks out. But I think the motors are preferable since they are much better in fighting a strong tide than oars.

Teddy Wiatrowski, FWT: Motors are a must. I was on a ship near the Andrea Doria when she sank. We had to man the oars and "idiot" sticks to try to help out. If it had not been for the motorboats on the II d'France, the death toll would have been much higher.



Robin SIU Crews Welcomed Back

An enthusiastic commendation and welcome from Seafarers on the SS Fairland has gone out to the crews of the first four Robin Line ships to come back under the SIU banner. Shortly after individual letters went out to crewmembers on the Robin Gray, Robin

Sherwood, Robin Kirk and Robin Locksley on December 10, the SIU received formal certification as bargaining agent for the ships from the NLRB. Together, they had rolled up a vote of 108 for the SIU to 13 for the NMU. Two other Robin ships, the Robin Trent and Robin Goodfellow have since boosted the SIU victory string. (Story on page 3.)

The message signed by the Fairland's delegates on behalf of its SIU crew lauded the Robin Line men for "your sacrifices. It is such spirit as you recently demonstrated which makes our organization second to none in maritime.

"We, the rank and file members of the SIU aboard this trallership, wish to compliment you for the bang-up job you did," it stated. The letter also issued a welcome "to the new members who have been rewarded to come under the SIU banner" as a result of the vote. "We are confident that you will find you made the best choice."

Full text of the Fairland's message was as follows:

To the Crew, SS Robin Gray, Robin Sherwood, Robin Kirk and Robin Locksley:

Dear Sirs and Brothers:

At our last regular meeting of December 7, 1957, a discussion was held on the result of the recent bargaining election held aboard your ship where you overwhelmingly voted for representation by Seafarers International Union over the NMU.

We, the rank and file members of the SIU aboard this trallership, wish to compliment you for the bang-up job you did.

To the SIU members who stayed on these ships and endured the inconveniences and inferior provisions of the NMU contract which you were forced to work under during the last several months: We thank you for your sacrifices.

It is such spirit as you recently demonstrated which makes our organization second to none in maritime.

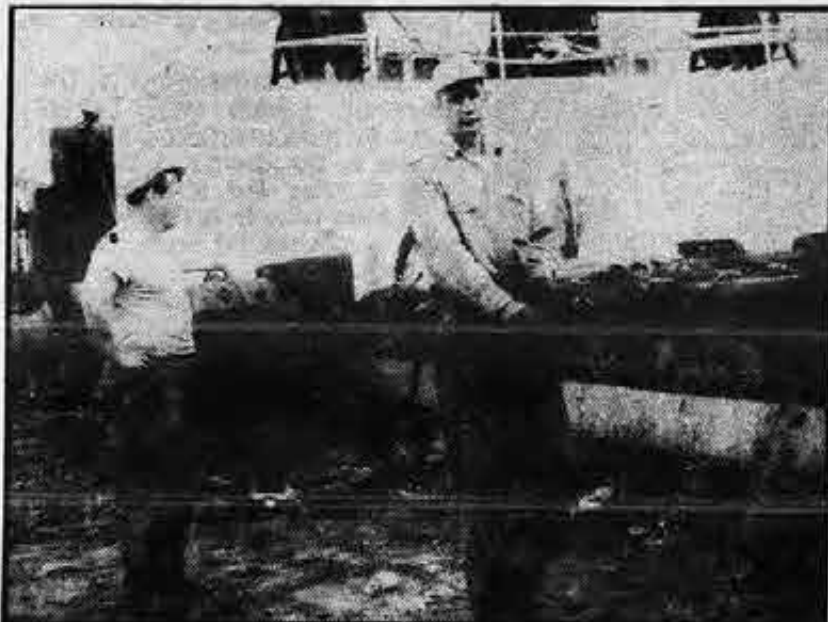
To the new members who have been rewarded by coming under our SIU banner: Welcome to our organization. We are confident that you will find you made the best choice when you voted to be represented by the Seafarers International Union, the best Union on any waterfront.

To you all, Greetings, Smooth Sailing, and Merry Christmas.

For the Crew of the SS Fairland:

Charles E. Wells	Bud J. Lowrey
Ship's delegate	Engine delegate
Joe Holsenbeck	Robert C. Trippi
Deck delegate	Steward delegate

After The Haul Was Over



Bosun Frank Gaspar (left) surveys the wreckage left over after the Steel Navigator discharged a load of deck cargo at Inchon. Joe Duffy, DM, looks like he'd like to wash his hands of the whole mess, too. They didn't say just what the stuff was. The ship was on the Gulf-Hawaii-Far East run. Photo by G. F. Abundo.

LOG-A-RHYTHM:

Sea Song

By Thurston Lewis

Hi ho! Let's go!
Out where the breezes blow!
There's where in salty air
Our hearts must be.

Hi ho! Cast off the lines!
Let's go! This is our wine.
O'er the waves, be they our graves
We're out to sea!

Hi ho! Distant shore:
Bombay or Singapore;
From Capetown to Baltimore,
This is the life for me!

We are the SIU;
From Pensacola or Kalamazoo,
Seafarers, strong and true,
The Brotherhood of the Sea!

Broader Medical Benefits Asked

To the Editor:

Along with the free health examinations furnished to our SIU membership, medicinal and hospital care should also be provided for brothers who are in good standing but are on the beach for any great length of time.

This would cover the brothers who, perhaps because of poor shipping, are not eligible for

a better world to live in if there were more unions like the SIU and the men who work with it. I would like you to print this in the SEAFARERS LOG. God bless you.

Mrs. Mary Kelps

Laud Crews For Hospital Visits

To the Editor:

We would like to express our thanks first to Mr. Green, the Bull Line agent in Ponce, Puerto Rico, for the very fine attention he has given us in every way. We don't think any better attention could have been gotten anyplace.

We also have been visited by Luis Ramirez, ship's delegate from the Elizabeth, who brought us things that came in very handy. When the Jean came in on Thanksgiving Day, Mr. Green told the crew we were in the hospital and they went all out to give us a real holiday dinner. They also brought us magazines, cigarettes and a cribbage board which we really needed to pass the time.

Two Union brothers on the beach here, Anthony Gonzales and Victor Carbone, also visited us, for which we both are very thankful.

We should be back in the States soon, so we'll close for now with thanks to everyone.

2 SIU Brothers
(Names withheld)

Welfare Assist Is Appreciated

To the Editor:

I am writing this letter to express my heartfelt appreciation to the SIU for its wonderful kindness to my mother in her bereavement on the death of my father, Francisco L. Perez.

Toby Flynn of the SIU Welfare Services Department was especially very helpful and sympathetic. I wish to thank each and everyone on behalf of all my family. God bless all of you.

Mrs. Lucille Hale

Offers Thanks For SIU Help

To the Editor:

This is just a note of thanks for the prompt and courteous service provided for my wife Mary when she was in need of hospital care. The SIU Welfare Services Department really came through in style.

I am aboard the Steel Advocate in Calcutta right now. Thank you all again for your help.

George O'Rourke

Letters To The Editor

All letters to the editor for publication in the SEAFARERS LOG must be signed by the writer. Names will be withheld upon request.

USPHS services after a period of 90 days. After an examination by the doctors at our SIU medical centers, prescriptions would be given for medications which they could otherwise not afford and the brothers who required hospital care would be protected.

This is really a must for our entire membership in the near future, and is sincerely and fraternally submitted from the Grain Shipper for appraisal by the brothers.

John J. Jелlette
Abe Partner

Union Benefits Called Big Help

To the Editor:

I would like to thank the SIU Welfare Services Department for all the help it has given my husband since his heart attack. Without this aid and kindness, he would have been lost.

It is wonderful to know that there are such nice men working with the SIU. I also wish to express my gratitude to the trustees of the Seafarers Welfare Plan for the disability benefits my husband will receive.

I don't know what we would have done if we did not get the check from the Seafarers Welfare Plan today. I was laid off from work Nov. 14 and my husband was admitted to the USPHS hospital in Staten Island on Nov. 3.

At least now my husband will not have to worry, and with God's help he will get well from his heart attack. This would be

SEAFARERS IN THE HOSPITALS

USPHS HOSPITAL STATEN ISLAND, NY
E. Matthews
J. Cui
P. Seldenberg
N. Katoul
A. Verdemare
F. Hannsford
S. Swienkoski
I. DeNobriga
H. Simmons

L. Rhino
N. Gaylord
O. Adams
R. Lopez
J. Miniz
L. Sieger
H. Jurgenson
W. Shaw

USPHS HOSPITAL MANHATTAN BEACH
Manuel Antonana
Eladio Aris
Fortunato Bacomo
Joseph J. Bass
Melvin W. Bass
James F. Clarke
Juan Denopra
John J. Driscoll
Fabin Furmanek
Joseph M. Gillard
Bart E. Guranick
Everett Halslett
Wade B. Harrell
Taib Hassen
Billy R. Hill
Antonio Infante
Ludwig Kristiansen
Frederick Landry
Patrick McCann

Archibald McGuinan
H. C. Molissac
Leo Mannaugh
Albert Martinelli
Vic Millazo
Joseph B. Murphy
W. P. O'Dea
C. Ostinski
George G. Phifer
G. A. Puissegur
Winston E. Renny
G. E. Shumaker
Kevin B. Skelly
Henry E. Smith
Michael Toth
Harry S. Tuttle
Virgil E. Wilmoth
Pon Wing
Dexter Worrell

USPHS HOSPITAL NEW ORLEANS, LA.
William Bargone
Cleophas Beasley
John W. Bigwood
Claude Blanks
Charles Cantwell
L. Carrasquillo
George Curry
Donald Dambrino
Sidney Day
Harvis Dyas
Ben D. Foster
Floron Foster
Adelin Fruge
Dennis Gomez
Leon Cordou
Russell Grantham
Alvin Henderson
George Hobbs

George Huber
James Hudson
Edward G. Knapp
Antoine Landry
Leo Lang
William Lawless
Isidore Levy
Iuminado Llenos
Edward Moore
Michael Muzio
Chas. Nicholson
Faustino Orjales
Winford Powell
Allen Ritchie
Wert A. Spencer
Jay C. Steele
Nicholas Tala
Charles E. Taylor

Gerald L. Thaxton
Lucien Theriot
James E. Ward
Francis Wasmer

USPHS HOSPITAL BALTIMORE, MD.
Ben L. Bone
E. Bueno
Rosario Copani
David Caldwell
Ben H. Faulk
Clarence Gardner
Gorman T. Glase
Sam Hacker
Frederick Harris
Walter Jackson
Jan S. Kozerski
Alejandro Lopez
Walter Mitchell

Thomas White
Marion C. Willey Jr.
Clifford Wuertz
Jacob Zimmer

Thomas Mungo
F. L. O'Laughlin
John Ossmon
Murray A. Plyler
Matias Puchero
Alexander Rever
Stanley Rodgers
Joseph Roll
G. H. Seeberger
August A. Smith
John A. Smith
Lloyd Wilson
Joseph Williams

USPHS HOSPITAL SAN FRANCISCO, CALIF.
Joseph H. Berger
Raoul P. Cabrera
John P. Cox
A. B. Ismail
Olus J. McCann

Fred Reimolt
Chas. J. Sincere
William C. Watson
Lewie A. Wilkerson

USPHS HOSPITAL BOSTON, MASS.
Florencio Lette
James A. Patrice
William J. Powers

George D. Rourke
Steven A. Williams

USPHS HOSPITAL SAVANNAH, GA.
Jimmie Littleton
Roy H. McCance
Fred Miller

James T. Moore
Willie C. Sanders
Luther Vaughn Jr.

USPHS HOSPITAL GALVESTON, TEXAS
B. F. Grice
Louie Holliday

Nighbert Stratton

USPHS HOSPITAL SEATTLE, WASH.
B. E. McLeod

F. R. Napoli

USPHS HOSPITAL NORFOLK, VA.
Dewey Gillikin

Joseph C. Wallace

USPHS HOSPITAL SAN JUAN, PR
Florian J. Glinki

USPHS HOSPITAL MIAMI, FLA.
James W. Canard

USPHS HOSPITAL FORT WORTH, TEXAS
B. F. Deibler
Siegfried Gnittke
James R. Hodges

W. E. Orzechowski
John C. Palmer
A. J. Panepinto

VA HOSPITAL HOUSTON, TEXAS
John P. Williamson

EASTERN SHORE STATE HOSPITAL CAMBRIDGE, MD.
Thomas R. Lehey

VA HOSPITAL BOSTON, MASS.
Thomas W. Killian

SAILORS SNUG HARBOR STATEN ISLAND, NY
Victor B. Cooper

USPHS HOSPITAL MEMPHIS, TENN.
Charles Burton

MONTEBELLO CHRONIC DISEASE HOSPITAL BALTIMORE, MD.
Francisco Bueno

All Set To Go On The Town



The gang's all spruced up ready to go ashore after the pay-off of the Yaka on the West Coast. Included are Kramer, bosun; Prieli, deck engineer; Bob White, AB, and Candler, steward. Sam Joseph handled the camera work.

Quitting Ship? Notify Union

A reminder from SIU headquarters cautions all Seafarers leaving their ships to contact the hall in ample time to allow the Union to dispatch a replacement. Failure to give notice before paying off may cause a delayed sailing, force the ship to sail short of the manning requirements and needlessly make the work tougher for your shipmates.

STEEL DESIGNER (Isthmian), Sept. 2—Chairman, B. Wright; Secretary, J. Reed. Some repairs made. Discussion re improper handling of repairs. Vote of thanks to delegates. New delegate and reporter elected. Proper attire to be worn in messhall and pantry. Keep passageways clean; cots to be put away safely. Laundry to be cleaned up after using. Return books to library after reading.

Nov. 10—Chairman, C. Wright; Secretary, (none). Special meeting. New delegate elected. Present delegate hospitalized in Karachi.

DEL MAR (Miss.), Nov. 2—Chairman, R. Stough; Secretary, C. Dowling. Two men hospitalized—Hq. notified. Ship's fund \$127. Purchased movies, repaired machine; \$50 given to two hospitalized men; \$10 to re-

about washing machine. Vote of thanks to steward dept.

WILLIAM H. CARRUTH (Penn.), Nov. 25—Chairman, L. Hinson; Secretary, M. Oswald. New delegate elected. Four men missed ship in Mobile. No ice water in scuttle butt. Tank broken—needs replacing.

SEATRIN SAVANNAH (Seatrain), Nov. 27—Chairman, C. Lee, Jr.; Secretary, R. May. Ship's fund \$44.22. One man missed ship. Few hours disputed of. Discussion on electrician dissatisfaction. To be referred to boarding patrolman.

STEEL ARCHITECT (Isthmian), Nov. 17—Chairman, G. Saver; Secretary, G. Ches. Milk shortage. One man missed ship in Long Beach—reported to SIU hall. Few hours disputed of. Reports accepted. Motion to discuss sanitary conditions with patrolman and get better living conditions. Only delegates to report beefs to patrolman. Need more logs. No lava soap on ship. Discussion on new shipping call—crew in favor of old system. See patrolman about repairs. Ship to be fumigated for rats and roaches. Discussion on painting of rooms and decks. Lack of cooperation and insufficient funds for painting—to be referred to Board of Health.

GATEWAY CITY (Pan Atlantic), Nov. 20—Chairman, J. Martus; Secretary, J. Austin. Repairs to be made. One man hurt in Tampa. Ship's fund \$2.50. One man missed ship. Repair lists to be turned in to mate and engineers. See patrolman about heat during hot weather in aft quarters. Suggestion of have cold drinks in hot weather.

SEATRIN NEW YORK (Seatrain), Nov. 22—Chairman, M. Lynch; Secretary, C. Oliver. Few hours disputed of. Three men getting off. Vote of thanks to steward dept. for job well done in culinary dept.

STEEL ARTISAN (Isthmian), Oct. 27—Chairman, J. Justus; Secretary, D. Grant. New washing put aboard. Dinner party held at NY from safely award was huge success. Everyone had wonderful time. Ship's fund \$22. Discussed mail situation. Due to difficulty in sending mail; steward consented to handle mail where possible.

CITIES SERVICE BALTIMORE (Cities Service), Nov. 23—Chairman, M. Waller; Secretary, L. P. Nagman. All repairs completed. Two men freed due to drunkenness. Reports accepted. Sanitary men to do all cleaning of quarters and passageways. Members requested to keep cigarette urns clean except for cigarette butts. List of rules posted. Messhall to be clean at all times. Vote of thanks to cook for very fine Thanksgiving dinner.

LA SALLE (Waterman), Nov. 3—Chairman, J. Bailey; Secretary, G. Bales. One man missed ship. One man hospitalized. Men did not turn to for securing. Ship's fund \$9.40. One man created disturbance on ship.

OREMAR (Ore Nav.), Nov. 28—Chairman, B. Fimovics; Secretary, E. A. Boyd. Ship's fund \$33.76. Recommend that members be more orderly in using night pantry. Suggestion to post instructions near washing machine for proper use.

SANTORE (Ore Nav.), Nov. 24—Chairman, J. Hayes; Secretary, A. Myrex. Ship's fund \$12.26. New delegate elected. Need new washing machine. Cups to be returned to mess hall.

ROBIN LOCKSLEY (Robin Line), Nov. 26—Chairman, E. Smith; Secretary, A. Beck. Voting to take place at 2 PM. Delegate asked men to stay aboard until after election. 40 hours disputed of. Repair list submitted. Crew requested to wash clothes in laundry before 10 PM to avoid disturbing men. Keep washing machine clean.

SEATRIN GEORGIA (Seatrain), Nov. 24—Chairman, S. Charles; Secretary, R. Matarangole. Safety meeting attended by delegates—60 day shipping rule in effect and clarified. Letters to officials in Washington sent and acknowledged. Ship's fund \$17.61. Report accepted. Request three kinds of ice cream, books for crew from headquarters. Crew should write Social Security Administration for accounts data.

M V PONCE (Ponce), Nov. 28—Chairman, F. Miller; Secretary, W. Heater. Patrolman to meet ship to settle disputed of. Reports accepted. Ship's fund \$1.55. Donations of 50c requested to build up fund.

Hi, Gang!



Beaming smiles on these two handsome youngsters broadcast a cheery hello to all hands. The boys are Jimmy, 5 (left), and Joey, 3, sons of Seafarer Partha Jernigon, oiler, of Brentwood, LI, NY.

Turkey Day 'Cold Lunch' Had 'Em All Shook Up

Elvis Presley may have everybody "all shook up" on the musical front, but the steward on the Neva West easily matched him when he pulled a fast menu switch on the top-side gang last Thanksgiving in Brownsville, Texas.

The day began innocently enough. Steward Walter R. Geis typed out the day's menus for top-side and then sent them up. Soon after, the Neva West's skipper, Captain Snodgrass, came down to the saloon for coffee and found a "hell of a roar going on" with all the officers trying to talk at once.

When it finally quieted down enough for the captain to ask what was the matter, the answer was, "By God, captain, have you looked at the menu for today yet? This is Thanksgiving Day—and in port—and what do we have but a cold lunch!" And there it was on the bill

of fare for Thursday, November 28: "Dinner . . . Cold Lunch."

By now all shook up like the rest of the officers, the skipper headed for the galley to find out the score. When he got there, the chief cook calmly told him that it was a holiday, so the steward department was going to take off for town and have Thanksgiving dinner ashore.

While this seemed like a pretty reasonable thing to do, "the captain looked like he was going to blow a fuse," reported Duke Hall.



But unable to keep it up much longer, the chef admitted the whole thing was a joke.

Dinner for the Neva West, like on all SIU ships that day, naturally included the traditional roast turkey and trimmings, among a variety of other items provided for the holiday.

Other SIU ships that came in for high praise on their menus and service for Turkey Day included both Cities Service supertankers, the Miami and Baltimore, plus the Longview Victory and Jean Lafitte. No other menus have been received by the LOG to date, but it can readily be assumed they matched all the others.

'SPOT' PHOTOS RECORD CARGO MISHAP ON ROVER

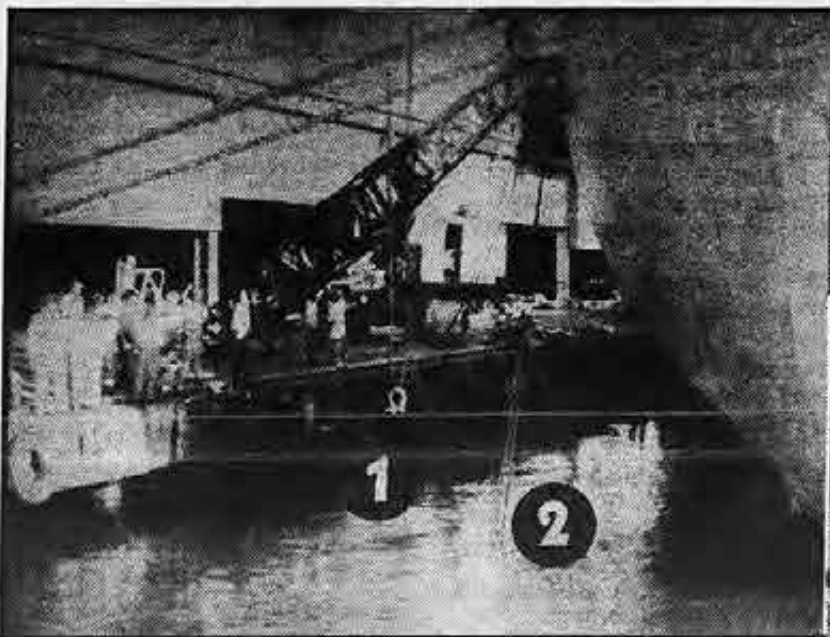
The knack of being in the right place at the right time with your camera loaded and ready is one of the sure-fire ways of getting good "spot" pictures when something's happening.

Right on tap at pier-side in Honolulu when a shoreside crane failed while loading deck cargo for the Steel Rover, Seafarer Lawrence Chapman was able to grab his shots long before local news photographers even heard about the mishap. Chapman's photos covered all phases of the mishap from the time the shoreside crane failed until a floating crane was put to work the next morning to right things once again.

No one was reported hurt but some of the handrails and awning supports on the fantail of the Rover took a beating when the dock crane lost an 18-ton Navy

crane it was trying to put aboard and smashed into the ship. The deck cargo fell into the drink at pier 19 and was finally retrieved when divers hooked up its lines to a floating crane brought in to tackle the job.

The accident delayed the scheduled sailing to Norfolk, since the collapsed shore crane had to be removed from the ship and the deck cargo had to be retrieved after its overnight stay in the water between the ship and the dock. The Rover finally got away after divers checked the ship's screw and reported no damage.



Turnbuckle (1) from an unseen floating crane astern of the Steel Rover was later attached by divers to lines which held deck cargo (2) suspended in the water overnight. Diver (photo at right) checks his air lines before going down. A failure in a shoreside crane which was lifting an 18-ton Navy crane onto the Rover caused some damage to the ship, which left Honolulu late.



Digest Of SIU Ship Meetings

patriated seamen. Some disputed of. Reports accepted. Movies to be purchased next trip. Leaks in silver locker to be repaired—unsafe.

ARMONK (Overseas), Nov. 10—Chairman, A. Raasko; Secretary, J. Sullivan. Repairs to be made. Beefs to be taken to dept. heads. Reporter elected. One man missed ship. Report accepted. Need hot water in laundry. Need new line for hot water. General cleaning in passageways, messhalls & f.c.'s. Ship being laid up. Repairs to be done in messhalls and recreation room. Dogs to be repaired. Donations for ship's fund requested.

OCEAN EVA (Maritime Overseas), Sept. 18—Chairman, H. Hutchins; Secretary, W. Anderson. All rooms in crew quarters painted; all other repairs made. Report from PH read to crew re: coal beef. Vote of thanks to men taking these jobs. Vote of thanks to delegate for good job in keeping men on the ball; also to steward dept. for good food and service.

ELIZABETH (Bull), Nov. 17—Chairman, F. Dunn; Secretary, H. Dombrowski. Some repair lists prepared. Some disputed of. No heating facilities in bosun's room. Safety delegate elected. Report accepted. Welfare plan list posted. Laundry to be closed in port and key to be retained by gangway watch.

JOHN B. WATERMAN (Waterman), Nov. 15—Chairman, G. Waller; Secretary, D. Pontes. New delegate elected. Report accepted. New treasurer and reporter elected. Discussion on linen change. Bread from shore is dry.

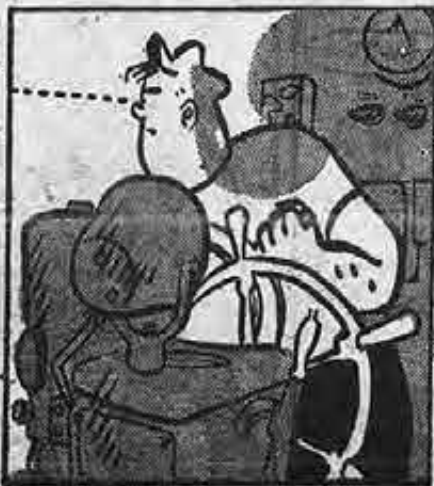
MICHAEL (Carras), Nov. 11—Chairman, B. Brown; Secretary, J. Harby. Floral wreath sent to deceased mother of brother—paid off in Corpus Christi and flew home. Collected \$22 for flowers—will make another donation at payoff. Few hours disputed of. Vote of thanks to steward dept. Collection to be taken up for ship's fund at payoff.

HASTINGS (Waterman), Nov. 17—Chairman, D. Byrne; Secretary, J. Wells. No beefs. New delegate elected. Repair list to be checked for repairs.

FELTORE (Ore Nav.), Nov. 27—Chairman, C. Locke; Secretary, D. Pearre. One man missed ship. One man hospitalized in Canal Zone. New delegate elected. Bathrooms need repairing.

ALCOA RUNNER (Alcoa), Nov. 24—Chairman, C. DeHospedez; Secretary, R. Hall. Report on Robin Lines, longshore beef. Beefs to be taken to dept. delegates. Ship's fund \$4.20. Requested shelves for rain and cold weather gear. Reports accepted.

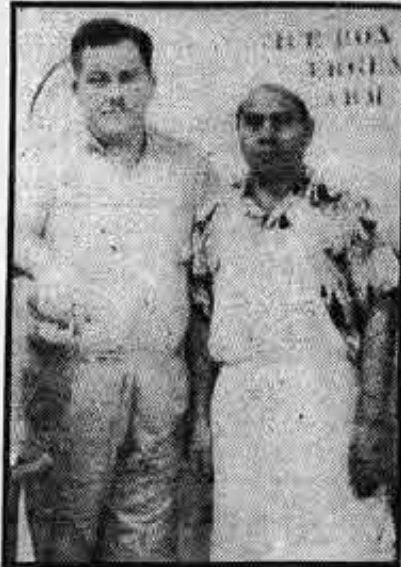
CAROLYN (Bull), Nov. 26—Chairman, J. Pacheco, Jr.; Secretary, A. Sela. Sick man paid off in PR. Few hours disputed of. To see patrolman



All's Well With The Fairport



Lined up for some picture-taking, Seafarers on the Fairport take a breather in the mess-hall during coffeetime. Included in the gang (above, l to r) are W. McBride, DM; Woody Pesen, deck engineer; Robbie, OS; Jimmy, DM; J. Nagy, wiper, and Ted, AB.



At right are R. M. Godwin, night cook and baker (left), and chief cook J. B. Fernandez in the messhall. The picture-taken in both cases were not identified.

LOG-A-RHYTHM:

Chasing Memories

By M. Dwyer

Last night I chased a memory, And caught it on the fly; You'll never know the thrill it brings Until someday you try.

The utter splendid ecstasy Forgotten now and then, By too much living in the present, And forgetting when.

Your heart will sing And thrill once more, To happy days And countless bliss.

Last night I chased a memory, Through bright, star-studded skies

And saw once more the wrinkles deep In the corners of blue eyes.

The leather-tanned skin, From sun and wind, From too much ocean spray; These features Sometimes I can see, Forever and a day.

Oh, count your blessings, women fair, Whose men still till the sod, Who crave no more to sail the sea, Though seamen's hearts Were made by God.

For when a man the ocean roams And leaves behind his home, He sometimes wakes in dead of night Or thinks on watch alone.

Then memories are all you'll have To cling to, fast and true, And jealousy will fill your heart Lest he's forgotten you.

You'll wonder, if it pays to be So faithful and so true, Then count the months, The weeks, the days, Til he sails back to you.

Editor, SEAFARERS LOG, 675 Fourth Ave., Brooklyn 32, NY

I would like to receive the SEAFARERS LOG — please put my name on your mailing list. (Print Information)

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Kirk Raps Pay Under NMU Pact

To the Editor:

This is to inform you that everything is running smoothly on the SS Robin Kirk, despite the fact that we are still working under the NMU contract.

We, the crew of the Robin Kirk, by experiencing the conditions of the NMU contract and by our payoffs, know that the NMU has played into the hands of the shipping companies with which they have negotiated contracts. As you know, when the NLRB election was held on board this ship, this crew voted 100 percent SIU.



Rivera

The result of this election expresses better than anything else how we feel about our Union, its policies, its principles and all the progress it has made throughout the years in working conditions and wages.

We expect to be leaving soon from Jacksonville for Capetown, which means that we shall be at sea for Christmas. Normally it is not my habit to ask for anything, not even for Christmas, but, on behalf of the crew of the SS Robin Kirk and myself, I would like to say that the best Christmas present you could give us is a cable from you stating that the Robin Kirk has been certified by the NLRB and that we may once again have the privilege of working under an SIU contract and under SIU conditions.

Robert Rivera Ship's delegate

(Ed. note: Merry Christmas! Santa came by early and the first four Robin ships to vote, including the Kirk, has already been certified. See the story on page 3.)

Widow Lauds SIU Kindness

To the Editor:

I would at this time like to express my deep and sincere gratitude to the former shipmates and friends of my late husband, John C. "Red" Carolan, who have been so kind and thoughtful to me.

Letters and messages from many ports of the world have been received, many of them since his death was reported in the October 25th LOG. Special thanks to the SIU men who were in San Francisco at different times during his illness and visited him at home and in the USPHS hospital, as he really enjoyed those visits. Thanks also to the ones who

were so helpful to me at the time of his death, and to his shipmates from the SS Robin Hood for their cooperation. In addition, Marty Breithoff and Leon Johnson at the San Francisco hall have been and are still a great help to me, and are never too busy to give information and advice.

Lastly, words cannot express my appreciation for the kind and sincere letter from Paul Hall, which I will always keep. Friends are wonderful to have in time of sorrow.

Mrs. J. C. Carolan

Ships In Pusan Hold 'Reunion'

To the Editor:

It looked like old home week there in Pusan recently. Besides our gang on the Fairport, the La Salle, Wild Ranger and Maiden Creek, all Waterman ships, and Ocean Evelyn and Rebecca, two other good SIU ships, were all there at the same time.

A good time was had by all as a lot of old buddies got together again over a beer and sailed a few ships from the bars and clubs. I know they are also looking forward to such a pleasant get-together again soon.

Robert M. Godwin Ship's reporter

Sen. Butler Vows Aid To Hospitals

To the Editor:

Enclosed is a letter from Senator John M. Butler in answer to our communication urging the continuation of the US marine hospital program as is.

It should be of interest to Seafarers since Sen. Butler is on the Senate Merchant Marine Committee.

The following is the text: "Dear Friends:

"It is a particular pleasure to me to have the benefit of your recommendations concerning the continuation of the our Public Health Service Hospitals.

"For some time now the important question outlined in your letter has been of the greatest concern to me and I have always endeavored to assure the continued availability of these hospital facilities to the American Merchant Marine.

"Rest assured that I will have your interest in mind in connection with this important matter during the months to come."

The letter was signed by "John M. Butler, United States Senator."

Crewmembers SS Sanfore.

'Sea-Spray'

By Seafarer "Red" Fink



TMT Resumes Run Under Trusteeship

MIAMI—Trustees of the bankrupt TMT Trailer Ferry, Inc., have received permission from a Federal court to put the company back into service between Jacksonville, Fla., and Puerto Rico.

The court has approved in principle plans by TMT trustees to negotiate with a group of businessmen interested in operating the SIU-contracted company's assets, including the heavily-mortgaged *Carib Queen*.

The business group has advanced the trustees \$20,000 to cover expenses and possible losses for a 20-day period involved in getting three TMT barges back into service hauling cargo now piling up on piers in Jacksonville and Puerto Rico.

In addition, the business group has offered to charter the *Carib Queen* for 10 or 15 years at a guaranteed annual rental of \$500,000 and has offered to finance repairs on the vessel estimated at between \$350,000 to \$500,000.

Robin Ships Again SIU

(Continued from page 3)

Line fleet, on a new contract for the Robin ships.

Seafarers on the Robin Line ships had been put under heavy pressure since the NMU raid began. They were urged either to quit the ship or come into the NMU and were promised full NMU books without payment of initiation fees as well as other advantages if only they would support the NMU. Personal pleas by NMU President Joseph Curran were included in the sales pitch.

However, as the crew of the Robin Kirk noted in a letter in this issue of the SEAFARERS LOG, working under the NMU contract convinced Seafarers that the NMU had absolutely nothing to offer them. The best Christmas present they could get, the Kirk crew said, was news that they were back under an SIU agreement.

Out Of Step

(Continued from page 5)

NMU picket line. Having ignored many other picket lines such as those of AFL-CIO mates and engineers, the NMU president's order has become habitual.

Curran attempted to cover up his activities in having SIU men fired off Robin ships by declaring that Seafarers "were allowed to keep their jobs" when Moore-McCormack bought the ships. That explains why 11 Seafarers were fired off the Robin Mowbray, the only way, incidentally, the NMU could win a ship.

Caught flat-footed in his raid on Willis, which the SIU organized last year and won by a 69-2 count, Curran has taken no steps to withdraw his charge that the union shop is "illegal" and should be abolished. The Willis affair is raising of the purest and most primitive kind, with NMU representatives waiting until the contract was to be re-negotiated and then moving in and petitioning for disallowance of the SIU-HIWD agreement in the fleet.

These actions by Curran are unfortunate, and revealing of his irresponsibility. But they will not and have not stopped the constructive program of the rest of the maritime labor movement and of the AFL-CIO.

Final Dispatch

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and the SIU death benefit is being paid to their beneficiaries.

John H. Bove, 57: Brother Bove died of natural causes at the US Public Health Service Hospital in Staten Island. He became a full member of the SIU in 1944 and sailed in the steward department on SIU ships. He is survived by his wife, Frances Jean Bove, of the Bronx, New York. Burial was in St. Raymond's Cemetery, Bronx, NY.



Alfred Bokan, 33: A malignant tumor caused the death of Seafarer Alfred Bokan in Baltimore. Brother Bokan joined the SIU in 1943 and sailed in the deck department. He is survived by his mother, Mrs. Helen Yager, of Georgetown, Delaware. Place of burial is not known.



Coal Ships To Go In Boneyard

(Continued from page 2) than \$4.50 a ton. Huge stockpiles of coal in Europe and increasing exports to West Europe from Polish mines are helping to depress rates.

At present, the company has two of its six ships still in operation. One ship, the *Coal Miner*, is carrying grain. The other, the *Thomas Paine*, is making its last chartered delivery and will probably join the other vessels in lay-up.

"Early last year," the "Business Week" article declared, "freight rates on coal shipped from the US to Western Europe ran as high as \$22 a ton." Had American Coal not attempted to operate with a company union of deck and engine officers, it probably would have gotten 30 ships out and capitalized on the rate bonanza.

Even after the beef began, the dispute could have been quickly settled to the benefit of the company and the unions on the basis of AFL-CIO president George Meany's proposal last February 21. Meany called for the SIU to withdraw from the fleet if the NMU would agree to support the licensed officers' unions in their bid for a contract. The SIU agreed to the Meany proposal but the NMU refused.

In the view of SIU headquarters, had the NMU gone along with the Meany proposal, the company would have had no alternative but to contract for officers with the AFL-CIO licensed officers' unions. In that instance, the coal fleet operation would have been the bonanza it was originally expected to be.

Pastrano Pays A Social Call



Popular with SIU fight fans in New Orleans, heavyweight contender Willie Pastrano, son of Seafarer Frank Pastrano, 2nd cook, pays a social call at the SIU hall in the Crescent City. Pictured (l to r) are Seafarers Red Gleason and Bill Storey; Dave DiVincenti, of Pastrano's camp; Pastrano; Seafarer Vic Miorana; New Orleans lightweight Ralph Dupas, and Seafarers Clyde "Whitey" Lanier, Manfred Osborn and Joe Stocker. Both boxers began their careers at St. Mary's CYO gym in New Orleans' famed French Market quarter. Pastrano's last bout was in London, where he whipped Britain's Dick Richardson.

RECENT ARRIVALS

All of the following SIU families have received a \$200 maternity benefit plus a \$25 bond from the Union in the baby's name:

Jane O'Krogly, born October 24, 1957, to Seafarer and Mrs. Alfred H. O'Krogly, Plains, Pa.

Steven Carroll Pounds, born June 2, 1957, to Seafarer and Mrs. Edwin B. Pounds, Houston, Texas.

Regina Lynn Tucker, born May 19, 1957, to Seafarer and Mrs. John D. Tucker, Cumberland, Md.

John William Little, born February 2, 1957, to Seafarer and Mrs. John Little Jr., Bayonne, NJ.

Perry Charles Bennett, born October 27, 1957, to Seafarer and Mrs. Rodney J. Bennett, New Orleans, La.

Sandra Allen Stringfellow, born November 22, 1957, to Seafarer and Mrs. Charles L. Stringfellow, Mobile, Ala.

Erik Melvin Smith, born November 9, 1957, to Seafarer and Mrs. Melvin H. Smith, Glenburnie, Md.

Robin Elizabeth Thompson, born October 9, 1957, to Seafarer and Mrs. William R. Thompson, Mobile, Ala.

William Wayne House, born November 19, 1957, to Seafarer and Mrs. William A. House, Ormond Beach, Fla.

Michael Lewis Tulp, born November 18, 1957, to Seafarer and Mrs. John Tulp Jr., Galveston, Texas.

Edward V. Gilabert, born August 5, 1957, to Seafarer and Mrs. Ventura Gilabert Colas, Brooklyn, NY.

Vincent Joseph Milanesi, born October 22, 1957, to Seafarer and Mrs. Eugene Milanesi, Brooklyn, NY.

Jose Romero Jr., born August 24, 1957, to Seafarer and Mrs. Jose L. Romero, Houston, Texas.

James Lewis Percival, born October 31, 1957, to Seafarer and Mrs. James L. Percival, Charleston Heights, SC.

Guy Michael Cuccia, born November 21, 1957, to Seafarer and Mrs. Jacob J. Cuccia Jr., New Orleans, La.

Bessie C. Nicolas, born October 20, 1957, to Seafarer and Mrs. Francisco Nicolas, Catonsville, Md.

Leon Roy Curry Jr., born October 26, 1957, to Seafarer and Mrs. Leon Curry, Fletcher, NC.

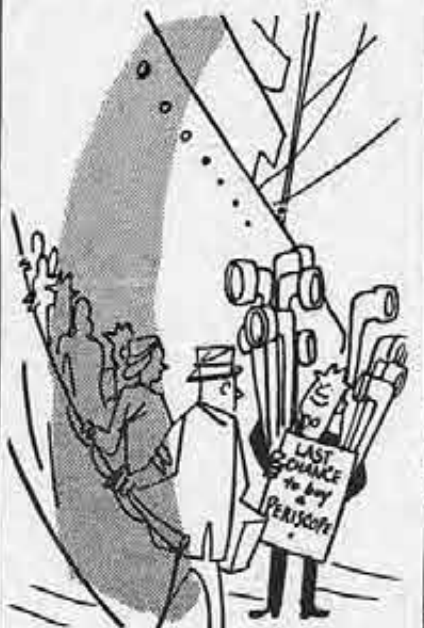
Nature In Raw (Walled In) Is Latest Cruise Gimmick

Moore-McCormick's new vessel, the SS *Brasil*, will offer the latest in luxury cruise features next year—that of absolute communion with nature, or in the language of the layman, nude sun bathing.

The *Brasil*, due to enter service next year, will have a

have a secluded area where they can enjoy the full benefit of the sun."

Yeah, but how can the passengers show it off?



special solarium deck built atop the liner's dummy funnel. To keep within the limits of respectability, the deck will be split by a "solid" wall forming two rooms, one for the ladies and one for the men. (How high is that wall, anyway?) The sun worshippers will relax behind a curved solex glass windshield and toast to their hearts' content.

In announcing the new feature, Robert Lee, vice-chairman of the board, said that the company was merely keeping up with the times. "There is a demand for solariums of this kind. They are very popular in tropical regions. On our thirty-one day cruises to South America opportunities to get a good healthy coat of tan are unsurpassed. So why not let the sun worshippers

Personals And Notices

Joseph Robert Lordan
Important that he get in touch with Benjamin Cherry, attorney, at 1522 Race Street, Philadelphia 2, Pa., concerning settlement of his mother's estate. Anybody knowing his whereabouts urged to notify the above.

Anyone knowing the whereabouts of chief mate Thomas Heaney or Nick Leone is asked to contact Robert Welker at 219 48th St., Union City, NJ, or call Union 4-8627.

Tony "Art" Cornman, FWT
Get in touch with your wife, Mary, at 3119 Baldwin St., Los Angeles 31, Calif., as soon as possible. Very important.

Federal income tax and state social security refunds are being held for the following men by F. P. Corcoran, Room 201, SUP Building, 450 Harrison St., San Francisco, Calif.:

Karl E. Eriksson, Walter F. Hudgens, Walter J. Oaks, Don L. Pagel, Sverre R. Pedersen, Charles Russell, Carl E. H. Snygg and Luis E. Torres.



THE holiday season for Seafarers, like most everything else, has a different flavor than it has shoreside. For some it may mean a vacation from shipping to be spent at home with the family or on a vacation trip. For others, it might be celebrated at Christmas dinner in an SIU hall. But in many instances, Christmas and New Year's are spent at sea, with the holiday marked by decorations in the mess hall and something extra-special dished up by the galley.

The seafaring man quickly learns to accept the fact that holidays and other special occasions are liable to catch him almost anywhere on the face of the globe. The holiday spent on ship has a quality all its own, removed from the din of shoreside, and many men prefer it that way. They find the strongest expression of the spirit of brotherhood lies in spending the day with their shipmates.

To all Seafarers, whether on ship or ashore, the SIU extends its warmest holiday greetings.



**Seafarers International Union
Atlantic & Gulf District, AFL-CIO**