

SIU SPEEDS DRIVE ON RUNAWAY SHIPS

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Meany To Rule On MMP Pact

Story On Page 2



Back SIU Drive. Foreign crewmembers off Panamanian liner Yarmouth prepare to leave Baltimore SIU hall for repatriation at company expense. The runaway skipped from Washington and abandoned pro-SIU crew after cancelling cruise schedule. Men were later flown back to homes in West Indies. Yarmouth is now idle at shipyard in Jacksonville. Arrangements for feeding and housing crew were handled in Baltimore. (Story on Page 3.)



Haifa-Bound. Seafarer Charlie Karlsen, oiler, holds on to fishing rod as bus driver stows his gear for trip to New York airport with other crewmen. New SIU crew was flown to Haifa as replacements for tanker Wang Dispatcher.



Coffeetime. Making rounds of New York piers struck by Masters, Mates and Pilots, coffee wagon from AFL-CIO Maritime Trades Department stops outside shipyard where Isbrandtsen's Flying Clipper was picketed. Stan Wysokowski helps MM&P pickets store up. Coffee wagon was operated around the clock by MTD during the six-day beef. Strike ended Monday pending arbitration. (Story on Page 2.)

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CENTERFOLD

Meany To Arbitrate Pact; Mates Return

Shipping in Atlantic and Gulf ports returned to normal this week as AFL-CIO President George Meany accepted the role of arbitrator in a labor-management beef. The Federation president's action ended six days of picketing by the Masters, Mates and Pilots based on a "no contract, no work" policy which was amplified by the operators into a full-scale lockout.

As the MM&P called off its picketlines on Tuesday, Seafarers from the crews of the Frances, Beatrice and Robin Kirk began returning to their jobs in New York and similar scenes were repeated in other A&G ports. Bull, Isthmian and Robin Line were the only SIU companies involved in the group of some 20 operators in the American Merchant Marine Institute against whom the strike was called. The mates' pact expired September 30.

As the walkout came to an end the National Maritime Union's national council issued a statement condemning the strike as needless and a "fiasco." Similar action had been taken by the NMU in the course of the Marine Engineers Beneficial Association strike in June. The MEBA, like the Mates Union, was striking against the AMMI for a new contract.

Meany has set October 21 for the start of hearings on the contract beef, at which time the mates and shipowners will set forth their position on the issues. Meany's direct involvement in a maritime contract dispute in this fashion is regarded as a major development in the industry.

The tie-up began on October 1 after weeks of negotiations had failed to bring about an agreement. The AMMI had been stalling a new contract for some time when the Mates Union, seeking to make some headway, signed some 31 steamship companies including such major Gulf operators as Alcoa,



MM&P "no contract-no work" policy shut down operations at Robin Line pier in Brooklyn, where Robin Kirk (background) was berthed. On the line at pier 3 was 76-year-old MM&P veteran, Capt. W. S. Evans.

Waterman and Mississippi to the so-called "Mobile pact."

The AMMI immediately attacked the Mobile pact and refused to negotiate on that pattern, in large part because of the loss of industry leadership that would be involved in letting shipping companies establish a pattern outside the framework of the AMMI. It was then that AMMI President Ralph Casey first denounced the Mobile package as the "tall wagging the dog."

Another element in bringing about a tie-up was the operators'

failure to reckon with the MM&P's determination to strike for its demands once the contract had expired. Then when the walkout began, the operators excused their refusal to reach agreement because "other" maritime unions would then reopen their contracts and ask for parity with what the Mates achieved. Apparently they were alluding to a warning by Joseph Curran, the president of the NMU.

Most observers agree that this same reluctance to face up to the facts that the officers wanted

(Continued on page 11)

Sign War Bonus

Virtually all SIU ships sailing in Formosan waters are now covered by the recently-negotiated 100 percent bonus agreement. The area involved extends from a point roughly 12 miles east of the island starting at its southern tip and extending northward towards Manchuria.

Seafarers in these waters will receive a 100 percent bonus on their base pay, a \$150 vessel attack bonus or a \$100 harbor attack bonus in the event the vessel should come under attack and individual \$10,000 life insurance coverage.

The agreement, which went into effect last month, is similar to the one reached by SIU Pacific District Unions with West Coast operators.

Eng's Ask Contract On CS Ships

NEW YORK—The SIU-affiliated Brotherhood of Marine Engineers has asked for recognition as exclusive bargaining agent for the engineers on the 11-ship Cities Service Oil Company fleet. Supported by applications for BME books from a sizable majority of the ships' engineers, the union has also requested an early meeting with the company to negotiate a collective bargaining agreement covering these engineers.

Union representatives reported that their three-month campaign took on steam as CS engineers began comparing the BME's benefits, policies and contract with those under their present Deep-water Officers Association agreement.

DOA, they noted, is under the management of John Collins, well known operator of a string of other company unions.

Under the DOA agreement, CS engineers are not entitled to overtime pay for work in excess of eight hours, have no job security and receive little, if any, union representation and service.

In contrast, the BME contract provides for all of these benefits and for strict policing of the union's agreement which in turn means more money and better working conditions for the engineers.

In addition to providing for union representation in four ports to service BME-contract vessels, the union announced that it will also appoint a permanent representative in Lake Charles to service Cities Service after it signs a contract with the company.

DOA, as with the other Collins-run company unions, provides no on-the-job representation for its members.

Steel Ships Injury Rate Down Again

A continued decline in shipboard accidents was noted in the January-June accident report of the SIU-contracted Isthmian Lines. The fleet wide average rating of 88.13 far surpasses the record of previous years.

The Steel Chemist and Steel Traveler topped the list of 24 ships. Both went without a single accident during the six-month period. Close at their heels were the Steel Voyager and Steel Navigator. They recorded several minor accidents, none of them in the lost-time category. The Steel Artisan, last year's leader with a 95.78 rating, was one of nine ships that encountered one disabling accident. There were only two ships with more than three disabling accidents.

The total accident count of 132 over a six-month period compared favorably with last year's figure of 303 and the 1956 total of 306. Both disabling and non-disabling accidents were greatly reduced.

Subsidy Clique Fights US M'time Growth

The oft-repeated SIU criticism of near-monopoly practices on the part of a small clique of subsidized shipowners was pointed up sharply in Washington last week. Faced with the possibility that a new major subsidy operation might be established—one with a record of considerable initiative and success—the subsidy clique is fighting tooth, nail and elbow to box out the new applicant.

The company in question is States Marine-Isthmian. Both lines have subsidy applications pending, and the current hearing relates to the States Marine operation. However, similar treatment is being dished out by the subsidy clique to Isthmian as well as to Waterman, Isbrandtsen and any other potential newcomer to the ranks of subsidized operators.

While many arguments against the current subsidy applicants are being offered on various legal points and practices, the major reason for the subsidy clique's opposition, particularly in this case, is not hard to find.

States Marine-Isthmian is more than just another new boy on the block. It is an efficient, aggressive and inventive shipping combine with strong finances to boot. The subsidy fat cats fear that such a combine would upset the cozy subsidy arrangements which the fat cats have worked out to their own advantage. They fear too, the spectre of an efficient, aggressive and live-wire shipping operation which would set a competitive pace too fast for the old-line companies to match.

Offered To Withdraw New Service

It is no wonder then, for example, that last week Isthmian told the Federal Maritime Board that it would withdraw from a proposed new joint Far East service with Matson Line—a service which would have developed new shipping opportunities—if arrangements for such a service stood in the way of it or States Marine getting a subsidy. As a Washington news service put it "The only opposition to the proposed joint acquisition of Matson

Orient Line came in the form of a letter from John Franklin, president, United States Lines Co."

The 1936 Merchant Marine Act was based on the principle that subsidies should be used to develop American-flag trade; consequently they should be given to operators who have an experienced, efficient steamship organization which could compete effectively with foreign flags. Yet States Marine is under attack for the very reason that it is efficient!

The SIU and the Maritime Trades Department, AFL-CIO, has maintained for years that the present subsidy arrangements work to the detriment of the American merchant marine. By limiting subsidy benefits to a handful of companies (and for practical purposes, four or five of that handful, topped by US Lines, get virtually all of the funds) the Government's present subsidy policy gives these companies an unfair competitive advantage over the rest of maritime which has to go it alone. At the same time, those companies which have the big edge all too often lapse into complacent, inefficient practices.

Foul Up Industry Relations

The SIU has pointed out that many of this same group of subsidized companies are directly responsible for the deterioration of labor-management relationships in maritime through the gyrations of the American Merchant Marine Institute, including its preposterous and ill-advised attempt to set up a company union of licensed officers.

Subsidies, in the SIU view, should be distributed across-the-board to the entire merchant marine so that no one American operator enjoys a Government-sponsored competitive edge over another. In that way, competitive efficiency would also be encouraged.

The clique which monopolizes subsidies wants none of this equal competition. It fears that if States Marine, Isthmian, Waterman, Isbrandtsen, T. J. McCarthy and other applicants are added to the list, that it is going to have to share some of the Government largess it reserves to itself. Without a doubt, the clique is fearful of competition because competition means that some of

the officers and administrators of the favored companies will have to get out and hustle for the first time in their lives.

In their deathly fear of competition, these companies have actually put themselves in a position of objecting to the States Marine subsidy because, as one representative put it, States Marine would have to grow from 14 to 41 ships. That statement drew a rather tart question from Maritime Administrator Clarence Morse who wanted to know if the companies were asking the Maritime Board to discourage an operator from investing his money to increase American-flag operation.

But that isn't all. The attorney for US Lines-Moore-mack objected to States Marine efforts to bring American participation in North Atlantic trade routes closer to the 50 percent goal of the Merchant Marine Act. The attorney told the Board that the 50 percent goal was far too rigid, even though on some of these trade routes US-flag participation is as low as 16 percent!

In other words, the subsidy monopolists object to the expansion of an American-flag merchant marine, with all of the benefits such expansion would produce in the form of increased shipboard and shoreside employment, stimulation of business and increased tax revenue for the US Government.

Favor Foreign-Flag Fleets

Rather than see new companies come into the industry and enlarge their operations, the objectors prefer the existence of foreign-flag operations in this trade. For, in effect, if such companies as States Marine get a subsidy, it means they have to divest themselves of foreign-flag services and put additional ships under the US flag.

The major subsidized companies then, do not want to see any growth in the American-flag merchant marine unless that growth takes place exclusively within their own orbit. "They are the enemies of an expanding American merchant marine. That is the reason why the SIU has opposed, and will continue to oppose, the maintenance of their monopoly on US Government subsidies."

SEAFARERS LOG SPECIAL REPORT

RR Plan: Kill Ships

The kind of plans the railroads have for the shipping industry were tipped off in an article appearing in the "Wall Street Journal" of October 2. If allowed to do so by law, the railroads would like to put over a system whereby cargo shippers who agreed to give the railroads all their business for periods upwards of a year would get a discount on freight rates.

Such a system, if permitted to exist, would amount to the destruction of competing forms of transportation. It confirms the SIU's charge that the railroad's maneuvers on freight rates have as their objective the elimination of competition from coastwise and inter-coastal shipping companies.

To put such a program through, the railroads undoubtedly would have to get a special act of Congress since under present regulations, such monopolistic practices would not be permitted. However, the "Journal" story indicated that one such arrangement is now being discussed to provide a test case.

Rate-cutting devices of this type are permitted in Canada and England, where the laws against monopolistic and collusive practices are much less stringent than in the United States.

Offering discounts of this nature to shippers who agree to ship all their freight by rail would, in effect, compel all shippers to follow suit. Those who would refuse to ship all their cargo by rail would have to pay higher rates and would thus be at a distinct competitive disadvantage.

73 Now In Race For SIU Offices

The SIU's 1959-'60 election will get underway November 1 with 73 qualified candidates on the ballot as the result of still another successful appeal from a ruling by the rank-and-file credentials committee.

A unanimous vote by the membership at meetings in all ports October 1 overruled the disqualification of Seafarer Alan (Honest Al) Whitmer, thus making him eligible to run for the post of New York joint patrolman.

Whitmer's appeal is the fourth to be presented and upheld by a vote of the membership. Three others were successful at regular port meetings on September 17. Membership action has thus reduced the number of disqualifications to 11.

The credentials committee originally qualified 69 of the 84 Seafarers who nominated themselves for the 38 open elective posts. Three others withdrew from the race shortly after submitting their credentials. (Ed. note: The last issue of the LOG incorrectly reported only 68 men qualified by the committee.)

The committee's disqualification of Whitmer, in accord with the SIU constitution, was based on his failure to show payment of his third quarter 1958 dues. However, although the dues had actually been paid in Houston, Whitmer's dues record had not yet been brought up to date at headquarters in New York, where the committee was checking each candidate's qualifications.

The membership voted last week to overlook the technical violation, honor Whitmer's appeal and give him a place on the ballot.

(Ed. note: The following is the text of the teletype message from headquarters to all ports on October 1, 1958, regarding Whitmer's appeal.)

Re: Appeal by Alan (Honest Al) Whitmer, Book No. W-316 from findings of the Credentials Committee of the Port

SEAFARERS LOG

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PAUL HALL, Secretary-Treasurer
HERBERT BRAND, Editor, BENJAMIN SHAMAN, Art Editor, HERMAN ARTHUR, IRVING SPIVACK, AL MASHKIN, JOHN BRANDEL, ANATOLE LEVKOFF, Staff Writers, BILL MOONEY, Gulf Area Representative.

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OPENS MIAMI OFFICE

Union Stepping Up Drive On Runaways

MIAMI—The opening of an SIU port office in this city has signaled a step-up in the pace of SIU organizing activities aimed at runaway-flag cruise ships sailing out of this port. It coincided with several new developments involving the cruise ships Florida and Yarmouth, both of which have been targets of successful SIU organizing campaigns.

The following, in brief, are the latest developments in this area:

- Negotiations for a first-time contract for the crew of the Florida are approaching the showdown stage, with the ship scheduled to resume service.

- All cruise operations for the Yarmouth have been cancelled until next January and the ship placed in a shipyard. The SIU had been picketing the vessel.

- The British seamen's union and the International Transport-workers Federation have been alerted concerning reports that one or both of these ships might be transferred to British registry.

- The 126-member Yarmouth crew, which walked off the ship in Washington, DC, has been repatriated at company expense and two days' pay for the time they were off the ship in Washington.

Louis "Blackie" Neira, who has been named as port agent of the new Miami branch office, reported that demands have been presented to the P&O Steamship Company, owners of the Florida and a sister ship, the Southern Cross, calling for a sizable wage increase; a five-day, 40-hour week



Striking crewmembers of the Yarmouth register in SIU's hall in Baltimore after being barred from the ship by the company. The Union made arrangements for feeding and quarters for the men until they were returned home at company expense.

with overtime for weekends and work outside of the 40-hour spread; paid vacations and welfare benefits. The SIU had previously won a precedent-setting Labor Board election on the Liberian-flag ship by a vote of 87-21.

The vessel, which has been in the shipyard for 12 days, is scheduled to resume service this weekend. Thus far, the owners have been stalling on an agreement and a showdown is expected shortly.

Meanwhile, the Yarmouth has been moved to the Merrill-Stevens drydock in Jacksonville, Florida. The September 18 strike of the entire unlicensed crew, consisting of natives of Cuba, the Dominican Republic, Jamaica, the Bahamas and other West Indian islands, resulted in the cancellation of its West Indies cruise schedule until January.

When the unlicensed crew walked off the ship in Washington demanding an SIU contract the

owners barred them from coming back aboard and smuck the ship out of port with the crew's payroll and personal effects aboard. However, on arriving in Miami, the ship was met by another SIU picket line, leading to the cancellation of its cruise schedule.

The company was compelled to fly all crewmembers back to Miami and then repatriate them, giving them two days' pay. Additional pay due the crew has not been forthcoming in some instances and SIU attorneys are planning legal action.

Until the crew was repatriated by the company, the SIU had made arrangements to house and feed the men in Baltimore. The strike on the Yarmouth erupted initially after the company was informed that the SIU represented the majority of the crew and wanted to talk turkey on wage demands and other issues. Company representa-

(Continued on page 10)

of Headquarters, dated September 15, 1958. He has requested that this means of communication to all ports be used. He is running for New York joint patrolman. The committee disqualified him because his third quarter 1958 dues were not paid. However, as it turns out, the dues were in fact paid in Houston prior to the conclusion of the committee's functions, although the committee was not aware of this and did not act improperly. These things are bound to happen once in a while, and when they do, they can be remedied. Even with the excellent accounting system used by the Union, as everybody realizes, it still takes some time for dues records to be brought up to date. Under the circumstances, Headquarters intends to ask the membership to honor Brother Whitmer's appeal and declare him qualified to run for office. You are requested to bring this appeal to the attention of the membership at the regular meeting to be held on Wednesday, October 1, 1958.

Sixty Day Paid Vacation, 6% Hike Top BME Gains

Considerable gains in vacation benefits and a six percent wage increase have been negotiated by the Brotherhood of Marine Engineers with the union's contracted operators. The BME also won stepped-up

welfare and pension contributions plus manning scale improvements in wrapping up a three-year contract.

The vacation gains give assistant engineers an additional 11 days paid vacation annually for a total

Weisberger On SF Port Body

SAN FRANCISCO — Morris Weisberger, first vice-president of the Seafarers International Union of North America, and Secretary-Treasurer of the Sailors Union of the Pacific, has been selected as a member of the five-man San Francisco Port Authority. The appointment, subject to confirmation of the State Senate, is until April 30, 1960.

Weisberger's appointment to the one seat reserved for labor is regarded as recognition of the SIU's role in the labor movement.

of 60 days. An additional 18 days annually for a total of 88 days was negotiated for chief engineers. All of these gains took effect immediately, as of October 1.

Other provisions of the agreement call for a 20 cents per man per day increase in contributions to the BME Welfare Plan, raising the total to 80 cents a day; and a 50-cent increase in daily contributions to the BME-Pension Plan, making that contribution \$1.50. The new manning scales call for six engineers on all ships that now carry five.

Several other improvements were provided including crediting of vacation days when paying pension and welfare contributions, penalty cargo pay of ten percent a trip, 4 PM start for night reliefs in US ports and higher subsistence.

It is expected that the boost in welfare and pension contributions will make possible a monthly pension of \$150 or more for engineers as well as considerable increases in present hospital payments and other welfare benefits.

The three year contract provides for a monetary reopening on October 1, 1960. Companies which have signed the agreement include Isthmian, Isbrandtsen and Victory Carriers.

Statement Of Ownership

Statement of the ownership, management, and circulation required by the Act of Congress of August 24, 1912, as amended by the Acts of March 3, 1933, and July 2, 1946 (Title 39, United States Code, Section 233) of SEAFARERS LOG, published every other week at Brooklyn, NY, for September 17, 1958.

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Ave., Brooklyn 32, NY.
3. The known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.) None.

4. Paragraphs 2 and 3 include, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting; also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner.

5. The average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the 12 months preceding the date shown above was: (This information is required from daily, weekly, semi-weekly, and triweekly newspapers only.) This information not required.

(Signed) Herbert Brand, Editor. Sworn to and subscribed before me this 17th day of September, 1958. Al Bernstein, Notary Public, (My commission expires March 30, 1960).



SEAFARERS ROTARY SHIPPING BOARD



September 17 Through September 30, 1958

SIU-A&G shipping showed a substantial increase this period, rising to the highest point since July. The total number of jobs shipped was 1,115, the deck department showing the only gain. The registration total for the period, 1,153, was virtually unchanged and actually represented a decline in class A registrants. The total number of men registered on the beach also fell off.

The 14 ports in the A&G District handled 220 ships all told, covering 70 payoffs, 53 sign-ons and 97 in-transit vessels. New York was busiest with 57 ships in during the period. (See "Ship Activity" summary at right.)

Seven ports contributed to the overall rise in shipping, six listed declines and one—Norfolk—stayed the same. The gains showed up in Boston, Philadelphia, Baltimore, Lake Charles, Houston, Wilmington and Seattle, with Baltimore particularly active again. While New York fell off, it still enjoyed good shipping. The other ports that slowed up were Savannah, Tampa, Mobile, New Orleans and San Francisco.

Class A men again increased their share of the total jobs shipped, garnering 69 percent, and class B accounted for an even 25 percent.

The only decline was in the class C portion, which fell to six percent. The District-wide rise in shipping also produced some improvement in the already-favorable shipping ratio. One top seniority (class A) man was shipped for every two that remained on the beach. The ratio for class B by itself was 1:2.25. These figures mean there could be a complete turnover of the men on the beach every four weeks.

As a further guide to the job potential in the various ports, figures for the men on the beach show seven ports have 100 or less men on hand in all departments. These ports are Philadelphia, Norfolk, Savannah, Tampa, Lake Charles, Wilmington and San Francisco. Seattle, in turn, has 101. Norfolk, Savannah, Tampa, Lake Charles and Wilmington likewise have less than 50 class A men on tap.

The following is the forecast port by port: Boston: Quiet... New York: Good... Philadelphia: Fair... Baltimore: Good... Norfolk: Not much in prospect... Savannah: Slow... Tampa: Quiet... Mobile: Good... New Orleans: Good... Lake Charles: Fair... Houston: Steady... Wilmington: Slow... San Francisco: Fair... Seattle: Fair.

Ship Activity

	Pay Offs	Sign On	In Trans.	TOTAL
Boston	3	3	1	7
New York	24	21	12	57
Philadelphia	4	—	7	11
Baltimore	13	8	9	30
Norfolk	4	2	2	9
Savannah	—	—	4	4
Tampa	—	—	5	5
Mobile	8	2	4	15
New Orleans	3	9	17	29
Lake Charles	1	1	9	11
Houston	6	2	15	23
Wilmington	1	1	4	6
San Francisco	2	1	8	11
Seattle	1	1	3	5
TOTALS	70	53	97	220

DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				CLASS B						
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP						
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3
Boston	2	4	—	6	—	—	1	1	1	1	1	3	—	—	—	—	—	—	—	—	3	—	—	3	13	27	3	43	1	8	4	13			
New York	25	56	20	101	1	11	5	17	21	46	18	85	1	11	7	19	—	4	3	7	85	19	7	111	85	151	56	292	4	22	17	43			
Philadelphia	3	8	3	14	—	1	2	3	3	10	3	16	—	—	2	2	—	1	1	2	16	2	1	19	10	17	6	33	—	—	2	2			
Baltimore	11	27	7	45	2	7	16	25	18	43	20	81	—	1	9	10	—	7	—	7	81	10	—	91	39	91	12	142	8	19	41	68			
Norfolk	3	4	1	8	—	4	1	5	3	3	—	6	1	4	4	9	—	—	—	—	6	9	—	15	9	12	3	24	—	8	4	12			
Savannah	3	2	—	5	—	—	1	1	—	1	1	2	—	—	—	—	—	—	—	—	2	—	—	2	2	4	2	8	—	1	—	1			
Tampa	2	2	2	6	—	—	2	2	—	1	—	1	—	—	1	1	—	—	—	—	1	1	—	2	3	8	1	12	—	—	2	2			
Mobile	10	15	4	29	1	—	1	2	6	10	3	19	—	2	2	4	—	4	—	4	4	19	4	27	28	35	5	68	—	—	5	5			
New Orleans	16	32	11	59	3	5	10	18	9	20	9	38	1	4	6	11	—	1	2	3	38	11	3	52	50	75	15	140	2	12	14	28			
Lake Charles	2	—	3	5	1	—	4	5	1	2	2	5	—	—	—	—	—	1	—	1	5	—	1	6	3	8	4	15	3	1	10	14			
Houston	10	15	5	30	2	8	7	17	11	15	6	32	2	6	9	17	—	3	—	3	32	17	3	52	16	33	2	51	—	12	10	32			
Wilmington	2	7	—	9	—	—	2	2	2	2	—	4	—	—	3	3	—	—	—	—	4	3	—	7	4	14	—	18	1	—	2	3			
San Francisco	4	7	—	11	1	4	2	7	10	5	—	15	—	3	1	4	—	—	—	—	15	4	—	19	6	13	—	19	3	1	4	8			
Seattle	3	8	1	12	—	6	2	8	3	5	5	13	—	1	—	1	—	—	—	—	13	1	—	14	10	16	—	26	—	10	4	14			
TOTALS	96	187	57	340	11	46	56	113	88	164	68	320	5	32	44	81	—	8	11	19	320	81	19	420	278	504	109	891	19	94	120	233			

ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				CLASS B						
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP						
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3
Boston	1	8	—	9	—	3	—	3	—	—	2	2	—	1	2	3	—	—	—	—	3	—	—	3	4	19	1	24	—	8	4	12			
New York	14	42	1	57	1	11	7	19	17	36	5	58	1	13	10	24	—	2	12	14	58	24	14	96	42	156	18	214	8	31	17	56			
Philadelphia	1	10	1	12	—	4	4	8	—	9	2	11	—	2	1	3	—	—	2	2	11	3	2	16	3	16	1	20	—	3	—	3			
Baltimore	2	31	4	37	1	19	15	35	6	40	4	50	1	13	14	28	—	—	—	—	50	28	—	78	11	87	10	108	3	35	32	70			
Norfolk	—	4	1	5	—	3	3	6	1	5	—	6	—	5	1	6	—	—	—	—	6	6	—	12	1	12	1	14	—	9	7	16			
Savannah	—	2	1	3	—	1	1	2	—	1	—	1	—	—	—	—	—	—	—	—	1	—	—	1	—	8	1	9	—	1	1	2			
Tampa	—	3	—	3	—	1	—	1	—	2	—	2	—	—	—	—	—	—	—	—	2	—	—	2	—	11	—	11	—	2	1	3			
Mobile	6	12	4	22	—	1	10	11	2	9	1	12	—	6	3	9	—	1	—	1	12	9	1	22	22	47	5	74	—	3	6	9			
New Orleans	4	26	4	34	—	6	8	14	6	18	8	32	—	10	6	16	—	4	—	4	32	16	4	52	17	62	4	83	2	9	7	18			
Lake Charles	3	3	—	6	—	3	2	5	3	2	—	5	—	—	2	2	—	—	—	—	5	2	—	7	3	9	—	12	—	3	1	4			
Houston	4	17	4	25	1	7	6	14	5	26	2	33	—	5	8	13	—	1	—	1	33	13	1	47	6	18	2	26	—	10	2	12			
Wilmington	1	3	—	4	1	4	1	6	1	2	1	4	—	—	—	—	—	—	—	—	4	—	—	4	3	7	—	10	2	8	4	14			
San Francisco	1	1	—	2	—	7	—	7	2	9	2	13	—	—	1	1	—	—	—	—	13	1	—	14	2	23	—	25	—	3	4	7			
Seattle	—	9	—	9	—	4	3	7	—	4	1	5	3	2	4	9	—	—	—	—	5	9	—	14	—	16	1	17	—	6	6	12			
TOTALS	37	171	20	228	4	74	60	138	43	163	26	232	5	57	52	114	—	7	15	22	232	114	22	368	114	491	42	647	15	131	94	240			

STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				CLASS B						
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP						
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3
Boston	3	—	1	4	—	—	1	1	—	—	—	—	—	—	1	1	—	—	—	—	1	—	—	1	15	4	6	25	2	—	7	9			
New York	17	9	44	70	3	1	11	15	15	7	34	56	3	3	10	16	—	—	11	11	56	16	11	83	99	41	123	263	3	—	21	24			
Philadelphia	2	3	2	7	—	—	3	3	2	2	7	11	—	—	7	7	—	—	3	3	11	7	3	21	6	3	4	13	—	—	5	5			
Baltimore	12	4	24	40	2	1	14	17	14	7	25	46	—	—	17	17	—	—	1	1	46	17	1	64	47	11	37	95	4	2	20	26			
Norfolk	4	—	2	6	—	1	—	1	1	1	1	3	—	—	2	2	—	—	—	—	3	3	—	6	7	2	2	11	—	2	8	10			
Savannah	—	1	—	1	2	—	—	2	—	—	2	2	—	—	—	—	—	—	—	—	2	—	—	2	3	1	3	7	1	1	—	2			
Tampa	4	—	2	6	1	—	2	3	1	—	2	3	—	—	—	—	—	—	—	—	3	—	—	3	9	1	8	18	—	—	1	1			
Mobile	5	1	18	24	—	1	7	8	10	1	15	26	—	—	5	5	—	—	4	4	26	5	4	35	24	12	27	63	—	1	10	11			
New Orleans	11	8	22	41	—	1	10	11	8	2																									



Photo shows exterior of the Manhattan Beach Public Health Hospital which may be closed next year. The hospital houses approximately 250 patients, many of them seamen. It is believed the city is anxious to convert the area into a recreation site.

Manhattan Beach PHS May Close

Another attempt to cut expenses of the US Public Health Service was reported recently when it was revealed that the Service is studying the possibility of closing Manhattan Beach, the Service's tubercular hospital in New York City.

Increased cost, especially in maintaining the hospital's power plant, had been cited as a reason for the closing. The expense and maintenance of the plant had been shared by the US Air Force which used it to supply power for a training center it operated next door to the hospital. However the center has been closed down and the hospital has had the burden of maintaining a plant which is too large for its needs. The area in which the hospital is located is being sought by the city for a beach development.

Although there has been no official statement on what will happen to the patients in the hospital, 40 of whom are Seafarers, it is re-

ported they may be transferred to the Service's hospital in Memphis, Tennessee.

There is sentiment reported among the patients in Manhattan Beach to go to the PHS hospital on Staten Island in the event of the closing of Manhattan Beach.

It was pointed out that a long trip to Memphis would result in severing close connections with friends, and in many cases, with families in New York. In addition, the long trip to Memphis would be a difficult one for some of the patients.

Another drawback in moving to Memphis would be the loss of direct Union services which are

available in a deep sea port like New York.

At present Staten Island has an empty ward which was formerly used to accommodate tuberculosis victims. It is believed that the Stapleton hospital has enough vacant space to accommodate the approximately 250 patients now at Manhattan Beach, plus offering them the full facilities of a general hospital, facilities which are lacking at Manhattan Beach.

While the economic saving may be the primary reason behind closing Manhattan Beach, the modern trend has been to treat tubercular cases with drugs and surgical procedures, which can be administered in most general hospitals, rather than shipping patients to a hospital with a dry climate, which is limited to certain areas of the country.

Side Motion Installed On British Ship

All ships have forward and reverse propulsion, but the English vessel, the SS Oriana, will be the first ocean-going liner to be equipped for sideways travel. The ship is being fitted with propeller assemblies on her bow and stern which will enable her to pull sideways into her berth.

The ship, a 40,000-ton liner, is now being built in the Barrow-in-Furness, Lancashire, yards and is expected to be ready for service around 1960. The system of transverse propulsion is the use of propellers mounted in circular steel casings arranged athwart the vessel at the bow and stern below the waterline.

Both the stern and bow assemblies will consist of two units which may be operated together or separately from the bridge. Special pedestals in the center and either side of the wing of the bridge will be used to control the vessel and her sideward movements.

Lateral propulsion will allow the Oriana to dock by pulling into berthing position parallel to the dock, and then moving in sideways under full control.

The use of transverse propulsion had been adopted in the bow of the Princess of Vancouver about three years ago. However this will be the first time any ocean-going liner will have both bow and stern transverse propulsion.

Mobile Starting To Crew T-2s

MOBILE—With the four box-type tankers recently chartered by Penn Shipping expected to crew up shortly, and with twelve other ships due to hit port in the next two weeks, shipping prospects look quite good here, according to Port Agent Cal Tanner.

Penn, which is SIU-contracted, reports that the first of the tankers will take on a crew sometime this week, with the others not far behind. All four, the Almena, Maxton, Coalinga Hills and the Ideal-X, will carry grain on their initial outbound voyage and oil on the return. The crewing of these vessels, idle for months prior to Penn's chartering, will leave the Morning Light as the sole idle ship in port.

Docking for payoffs or in transit in the coming period will be the Claiborne, Monarch of the Seas, Iberville (Waterman); Ranger, Partner, Patriot, Clipper, Roamer and Corsair (Alcoa); and the Steel Maker, Steel Advocate and Steel Navigator (Isthmian).

Favorable grain shipments are reported with two ships leaving with loads. En route to India is the Ocean Joyce (Maritime Overseas). Also carrying a full load is the Pandora (Epiphany Tankers), a Liberty tanker that was converted into a grain carrier.

One hundred percent effectiveness was reported by Masters, Mates and Pilots in their strike against 20 steamship companies. SIU-contracted Waterman and Alcoa ships have not been affected as these companies, along with others, signed the "Mobile Package" with the Mates some weeks back.

Contract negotiations with two Harbor and Inland Waterways Division companies are moving smoothly towards their final stages. The companies had requested an extension after their present contract ran out.

The Union has been bustling with election activity as an impressively large amount of office-seekers put in their bids for office for a two-year term. Four men, previously disqualified by the credentials committee, have been declared eligible to run on appeal to the membership. The recommendation from headquarters on these men was favorably received.

A number of Seafarers attending the football opener between the University of Alabama and Louisiana State thought that only the players down on the field get roughed up. They found out they were wrong when a section of the

'No Payoffs In Sight'—Seattle

SEATTLE—Like the rest of the West Coast, Seattle is suffering from hardening of the shipping arteries, Port Agent Jeff Gillette reports. There was just one payoff in the past period, the Ocean Evelyn (Maritime Overseas), and there are no payoffs in sight at the moment for the coming two weeks.

As a result, the port has more than enough men on the beach to handle all up-coming business and Seafarers are advised not to go out of their way to come to this port.

The Ocean Evelyn signed on and went out again. Four in-transits provided the rest of the business, the Natalie (Maritime Overseas) and the Alamar, Portmar and Seamar (Calmar).

bleachers collapsed injuring seventy spectators. Fortunately the Seafarers present escaped injury.

LABOR ROUND-UP

A nationwide organizing drive to rout the Communist-dominated United Electrical Workers union from the electrical manufacturing industry received unanimous approval from the 700 delegates at the eighth constitutional convention of the International Union of Electrical, Radio and Machine Workers in Philadelphia. The UE was expelled from the CIO nine years ago because of Communist control.

Citing "our backward approach to the whole problem of prepaid medical care," Machinist Union President Al Hayes called upon executives of Blue Cross and Blue Shield, the largest health-care insurance plans in the country, to emphasize health insurance that covers preventive aspects and early treatment of disease. The American people, Hayes warned, need a system of insurance that will give them greater access to the kind of health care that prevents illness or nips it in the bud."

The Retail Clerks union won a major victory in its drive for negotiations with three Toledo, Ohio, department stores last week when a Federal District judge ruled that the union could call for separate elections rather than be forced into a single election for the three stores when it struck LaSalle's, a Macy's affiliate, and the largest of the three. The store immediately hired 350 strikebreakers and called for an NLRB representative election for the three stores as a single unit. It was hoped that the 350 strikebreakers would swing a "no union" vote for the other two stores. However the judge upheld the union's contention that it was being deprived of its right to withdraw from joint-store negotiations when the NLRB was allowing employers to take the same withdrawal step.

Just 12 hours after some 300,000 members of the United Auto Workers union walked off their jobs and closed down 126 plants, General Motors Corp., the nation's largest auto manufacturer, signed an agreement providing gains conforming to those agreed to earlier by Ford and Chrysler. While settling the basic issues, the agreement still leaves local issues to be settled on a regional basis. In addition to providing for substantially the same terms as the other two contracts, the GM agreement also calls for a fund of one-half a cent an hour to be used for correcting wage inequities. The contract also calls for a six-cents an hour wage increase for hourly-rated workers, retroactive to July 1, or 2½ percent of the present hourly wage, whichever is greater; an additional across-the-board pay increase of six cents or 2½ percent in August, 1959, and September, 1960; pensions, supplemental unemployment payments, and improved working conditions.

KNOWING YOUR SIU CONTRACT



(This column is intended to acquaint Seafarers with important provisions of the SIU contract and will deal with disposition of various contract disputes and interpretations of the agreement. If Seafarers have any questions about any section of the agreement which they would like to have clarified, send them in to the editor of the SEAFARERS LOG.)

Article II, Section 57 (b). Transportation and Pay Off Procedure. If the final port of discharge is located in an area other than the area in the continental US in which is located the port of engagement, first-class transportation shall be provided to only those men who leave the vessel, plus wages and subsistence to port of engagement in continental US.

(d) For the purpose of this Section, the continental US shall be divided into five areas—Pacific Northwest; California; Atlantic Coast Area, North of Cape Hatteras; Atlantic Coast Area, South of Cape Hatteras and the Gulf Coast.

QUESTION: If a man, hospitalized in a foreign port, is discharged fit for duty and signs on another ship returning to the States which pays off in a port other than the one he was originally engaged in, is the man entitled to transportation back to his port of engagement?

Recently, two Seafarers were hospitalized in foreign ports. In the first case, the man had signed on in New York and was hospitalized when the ship hit Kobe. Found fit for duty, he joined another vessel of the same company as a member of the crew (not a workaway) and paid off in San Francisco.

In the second instance, the Seafarer had signed on in San Francisco and was hospitalized in Yokohama. After being discharged fit for duty, he joined the vessel of another company and paid off in New York.

In both cases, the question arose as to whether the men were entitled to transportation back to their respective ports of engagement—the first, from San Francisco to New York, the second, from New York to the California port.

After consideration by the clarifications committee, it was agreed that both Seafarers were entitled to transportation back to their respective ports of engagement, with the man who had returned on another company's ship to receive it from the company he had originally signed on with. It was the committee's opinion that a man did not willfully get off a ship to be laid up in a hospital and that therefore the company with which he had originally signed articles was responsible for his return to the port of engagement.

BOX SCORE on US SOCIAL SECURITY *

Amendments to the Social Security system have expanded benefits considerably. Further improvements will come in future years based on coverage of earnings up to \$400 a month. The old earnings ceiling was \$350. In combination with SIU Welfare Benefits, they provide protection for Seafarers and their families as outlined here.

		US GOV'T BENEFITS	SIU WELFARE BENEFITS
SEAFARERS	Disabled, 50-64	MAXIMUM BENEFIT: \$116 per month (For men retiring in future years up to \$127 per month)	\$150 per month (Combined benefits up to \$266; in future years, combined benefits up to \$277) Family hospital, surgical benefits Children eligible for scholarship
	Disabled, 65 or Over	MAXIMUM BENEFIT: \$116 per month (For men retiring in future years up to \$127 per month)	\$150 per month (Combined benefits up to \$266; in future years, combined benefits up to \$277) Family hospital, surgical benefits Children eligible for scholarship
WIVES (of retired or disabled Seafarers over age 50)	Working Wife	MAXIMUM BENEFIT: (In addition to husband's benefits) \$92.80 per mo. (if she retires at 62) (Working wives retiring in future years at 62, up to \$101.60 per mo.) \$116 per mo. (if she retires at 65) (Working wives retiring in future years at 65, up to \$127 per mo.)	If husband is receiving SIU disability-pension, eligible for family hospital, surgical benefits
	Non-Working Wife	MAXIMUM BENEFIT: (In addition to husband's benefits) \$43.50 per mo. (if she files claim at 62) (Woman filing in future years at 62, up to \$47.62 per mo.) \$58 per mo. (if she files claim at 65) (Women filing in future years at 65, up to \$63.50 per mo.)	If husband is receiving SIU disability-pension, eligible for family hospital, surgical benefits
CHILDREN (of retired or disabled Seafarers over age 50)	Children Under 18 or, Disabled children whose disability began before 18	MAXIMUM BENEFIT: \$58 per month (In future years, up to \$63.50 per mo.) (Total US benefit, Seafarer, non-working wife and children, \$232 per mo.)	If father is receiving SIU disability-pension, eligible for family hospital, surgical benefits if under 19 and single Eligible for scholarship benefit
WIDOWS (62 or over)	No Children Under 18	MAXIMUM BENEFIT: \$87 per month (Up to \$95.30 in future years) Up to \$255 burial benefit	\$4,000 death benefit Family hospital, surgical benefit for 180 days after last day Seafarer worked Seafarer's earned vacation pay
WIDOWS (any age)	One Child Under 18	MAXIMUM BENEFIT: \$174 per month (Up to \$190.60 in future years) Up to \$255 burial benefit	\$4,000 death benefit Family hospital, surgical benefit for 180 days after last day Seafarer worked Seafarer's earned vacation pay
	Two or More Children Under 18	MAXIMUM BENEFIT: \$254 per month Up to \$255 burial benefit	\$4,000 death benefit Family hospital, surgical benefit for 180 days after last day Seafarer worked Seafarer's earned vacation pay

* Benefits for wives and children of disabled workers over 50 started in September, 1958, but at a lower rate. All rates listed here start as of February, 1959.

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

New Products For The Home

A number of materials and building components recently have developed which make home renovation and expansion easier and less costly for both home owners and contractors.

For one thing, it's getting simpler to renovate old walls and ceilings, or put up new ones, as in basements and unfinished attics. There are now several types of pre-finished wall planks which can be pasted on to old walls with special adhesive, or nailed on to studs or furring strips to make new walls. One advantage of these easy-to-handle narrow planks is that they fit together with tongue-and-groove joints and thus save taping and plastering joints between panels.

Such panels can be cut and fit with ordinary carpenter's tools.

Least-costly interlocking wall panels are pre-decorated gypsum. These are available in plain colors, simulated knotty-pine or striated finish. The pre-finished plain colors usually cost 8 cents a square foot; simulated knotty-pine, 14 cents; striated, 20 cents. The total cost for a 10 x 12-foot room thus is \$28, \$49, and \$70 respectively.

In comparison, ordinary wall board, at 5½-cents a square foot for the ½-inch thickness, or 7 for the ¾-inch, costs \$19 to \$25 for a 10 x 12 room. But ordinary gypsum board must be nailed up, the joints must be taped and plastered and the surface painted or papered.

One of the best types of prefinished wall plank and ceiling block is plastic-surfaced. This saves painting or wallpapering the walls, not only initially but for years to come, and also saves housework, since the plastic finish resists soiling and merely needs to be wiped off with a damp cloth.

But the initial expense is very high. For renovating old walls with these plastic-surfaced planks, which need merely be pasted on, the cost of just the planks, at 43 cents a square foot, is \$151 for a 10 x 12 room.



For making new walls over studs, the special hollow-core plastic-finished planks for this purpose, are 98 cents a square foot, or \$345 for a 10 x 12 room. It would take many years without painting to recover this big investment, something the ads for this product neglect to mention.

Another interesting material for interior walls is a rigid vinyl plastic with a brick-like surface already finished in decorator colors. This is especially easy to apply since it comes in small 2 x 3-foot panels, which are pasted to the walls. The panels can be cut with scissors or bent as needed, are washable, and help insulate against heat or cold.

These plastic panels are especially promising for finishing basements, and also for renovating kitchens and bathrooms, since they are waterproof and grease-resistant. But they also can be used to renovate any room. But this material isn't cheap either; it costs about 28 cents a square foot, or about \$98 for a 10 x 12 room.

Another modern wall material, especially useful for adding bathrooms or renovating kitchens, is tile partition panel with built-in runs for wiring and plumbing.

A development of special interest to women is a less-costly method of applying ceramic tile floors and walls, prized in kitchens as well as baths. The ceramic tile people have seen some of their market snatched in recent years by manufacturers of less-costly plastic and metal tiles for walls, and asphalt tiles for bathroom floors.

Now, ceramic tiles can be installed in sheets on walls and floors faster and without expert care. The 4½-inch square tiles for walls come from the factory mounted twelve to a sheet on a mesh backing. The entire sheet goes right on the wall. The small mosaic tiles used for bathroom floors in top-quality construction, also are available now in sheets mounted on fiber netting. These go on the floor on a bonding layer of cement, without removing the netting.

One of the most potentially useful developments is a new roof deck. This is a 2 x 8-foot "sandwich panel" of insulating board, with one side asphalt-covered to provide the outside room, and the other side already painted to provide the inside ceiling. The outside of the roof deck then gets a final covering of asphalt strip shingles or built-up roofing material. The panels come in two or three-inch thickness, with the better-insulating three-inch necessary in cold areas.

Chief uses of roof deck, so far, have been for garages, porches, patio decks and modern flat-roof houses, or roofs with a slight pitch. Roof decking also can be used for steeper roofs, but then must be covered with rigid shingles.

You'll also find it easier, and cheaper too, to build a brick house or put up a fireplace or any other brick wall, with recently-developed bigger and lighter-weight brick. The new bricks are 50 percent longer than the traditional size. Their large but workable dimensions reduce the number of bricks you need to build a wall, and make it go up faster.

The new big bricks aren't solid like those you've always known. They have pierced round cores which make them easy to handle and also facilitate wiring and plumbing.

Another development which promises to make brick houses more competitive with wood and asbestos shingle, is a load-bearing brick "building panel" which comes from the factory ready-assembled. By using the new prefab panels, a builder recently erected 1,200 square feet of exterior facing for a ranch house in Illinois, in 8½ hours.

Liberia Tests Officers — For \$50

Striving vainly for some respectability among maritime nations, Liberia has reportedly instituted a system for licensing ship's officers and upgrading officers seeking higher ratings.

The system is a money-maker for the runaway ship haven. Exam fees range from \$30 for a second-class radio officer's license to \$50 for a master's or chief engineer's ticket. Another \$50 is tacked onto the regular fee if the exam is taken in a language other than English. By comparison, despite the rigorous standards enforced here by the Coast Guard, no fee is charged for American documents.

The Liberian system has apparently been in effect about 18 months. It was reportedly put into operation to deal with one of the many major deficiencies in Liberia's supervision over the vast amount of tonnage registered under her flag by runaway ship operators. About 6,000 Liberian documents have been issued so far.

However, there is no control over how many licensed officers are employed on a ship, or whether they work in the capacity listed on their licenses.

Aside from her former lack of any licensing system for ship's officers, Liberian-flag runaway vessels are still subject to few if any of the safety and inspection standards enforced by bona fide maritime nations and exercises no control over manning, feeding or general working conditions aboard the vessels. The country's tax laws have also made her a popular haven for cut-rate operators.

Documentation of vessels under the Liberian flag has meant a lucrative source of revenue for the tiny African republic, which imposes no regulation over the ship-

owner after the necessary registration fees have been paid. The ships have no further tie with the country and never call at Liberian ports.

Officers can obtain Liberian documents in several countries, upon payment of the proper fees. A recent story in "The New York Times" reported that an honor graduate from Kings Point, who took one of the tests, commented: "It was tough—as tough as any I've faced." This possibly underlines again the question of Kings Point's merit as a US-supported maritime academy. A graduate King's Pointer heads up the Liberian licensing agency.

INQUIRING SEAFARER

QUESTION: What was the best trip you ever made?

P. C. McBride, AB: I don't think I could pick out just one trip and say that was the best. They all seem to run together. Some I've found better than others of course, when we had a good crew and very little beefing. Add to that a good run like Europe and I would consider it a good trip.



Antonio Gonzalez, bosun: The best trip I ever made was some 12 years ago, on the Coastal Stevedore. We were on the Dominican run, with all of its fine ports. We had a top notch crew aboard in all departments and there was very little beefing among them. They were good seamen and knew their jobs.



Peter Blanco, AB: A trip I made around Thanksgiving, 1955, on the SS Catherine. We were on a run to Genoa with a load of scrap iron. We were 16 days unloading and 14 days loadings. During that time I managed to take in all of the sights on the Riviera from Rappallo to the border. You could not beat that trip.



Harvey Morris, steward: I would pick the trip I had on the Robin Doncaster some time ago. We had a good crew with fine officers, and being on the South African run, we had plenty of ports to hit. All in all this ship had everything — crew, food, shore leave and OT.



P. Carbone, OS: I would say the trip I made last June on the Hawaiian Tourist when I picked up some \$500 in overtime for the two-month trip. If I make the OT, it's a good run. We had a good crew on board and everyone did his job and had his share of the fun.



H. Menicou, AB: To me they're all good trips. I just enjoy sailing and if I have a ship with a good bunch of guys to work with, good chow and some overtime, it's a top trip. If we should happen to be on the European run, that makes it all the better. But I could not pick out one of the many trips I've made as the best one.



Council Boost Burns Lk. Chas.

LAKE CHARLES — Registration outnumbered men shipped as the shipping pace continued to lag in the bayou area. In nearby Houston, however, shipping has been brisk and several of the Seafarers have gone to that port and shipped out quickly.

Calling into-port during the past two weeks were the following SIU-manned Cities Service tankers: Bents Fort, Bradford Island, Chl-wawa, Council Grove, Cantigny, CS Norfolk and CS Baltimore. The Steel Maker (Isthmian) and Petro Chem (Valentine) also called.

The latest piece of legislation here saw the City Council vote themselves a \$3,500 yearly increase while increasing salaries of city workers five percent. Port Agent Leroy Clarke reports that labor is enraged at the small increase to city employees, many of whom are AFL-CIO members. The uproar has been quite loud and the Council is reported squirming a little in trying to explain its actions to the voters.

Notify Union On LOG Mail

As Seafarers know, copies of each issue of the SEAFARERS LOG are mailed every two weeks to all SIU ships as well as to numerous clubs, bars and other overseas spots where Seafarers congregate ashore. The procedure for mailing the LOG involves calling all SIU steamship companies for the itineraries of their ships. On the basis of the information supplied by the ship operator, three copies of the LOG, the headquarters report and minutes forms are then airmailed to the company agent in the next port of call.

Similarly, the seamen's clubs get various quantities of LOGs at every mailing. The LOG is sent to any club when a Seafarer so requests it by notifying the LOG office that Seafarers congregate there.

As always the Union would like to hear promptly from SIU ships whenever the LOG and ship's mail is not delivered so that the Union can maintain a day-to-day check on the accuracy of its mailing lists.

Ten Years Old, MSTs Still Has 145 Vessels

WASHINGTON—One of the largest Government-supported agencies competing with US private industry, the Navy's Military Sea Transportation Service began its tenth year of operation on October 1.

MSTs began functioning in 1949 with the pooling of separate Army and Navy transport agencies. It has since handled the overseas shipment of nearly one billion barrels of petroleum products, and as well as several hundred million tons of dry cargo. Over 13 million servicemen, GI dependents and refugees have traveled as passengers on MSTs vessels.

The service's basic operating fleet is now 145 ships, and is reportedly due for another cutback. MSTs has been under constant

attack from maritime unions and the private shipping industry for cutting out a huge slice of the dwindling cargo market which could be handled by privately-owned ships. Congressional studies of the agency's operations show its costs have run higher than for private ships, both tanker and dry cargo, in the same trade. Despite its claims that privately-owned US shipping is getting a larger and larger share of MSTs cargoes, as recently as last summer it bypassed American vessels in favor of foreign-flag ships for the movement of emergency military cargo.

Visitors At Headquarters



Taking a breather in SIU headquarters library are Seafarer and Mrs. Joe Burns, who stopped in at Union hall last week.

Shipping, Strike Beefs Liven Balt.

BALTIMORE—After hitting bottom in the previous two week period, this port is glad to say that shipping has really bounced back with a vim. Port Agent Earl Sheppard reported that 13 payoffs, eight sign-ons and nine in-transit ships kept business hopping along.

In addition, Baltimore Seafarers played an important role in two major SIU beefs, one over the SS Yarmouth and the other on the struck Canadian National ships. Baltimore hall served as host to the Yarmouth crewmembers, all of whom supported the SIU to a body and were pleased with the treatment they got here, as compared to the kind they have been accustomed to receiving from the ship's operators.

As to the Canadian National beef, this port lent a hand in helping tie up the Ciudad de la Habana, the only ship the new owners were able to get out of Halifax. It appears that this beef will be settled very shortly on terms favorable to the SIU Canadian District. (See story on page 16.)

Discussing these two major beefs, Sheppard told the membership, "I recommend that the secretary-treasurer be instructed to take whatever steps necessary—physical, financial or otherwise—to bring these runaway-flag ships back under the banner of the SIU, and that we extend our efforts in this matter so that American interests will think a long, long time before trying to evade their responsibility to the American people by attempting to hide behind a foreign flag."

"Thus, in my opinion, we are taking a position in the best interests of our membership specifically and maritime workers in general."

On the political scene, Sheppard reported that the Baltimore Federation is now in the process of drawing up a slate of candidates which will be recommended to the union membership in that city as being most favorable to organized labor. These slates will be submitted to Seafarers as well as to all other union members for their consideration and action in the coming elections.

Paying off in the port were the Jean, Edith, Emilia and Mae (Bull); Oremar, Santora (Marven); Robin Kirk (Robin); Michael (Carras); CS Baltimore (Citela Service); Ocean-

star (Dolphin); Irenestar (Traders) and Pacific Wave (Pegor).

There was an overtime beef on the Robin Kirk which was submitted to headquarters for clarification, but this has been cleared up to the satisfaction of all hands.

Signing on were the Marore, Cremer and Santora (Marven);

Flormar (Calmar); Steel Rover (Isthmian); Pacific Wave, Oceanstar and Mermaid (Metro). The nine in-transits included the Marymar, Bethcoastar (three times) and Flomar (Calmar); the Alcoa Runner and Alcoa Pennant (Alcoa), and the Steel Voyager and Steel Executive (Isthmian).

SIU Welfare Pays Off; Baby Recovers

After three months in the hospital, Andres Antonio Gonzalez, ten-month-old son of Seafarer Antonio Gonzalez, is now a healthy 25-pounder. Thanks to the Seafarers Welfare Plan, his father said, the long hospital siege was no burden on the family because welfare picked up almost 100 percent of the hospital tab.

Although weighing in at eight pounds at birth, Andres had a case of acute gastroenteritis, an inflammation of the stomach and intestine. In a matter of a few days his weight had dropped to six pounds and his parents had to put him into the hospital in Ponce, Puerto Rico.

Young Andres spent almost three months of his first half year in the hospital in Ponce while doctors tried to develop a formula which he could digest and which would build him up.

His diet was changed nine times before doctors finally found a non-allergic milk which did not irritate his condition and would help him put on some weight.

During this time the hospital and doctor bills started piling up at the rate of \$100 a month. "We did not have much saved at the time," Gonzalez said, "and we did not know how we would meet them. However we did not realize

the extent of the Union's welfare benefit, and were truly thankful when we found out that the plan would pay the entire bill for us."

Gonzalez, who sails bosun on SIU ships, added that the assistance received from SIU welfare was a great relief in times of stress such as these "because whatever might have happened, at least we knew that we would be protected against heavy expense by the Union."



Gonzalez

Moving? Notify SIU, Welfare

Seafarers and SIU families who apply for maternity, hospital or surgical benefits from the Welfare Plan are urged to keep the Union or the Welfare Plan advised of any changes of address while their applications are being processed. Although payments are often made by return mail, changes of address (or illegible return addresses) delay them when checks or "baby bonds" are returned. Those who are moving or plan to move are advised to immediately notify SIU headquarters or the Welfare Plan, at 11 Broadway, New York, NY.

Tankers In Grain Trade Create '50-50' Problem

WASHINGTON—The growing employment of T-2 tankers on dry cargo grain runs has created a problem in administering the "50-50" Cargo Preference Act. As a result, the General Accounting Office has ruled that tankers cannot be classified as "dry bulk carriers" for purposes of the "50-50" act.

As it is administered now, the law splits the US fleet into three segments for purposes of "50-50"—tanker, tramp and cargo liner. In figuring the distribution of cargo, the 50 percent is figured on the basis of cargo carried by the same categories under foreign flags; tanker against tanker, tramp against tramp and liner against liner.

While holding that it was acceptable for tankers to be used in the dry cargo trade, the GAO said, in effect, that the tanker share of cargo would have to be figured against

cargo carried by foreign-flag tankers only.

The impact of the decision would be to reduce the dry cargo offerings to tankers and switch them to tramp ships. A considerable number of T-2s which are independently-owned have been carrying grain outbound and oil as import cargoes. Normally these ships would have to run in ballast one way and the carriage of the outbound cargoes enables them to compete successfully for the moment against the foreign-flag supertankers carrying oil only.

The T-2 is admittedly no longer competitive on long offshore runs and is running into difficulty in getting coastwise charters.

Stow Those Rags!



You can't write "finis" to any paint job when you step back and admire your handiwork. There's still the matter of cleaning tools and getting the paint out of the way. Equally important, all paint and turpentine-soaked rags must be safely stowed also.

The guy who dumps painty rags in a corner of the paint locker is just inviting disaster. Make sure there's always a covered metal container available for this purpose. Costly fires can be avoided in this manner.

An SIU Ship is a Safe Ship

Camera's Eye On Seafarers



Above, Carl Petersen (left) and Jerry Lichtman are busy at the controls during Sandcaptain operations at La Guardia Airport. Ship is participating in fill project at the field. Above, right, dredge skipper Peder Peterson takes a breather on deck. At far right, Steel Executive Seafarer Chester Mazuk is under a full load.



Sandcaptain is famous feeder. M. Perez (front) and D. Oszucik load stores.



Happy trio at Steel Executive payoff (left) are Nick Gaylord, R. Wiseman and L. Diana. Gaylord subsequently checked into SI hospital for treatment. Above, Seafarer Jim Martin is deep in conversation with SIU Ass't Sec.-Treasurer Bill Hall.



SIU SHIPS AT SEA

The latest word on Middle East ports was heard from the Steel Artisan. According to meeting chairman Sidney Rivers, the crew of the Artisan picked Abadan as the best port to hit. As to the rest—they were n.g he said. The crew of the Artisan, Rivers reported, held a safety meeting recently during which the chief mate and the first assistant explained the vessel's fire detecting equipment, the use of CO₂ and the ship's fire control apparatus.



Rivers

Drive On Runaways

(Continued from page 3)

tives had refused point blank to discuss the wage issue at all, leading to the walkout.

The strong support for the SIU among the crew is understandable in light of a shipboard wage scale in the vicinity \$45 to \$90 per month with an overtime rate of 50 cents an hour.

The Yarmouth is registered under Panamanian flag. Crewmembers were organized by the SIU while the ship was on its summer run between Boston and Halifax.

Transfer Rumored

One reason given for the refusal of the owners of these two ships to come to terms quickly was the report that, like the struck Canadian National ships, they were seeking an "out" through transfer to still another flag, with British registry mentioned as a possibility. Consequently, the SIU has cabled Tom Yates, head of the British seamen's union and Omer Becu, of the International Transportworkers Federation informing them of the SIU's organizing activities on behalf of the crews and alerting them to the rumored transfer moves.

The Florida and the Yarmouth are but two of a number of runaway-flag cruise ships operating out of the Miami area so that the outcome of these cases will have strong bearing on the SIU's objectives. Both are former SIU-manned vessels. Another former American-flag SIU operation is the Evangelina, sister ship of the Yarmouth, which also runs in this trade.

The Yarmouth is operated by the McCormick Shipping Corp. which, in turn, is a subsidiary of Eastern Shipping Corp. The latter is the successor to the old Eastern Steamship Corp. which used to operate these vessels under the American flag.

The close relationships between the runaway operators in their fight against SIU organizing efforts was pointed up when customers seeking to make reservations on the Yarmouth were informed by McCormick Shipping to obtain space on the Florida.

Votes of thanks were in order for Jack T. Fillingham for the "job he has done and is doing in his capacity as crew messman" on the Alcoa Ranger, and to the steward department on the Santore for the excellent variety of menus put out. Special compliments, said ship's delegate William Smith, were given to the Santore's baker for his pastry delicacies.

No one is questioning it, but this is the "fishing" report headquarters received last meeting from the Coe Victory. According to ship's delegate Robert Musselwhite, the anglers on the ship "caught two sharks in Aqaba Bay. One of them was seven feet long and weighed 195 pounds while the other measured 11 feet and topped the scale at 500 pounds. "This is the truth," so Musselwhite swears. Hmm...



Musselwhite

"Short and concise" was the final report from resigning ship's delegate Milton Phelps to the crew of the Alcoa Corsair. His last report before stepping down and turning the job over to A. W. George was, "All beefs settled with little ado."

Outlook Dim For 'Frisco

SAN FRANCISCO—This port had two payoffs in the last period, but they did not give much of a boost to a slow shipping picture, Marty Breithoff, port agent, reports. The outlook is not bright for the immediate future since at the moment, the port has no payoffs scheduled.

Calling here for payoff were the Wild Ranger (Waterman) and the Coeur D'Alene (Victory Carriers). The latter ship signed on again. Calmar supplied three in-transits, the Portmar, Seamar and Massmar. Also in transit here were the Kyska (Waterman) and Steel Chemist (Isthmian).

Some well-known Seafarers on the beach waiting to catch a good one are T. Ulisse, C. Bush, W. F. Bamberger, A. Johannson, A. H. Ringuette, G. Olive, H. Krohnik and A. W. Brown.

Ease Seetime Rule For SIU Benefits

Seafarers inquiring about the basic eligibility rule for SIU welfare benefits are advised again that the seetime requirements has been cut, effective June 1, 1958, to one day's seetime in the last six months. This is broader than the old rule of one day in the last 90 days, and is in addition to the other basic requirement of 90 days' seetime in the previous calendar year, which remains unchanged.

The revision was voted by the joint SIU-shipowner board of trustees for the Welfare Plan, as reported previously, to allow for cases where a Seafarer might be on the beach due to personal business, vacation or other reasons and does not ship within 90 days from the date of his discharge. The one day in six months, it was felt, should be more than ample to allow for such circumstances and to assure uninterrupted welfare coverage for Seafarers and their families.

Labor 'Goat' In Big Biz Vote Drive

Major business concerns are plunging into politics with both feet this year, and the labor movement is the number one target. While business participation in political campaigns is nothing new, as the "New York Times" put it, "The newness is in the outspoken fashion" in which leaders of big business firms are pushing their campaign.

The campaigning is taking the form of soliciting contributions from employees and distributing literature which usually either attacks unions or supports proposed "right to work" legislation. A case in point, as reported in the last SEAFARERS LOG, was the action of high officers of DuPont, Gulf Oil, Republic Steel, General Motors and others in financing the distribution of an extremist pamphlet in California violently attacking the labor movement. The pamphlet was written by Joseph Kamp, a right-wing extremist. Similarly, another group calling itself the Committee for Constitutional Government, has been placing ads in daily newspapers attacking trade unions as "dominating" the US Government. In both instances, Walter Reuther, president of the United Automobile Workers, was a selected target.

An interesting sidelight to the campaign was the announcement by the Committee for Constitutional Government that it has approached a list of the "30 wealthiest men" in the United States for contributions to the anti-union campaign and had been unsuccessful in raising a nickel to, as they put it, "change the national climate of thinking against present labor boss domination."

The extent of activity and interest shown by corporate officers in "right to work" tends to confirm labor's arguments that "right to work" proposals are an attempt to destroy the bargaining effectiveness of trade unions.

General Electric has been among the most active companies in stirring up political activity among its employees. While factory workers protected by union contracts would be immune to company reprisal for failure to respond to such campaigns, the lower and middle echelon of company executives, would be under great pressure to go along with the company as a means of protecting their jobs and their opportunities for promotion.

Other companies active in the political field include Ford; Sears Roebuck, which itself is largely non-union and was the creator of the Shefferman union-busting apparatus; Johnson & Johnson, the surgical supply manufacturers; Timken Roller Bearing, which leans heavily on advertising; Gulf Oil and a number of other organizations.

ALCOA POINTER (Alcoa), Aug. 20—Chairman, S. Krawczynski; Secretary, J. Jakelski. Suggestion to collect \$2 from each man on purchase of radio. Drawing to be held at end of voyage—winner to keep radio. Membership pleased with ship. Vote of thanks to steward dept. for good food. Several hours OT disputed. No beefs.

ALCOA PENNANT (Alcoa), Aug. 23—Chairman, E. Bradley; Secretary, W. Cameron. Motion to have patrolman see if better meat can be obtained, also more brands of cigarettes. New delegate elected.

BEATRICE (Bull), Aug. 21—Chairman, J. Felt; Secretary, P. Lyden. See patrolman about stopping payroll two days before payoff. No beefs. Crew to stay out of galley and pantry. Outside persons to eat aboard after

Digest Of SIU Ship Meetings

crew. Letter to be sent to hq. re: disapproval with current wage raise effective September instead of retroactive to last July. Keep longshoremen and beachcombers off ship and out of messhall—have watchman at gangway. Request hot plate in pantry. Suggestion to have wind dodger on bow. Keep messhall clean.

DEL MONTE (Miss.), Aug. 17—Chairman, J. Chastiani; Secretary, J. Long. New delegate elected. Vote of thanks to former delegate. Ship's fund, \$40.07. \$100 spent for soft drinks. Everything running smoothly. Vote of thanks to steward dept. Need soft-drink box.

DOROTHY (Bull) Aug. 27—Chairman, J. Colon; Secretary, C. Tenley. No beefs. One man missed ship in Baltimore—replaced. Keep messroom clean at night and dump garbage pail. Keep cots in good condition and do not leave on deck.

FELTONE (Mariner), Aug. 28—Chairman, A. Novak; Secretary, T. Drobins. Continued discussion on painting of passageways and crews quarters. Everything running smoothly. Report on new wage and OT scale; new benefits. New delegate elected. Suggest hot drinks be served on trips to Seven Islands. Make up repair lists.

JEAN (Bull), Aug. 31—Chairman, D. Duhaon; Secretary, W. Lachauer. Baltimore agent cleared up Bull beef donation and loans during strike with NY. One man missed ship. No beefs. Few hours disputed OT.

MARYMAR (Calmar), Aug. 24—Chairman, W. Zaleski; Secretary, G. Busciglio. One man hospitalized in Coos Bay—one man promoted. Shifting of ship to be posted no later than Friday, 3 PM, if ship to sail before Monday morning before 8 AM. Make repair list for payoff.

VALLEY FORGE (Peninsular), Aug. 10—Chairman, E. Doran; Secretary, G. E. Mesaros. See captain about fresh stores in Pedro and repair list. Ship's fund, \$1.20. Two men hospitalized in Pusan and Yokohama. Repair list to be turned in. No painting for 15 months. Black gang quarters need repairs. Bathroom to be painted. Vote of thanks to delegates for job well done. Discussion about food not up to par. Crew agrees to keep messhall clean.

STEEL VOYAGE (Isthmian), Aug. 9—Chairman, R. Hunt; Secretary, S. Pedersen. No launch service in NY after arrival. Poor ventilation system. Ship's fund, \$8. One man in hospital with back injury. Some disputed OT. Report accepted. Return keys, books and cots before payoff.

SANTA VENETIA (Elem), Aug. 31—Chairman, W. Brown; Secretary, R. Morrow. Everything running smoothly—no outstanding beefs. Few hours disputed OT. Delegate to contact Union re: expediting and squaring away beefs before departure. Return excess linen before arrival. Vote of thanks to steward dept. for job well done. Contact delegate for new mattress and pillows. All repairs to be turned over to delegate.

WM. H. CARRUTH (Penn), Aug. 20—Chairman, M. Dugan; Secretary, S. Bulter. One man hospitalized in Poland—recovered—arrived back in States. OS missed ship in Germany, logged and fined. Report accepted. New delegate elected. Place cups in sink. New coffee pots to be ordered. Discussion on Polish currency and monetary regulations.

DEL ORG (Miss.), July 20—Chairman, J. Huff; Secy., H. Gerdos. Ship's fund \$6.68. New delegates and reporter elected. Laundry to be kept clean. Discussion on performing. Sept. 4—Chairman, J. Huff; Secy., H. Gerdos. Four accidents: two on board and two ashore; seven logs. Ship's fund \$18. Some difference in OT rates to be taken up with patrolman. Three hours disputed OT. Juicer to be removed from pantry. Use less

salt on breakfast potatoes. Repair list to be made up. Get draw and sloop chest account from purse.

FORT HOSKINS (Cities Service), Sept. 7—Chairman, W. Goff; Secy., G. Anderson. Two men left ship. Ship sailed short. Ship's fund \$21.32. New delegate elected for two months—delegates to be rotated among departments. Need more fresh bread.

LUCILE BLOOMFIELD (Bloomfield), Sept. 7—Chairman, J. Mays; Secy., T. Scanlon. Repairs made. One man missed ship in Bremerhaven. 12 hrs. disputed OT for delayed sailing. Three FWT's kept on sea watches over 24 hours. Oilers kept on watch in two ports while at dock or safe anchorage—watches broken on deck. Fresh water situation to be looked into. Check meat from chandlery—some received spoiled. Check bad mattresses and pillows; check sloop chest for cigars and large size gear.

ROBIN SHERWOOD (Robin), Aug. 24—Chairman, A. Beck; Secy., S. Johnson. One man replaced. Ship's fund \$11.58. New treasurer elected. Cooperation urged in keeping laundry clean. Request more tomato juice.

NICHOLAS SITINAS (Tankship), Sept. 9—Chairman, A. Smith; Secy., J. Knight. Repairs not satisfactorily taken care of. \$25.75 in ship's fund. In event ship is laid up, fund to be raffled off. No beefs. Awnings and chairs needed for messhall. Smoking on cabin deck to be discussed.

STEEL FABRICATOR (Isthmian), Sept. 7—Chairman, A. Donnelly; Secy., R. Labombard. See about sailing board posted at Rotterdam. Need new washing machine. Water very rusty; double bottoms to be cleaned. Request repair lists. Ship's fund \$42.00. Vote of thanks to Steward Dept. for job well done. Mattresses need replacement; toasters need repairing or replacing.

NEVA WEST (Bloomfield), Sept. 6—Chairman, H. Hutcherson; Secy., W. Gels. No beefs. Everything running smoothly. Houston delayed sailing disputed. New delegate elected. Suggest daymen be moved to larger quarters. Request Andrews coffee be replaced. Request Andrews coffee be replaced. New washing machine and drain for same needed, as water backs up in cook's room. Water connection to be placed on deck aft of house.

COUNCIL GROVE (Cities Service), Sept. 12—Chairman, W. Saylor; Secy., J. Stump. One man missed ship. Repairs to be made in fore'stles. Repair list to be made up. Suggest delegate see steward about menu. Need new washing machine.

DEL VALLE (Miss.), Aug. 24—Chairman, C. Wheat; Secy., J. Longfellow. No beefs. Ship's fund \$35. \$51 paid out for cokes. One man missed ship. New delegate elected. See captain about painting messhalls & galley; awning back aft leaking. Clean recreation hall, laundry, mop sinks, etc.

AZALEA CITY (Waterman), Sept. 12—Chairman, W. Banks; Secy., J. Austin. Everything running smoothly. Repairs not completed from last voyage. One man left ship because of death in family. \$2.90 in ship's fund. No beefs. One replacement received. Vote of thanks to steward dept. for fine food and preparation. Delegate requested to get required funds from brother who came back to States from San Juan; hospital and needed same for transportation. Request linen change when necessary. Return cups to pantry.

ALCOA POLARIS (Alcoa), Sept. 7—Chairman, D. Martin; Secy., J. Hanlon. One man paid off in St. Thomas. See about jury bathroom aft. New delegate elected. New towels requested. All domestic tanks to be cleaned; water clear for about two weeks of voyage, then rusty rest of trip.

BIENVILLE (Pan-Atlantic), Sept. 14—Chairman, A. Thompson; Secy., J. Hall. New delegate elected. No beefs—everything running smoothly. Ship's fund \$3.12. Motion to get Seastrin agreements on ships so members can have day off at one end. Bathrooms to be cleaned in House hall. Mirrors in deck & engine dept. needed. Vote of thanks to steward for good service.

WACOSTA (Waterman), Sept. 11—Chairman, H. Hodges; Secy., R. Ehlhoff. No beefs. Few hours disputed OT. Some men getting off in deck dept. One brother was sick—now returned to work. See patrolman about better grade of mests—present mests are commercial; also about dirty, rusty water. Vote of thanks to steward dept.

ANDREW JACKSON (Waterman), Sept. 14—Chairman, A. Giovan; Secy., P. Lopez. Delegate thanks members for taking care of him when ill. Donations asked for work away brother aboard ship. Repair list turned in—some minor repairs completed. Few hours disputed OT—to be referred to patrolman. Request menus for each table. Return cups to pantry. Keep bathroom clean.

ALICE BROWN (Bloomfield), Aug. 31—Chairman, W. Dandell; Secy., A. Hill. Water beef squared away; desks to be installed in fore'stles. Delegate saw captain about draws in fore'stles ports. Allotments for this voyage started on Aug. 18. Reports accepted. New delegate elected. Take care of washing machine. Keep laundry room clean. Washroom floor to be cemented to slope toward drain. Donate \$1 toward ship's fund—\$10 to be taken out of arrival pool.

'For Your Information'



Meany To Decide On Mates Pact

(Continued from page 2)

definite contract improvements was responsible for the strike last June by the Marine Engineers Beneficial Association.

Major issues to be resolved by President Meany in his role as arbitrator cover vacations, pensions, penalty pay and other working rules. He will make recommendations on the basis of testimony and briefs submitted by both sides and his findings will be binding. It was agreed that the provisions of the Mobile pact would enter into the arbitration picture with Meany having the right to accept, reject or alter them, or to apply any provisions of the West Coast MM&P contract. In any event, the AFL-CIO president's findings will apply to all.

When Meany got together with the mates and the AMMI to shape the issues which were to go to arbitration, SIU of NA President Paul Hall and NMU President Joseph Curran were present.

As in last June's MEBA strike, the leadership on the operators' side was taken by US Lines which apparently was determined to square off with the mates regardless of the consequences.

The mates' return to work pending the arbitration proceedings means only one other maritime union contract has yet to be completed. This covers various security and seniority provisions under the SIU-A&G agreement, for which money matters were settled in August.

Information which will help every Seafarer decide on the candidate of his choice in the forthcoming SIU elections is contained in the eight-page supplement which appears as an insert in this issue of the SEAFARERS LOG. Seafarers are urged to study the material in this supplement which includes photos and records of all candidates for SIU offices; a sample ballot, and a reprint of the sections of the constitution which spell out the procedures to be used during the balloting and the counting of votes, and the rights of every Seafarer to vote for the candidates of his choice.

Remember, the voting period begins in three weeks. Seafarers on the beach at the time, or coming into any SIU port, are urged to cast their vote as the first order of business so that the sentiments of the entire membership can be registered on who its representatives will be for the next two years.

The Tight Circle

On page two of this issue appears a case history of what happens when a previously unsubsidized company tries to break into the tight circle of shipping operations who are currently subsidy recipients. In a sense, it reveals much of what is presently wrong with the US maritime setup.

It is obvious by now that the industry is undergoing major changes which will involve broadening the base of present subsidy operations whether the old-line subsidized companies like it or not. They are fighting what appears to be a last ditch stand for the "good old days" when they could slice up the subsidy melon among themselves and bar the door to newcomers.

It is a measure of the lack of realistic thinking among these companies that they attempt to justify an inequality in American-flag shipping which no longer can be tolerated. The sooner they realize this fact and start pulling with the rest of the industry instead of butting it head-to-head, the better off the industry and the seamen who work in it will be.

PHS-Cutback?

The continued cutback in Public Health Services is reflected in the report that the service is considering the shut-down of the Manhattan Beach hospital. If the closing takes place, it will be another in a long series since the end of World War II.

No formal announcement has been made as yet but, in any case, the SIU will be keeping close tabs on the situation to make sure the patients' interests are protected.

Allies Plan Formal Protest On Runaways

A formal protest is expected to be lodged with the State Department against the operation of American-owned and financed runaway vessels. Seven of this country's Western European allies are hoping that they can induce the US to curb the activities of American banks, which are financing American ships to sail under Liberian, Honduran and Panamanian registry.

Joining in the first diplomatic approach in this area, Great Britain, France, West Germany, Norway, Sweden, Denmark and The Netherlands charge that their shipping businesses have suffered greatly due to the competition of these "runaway" ships which pay very slight taxes. This, coupled with the lower wages and smaller crews of these ships, offer a plush attraction for US capital. Spotlighting the tax differential, Norwegian shipowners say their taxes are 70 percent greater than for owners of ships sailing under Liberian registry. Norway has been dethroned by Liberia as the world's leading maritime operator from the point of view of tonnage.

The nations, which have been protesting the issue informally for many years, contend that their economies are being undermined by these ships, and that, as NATO members, this development

weakens the entire Western community.

In the past, the official stand of Government officials has been that as long as the ships are controlled by American capital, they are under "effective US control."

NY Activity High As 57 Ships Dock

NEW YORK—Shipping for this port, while not equaling last period's unusual high, continued to hold up very well. Rated men in the deck and engine departments should not find any difficulty in shipping out in short order as the registration lists for those departments are low for this port.

A full crew was dispatched to the Middle East to the Wang Dispatcher last week, Bill Hall, assistant secretary-treasurer, reported. The ship's articles expired as she had been out over a year and the old crew was being flown back to the States.

Headquarters wishes to compliment the crew and delegates of another shuttle tanker, the Cities Service Norfolk, for doing a top-notch job in bringing their vessel in clean for payoff recently. The ship had been shuttling back and forth to the Persian Gulf for 13 months and 17 days. It paid off in this port without one dispute for the patrolmen to settle. "This was a good crew and the delegates did a bang-up job," Hall said.

There were 57 vessels in this port during the past period. Twenty four of them paid off, 21 signed on and the rest were in-transit.

Among the ships paying off during the period were the Beatrice, Frances, Elizabeth, Suzanne (Bull); CS Norfolk (Cities Service); Azalea City, Bienville, Fairland, Beauregard, Raphael Semmes, Gateway City (Pan-Atlantic); Seatrain Georgia, New York, Louisiana, Savannah, Texas (Seatrain); Alcoa Polaris and Pegasus (Alcoa); Andrew Jackson (Waterman); Steel Recorder, Steel Executive, Steel Navigator, Steel Voyager (Isthmian) and the Northwestern Victory (Victory Carriers).

Signing on were the Alcoa Polaris and Pegasus (Alcoa); Cities Service Norfolk (Cities Service); Bienville, Azalea City, Gateway City, Fairland, Beauregard, Raphael Semmes (Pan-Atlantic); Steel Recorder, Steel Voyager, Steel Navigator (Isthmian); Ines, Suzanne (Bull); Northwestern Victory (Victory Carriers); Valley Forge (Peninsular Nav.); the Iberville, and Andrew Jackson (Waterman); Vallant Explorer (Ocean Wind); Losmar (Calmar) and Seatrain Texas.

Lakes SIU Is Winner 23-0

RIVER ROUGE—The SIU Great Lakes District won a unanimous 23-0 victory over Local 5000, United Steelworkers, last week in a National Labor Relations Board election for representation of the crewmembers employed by the newly-formed Steel Products Steamship Company.

The company, whose main offices are in Marquette, Michigan, purchased its first vessel, the steamer Venus, from Ore Steamship Company.

The Steelworker's local intervened in the election but was unable to record one vote from the ship's crew.

Survey Set On Cancer

A survey of one million Americans to determine the relationship between personal habits and cancer is being prepared by the American Cancer Society. Some 50,000 volunteer workers will go into the homes in an attempt to learn of any link between cancer and factors such as diet, exercise, sleep, occupation, health history and smoking. The Society will not be primarily concerned with smoking inasmuch as its past survey, dealing exclusively with smoking, has already established a link between heavy smoking and lung cancer in men, but it will try to determine the extent of the relationship in women.

Questions asked will deal with personal habits, consumption of alcoholic beverages, fried foods, tea, coffee and cola drinks, X-ray treatment, baldness, nervous tension, height, weight and heredity.

The survey also hopes to uncover clues to the nature of tuberculosis, heart attacks and other conditions.

FOR ALL YOUR GEAR
the **SEA CHEST**

It Was Greek To Everybody But The Fish

The old schoolbook adage about how patience and perseverance usually pays off proved itself on the Alcoa Pennant for Seafarer Evangelos Kondourakis.

In August, Kondourakis was leisurely fishing from the ship at Central Aguirre, Puerto Rico, tending a line tied to the life-ring. Every now and then he'd give the line a little shake, until finally something tore the line right out of his hand. It pulled the life-ring from its resting place and Kondourakis really had to hustle for a minute or two to keep the doughnut from going over the side.

Line Went Slack

But it was all in vain, as the line parted and went slack. "This didn't stop the Greek," reported William R. Cameron. He repaired the line, went through the same routine again and then had to give up because the ship was sailing.

A month later, back at Central Aguirre, Kondourakis tried again, and it was a different story. "After a half hour," Cameron said, "he let out a yell that made everybody who heard him rush back aft to see what had happened.

"Meanwhile, he was heading amidship telling everyone about it. The funny part about it was that nobody knew what had happened since, in the excitement, he forgot where he was and was speaking nothing but Greek. It wasn't until later that everyone learned Kondourakis had landed this big mangrove snapper," Cameron added.

In the process, the lucky angler set a record on the ship. His fish weighed in clean at 9 pounds, 12 1/2 ounces.



Shipmates peer into galley where Evangelos Kondourakis poses with big fellow caught at Central Aguirre, PR. Photo by W. R. Cameron.

SEAFARERS IN DRYDOCK



Laid up for five months by a nerve condition, R. Nandkeshwar, ex-Suzanne, got his discharge from the Staten Island marine hospital last week. SIU oldtimer Dollah Ben has also been discharged from there after a long stay and a general check-up.

New arrivals at the NY drydock include Frank Mazet, ex-Valley Forge, with an infected knee; Luciano Ghezze, ex-Fairland, with an



Ghezze



Saxon

arm condition; Eduardo S. Toro, ex-Alcoa Ranger, over bladder trouble, and Robert Anderson, who's off the Robin Gray for treatment of a prostrate condition. Nick Gaylord, ex-Steel Executive, has checked in at Staten Island again for treatment of a kidney condition.

Baltimore reports good progress all around by Claude Brown, Everett Hodges and Charles Johnson, all drydocked at the local hospital.

These and all brothers in the hospitals always appreciate mail and visits by their shipmates. Stop by to see them and write when you can.

The following is the latest available list of men in the hospitals:

- | | | | |
|---|--|---|--|
| USPHS HOSPITAL
BALTIMORE, MD. | Luther Milton
R. E. Morrison
Jesse Lee Painter
G. E. Richardson
Byron J. Ricketts
Harry B. Riggin
Vincent J. Rizzuto
Calvin Rome
Richard Saylor
Leslie Sigler
Joseph Snyder
Bobby Stalworth
Wm. J. Stephens
Francis Sturgis
Troy Thomas
Clark L. Waldron
Clyde B. Ward
Norman Mendelson
Paul V. Ward | USPHS HOSPITAL
NORFOLK, VA. | Francis J. Boner |
| USPHS HOSPITAL
SAN FRANCISCO, CALIF. | Joseph V. Biazonetti
Joseph H. Berger
Michael J. Coffey
Joseph R. Ebbole
William J. Kramer
Michael Michalik | USPHS HOSPITAL
SEATTLE, WASH. | Santiago Martinez
Joseph Neubauer
Arthur F. Smith
Arthur J. Scheving
Henry J. Schreiner |
| USPHS HOSPITAL
HOUSTON, TEXAS | J. Cook
Jonas Heidt | VA HOSPITAL
HOUSTON, TEXAS | F. St. Marie
D. L. Slattery |
| VA HOSPITAL
NEW YORK, NY | E. T. Cunningham | VA HOSPITAL
BALTIMORE, MD. | J. S. Harmanson |
| VA HOSPITAL
BALTIMORE, MD. | Simon Ertine | VA HOSPITAL
RUTLAND, MASS. | D. L. Slattery |
| VA HOSPITAL
KECOUGHTAN, VA. | Joseph Gill | VA HOSPITAL
BOSTON, MASS. | Daniel Fitzpatrick |
| VA HOSPITAL
MEMPHIS, TENN. | Thomas W. Killion
James F. Markel
Billy Russell | VA HOSPITAL
BUTLER, PA. | T. E. Lanphear |
| USPHS HOSPITAL
STATEN ISLAND, NY | C. Aguin
R. Anderson
Robert W. Bunner
A. Castillo
M. Chandoha
W. Conner
Carl Ernest
L. Fowler
Nick Gaylord
F. Fulford
R. Geiling
Luciano Ghezze
Luis E. Gutierrez
P. Hierre
L. Johnston
E. Lesser
G. Littlewood
R. McCannon
J. Kasigian | USPHS HOSPITAL
STATEN ISLAND, NY | B. Keenum
Frank Mazet
J. Michiek
J. Moro
F. Regan
John Roberts
D. Russell
Jessie Shonts
C. Sizaran
Jose P. Sousa
Esequiel Tions
E. S. Toro
Teofilo Torres
S. Trzciniski
Ramon Varela
Roland E. Wilcox
Joseph Wohletz
N. Wood |
| USPHS HOSPITAL
MANHATTAN | Lewis R. Akins
Manuel Antonana
Eladio Aris
Fortunato Bacomo
Joseph J. Bass
Melvin W. Bass
Matthew Bruno
James F. Clarke
Juan Denoprs
John J. Driscoll
Friedof O. Fondilla
Odin L. Gibbs
Joseph M. Gillard
Burt E. Guradick
Wade B. Harrell
Taib Hassan
Clarence Hawkins
Frank Hernandez
Donald Hewson
Antonio Infante | USPHS HOSPITAL
BEAGH, NY | Claude Jessup
Woodrow Johnson
Ludwig Kristiansen
Thomas R. Leahy
Kenneth Lewis
Warren J. McIntyre
Herbert C. McIsasse
Jens Madsen
Les Mannaugh
Albert Martinell
John J. Noll
J. S. O'Byrne
W. F. O'Dea
C. Osinski
Winston E. Renny
G. E. Shumaker
Henry E. Smith
Almer S. Vickers
Pen F. Wing
Royce Yarbrough |

Applauds SIU Strike Assist

To the Editor:
We of the Glass Bottle Blowers Association, AFL-CIO, have had the opportunity to call on SIU officials in New Orleans, and have received the fullest cooperation and assistance in our strike at the Underwood Glass Co., Harahan, La.

We wish to extend our heartfelt appreciation to these officials and say thanks to your entire organization.

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.

W. W. Russum
Executive Officer

Language Study Called Essential

To the Editor:
It seems to me seamen are handicapped when they can't speak the language of the country they are in, and lack an important social asset.

It should be an easy thing to start some kind of a language school — not anything on as serious a scale as the Union's scholarship program or all the other big benefits, but something like the training classes on seamanship and other subjects.

Everybody wouldn't respond, of course, but I'll bet my hat there are hundreds of Seafarers who would be glad to have a chance to learn another language. Many of the foreign-born seamen in the Union — who would also like to improve their English — would be indispensable as teachers and guides.

I talked this afternoon with a shipmate on the Wacosta about having some kind of a language program in the Union and he said it was almost a necessity for the kind of work we do. Such things may have to be acted on by the membership, so the LOG is the place to first introduce them. Then the membership can decide.

Naturally not all Seafarers could become linguists but they could learn enough about a language to get along. For example, I mailed some parcels in France and couldn't count out the change requested. Since I do know some French words, along with some German, Dutch and Italian, I understood what the clerk said.

The essence of it, in French, was: "The dummy can't even count our money yet the Americans think they are so superior."

Before I bought the Linguaphone course for Dutch (we run into Holland also), I was hunting around for some information on the pronunciation of Dutch words. I finally found one valuable little book for any sincere student of European languages, which is called "Lyll's Languages of Europe." It offers a generous vocabulary for each language and a guide on how to ask the time, order meals, ask directions and such things.

We've got the best of everything in the SIU, as everyone

knows. Adding another essential like language education would make our list of achievements greater. Perhaps the LOG could get the ball rolling.
William Calefato

(Ed. note: Brother Calefato's suggestion for assisting Seafarers in language study is a good one. While nothing as ambitious as a language school is contemplated right now, the LOG recognizes Seafarers' needs in this area, and is arranging for a regular column in forthcoming issues on basic phrases and vocabulary for the major countries Seafarers visit.)

Culinary Efforts Highly Praised

To the Editor:
We, the officers and technical staff of this vessel, who dine in the officers' mess, wish to commend the galley staff of this Suwannee Steamship Company vessel, especially our steward Alberto Espeneda, and our 2nd cook and baker, Julie Minesis.

They have labored under very adverse conditions in a very small galley to produce excellent meals. To add to their work load we sailed short one messman and BR, whose duties also had to be performed.

These men are a credit to your Union, and cannot be praised too highly for their work.

D. C. Yates
Master

(Ed. notes The above was also signed by five other officers and six members of the technical staff aboard the vessel.)

'Frisco Hospital Gets Top Rating

To the Editor:
I have just finished a four-and-one-half-month stint as a patient at the marine hospital here in San Francisco. I'd like to express my thanks to the doctors and staff there for the most excellent treatment that I received. Everyone did all they possibly could to help me in every way.

I've sat in on an awful lot of the coffeetime sessions and listened to the gripes about the Public Health Service. But I do know that I couldn't have received any better treatment at the most expensive private hospital.

The moral is: "Stay well, but if you get sick, head for San Francisco. They'll do their best and that is good."

Nell Lambert

Seeks ID Card For SIU Wives

To the Editor:
As an SIU member's wife, I'd like to offer a suggestion. Since we seamen's wives at one time or another have to visit the SIU hall or health center for advice or help while our husbands are away at sea, we often have some difficulty establishing our identification.

Perhaps some kind of card identifying each man's dependents could be issued. It would simplify these matters, assure accuracy and also be a time-saver for all concerned.

In the Dressmaker's Union, we are provided with a medical card and a Blue Cross card that identifies us at all times. Why not have something of the same kind for SIU seamen's wives?
Mrs. Isabel Delgado

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

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

(Print Information)

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CITY ZONE STATE

TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below:

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ALCOA PIONEER (Alcoa), Sept. 1—Chairman, L. Moore; Sec'y, V. Hall. Will take bunkers at Cudia, and get draw. One member injured—removed at Galveston by CG—hqdtrs notified. Return cups and glasses to pantry. Two cases of better brand of coffee to be put out this trip. Return all books to library after reading.

SEATRAN GEORGIA (Seatrains), Sept. 14—Chairman, S. Charles; Sec'y, A. Lambert. Feeding beef partially settled—steward dept. cooperating 100 percent. Stores of inferior quality put on board. Letter sent to hdqtrs. requesting stores be sent arrival day so steward can check same. Safety meetings to be held. Ship's fund \$37.58, \$7 donated by poker players. Reports accepted. Return coils after use. Beef about ch. mate—wants to cut and is against penalty hrs.—too much super-

puted of—to be referred to patrolman. Voluntary contributions made for library. Washing machine damaging clothes—needs repairs or to be replaced. Owens not working properly. Need new library; more fresh milk before sailing. Cups and glasses to be returned to pantry.

NORTHWESTERN VICTORY (Victory Carriers), Sept. 4—Chairman, M. DuCloux; Secretary, M. DuBels. Repairs to be completed this trip. New delegate elected. Ship's fund \$7.84. Hang clothes properly in sidley to avoid falling in engine room. Vote of thanks to all delegates.

OREMAR (Marvan), Sept. 13—Chairman, G. Brown; Secretary, R. Hampson. One man missed ship. Oiler hospitalized.

GATEWAY CITY (Pan-Atlantic), Sept. 15—Chairman, G. Grahn; Secretary, L. Sheehan. Payoff probably Thurs. 9/18. Need new washing machine. Purchase new cooler for crew. Ship's fund \$3.13. Some disputed of. Patrolman to advise membership re: new wages and contract benefits. Union to get together with company officials re: life raft aft. Station bills to be painted.

STEEL EXECUTIVE (Isthmian), Sept. 1—Chairman, G. Pinkles; Secretary, A. Brodie. Some of disputed. Food not up to par. Locks missing from orepeak. Excessive cups used this voyage.

ROBIN GOODFELLOW (Robin), Sept. 15—Chairman, M. Nelson; Secretary, E. Landex. Draws in Madagascas must be in francs. One hour disputed of. Request ample stores. New delegate elected; vote of thanks to predecessor for job well done. Request improvement in quality and cooking of food.

STEEL ARTISAN (Isthmian), Sept. 9—Chairman, E. Rivers; Secretary, J. Daniels. Few beefs—will try to straighten out before arrival. Ship's fund \$10.26—telegram to advise Union of brother hospitalized in Arabia. Few hours of disputed. Safety meeting held on fire-detecting apparatus. Request new dishes and glasses.

ROBIN HOOD (Robin), Sept. 7—Chairman, A. Arnold; Secretary, E. Doyis. No beefs. Suggest all cups, dishes, glasses, & cots be returned to proper places when not in use. Vote of thanks to steward dept. for service well done.

SEATRAN NY (Seatrains), Sept. 20—Chairman, J. Cole; Secretary, V. Whitney. Everything running smoothly. One man missed ship. New delegate elected—vote of thanks to retiring delegate for job well done. Keep messhall clean. Request air-conditioner be taken care of once a week.

COB VICTORY (Victory Carriers), Sept. 14—Chairman, J. Goude; Secretary, E. Musselwhits. One man missed ship in Aden. Request more cigarettes in Casablanca—try to get American money. Ship's fund \$9.20. Some disputed of. Keep water fountain clean. Steward dept. to put out bigger night lunch. Complaint on launch service.

ALCOA RANGER (Alcoa), Sept. 14—Chairman, J. Smith; Secretary, C. Crabtree. All delegates and key men to attend safety meeting. Anyone with locker to be painted and hasn't repair list, is to pack all gear and put in hospital, thereby letting shore gang get access to locker. Two hours disputed of. Everything smooth; no beefs. Request wider variety of dry cereals. Return cups to pantry. Proper attire required in messroom. Suggest sufficient coffee and cream at night. Vote of thanks to crew messman for job well done.

SHINNECOCK BAY (Veritas), Aug. 23—Chairman, J. Bates; Secretary, L. Parlier. No beefs. Slop sink to be squared away. Laundry to be cleaned by dept. Proper attire to be worn in messroom. All repairs to be turned in. Request fo'ile keys be located. Messroom to be straightened up after each watch. New delegate and treasurer elected. One minute silence for departed brothers. Vote of thanks to steward dept. for excellent food. Complaint about insufficient American money aboard ship.

STEEL KING (Isthmian), Sept. 13—Chairman, H. Mobley; Secretary, R. Stern. Food not up to par. Ship's fund \$134.01. No beefs. Request new mattresses or have old ones steamed. Metal chairs for messroom needed. Complaint on bad fresh stores. Sept. 8—Chairman, E. Yancy; Secretary, H. Burgess. Chief cook condemned fish, and complained about meat disappearing, also vegetables were bad.

ARMONK (New England Ind.), Aug. 24—Chairman, N. Matthey; Secretary, J. Michaux. Captain wants repair list made up weekly. Few hours of disputed. Report accepted. New delegate elected. Laundry space to be cleaned. Keep washing machine clean.

CANTIGNY (Cites Service), Sept. 14—Chairman, R. Sully; Secretary, I. Hagmann. Two men missed ship. Repair list submitted. Some repairs made. Locker situation to be taken up with ptl. When dogging port-holes, windcoops to be removed. Crew urged to see delegates for any beefs. Return cups to pantry. Report accepted. See steward about steak knives. No LOGs or reports received.

BEAUREGARD (Pan-Atlantic), Sept. 21—Chairman, G. Rhodes; Secretary, C. West. No beefs. Ship's fund \$14.95. Some disputed of. Request doors closed between decks so engine room heat will not go in steward dept. sleeping quarters.

Skipper's A Hard Man To Please

Veteran seamen still recall the evils of the old two-pot feeding system, when topside got the cream and the rest of the crew got the slops at every mealtime. Two-pot feeding went out the window with the growth of strong unions in the maritime industry.

'Sea-Spray'

—By Seafarer 'Red' Fink



"I don't care what movie you saw. GET 'EM OFF MY SHIP!"

LOG-A-RHYTHM:

Tanker Personnel

By W. Willdridge, SS Bents Fort

The top man is the captain,
The leader of the gang;
Out at sea his word is law,
He runs the whole shebang.

Under him there are the mates,
From chief on down the line,
Some let the bosun work the crew,
Others just hardtime.

Another gent who's on his own
But carries quite a load,
Is "Sparks" the radio officer,
Who gets the word in code.

The engineers run things below,
As part of the black gang team;
They get us where we're going
By keeping up power and steam.

The reg'lar crew is split three ways,
Each has a job to do.
There's deck and engine personnel,
And the steward's department,
too.

The bosun is head man on deck,
Twelve men make up his crew;
He takes his orders from the mate,
And sees they're carried thru.

Six able-bodied seamen
Are those who steer the ship,
Except when they're not on the
wheel,
And then they paint and chip.

Three ordinary seamen follow
them,
They stand the bow lookout;
And report their findings to the
bridge
If anything's about.

Three maintenance men complete
the deck,
Their jobs they never shirk;
As they go on from 8 to 5,
Giving a good day's work.

In turn there is the black gang,
These men work down below,
Checking gauges, temps and pres-
sures,
To keep the ship on the go.

The chief pumpman works the
cargo,
The second gives him a hand;
And when the tanks are empty,
He's the engine maintenance man.

We come now to three oilers,
Who keep the engine from getting
hot,
As sometimes the chief will call
down
And ask for another knot.

There also are three firemen,

Whose job is to keep up steam,
And keep a sharp watch always
—No chance to sit and dream.

Three wipers end the engine list,
They keep the whole works clean.
A black gang needs good wipers
To keep things running keen.

The steward's gang is vital,
It makes its livelihood,
Catering to the entire crew,
When it must have its food.

Under the steward is a man
No one can overlook,
The mainstay of the galley,
Is known as the chief cook.

The baker makes the bread 'n
rolls,
A valuable man is he;
He takes care of a sweet-tooth,
With cakes and fine pastry.

The 3d cook has a specialty
Of fresh vegetables and cans,
And when each meal is over,
He washes pots and pans.

A saloon messman is next in line,
He's always clean and neat,
For serving all the officers
When they sit down to eat,

The crew has its own messman,
He's got a big job, too;
He's never finished with his work
Until the meal is through.

The pantryman is also there,
Cleaning dishes for the men;
He keeps things looking spic 'n
span,
Until we eat again.

A bedroom steward is the last
His rate has some misad.
He keeps the topside room clean,
And makes up officers' beds.

Well now my work is over,
It's the hour to go to town.
I hadn't a thing to do 'til now,
So I wrote our crew list down.

Today, there's one menu for all hands and everybody from the skipper on down eats the same. At the same time, this has meant better service, preparation and more varieties of food all around. Notorious for many years as "bad feeders," under the SIU even the Calmar ships are top-rated feeders today.

The changeover hasn't been easy for some, however. As ship's delegate Robert R. Mitchell delicately puts it: "The steward department here on the Massmar is having some trouble with the captain at this time."

Says Crew Eats Better

The trouble? The skipper claims there's a two-pot system on the ship and that the crew is getting the benefit of the better pot. He makes this claim, Mitchell notes, despite the fact that the BR has standing orders to bring fresh ice and water to the captain's room twice daily, a bowl of fresh fruit every evening and chilled fruit juice every afternoon between 4 and 6 PM. In addition, the captain is noted for sending the saloon messman to the galley at mealtime to seek various items that are not even on the menu.

Indeed, says Mitchell, if anybody has a beef about a two-pot system, it's the rest of the crew. "We feel that any additional services provided for the captain should be available for all hands. We do know the steward has leaned over backwards trying to attend to the skipper's petty complaints and stop the harassment."

Needless to say, in spite of the skipper's beefs, the galley gang has earned numerous compliments on the food this voyage. SIU officials hope to have the situation ironed out by the time the ship is back in Baltimore.

Double Whammy



Unique distinction fell to veteran SIU electrician Homer Starling (right) who celebrated two birthdays this year on Sept. 10. Starling's 50th birthday came as the Wild Ranger was crossing the Date-line homeward-bound from the Far East. He wound up with only one cake, however, with baker Henry Harris doing the honors. Photo by chief cook C. E. Martin.

Stay Put For Jobless Pay

Seafarers who are collecting state unemployment benefits while on the beach waiting to ship are urged to stay put and avoid changing their mailing addresses if they want to continue receiving their checks regularly. Several Seafarers have already experienced interruptions of from three to five weeks in getting their next check after they notified the state unemployment offices that they had moved and changed their mailing address. An average delay of a month is reported in most cases, causing considerable hardship to the men involved.

Digest Of SIU Ship Meetings

vision over day men—will take up with patrolman. Milk to be served three times a day. Need more milk. Remove clothes from sidley when dry.

ALCOA CAVALIER (Alcoa), July 27—Chairman, B. Folsa; Secretary, J. Hunt. Life jackets to be returned to fo'ies after boat drills. Garbage to be dumped in chute. One brother passed away. Some disputed OT. Request meeting with patrolman in Mobile. Motion to remove toasters from light circuits. To ask headquarters why class B man beat others out for job in NO.

MASSMAR (Calmar), Sept. 20—Chairman, R. Mitchell; Secretary, A. DeFeres. Some disputed of. Request Wilmington agent at shipboard meeting. Beef about captain—attitude toward steward dept. Repair lists to be made up. Carpenter requests clarification re: oil painting. Discussion about extra services for captain. Steward wants replacement at Long Beach.

JOHN B. KULKUNDIS (Cargo Tankship), Aug. 17—Chairman, J. Smith; Secretary, E. Seelye. New delegate elected. Beef on American currency in foreign ports. Need paint job for all fo'ies; laundry, showers and bathrooms completed; patrolman to decide delayed sailing. Repair lists to be made out. Cooperation urged. Some disputed of. Return food to ice box. Keep laundry, recreation and messrooms clean.

ROBIN KIRK (Robin), July 27—Chairman, A. Page; Secretary, J. Diefsch. Water contains salt—condition corrected. Ship's fund \$11.15. No dodger on bow for three trips. Report accepted. New delegate elected. Cooperation urged in use of washing machine. Dispose of coffee grinds in garbage can. Sept. 31—Chairman, A. Oreo; Secretary, J. Dietrick. Water rusty; weavels in food. Ship's fund \$11.15. Few hours disputed of. Delayed sailing. Poor LOG service. Need more variety in menus. Request coke machine be kept aboard. Vote of thanks to delegate. Refer regulations to patrolman.

ROBIN GRAY (Robin), Sept. 21—Chairman, B. Nuckels; Secretary, M. Filosa. New treasurer elected. Ship's fund \$88. Various topics discussed for betterment of ship's crew.

BRADFORD ISLAND (Cites Service), Sept. 21—Chairman, N. Kiri; Secretary, A. Wile. Ship may go to shipyard. Discuss new wages at pay-off. Motion to write letter to negotiating committee re: pay raise on Cites Service ships.

ALCOA CORSAIR (Alcoa), Sept. 21—Chairman, A. McCloskey; Secretary, M. Phelps. All beefs settled. Thanks to crew for good cooperation. Few minor beefs. Report accepted. New delegate elected. To see patrolman about air conditioning. To see steward to obtain some dark curtains for messroom when showing movies.

ALCOA PARTNER (Alcoa), Sept. 9—Chairman, N. Beck; Secretary, L. Pierson. Few hours disputed of. One man missed ship. Request slop chest to be put on board. Beef about messman not having coffee pots ready for morning coffee time.

BEATRICE (Bull), Sept. 17—Chairman, S. Foli; Secretary, P. Dunphy. Letter sent to headquarters re: retroactive pay. Contract & security clause discussed. Motion that 15-day and 10-day shipping rule clause be changed to 30 days. Request patrolman inform members about Union business at pay-off.

IRENESTAR (Trilon), Aug. 24—Chairman, C. Jennette; Secretary, H. Hutchins. Need new washing machine; new galley range. New delegate elected. Reduce noise in alleyways; keep radios tuned low; souce fo'ies. Repair list to be made up. Sept. 14—Chairman, T. Jones; Secretary, H. Hutchins. Having trouble with washing machine and range. Repair list mailed to hq. Some dis-

Mixed Moods On The John B.

Ready for anything (nobody knows just what), Charlie Conner shows form that's earned him nickname "Killer" on the John B. Kulkundis. He didn't say he was ready for a title bout just yet. J. W. Parker sent in the picture. On the lighter side, steward George Alvaro plays "Pied Piper" with the local kids in Greece and seems to be having a better time at it than the youngsters. The steward's photo was taken by Vernet Harris.



SIU HALL DIRECTORY

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Phone: 545
THOROLD, Ontario.....53 St. Davids St.
CANal 7-3202
QUEBEC.....44 Sault-au-Matelot
Quebec Phone: 3-1589
SAINT JOHN.....177 Prince William St.

Vacation Relief Rule Proposed

To the Editor:

I read with a great deal of amusement the letter written by a brother (LOG, Aug. 29, 1958) proposing a 360-day shipping rule which, he claimed, would provide more jobs for our members.

This brother's suggestion, if adopted, would destroy our inherent rights as Americans and would be against one of the

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.

basic aims of the trade union movement in America. Such "job security" is needless, as the present state of SIU shipping indicates.

First, as every oldtimer in this Union knows, we are still shipping a large number of class B men and even class C men in some ports. Does this indicate a shortage of jobs?

Second, this brother seems to me to be the type who wants to make only one or two trips and then get off. Well, that's okay with me. I'm for his having that right. I surely would be against any Union or Government rule which would deprive any brother of the right to get off his ship, if he desires, after one or two trips. By the same token, our Union should continue to hold inviolate the right of every member to stay on his job as long as he desires, provided he does not violate any part of the Union contract.

I have talked to quite a few homesteaders, especially those who are on the passenger ships, and I could find no fault with their fidelity to the Union nor their knowledge of what is going on. On the contrary, they seem to be more Union-minded and more of a credit to the Union by doing a good job, which the Union has assigned them to do, and by discharging their obligations to the SIU.

On ships where there are one or more so-called homesteaders, conditions are invariably as good or better than elsewhere, and our Union patrolmen, I'm sure, can attest to this last statement.

In one respect, I do agree with this brother that our members should take their vacation when it comes up, but this should be a vacation in the true sense of the word. Vacations were one of the first conditions fought for by the trade union

movement and surely by now every major union has provisions for them in its contracts.

However, the vacation this brother suggests is not the same as that which prevails for other union groups. In such cases, when members take vacations, they are relieved from their duties for a definite period of time, knowing that after they've had their fun and spent their money, they have the same job to go back to.

The vacation suggested by this brother means that a man would be out of work indefinitely, not knowing when he will ship out again. In most cases, he has to ship at a lower rating when his finances do not allow him to wait out a job similar to what he had. I believe that kind of arrangement is unfair, as we then penalize a man who takes a vacation by putting him in a position where he has to take a lower-rated job to catch up with his vacation expenses.

Most of the so-called homesteaders are willing and want to take vacations, even twice a year like deck and engine officers, if they are assured of their old jobs back. I think our Union should give this serious consideration and should explore the possibility of giving our members a real vacation free from worry about the next job. Then, when they do take one, they can enjoy it like other workers do.

We can accomplish this by modifying our shipping rules to make it possible for those who are on vacation to go back to their former jobs if they wish to. Then we can truly say we really have had a vacation. What ever rule we adopt, let us not take away the rights we inherited from the founders of our American trade union movement, and that is job security.

John E. Wells

(Ed. note: The letter referred to by Brother Wells proposed a rule limiting employment on one ship to 360 days.)

SF Elks Lodge Draws Thanks

To the Editor:

The members of the SIU who are in the TB ward of the United States Public Health Service hospital in San Francisco wish to express their heartfelt thanks and appreciation to the Elks Lodge No. 3, BPOE, for the donation of a television set for their ward.

Special thanks should go to Frank J. Courtney, chairman of the special services committee of the Elks, for making the arrangements. This kindness is deeply appreciated by all of us here.

Michael J. Coffey

Seafarer-GI Is Daddy Now

To the Editor:

Former shipmates of Richard H. McDaniels may be interested to learn that Richard became a father on Monday, September 22. The child is a boy named Bruce.

All are doing very nicely, including the new baby's father. Richard is now stationed at Fort Bliss, El Paso, Texas.

Mrs. T. McDaniel

Baby Benefit Makes Big Hit

To the Editor:

Just a few words to thank everyone for the benefits that were sent for the birth of my son on May 9, 1958.

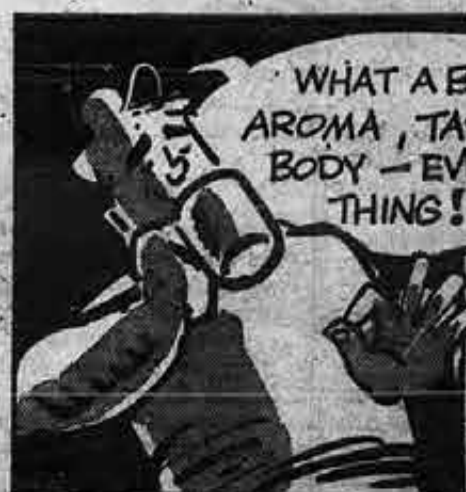
I am very proud to belong to such a wonderful union as the SIU, that does everything possible to help its members and their families. I have been a member for many years, ever since 1947. I always have and always will continue to keep up the rules and regulations of the Union.

Enclosed is a picture of my family at home in San Francisco. Nick Eftimiou



Newcomer Johnny Eftimiou draws admiring glances from happy parents, Seafarer and Mrs. Nick Eftimiou, at their San Francisco home. Johnny was born May 9.

Burly



SUZANNE (Bull), Sept. 21—Chairman, E. Bonafoni; Secretary, E. Bacon. Report accepted. Obtain hospital cards next trip. Need larger coffee pots.

ELIZABETH (Bull), Sept. 21—Chairman, J. O'Neill; Secretary, W. Jansky. Licensed crews working on deck—to be referred to patrolman. Vote of thanks to steward dept. Foul weather locker to be placed outside on passageway. Keep noise down in passageways. Electric heater to be installed in cook's fo'c'sle.

STEEL ADVOCATE (Isthmian), Sept. 8—Chairman, J. Fitzpatrick; Secretary, I. Llene. Some disputed of ship's fund \$23. One man logged twice this trip. New treasurer elected. Everyone to be sober at payoff. Beefs to be taken up with patrolman before payoff. Repairs to be made and

ship be fumigated and no man pay off until patrolman finds out whether super phosphates is penalty cargo.

BENTS FORT (Chies Service), Sept. 12—Chairman, E. Ray; Secretary, A. H. Herbert. Delegate and ch. cook missed ship in New Orleans. 7 hours disputed at 1 PWT missing, leaving LC. New delegate elected.

ALCOA PILGRIM (Alcoa), Aug. 24—Chairman, J. Robinson; Secretary, W. Messenger. Ship's fund \$25. Reports accepted. Check milk, cigarettes and fresh vegetables before leaving Hawaii. See patrolman about cash or travelers' checks in Karachi. Ship to be fumigated; fore and aft bunks be put in 4-8 deck fo'c'sle. New delegate elected. Request more green vegetables on menu. Beef about fresh salads—request onions, celery etc. for nite lunch. Potatoes not well done.

ATLAS (World Tankship), Sept. 21—Chairman, J. Picou; Secretary, V. Stankiewicz. Some disputed of. New delegate elected. Remove clothes from washing machines after they are washed. Washing machines to be checked.

KATHRYN (Bull), Aug. 3—Chairman, G. Fargo; Secretary, F. Maklicki. Few hours of on delayed sailing and port time questioned. Report accepted. Keep bathrooms clean. Steward to get more stores in France. Sept. 28—Chairman, A. Bjelinson; Secretary, F. Maklicki. Delegates not cooperating—too much running top side. One man fouled up. Motion to hold meeting once a month. Meeting may be called by consulting delegate. Observe quiet in passageways and messhalls. No LOGs received in two months.

OCEANSTAR (Triton), Sept. 21—Chairman, W. Compton; Secretary, J. Breen. One man missed ship in Balt. Crew warned to stay sober at payoff. Ship's fund \$17.00. Few hours disputed of. Need new refrigerator. Ship to be fumigated. Vote of thanks to steward dept. for good job. Do not place glasses in sink. Bulkhead doors need repairing. Put cigarettes in ash trays.

SEASTAR (Triton), Sept. 21—Chairman, M. Bugawan; Secretary, P. Meth. One man hospitalized. Galley to be souged. One man logged—to be reported to patrolman. Two men getting off. Motion that 12 yrs. seafarers, regardless of age or disability, be the sole requirement necessary for member to qualify for pension. Motion defeated. Vote of thanks to steward, engine and deck gang. Take better care of washing machine. Need new agitator for machine.

SEATRAN TEXAS (Seatrains), Aug. 14—Chairman, none; Secretary, H. Franklin. One man missed ship—steward dept. short. OT sheets messy—no long carriage typewriter on board. Repair lists to be made up. Some disputed of. Request 3 copies of OT sheets—copy for each man. Report accepted. TV to be repaired. Need more milk. Request Canadian bacon—will try to obtain same. Brother explained use of deep fryer.

SEATRAN SAVANNAH (Seatrains), Sept. 23—Chairman, R. Douglas; Secretary, R. Elford. No beefs. More fresh butter milk and fruits requested. Ice cream not cold enough—too soft. Separate freezer for ice cream to be put on repair list. Request more linen.

ALCOA PARTNER (Alcoa), Sept. 25—Chairman, F. Rowell; Secretary, L. Pierson. Slop chest to be paid between Mobile & NO. Some disputed of. Eng. to order new washing machine. Fans need cleaning. Sail under protest if they secure a deck cargo like this again. Vote of thanks to steward dept.

SEATRAN LOUISIANA (Seatrains), Sept. 24—Chairman, W. McBride; Secretary, M. Remley. One man missed ship in Texas City. Ship's fund \$23.75. Some disputed of. No beefs. Discussion of letter from Treasury Dept. re: income tax on monies received from coke machine. Request direct delivery from dairy to insure freshness of milk.

SANTONE (Marvan Steamship), Sept. 22—Chairman, W. Jeffords; Secretary, F. Bane. Vessel to pay off under new wage scale. Everything running smoothly; no major beefs. Ship's fund \$32. New delegates elected. Cooperation asked of members to keep ship in SIU style. Vote of thanks given to steward dept. for excellent variety of menus. Suggest all members be present to clear ship and speed up pay off.

RAPHAEL SEMMES (Pan-Atlantic), Sept. 22—Chairman, B. Varr, Jr.; Secretary, C. Henning. One man missed ship in New Orleans. Everything running smoothly; no beefs. \$3.25 in ship's fund. Less noise around gangway at night in port and aft in crew quarters. Electrician to fix TV set. Vote of thanks to Radio Operator for getting MTD news every Sunday. Vote of thanks to Steward Dept. for good food and service.

WILD RANGER (Waterman), Sept. 13—Chairman, C. Martin; Secretary, W. Starling. Delayed sailing, disputed of, and super phosphates as penalty cargo to be brought to attention of patrolman. One man missed ship in Pusan due to no launch service. One man logged to be protested. Suggest

Money Due

The following list of Seafarers have money due them from the Alcoa Steamship Company. Write to 17 Battery Place, New York 4, or call at building 152-153 at the foot of Marsh St., Southside, Port Newark, New Jersey.

Raymond B. Allen, Henry J. Bishop, Jas. R. Bradley, Jos. Barringer, Frank L. Bartlett, Erwin O. Berwald, Millard E. Byron, David S. Blackwell, Jesse D. Baugher, Ramon Benitez, Robert M. Bellevue, Vincent D. Becker, Rodney L. Bennett, Jimmy Barbaecia, J. C. Bennett, Arthur C. Berry, Paul J. Capo, John Christopher, Carl I. Copper, Walter Conley, Terrell G. Clark, Darrell L. Coleman, Donald Chestnut, George S. Cutrer, Roy Lee Cuthrell, Simon Chaban, C. V. Culpepper, Joseph C. Carr, Thomas P. Crawford, Philip J. Carpovich, William Collazo, Ferdinand J. Coccia, Henry L. Dill, Anthony P. Dinicola, Thos. C. Deale, Fred Diekow, Durwood B. Dees, William G. Dyal, Theodore Delfin, Benjamin Davinia, Ed Delaney, George K. E. DuFore, Otis N. Edwards, Clifford Emanuel, William F. Egan, John H. Edlund, Glenn R. Ellis, Ramon Encarnacion, Florence Foster, William Frasier, Horace G. Gray, Leslie J. Guillot, Albert W. Gatewood, Robt. L. Garriss.

Thomas E. Griffith, Henry J. Gable, James C. Glisson, Ennis A. Grady, James Gonzalez, Jose Garcia, Julio C. Gonzalez, Edward T. Glenn, Carl E. Hawke, Paul S. Huseby, Sam Henry, Virgil L. Harding, John G. Hand, Douglas K. Harrell, Francis J. Haigney, John R. Johnson, Frank F. James, Bernard Jackson, Forrest C. King, Barney Kelly, Robert H. Kline, Darius L. Knapp, Konstant M. Kain, Melvin J. Keffer, Robert D. Lowe, George I. Lawrence, Clarence W. Lomax, Edward Ligon, Walker T. Laclair, Robert T. Land, Henry L. Lowery, Charles M. Lambert, Charles S. Lucas, Ruben Langner, Leonard A. Libby, Jesse Lows, John T. Morton, Salvat Mancino, Luther V. Myrex, Mortimer T. Morris, Harry Monahan, James B. Morton, Percy A. Mouton, F. R. Maldonado, Carl W. Mitchell Jr., Frank Mamerto, James MacDonald, Clark Mullis, George E. Murphy, Gustave Malensky, Bowman P. McNulty, Edward N. McInis, Lawyer McGraw, James L. McLamore.

Renshaw McPherson, Carl M. McDaniel, Vellie W. O'Mary, Paul E. Owen, Faustino Orjales, Chas. D. Oglesby, Harry G. Peek Jr., Edward Lee Poe, Frank M. Puglisi, Santiago Pena, Edward J. Puchalski, Thomas B. Rodgers, Milton Robinson, James Russell, Juan Reyes, Elmer B. Rice, William E. Reeves, Charles L. Reeves, Harold B. Ray, James E. Rivers, Andrew C. Reed, Homer L. Ringo, Antonio Rivera, Guillermo O. Rosado, George E. Rival, Thomas W. Rogers, Emile Roussell Jr., Charles E. Seymour, Arcangel Saavedra, Wm. E. Smith, Frank W. Smith, Henry P. Sedgeway, Alex Sokolowski, John E. Smith, William C. Scott, Charley Stevenson, T. B. Simmons Jr., James C. Savage, Wm. V. H. Suskari, Thomas Stratford, Wm. R. Thompson, Harry L. Toal, Evis J. Thibodeaux, Frank W. Unger, Arturo Vallente, John A. Walth, James E. Williams, John E. White, Charles H. Williams, Hubert G. Weeks, Charles E. Waldrop, Woodrow W. Whitford, Willie A. Young, Ralph W. Youtzy, Earl H. Young, Alberto A. Yado, Demetrio G. Zerrudo.

Signing For His Benefit



Seafarer Joseph Wohlitz signs sheet as SIU Welfare Services Director Toby Flynn stands by with hospital benefit. Wohlitz is laid up in Staten Island hospital with broken leg.

PERSONALS AND NOTICES

Charles Cook
It is important that you contact Roger Beroud at 7637 Parkview Road, Highland Park, Upper Darby, Delaware County, Pa.

Walter C. Zajane
Your mother asks you to get in touch with her at 147 John St., Staten Island 2, or call GI 8-6808.

Frank Parsons
You are urged to contact Mrs. Barbara McKean at 42 Pine St., Lacombe, New Hampshire.

Carroll E. Harper
It is urgent that you contact your sister at once.

Pat Jones
Important you contact J. W. Simmons at once at 606 Iberville Street, New Orleans, or attorney George Sladovich at 502 Maritime Building, New Orleans.

Howard Ross
Almer Vickers faces a year's hospitalization and requests that you contact him at the USPHS Hospital, Manhattan Beach, Brooklyn 35. The phone number is DE 2-1001.

John J. Leskun
Contact your home and let them know about your whereabouts.

K. C. Smith-S-18
We are holding your union book at headquarters baggage room.

Eddie Hernandez
Please contact Alfred Mollinaux, Western Main Rd., Caranage, Trinidad, BWI, regarding pictures from MV Coastal Sentry.

T. J. K.
E. P. of Seattle, Wash., is anxious to hear from you again.

Tom Richardson
Fred Walker
It is important that you get in touch with Martin Larsen, 357 Gray St., Orange, NJ, pertaining to money.

Raymond Labombard
George Lampos
Your gear is being held for you in the care of Mr. Reilly, States Marine-Isthmian Agency, 1108 National Bank of Commerce Bldg., New Orleans, La.

SIU BABY ARRIVALS

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

Sally Arleen Kelley, born August 13, 1958, to Seafarer and Mrs. Robert N. Kelley, Mobile, Ala.

Spencer Lawrence Lyle, born September 19, 1958, to Seafarer and Mrs. Ross F. Lyle, Houston, Texas.

Angel Morales, born August 15, 1958, to Seafarer and Mrs. Ramon Morales, Bronx NY.

Anthony Renell Myers, born September 15, 1958, to Seafarer and Mrs. James Thomas Myers, Mobile, Ala.

Jacquelyn Faye Nicholas, born July 2, 1958, to Seafarer and Mrs. Leroy Maurice Nicholas, New Orleans, La.

Phillip Padilla, born July 10, 1958, to Seafarer and Mrs. Eusebio Padilla, Brooklyn, NY.

Carlos Rodriguez, born September 8, 1958, to Seafarer and Mrs. Carlos Rodriguez, Brooklyn, NY.

FINAL DISPATCH

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan:

Jose G. Sanchez, 55: A veteran member of the SIU, joining back in 1938 when the Union was founded, Brother Sanchez died of natural causes on September 6. He was a patient at the Staten Island US Public Health Service hospital at the time. He is survived by his daughter, Marcella Sanchez of New York City. Burial took place in the Mt. Olivet Cemetery, Maspeth, NY.



Leo A. Dwyer, 58: Brother Dwyer died of a heart ailment while at home in Nashua, New Hampshire, on August 10. He had been a full member of the SIU for the past nine years, joining in New York on January 12, 1949, and sailing in the steward department. Burial took place in St. Patrick's Cemetery in Nashua. His father, John O. Dwyer of Nashua, survived.



Jean Yalmon Dupre, 46: A head injury suffered aboard the SS Atlantic led to Brother Dupre's death on August 3, 1958. Brother Dupre had joined the Union on August 24, 1955, and sailed in the steward department. Burial took place at sea on August 4. Surviving is his wife, Ena Dupre, of Mamou, La.

Jean Marna, 62: Brother Marna was stricken by a heart ailment aboard the steamer Del Norte on August 19, 1958. He had been a member of the SIU since 1955, joining in New Orleans, and sailing in the engine department. He is survived by his wife, Mrs. Ilibia Marna, of Buenos Aires, Argentina. Place of burial is not known.

Fit for a Seafarer!
THE FOOD AND PRICES AT OUR OWN
BALTIMORE AND NEW YORK SIU CAFETERIAS
ARE GEARED FOR SEAFARERS -
THE MEMBERS OF OUR UNION. DROP
IN THE NEXT TIME YOU'RE AT THE HALL.
The Seafarers Cafeterias

SIUNA, Cuba In Talks To Settle Canadian Beef

MONTREAL—SIU and Cuban negotiators are still seeking agreement on the way to resume Canadian operation of the strike-bound Canadian National Steamship fleet sold to Cuban interests last August. The SIU Canadian District has been on strike against CNS since July 4, 1957.

The pressure is on for a speedy settlement due to the rapid approach of winter. Seven of the ships are anchored at Halifax and could be frozen in if a pact satisfactory to all parties can't be reached. The eighth ship, the Ciudad de la Habana (ex-Canadian Challenger), is still tied up at Maryland Drydock in Baltimore.

Major problem being encountered by the negotiators is how to comply with the rules for re-registering the vessels under the Canadian flag. They were switched from Canadian to Cuban registry following their sale to the Cuban

foreign trade bank two months ago. The plan was to have an American operator on the Great Lakes, Troy Browning, run the ships via a Cuban subsidiary.

This plan to freeze out the striking Canadian SIU seamen was abandoned following SIUNA demonstrations exposing the strike-breaking move. Cuban union seamen sent to Canada to man the struck ships were withdrawn from the vessels almost a month ago.

Meetings held here and in Washington since then have sought a formula to protect the rights of the Canadian SIU crewmen, who struck Canadian National 15 months ago in a straight economic dispute over wages.

Canadian National, a subsidiary of Canadian National Railways, both owned by the Canadian government, attempted once before to break the strike by transferring the eight-ship fleet to Trinidad registry. However, its efforts to recruit scab crews failed when the world labor movement rallied to the support of the Canadian District.

The ships were then brought back under the Canadian flag, while a deal for a "quickie" sale was engineered between the Canadian and Cuban governments and Browning.

An agreement for Cuban seamen to man the CNS ships was reached well in advance of the completed sale to the Cuban bank and apparently even before the ships were advertised for sale. They were let go for the bargain price of \$2.8 million despite other Canadian bids that nearly matched that figure and one that topped it by \$200,000.

The subsequent SIUNA demonstrations against other ships and at the Cuban Consulate and the United Nations building in New York convinced the Batista government that running the ships with Cuban crews would not prove profitable.

WC Pact Ups Job Security

SAN FRANCISCO—Negotiating jointly for the first time, the SIU Pacific District, representing the Sailor's Union of the Pacific, the Marine Cooks and Stewards and the Marine Firemen's unions, has reached an agreement with the Pacific Maritime Association providing substantial gains for unlicensed personnel on West Coast ships. The new contract also eliminates inequities that formerly existed and provides for uniform provisions in clauses that are common to the three departments. The contract will run for three years.

Two major contract changes are a provision for a tighter seniority clause and an amended vacation benefit plan which provides 21 days pay for seven months work.

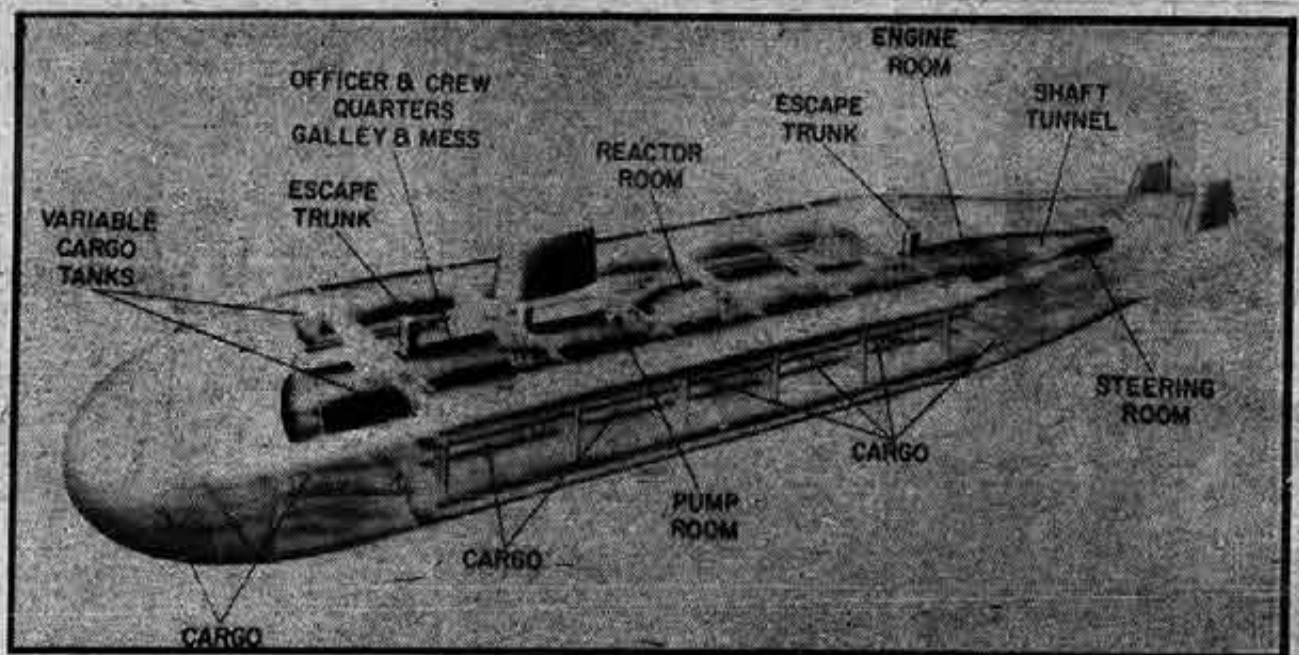
In order to protect seamen now in the industry, the contract increases the seniority requirements on West Coast ships from the present three years to six years or more.

This increased seniority requirement will protect the rights of men now sailing these ships, and will limit the number of men with top seniority in proportion to available employment opportunities.

Because of a ruling by the California state unemployment service that vacation pay as such is additional income and the person receiving it is not entitled to unemployment benefits, the unions have changed their joint vacation plan to a supplemental wage benefit program.

The new plan provides for the payment of three days for each 30 days worked and is in lieu of a paid vacation. Under the old plan a man earned eight days' vacation after seven months' employment. But under this new supplemental wage program, the same seaman will now earn 21 days' pay for the same seven months worked.

The seven month period is being used as a base because of a ruling on the West Coast limiting a man's continuous time on one ship to seven months.



Sketch, prepared for the Government by General Dynamics Corporation, is the first to be published showing details of a nuclear-powered submarine design. It makes available all space except the central cylinder for liquid cargo.

Sub Tanker Proposal Advances

WASHINGTON—Although studies indicate that a submarine tanker is a long way from being economically feasible, the Maritime Administration has indicated that it is considering the construction of a relatively slow-speed prototype vessel powered by a nuclear reactor.

Maritime Administrator Clarence Morse, in presenting a report on the possibilities of a cargo submarine, said that studies that have been undertaken indicate that the ideal cargo submarine would have a speed of about 40 knots.

He explained that at 20 knots, there is no particular advantage in building a sub-surface ship because it would require the same-sized power plant as a surface vessel.

At higher speeds, submarines require much less power than surface ships, which run into heavy wind and wave resistance. In neither case though, at present levels of engineering achievement, could a cargo submarine be built and operated on a competitive basis.

The advantages of the cargo submarine come out at high speed but there is always the question of whether such speed has enough

commercial utility. Other advantages of the submarine are its immunity to weather conditions and its ability to maintain constant speed no matter what the surface conditions are.

Studies are still going on to gather additional data on the cargo submarine project. They are being conducted by the Electric Boat Division of General Dynamics. Electric Boat was the builder of the Nautilus and other Navy nuclear subs.

The studies deal with the best theoretical sizes and speeds for submarine tankers ranging between 20,000 and 40,000 tons deadweight with speeds upwards of 20 knots.

PENSIONERS' CORNER



The men who sailed tankers in World War II were known as "volcano sailors" because their volatile cargoes might go up in one huge explosion at any moment. One of them was Seafarer August Steinmann, now 75, who rode mostly tankers all during the war and is proud of the fact that he never missed a ship—nor lost one either.

Steinmann, a veteran of the Cities Service fleet, became an SIU member in 1947 while the Union was involved in the drawn-out organizing campaign which resulted in the signing of the company four years later. But before that, he had 22 years sailing under his belt with a variety of freight and tanker operators, including NMU-contracted companies.

A machinist by trade, he first went to sea in 1925, following the death of his fiancee. He started out as a crewmember of expedition ships used by explorer-naturalist William Beebe, exploring such unusual areas as the Sargasso Sea and the Galapagos Islands off the west coast of South America. He recalls vividly one occasion when the expedition tackled a giant ray. The ray was harpooned five times and then shot with eight rifle bullets but was still alive and kicking when it was lifted to the deck with block and tackle.

Marine life wasn't the only interesting aspect of the Beebe expedition, he recalled. There were a number of women aboard the ship, either traveling as members of the expedition or wives who tagged along. The resulting complications, he recalls, explain why women are considered disruptors of good relations aboard ships.

After that initiation, Steinmann sailed with such companies as Luckenbach, the American Merchant Line on which he made 40 trips to London, Socony and Cities Service, working as machinist or deck engineer. He continued to work as a tankerman after becoming an SIU member, although he made a couple of trips to France and Algeria on dry cargo ships. Like many oldtimers, he can reel off names, dates and places concerning most of the ships he's sailed.

He has fond memories of Buenos Aires and Montevideo particularly during the war years when those two ports were havens of good eating and hospitality for US seamen.

In 1952 at the age of 69, he underwent a hernia operation which laid him up for some time. The resultant complications brought about his retirement from seafaring.

A bachelor all his life, Steinmann passes the time visiting his sisters on Long Island and upstate New York. He is an avid movie-goer as well, but can't get around too much now because of his disability.



Steinmann

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:

- October 15
- October 29
- November 12
- November 26

Train CS Man For Atom Ship

A representative of the port engineering staff of the Cities Service Oil Company is taking part in the Maritime Administration-Atomic Energy Commission joint training course for maritime personnel. The course, which will run for 15 months, will deal with the operation of the nuclear ship Savannah, which is now under construction.

Several months of the course will consist of classroom instruction in Lynchburg, Virginia, following which instruction will shift to an Atomic Energy Commission reactor site, and finally, to the ship itself.

Candidates for the course had to pass a series of aptitude tests before being qualified. They include the States Marine engineers who will man the Savannah, plus representatives from other dry cargo and tanker shipping companies, Kings Point and other maritime training schools also have representatives present.

Tell it to the LOG



**A & G ELECTION
SUPPLEMENT**

SEAFARERS  LOG

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

1959-1960 SIU Election

QUALIFIED CANDIDATES

*With Photos And Records
Submitted By Candidates*

SECTIONS OF SIU CONSTITUTION

*Governing Complete
Election Procedures*

SAMPLE BALLOT



The information contained in this supplement is designed to enable the Seafarer to fully understand the voting procedures provided for in the SIU constitution and to acquaint him with all of the candidates for Union office. Included here are those sections of the constitution which spell out his voting rights and the procedures taken to protect the secrecy of the ballot and to assure an accurate count, with rank and file committees overseeing every step of the process. Every Seafarer should study the material in this supplement, and then having made his decisions, should vote for the candidate of his choice in the balloting which starts November 1.

Candidates For 1959-1960 A&G Posts

For: Secretary-Treasurer

(Vote For One)

**PAUL HALL—No. H-1;**

—BALLOT No. 1

Original member of SIU. Holds all strike clearances. Active in all Union organizing since earliest days. Elected secretary-treasurer 1948. Reelected every time since. Served on all SIU negotiating committees since 1948. Helped initiate Welfare, Vacation Plans. Participated in drive for SIU seniority hiring system to save Union hiring hall, and in fight which broke Communist hold on Canadian waterfront.

For: Deck Ass't Secretary-Treasurer

(Vote For One)

**JOE ALGINA—No. A-1;**

—BALLOT No. 2

Transferred to SIU from old AFL Seamen's Union when SIU was formed. Sailed actively in WW II before becoming Union organizer. Served as NY deck patrolman, acting port agent, before being elected NY port agent 1948, 1949 and 1950. Elected hq representative for 1951 and 1952; asst. secretary-treasurer from 1953 to present. Participated in 1946 General, Wall Street and Isthmian Strikes. Union negotiating committee member for past 12 years.

For: Engine Ass't Secretary-Treasurer

(Vote For One)

**CLAUDE (Sonny) SIMMONS—No. S-1; —BALLOT No. 3**

Member of old ISU in 1935, then worked with US lighthouse dept. until joining SIU in 1939. Sailed until August, 1941, when appointed Tampa patrolman. Shipped again, August, 1942, and sailed through war. Appointed NY patrolman, Feb., 1945. Elected Tampa agent for 1946 through 1948. Resigned July, 1948, and shipped until Nov., 1949. Elected NY engine patrolman for 1951, 1952; elected assistant secretary-treasurer from 1953 to present.

For: Steward Ass't Secretary-Treasurer

(Vote For One)

**EDWARD X. MOONEY—No. M-7; —BALLOT No. 4**

Joined SIU in 1945. Served as ship's delegate or steward delegate on majority of ships. Member of Food and Housing Committee for 1946 General Strike. Assisted SIU during the Canadian beef, and represented Union in various beefs in Puerto Rico. Participated in Wall Street Strike. Appointed New York patrolman 1952. Elected New York joint patrolman 1953-'54. Elected steward assistant secretary-treasurer 1955-'56, 1957-'58.

For: Joint Ass't Secretary-Treasurer

(Vote For Two)

**WILLIAM HALL—No. H-272;**

—BALLOT No. 5

Joined the SIU, A&G District, in 1944, in the Port of New York. Served actively in many of the Union's major strikes and beefs, including the 1946 General Strike, the 1947 Isthmian Strike, the Wall Street Strike and the Canadian beef. Was elected deck delegate and ship's delegate on most of the ships he sailed. Holds clearances for all Union actions. Elected assistant secretary-treasurer for 1953-'54. Reelected 1955-'56, 1957-'58.

**JOSEPH H. VOLPIAN—No. V-1;**

—BALLOT No. 6

Started sailing in 1922. Active in maritime labor many years before joining SIU in 1940 in New Orleans. Served as NY engine patrolman from 1943 to 1947. While patrolman served as special services representative in charge of membership problems. Elected assistant secretary-treasurer 1948, 1949, 1950, 1953-'54, '55-'56, '57-'58. Elected hq representative in 1951 and 1952. Has strike-clear record for all SIU strikes and beefs.

For: Boston Agent

(Vote For One)

**AL TANNER—No. T-12;**

—BALLOT No. 7

Sailed steward department ratings on SIU ships for many years. Became SIU member December, 1951. Came off ship to manage Baltimore Port O' Call when new hall opened. Participated in Baltimore HIWD and MAWD organizing including successful drive for harbor tugs. Active in aid to Westinghouse strikers. Also in NY MAWD organizing and as Welfare Services representative. Now coordinator of Great Lakes organizing.

For: Boston Joint Patrolman

(Vote For One)

**GENE DAKIN—No. D-9;**

—BALLOT No. 8

Was a member of the old ISU and is a charter member of the SIU. Holds clearances for all the SIU strikes and beefs. Has sailed in all unlicensed ratings in the deck department. Appointed patrolman and dispatcher in the Port of Boston from June, 1945, to March, 1948. Resigned and returned to sea until June, 1949. Served as Boston patrolman-dispatcher to July, 1951 and for brief periods during '53, '54, '55 and '56. Elected joint patrolman for 1957-'58.

**WILLIAM J. SMITH—No. S-60;**

—BALLOT No. 9

Starting going to sea in 1944 during World War II with the Sailors Union of the Pacific. Transferred to the SIU, Atlantic & Gulf District, in 1947. Was active as picket captain in Philadelphia in the 1946 General Strike. Active in Isthmian strike at Marcus Hook in 1947. Served Union as doorman at Philadelphia hall in November and December, 1947. Has been active Union member on all ships, often elected deck and ship's delegate by his shipmates.

**JAMES E. SWEENEY—No. S-6;**

—BALLOT No. 10

Served as Boston Joint Patrolman, either by appointment or election for ten consecutive terms, up until the end of 1956, with the exception of a brief lapse in 1948-'49 while at sea. First went to work for the Union in 1941. Directed General Strike activities in 1946 in Portland, Me. Also served as joint patrolman in New York in 1943. He has been a member of the SIU since 1938. Has played active role in all Union activities. Holds clearances for all beefs.

For: New York Joint Patrolman

(Vote For Eight)

**ERNEST (Scotty) AUBUSSON—No. A-8;**

—BALLOT No. 11

Joined the SIU, A&G District, in 1942 and sailed with the Union during World War II. Active in numerous major strikes and beefs of the Union, including the 1946 General Strike, the 1947 Isthmian strike and many other beefs since then. Has served as dispatcher at headquarters regularly since 1955 and also as headquarters patrolman. Participated recently in drive to win SIU majority aboard SS Atlantic. Served often as ship's delegate. Has clear Union record.

**ROBERT A. BARRETT—No. B-86;**

—BALLOT No. 12

Started sailing with SIU in World War II and sailed in all combat zones. Became member of Atlantic & Gulf District on October 23, 1943, joining in New York. Has taken part in all strikes and other beefs in which Union has been involved and has volunteered for numerous assignments. Participated in SS Atlantic beef. Served on rank and file trial committees. Sails in engine department, and holds all engine ratings including chief electrician.

**ARNI BJORNSSON—No. B-34;**

—BALLOT No. 13

Native of Iceland but now US citizen. Sailed in all combat zones in World War II on foreign-flag and WSA ships. Started chipping with SIU nine years ago and has been in good standing ever since. Elected delegate and meeting chairman by shipmates on many occasions. Elected to many headquarters membership committees and active in behalf of Union in other matters. Served as master at arms in headquarters. Sails as AB and bosun.

(Continued on page 3)



WILLIAM BURKE—No. B-586: —BALLOT No. 14

Actively participated in Atlantic & Gulf post-war organizing drive as voluntary shipboard organizer. Received full membership, March 1, 1946, as a result of organizing services. Elected many times by his shipmates to serve in capacities of deck delegate and ship's delegate. Has a clear record on all Union strikes and beefs from the beginning. Sails all ratings in deck department and is now aboard the Ames Victory as bosun.



DANIEL BUTTS—No. B-628: —BALLOT No. 15

Has been a bonafide union man for the past 30 years and an active SIU member since the Union was chartered in 1938. Was elected port agent in San Juan in Union's first election in 1939 and served in that capacity for five consecutive years. Has been elected many times by the membership to various rank and file committees. Sails regularly as bosun and deck maintenance and has been chosen deck delegate or ship's delegate numerous times by his shipmates.



MALCOLM CROSS—No. C-443: —BALLOT No. 16

Joined the SIU in the Port of New York in 1944. Sails in the deck department. Participated in Isthmian organizing drive which brought this fleet into SIU fold. Has strike clear record on all major beefs the Union has had since he joined up. Has served as ship's and department delegate on many SIU vessels. Has often assisted Union agents in West Coast ports when help was needed. Elected New York patrolman, 1957-'58.



CARLOS M. DIAZ—No. D-91: —BALLOT No. 17

Joined the Seafarers International Union, Atlantic & Gulf District, in 1944 and has been an active Union member since that time. Has a clear record for all strikes and beefs in which the Union has participated down through the years. Sails regularly in steward department ratings and was last aboard the Carolyn (Bull Line) as chief cook. Familiar with problems of his department and with needs of the membership.



JOSEPH (Joe Di George) DI GIORGIO—No. D-2: —BALLOT No. 18

Joined the Atlantic & Gulf District in 1941 in New Orleans. Served actively in many of the Union's major beefs and strikes in the years since then, including the 1946 General Strike, the Isthmian Strike, the Wall Street beef and numerous others. Active in SS Atlantic crewing beef in Mobile. Elected Baltimore patrolman 1955-1956. Served on numerous rank and file committees and elected ship's delegate and steward delegate on many occasions.



PAUL DROZAK—No. D-180: —BALLOT No. 19

Became SIU member in 1945 in Mobile. Active in many major Union strikes and beefs from 1946 General Strike down to present. Served as Seattle and San Francisco patrolman from 1951 to 1954. Served a two year hitch in the US Army, 1954 to 1956, and then was assigned as New York patrolman. Major assignment was on Robin Line beef where he was active for full year from time the ships were sold until SIU won them back. Has clear Union record.



THOMAS FLEMING—No. F-241: —BALLOT No. 20

Has been going to sea since 1929. Joined the SIU in the Port of Boston in 1943 and generally ships from that port. Sailed all types of ships during World War II to all war zones. Served as chairman of the Housing Committee in Boston during the 1946 General Strike. Holds a clear record on all strikes and beefs in which the SIU has been involved since he first joined the Union. Has been departmental and ship's delegate many times on various types of vessels.



VINCENT GENCO—No. G-79: —BALLOT No. 21

Joined the SIU in the Port of New York in March, 1945. Retired from membership in December, 1945, and reactivated in 1949. Has been sailing ever since that time in all ratings in the deck department. Is ship's delegate on the Steel Executive at the present time. Holds strike clearance for all beefs while at sea, and has volunteered for picket duty at various times in port. Served on strike committee during picketing of American Coal vessel in Baltimore in 1957.



LOUIS GOFFIN—No. G-7: —BALLOT No. 22

Transferred into SIU from old AFL Seamen's Union in 1939. Participated actively in 1941 bonus beef, 1946 General Strike and Isthmian Strike. Served Union as patrolman and agent in Philadelphia and Jacksonville and as assistant secretary-treasurer. Elected deck patrolman in NY for every year from 1947 through 1952. Elected NY joint patrolman for '53-'54; NY deck patrolman, '55-'56, joint patrolman, '57-'58. Aided contract talks. Has all clearances.



W. PAUL GONSORCHIK—No. G-2: —BALLOT No. 23

A&G member since Union was founded in 1938. Sailed steward, chief cook and baker. Member of Union negotiating committee, 1940 and 1941. Assisted in drafting original SIU constitution. Member 1941 Bonus Strike committee. Returned to sea in 1943, then elected NY dispatcher. Served NY steward patrolman, 1951, until elected Baltimore steward patrolman 1952. Elected NY steward patrolman for '53-'54 and '55-'56, joint patrolman, '57-'58.



HOWARD GUNIER—No. G-3: —BALLOT No. 24

Joined SIU at its start. Served as organizer in various drives from 1938 to 1941. Represented Union before National Defense Mediation Board on contract dispute in 1941. Served as chairman of headquarters Bonus Strike committee. Was chairman of NY branch food and housing committee for the 1946 General Strike. Secured 3,000 berths for members during strike. Elected steward patrolman in NY from 1948 through '56; joint patrolman 1957-'58.



FRANK J. JANKOWSKI—No. J-74: —BALLOT No. 25

Joined the Seafarers International Union, A & G District, on September 4, 1951, in the Port of Norfolk. Sails in all ratings in the deck department. Was a crewmember until recently aboard Jean LaFitte. Has served as ship's delegate or deck department delegate on various types of ships since joining the Union, and has assisted in settling several shipboard beefs. Holds a clear record on all Union beefs and picketing actions since he joined SIU.



CASMIER (Casey) KAUST—No. K-309: —BALLOT No. 26

Has been sailing in the deck department for the past 15 years, and as a member of the Seafarers International Union-A&G District since 1949. Joined the SIU originally in the Port of New York. Active in all Union beefs and strikes. Holds strike-clear record for all Union actions. Now aboard the Beatrice as carpenter and is serving as ship's delegate. Has been ship's delegate and deck department delegate on many types of ships since joining the Union.



WILLIAM S. PORTER—No. P-93: —BALLOT No. 27

Has been a member of the SIU-A&G District for the past 12 years. Joined the Union in the Port of Philadelphia on March 15, 1946, and has sailed regularly since then. Ships in the deck department as bosun, carpenter or AB. Was elected to serve as ship's delegate and deck department on his last ship, the William J. Carruth. Has been delegate on various other SIU ships since he began sailing. Holds clearances for all strikes and beefs.



EUGENE RAY—No. R-321: —BALLOT No. 28

A member of the Seafarers International Union, A&G District, since 1946, when he joined in the Port of New York. Has shipped regularly since that time, except during a hitch in the Army from 1950 to 1952. Sails in all ratings in the steward department. Holds clearances for all strikes and Union beefs from the 1946 General Strike up to the present. Was one of the original crewmembers on the SS Atlantic and is still serving aboard that vessel.



CHARLES SCOFIELD—No. S-186: —BALLOT No. 29

Joined SIU, A&G District, in 1941 in Port of Norfolk, Va. Sailed actively throughout World War II, entering most combat zones at one time or another. Was a member of the Savannah strike committee during the 1946 General Strike. Has been elected engine delegate and ship's delegate by his shipmates on many SIU vessels he has sailed on. Has full clearances for all strikes and beefs engaged in by the Union in the 17 years since he joined up.



FREDDIE STEWART—No. S-8: —BALLOT No. 30

Was volunteer organizer for SIU when it was founded. Participated in all major strikes including bonus strike, Isthmian, 1946 General Strike and other actions. Was leader of direct action to secure milk, good provisions and decent shipboard conditions for all Seafarers. Served as steward patrolman in NY in 1947 and joint patrolman in 1948 and 1949. Elected steward patrolman or joint patrolman since 1950. Assisted in drawing up many contracts.



JOSEPH TEICHER—No. T-132: —BALLOT No. 31

Became SIU member in the Port of New York in April, 1951. Sails in the deck department. Previously had served in organizational capacity on board Cities Service ships during drive. Took active part in many SIU beefs of the past few years. Served as ship's delegate or department delegate on practically every ship he has sailed on except when he was bosun. Has clear record on all Union strikes and picketing actions.



KEITH TERPE—No. T-3: —BALLOT No. 32

Sailed throughout World War II on West Coast in both deck and steward departments. Joined the SIU in 1949. Was headquarters organizer during 1949-'51, active in winning successful Cities Service drive. Also served as acting port agent in Lake Charles during 1950-'51. Helped organize several other non-union companies. Was New York patrolman, contract negotiator and headquarters representative 1951-'52. Elected NY joint patrolman 1955-'56, '57-'58.



JAMES L. TUCKER—No. T-22: —BALLOT No. 33

Transferred from the old AFL Seamen's Union in 1938, becoming a charter member of the SIU in the Port of Baltimore. Has sailed regularly since then in all ratings in the deck department. Served under appointment as acting patrolman and acting agent in the ports of Charleston and Mobile. Participated in various union beefs and has a strike-clear record. Has been ship's delegate and deck department delegate on many ships. Last shipped on the Del Norte.

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**ADAN (Honest Al) WHITMER—No. W-316: —BALLOT No. 34**

Joined the Seafarers International Union in 1944 and sailed SIU steadily since then. Has been ship's delegate or deck delegate on most of the ships he has sailed on. Served as shipboard editor of the Del Norte "Navigator" and on the Del Sud newspaper. Participated in 1946 General Strike and helped collect funds for Wall Street strikers. Frequent contributor of stories and pictures to SEAFARERS LOG.

**VAN WHITNEY—No. W-11: —BALLOT No. 35**

Joined the SIU in 1944. Holds Union clearances for all strikes and beefs since then. Picketed in Jacksonville, Fla., during the 1946 General Strike, and was an organizer during the Cities Services campaign. Sailed in all ratings in the engine department. Sailed to all war zones. Took an active part in the SUP strike of 1951. Delegate on many Seatrail ships and others. Was on hq tallying committee for Baltimore Building Fund Resolution.

For: Philadelphia Agent**(Vote For One)****STANLEY (Stosh) BOJKO—No. B-33: —BALLOT No. 36**

Became a charter member of the Seafarers International Union, A&G District, in 1938, when he joined in the Port of Philadelphia. Has shipped continuously since that time except for the period from 1942 to 1945 when he was in the Marine Corps. Sails in all deck department ratings, generally from the Port of Philadelphia. Was last aboard the Ines. Served as department delegate and ship's delegate on many ships. Is clear on all Union strikes and beefs.

**S. (Blackie) CARDULLO—No. C-1: —BALLOT No. 37**

Since joining the SIU he has been active in all Union strikes and beefs. Was Marcus Hook agent until that hall was closed. Served as patrolman in Philadelphia, as West Coast representative and as NY hq representative. During war sailed in all combat zones. Has clearances for all Union actions. Active participant in Isthmian organizing and strike. Elected Philadelphia agent for every year since 1950. Active in Philadelphia port affairs.

**HARRY GERIE—No. G-269: —BALLOT No. 38**

Member of the SIU for the past 16 years, joining the Union in the Port of Philadelphia in 1943. Has sailed at one time or another in all three departments and is familiar with the various problems affecting Seafarers. Has been elected departmental or ship's delegate on most vessels he's sailed on. Sailed during World War II in all war zones as well as during the Korean War. Was last aboard the Steel Artisan.

For: Philadelphia Joint Patrolman**(Vote For One)****JOHN HETZELL—No. H-6: —BALLOT No. 39**

Has been a book member of the SIU since 1947. Has served as ship's delegate and departmental delegate on many ships. Has taken an active part in Union beefs on the West Coast, the Commercial Telegraphers Union strike, the Isthmian beef on behalf of the AFL Marine Engineers and the Operating Engineers' strike in 1952. Was appointed joint patrolman in Philadelphia in 1951. Elected Philadelphia joint patrolman from 1953 to present.

For: Baltimore Agent**(Vote For One)****EARL (Bull) SHEPPARD—No. S-2: —BALLOT No. 40**

One of SIU's original members. Active in P&O strike and other early Union actions. Directed field work in Isthmian organizing drive. Participated in Great Lakes organizing. Directed NY waterfront activities in 1946 General Strike. Appointed New Orleans port agent in 1947. Elected New Orleans agent for 1948, 1949, 1950. Elected assistant secretary-treasurer for 1951. Appointed Baltimore agent in 1951. Elected Baltimore agent from 1952 to present.

For: Baltimore Joint Patrolman**(Vote For Three)****REX E. DICKEY—No. D-6: —BALLOT No. 41**

Elected deck patrolman for the Port of Baltimore for ten terms from 1938-48. Sailed actively on a leave of absence in the war years, 1942-43. Served as patrolman-organizer during the Isthmian drive and returned to this position on appointment in May, 1952. Was active in the 1946 General Strike. Sailed AB between 1948 and 1952. Elected Baltimore Joint Patrolman 1953 to present. Has been clear in all Union strikes.

**ELI HANOVER—No. H-313: —BALLOT No. 42**

Joined the Seafarers International Union on July 23, 1941, in the Port of New York. Sails in the deck department. Served on numerous ships as ship's delegate and department delegate. Participated in many major Union actions and is strike-clear on all strikes. Served as dispatcher part of 1953 and 1954 and again in 1956. Elected patrolman 1957-'58. Has been an active SIU member for over 17 years.

**CLIFTON H. JACKSON—No. J-235: —BALLOT No. 43**

Started with the SIU, Atlantic & Gulf District, in 1946. Was active in the 1947 Isthmian strike. Was an organizer aboard Cities Service tankers during the SIU drive in that company and also on the independently-owned tanker John H. Marrion. Has sailed 3rd cook and carpenter but spent most of his seetime in the engine room. Has served as engine delegate and ship's delegate on many ships. Has full clearance for all strikes and beefs.

**RALPH W. MURRY—No. M-374: —BALLOT No. 44**

Joined the SIU, Atlantic and Gulf District, in the Port of Norfolk in 1946. Sailed steadily since then in the deck department on SIU ships, usually as AB or bosun. Has been active in most of the Union's beefs and strikes down through the years since he first became a member. Also has been active aboard ship, often serving as ship's delegate or departmental delegate. Has recently been shipping aboard the Baltore (Ore Line).

**AL STANSBURY—No. S-22: —BALLOT No. 45**

Member of SIU since it was organized, joining in Port of Baltimore. Taken active part in all strikes and organizing drives since Union began. Sailed during the war into most combat zones. Served SIU in various appointive capacities. Was often elected black gang delegate on ships. Was appointed dispatcher for Baltimore in 1949. Has been elected as Baltimore engine patrolman from 1950 up to the present time.

For: Norfolk Agent**(Vote For One)****JAMES A. BULLOCK—No. B-7: —BALLOT No. 46**

Joined the SIU in May of 1939, and has sailed steadily since. He was appointed patrolman-dispatcher in the Port of Norfolk in 1946, and has since been elected to that position. Has been active in all SIU strikes and beefs since he joined the Union, and holds clearances for all of them. During the Wall Street Strike, he served in the capacity of area captain. He was also active in Isthmian and Cities Service campaigns.

For: Savannah Agent**(Vote For One)****WILLIAM J. (Red) MORRIS—No. M-4: —BALLOT No. 47**

Sailed since 1939 and through World War II until appointed acting agent for Jacksonville in March, 1945. Was later assigned to New York and then to Norfolk as patrolman. Served as acting agent in Charleston, SC. Appointed patrolman for Mobile in 1947. Was elected deck patrolman in Mobile for 1948, joint patrolman in '49 and deck patrolman for 1953 through 1956; joint patrolman 1957-'58. Has clear record on all Union beefs.

For: Tampa Agent**(Vote For One)****A. W. (Andy) GOWDER—No. G-352: —BALLOT No. 48**

Became member of the SIU, Atlantic and Gulf District, in Savannah in 1944. Since that time has been active in all Union beefs, strikes and organization drives. Participated in 1946 General Strike and Isthmian Strike. Served on numerous committees in the Union's branches. Elected delegate, chairman and recording secretary on many SIU ships. Sailed during World War II and Korean War.

**LOUIS (Blackie) NEIRA—No. N-1: —BALLOT No. 49**

Joined the SIU in the Port of New York in 1943. Sailed in the engine department. Appointed organizer in Mobile in 1945. Organized Mobile Towing Co. and other towboat companies in Mobile and Gulf area. Chairman of strike committee in Mobile for 1946 General Strike. Active in 1947 Isthmian strike and numerous other union beefs. Has served as acting SIU agent, patrolman and organizer in Mobile and other ports. Appointed Miami port agent 1958.

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**F. F. REID, JR.—No. R-432; —BALLOT No. 50**

A member of the engine department for 28 years, starting sailing with the old ISU in 1934. Joined the Seafarers International Union, A & G District, in 1943 in the Port of Tampa. Has served the Union in many capacities since then as ship's delegate and Union organizer. Activity participated in the Union's drive this year to organize Suwannee Steamship Company. Usually ships out of Tampa. Among vessels he sailed on this year were the Royal Oak and The Cabins.

For: Mobile Agent**(Vote For One)****CAL TANNER—No. T-1; —BALLOT No. 51**

Charter member of the SIU since the beginning. Sailed actively during war, seeing service in most combat zones. Active in Isthmian organizing drive both on ship and ashore as organizer. Elected Mobile agent every year since 1947. Veteran of SIU organizing drives of past years. Active in all SIU beefs and holds clearances for all strikes the Union has engaged in since it was first organized.

For: Mobile Joint Patrolman**(Vote For Three)****DURWOOD DEES—No. D-42; —BALLOT No. 52**

Joined the Seafarers International Union, Atlantic & Gulf District, in the Port of Mobile in 1943. Although a native of Baltimore, ships out of Mobile and San Francisco regularly. A member of the deck gang, he holds almost all of the ratings in that department. Has been cleared in all of the Union's strikes and beefs, both ashore and board ship since a member. Has been an active participant in Union affairs.

**HAROLD J. FISCHER—No. F-1; —BALLOT No. 53**

In SIU since 1938. Sailed steadily in engine department during war until December, 1943, when appointed Mobile dispatcher. Was drafted into US Army in 1944 and discharged in 1946. Returned to sea. Served again in Mobile as patrolman-dispatcher for four years from 1946 to 1950. Has clear record on all strikes. Served as SIU West Coast representative and San Francisco agent. Elected Mobile joint patrolman since 1953.

**ROBERT J. JORDAN—No. J-1; —BALLOT No. 54**

Sailed since 1938 in engine department. Was organizer in Gulf area for Isthmian ships and tugboats from September, 1945, on. Served as Mobile engine patrolman, February, 1946. Was acting dispatcher and organizer in that port. Was elected engine patrolman in Mobile 1949-1952. Elected engine patrolman for '53-'54 and '55-'56. Joint patrolman for 1957-'58. Active in all SIU beefs and picketing actions for many years.

**LEO MARSH—No. M-9; —BALLOT No. 55**

Has been a member of the SIU, A&G District, since it was formed and he has always sailed in the steward department, sailing in all ratings on almost every type of vessel under SIU contract. He holds clearances for all SIU strikes and beefs since the Union was organized and has taken an active part in all of them. Was appointed as steward patrolman for the Port of Mobile in December of 1951. Elected Mobile steward patrolman 1953-1956.

For: New Orleans Agent**(Vote For One)****WALTER (Rusty) BEYELER—No. B-81; —BALLOT No. 56**

Joined the SIU, A&G District, in 1942 and sailed as bosun or AB throughout the war in every war zone. Was active in the 1946 General Strike and the 1947 Isthmian Strike, and holds clearances for all SIU strikes and beefs since he joined. Has served on every type of ship under SIU contract. Sailed to Korea during Korean War. Has served on various membership committees ashore, and as department or ship's delegate on many SIU vessels.

**LINDSEY WILLIAMS—No. W-1; —BALLOT No. 57**

Joined SIU, A&G District, in January, 1942, in New Orleans. Sailed in the deck department during the war in practically every war zone. Served as Gulf area organizer during Union drive to organize Isthmian. Led drive on American Trading and Producing. Director of organization for Cities Service drive and was responsible for bringing many new companies under contract. Elected New Orleans port agent since 1950.

For: New Orleans Joint Patrolman**(Vote For Three)****GEORGE E. ANNIS—No. A-230 —BALLOT No. 58**

Shipboard organizer in Isthmian. Served as volunteer picket during Isthmian strike. Became SIU member in February, 1947, in the Port of Mobile. Ships regularly in deck department. Also sailed two years in steward department. Was in Navy from 1948-52. Has clear record on all Union beefs. Assisted organizers in New Orleans on American Coal and Banner Line beefs. Now ship's delegate on Alcoa Ranger.

**TOM GOULD—No. G-267; —BALLOT No. 59**

Joined SIU in Port of New Orleans on December 23, 1942. Sailed regularly through war years. Active in Union's post-war organizing campaigns at Isthmian and Cities Service. Took part in 1948 General Strike and other major union beefs through the years. Elected to various rank and file committees. Served as welfare services representative, dispatcher and patrolman in New York. Also served in Seattle. Elected NY deck patrolman 1955-'56.

**SYLVESTER MONARDO—No. M-734; —BALLOT No. 60**

Has been a member of the Seafarers International Union since November, 1943, sailing exclusively in the deck department. Is presently sailing as bosun on the SS Del Norte. Holds clearance for all SIU strikes and beefs. Has served as deck and ship's delegate on many ships and assisted in settling shipboard beefs while in those capacities. Resides in New Orleans when ashore. Joined the Atlantic and Gulf District in the Port of New York.

**C. J. (Buck) STEPHENS—No. S-4; —BALLOT No. 61**

One of early members of SIU, joining in December, 1938. Active in 1939 Isthmian strike, 1939 Bonus Strike, 1946 General Strike and 1947 Isthmian Strike when company signed. Served A&G District in many capacities from dispatcher to agent in New Orleans. Sailed in all combat zones during WW II. Elected New Orleans engine or joint patrolman since 1947 in every election up to the present time. Has participated in many Union beefs.

**FRANK (Red Sully) SULLIVAN—No. S-621; —BALLOT No. 62**

A member of the SIU, Atlantic and Gulf District, since it was founded in 1939, has served actively in every major Union strike and beef. Served as area commander in Brooklyn during the Union's strike against Isthmian Lines in 1947. Prior to this was appointed to the position of deck patrolman for the Port of New Orleans in 1944, and was elected to that post in 1945. Was later elected to the job of joint patrolman for New Orleans in 1946.

**C. M. (Whitey) TANNEHILL—No. T-5; —BALLOT No. 63**

Joined the SIU, A&G District, in June of 1943. Since that time he was active in the Isthmian organizing drive, and also in the Cities Service organizing campaign. He holds clearances for all SIU strikes and beefs since he joined the Union. In 1948, elected Boston joint patrolman. Elected joint patrolman for Galveston '50-'51. Elected New Orleans patrolman for last six years. Served as New Orleans patrolman, 1957-'58. Was acting Houston port agent.

**JOHN L. WHITED, JR.—No. W-282; —BALLOT No. 64**

A member of the SIU, Atlantic and Gulf District, since 1944, sailed on both A&G and Pacific District vessels in all war zones throughout World War II. Has shipped on all types of ships, including tankers, and aided in settling many shipboard beefs while serving as deck or ship's delegate. Actively participated in the Union's strikes and beefs and assisted in the SIU Harbor and Inland Waterways Division's organizing campaigns.

**KEITH (Honolulu) WINSLEY—No. W-269; —BALLOT No. 65**

Has been a member of the Seafarers International Union, Atlantic and Gulf District, since joining up in October, 1945, in the Port of San Francisco. Has sailed regularly since then in the engine department and holds various engine department ratings including that of electrician. Has a clean record in the Union, holding clearances for all SIU strikes. Is 37 years of age and a resident of Algiers, Louisiana.

For: Houston Agent**(Vote For One)****ROBERT A. MATTHEWS—No. M-1; —BALLOT No. 66**

Joined SIU when it was chartered. Served as patrolman and port agent in Mobile and later as port agent in Jacksonville and San Francisco. Assigned in 1946 to NY as hq representative. Served on every Union negotiating committee from 1946 to 1954. Elected assistant secretary-treasurer 1948, 1949 and 1950, hq representative for 1951 and 1952. Elected asst. secretary-treasurer 1953-'54, 1955-'56, '57-'58. Participated in all SIU strikes and beefs.

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For: Houston Joint Patrolman

(Vote For One)

**JAMES L. ALLEN—No. A-90:**

—BALLOT No. 67

Joined the Seafarers International Union in the Port of Mobile. Sails in the deck department. Active in the 1946 strike in Galveston. Also participated in 1951 Isthmian beef. Has clear record on all other Union actions. Has been ship's delegate and departmental delegate on many occasions on SIU ships. Usually sails in the bosun's rating. Has shipped on many types of ships under SIU contract since he became a member of the Union.

**CHARLES KIMBALL—No. K-2**

—BALLOT No. 68

Active member of SIU since Union was first organized in 1938. Sailed at all times in deck department until 1944 when appointed patrolman for Mobile. Acted as West Coast representative of Union in San Francisco in 1945. Elected Mobile port agent in 1946 and was appointed patrolman and dispatcher in 1947 in Mobile. Sailed 1948 to 1951, then elected Galveston joint patrolman in 1952. Re-elected joint patrolman since then.

**JAMES ARTHUR McCONATHY—No. M-454:**

—BALLOT No. 69

Started sailing on SUP-manned Pilot Butte in 1945, and became a member of the SIU-A&G District when the ship paid off in Mobile later that year. Sails in all ratings in the engine department. Has shipped on practically every type of ship under SIU contract at one time or another. Elected engine department delegate by shipmates numerous times on different vessels. Is strike-clear on all Union beefs and picketing actions since becoming a member.

**W. (Bill) MITCHELL—No. M-22:**

—BALLOT No. 70

Joined the Seafarers International Union in the Port of Norfolk in 1944. Started sailing in the deck department and later in engine department where he now sails as electrician. Has clearances for all SIU strikes and participated directly in a number of strikes and beefs. Has been chosen many times by his shipmates to serve as departmental and ship's delegate aboard SIU ships and has assisted in settling various shipboard beefs.

For: Wilmington Agent

(Vote For One)

**REED HUMPHRIES—No. H-4:**

—BALLOT No. 71

Joined the SIU in July, 1944, in the Port of New York. Sailed in all ratings in the deck department. Active in 1946 General Strike. Served on grievance committee during Wall Street strike and participated in many other beefs. Shipboard organizer on Mar-Trade tankers. Appointed New York patrolman in 1952. Elected NY joint patrolman for 1953-'54. Re-elected 1955-'56. Appointed Wilmington port agent in 1956 and has served as agent since that time.

For: San Francisco Agent

(Vote For One)

**MARTY BREITHOFF—No. B-2:**

—BALLOT No. 72

Started sailing with SIU in 1942 and sailed during World War II in all combat zones in both engine and steward departments. Served on grievance committee in Tampa during 1946 General Strike. Was shipboard organizer at start of Cities Service drive in 1946. Served as chief dispatcher, Port of New York, in 1951 and 1952. Elected NY joint patrolman 1953 to present. Elected San Francisco agent, 1957-'58.

For: Seattle Agent

(Vote For One)

**TEDDY BABKOWSKI—No. B-1:**

—BALLOT No. 73

Joined SIU in 1941 and sailed in all combat zones during WW II. Was volunteer organizer in Isthmian drive and various tanker drives. Served on New York Isthmian Strike committee. Active in 1946 Strike, Coos Bay and shipyard beefs. Served on Baltimore committees aiding shipyard and telephone workers. Elected joint patrolman in New York for 1949 and NY engine patrolman for years 1950, 1951, 1952, '53-'54, '55-'56, '57-'58.

SIU Constitution Rules On Elections

Article XII

Section 3. Balloting Procedure

(a) The Secretary-Treasurer shall insure the proper and timely preparation of ballots, without partiality as to candidates or Ports. The ballots may contain general information and instructive comments not inconsistent with the provisions of this Constitution. All qualified candidates shall be listed thereon alphabetically within each category. The listing of the Ports shall follow a geographical pattern, commencing with the most northerly Port on the Atlantic coast, following the Atlantic coast down to the most southerly Port on that coast, then westerly along the Gulf of Mexico and so on, until the list of Ports is exhausted. There shall be allotted write-in space, on each ballot, sufficient to permit each member voting to write in as many names as there are offices and jobs to be voted upon. Each ballot shall be so prepared as to have the number thereon placed at the top thereof and shall be so perforated as to enable that portion containing the said number to be easily removed. On this removable portion shall also be placed a short statement indicating the nature of the ballot and the voting dates thereof.

(b) The ballots so prepared at the direction of the Secretary-Treasurer shall be the only official ballots. No others may be used. Each ballot shall be numbered as indicated in the preceding paragraph and shall be numbered consecutively, commencing with number 1. A sufficient amount shall be printed and distributed to each Port. A record of the ballots, both by serial numbers and amount, sent thereto shall be maintained by the Secretary-Treasurer, who shall also send each Port Agent a verification list indicating the amount and serial numbers of the ballots sent. Each Port Agent shall maintain separate records of the ballots sent him and shall inspect and count the ballots, when received, to insure that the amount sent, as well as the numbers thereon, conform to the amount and numbers listed by the Secretary-Treasurer as having been sent to that Port. The Port Agent shall immediately execute and return, to the Secretary-Treasurer, a receipt acknowledging the correctness of the amount and numbers of the ballots sent, or shall notify the Secretary-Treasurer of any discrepancy. Discrepancies shall be corrected as soon as possible prior to the voting period. In any event, receipts shall be forwarded for ballots actually received. The Secretary-Treasurer shall prepare a file in which shall be kept memoranda and correspondence dealing with the election. This file shall at all times be available to any member asking for inspection of the same at Headquarters.

(c) Balloting shall take place in person, at Port Offices, and shall be secret. No signature of any voter or other distinguishing mark, shall appear on the ballot, except that any member may write in the name or names of any member or members as appropriate, for any office, or the job of Port Agent or Patrolman.

(d) No member may vote without displaying his Union Book, in which there shall be placed an appropriate notation of the date and of the fact of voting, both prior to being handed a ballot. A ballot shall then be handed to the member who shall thereupon sign his name on a roster sheet (which shall be kept in duplicate), together with his book number, and ballot number. The portion of the ballot on which the ballot number is printed shall then be removed, placed near the roster sheet, and the member shall proceed to the voting site.

(e) Each Port Agent shall be responsible for the establishment of a booth or other voting site where each member may vote in privacy.

(f) Upon completion of voting the member shall fold the ballot so that no part of the printed or written portion is visible. He shall then drop the ballot into a narrow-slotted ballot box, which shall be provided for that purpose by the Port Agent, and kept locked and sealed except as hereinafter set forth.

(g) Voting shall commence on November 1st of the election year and shall continue through December 31st, exclusive of Sundays and (for each individual Port) holidays legally recognized in the city in which the Port affected is located. If November 1st or December 31st falls on a Sunday or on a holiday legally recognized in a Port in the city in which that Port is located, the balloting period in such Port shall commence or terminate, as the case may be, on the next succeeding business day. Subject to the foregoing, voting in all Ports shall commence at 9:00 AM, and continue until 5:00 PM, except that, on Saturdays, voting shall commence at 9:00 AM and continue until 12 Noon, and, on regular meeting days, voting shall commence at 9:00 AM and continue until 7:30 PM.

Section 4. Polls Committees

(a) Each Port shall elect, prior to the beginning of the voting on each voting day, a Polls Committee, consisting of three members. For the purpose of holding a meeting for the election of a Polls Committee only, and notwithstanding the provisions of Article XXIV, Section 2, or any other provision of this Constitution, five (5) members shall constitute a quorum for each Port, with the said meeting to be held between 8:00 AM and 9:00 AM, with no notice thereof required. It shall be the obliga-

tion of each member wishing to serve on a Polls Committee, or to observe the election thereof, to be present during this time period. It shall be the responsibility of the Port Agent to see that the meeting for the purpose of electing the said Polls Committee is called, and that the minutes of the said meeting are sent daily to Headquarters. In no case shall voting take place unless a duly elected Polls Committee is functioning.

(b) The duly elected Polls Committee shall collect all unused ballots, the voting rosters, the numbered stubs of those ballots already used, the ballot box or boxes, and the ballot of records and files kept by the Port Agent. It shall then proceed to compare the serial numbers and amounts of stubs with the number of names and corresponding serial numbers on the roster, and then compare the serial number and the amounts of ballots used with the verification list, as corrected, and ascertain whether the unused ballots, both by serial numbers and amount, represent the difference between what appears on the verification list, as corrected, and the ballots used. If any discrepancies are found, a detailed report thereon shall be drawn by the Polls Committee finding such discrepancies, which report shall be in duplicate, and signed by all the members of such Polls Committee. Each member of the Committee may make what separate comments thereon he desires, provided they are signed and dated by him. A copy of this report shall be given the Port Agent, to be presented at the next regular meeting. A copy shall also be simultaneously sent to the Secretary-Treasurer, who shall cause an investigation to be made forthwith. The results of such investigation shall be reported to the membership as soon as completed, with recommendations by the Secretary-Treasurer. A majority vote of the membership shall determine what action, if any, shall be taken thereon, with the same effect as indicated in Article I.

(c) The Polls Committee shall also insure that the ballot box is locked and sealed, which lock and seal shall not be opened except in the manner hereinafter set forth. The same procedure as is set forth in the preceding paragraph with regard to discrepancies shall be utilized in the event the Polls Committee has reason to believe the lock and seal have been illegally tampered with.

(d) The Polls Committee shall permit qualified members only to vote. Prior thereto, it shall ascertain whether they are in good standing, stamp their book with the word "voted," and the date, issue ballots to voters, insure that proper registration on the roster takes place, collect the stubs, and keep them in numerical order. It shall preserve good order and decorum at the voting site and vicinity thereof. All members and others affiliated with the Union are charged with the duty of assisting the Polls Commit-

tee, when called upon, in the preservation of order and decorum.

(e) In order to maintain the secrecy and accuracy of the ballot, and to eliminate the possibility of errors or irregularities in any one day's balloting affecting all the balloting in any port, the following procedure shall be observed:

At the end of each day's voting, the Polls Committee, in the presence of any member desiring to attend, provided he observes proper decorum, shall open the ballot box or boxes, and place all of that day's ballots therein in an envelope, or envelopes, as required, which shall then be sealed. The members of the Polls Committee shall thereupon sign their names across the flap of the said envelope or envelopes, with their book numbers next to their signatures. The Committee shall also place the date and name of the Port on the said envelope or envelopes, and shall certify, on the envelope or envelopes, that the ballot box or boxes were opened publicly, that all ballots for that day only were removed, and that all of those ballots are enclosed in the envelope or envelopes dated for that day and voted in that Port. The Polls Committee shall check the rosters, and any other records they deem appropriate, to insure the foregoing. At the discretion of Headquarters, official envelopes may be prepared for the purpose of enclosing the ballots and the making of the aforesaid certification, with wording embodying the foregoing inscribed thereon, in which event, these envelopes shall be used by the Polls Committee for the aforesaid purpose. Nothing contained herein shall prevent any member of a Polls Committee from adding such comments to the certificate as are appropriate, provided the comments are signed and dated by the member making them. The envelope or envelopes shall then be placed in a wrapper or envelope, which, at the discretion of Headquarters, may be furnished for that purpose. The wrapper or envelope shall then be securely sealed and either delivered, or sent by certified or registered mail, by the said Polls Committee, to the depository named in the pre-election report adopted by the membership. The Polls Committee shall not be discharged from its duties until this mailing is accomplished and evidence of mailing or delivery is furnished the Port Agent, which evidence shall be noted and kept in the Port Agent's election records or files.

The Polls Committee shall also insure that the ballot box or boxes are locked and sealed before handing them back to the Port Agent, and shall place the key or keys to the boxes in an envelope, across the flap of which the members of the Committee shall sign their names, book numbers, and the date, after sealing the envelope securely. In addition to delivering the key and ballot box or boxes as aforesaid, the Polls Committee shall deliver to the Port Agent one copy of each of the roster sheets for the day, the unused ballots, any reports called for by this Section 4, any files that they may have received, and all the stubs collected both for the day and those turned over to it. The Port Agent shall be responsible for the proper safeguarding of all the aforesaid material, shall not release any of it until duly called for, and shall insure that no one illegally tampers with the material placed in his custody. The remaining copy of each roster sheet used for the day shall be mailed by the Polls Committee to Headquarters, by certified or registered mail or delivered in person.

(f) Members of the Polls Committee shall serve without compensation, except that the Port Agent shall compensate each Polls Committee member with a reasonable sum for meals while serving.

Section 5. Ballot Collection. Tallying Procedure, Protests, and Special Votes

(a) On the day the balloting in each Port is to terminate, the Polls Committee elected for that day shall, in addition to their other duties hereinbefore set forth, deliver to Headquarters, or mail to Headquarters (by certified or registered mail), all the unused ballots, together with a certification, signed and dated by all members of the Committee that all ballots sent to the Port and not used are enclosed therewith, subject to the right of each member of the Committee to make separate comments under his signature and date. The certification shall specifically identify, by serial number and amount, the unused ballots so forwarded. In the same package, but bound separately, the Committee shall forward to Headquarters all stubs collected during the period of voting, together with a certification, signed by all members of the Committee, that all the stubs collected by the Committee are enclosed therewith, subject to the right of each member of the Committee to make separate comments under his signature and date. The said Polls Committee members shall not be discharged from their duties until the forwarding called for hereunder is accomplished and evidence of mailing or delivery is furnished the Port Agent, which evidence shall be noted and kept in the Port Agent's election records or files.

(b) All forwarding to Headquarters, called for under this Section 5, shall be to the Union Tallying Committee, at the address of Headquarters. In the event a Polls Committee cannot be elected or cannot act on the day the balloting in each Port is to terminate, the Port Agent shall have the duty to forward the material specifically set forth in Section 5 (a) (unused ballots and stubs) to the Union Tallying Committee which will then carry out the functions in regard thereto of the said Polls Committee. In such event, the Port Agent shall also forward all other material deemed necessary by the Union Tallying Committee to execute those functions.

All certifications called for under this Article XIII

shall be deemed made according to the best knowledge, information, and belief of those required to make such certifications.

(c) The Union Tallying Committee shall consist of 14 members. Six shall be elected from Headquarters Port, and two shall be elected from each of the four ports of Baltimore, Mobile, New Orleans, and San Francisco. The six to be elected from Headquarters Port shall consist of two from each of the three departments of the Union. The others shall be elected without regard to department. The election shall be held at the last regular meeting in December of the election year. No Officer, Port Agent, Patrolman, or candidate for office, or the job of Port Agent or Patrolman, shall be eligible for election to this Committee. In addition to its duties hereinbefore set forth, the Union Tallying Committee shall be charged with the tally of all the ballots and the preparation of a closing report setting forth in complete detail, the results of the election, including a complete accounting of all ballots and stubs, and reconciliation of the same with the rosters, verification lists, and receipts of the Port Agents, all with detailed reference to serial numbers and amounts, and with each total broken down into Port totals. The Tallying Committee shall be permitted access to the election records and files of all Ports, which they may require to be forwarded for inspection at its discretion. The report shall clearly detail all discrepancies discovered, and shall contain recommendations for the treatment of these discrepancies. All members of the Committee shall sign the report, without prejudice, however, to the right of any member thereof to submit a dissenting report as to the accuracy of the count and the validity of the ballots, with pertinent details.

The Tallying Committee is also charged with the receipt and evaluation of written protests by any member who claims an illegal denial of the right to vote. If it finds the protest invalid, it shall dismiss the protest and so inform the protesting member, by wire, on the day of dismissal. If it finds the protest valid, the Committee shall order a special vote, to be had no later than within the period of its proceedings, on such terms as are practical, effective, and just, but which terms, in any event, shall include the provisions of Section 3 (c) of this Article and the designation of the voting site of the port most convenient to the protesting member. Where a special vote is ordered in accordance with this Section 5 (c), these terms shall apply, notwithstanding any provisions to the contrary contained in this Article. Protests may be made only in writing and must be received by the Union Tallying Committee during the period of its proceedings. The reports of this Committee shall include a brief summary of each protest received, the name and book number of the protesting member, and a summary of the disposition of the said protest. The Committee shall take all reasonable measures to adjust the course of its proceedings so as to enable the special vote set forth in this Section 5 (c) to be completed within the time herein specified. No closing report shall be made by it unless and until the special votes referred to in this Section 5 (c) shall have been duly completed and tallied.

(d) The members of the Union Tallying Committee shall proceed to Headquarters Port as soon as possible after their election but, in any event, shall arrive at Headquarters Port prior to the first business day after December 31 of the election year. Each member of the Committee not elected from Headquarters Port shall be reimbursed for transportation, meals, and lodging expense occasioned by their traveling to and returning from Headquarters Port. All members of the Committee shall also be paid at the prevailing standby rate of pay from the day subsequent to their election to the day they return, in normal course, to the Port from which they were elected.

The Union Tallying Committee shall elect a chairman from among themselves and, subject to the express terms of this Constitution, adopt its own procedures. Decisions as to special votes, protests, and the contents of the final report shall be valid if made by a majority vote, provided there be a quorum in attendance, which quorum is hereby fixed at nine (9). The Union Tallying Committee, but not less than a quorum thereof, shall have the sole right and duty to obtain the ballots from the depository immediately after the termination of balloting and to insure their safe custody during the course of the Committee's proceedings. The proceedings of this Committee, except for the actual preparation of the closing report and dissents therefrom, if any, shall be open to any member, provided he observes decorum. In no event shall the issuance of the hereinbefore referred to closing report of the Tallying Committee be delayed beyond the January 15th immediately subsequent to the close of voting.

(e) The report of the Committee shall be made up in sufficient copies to comply with the following requirements: two copies shall be sent by the Committee to each Port Agent and the Secretary-Treasurer prior to the first regular meeting scheduled to take place subsequent to the close of the Committee's proceedings or, in the event such meeting is scheduled to take place four days or less from the close of this Committee's proceedings, then at least five days prior to the next regular meeting. Whichever meeting applies shall be designated, by date, in the report, and shall be referred to as the "Election Report" meeting. As soon as these copies are received, each Port Agent shall post one copy of the report on the bulletin board, in a conspicuous manner. This copy shall be kept posted for a period of two months. At the Election Report meeting, the other copy of the report shall be read verbatim.

(f) At the Election Report meeting, there shall be taken up the discrepancies, if any, referred to in Section 5 (c) of this Article and the recommendations of the Tally-

ing Committee submitted therewith. A majority vote of the membership shall decide what action, if any, in accordance with the Constitution, shall be taken thereon, which action, however, shall not include the ordering of a special vote unless the reported discrepancies affect the results of the vote for any office or job, in which event, the special vote shall be restricted thereto. A majority of the membership, at the Election Report meeting, may order a recheck and a recount when a dissent to the closing report has been issued by three or more members of the Union Tallying Committee. Except for the contingencies provided for in this Section 5 (f), the closing report shall be accepted as final.

(g) A special vote ordered pursuant to Sec. 5 (f) must take place and be completed within seven (7) days after the Election Report meeting, at each Port where the discrepancies so acted upon took place. Subject to the foregoing, and to the limits of the vote set by the membership, as aforesaid, the Port Agents in each such Port shall have the functions of the Tallying Committee as set forth in Section 5 (c), insofar as that section deals with the terms of such special vote. The Secretary-Treasurer shall make a sufficient amount of the usual balloting material immediately available to Port Agents, for the purpose of such special vote. Immediately after the close thereof, the Port Agent shall summarize the results and communicate them to the Secretary-Treasurer. The ballots, stubs, roster sheets, and unused ballots pertaining to the special vote shall be forwarded to Headquarters, all in the same package, but bound separately, by the most rapid means practicable, but, in any case, so as to reach Headquarters in time to enable the Secretary-Treasurer to prepare his report as required by this Section 5 (g). An accounting and certification, made by the Port Agent, similar to those required of Polls Committees, shall be enclosed therewith. The Secretary-Treasurer shall then prepare a report containing a combined summary of the results, together with a schedule indicating in detail how they affect the Union Tallying Committee's results, as set forth in its closing report. The form of the latter's report shall be followed as closely as possible. Two (2) copies shall be sent to each Port, one copy of which shall be posted. The other copy shall be presented at the next regular meeting after the Election Report meeting. If a majority vote of the membership decides to accept the Secretary-Treasurer's report, the numerical results set forth in the pertinent segments of the Tallying Committee's closing report shall be deemed modified accordingly, and, as modified, accepted and final. If the report is not accepted, the numerical results in the pertinent segments of the Tallying Committee's closing report shall be deemed accepted and final without modification.

If ordered, a recheck and recount, and the report thereon by the Union Tallying Committee, shall be similarly disposed of, and deemed accepted and final, by majority vote of the membership at the regular meeting following the Election Report meeting. If such recheck and recount is ordered, the Union Tallying Committee shall be required to continue its proceedings correspondingly.

Section 6. Installation into Office and the Job of Port Agent or Patrolman

(a) The person elected shall be that person having the largest number of votes cast for the particular office or job involved. Where more than one person is to be elected for a particular office or job, the proper number of candidates receiving the successively highest number of votes shall be declared elected. These determinations shall be made only from results deemed final and accepted as provided in this Article. It shall be the duty of the Secretary-Treasurer to notify each individual elected.

(b) All reports by Committees and the Secretary-Treasurer under this Article, except those of the Polls Committees, shall be entered in the minutes of the Port where Headquarters is located. Polls Committee reports shall be entered in the minutes of the Port where it functions.

(c) The duly elected Secretary-Treasurer, Assistant Secretary-Treasurers, Port Agents, and Port Patrolmen shall take over their respective offices and jobs, and assume the duties thereof, at midnight of the night of the Election Report meeting, or the next regular meeting, depending upon at which meeting the results as to each of the foregoing are deemed final and accepted, as provided in this Article. The term of their predecessors shall continue up to, and expire at, that time, notwithstanding anything to the contrary contained in Article XI, Section 1. This shall not apply where the successful candidate cannot assume his office because he is at sea.

In such event, a majority vote of the membership may grant additional time for the assumption of the office or job. In the event of the failure of the newly-elected Secretary-Treasurer to assume office, the provisions of Article X, Section 2 (a), as to succession shall apply until such office is assumed. If he does not assume office within 90 days, the line of succession shall apply until the expiration of the term. All other cases of failure to assume office shall be dealt with as decided by a majority vote of the membership.

(d) Before assuming office, every Officer, Port Agent, and Patrolman shall take the following oath:

"I do solemnly swear that I will faithfully execute the duties of _____ of the Seafarers International Union of North America, Atlantic and Gulf District, and I will, to the best of my ability, protect and preserve the Constitution of this Union and the welfare of the membership."

SAMPLE BALLOT

OFFICIAL BALLOT For Election of 1959-1960 Officers

Seafarers International Union of North America
ATLANTIC & GULF DISTRICT

VOTING PERIOD NOVEMBER 1st, 1958 THROUGH DECEMBER 31st, 1958

INSTRUCTIONS TO VOTERS—In order to vote for a candidate, mark a cross (X) in voting square to the left of name. If you vote for more candidates for office than specified herein your vote for such office will be invalid.

YOU MAY WRITE THE NAME OF ANY MEMBER WHOSE NAME DOES NOT APPEAR ON THE BALLOT IN THE BLANK SPACE PROVIDED FOR THAT PURPOSE UNDER EACH OFFICE.

Do not use a lead pencil in marking the ballot. Ballots marked with lead pencil will not be counted.

MARK YOUR BALLOT WITH PEN AND INK OR INDELIBLE PENCIL

- SECRETARY-TREASURER**
Vote for One
- 1 Paul Hall, H-1
-
- DECK—
ASSISTANT SECRETARY-TREASURER**
Vote for One
- 2 Joseph Algina, A-1
-
- ENGINE—
ASSISTANT SECRETARY-TREASURER**
Vote for One
- 3 Claude Simmons, S-1
-
- STEWARD—
ASSISTANT SECRETARY-TREASURER**
Vote for One
- 4 Edward (Eddie) Mooney, M-7
-
- JOINT—
ASSISTANT SECRETARY-TREASURER**
Vote for Two
- 5 William Hall, H-272
6 Joseph Volpian, V-1
-
- BOSTON AGENT**
Vote for One
- 7 Al Tanner, T-12
-
- BOSTON JOINT PATROLMAN**
Vote for One
- 8 Gene Dakin, D-9
9 William John Smith, S-60
10 James Sweeney, S-6
-
- NEW YORK JOINT PATROLMAN**
Vote for Eight
- 11 Ernest "Scottie" Aubusson, A-8
12 Robert Barrett, B-88
13 Arni Bjornson, B-34
14 William (Billy) Burke, B-586
15 Daniel Butts, B-628
16 Malcolm M. Cross, C-443
17 Carlos M. Diaz, D-91
18 Joseph Di Giorgio, D-2
19 Paul Drozak, D-180
20 Thomas H. Fleming, F-241
21 Vincent Genco, G-79
22 Louis (Lou) Goffin, G-7
23 W. Paul Gonsorich, G-2
24 Howard Guinier, G-3
25 Frank J. Jankowski, J-74
26 Casmier "Casey" Kaust, K-309
27 William S. Porter, P-93
28 Eugene Ray, R-321
29 Charles J. Scofield, S-186
30 Freddie Stewart, S-8
31 Joseph Teicher, T-132
32 Keith Terpe, T-3
33 James L. Tucker, T-22
34 Alan (Honest Al) Whitmer, W-318
35 Van Whitney, W-11

- PHILADELPHIA AGENT**
Vote for One
- 36 Stosh (Stanley) Bojko, B-33
37 S. (Blackie) Cardullo, C-1
38 Harry Gerie, G-269
-
- PHILADELPHIA JOINT PATROLMAN**
Vote for One
- 39 John Hetzell, H-6
-
- BALTIMORE AGENT**
Vote for One
- 40 Earl (Bull) Sheppard, S-2
-
- BALTIMORE JOINT PATROLMAN**
Vote for Three
- 41 Rex E. Dickey, D-8
42 Eli Hanover, H-313
43 Clifton H. Jackson, J-235
44 Ralph W. Murry, M-374
45 Flays (Al) Stansbury, S-22
-
- NORFOLK AGENT**
Vote for One
- 46 James A. Fullock, B-7
-
- SAVANNAH AGENT**
Vote for One
- 47 William J. Morris, M-4
-
- TAMPA AGENT**
Vote for One
- 48 A. W. (Andy) Gowder, G-352
49 Louis (Blackie) Neira, N-1
50 F. F. Reid, Jr., R-432
-
- MOBILE AGENT**
Vote for One
- 51 Cal Tanner, T-1
-
- MOBILE JOINT PATROLMAN**
Vote for Three
- 52 Durwood Dees, D-42
53 Harold J. Fischer, F-1
54 Robert Jordan, J-1
55 Leo Patrick Marsh, M-9

- NEW ORLEANS AGENT**
Vote for One
- 56 Walter (Rusty) Beyeler, B-81
57 Lindsey J. Williams, W-1
-
- NEW ORLEANS JOINT PATROLMAN**
Vote for Three
- 58 George E. Annis, A-230
59 Thomas (Tom) Gould, G-267
60 Sylvester Monardo, M-734
61 C. J. (Buck) Stephens, S-4
62 Frank (Red Sully) Sullivan, S-621
63 Charles M. (Whitey) Tannahill, T-5
64 John L. White, Jr., W-282
65 Keith (Honolulu) Winsley, W-269
-
- HOUSTON AGENT**
Vote for One
- 66 Robert A. Matthews, M-1
-
- HOUSTON JOINT PATROLMAN**
Vote for One
- 67 James L. Allen, A-90
68 Charles M. Kimball, K-2
69 James Arthur McConathy, M-454
70 W. (Bill) Mitchell, M-22
-
- WILMINGTON AGENT**
Vote for One
- 71 Read Humphries, H-4
-
- SAN FRANCISCO AGENT**
Vote for One
- 72 Martin (Marty) Breithoff, B-2
-
- SEATTLE AGENT**
Vote for One
- 73 Theodore (Ted) Bahkowski, B-1