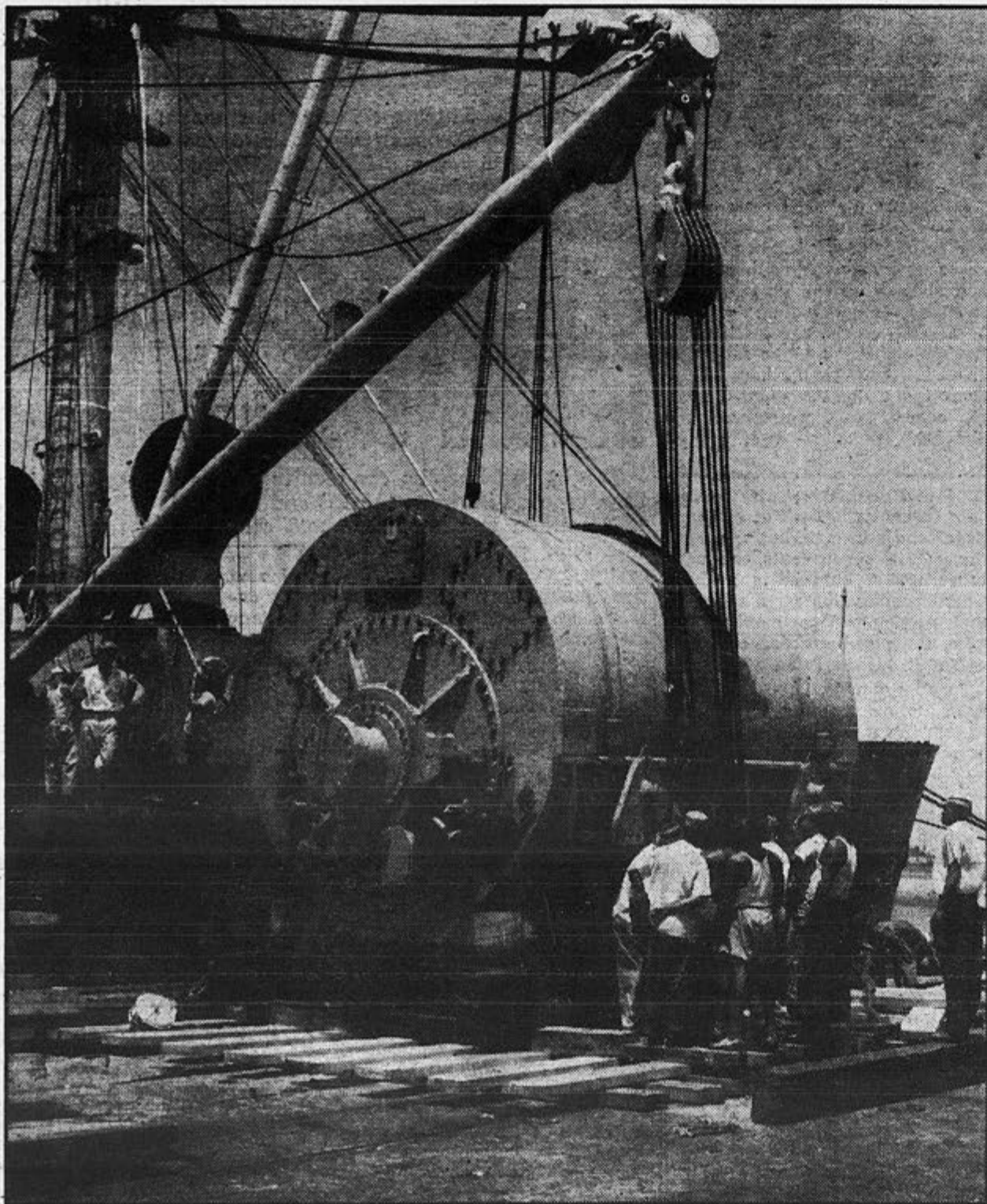


FIRST SIU HEALTH CENTER ON WAY

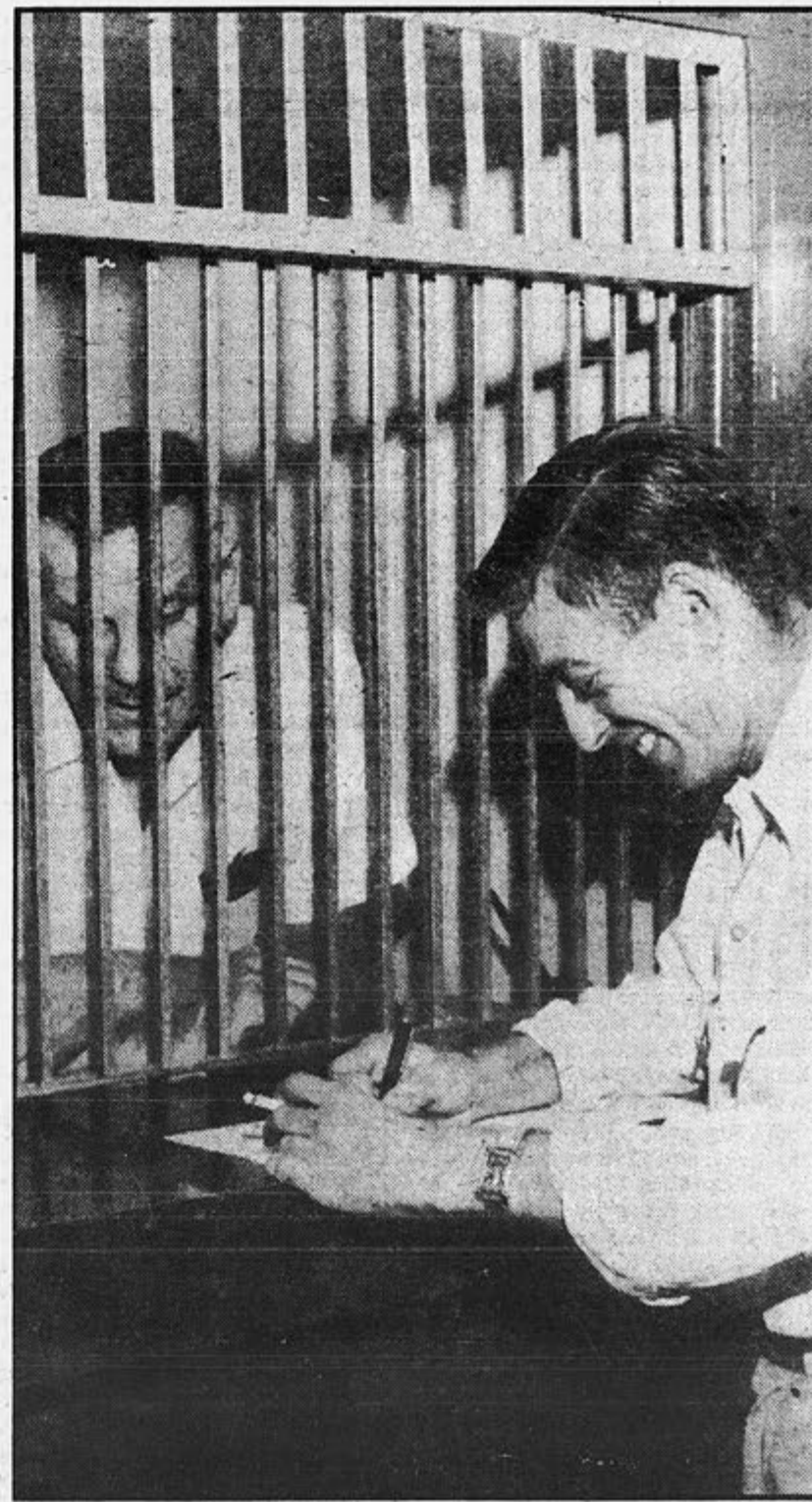
Story On Page 3

Broaden Seniority Hiring Clause

Story On Page 2



King Size Cargo. Puerto Rican longshoremen ponder big job of moving 112-ton turbine stator rig to nearby power plant after the stator was skidded off the Dorothy onto the dock in San Juan. It was put aboard in Baltimore after a rail trip from Pittsburgh. The huge mechanism was moved off without a hitch. (Story on Page 7.)



Gains Seniority. First class B man to seek higher seniority under SIU contract's amended hiring rules, Joseph Scaturro, oiler (right), files papers as hq. patrolman Frank Bose looks on. Changes start Oct. 1. (Story on Page 2.)

SIU Negotiates Broader Seniority Hiring Clause

Acknowledging a rise in shipping and job opportunities for Seafarers, the SIU has won agreement from its contracted employers on a modification of Article I of the SIU contract, the seniority hiring provision. Effective October 1 of this year, all rated men with Class B seniority can qualify for class A seniority if they began shipping before January 1, 1952 and have been sailing regularly since that time.

In other words, any rated Seafarer who started shipping before 1952 and shipped steadily in the years that followed will now qualify as a class A man.

Under the original contract provision, class A seniority was granted to men who started with the Union before January 1, 1951, a full year earlier than the cutoff date which is now going into effect. Originally men who were eligible for B seniority (those who started any time after January 1, 1951)

were required by the terms of the contract clause to accumulate 90 days seetime a year for eight years before graduating to class A status. Normally then, the earliest a class B man could have advanced to class A would have been January, 1959. Seafarers who do not have ratings will still follow this rule.

Increase in Jobs

However, in the year and a half since the seniority agreement was negotiated, there has been a steady increase in contracted jobs and shipping for Seafarers, reflecting the reactivation of once idle ships and the addition of new vessels to the SIU-contracted fleet through Union organizing activities. The job increase has led to spot shortages of rated men and the shipping of large numbers of men with class B and class C seniority to man the ships.

Await Labor Bd. Dock Vote Action

Representatives of the old International Longshoremen's Association and the New York Shipping Association continued their delaying tactics last week in an attempt to sidestep a showdown election on the New York docks. However, the National Labor Relations Board continued to take the necessary steps to set up an early election among the port's longshoremen.

TV Programs Started

Meanwhile, the International Brotherhood of Longshoremen, AFL-CIO, stepped up its campaign in the port with the first of a series of weekly television programs aimed at longshoremen. The programs are carried in the New York area on Channel 5 at 1 PM, Sundays. They spotlight the issues of the election and the abuses longshoremen have suffered during the years of ILA misrule.

Meetings held at the New York office of the Labor Board contin-

ued discussions as to the composition of the voting unit and the procedures to be followed in conducting the election. The first ILA-shipowner stall came when the IBL asked the Board to order the shipowners to turn over a list of longshoremen eligible to vote.

The IBL pointed out that the general practice has been to consider all men working 700 hours a year as regular longshoremen. The only source of this information is the payroll records maintained by the various stevedoring firms. Such records should be made available to all parties, the IBL argued, so that ineligible men could be quickly weeded out and prevented from voting.

Reduce Challenges

This procedure, IBL said, would reduce challenges to a minimum and make for a clear-cut election decision. It would also discourage any efforts on the part of ILA to "vote tombstones" in the coming balloting. The ILA, as the current party to the longshore contract, already has information on eligible voters available to it.

Shipowner spokesmen argued that they should not be compelled to make such lists available.

Another issue to be decided by the Board is the question of voting by hatch bosses. The IBL argued that hatch bosses are supervisory employees and should not be allowed to vote as longshoremen. The ILA has also attempted to becloud the issue by calling for a coastwise election.

It is expected that the regional office of the board will refer these matters to the Washington headquarters of the NLRB for final decision.

AFL Acts On Abuses Of 3 Welfare Funds

An AFL-CIO crackdown on alleged welfare fund abuses in three unions has again pinpointed the advantages of the self-insured SIU Welfare Plan jointly administered by Union and shipowner trustees.

The AFL-CIO recently took steps for the possible suspension of the 25,000-member Distillery, Rectifying and Wine Workers International Union and warned of similar action against the Laundry Workers International Union and the Allied Industrial Workers, the latter formerly known as the United Auto Workers-AFL.

Widespread charges of mismanagement and "corrupt influences" in the handling of welfare and pension trust funds have been made against all three unions, particularly against the distillery workers.

All three have insurance company-managed welfare plans. Union officials and brokers have been charged with manipulating the funds for heavy kickbacks and splits on substantial brokerage commissions.

The self-insurance feature of the SIU Welfare Plan, which a number of unions have subsequently adopted, has kept administrative costs low and benefits high by avoiding high premiums to insurance companies and forestalling possible abuses over fees and commissions.

ILA Fires Filth Barrage Against SIU

Unable to face up to the issues posed by the International Brotherhood of Longshoremen, the waterfront mobs who control the discredited International Longshoremen's Association have unleashed a campaign of vituperation against the SIU.

The SIU has been selected as the prime target for an ILA filth barrage because of its staunch support of the IBL. Similar mudslinging attacks have been made many times in the past against the SIU, AFL-CIO president Meany and others who have supported IBL in the past and are supporting its current campaign for a new waterfront election.

The ILA attacks have been echoed in similar form by "Dockers News," an organ of the Communist Party's waterfront section, indicating that the ILA-Bridges-Communist alliance is still in full swing. It is believed that Irving Velson is acting as the coordinator for this anti-SIU campaign.

Seafarers can expect intensification of these attacks in the next few weeks with possible efforts to contact SIU ships and attempt to interfere in the internal affairs of the SIU. The SEAFARERS LOG will keep Seafarers posted on developments along these lines.

Scatturo 1st in Line

The first applicant at headquarters for an A seniority rating under the new contract provision was Seafarer Joseph Scatturo, oiler. Scatturo started sailing with the SIU in April, 1951, which he described as a "joyous day for me." His first ship was the Julesburg, a Mathiasen tanker.

Since then he has been sailing pretty regularly on Robin Line runs to South Africa.

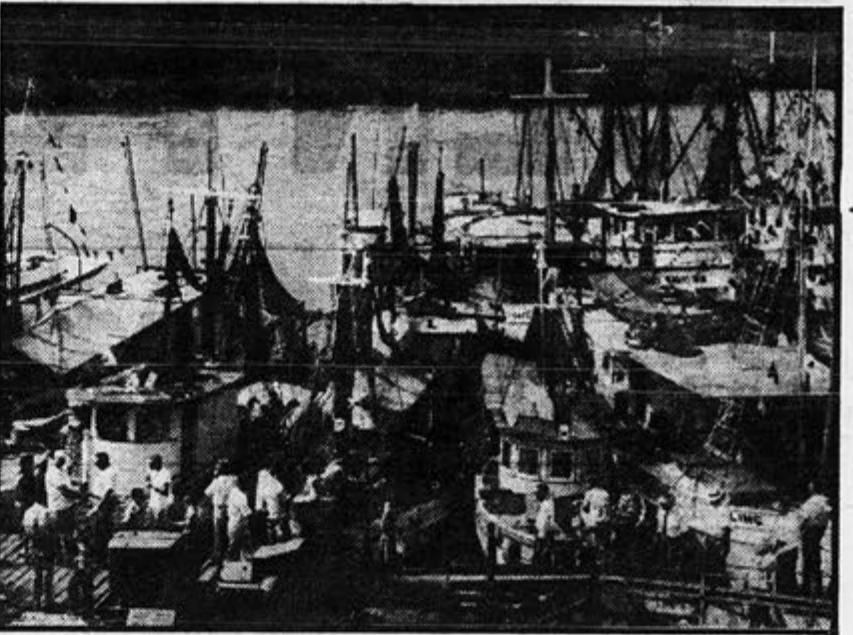
He heard the good news about the new seniority agreement at the Wednesday night, September 5, headquarters membership meeting and showed up the next morning to make his application.

"I really appreciate getting this top seniority rating," he said, "because having worked ashore I know there's no Union like the SIU when it comes to protection and benefits."

Class B Seafarers who possess only the entry ratings of ordinary, wiper and messman, but who have the seetime requirements, can move into class A by passing a Coast Guard examination for a rating in their particular department. Otherwise, the negotiators agreed, they will wait out the full eight years.

In accord with the Union's own rules on membership, those Seafarers who attain class A seniority as per the amended contract will now become eligible for full membership in the SIU, replacing the probationary membership they held up until now.

SIU Shrimpers' Fete



Some of the 5,000 spectators from several states (top) crowd a dockside platform at the annual blessing of the shrimp fleet in Bayou la Batre, Ala. Visitors and crewmen of 83 boats heard the Rev. Thomas Nunan, (at-mike), and the Rev. Joseph Adams (far left) make the blessings. About half of the boats are operated by members of the SIU-affiliated Mobile Bay Seafood Union.

Shipping Boost Seen In India Surplus Deal

The biggest surplus commodity deal ever negotiated has been reached between the US and India. It calls for sale of \$360 million worth of food and commodities from the US stockpile, principally wheat, cotton, rice and tobacco. Since the "50-50" law will apply to this cargo, the sale means a considerable boost for US shipping to India.

The magnitude of the new surplus deal is shown by the fact that the \$360 million figure represents far less than the true market value of the commodities, somewhere around \$650 million.

Wheat Shipment Big

The wheat cargoes alone will amount to 130 million bushels or approximately 3,500,000 long tons, at least half of which must be carried on American-flag vessels under the laws. The rest of the agreement includes 500,000 bales of cotton; 4.4 million bags of rice at 100 pounds to the bag; 6 million pounds of tobacco and \$3½ million worth of dairy products. The wheat to be shipped represents over 15 percent of all wheat now held in Government surplus.

The entire transaction will be paid for in Indian currency. In turn, the US will spend the money to help develop India's economy and expand markets for US products in India. Because of the scope of the transaction, the shipping of the commodities will be spread over a three-year period.

While the Indian transaction is by far the largest of any surplus

sales negotiated until now, it is only one of several recent arrangements made with Asiatic countries. Others include sale of condensed milk and cotton to Burma, sale of cotton to Indonesia and Hong Kong, and other sales to Denmark, Great Britain and West Germany.

The sales to Denmark and Great Britain, while relatively small ones, indicate that efforts by foreign maritime nations to undermine "50-50" have been given up for the time being.

One of the arguments used by "50-50" opponents was that the maritime nations were boycotting US surplus sales abroad because they could not carry them exclusively on their own ships.

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Dr. Joseph Logue (center), newly-appointed medical director of the SIU Welfare Plan Medical Program, shows trustees Joe Algina (left), SIU assistant secretary-treasurer, and Max Harrison, shipowner representative, a list of the lab equipment and supplies he plans to order for the first center in New York. Dr. Logue was Isthmian medical director.

NY Will Get First SIU Health Center; Director Chosen

Planning for SIU health centers shifted into high gear as the trustees of the Seafarers Welfare Plan named Dr. Joseph B. Logue medical director of the Seafarers Welfare Plan Medical Program. At the same time, the trustees are making arrangements to obtain facilities near the New York headquarters hall to house the first of four projected Union health centers.

The trustees have already narrowed down their hunt to specific properties within walking distance of the headquarters hall. They expect to close a property deal within the next few days for the health center's location. Meanwhile bids are already go-

ing out for x-ray and laboratory equipment for installation in the first center. The bids will be acted on at the next trustees' meeting later in the month. It is expected that it will take three or six months to install the necessary equipment and put the center in operating order.

Diagnostic Facilities

The four health centers—in New York, Mobile, Baltimore and New Orleans—will offer Seafarers the finest in diagnostic and examination facilities to provide them with regular physical check-ups. They are one part of the health and safety program that was negotiated by the SIU in contract talks with the operators last fall.

The major function of the centers will be the practice of preventive medicine. Seafarers will be able to obtain thorough physical

inuations, chest x-rays, electrocardiograph checks, blood tests and other standard medical tests aimed at detecting illness. All of these will be offered at no cost to the Seafarer.

The centers themselves will not offer any treatment but will refer Seafarers to the Public Health Service Hospitals in the event medical treatment is needed.

A secondary function of the centers will be to offer a standardized physical for Seafarers shipped out of the hall to SIU-contracted vessels. The standard physical will replace the haphazard system pres-

(Continued on page 15)

Center's Goal: Preventive Medicine

"What we are out to do is apply some preventive medicine. Our object will be to detect incipient illness and physical defects and have them attended to before they become serious handicaps. In doing so, we will be providing the Seafarers with the type of check-up which is available to others only at considerable cost."

That's how Dr. Joseph B. Logue, newly-appointed medical director of the Seafarers Welfare Plan Medical Program, described his approach to the operation of the Seafarers health centers. At present Dr. Logue is drafting standards and procedures and letting bids for lab equipment to be installed in the first center in New York.

Others will be built in Baltimore, Mobile and New Orleans.

Extensive Career

The new director brings a wealth of experience to the post both as a medical administrator and a practicing physician. For the last two

years he has been medical director for the Isthmian Steamship Company. But before that he had a distinguished medical career with the Navy and the Marine Corps dating back to World War I. He retired in 1954 with the rank of vice-admiral.

Was Navy Surgeon

Before becoming an administrator Dr. Logue specialized in surgery, particularly traumatic surgery, and served in a number of Naval hospitals as assistant chief surgeon and chief surgeon. He was chief surgeon at the Pearl Harbor Naval hospital just before World War II, but was shifted to Chelsea, Massachusetts a few

months before war broke out. Subsequently he was assigned to the Marine Corps, as executive officer of the Parris Island Naval hospital and then went overseas as division surgeon for the famed 1st Marine Division.

He spent two years in the Pacific in the course of which he was awarded the Legion of Merit with combat star and other citations. When World War II ended he served as medical administrator in a variety of capacities for Navy hospitals and districts until his retirement in 1954.

Dr. Logue is a native of Georgia and got his medical training at the University of Georgia.

No Seafarers now shipping regularly on SIU ships need fear loss of job eligibility because of the operation of the SIU health centers.

The purpose of the centers is to prevent ailments from reaching the serious stage and to keep Seafarers healthy and on the job at all times.

check-ups to detect and prevent ailments before they reach the serious stage. These check-ups could include such items as eye and ear examinations, dental exam-

Union Wins Ala. Jobless \$\$ Test

MOBILE—Seafarers holding Class B and C seniority won a major legal victory in Alabama last week. The three-man Board of Appeals of the Department of Industrial Relations ruled unanimously that seamen leaving ships under the 60-day provision of the Union contract are entitled to unemployment insurance benefits.

The speedy decision by the Alabama board is the third instance in which the Union has

the Alabama department had always upheld the "voluntary quit" argument.

Because of this practice, the Union carried an appeal to the Appeals Board. The Union argued that the quit was not voluntary, but was a mandatory provision of the Union contract.

The Alabama Board agreed that any man leaving the ship under the provisions of a contract negotiated between the employer and the Union cannot be called a "voluntary quit" and is entitled to his unemployment benefits.

Company Changes Practices

Aside from the legal victory, the Union has done away with a Waterman company practice which had the effect of denying many seamen their unemployment insurance. It had been the company's practice to list men as paying off under mutual consent, no matter what the circumstances under which they left the ship. "Mutual consent" meant that the men left the ship of their own accord and could not collect benefits.

In discussions with Waterman the Union has won agreement that the company will instruct skippers to enter the specific reason for which a man paid off. From now on, men paying off under the 60-day rule will be listed as paying

off in accord with the provisions of the Union-company hiring agreement.

SCHEDULE OF SIU MEETINGS

SIU membership meetings are held regularly every two weeks on Wednesday nights at 7 PM in all SIU ports. All Seafarers are expected to attend; those who wish to be excused should request permission by telegram (be sure to include registration number). The next SIU meetings will be:

- September 19
- October 3
- October 17
- October 31
- November 14

Jobs Empty Boston Hall

BOSTON—Still sharing in the job prosperity affecting most ports, the SIU branch here maintained a busy pace during the last period and was virtually cleaned out of men in all departments.

New York had to fill in on many jobs, Port Agent James Sheehan reported, because of the sudden demand.

No Replacements

Even so, Sheehan said, several men who had planned to pay off their ships here could not be replaced and agreed to remain aboard so the ships would not sail shorthanded. This cooperation by the crews helped avoid a lot of problems, he commented.

It is hoped shipping will continue to be good, although the outlook is uncertain right now.

Four ships, the McKittrick Hills (Western Tankers), Lake George (US Petrol), Republic (Trafalgar), and Cantigny (Cities Service) paid off and signed on during the period. In transit were the Robin Doncaster (Seas Shipping), Steel Executive (Isthmian), Ines (Bull Line) and Harold T. Andrews (Overseas Nav.).

Ease Rules In Hardship Hosp. Cases

Liberalizing the provisions of the family hospital and surgical benefits program, the trustees of the Welfare Plan have agreed to waive the \$50 deductible provision and the 31-day limit in certain special hardship cases. The waiver would apply to such illness as cancer and other severe ailments or injuries where it becomes necessary for a Seafarer's family member to reenter the hospital for further treatment.

The trustees have also voted to give benefits coverage in case of miscarriages where the patient has to enter a hospital.

Payments Over \$100,000

Meanwhile, payments to Seafarers under the dependents plan passed the \$100,000 mark in August. Since the plan went into effect on June 1, 1955, 749 Seafarers have collected a total of \$108,718.82 toward payment of hospital, medical and surgical bills for their wives and children.

The newly-liberalized rules for hardship cases provide that on the second trip to the hospital the plan will pay the \$10 a day past 31 days, if necessary, and will not require the Seafarer to pay the first \$50 of the second hospital bill. Similarly, the Plan will pay the \$100 worth of hospital extra costs and any added surgical costs the second time around, up to the limits of the schedule of fees.

The new rules make it possible for Seafarers in these hardship cases to collect benefits covering all of their hospital and surgical expense for the second period of treatment. Of course if the surgeon's bill is over the fees scheduled by the Plan, or the hospital daily rate is more than \$10, then the Seafarer would have to pay the difference.

In one instance, the wife of a Seafarer contracted osteomyelitis, a bone infection, following fracture of a leg and had to return to the hospital. The total bill came to \$644.64, and payment equaling that amount has been made to the Seafarer.

Seafarers holding B and C seniority who pay off under the 60-day contract provision should inform Unemployment Insurance offices accordingly when applying for their benefits. The accurate and official reason under such circumstances is "leaving vessel because of a provision in the contract."

Merely listing "60-day rule" or "Union rule" is not accepted as sufficient reason and could cause loss of benefits.

Where appeals are pending, Seafarers should report regularly as required by the Unemployment Insurance office.

won test cases on unemployment insurance. Previous decisions in New York and Delaware also upheld the Union's stand.

The Alabama decision is of major importance because the Waterman and Pan Atlantic Steamship companies have their home offices in the state. It has been the practice of the companies to contest unemployment benefits for seamen leaving a ship after 60 days on the grounds that this constituted a "voluntary quit." Up until now,

Revised Job Rules Seen Big Aid To NY

NEW YORK—Good shipping is still the rule at headquarters, where SIU port officials handled a total of 41 ships during the last period.

All of this traffic assured a plentiful supply of jobs for all hands on the beach. In addition to replacements for ships in the harbor, Seafarers were dispatched for ships in Philadelphia, Boston and as far north as Portland, Me.

Securing some of the replace-

ments was a touch and go proposition on several occasions, according to Claude Simmons, SIU assistant secretary-treasurer, but most

See story on revised seniority on page 2.

of the men involved were willing to remain aboard, so no real difficulty was encountered.

"The answer to this problem, of course, is to eliminate some of the turnover in jobs," he said. "The way to do this, we have found, is to have a greater number of men with class A seniority in the Union. These men are not required to leave their ships after 60 days, under the Union contract, like the men who hold less than class A status.

"Thus we have met with the operators and renegotiated the hiring section of our agreement to allow all rated men who started sailing regularly on SIU ships in 1951 and have sailed regularly since to be granted class A seniority. Both the operators and the Union feel this will cut down the turnover and therefore ease the manpower shortage with which we're often faced," Simmons commented.

Twenty-five ships were paid off, four signed on and 12 ships were in transit during the last period. All of them were in good shape.

1st Gas Power Ship Underway

WASHINGTON—The third experimental Liberty ship, this one a gas turbine-powered vessel, is beginning her sea trials off the Virginia Coast this week. The Liberty ship John Sergeant will be the first gas turbine vessel to operate under the American flag.

Has New Propeller

In addition to the new power plant, the ship now has a controllable-pitch propeller and has been lengthened by 20 feet.

The fourth ship, the William Patterson, powered with another version of the gas turbine engine, will go out for sea trials in December. Two previous conversions under the Maritime Administration upgrading program are already at sea. They have made speeds of up to 17½ knots.

Shipping Round-Up & Forecast

August 22 Through September 4

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	9	5	5	3	5	2	19	10	29
New York	81	25	47	18	47	14	175	57	232
Philadelphia	32	15	18	17	13	13	63	45	108
Baltimore	64	25	39	12	30	13	133	50	183
Norfolk	19	15	11	12	9	10	39	37	76
Savannah	9	4	8	7	2	1	19	12	31
Tampa	7	1	3	4	6	4	16	9	25
Mobile	35	11	18	13	25	11	78	35	113
New Orleans	54	20	34	18	64	20	152	58	210
Lake Charles	14	5	7	4	3	3	24	12	36
Houston	22	5	18	12	7	6	47	23	70
Wilmington	7	3	8	7	5	0	20	10	30
San Francisco	16	11	9	10	11	8	36	29	65
Seattle	17	10	14	4	10	5	41	19	60
Total	386	155	239	141	237	110	862	406	1268

Port	Shipped						Total A	Total B	Total C	Total Ship.	
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C					
Boston	8	4	5	3	4	3	2	5	14	18	42
New York	84	23	26	61	29	18	54	15	10	199	320
Philadelphia	32	3	6	14	7	7	10	4	11	56	94
Baltimore	66	13	14	40	23	18	21	12	13	127	220
Norfolk	16	13	15	11	6	20	3	6	22	30	112
Savannah	2	1	0	2	1	0	0	0	0	4	6
Tampa	3	2	2	5	4	2	7	3	1	15	29
Mobile	26	5	2	15	15	2	23	4	4	64	96
New Orleans	44	12	13	35	9	8	44	25	13	123	203
Lake Charles	17	4	3	12	16	3	6	1	1	35	63
Houston	15	3	1	10	8	4	11	3	5	36	60
Wilmington	4	9	1	4	5	2	3	5	4	11	37
San Francisco	12	9	0	10	5	0	10	3	0	32	49
Seattle	22	9	4	14	5	7	12	2	3	48	78
Total	351	110	92	236	137	99	207	85	92	794	1409

SIU shipping leveled off somewhat during the past two weeks, but still managed to stay above the 1,400-mark. The total number of men dispatched was 1,409; registration was low at 1,268.

The current job total reflects a sustained period of booming shipping activity which has lasted three and a half months. An average of 1,420 jobs have been dispatched every two weeks during this period, marked by a peak of 1,532 jobs two weeks ago.

No major letdown is in prospect in the coming months, with good shipping expected to continue for some time.

Five Ports Gain

Five ports, Philadelphia, Norfolk, Tampa, Lake Charles and Seattle, all showed shipping increases this period, while one Mobile, remained the same: good. Philadelphia and Norfolk had the biggest gains.

Declines in varying degrees hit Boston, New York, Baltimore, Savannah, New Orleans, Houston, Wilmington and San Francisco, but New York still shipped better than 300 men and Baltimore and New Orleans handled over 200.

The current period was marked by the lowest proportion of shipping for class B men since the SIU seniority hiring system began almost a year and a half ago. Class B accounted for 24 percent of the total shipping, while class A dropped one point to 56 percent and class C rose to 20 percent.

Three of the 14 ports shipped no class C men at all, but Norfolk, faced with a job boom and a shortage of A and B men, shipped more class C men than the combined total of the other two groups.

Black Gang Still Short

Although the number of class C men shipped in the engine department was not far different from the deck and steward class C figures, the spread between the total number registered and shipped was greatest in that department. Most ports have been low on black gang men for some time.

The following is the forecast port by port:

BOSTON: Fair . . . NEW YORK: Good . . . PHILADELPHIA: Good

BALTIMORE: Good . . . NORFOLK: Booming . . . SAVANNAH: Slow; registration is up . . . TAMPA: Good . . . MOBILE: Good . . . NEW OR-

LEANS: Slowing up . . . LAKE CHARLES: Good . . . HOUSTON: Should stay good . . . WILMINGTON: Fair . . . SAN FRANCISCO: Fair . . . SEATTLE: Good.

INQUIRING SEAFARER

Question: An SIU operator is talking of a 100,000-ton supertanker. It would be 935 feet long and carry 830,000 barrels (about 35 million gallons) of oil. How would you feel about riding a ship of this size?

Thomas Gray, MM: I imagine it would have a nice roomy galley and messhall, plenty of store-room and refrigerator space and individual lockers. It might be a little more work but being comfortable is what counts. The more room you have to live and work, the better it is.

Michael Strawinski, FWT: It doesn't matter to me what kind of ship I'm working on as long as there is a good crew aboard. Whether you are on a tug or a supertanker, the important thing is not to get in each other's hair. I guess this would be easier on a big ship.

John Fanning, AB: A ship this big means putting a couple of other ships and seamen out of business. You wouldn't take many more men than a T-2 does. I also wonder how safe it would be in a storm. I guess your watch would be half over by the time you went from back aft to lookout.

John Rivera, pumpman: I've never been on any supertanker, so it would be hard for me to say until I saw the pumproom. Certainly you would need another pumpman and extra maintenance men. Tankers corrode fast and there is plenty of work. Individual rooms would be an advantage.

Frank S. Costa, MM: I would like to work on a ship that size. I think it would be a lot easier with more space to work in and a private room for every crewmember. There would be extra work, of course, but more men in the crew would take care of that.

L. P. Hogan, pumpman: I would like to be her chief pumpman. I was working down in Maracabo harbor on the dredge just because of these big tankers and it would be good to see one of them under the US flag. Every man would have his own room and air conditioning too—I hope.

Rap Safety Lack On Foreign-Flag Liners

Complaints about unsafe and unsanitary conditions on two foreign-flag ships again highlighted the lack of adequate supervision of non-US vessels on the high seas. Two ships, the Italian passenger vessel Irpinia and the Mexican "wet-back" ship Mercurio One, were the targets of the beefs.

The Irpinia arrived in New York last week on its first visit to this port with 1,200 passengers and a bellyful of beefs about the vessel's seaworthiness and sanitary conditions. Forty of the passengers made signed complaints to the Coast Guard on conditions aboard her.

One of the passengers, a Chicago schoolteacher, reported she bought a cabin class ticket but was assigned to a dormitory with 45 other persons in one room. The dormitory had no water or lavatory facilities, she said.

Other dormitory set-ups on the same deck had as many as 200 passengers, without any sanitary facilities.

Other passengers signed statements to the effect that two or three passengers had been sold tickets for the same cabin space, with pursers having a field day accordingly in assigning people to cabins.

Several of the travelers formed a group to take up their complaint with the House Merchant Marine Committee. They said they would ask for legislation to protect American travelers against abuses of this kind.

The Irpinia is a 27-year-old ship of 10,982 tons displacement. She had jammed 1,200 passengers aboard her. She was originally the French vessel Campana.

The wetback ship is used to carry

illegal Mexican entrants from Texas back to Vera Cruz. She has been the target of considerable criticism from Rep. Robert Mollohan (Dem., W. Va.), who charged that conditions aboard were unsanitary and unsafe. Subsequently, it was reported that a mutiny had broken out aboard the ship in the port of Tampico, Mexico, with several passengers jumping overboard.

The Mercurio One is under charter to the US Immigration Service. Critics of the operation have declared that the Immigration Service should have chartered an American-flag vessel for this purpose.

Speak Out At SIU Meetings

Under the Union constitution every member attending a Union meeting is entitled to nominate himself for the elected posts to be filled at the meeting—chairman, reading clerk and recording secretary. Your Union urges you to take an active part in meetings by taking these posts of service.

And, of course, all members have the right to take the floor and express their opinions on any officer's report or issue under discussion. Seafarers are urged to hit the deck at these meetings and let their shipmates know what's on their minds.

Budding SIU Medic Treats His Shipmates

Seafarer Seymour Wallace may not quite be ready to practice medicine according to the authorities. But as far as the crew of the Kathryn is concerned, he has all the medics beat.

The 26-year-old Seafarer is currently an SIU scholarship student at Columbia University Medical School. Like other Seafarers on the scholarship, he grabbed a summertime ship job to help meet his living costs. In Wallace's instance, he shipped as third mate aboard the Kathryn on the Puerto Rico run.

In the course of the voyage two crewmembers suffered injuries. Third mate Wallace was immediately pressed into service to care for the injured men. Normally, mates have limited experience in first aid and the rudiments of

medicine, but this time it was different.

According to the crew, "Wallace used his limited medical knowledge as well as a graduate physician. Only about half-way through school, he'll probably have smooth sailing once he hangs out his shingle.

Wallace will have to call it quits in the next few days to return to his studies at Columbia, where he expects to graduate in 1959. The Kathryn gang will undoubtedly be unhappy to lose their doctor, even if he isn't a full-fledged one yet.

Another Seafarer scholarship winner currently winding up a summer's sailing is Wallace Simpson, AB, aboard the Waterman ship Yaka. Simpson recently dropped in at headquarters to report on his progress at Stanford University.

He will be starting his junior year at Stanford on September 27, specializing in international relations. He has just completed a two year course in Chinese and served as feature editor and occasionally night editor of the university publication.

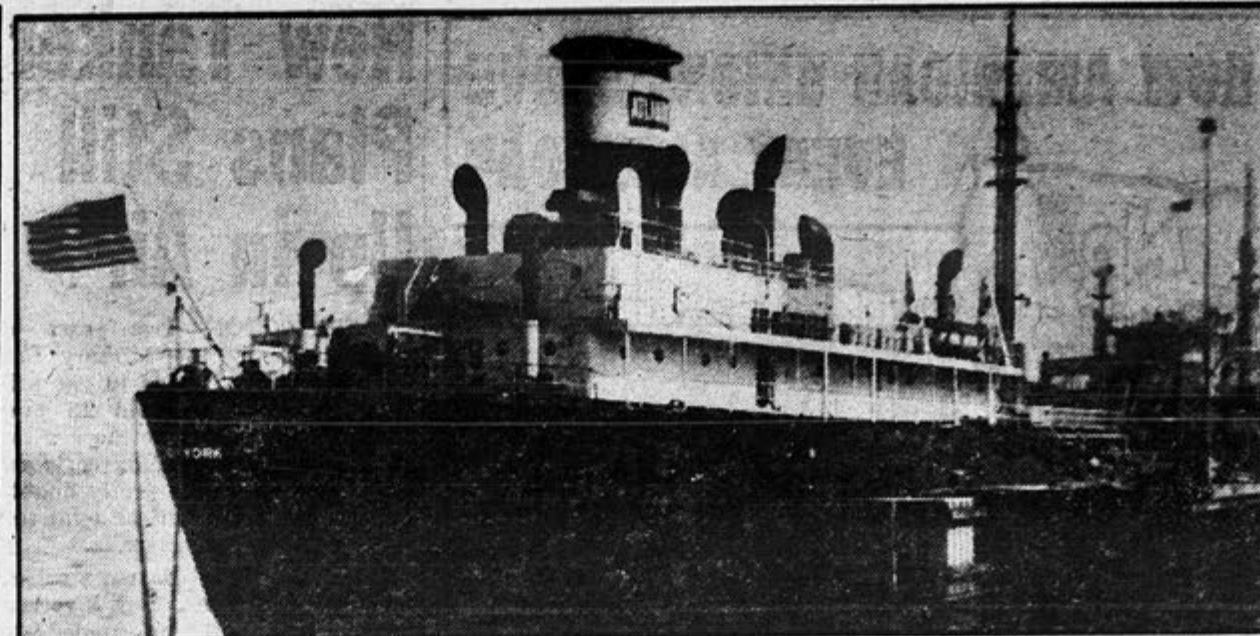
When he gets out of school he hopes to go to work for the State Department's Foreign Service Division. If all goes well, Seafarers putting in at Formosa, Hong Kong, or possibly mainland Chinese ports some day may yet run into a consul who used to be their shipmate.

Finish Mobile Overhaul

MOBILE—Work on the structural changes in the SIU building here have now been completed. The revisions will help keep the non-SIU men out of the hall and keep all facilities open to Seafarers only.

The major change is the elimination of all but one front entrance to the building, so that men with no union identification can be kept out. A new back entrance within the building leads directly from the recreation deck to the shipping hall for the convenience of Seafarers.

Tanker Town
This port is rapidly acquiring a nucleus of tanker men, some of whom crewed up the Ideal X (Pan Atlantic) when she came out of the shipyard after several weeks of repairs. This is the third of



One of two Atlantic Refining Company tankers now manned by Seafarers, with three more on the way, the Atlantic Importer is shown as she looked in 1953 right after she and four other Atlantic tankers were bought by the SIU-contracted Pan Oceanic Navigation Corp. The ships remained under charter to Atlantic until the charters expired recently.

Crew Two Ex-Atlantic Tankers, 3 More Due

BALTIMORE—Two Atlantic Refining Company ships, the Atlantic Importer and the Atlantic Transporter, have been crewed by Seafarers here as the Pan Oceanic Navigation Corp., an SIU operator, picked up its

bareboat charters on the vessels. Three other Atlantic ships, the Producer, Shipper and Voyager, are also owned by Pan Oceanic. It is expected that these ships will be taken over as well when the charters expire.

The Atlantic Importer will be renamed the American Importer and the Transporter will become the Pan Oceanic Transporter as soon as the necessary legal formalities are completed. All five of the ships are T-2s.

Oddly enough, the transfer of

the five ships to the SIU was forecast three years ago in the "Atlantic Fleet News," the organizing publication put out by the Atlantic Tankermen's committee. At that time, the publication announced the purchase of the five ships by Pan Oceanic from another company that had bareboat them to Atlantic Refining.

Story Upset Company

The story had a startling effect on the oil company's headquarters which immediately circulated a letter through its fleet over the signature of a company vice-president denying that the ships would go under contract to the SIU then or thereafter. It asserted that men sailing with Atlantic Refining were assured "job security" by the company's policy of keeping the ships running at all times under all conditions.

Since then, transfers to foreign flags, sales and the current pick-up of charters have decimated the 24-ship Atlantic fleet. It is now down to 17 ships under American flag operation with three more due to go. Ships removed from the fleet besides the Importer and Transporter have been the MV Franklin, Van Dyke, Atlantic Refiner, Ranger, States and Coast. One new ship was added making a net loss of seven thus far.

Backs SIU Stand

The current development strongly confirms the SIU's argument that tankermen cannot rely on a single company for employment security, but are better off shipping through a union hiring hall.

The transfer of the two Atlantic ships to SIU contract recalls a similar incident early in 1953 when US Petroleum Carriers picked up the charters on four ships previously operated by Standard Oil of New Jersey. The four vessels have been manned by Seafarers since then.

Among Our Affiliates

A new fight against a Liberian-flag operation is in the offing on the West Coast. The membership of the Sailors Union of the Pacific voted approval of action against a Liberian-flag ship scheduled to run between Vancouver and Antioch, Calif. The ship, manned by Japanese, will carry wet pulp to the California port.

The Pacific District, including the SUP, Marine Firemen's Union and the Marine Cooks and Stewards, expects to meet shortly with the shipowners on a wage review. Indications are that coverage for dependents on hospitalization and other benefits will be sought, in addition to a wage increase and other gains.

Signing of the Commonwealth Inter Island Towing Corp., a Florida-West Indies tug operator has been reported by the Brotherhood of Marine Engineers. The BME also reports that it is negotiating with its contracted operators on the basis of a six percent wage increase, plus an additional cash boost ranging up to \$15 for chief engineers.

Find Fairisle Capt. Guilty

As was expected, the Coast Guard hearing examiner has found the captain of the Fairisle guilty of negligence when the Waterman C-2 collided with a Panamanian tanker on July 23. The captain was suspended for six months consisting of the two months' outright suspension and four months' probation. He can sail on his license during the probationary period.

The skipper had previously pleaded guilty to excessive speed. He had testified that the Fairisle was making about 15 knots on a foggy morning.

Report Traveler's Check Experiences

Headquarters is interested in hearing from Seafarers as to any difficulties they might have cashing traveler's checks in overseas ports. In most instances, the traveler's checks have proved superior to issuance of local currency, giving Seafarers a better break on exchange. Traveler's checks are also acceptable in some countries which have restrictions on the use of American dollars.

However, in isolated instances, Seafarers have had trouble cashing these checks in ports where the traveler's check is not well known. Such incidents should be reported to the Union so that appropriate action can be taken through the Union's Washington office.

Nominations Close For SIU Voting

Nominations for 39 SIU elective offices closed this past week at midnight, Wednesday, September 12. Under the constitution, all nominees had to submit their qualifications for office and the post for which they wished to run by that date.

The constitution provides that the credentials must have been received at headquarters by that date for the candidate to qualify.

Six-Man Committee

A six man rank and file credentials committee was elected at the September 5th headquarters membership meeting. The committee is now examining the credentials of the candidates to determine if they meet the constitutional requirements.

Members of the committee are Frank Moran and Joseph Schwinn, deck department; C. Benway and V. DiCiacomo, engine department, and John Jellette and F. Corio, steward department.

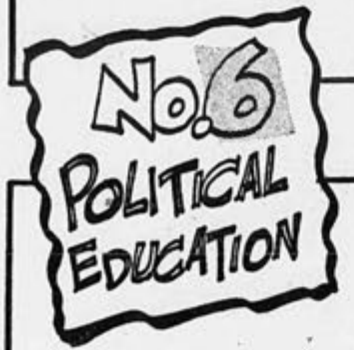
The credentials committee is expected to make its report at the September 19 membership meeting. Full details of the committee's report, including the men eligible to run for various elective posts, will be carried in the September 28 issue of the SEAFARERS LOG.

Then two weeks later, the LOG will carry a special supplement with photos and biographies of all the candidates so that Seafarers can be acquainted with the men running for office.



Seafarers at SIU headquarters meeting register their votes for Joseph Schwinn as one of the deck department members on the six-man membership-elected Credentials Committee for the coming SIU elections. Schwinn later was named chairman of the committee. Nominations ended this week.

HOW AMERICAN UNIONS SERVE EVERY AMERICAN



Members of Congress and local legislators as well, vote on a bewildering variety of issues while in office. The average voter finds it difficult to keep track of the records of the men whose future he has to decide in the ballot booth.

To cut through the fog of promises, claims and counter-claims, American unions have made it a practice in recent years to print and distribute "box scores" on the legislators' performance on key issues. These appear in union publications and are distributed to voters in many areas, helping them judge for themselves on the basis of the record.

In addition, unions distribute information on registration requirements, and conduct "get out the vote" drives helping union members and other citizens qualify for election day voting.



Ore Line Laggards Face Union Action

BALTIMORE—Ore Line crewmembers who have been returning to their ships right at sailing time instead of an hour early may find themselves facing Union disciplinary action before long.

At the present rate, Port Agent Earl Sheppard pointed out, "anywhere from three to 11 men have to be shipped from the hall to Sparrows Point for every Ore Line sailing. In most cases, the original crewmembers return just in time, so the others have to go back to the Union hall. This inconvenience all hands, to say the least.

"It's time that all of the Ore Line crews began living up to the terms of our contract with the company, which calls for everyone to report back to the ship one hour before the scheduled sailing. All hands should also remember that smooth sailing requires Union members as well as the operators to live up to the contract.

"The last warning on this issue was a Union letter posted aboard all Ore Line ships regarding the sailing time. It served the purpose of shaking up these crews for a time, but now many of the men

are back at their old habits again. This action must be stopped . . . even if we have to invoke the Union constitution against the delinquents," he added.

Shipping in the port, meanwhile, remains good and the outlook right now is fair for the present two weeks. There have been no major beefs on any of the ships. Ten ships paid off, six signed on and 18 stopped off in transit during the period.

Tampa Holding Fair Job Pace

TAMPA—Shipping is holding steady here although there isn't too much in the way of ship activity altogether, Port Agent Tom Banning noted.

One ship, the Raphael Semmes (Waterman), came in to pay off and there were just four others in transit, the Steel Architect (Isthmian), Gateway City (Waterman), Bradford Island (Cities Service) and Bienville (Pan-Atlantic).

The level of shipping has remained about the same here for some time, however, and the outlook is unchanged. All of the ships in port were in good shape.

LET 'EM KNOW! Write TO THE LOG

New Tanker Plans Still Up In Air

WASHINGTON—Two years of negotiations by the Military Sea Transportation Service to get private operators to build 15 new tankers have gotten nowhere. Now with tanker construction costs on the rise, chances are pretty doubtful that the ships will be built for long-term Navy charters.

When the first bids were called for two years back, they involved construction costs of under \$8 million. At that time the act under which they were to be built set a ceiling rate on the charter price the Navy would pay for the tankers.

Originally, MSTs and the bidding operators were unable to reach agreement on a contract. Then the legislation was changed to call for bigger ships—between 25,000 and 27,500 tons and an 18-knot speed. By that time, the construction costs were up to \$9.3 million.

MSTs was still talking optimistically about getting a genuine bid when it opened the envelopes the third time this week. But private operators now figure they can do better in the market. The result is that the proposed new ships are as far away as ever.

Get That SS Number Right

Seafarers filing vacation money claims should make sure that they use their correct Social Security number. Use of the wrong number means a clerical headache for the Vacation Plan office and slows up the handling of payments.

Also, a Seafarer who uses the incorrect Social Security number is crediting his tax deductions to some other US worker.

RECENT ARRIVALS

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

- John William Goarin, born August 5, 1956, to Seafarer and Mrs. Frank W. Goarin, New York, NY.
- Christine Emily Nielsen, born March 6, 1956, to Seafarer and Mrs. Sigwart G. Nielsen, Brooklyn, NY.
- Rodney Lee Cooper, born July 28, 1956, to Seafarer and Mrs. Robert L. Cooper, Port Arthur, Tex.
- Jean Joseph Latapie Jr., born July 5, 1956, to Seafarer and Mrs. Jean Latapie, New Orleans, La.
- William Brady Tillis, born August 4, 1956, to Seafarer and Mrs. John U. Tillis, Savannah, Ga.
- Elizabeth Cooper Young, born August 8, 1956, to Seafarer and Mrs. Larry P. Young, New York, NY.
- Michael Vincent Pierone, born August 9, 1956, to Seafarer and Mrs. Gerald Pierone, East Orange, NJ.
- Kim Allison Terpe, born July 11, 1956, to Seafarer and Mrs. Keith A. Terpe, Elizabeth, NJ.
- Debra Lynn Calhoun, born August 21, 1956, to Seafarer and Mrs. John W. Calhoun, Crichton, Ala.
- Francis Victor Thommen III, born June 21, 1956, to Seafarer and Mrs. Francis V. Thommen Jr., Baltimore, Md.
- Rosa Linda Gonzales, born May 5, 1956, to Seafarer and Mrs. Gilbert R. Gonzales, Galveston, Tex.
- Jean Mary Treidler, born August 2, 1956, to Seafarer and Mrs. Carl T. Treidler, Arabie, La.
- Armond Ramos, Jr., born August 12, 1956, to Seafarer and Mrs. Armond Ramos, East Boston, Mass.
- Winon E. Walker, Jr., born July 10, 1956, to Seafarer and Mrs. W. E. Walker, Long Beach, Miss.
- Linda Elizabeth Whitten, born August 17, 1956, to Seafarer and Mrs. Walter H. Whitten, Mobile, Ala.
- Victoria Georgia Rossi, born August 4, 1956, to Seafarer and Mrs. Edward A. Rossi, Baltimore, Md.
- George Charles Drzewicki, born August 11, 1956, to Seafarer and Mrs. Thomas V. Drzewicki, Wilmington, Del.

CHIWAHA (Cities Service), Aug. 3—Chairman, J. Maloney; Secretary, J. Hughes. Repair list turned in. Men advised to keep lockers locked to avoid stealing. One man missing ship at Lake Charles. Oiler paid own transportation. To see agent about reimbursement. Report accepted. New delegate elected. Delegates thanked for accomplishments. Generally agreed that fair trials of foud-ups are only way to protect majority membership.

ARLYN (Bull), Aug. 5—Chairman, J. Lincoln; Secretary, G. Walter. One man paid off in San Juan and replacement missed ship sailing for stateside. Deck delegate resigning as could not handle two jobs efficiently. To act on all outstanding business. Ship's fund \$3.00. Reports accepted, and go along with headquarters and ap-

Digest Of SIU Ship Meetings

prove publicizing democratic way of union. Need more cooked meats in night lunch, sardines and boiled eggs. Discussion on grade of ice cream and fresh vegetables—put aboard too soon. Some trouble with ice cream box. New motor installed. Request variety of flavors.

DE SOTO (Pan Atlantic), Aug. 5—Chairman, W. Hollinger; Secretary, W. Fleishman. Ship's fund \$31.22. Three men logged and fired. One man from improvised gangway. Full statement to be signed and copy given to patrolman. Reports accepted.

HILTON (Bull), Aug. 12—Chairman, J. Crowley; Secretary, J. Mitchell. Ship's fund \$20.50. Reports accepted. Motion to have meeting every other week to eliminate piling up of reports. Delegates to decide best time to have meetings convenient to all departments. Suggestion steward check necessary night lunch per agreement; foc's'les to be painted.

MASSMAR (Calmar), July 22—Chairman, T. Hanson; Secretary, W. Hammond. Ship's fund \$15.00 given to brother's wife who suffered an accident. Seven hours disputed overtime. Repair list turned in. Reports accepted. Menus to be turned over to patrolman and inspected by committee to determine whether variety of meats is good or not. Letter received regarding the AB taken off in Panama. Bosen suggests all tables be set up in messhall in port. Cannot be done because of man shortage. Letter written to company unsigned about steward and baker stealing food from ship in Newark. This not true. Seattle agent suggested writing a letter to company. Ship's meeting suggested before payoff.

WINTER HILL (Cities Service), Aug. 9—Chairman, D. Downey; Secretary, Y. Guillou. New delegate elected. One man missed ship in Lake Charles.

ALCOA PLANTER (Alcoa), July 29—Chairman, C. Thompson; Secretary, C. DeHospedales. Delayed sailing disputed. Ship's fund \$24.18. Reports accepted. Baker did not accept job, neglected to return card to hall. Sailed short one baker. Slop water not to be thrown into laundry room. Locker under stairway to be used for slop buckets.

LONGVIEW VICTORY (Victory Carriers), Aug. 4—Chairman, J. Lewis; Secretary, R. Barker. Iron donated by brother. Ship's fund \$9.15. Delegate and reporter elected. Sink to be repaired.

M. V. PONCE (Ponce Cement), July 31—Chairman, M. Manning; Secretary, G. Knowles. Special meeting called to settle question of who keeps laundry clean. Report accepted. Each department to alternate in keeping laundry clean.

STEEL TRAVELER (Isthmian), July 29—Chairman, F. Hartshorn; Secretary, M. Sospina. Ship's fund, \$16.00. Everything running smoothly. Secretary-treasurer and reporter elected. Repair list to be given to delegate. Letter to be sent to headquarters about accident aboard ship. Delay in obtaining medical attention for injured man. Request notification of injury to Welfare Dept.

CHELSEA (North Atlantic Marine), July 8—Chairman, J. Smith; Secretary, J. Andrews. Reports accepted. No beefs. Discussion on keeping mess rooms, recreation rooms and laundry room clean. Suggestion made that if men want time off in foreign ports they are to ask for it and not take it on their own.

ORION PLANET (Colonial), Aug. 2—Chairman, J. Davis; Secretary, B. Padgett. Repairs not made. Telegram sent to American consul concerning non-delivery of mail. 66c each for extra launches. No logs. Passengers given hospital. \$10.00 donated to fund by winners of arrival pool. Ship's fund \$7.00. Vote of thanks to engineer for fine cooperation. Chipping and scraping under way in foc's'les. Headquarters report concerning changes in Union constitution received and accepted. Report

accepted. Motion that no one pay off until all beefs are settled. Captain gives men only \$10.00 each on draw, up with patrolman. Suggestion to teletype hall regarding mail. Steward dept. beef to be taken up with patrolman. Vote of thanks to steward and passenger for piping music into mess hall. Request information about draws in dollars instead of yen. Inquire if shore gang can take stores aboard because of short stay in port.

HASTINGS (Waterman), July 28—Chairman, C. E. Wallick; Secretary, J. Wells. New delegate elected. Two men missed ship in New Orleans. Gear to be put ashore in San Francisco. Few hours disputed overtime. Crew to be careful not to spill coffee on bridge and deck. Repair list to be made up and given to patrolman in San Francisco. One member requested locker to be moved to get more air, if possible. Steward department room should be sougeed. Vote of thanks to steward department for fine meals.

WESTPORT (New England Ind.), June 21—Chairman, W. Bunker; Secretary, J. Laughlin. Meeting called to inform engine utility of agent's report from Lake Charles on cargo overtime and other duties. E. U. to work under deck engineer's working rules insofar as winches and winch time is concerned; also about working overtime and not putting in for it; also about turning to before 8:00 AM without overtime.

FORT HOSKINS (Cities Service), Aug. 3—Chairman, B. Grice; Secretary, R. Myers. New delegate elected. Two men missed ship; patrolman notified. Two hours delayed sailing because of men missing ship. One man hospitalized with burned eyes caused by electric weld arc. Beef in engine department. Ship sprayed for roaches Ship's fund \$26.50. Engineer performing unlicensed personnel work causing dissension among members and causing them to quit ship, and criticism. Expect men on overtime to do contract work. Report accepted. Port holes to be installed in deck and steward department bathrooms and showers. Grating to be put in showers deck, engine and steward department. Cots to be returned after using. Ship to be sprayed for roaches again. Washing machine to be fastened to deck. Engine department beef to be taken up with headquarters.

WESTPORT (Arthur Steamship), Aug. 5—Chairman, S. Krawczynski; Secretary, K. Skelly. Telegram sent to headquarters to have patrolman visit ship on arrival in states. Headquarters notified of death of Brother Maher. Ship's fund \$12. Some disputed overtime. Beef to be taken up with patrolman. Request that when replacement is needed in foreign port, any available SIU member should be shipped. Letter to be sent requesting action toward better mail service by company. Crew requests draws in American money in future. Ship needs fumigating. Passageways and foc's'les need sougeeing. Repair list to be made up. Crew requests sign-on be held up until ship is fumigated.

SWEETWATER (Metro Petroleum), Chairman, R. Lundquist; Secretary, W. Kehrlieder. Water-tight doors not to be opened in rough weather. Few hours disputed overtime. Repair list to be made up. Ship needs fumigating for roaches.

July 1—Chairman, R. Lundquist; Secretary, B. Moontsikalris. Watch smoking when unloading grain and carrying oil. Washing machine to be cleaned after using. Keep mess hall clean. Ashes not to be thrown on deck. Pay attention during fire and boat drills.

FREDERIC C. COLLIN (Dry Trans), Aug. 7—Chairman (none), Secretary (none). One man hospitalized in Casablanca and one in Piraeus, Greece, one in Cartagena, Spain. Expect to be in New York Aug. 16-17 after round-the-world trip. Good trip except for fouled-up travelers checks and non-cooperation of captain.

ALCOA PATRIOT (Alcoa), July 8—Chairman, J. Fedesovich; Secretary, A. Tremmer. Mobile notified about lack of fresh seasonal fruit on board when leaving Mobile. Ship's fund \$29.25. \$75.00 loaned to member for plane tickets for his family. Money to be repaid at payoff. Report accepted. Inquire when shore men to be fed during meal hour. All men to attend fire and boat drill in port.

Aug. 5—Chairman, B. McNulty; Secretary, J. Fedesovich. Ship's fund \$104.25. Report accepted. Discussion pertaining to loan of \$250,000.00 to IBL Organizing Committee. To be discussed further with boarding patrolman. New delegate elected. Suggestion to keep laundry locked when in port. Radio and TV set to be locked up. Record player stolen last trip. Vote of thanks to steward dept. for fine food and services rendered.

HIGH POINT VICTORY (Bull), Aug. 9—Chairman, R. Godwin; Secretary, J. Hodges. Ship's fund \$6.46. All department to make up repair list. All men who have beef to get together with patrolman before payoff. Vote of thanks to electrician for keeping life boats in good working order. Vote of thanks to baker for excellent pastries.

SEA COMET II (Seafarers, Inc.), Aug. 5—Chairman, G. Ruf; Secretary, W. Rackley. Ship's fund \$25.75. Magazines purchased. Treasurer and secretary-reporter elected. Pipes above dairy to be more secure. Hose for galley salt water line to be installed. Galley messroom needs painting.

BENTS FORT (Cities Service), Aug. 12—Chairman, W. Thompson; Secretary, C. Wiggins. Captain will pay off in next port north. Secretary elected. Report accepted. Delegate to check on fans.

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

High-Pressure Vitamin Peddlers

House-to-house canvassers selling costly vitamin "supplements," widely distributed in the West for some time, are now blanketing the entire country. The number of canvassers is multiplying fast. One company selling a vitamin product which costs the user \$19.50 a month has developed a system of "daisy-chain" neighborhood distribution in which local people become "sub-distributors" and sell to friends and neighbors. "Sub-distributors" who can recruit enough additional sellers, often among the users, then become "distributors" and ultimately "wholesale distributors." Each person in the selling chain gets a commission on the high price paid by moderate-income people worried about their health or frightened into buying by scare talk. This writer estimates that at least 50 per cent of the retail price of such vitamin products sold house to house goes to the distributors and salesman.

But the unnecessarily high cost of such products, whether sold by canvassers or in stores, is only part of the danger buyers run. The other is that they will rely on the medical and nutritional advice of untrained part-time sellers, who are not doctors, pharmacists nor nutritionists, and thereby neglect to seek the professional medical care they may actually need. This writer has even come across guarded hints by vitamin sellers that vitamins will correct eye and dental problems requiring skilled care, such as cavities and pyorrhea.

The other danger is that users may rely on vitamin products to supplement inadequate or unbalanced diets, rather than make sure they eat an adequate, varied diet. No combination of vitamins sold as a "complete supplement" can possibly have all the nutritional elements you need, since they have not all been discovered yet. Food itself contains unknown nutrients we probably need for health.

Unfortunately, while Government authorities can limit (and have done so) the claims of interstate distributors of vitamins, it is almost impossible to police the individual salesmen. They often use part truths to scare people into buying. Among the part truths are arguments that fresh foods lose much of their vitamin content by the time they reach the consumer; that many serious illnesses are due to insufficient vitamins and minerals in the diet (including even mental depression); that foods grown with commercial fertilizers are not as nourishing as organically-grown foods; that soils in which your food is grown are depleted of essential minerals, and similar claims.

Now there is some truth in some of these statements, but they are often exaggerated by nutritional faddists and sellers of "health" foods and vitamins, and may not apply to you at all. The fact is, qualified nutritional authorities testify, if you eat a balanced diet including a variety of foods, you can feel assured that you are getting all the nutrients you need.

Perhaps the most frightening thing the vitamin sellers do is to tell people their health problem may be "sub-clinical"; that is, nothing a doctor can observe, but manifesting itself in a generally tired or depressed condition where "you just don't feel right." Many people are scared into buying dietary supplements on this basis.

Before anyone starts buying vitamins from a canvasser or even by mail or from a store on a self-prescribed basis, he ought to consult a doctor. This is urgent both to be certain you don't have an illness requiring other treatment, and to know that you do need vitamins before you spend a lot of money for them.

Now that some vitamin sellers have resorted to scaring parents by quoting various surveys indicating malnourishment among children, it is especially important to get professional medical advice. Young children generally do require vitamin D during the winter at least (so do some adults), and sometimes other vitamins. But it is up to a doctor to prescribe what additional vitamins your children need, and the amount. Pediatricians have found that mothers sometimes give their children too much of vitamin preparations, with ill effects noted in cases of over-dosage of vitamin D.

If you do need vitamins, you can buy them at only a fraction of the cost charged by the canvassers and by manufacturers of nationally-advertised brands. Drugs and vitamins are one place where price often has no relation to quality. You can buy any vitamin product sold in interstate commerce with safety by comparing the potencies listed on the label, and making sure the label has the initials "USP." This means the product measures up to the established standard for that vitamin or drug.

For example, highly-advertised brands of vitamin A sell for as much as \$4 for a bottle of 100 capsules containing 25,000 USP units. In contrast, some retailers who stock their own brands offer this same amount and potency, made to the same official standards, for only \$1.25.

Similarly, you can buy multiple vitamins containing A and D, the B vitamins and others, from some consumer cooperative for as little as \$2.50 for 100 capsules, compared to prices up to \$20 for various types of multiple vitamins or dietary supplements.

Among sources for low-cost private-brand vitamins are consumer co-ops, department stores and drug retailers who have their own brands, the general mail-order houses and mail-order specialists like Vitamins-Plus and Foods-Plus.

A cooperative mail-order source for vitamins and other drug products previously mentioned here, is Celó Laboratories, Celó, North Carolina.



Dorothy Delivers A 'Monster'

While all hands held their collective breaths, the Dorothy (Bull Line) completed delivery in San Juan last week of a monster 225,000-pound stator to a local Puerto Rican power plant. The huge piece of generating equipment was literally skidded off the ship onto the dock because there is no heavy lift equipment in San Juan harbor big enough to handle the load.

To unload the stator, the Dorothy was first heavily loaded with 10,500 tons of sugar until her deck lined up approximately with a platform on the dock. The deck railing was cut with acetylene torches and the delicate job of moving the stator began.

Gear Slid Ashore

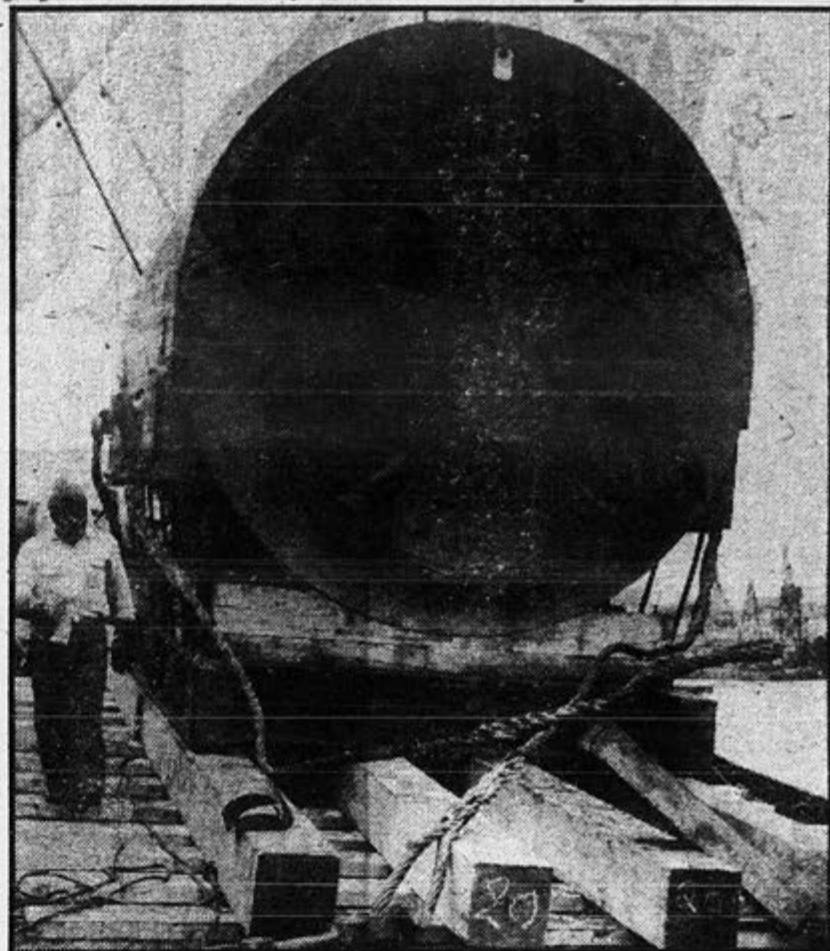
A 50-ton heavy lift was hooked to the package for steadying purposes and the stator, resting on 12 by 12 hardwood timbers, slowly slid ashore down a slight incline on to a five-foot high platform built on the dock. On the dock side, the stator was eased onto four-inch steel pipes which were filled with sand. It was rolled down the length of a 2,500-foot sand lane to a power plant where it will help meet the rapidly-growing need for electric power in San Juan.

Just to make sure everything went well, Captain Milton Williams, Bull Line operations manager, flew to San Juan to supervise the unloading.

12-Day Trip

The stator was put aboard the Dorothy in Baltimore by heavy lift floating cranes with a total lift capacity of 130 tons. It was built at Westinghouse Electric's East Pittsburgh plant and shipped by railroad flatcar to Baltimore. Because of the size of the equipment, the flatcar spent 12 days on the journey detouring low overheads, tunnels and narrow cuts en-route.

This is not a record shipment, as a much larger item of the same type was recently shipped to Japan. But as far as the Dorothy gang is concerned, it will do until a bigger one comes along.



A passing longshoreman is dwarfed by a 112-ton turbine stator rig loaded aboard the Dorothy in Baltimore. The giant turbine mechanism required extra special handling and presented lots of headaches before it was finally unloaded in San Juan for use at a local power plant.

LABOR ROUND-UP

Over 84,000 new members were added to labor's ranks in the second three months of 1956 with AFL-CIO unions winning 770 representation elections. Independent unions won another 96 elections during the period. The percentage of voters favoring unions jumped from 59 percent in the first three months of 1956 to 65 percent.

The National Labor Relations Board has thrown out a secondary boycott charge against the State, County and Municipal Employees which grew out of the Kohler Company strike. The Municipal Employees Union had been accused of an illegal boycott when its members in Milwaukee refused to unload a cargo of china clay for the strike-bound Kohler works. The board held that Milwaukee is not an employer within the definition of the Taft-Hartley law. The United Automobile Workers has been striking at Kohler since early in 1954.

Approximately 100,000 shirt and cotton garment workers received a ten-cents hourly wage increase in a new contract negotiated between the Amalgamated Clothing Workers Union and the National Shirt and Cotton Garment Manufacturing Association. Health insurance and retirement benefits are also improved.

Approximately 800,000 non-operating rail employees in 11 unions have now completed a strike vote on the nation's leading railroads. The unions have asked a 25-cent wage increase which the carriers have countered with demands for a 6½-cent cut in hourly wages. The voting came to an end on September 7.

Western Electric Company, manufacturer of telephone equipment, has signed a one-year agreement with the Communications

Workers of America calling for average increases of ten cents an hour. Improved holiday pay is also provided. Negotiations are now getting underway between the union and six major telephone companies.

Employees of Gear Specialties, Inc., of Chicago, will get polio inoculations during working hours. The company will provide the facilities and the union, the International Union of Electrical Workers, will pay the costs. Chicago suffered from a polio epidemic this summer.

The last of the major aluminum producers, Kaiser Aluminum, has signed with the United Steelworkers on the same basis as Alcoa, Reynolds and the nation's steel companies. About 8,000 workers are covered by the latest aluminum contract.

Money Exchange Rates Listed

The following is the latest available listing of official exchange rates for foreign currencies. Listings are as of Sept. 12, 1956, and are subject to change without notice.

- England, New Zealand, South Africa: \$2.80 per pound sterling.
- Australia: \$2.24 per pound sterling.
- Belgium: 50 francs to the dollar.
- Denmark: 14.45 cents per krone.
- France: 350 francs to the dollar.
- Germany: 4.2 marks to the dollar.
- Holland: 3.7-3.8 guilders to the dollar.
- Italy: 624.8 lire to the dollar.
- Norway: 14 cents per krone.
- Portugal: 28.75 escudos to the dollar.
- Sweden: 19.33 cents per krona.
- India: 21 cents per rupee.
- Pakistan: 21 cents per rupee.
- Argentina: 18 pesos to the dollar.
- Brazil: 5.4 cents per cruzeiro.
- Uruguay: 52.63 cents per peso.
- Venezuela: 29.85 cents per bolivar.

Lake Charles' Ship Activity Clears Beach

LAKE CHARLES — Shipping spurted upwards again over the past two weeks here, as an assortment of 14 ships arrived for pay-off and replacements.

Ten Cities Service tankers, including two of her three new supertankers, the Baltimore and the Miami, made an appearance. All of them were in fair shape, said Port Agent Leroy Clarke. The new tankers are beauties, he added, echoing sentiments of their crews. A third is due in December.

In addition, the Sweetwater (Metro) and the "piggyback" tanker Ideal X (Pan Atlantic) called at Port Arthur, Texas. The Del Santos (Mississippi) came in here, along with the Transatlantic (Pacific Waterways), which signed on for a long offshore trip to Indonesia and Japan.

Needed Help

With all this, job activity rose substantially and required an assist from both Houston and New Orleans. Rated engine department men, particularly, were in short supply.

On the labor front, the Office Workers Union just signed a new contract with the help of several local labor groups. The outlook is also good for a beef led by the Building Trades Council against non-union contractors at Fort Polk, about 40 miles from here. This dispute should be wrapped up successfully before long, Clarke said.

With SIU families



A "Down Easter" is Priscilla Ruth Sawin, 3, daughter of Bob Sawin.



Keeping watchful eye on Stephen Carr, 3½, as he tries out his new tricycle, is Mrs. Doncas Carr.



Seafarer Max Acosta of Philadelphia boasts this growing SIU family. From left to right are Sandra, 6; Daniel, 4; and Elizabeth, 10 months old. Elizabeth is still in the "stroller" stage.



Gloria, 9; Robert, 3; and Richard, 10, are children of Seafarer Van Whitney. They live in Bayshore, LI.



Seafarer John J. Flanagan sent this photo of Mrs. Flanagan and their three children from his San Pedro, California, home. Youngest collected SIU maternity benefit.

SEAFARERS' children as shown here, represent more than the fact that their fathers happen to be seamen by occupation. They demonstrate the new way of life lived by so many Seafarers today, who have found homes and families part of their pattern just as it is for shoreside workers.

As many Seafarers have written when sending in these photos, it's having the Union which has made the difference. One Seafarer put it this way, "When I look around while at home and think of our own conditions compared to the shoreside workers, I know really how lucky I am to belong and be a part of the SIU."



Christmas toys bemuse Elizabeth Alexander. Dad is Fred Alexander.



Climbing up in the world is Wanda Lee Vargas, 2½, of Baltimore, Md.



Ronnie Lee Terry, 4, son of Charles Terry, lives in Kosciusko, Miss.



Jo Ann Malazinsky will soon mark 1st birthday. Dad is Joseph Malazinsky.



Ginia Lee Gambaro was just a few weeks old when snapped last December.



Juanice Poole, 3, lives in De Quincy, La. Father, Shirley Poole, sails AB.



Charles Bailey, Jr., James, and Linda are shown in a photo taken a few years back. They are the children of Seafarer Charles Bailey of Mobile, Ala.



Seafarer John "Red" Burke of Mobile is father to this trio. They are 1 to r) William James, 3; Yolande Ann, 6 and John Sidney, Jr., 4. The boys seem somewhat awed by the cameraman.



John and Miriam Eddins of Norwood, North Carolina, are children of Seafarer John Eddins. He estimates he has received \$575 in benefits from the SIU Welfare Plan.



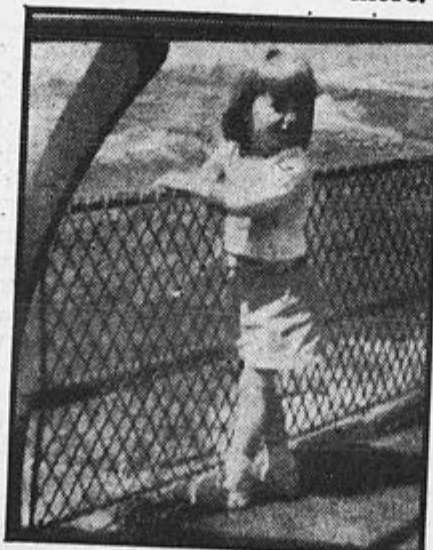
On left is Thomas Wilton Green, 2. On right, his little brother, Herman Louis Green, who was one year old in April. They live in Baltimore.



Derryl Wheeler is 4. Dad is Seafarer Orien Wheeler of York, Ala.



Seafarer Eddie O'Connell's first born is Nancy, 6 months old.



Kathy Jane Hayes is impressed by Niagara Falls on visit from Virginia.



John Worley, Jr. is son of Seafarer John Worley of San Francisco.



Harry Gauntlett, Jr., is sweating out Army hitch with dad in Ft. Bragg.

NORTHWESTERN VICTORY (Victory Carriers), August 5—Chairman, J. Horton; Secretary, S. Arales. Suggestion that all remaining funds be donated to missing brother at Cherbourg, France, last trip, \$43.50 for flowers to deceased brother who died in accident. Master clamped on time off of steward department due to one hour a day for making ice; explained that three hours a week is overtime paid on board. Members to be properly attired in messroom. Discussion on water cooler.

OCEAN ULLA (Maritime Overseas), July 28—Chairman, R. Sanderlin; Secretary, F. Sullins. One man hired in Newport News on day of sailing last hour. New delegate elected. One man on a pier head jump. Steward department to keep recreation room clean; deck and engine department to keep laundry clean. Messroom to be cleaned

Digest Of SIU Ship Meetings

up at night. Cups to be put away. Washing machine not to be overloaded. Clothes to be removed.

ALCOA CORSAIR (Alcoa), July 29—Chairman, S. Morris; Secretary, Major T. Costello. Delegate talked to purser about draws and slop chest. Ship's fund, \$186.60. Seven hours disputed overtime. Report accepted. Movies purchased. Motion to collect \$1.00 more per man for movie fund for better type movies. Motion to try out new picture film without extra dollar assessment.

RAYVAH (Ship & Freight), July 5—Chairman, D. Knight; Secretary, R. Bunner. Rule to determine in what order gangway watches in port to stand watch. Men may switch watches so long as someone is on duty at all times. Some dissatisfaction; list revised. Security watch in all ports to keep out longshoremen and people having no official business aboard. These people create overcrowded conditions, ruin furniture, foul up facilities, take food and articles which do not belong to them. Suggestion that deck maintenance and bosun share same room. Present quarters very warm and undesirable. Suggestion to convert room into bathroom and shower. Discussion on coffee situation. Urged to cut down waste. Vote of thanks to steward department. Suggestion that disputed items be printed in clarification section; particularly, chipping over side with air hammers or electric devices, and under what circumstances they should not be used. etc. Signed articles at Norfolk.

ROBIN WENTLEY (Seas Shipping), July 22—Chairman, J. Ferreira; Secretary, L. Gadsen. New delegate and treasurer elected. Ship's fund, \$10.00. One man short. Cook injured when leaving Savannah, was put off at sea on coast guard boat. Report accepted. Union to investigate problem that engine department watch standers have, with three watches in same room. Less noise in passageway during day.

DEL ORO (Mississippi), August 3—Chairman, W. Morrel; Secretary, H. Gerees. Repairs not made to be carried over to new list for this voyage. No logs although some were close to it. Ship's fund, \$45.00. Two hours disputed overtime. Report accepted. Discussion regarding locked screen doors off passageways to deck, i.e. Karu boys. Suggestion that door be kept open for dumping refuse. Coffee situation squared away. Warning to be sober at payoff. Vote of thanks to delegate.

DEL MAR (Mississippi), Aug. 5—Chairman, C. Cobb; Secretary, R. Kipp. One brother hurt, hospitalized in St. Thomas. A repatriate picked up in Buenos Aires and given donation of \$10.00 from fund. Two logs in steward dept. and false one in engine dept. Beefs settled satisfactorily. Vote of thanks to steward and chief mate. Temperature in crew's quarters too cold. Chief engineer lied, erased and substituted temperatures from engine log book. Worked engine crew from bell to bell. Attempted to have false statements entered in engine log book regarding temperatures. Delegates instructed to pick up books on arrival and "C" men to see patrolman before leaving ship. Ship's fund \$378.57. Three men logged in deck dept. Some disputed overtime. \$52.00 contributed by 92 percent of deck dept. 100 percent engine dept. Reports accepted. When fuses blow out in galley on weekends, engineer is to be notified to call electrician. Toilet in steward dept. to be fixed.

ALCOA PEGASUS (Alcoa), July 29—Chairman, J. Rivers; Secretary, V. Whitney. Crew advised to keep plenty of water in washing machine when in use. Ship's fund \$120.00. New delegate elected. Radio to be purchased on arrival in New York.

MARYMAR (Calmar), August 5—Chairman, D. Barry; Secretary, W. Dawley. Reports accepted. Repairs made. Mailing situation very poor; matter to be turned over to patrolman. Vote of thanks to patrolmen who contacted vessel in ports of Long Beach and San Francisco for efficient handling of minor problems.

Ship's fund \$15.05. Twelve hours disputed overtime. Repair list to be drawn up. Contact patrolman about wind shutters and new refrigerator. Chipping after 5:00 P.M. to be referred to patrolman, and condition of mess hall table and chairs, also carpenter being able to work overtime.

TEXMAR (Calmar), July 29—Chairman, J. Brooks; Secretary, C. Hensley. Repair list turned in. Some items not attended to. Ship's fund \$12.00. Fans needed. No screens received. Letter to be written to headquarters to have items repaired.

TRANSATLANTIC (Pacific Waterways), July 24—Chairman, C. Diaz; Secretary, E. Wright. Repairs to be made. Latch to be repaired on ice box door. Cook injured right knee while working on ice box door.

BEAUREGARD (Waterman), August 6—Chairman, W. Zaleski; Secretary, E. Reviere. Mate will increase slop chest and order items for anyone wishing them. No communications received. Ship's fund \$27.72. Part purchased for washing machine. Pump in washing machine repaired. Water pressure aft to be checked. Need logs and communications. Food prepared very well.

LEWIS EMERY JR. (Victory Carriers), July 22—Chairman, P. Parker; Secretary, F. Hicks. New mattresses purchased. Water to be conserved in laundry room, otherwise may have to be rationed. Articles with photos sent to LOG. Movie fund collected and secured 14 featured pictures at San Pedro for crew on voyage to Japan. Fund short \$150.00; to be collected from crew members. Report accepted. Fund to be collected to make up differences in movie fund and any monies over and above to be transferred to ship's fund. Suggestions made on method of collection.

ROBIN DONCASTER (Seas Shipping), July 27—Chairman, W. Glick; Secretary, J. DeVito. Glick resigns as ship's delegate. New delegate elected. Dispute on delayed sailing. Repair list to be made up. Cleaning supplies needed.

WILD RANGER (Waterman), July 22—Chairman, L. Hodges; Secretary, D. Ruddy. Need drinking fountain and washing machine. New library to be secured. Five hours disputed overtime. Patrolman to see about new arrangement of quarters for steward dept. with arrival of passenger utility. Frozen milk unsatisfactory. Request to increase ship's fund. Foreign launch service time to be posted AM and PM.

HAROLD T. ANDREWS (Overseas Navigation), July 29—Chairman, R. Ayres; Secretary, W. Burton. Report on the 10 percent penalty cargo bonus. Captain neglected to pay this on ammonia nitrate fertilizer. To refer issue to patrolman. Discussion on transportation; also mess boy picked up in San Pedro. Flat \$50 draw to be given out in case of late arrival in Olympia to pay off. Some disputed overtime. Discussion about late sailing. Late sailing okayed by captain on overtime sheets. Report accepted. Delegates to meet with patrolman to settle ship's affairs. All books & permits to be handled by department delegates. Three copies of repair list to be made, one for master, one for patrolman and one for future crew.

HEYWOOD BROWN (Victory Carriers), August 4—Chairman, C. Lee, Jr.; Secretary, H. Sherten. One man jumped ship in Naples, Italy; to be put aboard in Fiume. Some men logged. Hope to get them lifted before reaching New York. Report accepted. Motion made that any one returning to ship drunk and entering another man's room be turned over to patrolman at port of payoff with recommendation that he be fined \$25 for each offense. Washing machine being repaired. Checkers to use room aft. All hands requested to be cleaner in bathrooms. Steward drunk during trip. Screen door repaired. Repair list to be made up on return to states.

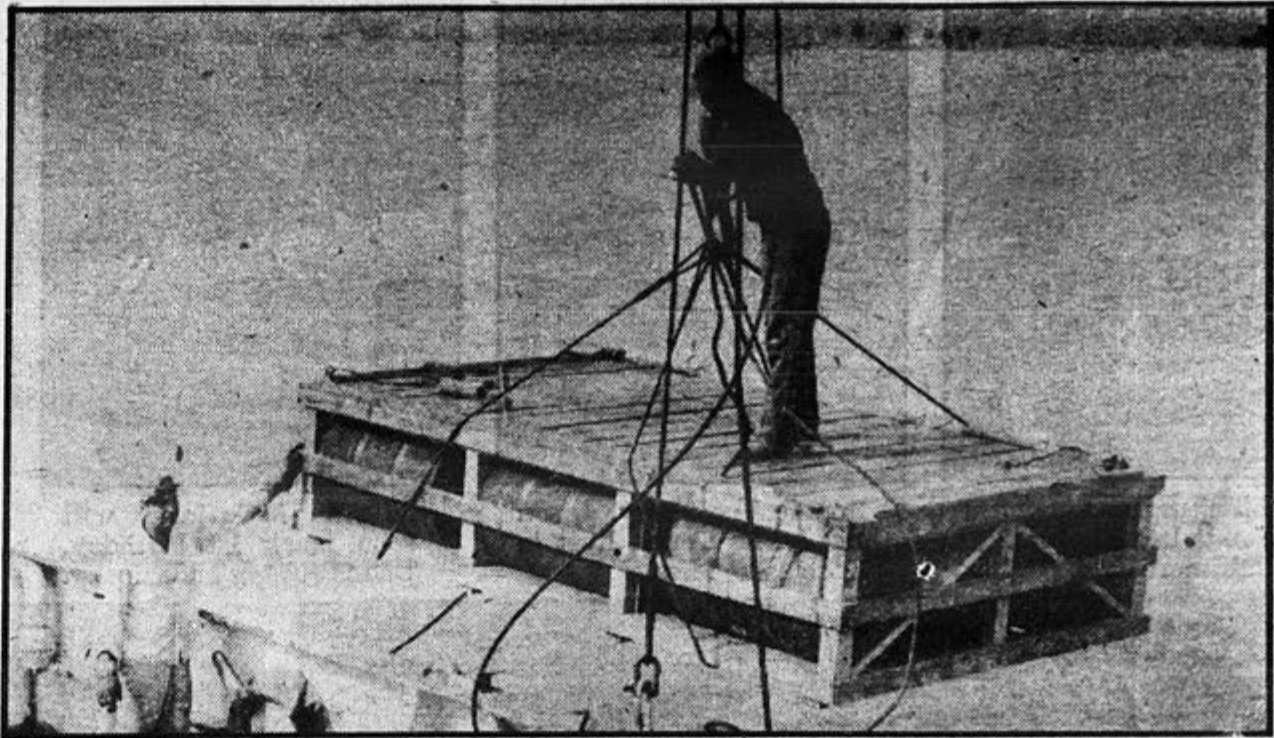
BRADFORD ISLAND (Cities Service), Aug. 12—Chairman, W. Smith; Secretary, H. Wirtz. Secretary-Treasurer's report read and accepted. Reports accepted. New delegate elected. Discussion regarding men leaving ship without 24 hours notice. Crew requested to give sanitary man chance to clean bathroom and laundry.

DEL MONTE (Miss.), July 15—Chairman, W. Kavitt; Secretary, O. Payne. Agent to see that sufficient stores are put aboard. Fan to be removed from laundry room—not to be used at same time as washing machine.

STEEL VENDOR (Isthmian), Aug. 5—Chairman, H. Newton; Secretary, V. Orenco. Repair lists turned in. Ship's fund \$31.55. Reports accepted. Wiper signed off in Manila. One man hospitalized in Colombo. Vote of thanks to steward dept. and chief cook for tasty food during entire voyage. Delegate to see patrolman about renewing cover of setee seat in bosun's room; also about bugs in flour and some cereals. Cabinet in messhall needs new drawer.

STONY POINT (USPC), July 22—Chairman, J. Purcell; Secretary, C. Johnson. Awning fixed. Cots purchased in Singapore, wind scoops and balance of cots to be picked up in Singapore. Keys will be ordered. Fans purchased. Report on men hospitalized and missing ship read and accepted. Ship's fund \$10.50. Two men short; one man missed ship in Japan; one man logged in Bahrain. Report accepted. Some food served cold during evening meal. Cook will keep food hot in future. Crew not to ridicule messman and urged to cooperate with him. Vote of thanks to headquarters for prompt action on previous beefs.

Seafarers Officiate At Launching



Seafarers Chuck Babich and Frank Schumacher, ABs, launch a brand-new punt for some work on the hull of the Robin Wentley while in Laurence Marques, Portuguese East Africa. Einar Hansen, carpenter (not shown), built the punt after Robin Line revised its former practice of having native labor do the hull work in East Africa. Reporter C. Mathews sent in the photo.

Whaddya Do With Green Tomatoes?

Complaints about shoreside laundries, slop dealers, chandlers and so on are commonplace among seamen, but Seafarer Michael Gottschalk, chief steward, has one that is a stumper. He now has 120 pounds of pure green tomatoes on hand and can't figure what to do with them.

Except of course, to wrap them in the yellow linen he got back from a Rotterdam laundry.

Gottschalk, who is now aboard the Liberty ship Pacific Ocean, got the tomatoes from a Rotterdam ship chandler. "The ship chandler" he writes, "Atlas Economic Shipstores Ltd. . . stuck me with 120 pounds of absolutely green tomatoes. He refused to take them back, and when I insisted, started to take all stores back including milk.

"With the ship sailing immediately I had no alternative but to accept same.

"His excuse was that the to-

matoes would ripen in a few days. By what miracle this would take place in the chill box he refused to explain. My suggestion to take them back and ripen them myself in the sun, a thing I could not do, was ignored."

The linen story is an equally sad one. "In July," he writes, "I sent 12 bags of ships linen ashore to be washed. The firm recommended by the company agent was Nico Nijman 33-41 in Rotterdam . . .

"Upon scrutinizing the bill I found there was an overcharge of about \$48 . . . On the next voyage, I made it clear that matters would have to be adjusted.

"When the linen was delivered I

was informed that the overcharge had been taken out of the present bill.

"When I pointed out I . . . could detect no reductions . . . he asked to see the bill in dispute and suddenly discovered a 'mistake' . . . He promised to come next day and return the money to the captain but he never came around."

What's more, Gottschalk adds sadly, "new linen sent ashore has a habit of aging rapidly when returned."

P.S.: Will someone tell Mike what to do with green tomatoes?

MEET THE DELEGATE

The backbone of every SIU ship is its delegates. These Seafarers, elected by the crew, are volunteers who represent the crew to the officers, defend the Union agreement and shoulder the responsibility of keeping a crew happy and beefs to a minimum during a voyage. The success of a voyage often hinges on these efforts.

Allen J. Friend, MM "Put it down in writing" is a slogan Seafarer Allen J. Friend relies on heavily when serving as ship or department delegate. From past experience he's found there's nothing like having things down in black and white to settle a shipboard beef either with or without the help of a patrolman.

The 33-year-old Seafarer has had considerable experience as a delegate since the first time he was tapped for the job "because there was nobody else around who was interested."

He readily agrees that the delegate's job is no picnic but "it's also an education. You really get to know the Union agreement by the time you're through."

When you get down to it, he finds that being a delegate consists largely of learning how to handle different personalities. "You have to figure out what gets results with the skipper and know how to approach him. There are some captains you can't talk to at all. It doesn't pay to argue or get worked up over it. You put your beefs

down on paper and take it up with the patrolman."

He faithfully keeps copies of all proceedings—ships meetings, repair lists and other matters. These can be turned over to a new crew after the payoff so that beefs that have been hanging fire can be attended to. Otherwise, some persistent beefs can go on and on without any solution.

For example, in dealing with repairs, he makes up four copies; one for the mate, one for the skipper, one of the chief engineer and his own. Then nobody can pass the buck and say that the matter wasn't called to his attention.

Every delegate sooner or later runs into the problem of the bum beef. That's when a crewmember or two misinterprets the contract to mean that he has more coming to him. There are a lot of men, he agrees, who are not too familiar with all sections of the agreement. "It's up to the delegate to sit down with the agreement in his hand and explain just what that particular clause means and what the man is entitled to get in the way of overtime."

He feels that experienced Union members should consider the delegate's job an obligation and come forward when the call goes out for a delegate.

Mass Quit By Suez Pilots Due

With about 100 foreign pilots scheduled to walk off their jobs tonight, a major interruption of Suez Canal shipping seems likely this weekend.

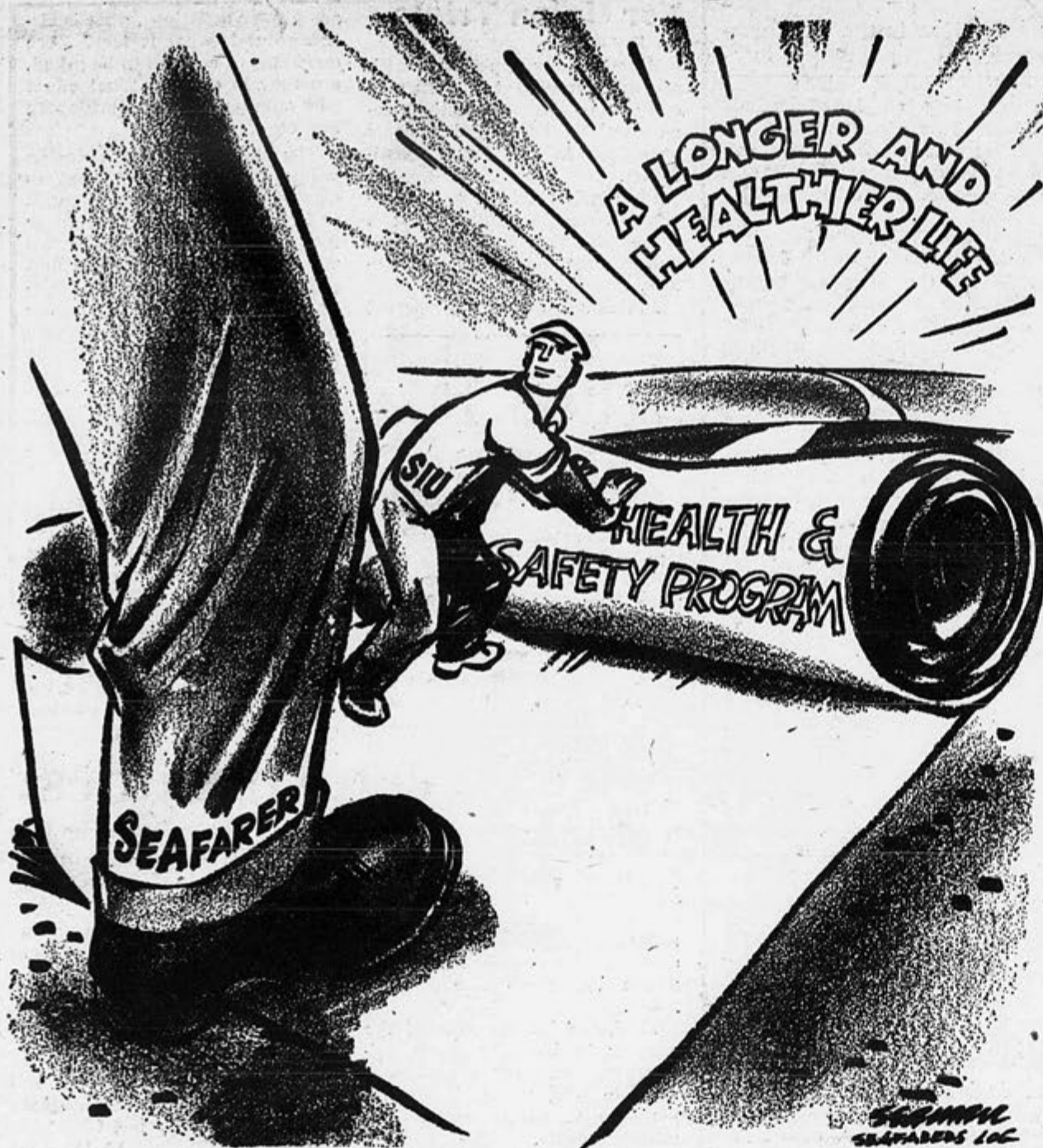
Efforts of the Egyptian government to hire Suez Canal pilots in the United States have been unsuccessful, the Masters, Mates and Pilots Union reports. The MM&P's New York headquarters said it did not know of a single MM&P member who had accepted an Egyptian offer.

The Canal pilots were expected to walk out after receiving permission from Egypt to leave the country. The walkout follows collapse of talks between the western powers, and Egypt, although the door is still open for an agreement.

The MM&P has been advising its members not to get involved in the Suez situation. In any case, the Egyptian bid has obviously had a lukewarm response in the United States because of unwillingness of skilled pilots to put themselves and their families in a risky trouble area.

The MM&P further declared that the Captain Bishop who had been reported as meeting Egyptian embassy officials in Washington was from the Maritime Administration. Some newspaper reports had wrongly identified him as from the MM&P's Washington office.

'On The Way'



Seattle's On Prowl For Rated Men

SEATTLE — Shipping here helped perk up all West Coast ports during the past two weeks. San Francisco and Wilmington handled several jobs on hurry-up calls when replacements couldn't be found here.

One ship expected in didn't appear, but two others arrived in its place to more than make up for the loss. Of the lot, the George A. Lawson (Pan Oceanic), Ocean Evelyn (Ocean Trans) and Afoundria (Waterman) paid off and signed on, while the William Burden (Western Tankers) and Battle Rock (US Petrol) paid off and went into drydock.

The Battle Rock is expected to take a full crew tomorrow for another long stay in the Far East. The Lawson and Evelyn were the unexpected arrivals, and still on tap are the Coe Victory and Lewis Emery, Jr., both for Victory Carriers. There were no in-transit ships during the period, and no major beefs, according to Jeff Gillette, port agent.

Nineteen standby jobs helped boost the total job figure to 97. A number of jobs that couldn't be filled were given to other ports.



The expected activation within the next six months of the first of four Union medical centers in major SIU ports means that the SIU is well on its way to another outstanding "first in maritime." These first seamen's medical centers in history will contribute immeasurably to a longer, happier working life and greater earning power for all Seafarers.

Long prone to disabling injuries in their line of work, plus a variety of ailments encountered in their travels, seamen have a serious need for the type of medical protection and specialized diagnosis planned in this program.

Seamen fortunately have some of the best medical institutions in the world at their disposal in the US Public Health Service hospitals. Thus, the medical centers will not provide treatment, but instead will concentrate on preventive medicine, to scout out ailments before they impair a man's ability to earn his livelihood.

They will also provide a standardized physical exam to replace the haphazard system in the industry today, under which each company has its own set of medical standards and some have none at all. Serious problems are created at sea when the safety of ship and crew are jeopardized by the unchecked advance of an ailment which might have been rendered harmless if diagnosed and treated earlier.

Major purpose of the program, of course, is keeping the professional seaman in top condition so that he can enjoy the economic benefits won by his Union for as long as he chooses to sail.

Clear-Cut Victory

The speed with which Alabama has acted to clear the way for Seafarers to collect unemployment benefits in that state when they leave a ship under the 60-day contract rule again points up the fact that the SIU seniority hiring rules are fair to all. It is another boost, too, if any are needed at this late date, for the rotary hiring hall system of filling jobs on ships. The Alabama ruling follows similar victories in Delaware and New York benefiting class B and C Seafarers in periods of slow shipping.

If Seafarers do encounter difficulty collecting benefits in some states, they should notify the Union immediately. One advisable caution in this regard is the necessity, when applying, to point out that the reason for leaving the ship is a "contract rule" not a "Union rule." This is an essential difference which some states have been reluctant to acknowledge.

65,000-Ton Tankship Contracted By SIU Co.

The rivalry among world shipping tycoons to build the biggest tankers afloat was marked this week by the completion of a contract for a giant 65,000-deadweight-ton petroleum carrier for US-flag operation early in 1958.

This ship will be the largest merchant ship ever to be constructed in an American shipyard. Since the order was placed by Transoceanic Marine, Inc., New York agents for Stavros Niarchos and front runner for two companies already under SIU contract,

it is possible that by 1958 the new ship may be manned by Seafarers.

Of immediate interest, however, is Maritime Administration approval of another part of the transaction, involving the transfer to foreign flag of two SIU-manned Libertys, the Algonkin and Arapahoe. Both ships are operated by separate companies.

Seafarer Hero Of Nighttime Rescue Effort

Seafarer Kenneth Collins of the Steel Artisan was the hero of a successful rescue effort in the port of Penang, Malaya, when seven British navy men were swept into the water from a launch. Despite the mid-morning darkness, Collins leaped into the water and hauled a drowning Britisher to safety.

According to Dick Grant, chief steward on the Artisan, it was about one in the morning when Artisan crewmembers heard cries for help coming from the water.

"Seven British navy men were returning to their ship when the launch they were in overturned in the choppy water and they were left floundering in the darkness."



Collins

A tug quickly picked up six of the men, he related. "One man was left in the water and was being carried out to sea by the swift current. But he was sighted by Collins, a member of the steward department aboard this vessel. . . . Collins grabbed two lifejackets, put one on and jumped into the sea. After quite a struggle he reached the drowning man and hauled him to safety."

He concludes that "Collins deserves a lot of praise for his courage in jumping into the shark-infested waters to save this man."

Another tanker of 32,650 tons was also ordered by Transoceanic Marine this week, following an earlier order of two other 32,650-tonners and a 46,000-ton sistership to the World Glory. The largest tanker ever completed in the US, the World Glory is under Liberian registry. In addition to the 65,000-ton ship, two of the 32,650-ton jobs will also be operated under American registry.

The Niarchos order quickly trimmed the sails of a new operator, Barracuda Tankers Corp., which ordered three 60,000-ton tankers in the US two weeks ago. But the Niarchos 65,000-ton ship may soon be dwarfed by a 100,500-ton ship planned by US interests of Aristotle Onassis, which are also under SIU contract.

In addition to the five tankers on order or under construction here, the Niarchos interests have 23 ships on the ways in foreign shipyards to add to their present active fleet of 47 vessels totalling over one million tons. The new tonnage will give Niarchos a fleet of 75 ships of more than two million tons, said to be the largest individual holding of merchant vessels in history.

Make Checks To 'SIU-A&G'

Seafarers mailing in checks or money orders to the Union to cover dues payments are urged to be sure to make all of them payable to the SIU-A&G District.

Some Seafarers have sent in checks and money orders in the names of individual headquarters officials. This makes for a problem in bookkeeping which can be avoided if checks are made out to the Union directly.

SEAFARERS IN ACTION

All's well on the Alcoa Pegasus, and a standout gang of delegates is helping make it so. Charles T. Scott, ship's delegate; Adam Kosinski, deck; William Gonzalez, engine and F. A. Stephen, steward are all credited with doing a good job of handling the beefs in their respective departments.



Scott.

Aboard the Seacloud, bosun A. H. Anderson rates a hand for carefully explaining the procedure to be followed in securing the ship and keeping it safe at all times. A little reminder like this never hurts.

Talk about ship's delegates doing a bang-up job, Steve Fulford of the Orion Planet seems to fill the bill. At the last shipboard meeting reported to headquarters

Fulford gave the crew a report on no less than 12 different beefs and matters of interest to the crew. He dealt with such items as the condition of the stores, keys for the foc'sles, unclaimed mail, draws in Japan, painting of foc'sles, inspection and a number of other matters.

The gavel wielders are assistants at the last August membership meeting included as chairmen, M. Machel, San Francisco; J. D. Gribble, Houston; K. A. Hellman, Lake Charles; O. Stevens, Mobile; G. G. Parker in Savannah; and J. Hanners in Philadelphia. Other Seafarers on the dais were C. Moser and W. Mason in Norfolk; F. G. Wesley in Savannah, H. Thomas in Frisco and C. Ainsworth and G. Frank in Seattle.



Moser

Denmark 'Dream Trip' Comes True

Making his way around Denmark on that long-talked-about "vacation to the old country" about which he's been dreaming out loud for years, Seafarer Eddie Mikkelsen is having a real time of it.

"There can never be a thrill like the one this Seafarer is enjoying at present riding around Denmark in a new '56 car. "There is much surprise in all

the little towns and even some of the larger ones that a common working guy like myself can own such a big car and travel around like this.

Needs Baseball Bat

"I forgot to take a baseball bat along to keep the girls off, so I have to keep the doors locked at all times. I wonder how a halfway good looking fellow would make out over here. The guys who know me know I'm the kind who has trouble making out on Cherry Hill in Yokohama," he said.

Mikkelsen visited the Rebild Hills in the north of Jutland for the annual 4th of July celebration where he and 40,000 others listened to speeches celebrating

the ties between Denmark and the US. This annual event drew the King and Queen, the US and Danish ambassadors, the Danish prime minister and other notables this year.

Since then, Mikkelsen has averaged 1,000 miles a week, driving around to the different towns which make Seafarers who have been lucky enough to make a trip to Denmark sit back and lick their lips. He cited Aalborg, Aarhus, Vejle and "wonderful, wonderful Copenhagen," among others.

After Denmark, he plans to visit some of the other European countries and hopes to run into a couple of SIU ships and taste some American cooking for a change.

Garlic Stirs Rhubarb Over Yaka Cookery

One thing's certain on the Yaka these days: You can't trifle with majority rule even if your taste buds are bursting.

The situation in point apparently arises from the generosity with which the cooks have been dispensing garlic in the food.

There are some crewmembers, it seems, who look unkindly on the use of garlic in the preparation of prime ribs, hamburgers and sausage. They were led by Frank McCall, who urged at the last meeting that garlic be eliminated from these cuts.

Garlic, they pointed out, is supposed to be a lilylike plant, but it very often reacts like a lion instead. The stuff can't be trusted, they insisted, and too liberal use of it has been known to make guys wish they were under the lilies instead of reeking with the fragrance of one of its kinfolk.

But democratic procedure prevailed. The pro-garlic faction mustered a majority and that's that.



McCall



Equipped with this '56 showboat and winning smile, Seafarer Ed Mikkelsen (he's on the left) is having the time of his life on a vacation tour of Denmark. He didn't say whether he merely stopped short or had to back up, like the sign says, for his companion on the opposite fender.

Suggests Form For Union Trials

To the Editor:

Based on my experience with several committees, I'd like to offer some recommendations regarding the trials and appeals procedure in our Union constitution.

First off, a trial should generally consist of four parts: a conference session, trial session, deliberation session and a verdict.

In this connection, the accused

at this time the lines and procedure for questioning. What are proper questions, what is circumstantial, what is fact? Are questions of opinion to be asked, are they in order? What effect will opinion have in developing the case?

The committee must note the points of fact it may want to establish. It must know how it is to go about obtaining these facts. Should it examine the witnesses separately as the first order of business? Should witnesses and other parties to the case be allowed to communicate with other persons during the time this case is being considered?

It's also up to the committee to even discuss such things as a proper seating arrangement in the trial room, such as a semi-circle of committeemen facing the parties to the case. Those giving testimony should sit alone directly in front of the committee.

At the actual trial session, the charges should be read through completely, the accuser should be asked to elaborate on each section as it is taken up and the accused should be asked to reply to each section in the same way. The committee should cross-examine the accuser and the accused, and the accuser and the accused should be able to cross-examine each other.

Witnesses should be called for questions and cross-examination, and then the committee should sum up the case as it sees it. The accuser and the accused should have the opportunity to make a final statement.

Rights Of Accused

Then the deliberation session of the committee itself should consider the rights of the accused. Have they been violated? Have they been protected? Do the facts seem valid as presented? Is the situation actually covered by the constitution?

Once everything has been fully explored, a secret ballot vote on a verdict should be taken on each charge. If the verdict is guilty, the man's previous record should be studied and considered.

The possible penalties for the offense involved should be considered, under Article XVI, and a secret ballot vote held on the sentence. All parts of the trial that were recorded should be read aloud and approved by the committee.

The accused should then be called in and advised of the committee's recommendations. If he has been found guilty, he should be advised of the affect, if any, on his shipping rights. He should know his rights of appeal, and that the committee's findings are not complete until approved at a membership meeting.

All of this is to assure that the rights of all concerned, the accused, as well as his brother members and the Union itself, are upheld.

Van N. Dalhouse

Offers Thanks For SIU Aid

To the Editor:

I would like to express my appreciation and thanks to the Union and the Welfare Services office for the help given me upon the death of my brother, Thomas Clark, who died on August 6.

My brother spoke very well about the SIU and was proud to be one of its members and officials. I hope you will continue to send me the LOG.

Mrs. Margaret McKay

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.

should be supplied with and advised to read Articles XV and XVI of the Union constitution before the trial. Members of the trial committee, the accusers and the accused should be fully informed as to the general form and proper procedure to follow. If possible, the Union should publish a handbook for trial committees containing the constitution, the forms of procedure and advice on how to conduct the sessions and examine the charges and testimony.

It should be the duty of the accuser to have as much evidence and as many witnesses as possible with which to uphold his case at the time the committee meets. The accuser should obtain a certified transcript from the ship's logbook that covers any of the time that an offense was alleged to have taken place.

Full Discussion

The patrolman, delegate or brother desiring to bring a shipmate up on charges should call a special meeting at the payoff and have the difficulty fully discussed. This special meeting should be fully recorded and the minutes forwarded to the trial committee, along with the minutes of all ship's meetings for the duration of the voyage on which the alleged offense occurred.

In addition, two alternates should be elected along with the regular trial committee. They should not participate in the trial in any way, except to visually examine evidence, but they should be present as silent spectators until or if they're needed.

The first portion of the trial should be the conference session, during which the committee elects a chairman and secretary. The necessity of taking notes and having all official papers filled out properly can't be over-emphasized.

Article XV of the constitution dealing with trials and appeals should be read and fully discussed. All charges should be read aloud and examined one by one as to their constitutionality and fitness. It's important to consider whether they really fit both the letter and the intent of the constitution and if they can be proven by fact.

All the pertinent evidence (transcript of logbook, minutes of ship's meetings, letters, etc.) should be at hand. Arrangements should be made for any witnesses, other than those the interested parties may bring, to be present. The committee should discuss

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

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Signed

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CITY ZONE STATE

STEEL KING (Isthmian), July 29—Chairman, J. Procelli; Secretary, P. Marayo. Repair list turned in. Need new washing machine. Ship's fund, \$36.96. No beefs.

WINTER HILL (Cities Service), July 7—Chairman, K. Hellman; Secretary, J. LeBlanc. Quite a few beefs. Ice box to be replaced in Bridgeport. Dispute over firing two wipers. Report accepted. Ship to be fumigated for roaches. Vote of thanks to company for releasing steward.

WESTERN TRADER (Western Navigation), June 17—Chairman, D. Wil-

of thanks to stewards department. Patrolman to check sloop chest for supplies and prices; also for hospital supplies and equipment.

ALCOA PENNANT (Alcoa), July 18—Chairman, E. Koundovbakik; Secretary, A. Duane. Two men injured on ship July 7. One hour disputed overtime. New delegate and treasurer elected. Fund to be made up for emergency use only.

JEFFERSON CITY VICTORY (Victory Carriers), June 27—Chairman, J. Smith; Secretary, R. Elliott. Quite a few made the book. More logs if anyone fouls up. One man missed ship in Inchon. Captain contacted agent. Agent will take care of him until ship gets back to Korea. One man logged. C. F. Sharp have not been delivering mail. Few letters received in Inchon. Laundry gratings need repair.

July 19—Chairman, J. James; Secretary, R. Elliott. Ship changed course and will go into Newport, Oregon, then to Texas and San Francisco. Some disputed overtime. Few men logged. One man jumped ship in Pusan. Communications read and accepted. Headquarters to be notified about mail service with Victory Carriers. They do not forward mail and something should be done about this. Headquarters to determine why company can't or will not put out American money or travelers' checks in Korea as other ships do. Members requested to wait to see patrolman until delegates are finished with Union business. Some of the men who were logged came aboard few minutes late but went to work. Were logged the next day. Four men will go before patrolman—one from deck department, one from engine department and two from steward department.

HIGH POINT VICTORY (Bull), July 23—Chairman, W. C. Shippey; Secretary, J. Hodges. Ship's fund, \$6.46. Reports accepted. New officers elected.

BIENVILLE (Pan-Atlantic), August 5—Chairman, M. Healey; Secretary, J. Stringfellow. Some repairs not completed. Few items to be taken up with patrolman at payoff. Need new washing machine, new ice box.

ROBIN KIRK (Seas Shipping), July 5—Chairman, G. Urlick; Secretary, K. Skenberg. Ship's fund, \$82.40. Delayed sailing. Some disputed overtime. Report accepted. Beef about variety of food. Not enough fruits and vegetables.

STEEL WORKER (Isthmian), July 29—Chairman, G. Champin; Secretary, H. Kilmon. Captain has written orders regarding shore leave in Ras Tanura on second entry. Letter from headquarters regarding delayed sailing in Ras Tanura, and also one in answer to one from black gang regarding their watch fo'c'sles. Ship's fund, \$14.00. Delayed sailing and 23 hours overtime disputed. Reports accepted. All cots to be returned to steward. Men paying off to leave fo'c'sles clean. Fo'c'sles to be souged and painted. Vote of thanks to librarian. Repair lists to be turned over to secretary. Refuse not to be thrown on decks. Vote of thanks to steward department for excellent Fourth of July dinner.

NATIONAL VICTORY (Amer. Water), July 28—Chairman, F. Miller; Secretary, N. Staron. Repair list turned in. All disputed overtime was okay by captain to crew's satisfaction. Captain thanked crew for fine behavior. Messman praised by crew. Suggested voluntary contribution be sent to brother hospitalized at Manhattan Beach hospital. Steward thanked crew for fine cooperation.

ROBIN LOCKSLEY (Seas Shipping), July 29—Chairman, S. Furtado; Secretary, R. Bowley. All members urged to cooperate in having clean payoff. Ship's fund, \$21.00. Some disputed overtime. Reports accepted. Need new washing machine. Brother donated punching bag to ship as he is getting off. Beef about preparation of meats, soups and sauces. Not enough spices used and food too greasy. Chief cook getting off.

ROYAL OAK (Cities Service), July 24—Chairman, W. Wandell; Secretary, D. Beard. Insufficient milk. Tankers should be stored same as cargo ships. Steward refuses overtime sheets. No overtime record issued by company steward. Patrolman orders overtime to be recorded and turned over to boarding patrolman at payoff. Two men fired. No cots as yet. Ship's fund, \$21.17. Reports accepted. Tank cleaning helmets needed. Radio needs repairing. General discussion on TV sets and radios aboard ship. \$1.00 to be collected at payoff for radio.

C S BALTIMORE (Cities Service), August 5—Chairman, D. Rood; Secretary, A. Slaybough. Twelve hours disputed overtime. List of supplies from sloop chest on Persian Gulf shuttle to be made out. Reports accepted. Delegate to telephone hall concerning 10:00 P.M. payoff. Membership to place charges against one brother. Salt tablets to be put on board.

SAND CAPTAIN (Construction Aggregates), August 5—Chairman, J. Sweeney; Secretary, C. Gilbert. New awning ordered. No pay slips in the last three periods. Report accepted. Discussion on work in all departments.

MAXTON (Waterman), July 29—Chairman, W. Yates; Secretary, C. Czabros. All disputes settled in New York. Ship's fund, \$17.00. Took on two new men in New York. Report accepted. New delegate elected. To rotate cleaning of laundry. Repair list to be made up for all departments.

son; Secretary, J. Powers. All repairs attended to except shipyard jobs. Some disputed overtime. Steward department rules posted and passed on by crew. Motion made to take work shop aft of engine room and make fo'c'sle for night cook and baker, as quarters are crowded. Vote of thanks to steward department for good food and service by messman.

DEL MUNDO (Delta Line), July 22—Chairman, C. McLellan; Secretary, I. Thompson. One man logged; leg lifted by captain. Messroom painted. Most repairs completed. Performer (wiper) to be turned over to patrolman. Ship's fund, \$41.00. Few hours disputed overtime. Some overtime not okay for working on company launch. To see patrolman. Due to extended voyage, food variety not too good. Reports accepted. Rubber stamp to be purchased to stamp ship's library. Motion made that Mississippi Shipping put 90 days' stores on all freighters. Delegate to see port agent. Black gang unable to get cooperation from wipers on keeping washrooms, showers and fo'c'sles clean. What can be done about sanitary men performing their duties?

MAE (Bull), July 26—Chairman, W. Morris; Secretary, R. Rutkay. Ship's fund, \$28.86. Need new ice box, spare motor for blowers. Would like ship air-conditioned. Suggestion to have delegate handle beefs at payoff. Keep fantail cleaner. Buy more chairs for fantail. All crew members to donate one dollar to ship's fund.

MONTEBELLO HILLS (Western Tankers), June 23—Chairman, Hanna; Secretary, McKreth. Met with captain about new mattresses, awnings or dunnage and water tanks. So far no action after long spell in shipyard. Headquarters notified of two men taken off ship due to illness. One man transferred to another ship. Contacted American consulate about paying transportation home. Notified that money would be returned. Vote of thanks to steward for job well done. Headquarters to send clarifications on electrical work done by pumpman. Ordered to do work by engineer and overtime was disputed. Messhall to be kept clean.

FELTORE (Ore), August 1—Chairman, T. Hansen; Secretary, H. Schroeder. One man missed ship at Canal Zone. Stated he went to see doctor but apparently never reported for treatment. New reporter elected. Ship's fund, \$2.64. Bought new books. No ice water in engine room and port passageway. Ice cream served only three times in 22 days. Poor quality of food, small quantity and poor variety. Insufficient glasses. No fresh bread entire trip. Ship needs painting. Stb. pump room ladder bolts rusted off, held only by railing.

QUEENSTON HEIGHTS (Mar Trade), July 31—Chairman, M. Brightwell; Secretary, E. Ray. No Logs or reports received. Notified headquarters. One for draw. Baker hospitalized in Guam. Third cook promoted to baker, messman to 3rd cook, wiper to messman. No beer or liquor to be brought aboard by order of the master. Captain reminded to put out draws per agreement, also using fire hoses for taking on water. Welfare acknowledged radiogram regarding man hospitalized in Singapore. Ship's fund, \$15.00. All brothers requested to donate. Few hours disputed overtime. Repairs not completed. Membership recommended steward department man not be allowed to sail in department but return to deck department in future. Bosun claims lack of supplies and equipment to perform work. Company refuses to order paint and other gear. One brother to leave ship upon arrival in the US claims it is an emergency. All brothers warned to be cautious.

IVY (Orion), July 28—Chairman, M. Maceti; Secretary, W. Gwinkie. List of wages and overtime to be given members before arrival by master. All communications read and posted. Some disputed overtime. Repair list turned in. Copies given to patrolman. Most minor repairs completed. Vote

It's Coffeetime



Enjoying the pause that refreshes, Juan Vila, AB on the Lewis Emery, Jr., takes time out for a cup of coffee. The ship is now out in the Far East. Photo submitted by ship's delegate Dave Rivers.

Island Run (And Rita) Sure Beat A Seatrain

Mix a closeup view of Rita Hayworth with a return visit to the Caribbean islands after a lapse of nine years and you have a mighty good combination. It would be fine if you never got any further than Coney Island, for that matter.

Now back from a Caribbean run on the Alcoa Pegasus, Seafarer Van Whitney says the land of rum and coke—and all points in between—makes for a real fine trip. It was on a dock in Trinidad that he met up with Rita Hayworth and movie toughguy Robert Mitchum, who were making a new picture down there. Rita still has plenty of the old sparkle that drove the GIs crazy in World War II, he says.

A refugee from Seatrain's plodding coastwise runs, Whitney can't be blamed too much for his enthusiasm.

Once they got to Venezuela, and La Guaira, Puerto Cabello and

Guanta, most of the crew went ashore, but seemed to shy away from the beaches, although there are many beautiful ones to visit. "Maybe it was because we lost one of our shipmates on the previous voyage through drowning," Whitney commented.

Guadeloupe and Martinique were also taken in along the route, although the former turned out to be a dud on this occasion, since the day was some sort of holiday and almost everything was closed down. Martinique, however, provided most of the gang

with a chance to brush up on their French, and even those who left their French home managed to get along.

Barbados was next, and here Silver Sands Beach got a big play, it seems. "There was a sea of handkerchiefs waving from the dock when we sailed from there," said Whitney.

He added that the good living in port was complemented between ports by harmony among the crew and excellent feeding by the galley. "It is really amazing to see an ideal ship like this one. She feeds like the Waldorf Astoria, too. Who could ask for anything more?"



Whitney

LOOKED FOR SERVICE—THEY GOT THE BUSINESS

A steady diet of deluxe service and feeding by the steward department aboard ship has softened a bad blow for a couple of Seafarers on the Marie Hamil who gambled—and lost—when they tried to get some deluxe service ashore.

The two men, according to ship's reporter Harry H. Diddlebock, met a couple of girls in England, who "said they could get 'first-class service'—including breakfast in bed" . . . But our two heroes are sadder but wiser now. They got no service and are out a bundle of dough besides.

Prior to reaching England, the Hamil visited Iceland and later, Germany.

"Iceland offers nothing but lots of daylight, although the GIs were nice to us while we were there. Germany was better; there's always something doing there," Diddlebock commented.

England, of course, was where the two unnamed sailors met their Waterloo in the form of a couple of sharpshooters in skirts. "They'll know better next time; that's the oldest profession in the world," he added. The cheers for the galley gang

were extended particularly to Freddie the baker, "one of the best who will please everyone if he can." All of the delegates also drew praise for always being on the ball. "This is a strictly-business crew, with no horseplay, and it's made things a lot easier."

Monotony 'n Mamselles



Diddlebock



Taking it easy (above) on the Persian Gulf-Japan shuttle, on which the Camp Namanu has already put in over nine months, are Seafarers Fred Smith, chief pumpman; Fry, FWT; Bill O'Connor, OS, and William Tacy, engine maintenance. Since chief cook Allan S. Ritchie took this photo, Tacy got hospitalized in Bahrein and O'Connor broke his arm in Ras Tanura, perhaps just to break the monotony. Below, Seafarers and officers from the Oceanstar have themselves a time in Bordeaux, France. Pictured are 3rd mate J. Walters; Capt. J. H. Young; William Millison, bosun; Anthony C. Landwajowicz, AB; "Midge" Russell, pantryman, and two mademoiselles. Photo by Robert Kyle.

Union V-P Enjoys SIU Service



Relaxing in deckchairs on the trip down to San Juan on the Elizabeth are Mr. and Mrs. David Sullivan. Sullivan is a vice-president of the AFL-CIO Building Service Employees Int'l Union and head of its Local 32B in New York. The photo by deck delegate Felix Serrano was submitted by Allen Friend.

Coe Victory Cookery Churns Up Calories

Conditions on the Coe Victory have taken such a turn that the crew is openly beefing about the food.

The chow is "too good," it seems. It's turning the lightweight into heavyweights and the heavyweights into behemoths.

This happy state of affairs is a delight to steward Harry L. Franklin, who leads off in the culinary department with Jose Toro, chief cook.

Next in line is John Pietrzak, who doesn't care about the weather and keeps his deep fryer going no matter what. Wilson Deal, sailing as night cook and baker, handles his end of the chores as if he was born to them, Franklin adds.

Heading into Yokohama, Japan, at the last report, the Coe, accord-

ing to Franklin, is claiming the "heavyweight championship" of the SIU.

A major asset here is Clifton V. Berg, chief electrician and ship's delegate "who has become a real 'security risk' when he starts 'throwing his weight around.' Nicholas Leone, 2nd electrician, refuses to sleep in the bottom bunk under Berg. He's not sure it will hold."



Berg

LOG-A-RHYTHM:

Sea Laughter

By H. Owen

Out in the bowl is the pulsing sea,
Full of tempting mystery;
Responsive to the moon in hourly lifts,
White-tipped tide signs parallel rifts,
Crashing on rocks like bombs from the air,
Booming and lashing in loud sea-laughter,
Foaming and crashing in echo . . . and after,
Loud is the laughter thrown back to the sea
From placid rocks quivering inwardly,
Water withdrawing in valleyed-hush,
Gathering power for another slush,
Pulling and swelling and eternally flapping
Deep throated laughter thrown back from the land,
Green lace trailing ruffling wave-edge . . .
. . . Within the bowl, rimmed yellow in sand
Is life and power and death-mocking night
Actively surging, a neophyte.
. . . Older than centuries and greater than land,
The sea pounds the centuries' rock into sand,
And out in the bowl of rhythmic sea
I hear sea-laughter challenging me.

Catherine Still Far From Home

To the Editor:

The SS Catherine is still on the move, and nobody knows when we'll arrive Stateside. We arrived here in Rotterdam with coal from Sydney, Nova Scotia, and our cargo was promptly unloaded onto six English colliers.

Next on the schedule is Georgetown, British Guiana, where we will load bauxite; then a day's sail across to Port of Spain, in Trinidad, to top off.

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.

This cargo is destined for Port Alfred, Quebec. From there, it's anybody's guess—Stateside? another load of coal? or maybe even back for more bauxite. . . ?

Our crew now includes three Canadians, an ordinary, an AB and a fireman, and one deck maintenance replacement who just came aboard here at Rotterdam.

Rotterdam On Downgrade

All hands seem to agree that Rotterdam just isn't what it used to be. Everything costs more and the only thing really busy about this harbor is its shipping.

The Sea Comet II is also here, and our crew has run into some of the brothers from that ship.

We're just about ready to pay off anywhere, anytime, as long as it's somewhere in the States. The Catherine crew is certainly going to be very glad when we can finish this trip and get back home.

Ship's reporter
SS Catherine

Says Performers Just Have To Go

To the Editor:
We, the conscientious membership of the SIU, have a very important job to do for our Union's prestige and the principles for which it stands, as stated in the preamble to our SIU constitution.

That job is to purge the small conglomeration of foul-ups, performers and gashrouds we have within our fold. The time has come to take drastic action against these individuals.

This Union has fought tooth and nail with the shipping companies for years for the conditions, wages and privileges we have today, which are outstanding.

When our negotiating commit-

tees meet with the shipping companies to improve those conditions, they have enough work to perform without having the burden of these performers on their minds to make it more difficult for them to deal with the employers.

Turn Into Lambs

We have a number of members who, while on the beach near a Union hall or on a vessel along the coast within telephone distance of the hall where they can be dealt with pronto are meek and mild and apparently good Union men.

But as soon as the ship leaves the Union halls, behind they show their true colors and start raising hell. These men just ignore the fact that the Union got them the job they hold. As many of our members know, it is impossible to advise, correct or put these men straight; they are immune to reason or a decent approach. These men are constantly violating their oath of membership and our Union constitution.

Brothers, let's get together and get rid of these malcontents. Write in to the LOG and let's figure out a way to end this hog-wild performing.

Arthur F. Smith
SS Maiden Creek

Skipper Applauds Good Seamanship

To the Editor:

On July 13, while this vessel, the SS Ocean Nimet, was in the Arabian Sea running into rough seas created by the southwest monsoon, a sea knocked No. 2 lifeboat adrift.

I went down to see what damage had accrued. Several members of the engine and stewards department had heard the smash and came up to the boat deck to have a look.

These men promptly pitched in and gave me and the boatswain a hand securing the boat with no questions asked.

I thought this was a fine display of loyalty, spirit and good seamanship on their part and I want to take the opportunity to express my appreciation and thanks to them all.

Claude Marthey, master
SS Ocean Nimet

Thanks Frietchie Crew For Gift

To the Editor:

Please convey our sincere thanks and appreciation for the lovely gladiolas sent to the Ralph Nuckols' family by the crew of the Barbara Frietchie.

Ralph was the brother of Billy Nuckols, AB, who is still aboard the Frietchie. He passed away very suddenly, and flowers sent by the crew helped lift the burden we all felt. The crew made the load much lighter for Bill by its thoughtfulness.

Mrs. Billy K. Nuckols

Del Norte Crew Kindness Lauded

To the Editor:

I have written this at the request of Brothers Hugh Dick to thank the officers and men of the Del Norte for helping him in time of need.

This brother's wife died while the ship was in Santos, Brazil. The generous contribution of over \$300 towards the purchase of a plane ticket enabled Dick to attend his wife's funeral. It was a fine example of the brotherhood of the sea.

A vote of thanks also to Captain James T. O'Pry for consenting to pay the man off and handling the necessary arrangements for customs and transportation. A special vote of thanks also to our two stewards who were instrumental in starting the collection.

Once again, on behalf of Hugh Dick, sincere thanks to each and every member for his kindness.

Pete Prevas
Ship's delegate

Ines Due Soon; Baby Awaits Dad

To the Editor:

Here's a couple of items from the Ines, now returning from a fine, but mostly uneventful trip to Hawaii.

Number one regards the birth of John Charles Rivera, who weighed in at 5 pounds and 9 ounces, at the Bronx Hospital in New York. John is the son of Brother Robert Rivera who's now aboard this ship. Brother Rivera expects to apply for his maternity benefits as soon as we get back to town this month.

Other news concerns the hospitalization in Oahu of Brothers Charles Morrison, Henry Armstrong and Louis Firle. They have all since gotten better and are returning with us on the ship. One brother whose work is particularly missed is Morrison, who was downed by a case of pneumonia. He was the baker.

After our arrival in the Islands some of the brothers toured Oahu and elsewhere and enjoyed the fine climate. When the ship went to some of the other islands, the crew had little or no chance to go ashore. But right now we are enjoying fine sailing in all respects and the morale is excellent.

R. G. Olney
Ship's reporter

Welfare Service Speeds Benefits

To the Editor:

We wish to thank the trustees of the SIU Welfare Plan for the prompt and courteous service we received recently in the handling of a claim for hospital benefits.

John & Catherine Cook

Burly



Follow The Leader



By Bernard Seaman

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Australia WMM 25-15607 Kcs
Northwest Pacific WMM 81-11037.5

Frisco Shipping On Slow Bell

SAN FRANCISCO—Job activity slowed down during the past two weeks but is slated to increase again. Three payoffs are scheduled. The Fairport (Waterman) paid off the day after Labor Day and four other Waterman ships arrived in transit. Among them were the Morning Light, Azalea City, De Soto and John B. Waterman, plus the Steel Architect (Isthmian). All of the ships were in clean shape, said Leon Johnson, SIU port agent.



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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:

Elmer Black, 44: An automobile accident was the cause of Brother Black's death on July 16, 1956, in Brunswick, North Carolina. Place of burial is not known. Brother Black had been sailing out of the Port of New York since joining the Union in 1949. He is survived by his wife Jamie Mae Black of Tampa, Florida.



Richard Ricketts, 63: On August 14, 1956, Brother Ricketts died of natural causes at his home in New York City. Burial took place in Evergreen Cemetery. A member of the steward department, Brother Ricketts joined the Union in the early part of 1939 in Jacksonville, Florida. He is survived by a daughter, Gertrude Edwards, New York, NY.



Frank Maher, 54: A heart attack proved fatal to Brother Maher who died aboard the SS Westport on July 21, 1956. Burial took place in European cemetery in Casablanca, Morocco. Brother Maher joined the union in New York in 1943 and had been sailing in the engine department. He is survived by his sister, Marie Smith of Brooklyn, NY.



Personals

Alberto Santiago
Contact law offices of Hillman and Hillman, Suite 522-3-4, Munsey Building, Baltimore 2, Md., in reference to the estate of your brother, Angel Luis Rios.

Fred Shaia
Contact Kenneth Blackstone by mail, Route 1, Box 119H, Perry, Georgia.

Oliver K. Pierce
Get in touch with Roger Close, Calmar Line, 25 Broadway, NY, NY, regarding a package being held for you.

Cyril J. Magnan
Contact your family at 1817 Collins St., Grand Rapids, Mich., as soon as possible.

Elwood Read
Get in touch with Russel Lapham, RFD No. 2, Smithfield, Rhode Island, regarding payments on your furniture. Newton Paine.

Eric W. Johnson
I am anxious to hear from you. Please contact me. Richie.

Isidro D. Avecilla
Contact E. M. Piccerill, State Tax Commission, 320 Schermerhorn St., Brooklyn 17, NY, or call MAin 5-1000, ext. 103.

E. S. Vlodek
Contact J. E. Gerken, 200 Comfort Ct., Clarkburg, West Va.

James W. Simmons
Get in touch with your brother William in Clinton, NC.

Welfare Names Med. Director

(Continued from page 3)
ently in operation in which each company had its own physical standards and some gave no examinations at all. Standardizing the examinations at a center close by the Union halls will be a great convenience for Seafarers.

But the major purpose of the centers will be to keep Seafarers in good health at all times by checking defects and ailments before they reach the point of interfering with a man's ability to work on ships and earn a living.

for SIU MEMBERS!



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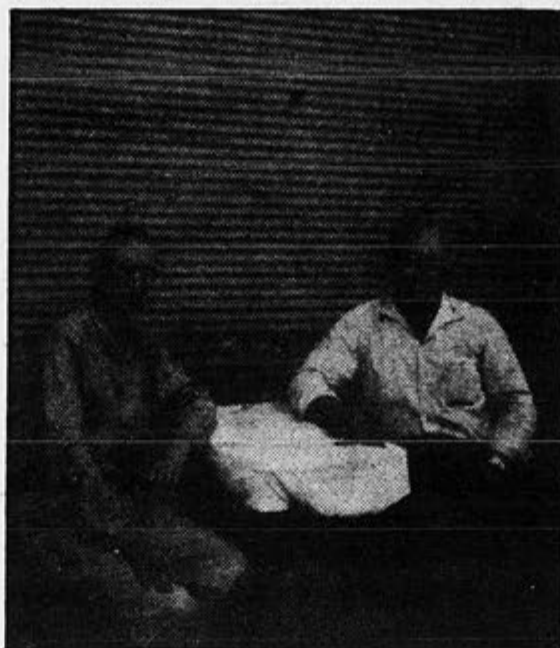
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"Far East Trip"



When it really gets hot, the shady side of the midship house gets a big play.



Sam Reed, wiper and Otis Townsend, AB, await service at cafe.



Coffeetime is rest time, George Zalenski, AB, figures so he stretches out.



That's the chief mate on the run. In background are Pat Marinelli, carpenter, (with saw) and unidentified deck gang member involved in some carpentry work.



Gervais and Marinelli show a missing denture or two, but the smiles are toothy all the same.



Checking the overtime sheets are (l to r) Marinelli, George Decker, DM; Leo Loney, AB; Pounds, AB, and Jack Gervais, DM. Looks like some heavy arithmetic.

IF pictures tell the story, this SIU gang looks like it enjoyed a pleasant trip while making the long Far East haul on the Steel Executive. The ship's minutes back up the impression by reporting "no beefs" in all three departments and a smooth-running ship, SIU style.

Summertime on this run is a sure guarantee of plenty of sunshine to bask in between watches with short pants the order of the day.

The Executive has come back to the East Coast after making the run via the Mediterranean and Suez. She is now heading to India.



Bosun Bill Funk pauses in the midst of operations on the Jacob's ladder to get his photo in the record.