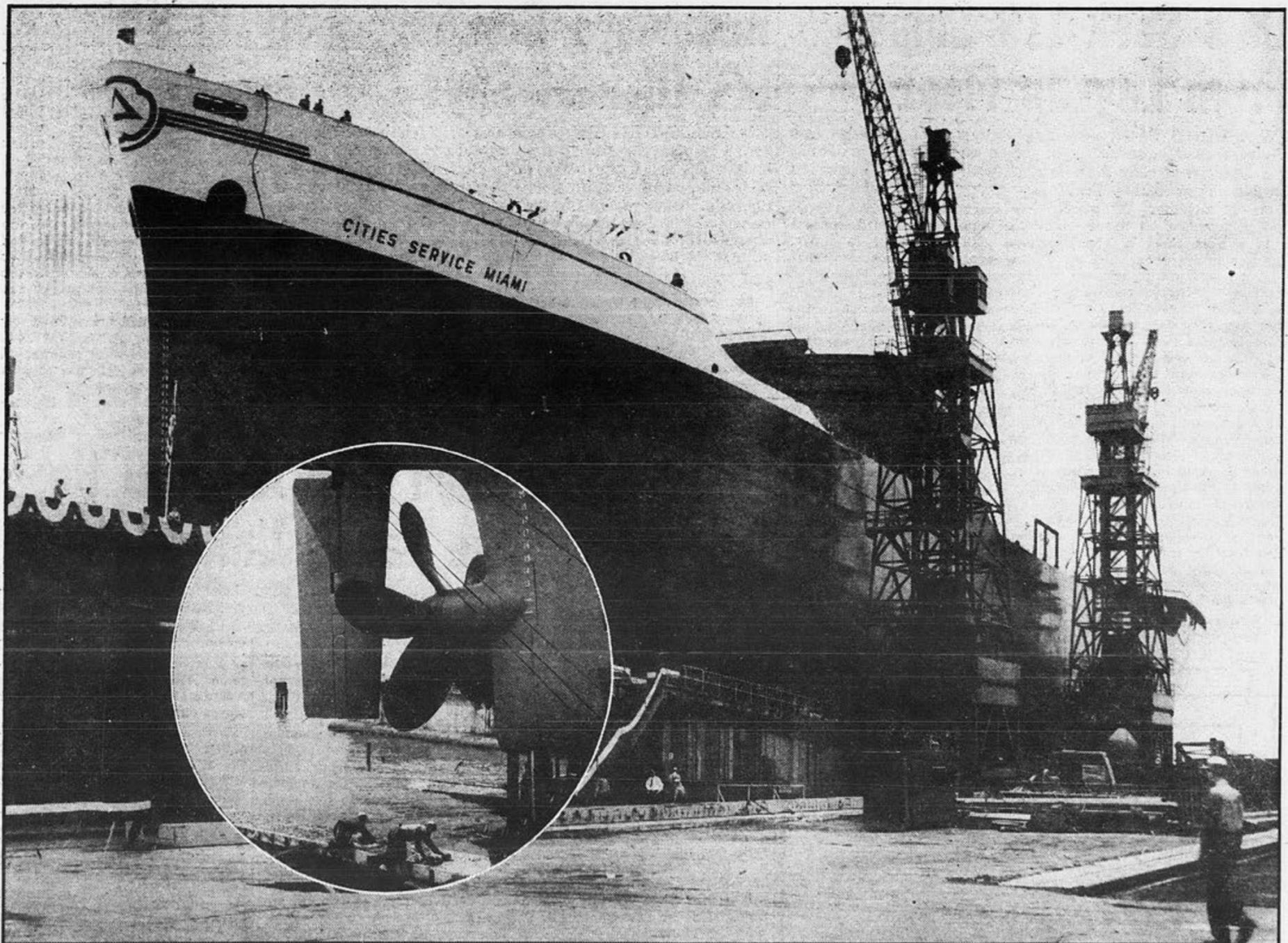


SIU SCHOLARSHIPS AWARDED TO FIVE

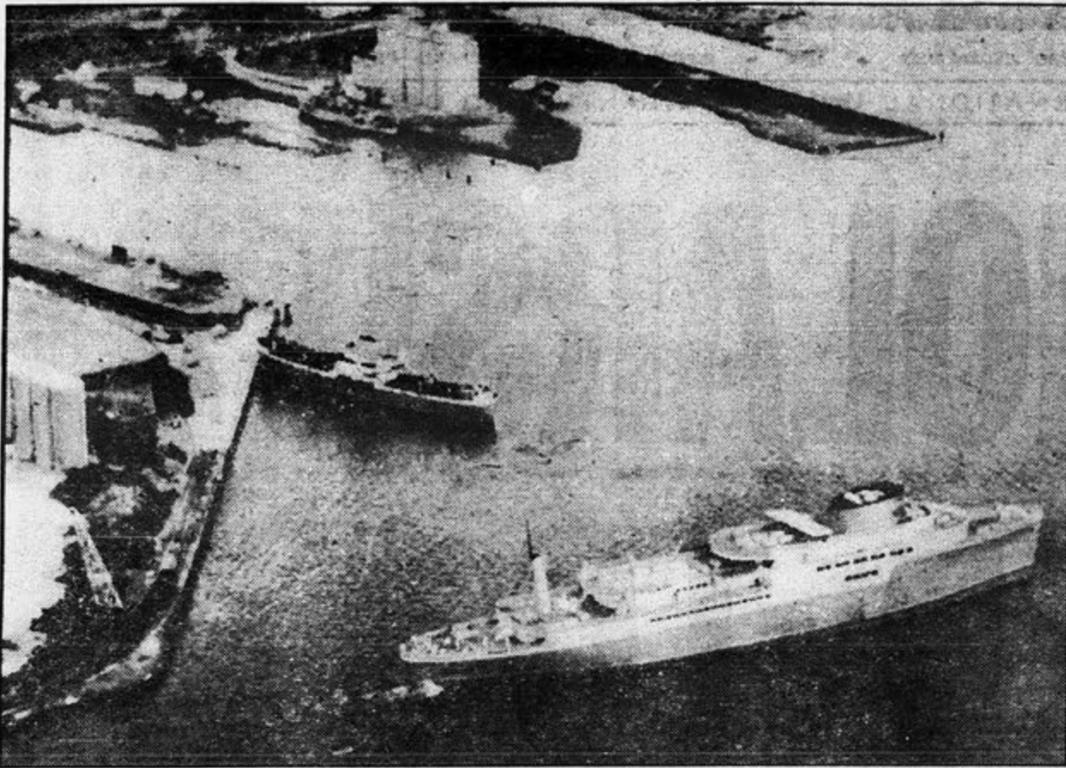
College Awards Worth \$30,000

Story On Page 3



Joins Her Sister. The 32,000-ton supertanker Cities Services Miami stand ready for her May 23 launching at the Sparrows Point, Md., shipyard of the Bethlehem Steel Company. The ship is the second supertanker to be launched by the SIU-contracted company this year. She's expected to be ready for service in September. Inset: Workmen, dwarfed by the ship's giant propeller, grease the ways. Her sister ship, SS Cities Service Baltimore, launched in March, will take an SIU crew in mid-July. A third supertanker is under construction. All three snips will be used in coastwise service and can carry a capacity load of 271,000 barrels. Ships feature individual foc'sles for crewmembers.

New SIU Great Lakes Queen Goes Into Service



Manned by a crew of SIU Great Lakes District Seafarers, the SS Aquarama begins her shake-down cruise at Muskegon, Michigan. The new 10,000-ton ship is 520 feet long and has room for 2,400 day passengers and 200 autos. Her owners, the Michigan & Ohio Navigation Company will use her throughout the Lakes area in cruise service.

Runaways Force Ship Breakouts Co's Seek 116 Ships From Lay-Up Fleet

WASHINGTON—A very large breakout of US ships from the reserve fleet seems in the offing as the Maritime Administration has already been deluged with requests for charters on 116 reserve ships. The requested number of ships would amount to more than a 10 percent boost in American-flagships in operation.

Leading off the parade are the Military-Sea Transportation Service and the International Cooperation Administration requesting 65 ships between them. The remaining ships are being sought by nine private operators, most of them for the coal and tramp operations. Not included in this listing are the 20 T-2 tankers being sought by Pan Atlantic via Congressional legislation.

The breakout is seen as a direct result of the shortage of shipping which came about when the Maritime Administration permitted the transfer foreign of about 100 American-flag tramp Libertys. US-flag shipping rates have soared since then and pressure for available space is great.

Victories, C-1s And Tankers
The MSTs request calls for 15 Victories, 10 C-1s and 10 tankers

for operation under GAA charter. The ships are needed in conjunction with "Operation Blue Jay," the supply run to northern Arctic bases. Several of the Victories are already in operation.

The International Cooperation Administration has requested another 30 Victories to be bareboat-chartered to private operators. These vessels would handle military and economic aid cargoes.

Among the nine operators requesting tonnage is Captain N. Nicolson, former president of the Waterman Steamship Company. Nicolson is planning establishment of a new company and is asking for bareboat charters on five Victories and five Libertys for use in the tramp trade.

Tramp ship operators have been opposing the breakout up until now, but it became obvious, with more than half the former US tramp fleet running foreign, that it would be necessary to get additional ships out of the reserve.

Runaways Gouging US, Official Says

WASHINGTON—SIU predictions that wholesale transfers of US tramps to runaway flags would put a shipping squeeze on the US are being borne out. Both Government spokesmen and private operators are blaming the transfers for the current runaway ship charter rates and profiteering at the expense of the US.

MA Stamped

At the time of the transfers back in 1954, the SIU had accused the Maritime Administration of allowing itself to be stamped by a temporary slowdown in shipping. The Union warned that the time would come when the US would find itself short of US-flag tramp shipping, and that the runaway operators (most of whom operate under both US and runaway flags) would have themselves a feast accordingly. Flag transfers have cost US seamen 12,000 jobs and the US Merchant Marine 298 ships since 1952.

The SIU prediction was upheld by Colonel Arthur G. Syran, Director of Transportation of the International Cooperation Administration, who testified in favor of applications by a US-flag operator for breakout of Government Libertys. Colonel Syran, who is in charge of foreign aid shipments, said that foreign tramps have been "profiteering," charging rates up to 2½ times of normal. ICA has been forced to pay these rates to move urgent cargoes. These ships normally pay wage scales of \$100 a month or less.

Only One Bad Year

He said that the US tramps had it "mighty good" from 1947 to 1952 or mid-1953 and again from the summer of 1954 to the present time. This he said, amounted to six years of feast and one year of famine. It was during the one bad year that the tramp operators sold the MA on flag transfers as the only way out.

Ralph B. Dewey, vice-president of the Pacific American Steamship Association, also was highly criti-

Supreme Court Test On Sea Law Rights

WASHINGTON—An important ruling on shipowner responsibility for the safety of crewmembers under the Jones Act is expected to be forthcoming from the United States Supreme Court. The High Court has agreed to review a lower court decision denying benefits to a seaman because he used an improper tool when no other suitable one was available.

At stake in the decision is a seaman's right to damages where the operator has not supplied well-maintained gear and tools capable of functioning in a given assignment without endangering the seaman. It would affect the many cases of shipboard injury in the course of use of ship's tools and equipment, particularly when a makeshift device has to be used because nothing else is suitable.

The case arose on a Moore-McCormack vessel when a baker had been instructed to scoop out ice cream for mealtime service. He had an ice cream scoop but the dessert was frozen too hard. To loosen it up he had to chop at it with a knife in the course of which he suffered injury.

He sued the company under the Jones Act and won a verdict in a jury trial and a cash award of

\$17,500 but the company won reversal of the verdict in the Court of Appeals.

The seaman's attorney is now seeking to establish that the shipowner was negligent because he failed to provide "a necessary simple tool" leaving the seaman with the alternative of using a hazardous tool instead.

The company is arguing that it could not possibly foresee that a tool other than an ice cream scoop might be required and that the seaman would use another, hazardous tool instead. Consequently the company claims it was not negligent and not responsible.

ITF Wins Strike For Greek Crew

A two day picketline in New York by the International Transportworkers Federation successfully settled a strike of Greek seamen against the cruise ship Olympia. A new agreement was signed by the ITF on behalf of the crew providing for a 10 percent increase retroactive to the start of the walkout. The crewmen are members of the ITF-affiliated Pan Hellenic Federation.

The Olympia had been struck originally in Piraeus, Greece, on May 24. The operator recruited strikebreakers in Greece and Italy to fill out the crew and sailed for New York. When members of the ITF picketed the ship on behalf of the crew, longshoremen on Pier 88 North River, respected the lines, effectively tying up the vessel.

The settlement negotiated by Willie Dorchain of the New York ITF office provides for rehiring all the strikers who left the ship in Piraeus. The operator's will also make contributions to the international welfare fund.

Open New AFL-CIO Hq; Ike Lauds Union Gains

WASHINGTON—More than 8,000 guests, including President Dwight D. Eisenhower, participated in ceremonies at this week's formal opening of the AFL-CIO's new Washington headquarters. The new building is in the heart of Washington at 815 16th Street, across the park from the White House.

In his remarks at the dedication, the President praised the past achievements of the labor movement and urged the newly-merged organization to live up to its new opportunities and its responsibilities to the membership.

AFL-CIO president Meany, in a brief address, said that the new building was dedicated to the perpetuation of the Constitution and the Bill of Rights, the preservation of peace and the development of opportunity and human progress.

After the ceremonies, most of the guests including the President took the opportunity to tour the eight story structure. It was begun in April, 1955, originally as a

new home for the AFL, but became AFL-CIO headquarters as a result of the merger of the labor movement.

With the completion of the dedication ceremonies, the AFL-CIO executive council started a series of meetings on a number of issues facing the merged organization.

SEAFARERS LOG

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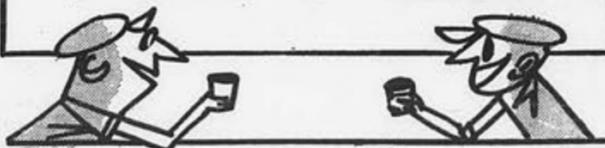
PAUL HALL, Secretary-Treasurer
HERBERT BRAND, Editor; RAY DENISON, Managing Editor; BERNARD SEAMAN, Art. Editor; HERMAN ARTHUR, IRWIN SPIVACK, Staff Writers; BILL MOODY, Gulf Area Representative.



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SEAFARERS

PORT O' CALL



New York and Baltimore
675-4TH AVENUE • 1216 E. BALTIMORE
BROOKLYN BALTIMORE

Collects Record SIU Vacation \$



Two fellow Seafarers look appreciatively at record SIU vacation check held by Phil Sarkus, AB (center), for an 18-month stint aboard the dredge Sandcaptain in Venezuela. Sarkus collected \$287.63 before deductions, including vacation time under the old \$176 rate and the present \$244 vacation rate. Looking on are Bill Rogers, FOW (left), and L. J. Pickett, pumpman.

SIU Scholarships Worth \$6,000 Each Awarded To Five

Four Seafarers and the daughter of a Seafarer have been selected by a board of university administrators as winners of the 1956 Seafarers scholarship awards. Each will receive a \$6,000 Andrew Furuseth Memorial Scholarship to cover four years of college or university training in the field of their choice. The awards in the name of the founder of American maritime unions are among the most valuable in the nation.

This year's winners, selected on the basis of their past school records and their performance on the standard college entrance examination tests, are the following:

Seafarer George Butenkoff, AB, Jersey City, NJ; Seafarer Jeremiah O'Neil, AB, Providence, RI; Seafarer Herman Sperling, AB, Long Beach, Calif.; Seafarer Earl Laws, chief electrician, Emporia, Kansas; and Miss Anne Virgin, daughter of Seafarer Claude A.

Virgin, Jr., of Atlanta, Georgia. The award of five scholarships this year was made on the basis of a new ruling by the trustees of the Seafarers Welfare Plan, setting aside a fifth scholarship annually

Future issues of the SEAFARERS LOG will carry stories on each of the five winners of this year's Andrew Furuseth scholarship awards.

for a Seafarer. This reserved award goes to the highest ranking Seafarer-candidate who is left over after the first four winners are named.

As it turned out, Seafarers largely outclassed the field in this year's competition with three of the first four spots going to SIU men.

Fifteen Now In School

With this year's awards a total of eight Seafarers will be among the 15 scholarship winners attending school this fall. One other Seafarer has already completed his course of study.

The board of university administrators who selected the winners again reported steady improvement in qualifications as compared to previous years.

Commenting on the awards, SIU secretary-treasurer Paul Hall declared: "I would like to give my personal congratulations to the winners of this year's scholarships and wish them every good fortune in their studies. There is no question now that among our members and their children we have some outstanding students who deserve the help we can give them."

"I would like to urge all Seafarers interested in attending college, and the children of Seafarers who can qualify, not to hesitate but to come forward now and apply for the 1957 awards."

No Restrictions On Students

Under the SIU scholarship plan, the \$6,000 award to each individual places no limitation on the field of study or the school which a student may attend as long as it is a recognized institution. The qualifications of the scholarships call for three years' sea time on the part of a Seafarer or the Seafarer-father of an applicant and rank in the

upper-third of the high school graduating class.

The five winners of this year's awards have varied fields of interest. Butenkoff, who is 24, has been a Seafarer since 1949, coming in through the Cities Service drive where he served as organizer. He intends to specialize in marine electronics and is now attending the Newark College of Engineering. O'Neil has been sailing since back in 1943 and will make sociology his field. He is 31 years old.

Sperling, who is also 31, has been attending Long Beach City College, studying economics, with a view toward entering law school. He has been an SIU member since 1947.

Laws, who is 30, holds all engine department ratings and sails as chief electrician. He has been sailing since World War II and will study electrical engineering or electronics. He was one of two alternates last year.

Miss Virgin is 19 years old and is currently in her freshman year at the University of Georgia. She will go on to English teaching after her graduation.

The four-member board of administrators which selected the winners consisted of Miss Edna Newby, director of admissions, New Jersey College for Women, who served as chairlady of the group; F. D. Wilkinson, registrar, Howard University; Elwood C. Kastner, registrar, New York University and Bernard Ireland, assistant director of admissions, Columbia College, Columbia University.

SIU Movie Aid To PHS Underway

Arrangements are now being made by the Seafarers Welfare Plan to set up the motion picture program in all US Public Health Service hospitals. The trustees of the Plan voted the Union-sponsored benefit at their last meeting in May. Showings have already been held at some hospitals.

The movies will be shown on the average of twice a month in all PHS hospitals on the Atlantic, Gulf and Pacific Coasts as well as the marine wards of Philadelphia and Tampa city hospitals. All movies shown will be first-run productions.

The schedule calls for the movies to be shown at USPHS hospitals in the following cities: Boston, New York (Manhattan Beach and Staten Island), Philadelphia (Jefferson Memorial Hospital), Baltimore, Norfolk, Savannah, Tampa (Municipal Hospital), New Orleans, Galveston, San Francisco, and Seattle.

Meetings Near A Program For SIU Medical Centers

A specific program for establishment of SIU-employer medical centers in major ports is in the offing. A Union-employer subcommittee has been studying the operations of various health centers and is expected to make recommendations shortly on instituting the program. The latest in the series of meetings was held this week. The Union committee members are Paul Hall, Joe Algina and Claude Simmons.

The Seafarers medical centers are part of the industry-wide health and safety program negotiated by the Union last November. Since November 15, the operators have been contributing five cents per man per day toward the new program, to accumulate a sufficient reserve to get it underway.

As originally contemplated, the health center plan calls for establishment of fully-staffed and equipped centers in the ports of New York, Baltimore, New Or-

The SIU's health and safety program is designed to guarantee full protection to men who have been sailing with the SIU. The major aim of the program is preventive in nature. No man need fear that it will be used to eliminate him from the industry. On the contrary, the program will protect Seafarers against arbitrary action by any Government agency in maritime.

leans and Mobile, for the purpose of preventing and detecting ailments in Seafarers. In addition, the centers would offer a standardized pre-shipment physical to Seafarers in contrast to the wide variations now existing from company to company.

The basic purpose of the program is preventive in nature so as to keep Seafarers fit at all times and detect ailments before they become too advanced.

For example, a likely feature of the new health centers will be a routine chest X-ray as part of the regular physical examination. Experience in other centers has shown that these are invaluable in detecting a great many illnesses in their early stages that otherwise would go unnoticed until too late.

Chiwawa Crew Quickly Douses Shipboard Fire

Crewmembers of the SIU-manned tanker Chiwawa had a brush with disaster last month when fire broke out in an engine department foc'sle in the early morning hours. However, Seafarer Frank Reid reported, quick fire-fighting action by the entire gang aboard brought the flames under control with minor damage.

4:30 In Morning

The Chiwawa, a Cities Service tanker, was enroute to Lake Charles in ballast after discharging at Jacksonville, Florida, at the time of the fire. It was 4:30 AM when flames suddenly erupted in the 12 to 4 engine department quarters.

"The first alarm," Reid wrote, "came by word of mouth from a wiper who notified the bridge." It was followed in several minutes by a general alarm, but the crew was already breaking out the hoses by this time.

Immediate Action

"Crewmembers who heard the shout of 'fire' rushed to the scene and immediately began laying hose from the nearest usable fire station." There was a station closer by, but it was too close to the flames. "By the time another length of hose was added to the usable station, the flames had

spread to the passageway making this approach impossible.

"A crewmember discovered that the portholes could be reached from the deck by men hanging over the side with a hose. So it was in this manner that the fire was reduced in intensity enough for men in the passageway to resume the fight from that quarter and quickly extinguish the fire."

Reid, who is ship's reporter on the Chiwawa, concludes the officers and men were convinced that the alert response by the crew prevented another maritime disaster. One crewmember received only slight burns, while the foc'sle was a total loss, including all personal gear.

Minor Changes Made In Shipping Rules

Amended copies of the shipping rules governing the procedures under which Seafarers obtain jobs through the SIU hiring halls are being distributed with this issue of the SEAFARERS LOG. The full text of the rules as they now stand appears on the back page of this issue.

Since the shipping rules were last re-written in negotiations with the operators in March, 1955, there have been some minor modifications and clarifications of the document. These have been worked out between the Union negotiating committee and the operators and

involve—for the most part—clarifications of situations which were not specifically provided for in the 1955 draft. The changes were made in accordance with Section 11 of the rules which permit amendments at any time in the life of the contract.

The rules cover the seniority rights of Seafarers and shipping procedure through SIU halls.

Meeting Night Every 2 Weeks

Regular membership meetings in SIU headquarters and at all branches are held every second Wednesday night at 7 PM. The schedule for the next few meetings is as follows: June 13, June 27 and July 11.

US Reveals Ambitious Ship Replacement Plans

WASHINGTON—The future plans of American subsidized and unsubsidized operators for new shipbuilding have been revealed to the House Merchant Marine Committee by Maritime Administrator Clarence G. Morse. At the same meetings, a spokesman for private ship operators disagreed with MA's plans for building two prototype ships which would form the nucleus of a new ship program.

The spokesman, Louis Pate of the SIU-contracted Seas Shipping Company, said prototype ships might have value from the defense angle but were not too useful for specific commercial trade routes. Different routes have different requirements, he argued, with the result that each operator tends to need his own design.

Pate pointed out that in the past shipowners have had to modify so-called standardized ships considerably to be commercially useful. He pointed to the wide variations

among the Mariners and C-types to show that a standardized, mass-produced ship has never been an actuality.

Freedom And Clipper

The two prototype ships the MA is seeking authority for are the Freedom type to replace the Liberty, and the Clipper type as a substitute for the C-2. The former would be a 16-knotter of 8,770 deadweight tons while the latter would be an 18-knot, 10,900-deadweight-tonship. Morse also asked authority to go ahead with conversion of another Liberty ship to a gas turbine power plant.

Among shipbuilding plans of the various companies, Morse listed the following:

Mississippi Steamship Company has a 14-ship replacement program in mind, with two ships to be contracted for at the end of the year.

Seas Shipping, the Robin Line, has a 12-ship program in negotiation, with first construction to start by the fall of 1957.

Pan-Atlantic expects to finish off contracts for its seven roll-on, roll-off ships sometime next month with construction to begin shortly.

Carras has one supertanker pending, the contract having been signed in April under the trade-in program.

Other pending plans include negotiations with Arnold Bernstein Line for conversion of a Mariner for transatlantic passenger service; construction of six supertankers, one of 45,000 tons by the Niarchos shipping interests and a monster 100,000-ton tanker plan put forth by the Onassis US-flag subsidiaries.

Don't Send Your Baggage COD

Seafarers are again warned not to send their baggage COD to any Union hall. No Union hall can accept delivery of any baggage where express charges have not been prepaid.

Men who send baggage COD to Union halls face the prospect of having to go to a lot of trouble and red tape with the Railway Express Co.

Shipping Round-Up & Forecast

May 16 Through May 29

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	9	7	8	7	5	3	22	17	39
New York	91	24	78	22	54	21	223	67	290
Philadelphia	18	3	8	5	14	5	40	13	53
Baltimore	51	34	55	29	36	17	142	80	222
Norfolk	4	6	6	6	5	3	15	15	30
Savannah	5	6	5	2	3	5	13	13	26
Tampa	3	0	6	1	5	2	14	3	17
Mobile	18	2	19	8	16	9	53	19	72
New Orleans	47	12	35	10	50	19	132	41	173
Lake Charles	13	10	14	14	5	7	32	31	63
Houston	14	17	15	13	18	17	47	47	94
Wilmington	11	4	6	4	2	4	19	12	31
San Francisco	26	8	26	16	20	9	72	33	105
Seattle	11	10	4	6	3	8	18	24	42
Total	321	143	285	143	236	129	842	415	1257

Port	Shipped						Total A	Total B	Total C	Total Ship.			
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C							
Boston	4	2	0	2	2	1	3	0	0	9	4	1	14
New York	76	28	16	59	19	29	60	19	13	195	66	58	319
Philadelphia	12	2	3	9	6	5	6	5	4	27	13	12	52
Baltimore	33	29	22	25	21	24	23	12	16	81	62	62	205
Norfolk	5	3	4	7	5	7	1	2	6	13	10	17	40
Savannah	7	5	1	5	3	0	3	3	2	15	11	3	29
Tampa	1	3	0	5	2	1	5	1	1	11	6	2	19
Mobile	10	2	5	5	4	1	12	4	1	27	10	7	44
New Orleans	36	15	7	19	11	16	46	18	13	101	44	36	181
Lake Charles	8	11	0	8	11	4	4	7	1	20	29	5	54
Houston	18	10	7	13	10	2	7	7	2	38	27	11	76
Wilmington	1	5	0	4	1	1	1	3	0	6	9	1	16
San Francisco	21	15	1	13	12	2	13	7	2	47	34	5	86
Seattle	9	5	1	2	6	6	3	5	2	14	16	9	39
Total	241	135	67	176	113	99	187	93	63	604	341	229	1174

The steady upward climb of SIU shipping over the past few months slipped during the past period, with a total of 1,174 dispatched to jobs. The number of men registered was 1,257. Registration had been trailing behind shipping for several weeks previously.

Although the decline was spread among eight A&G District ports and none of the five others which reported shipping increases showed any spectacular gains, job activity overall was still considered good for this time of year.

Notable among the statistics was the class C shipping figure of 229 men dispatched. It represented virtually 20 percent of the job total, a record high for this group, and indicated that class A and class B men are content to trust their luck and pick their spots out of the job opportunities available.

As the class C total rose, the class A shipping figure correspondingly dipped to 51 percent, a new low. Class B shipping remained the same as the last period, at 29 percent of the total.

Moving down the coast, Boston, New York, Norfolk, Savannah and Seattle all showed slight shipping gains, while Houston stayed the same as before and continued to be active.

Philadelphia, Tampa, Baltimore, Mobile, New Orleans, Lake Charles, Wilmington and San Francisco all declined to varying degrees. The dip was slight for Baltimore, which still remained over the 200-job mark, while New Orleans fell off a bit more. San Francisco was still good although down from previous highs, and Mobile slumped again.

The shortage of ratings was most evident in the engine department, where class C shipped 99 men and almost equalled class B shipping in the process.

The following is the forecast port by port:

BOSTON: Uncertain as usual ... **NEW YORK:** Good; short on ABs, rated black gang ... **PHILADELPHIA:** Fair ... **BALTIMORE:** Good ... **NORFOLK:** Getting busier ... **SAVANNAH:** Fair; registration low ... **TAMPA:** Slow ... **MOBILE:** Should rise again ... **NEW ORLEANS:** Good; registration falling off ... **LAKE CHARLES:** Busy ... **HOUSTON:** Good ... **WILMINGTON:** Slow ... **SAN FRANCISCO:** Good ... **SEATTLE:** Fair.

Ore, Calmar Men To Get Disputed OT

BALTIMORE — Settlement of some long-pending overtime disputes between the SIU and the Ore and Calmar Steamship Companies has cleared the way for Seafarers to collect the outstanding overtime involved.

Earl Sheppard, Union port agent here, said the rulings on the disputed items will benefit all Calmar and Ore Line crews whenever similar beefs come up in the future.

Among the items settled in favor of SIU crewmembers were beefs involving callbacks, penalty breakfast hours for the 4-8 watch, look-outs breaking cement in anchor pipes and disputes concerning jurisdiction over pumproom and fanroom spaces.

No breakdown is available on the amounts of overtime payable, but all men with previous claims on these items are advised they can now collect on them from the companies.

Shipping Still Good

Sheppard also said shipping was still very good and kept all hands busy during the past two weeks. He expressed optimism that the same bright outlook would continue for the future, and urged Seafarers with class A and class B seniority to take advantage of the job opportunities while they are available.

He noted that class C shipping during the past two weeks set a record for the port, with 62 class C men dispatched in all three departments.

In all, 15 ships paid off, 6 signed on and 24 stopped off in transit during the period. All beefs were squared away to the satisfaction of the men concerned.

Business among the various Union-operated facilities in the hall is still brisk. Sheppard urged Seafarers to make full use of them.

DIRECTORY OF SIU BRANCHES

SIU, A&G District

- BALTIMORE** 1216 E. Baltimore St. Earl Sheppard, Agent Eastern 7-4900
- BOSTON** 278 State St. James Sheehan, Agent Richmond 2-0140
- HOUSTON** 4202 Canal St. C Tannehill, Acting Agent Capital 7-6558
- LAKE CHARLES, La** 1419 Ryan St. Leroy Clarke, Agent HEmlock 6-5744
- MOBILE** 1 South Lawrence St. Cal Tanner, Agent HEmlock 2-1754
- NEW ORLEANS** 523 Bienville St. Lindsey Williams, Agent Tulane 8626
- NEW YORK** 675 4th Ave., Brooklyn HYacinth 9-6600
- NORFOLK** 127-129 Bank St. Ben Rees, Agent MADison 2-9834
- PHILADELPHIA** 337 Market St. S Cardullo, Agent Market 7-1635
- PUERTA de TIERRA PR** Pelayo 51—La 5 Sal Collis, Agent Phone 2-5996
- SAN FRANCISCO** 450 Harrison St. Leon Johnson, Agent Douglas 2-5475 Marty Breithoff, West Coast Representative
- SAVANNAH** 2 Abercorn St. E B. McAuley, Acting Agent Adams 3-1728
- SEATTLE** 2505 1st Ave. Jeff Gillette, Agent Elliott 4334
- TAMPA** 1809-1811 N. Franklin St. Tom Banning, Agent Phone 2-1323

- WILMINGTON, Calif** 505 Marine Ave. Reed Humphries, Agent Terminal 4-2874
- HEADQUARTERS** 675 4th Ave., Bklyn SECRETARY TREASURER Paul Hall
- ASST. SECRETARY-TREASURERS** J. Algina, Deck C. Simmons, Joint J. Volpian, Eng. W Hall, Joint E. Mooney, Std. R. Matthews, Joint

SUP

- HONOLULU** 16 Merchant St. Phone 5-8777
- PORTLAND** 211 SW Clay St. CAPITAL 3-4336
- RICHMOND, CALIF** 510 Macdonald Ave. BEacon 2-0925
- SAN FRANCISCO** 450 Harrison St. Douglas 2-8363
- SEATTLE** 2505 1st Ave. Main 0290
- WILMINGTON** 505 Marine Ave. Terminal 4-3131
- NEW YORK** 675 4th Ave., Brooklyn HYacinth 9-6165

Canadian District

- HALIFAX, N.S.** 128 1/2 Hollis St. Phone: 3-8911
- MONTREAL** 634 St. James St. West PLateau 8161
- FORT WILLIAM** 130 Simpson St. Ontario Phone: 3-3221

- PORT COLBORNE** 103 Durham St. Ontario Phone: 5591
- TORONTO, Ontario** 272 King St. E. EMpire 4-571E
- VICTORIA BC** 617 1/2 Cormorant St. Empire 4531
- VANCOUVER BC** 298 Main St. Pacific 3468
- SYDNEY, NS** 304 Charlotte St. Phone: 6346
- BAGOTVILLE, Quebec** 20 Elgin St. Phone: 545
- THOROLD, Ontario** 52 St. Davids St. CANal 7-3202
- QUEBEC** 85 St. Pierre St. Phone: 3-1569
- SAINT JOHN, NB** 85 Germain St. Phone: 2-5232

Great Lakes District

- ALPENA** 1215 N. Second Ave. Phone: 713-J
- BUFFALO, NY** 180 Main St. Phone: Cleveland 7391
- CLEVELAND** 734 Lakeside Ave., NE Phone: Main 1-0147
- DETROIT** 1038 3rd St. Headquarters Phone: Woodward 1-6857
- DULUTH** 531 W. Michigan St. Phone: Randolph 2-4110
- SOUTH CHICAGO** 3261 E. 92nd St. Phone: Essex 5-2410

INQUIRING SEAFARER

Question: Do you think today's seamen are as good Union members as the old-timers who fought for conditions of today?

Mike Dikun, oiler: I don't think so because today people are brought up under different conditions and don't know what hard times were. Consequently they do not have any idea of what the oldtimers put up with. As a result the Union does not mean as much to them.



Steve J. Poole, AB: The seamen today are good Union men, and as a matter of fact I would say we don't have as many foul-ups on ships today as there used to be. After sailing for a while most every man realizes how important the Union is and what the Union means to them.



Michael Jarel, FW: You can hardly make the comparison. Given the same conditions the oldtimers faced, today's members would react the same way. We have to thank the oldtimers for what we have today, but if we had to do it over again, today's members could do the job.



Don Keddy, electrician: Sure today's seamen are as good. They're all fighting for the same thing, just as the oldtimers were. From what I see on the average ship the men are serious about living up to Union standards and enforcing Union conditions and the contract.



Orlando H. Lopez, AB: We have to give a lot of credit to the men who started the Union. They knew the importance of being united which the new men don't realize as much. It would be a good idea if newcomers would get familiar with the preamble of the Union constitution.



Louis Guellnitz, ch. steward: The men today are as good Union men as the early membership was, but of course they don't have to face the conditions that existed in those days. The job of the present membership is to continue to preserve the Union and Union conditions.



First Maritime Strike 70 Yrs Ago This Month

Sunday, June 3, marked the 70th anniversary of the first formal strike ever conducted by a US seamen's union. The strike ended in disaster four months later, like so many of the early attempts to fight the shipowner.

The West Coast strike began as a dispute between the Firemen's Union and Oceanic Steamship Company in a dispute over company efforts to reduce manning scales. The Firemen appealed for help with the result that a general strike was called against the company and seamen all along the Coast quit their jobs, forfeiting their wages under the existing

maritime law. Four days later the shipowners moved to crush the unions by forming the Shipowners Association of the Pacific Coast. The operators set up a hiring hall of their own and issued what they called "grade books," which were nothing more or less than the Copeland fink books of a later date. The grade books were simply continuous discharge books. Nobody who had a union card could get a grade book.

Scabs Recruited
The result of this union-busting move was that seamen had to surrender their union cards to get a job on any other vessels. The union retaliated by issuing duplicate cards to its members. Nevertheless, the shipowners recruited large numbers of non-union men, including deserters and men who had never sailed.

The original Oceanic strike involved about 100 men, but the shipowners drive against the entire membership forced the calling of an industry-wide strike on August 25. The 3,000 seamen on strike held out for five weeks, but in the words of one observer, the union was "starved into submission" and the strike failed.

Out of that experience, the Coast Seamen's Union, forerunner of the Sailors Union of the Pacific, embarked on a new strategy. That was to get legislation to ease the desertion rules and other laws which deprived seamen of their rights, and to job action individual ships to improve conditions.

Co. Plans Two Ship Transfer

WASHINGTON — Another US shipping operator is planning to transfer two ships foreign to build one bulkcarrier under the American flag.

The SIU-contracted Metro Petroleum Shipping Company has asked the Maritime Administration for right to transfer to the run-away flag of Panama the Liberty ships Atlantic Water and Gulfwater. In turn, the company would convert the T-2 tanker Sweetwater into an ore carrier at a cost of \$3,700,000.

Means More Breakouts
The application for transfer comes at a time when the US is hard-pressed to find sufficient American-flag ships to carry both Government and private cargoes, with the result being that further breakouts from the reserve fleet are likely.

New York Shipping's Hot; Future Outlook Is Rosy

NEW YORK—Shipping at headquarters continued to climb last week, sparked by a snow-balling cargo boom that shows no sign of letting up. Job activity rose again to the highest level since mid-December.

Rated black gang men and ABs who took the reports of good shipping at their word and came here from the outports were able to ship out immediately, said Claude Simmons, SIU assistant-secretary-treasurer.

"Any others who are finding it tough to land a ship in some other port are also advised to come on up here. They won't have to linger around for very long," he commented.

High Point To Norfolk

Simmons said the bright outlook will probably hold for quite a while, even though the High Point Victory crewed up in Norfolk instead of in New York, as expected. A number of ships are still due in for payoff from long runs and, with cargo space so tight, will likely go right out again.

All of the ships arriving here have been in good shape, he said, except for one with a first assistant engineer who was throwing his weight around and trying to bulldoze the crew.

He quickly learned the error of his ways, however. "When the entire engine department gave 24 hours' notice that it intended to pay off rather than sail with this character," Simmons pointed out, "the company saw fit to get a new first assistant instead. Now maybe this guy will understand that he is not in Madison Square Garden when he turns to down in the engine room."

All told, a total of 49 ships were serviced by SIU port officials during the past two-week period. This included 27 payoffs, 6 sign-ons on foreign articles and 16 in-transit vessels.

Two Apples Of Seafarers' Eyes



Above is Ross F. Lyle, Jr., 13-month old son of Seafarer Ross F. Lyle, Lake Charles, with his mother. At left is Gloria Faye Barbour, newly-arrived daughter of Norwood and Dorothy Barbour. Both families received \$200 maternity benefit plus \$25 bond from Union.

'Give Us Customs Break,' Crew Asks

A long-felt grievance of US seamen was expressed by the crew of the SS Del Valle in a letter to the United States Senate urging legislation to give seamen the right to bring in a limited amount of duty-free souvenirs. The crew proposed a sliding scale of allowance based on time spent on foreign articles.

Under the existing Government regulations, passengers are permitted to enter the country with up to \$500 of personal purchases duty free. But merchant seamen on privately-owned ships are restricted to purchases up to

\$10 for gifts or personal use, plus a small quantity of tobacco products and one bottle of liquor. The only exception to this ruling is if the Seafarer leaves the vessel without intention of ever reshipping to foreign ports, in which case the \$500 applies.

Law Is Restrictive

Another provision, applying only to Government-owned ships, allows the \$500 figure if the seaman is out of the country for 140 days or more. In certain limited instances crewmembers on MSTs or GAA ships can take advantage of this, but the occurrences are rare.

In their protest—addressed to Senator Russell Long of Louisiana and signed by the skipper and all officers as well as unlicensed crewmembers—the Del Valle men pointed out that "many a seaman has made a purchase abroad and paid the customs duty upon his return, only to later discover that he could have purchased the same article in the US at a lower price overall . . ."

Ask Equal Rights

"If we were permitted a duty-free allowance, it would encourage more dollar spending on our part in countries, many of which are receiving various forms of American aid for which we, along with the other taxpayers, must pay . . . At present most men curb their desire to buy anything abroad due to the unknown additional amount in

duty they must pay upon return to the United States . . .

"We believe we are not getting a fair deal and strongly urge that something be done about it. We are asking for nothing unreasonable by requesting a stipulated duty-free allowance like any other returning resident. It is suggested that we be permitted a set sum per day for the time spent on foreign articles . . ."

In addition to all the officers, the purser and radio operator, the letter was signed by Harold T. Brown, ship's delegate; Peter Hume, deck delegate; Charles Murray, engine delegate; Harold J. Henny, steward delegate; Ramon Irizarry, chief steward, and L. S. Johns, bosun, representing the unlicensed crew.

Bosun's In Saddle



Bosun L. Collins of the Pennmar tries out the saddle just to see how it feels when skipper "Windy" Gayle rides the crew.

Ride Union Cabs In Savannah

The only unionized taxicab company in Savannah is the Garden City Cab Company, also known as the Checker Cab Company, whose telephone is 5133, 5134. Yellow Cab is still non-union and is resisting organization.

The port of Savannah membership aided in the organizing of the Garden City company, and the membership is on record to patronize only this company.

Mobile Gets \$ For Ship Channel Job

MOBILE—Work should be completed early next year on a dredging project for the ship channel here, following approval of an additional \$2.5 million outlay for Mobile harbor by the House Appropriations Committee in Washington.

The latest item is in addition to a previous appropriation of \$1 million. The money will be used to deepen the channel from 32 to 38 feet and to add another 100 feet in width. It will enable more of the super-super ships being built these days to enter the harbor.

Ore Piling Up

Big runaway-flag ore ships have been coming in here with cargoes for US Steel for some time, although the ore is not getting any further than the waterfront right now. US Steel is stockpiling the ore in its local yards because a rail strike is preventing the ore from being shipped inland to the mills.

SIU Port Agent Cal Tanner also reported that an activities report for April, 1956, at the State Docks shows net earnings for the period almost twice what they were a year ago.

Offshore Oil Plans

Tanner said he also expected that offshore oil drilling companies will be operating out of Mobile in the near future. Three companies have already purchased leases from the state covering eight tracts of submerged land. Gulf Refining, Stanolind Oil and Gas Company and the California Company are the concerns involved.

Shipping, he said, took a downward turn during the past two weeks but prospects look very good. The Azalea City (Waterman) was due to take a full new crew late this week and over a dozen other ships are expected in for payoff, replacements or in transit.

Grouper Draws A Crowd



Seafarer Phil Eldemire proudly shows off 37-pound grouper fish caught in Damman, Saudi Arabia, as shipmates on the Steel Worker crowd around. Pictured (l to r) are M. Y. Yancy, DM; Karl Karlsen, oiler; Frenchy Sneaden, AB; Angel Sylvester, reefer; G. Reyes, utility; Eldemire; Dick Siar, wiper; T. D. Smith, wiper; Charles Stambull, 2nd electrician. The photo was taken by Merwyn Watson, chief electrician.

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

Insurers Clamp Down On Young Drivers

Auto insurance companies are clamping down on young drivers. From various corners of the country this department is getting protests from families shocked by the high cost of insuring young drivers, or who find it difficult to get insurance at all because there is a driver under 25 in the family, particularly if the youngster has had an accident.

From California, a wage-earner writes that it now costs him over \$215 a year to carry insurance on two cars because he has a 19-year-old driver in the family. He has liability, comprehensive and \$50-deductible collision insurance on one car, and liability and comprehensive on the other. A man in Chicago had his insurance cancelled completely because a 16-year-old in his family had what he describes as a slight collision which damaged another car. His policy was cancelled even though he had carried insurance with the company for claims man for this company says.

He was shocked at this as he had the impression his insurance was permanent, and not to be cancelled after one minor collision.

Cancelled Out Because Of Son's Age

Quite obviously, the insurance was not cancelled because of one accident after all those claim-less years, but because the company really was reluctant to insure that 16-year-old.

Why are the insurance companies so tough on young drivers? They say it's because of their lack of safety consciousness, and higher accident rate. The youngsters have 70 per cent more fatal accidents than adults. One of the largest companies reports that in one state youthful drivers were involved in 50 per cent of the fatal accidents although they comprised only 25 per cent of the drivers. Not only do youngsters have more accidents, this company says, but they tend to be more severe, with a dollar loss nearly 50 per cent above average. In fact, there is now so much prejudice among law and safety officers against young drivers, that they "just don't stand much chance in court," a claimsman for this company says.

Prefer Not To Insure Young Drivers

In some areas with high accident rates, many companies don't want to insure young drivers at all. If they do, the rates are much higher. A family with a driver under 25 often pays 83 per cent more than the Class 1A family with no young driver. If the youthful driver himself owns or is the principal operator of the car, he must pay 2½ times more than the 1A rate. Even the big company that never charged youthful drivers extra, State Farm Mutual, recently instituted a higher rate for young men. The company complained it was getting too many youngsters turned away by other insurers.

Auto insurance companies cooperate in keeping a master list of drivers who have had their insurance cancelled or have been labelled as bad risks. They often also make an individual investigation of the applicant's driving and personal habits. But when it comes to young drivers, one company reports it also checks applicants' records for accidents and arrests, and finds out whether he's had an approved driver-training course.

In some big cities like New York, agents and brokers now simply place youthful drivers in the "assigned-risk" pool because of the reluctance of their companies to insure them.

Still, you may want your youngster to drive, and it may even be essential for work or family reasons. Readers who complain about the strictness of insurers toward youthful drivers, also point out that if youngsters can't get insurance, or the rate is too high, they'll drive without it or even "borrow" cars without permission of the owners.

Demand Close Parental Supervision

Generally a reputable company will continue to insure a family when its youngster begins to drive, although it will insist on close parental supervision and is more likely to cancel after a youngster has an accident than if it occurred to an adult. One large company reports that it reviews files of all policy-holders who have two accidents in a 24-month period, but if a youthful driver is involved, it is even stricter.

The severity of the accident is not necessarily as important as the type. A youngster or even an adult is more likely to be regarded as a dubious risk because of a small accident for which he is responsible than for a larger non-contributory mishap or even a series of non-contributory accidents. For example, youthful drivers have a record of getting involved in rear-end collisions, which are considered a sign of carelessness and even recklessness.

A young driver has a better chance of getting insurance if he has had approved driver training. As your youngsters get into high school, insist they take the driver course. If the school doesn't have such training, request that the authorities institute it, or seek AAA or other thorough driver instruction. Such companies even charge less if the youngster has completed an approved course. Compare rates of different companies to see which gives the most favorable charge for a trained young driver.

Since rates are high, concentrate on liability coverage rather than collision insurance. If your youngster or even you damage your own car, you probably won't be bankrupted. Also, as previously noted, non-reimbursed damage is tax-deductible. So Uncle Sam partly insures your own car against collision damage. But if you damage another car or person, you may be involved in a costly damage suit.

It's not as hard to get insurance for a girl driver. The companies regard young women as less-hazardous risks because they use cars less frequently at night and are more often accompanied by older persons when at the wheel. Some companies make no extra charge, or not as much extra, for a woman driver under 25 than for a male under 25.

LABOR ROUND-UP

The independent United Electrical Workers Union, which was ousted from the CIO several years back for following the Communist

Party line, suffered a major setback from its rival, the International Union of Electrical Workers. UE's District 4, representing 13 locals and 18,000 members, has voted to join the AFL-CIO union. The IUE, which was organized after UE's expulsion, is now by far the larger of the two unions.

Weekend premium pay, a guaranteed annual wage and a straight wage increase are among the demands placed before the steel industry by the United Steelworkers of America. Steel mills, which operate seven days weekly, have not paid weekend overtime rates in the past.

A new trades department may be formed in AFL-CIO, this one the Needle Trades Department. Participating unions could include the International Ladies Garment Workers Union, Amalgamated Clothing Workers, and unions in the millinery, textile, shoe, hosiery and pocketbook fields. The department would represent over a million union members.

A two-year contract providing a 21-cent hourly increase was signed by Food and Drug Clerks Local 1092 after a three-day strike in Portland, Oregon. The strike affected Safeway and other food chains in the city.

Renewal of welfare fund payments by the Glen Alden company, anthracite producers, brought an end to a nine-day strike of 4,800 mine workers in Eastern Pennsylvania. The company had withheld payments on contributions to the funds since the first of the year.

FINAL DISPATCH

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

Claude A. Russell, 56: Brother Russell died of drowning in New Orleans on February 28, 1956. He had been a long-time member of the Union joining in the month of December in 1938 in New Orleans, and had been sailing in the engine department. Brother Russell is survived by his sister, Mrs. Flores Oldmixon, of Corpus Christi, Texas.

James Adams, 44: Brother Adams died on April 15, 1956 in the Kings County Hospital. Burial took place in Hillcrest Cemetery in Savannah, Georgia. Brother Adams had been a member of the SIU since 1952, joining in the Port of New York. He had been sailing as an AB in the deck department. He is survived by his mother, Mrs. E. Adams of Savannah, Ga.

Henry Estwick, 62: A resident of Brooklyn, New York, Brother Estwick died in the Kings County

Hospital in that city on March 30, 1956, of natural causes. Burial took place in Mt. Olivet Cemetery, LI, New York. He had been sailing in the steward department since 1938, joining the Union in Baltimore. He is survived by a brother, George E. Estwick of Brooklyn, NY.

Morris Edgar Garrett, 48: Brother Garrett died in the US Naval Hospital in Key West, Florida, on April 30, 1956. Place of burial is not known. He had been sailing under the SIU flag since 1955, in the deck department. Brother Garrett joined the Union in the Port of Norfolk. He is survived by his wife, Mittie Lee Garrett of Abilene, Tex.

Salvatore J. Marone, 49: On May 13, 1956, Brother Marone died of natural causes. Burial took place at Holy Cross Cemetery in North Arlington, New Jersey. Brother Marone was a charter member of the Union, joining in 1938 in the Port of New York. He sailed in the deck department. Brother Marone is survived by his brother, Leonard Marone, of Jersey City, NJ.



ALCOA PLANTER (Alcoa), May 6—Chairman, R. Swayne; Secretary, W. D. Johns. Repair list to be made up. Motion to contact patrolman for medicine chest in each foc'sle. Water fountain to be repaired. New washing machine needed.

ROBIN LOCKSLEY (Robin), May 9—Chairman, F. Blicher; Secretary, Bob Bowley. Ship's fund \$21.00. Ship's cat to be put ashore in Savannah. Laundry to be kept locked in port due to mess left in New York by longshoremen at pier No. 3 Erie Basin.

STEEL RECORDER (Isthmian), May 2—Chairman, J. Morrison; Secretary, Joe Wise. One man hospitalized in Bogu, P.I. Contact agent in Honolulu for replacement. Ship's fund \$19.30. Few hours disputed in regards to cleaning radio shack. Brother Herb no longer to sail in stewards department. Discussion on drinking fountain and bunk lights.

PENNMAR (Calmar), April 29—Chairman, F. Pasowski; Secretary, V. E. Mon'e. Ordinary seaman not too badly hurt as reported by hospital. Safety precautions to be taken at all times. No one should see captain concerning union matters. Ship's fund \$10.40. Headquarters report 125, 126 read and accepted. Parts for washing machine to be purchased. Ice box repaired.

STEEL ARTISAN (Isthmian), May 4—Chairman, K. Collins; Secretary, D. Grant. Second mate polishing brass to be brought to attention of patrolmen. Overtime put in for this work. Ship's fund \$3.02. New stewards department working rules accepted. Matter of dumping garbage taken up with patrolman. Patrolman to investigate accusation regarding two bottles of perfume stolen in Port of Djibouti.

FEDERAL (Trafalgar), May 1—Chairman, M. Lipkin; Secretary, Anderson. One man hospitalized in Sasebo, and one man in Singapore. Two men failed to join ship (SUP & BME) in Sasebo, Singapore. Ship's fund 19,400 Yen. Wiper promoted to fireman. Suggestion made to give anyone who puts in a full year on Persian Gulf ren a bonus of \$1,000 because of extreme hardships endured on the run. Washing machine out of order. To contact company for new machine. Motion picture projector rental to be looked into. Shipboard safety suggestions attached to minutes.

STEEL ARTISAN (Isthmian), February 25—Chairman, Charles Palmer; Secretary, Kenneth Collins. Ship's fund \$10.00. One man left ship on west coast for hospitalization. Suggestion made to close all alleyway doors in port.

WILD RANGER (Waterman), April 29—Chairman, Carl Almsworth; Secretary, Donald Ruddy. New ice box ordered and will be available on return. Remaining repairs will be taken care of. Ship's fund \$14.00. Yale locks to be installed on all unlicensed foc'sles. Deposit to be put up for each key. Suggestion made to trade in old iron for new and better one. Ship's fund, launch service and passes discussed.

CITY OF ALMA (Waterman), April 28—Chairman, D. K. Fisher; Secretary, R. C. Meloy. Any man performing in port to be logged. Draws to be made in day time only. Headquarters report read and concurred in.

ALCOA PARTNER (Alcoa), No date—Chairman, R. J. Montana; Secretary, J. M. Tarrant. Headquarters reports 122, 123, 124, 125, 126, 127 and 128 read and accepted.

ELIZABETH (Bull), May 7—Chairman, A. Friend; Secretary, A. Ferrara. Repair list made out and will be turned over to department heads and union delegate. Some disputed overtime. Headquarters reports 127 and 128 read and accepted. Mate to be consulted about leaving walkway to bow when decks are fish oiled. Crewmembers to keep laundry clean.

JOSE MARTI (New England), May 7—Chairman, Luigi Iovino; Secretary, Dave Pashkoff. All beefs squared away. Exterminator needed for cockroaches on board. Crew wishes more fresh vegetables and juices. No hot water in galley. Steward to order fresh stuff before leaving port.

COE VICTORY (Victory Carriers), May 5—Chairman, W. H. Mason; Secretary, James F. Byrne. Repair list to be turned in as soon as possible. Communication No. 127 read and accepted. Complaint about leaving washer running too long unattended. All excess linen to be turned in before arriving in home port. Members to be quieter at night.

STEEL FABRICATOR (Isthmian), April 1—Chairman, T. F. Martens; Secretary, S. Gotowicki. Some repair jobs unable to be completed due to ship sailing from New York too soon. Ship's fund \$17.21. Collected \$30.34 for second electrician's flowers. New ship's delegate elected. New secretary-reporter and treasurer elected.

SEATRAN SAVANNAH (Seatrains), May 15—Chairman, J. Pullen; Secretary, E. Hansen. Ship's fund, \$73.75. Sailed short one man from New York. Blackboard not to be used for jokes, etc., but strictly for ship and Union business.

ROBIN KETTERING (Seas Shipping), April 22—Chairman, Les Ames; Secretary, R. T. Whitley. New washing machine installed and in good working order. Ship's fund to be kept at a minimum of \$25.00 Only donations to be small change at pay off. Question as to whether ship sailed one man about. Headquarters reports 124,

125 and 126 read and accepted. New ship's delegate elected. Motion made and concurred to draw up set of rules for messhall and laundry. Discussion as to whether ship can sail with passenger and no passenger utility but pay \$2.50 per passenger.

LONGVIEW VICTORY (Victory Carriers), May 6—Chairman, S. Bergeria; Secretary, J. Sings. Crew to be sober at payoff. Mate to be contacted regarding overtime and personal conduct. One AB hospitalized in Muroan, Hokkaido, Japan, for appendectomy. Doing well. Fresh vegetables to be obtained in Japan. Inferior linen to be checked. New washing machine requested.

SEATRAN NEW JERSEY (Seatrains), May 20—Chairman, J. Monast; Secretary, P. Patrick. Air conditioning in messhall to be looked into. Ship's fund, \$4.83. Suggestion that money matters in next negotiation be in form of a pay raise instead of welfare benefit increase. Contact patrolman about new library. Coffee to be made in Texas City in afternoon.

ANGELINA (Bull), April 14—Chairman, none; Secretary, none. No beefs. Motion carried to accept recent communication from headquarters. Pantryman commended, keeping pantry in good shape.

ALCOA ROAMER (Alcoa), May 13—Chairman, J. Bowden; Secretary, P. Calebaugh. One man sent to hospital

Digest Of SIU Ship Meetings

in San Juan. Ship's fund \$14.00. Each man to get his own linen. Members not to get paint on messhall chairs.

QUEENSTON HEIGHTS (Maritime Trade), May 6—Chairman, Stanley Johnson; Secretary, R. Morgan. No LOGS or communications received. Five men missed ship at Singapore. All returned 28 days later when ship got back to Singapore. Wired New York about stores at Sasebo. Wired headquarters regarding two men hospitalized in Singapore. Asked captain to get supplies for stowage. Ship's fund, \$3.66. \$21.34 paid out for telegrams. Some disputed overtime. More water to be used when washing clothes so machine will work better. Discussed shortage of keys to foc'sles. Percolator needed for engine room.

ROBIN WENTLEY (Seas Shipping), April 24—Chairman, J. Nash; Secretary, A. Paige. Ship's fund, \$10.00. \$2.00 paid to American Seaman's Friends Society. Ice to be pulled only five days a week, none on weekends. Thanks voted to steward department for fine food and preparation of same.

MONTEBELLO HILLS (Western Tankers), May 10—Chairman, Johnson; Secretary, McKreth. Meeting called to iron out friction on ship. Ship's fund, 5,600 yen. Two men short in deck department. One man had hospital slip when he got off ship. New ship's delegate elected. One man taken ill with probable heart ailment. Sent to hospital May 10th.

ROBIN TRENT (Seas Shipping), March 18—Chairman, James Corcoran; Secretary, W. J. Walsh. Bosun claims quarters he occupies with carpenter are entirely too small and sees no reason why two unrated members of engine department should occupy de luxe foc'sle while two rated men occupy lesser quarters. Headquarters Union official paid visit to ship but no definite decision reached as yet on this beef.

MAE (Bull), May 12—Chairman, William Morris; Secretary, Rueben Ruffkay. Screen doors being repaired. Water-tight doors need repairing. Number of port hole screens needed. Ship's fund, \$35.55. Ship's delegate resigned and chief cook volunteered to take job. Delegate to draw up petition on air conditioning and send to headquarters. Suggestion made to put cups in sink after using.

STONY POINT (US Petroleum Carriers), May 6—Chairman, James Purcell; Secretary, C. R. Johnson. Two men hospitalized in Japan. One man missed ship in Singapore. One man paid off in Singapore. Restricted hours turned in in Iraq disputed. Ship's fund, \$12.10. Discussion on milk being taken in Singapore. After deck to be kept clean at all times. Awning to be obtained for after deck. Complaints not to be taken to topside.

ROBIN TRENT (Seas Shipping), May 6—Chairman, James Corcoran; Secretary, W. J. Walsh. Few hours disputed overtime. Robin Line to be contacted regarding expenditure control while vessel is in African waters. Expenditures are limited to \$400 and almost one half of this amount goes for fresh milk, lobster tails and ice cream, leaving small amount for fresh fruits and vegetables. Cooperation urged on maintenance of washing machine and laundry. Members using machine should remove nuts, bolts and other foreign matter from their clothing before placing working gear in washer.

Get Copy Of Skipper's Report, Avoid M&C Gyms, Union Urges

Maintenance and cure is a Seafarer's right under maritime law, but it can be disputed by the shipping companies. And that's where it's always handy to have the proof in your wallet in the form of a copy of the skipper's report.

Cribbage, Coffee Mix On Elizabeth



Cribbage is the center of attraction as SIU crewmen on the Elizabeth gather in the messroom for coffeetime. Pictured (l to r) are Chico Avitai, OS; Al Friend, MM; Bob A. Barrett, chief electrician; Dutch Velingua, engine utility, and Tony Ferrara, carpenter. Friend submitted the photo.

Jones Act Still Under Fire From Shipowners

June 5th was the 36th anniversary of the Jones Act, one of the most important pieces of protective legislation enjoyed by US seamen. The anniversary comes at a time that the act is under subtle attack from shipowner interests who seek to whittle away some of its most valuable features.

The significance of the 1920 Jones Act is that it gave seamen an effective right to sue the shipowner for damages in the event of illness or injury suffered on a

merchant vessel. Shoresiders injured on the job come under their state Workmen's Compensation Laws.

Before the Jones Act, seaman for years had the protection of maintenance and cure and transportation if leaving the vessel because of illness or injury. These rights had existed for centuries and were recognized by the US Congress as far back as 1790. By and large, it was very difficult before the Jones Act to sue for damages over and above maintenance and cure plus unearned wages.

Costs To Shipowner

For example, the Jones Act placed primary liability for accidents on the shipowner even if other crewmembers were partially or wholly responsible. Up until then, the "fellow servant" rule prevailed, under which a shipmate could be partially responsible but not the owner.

Today, if a fellow crewmember or the victim himself is negligent, it is regarded only as contributory negligence which reduces, but does not eliminate, the shipowner's responsibility to compensate the victim.

Since the act was passed in 1920, there have been repeated efforts on the part of shipowner groups to replace it with a system of workmen's compensation which would put a ceiling on the operators' liability and on awards for illness and injury. Such efforts have always been resisted strongly by the SIU.

In recent months, anti-Jones Act groups have taken a new tack. They now want to "recodify" the legislation without aiming at outright repeal. They have succeeded in attracting some support among maritime unions but the SIU has never changed its traditional position of supporting seamen's legal rights on the subject.

The only way to get this is to ask for it while you are still on the ship. Then you are sure to be protected, no matter what.

Here is the procedure to be followed, as outlined by the SIU Welfare Service Department.

● If you are hurt on the ship or become ill, immediately report to the captain or the chief mate. If you are unable to do so yourself, ask the departmental delegate to do so without delay.

● See to it that a full written report is made out by the officer and get a copy of it signed by him.

● If you are hospitalized in a foreign port, have the Union notified immediately. That will help assure you proper care while hospitalized, prompt return to the US and continuation of wage allotments to your family.

Payment Can Be Delayed

If no report is made on the ship, the company has no way of knowing a thing about the accident and can dispute maintenance money until such time as they get a report. That leaves a Seafarer stranded without money coming in unless he is hospitalized and getting the Union hospital benefit.

Even where a report has been made to the company, the Seafarer needs his own copy as proof. Otherwise, there is nothing to stop a company from stalling payments by claiming that it "wasn't notified." But when the Seafarer can walk in and slap down an exact copy of the skipper's written report, he assures himself prompt payment on all money due him.

Personals

The following men are asked to drop a note to Joseph Pilutis, 89 Grattan St., Brooklyn 37, NY: Eddie Poisse, Robert Sojka, Citizen Joe, Eugene Ceccato, Frank Preskevick.

William Solomon or Ben Solomon

Contact Bertha Haggerty from Mobile at 1017 Fulton Street, Brooklyn, ULster 7-3759.

Jerry E. Rader

Contact Mrs. Glyn Rader, Cherokee Hotel, Lake Charles, La.

James Eller

Urgent you contact Jimmie D. Coker, c/o SIU Seattle hall as soon as possible.

Richard Brown

Important you get in touch with your wife, Mrs. Mary Brown, 716 Hilltop Road, Baltimore 26, Md., because of severe illness in family.

Frank McGlone

Kindly contact your wife.

William Vander Vlist

Get in touch with your mother at 33 Caroline Pl., NE, Grand Rapids 3, Mich.

Arthur Quinn

Contact Hal Kerster, 31 W. 8th Street, New York City.

Edward Nooney

Your validated papers, which were left aboard the Ocean Rose, have been forwarded to the SEAFARERS LOG office and can be picked up there.

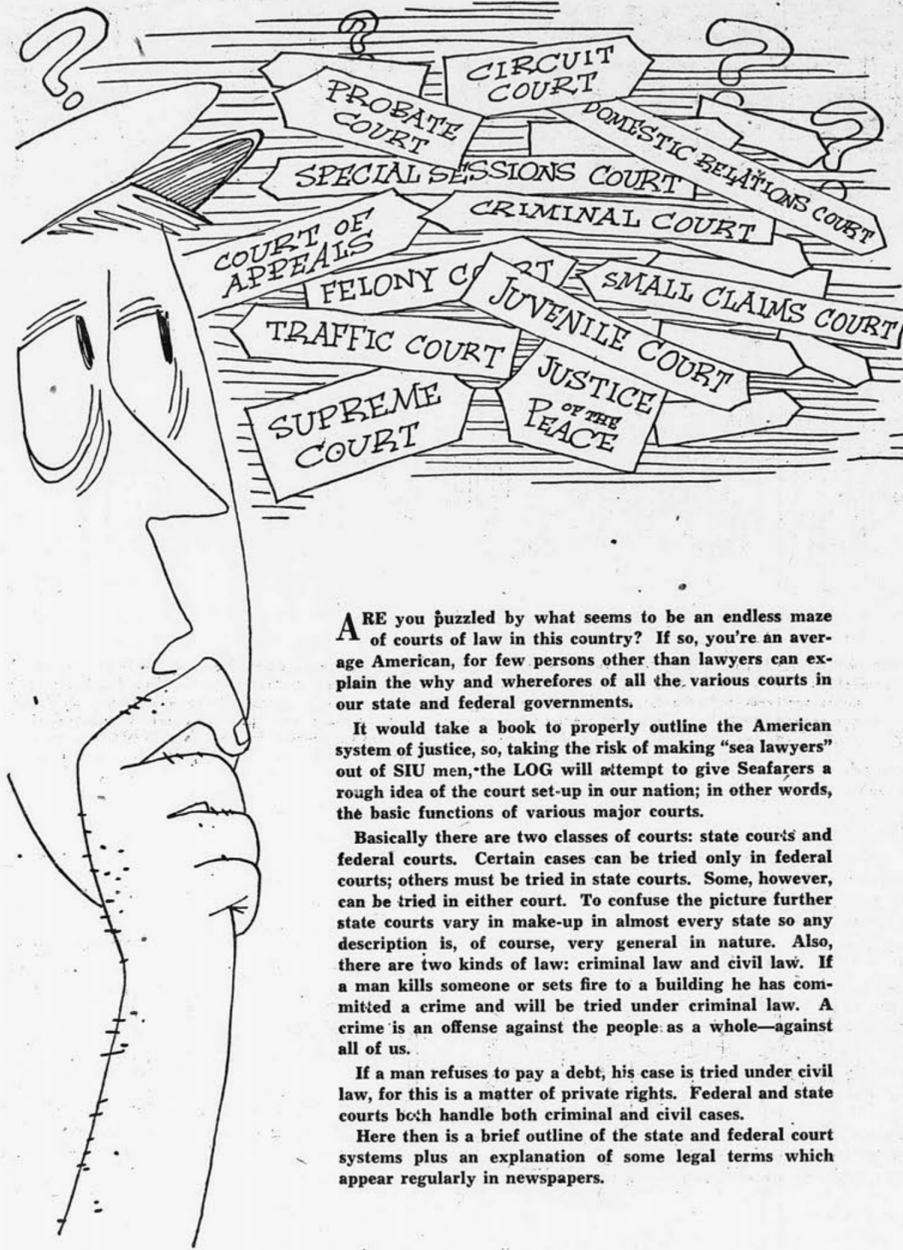
for SIU MEMBERS!

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IN THE NEW YORK & BALTIMORE HALLS



ARE you puzzled by what seems to be an endless maze of courts of law in this country? If so, you're an average American, for few persons other than lawyers can explain the why and wherefores of all the various courts in our state and federal governments.

It would take a book to properly outline the American system of justice, so, taking the risk of making "sea lawyers" out of SIU men, the LOG will attempt to give Seafarers a rough idea of the court set-up in our nation; in other words, the basic functions of various major courts.

Basically there are two classes of courts: state courts and federal courts. Certain cases can be tried only in federal courts; others must be tried in state courts. Some, however, can be tried in either court. To confuse the picture further state courts vary in make-up in almost every state so any description is, of course, very general in nature. Also, there are two kinds of law: criminal law and civil law. If a man kills someone or sets fire to a building he has committed a crime and will be tried under criminal law. A crime is an offense against the people as a whole—against all of us.

If a man refuses to pay a debt, his case is tried under civil law, for this is a matter of private rights. Federal and state courts both handle both criminal and civil cases.

Here then is a brief outline of the state and federal court systems plus an explanation of some legal terms which appear regularly in newspapers.

Some Common Legal Terms . . .

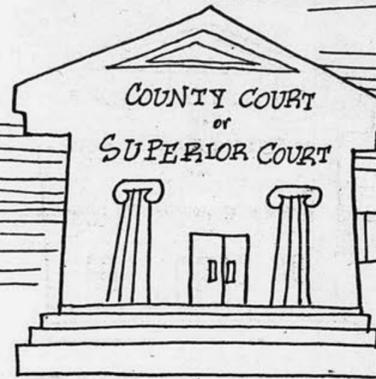
- Accessory:* A person connected with a crime, but not the actual culprit.
- Brief:* A lawyer's written statement of his case.
- Extradition:* The return of a criminal by a foreign country or another state to the place from which he fled and in which the crime was committed.
- Indictment:* An accusation of crime by a jury.
- Injunction:* An order by a court requiring a person to do or halt a particular act.
- Lien:* A claim on property for payment of debt.
- Proxy:* Authority given to another to act for one.
- Reprieve:* Withholding execution of a criminal sentence, temporarily.
- Subpoena:* Notice to a person to appear as a witness.
- Summons:* Notice to a person that action has begun against him and he must appear or answer.

THESE CASES COME BEFORE A STATE COURT . . .

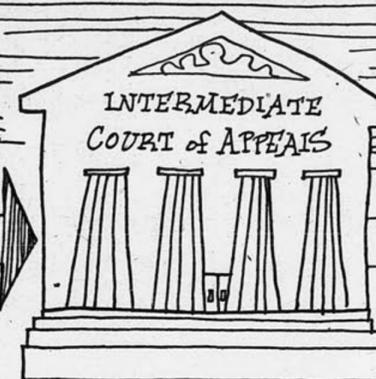
- Disputes between individuals.
- Disputes between an individual and state or local governments.
- Trial of persons who violate state criminal law.
- Protection of constitutional rights of citizens against state or local authorities.



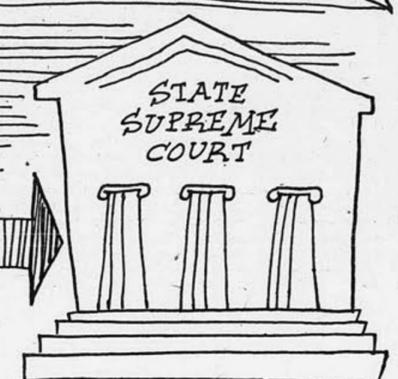
Minor cases of type described above go before above court. Court's name varies depending on locality. These cases usually involve misdemeanors, traffic violations, domestic relations, small claims and juvenile cases. In some cities special branches of this court are set up to handle disputes of one specific nature only.



Many cases of type described above start in this court and usually are of more serious nature than those in Municipal Court, such as serious crimes and large money claims. This court can also review cases tried in lower state courts.



This court exists only in heavily-populated states and its main job is to hear appeals from the lower courts. In some cases its decisions are final; in others further appeal may be made.

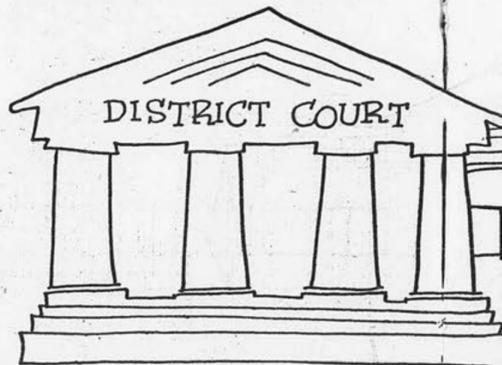


Main purpose of this court is to hear appeals from lower state courts. In some states this is called Court of Errors. In cases where a question of federal law arises, a matter can be appealed to the US Supreme Court.

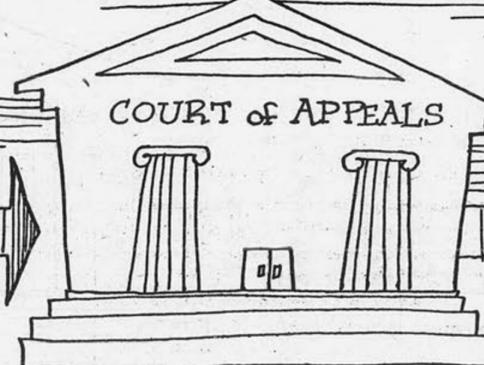
STATE COURT

THESE CASES COME BEFORE A FEDERAL COURT . . .

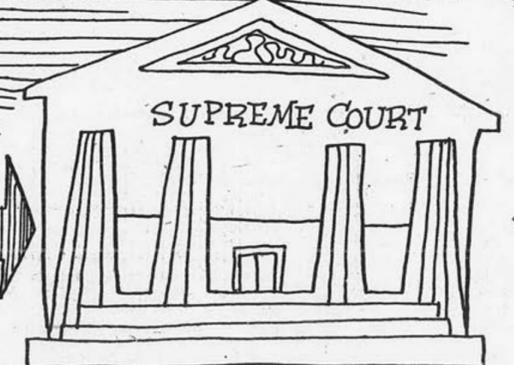
- All cases involving a crime against the US.
- All civil actions in which the US or a state is a party, except those between a state and its own citizens.
- All admiralty, maritime, patent-right, copyright and bankruptcy cases arising under the US Constitution or federal laws.
- Disputes between citizens of different states for claims over \$3,000.



The country is divided into 84 District Courts. All federal crimes are prosecuted here; anti-trust suits, internal revenue, etc., as described above.



This court (11 in the nation) handles appeals from the District Court, although sometime appeals may go from the District Court directly to the Supreme Court.



Hears appeals from lower federal courts, and also hears cases that begin directly with Supreme Court. Supreme Court can usually decide which cases to hear. If court thinks the case at hand is important to the nation as a whole it will usually hear the case. Its main task is to guard the US Constitution and to make sure its great system of law and liberty is never curtailed.

FEDERAL COURT

Cable Ship in Layup, Alaska Job Pending

SEATTLE—Slated to operate as a floating cable warehouse for the next few months in the first phase of a vital defense communications project, the SIU-manned Arthur M. Huddell is now standing by here with a skeleton crew of shipkeepers aboard.

The regular SIU crew was paid off after bringing the ship around from Portsmouth, New Hampshire, where she loaded 2,000 tons of delicate cable for an underwater telephone cable system linking Seattle and Ketchikan, Alaska. The ship crewed up in Baltimore during April after coming out of lay-up in the James River reserve fleet for the special assignment.

Shipping Seen 'Good'

In other developments here, SIU Port Agent Jeff Gillette took issue with previous estimates of the local shipping situation by pointing out that the total number of men dispatched in any one period wasn't always an accurate barometer of the port's job potential. He noted that while the shipping total has hovered around 40 for several

periods, far below usual, shipping was still "good."

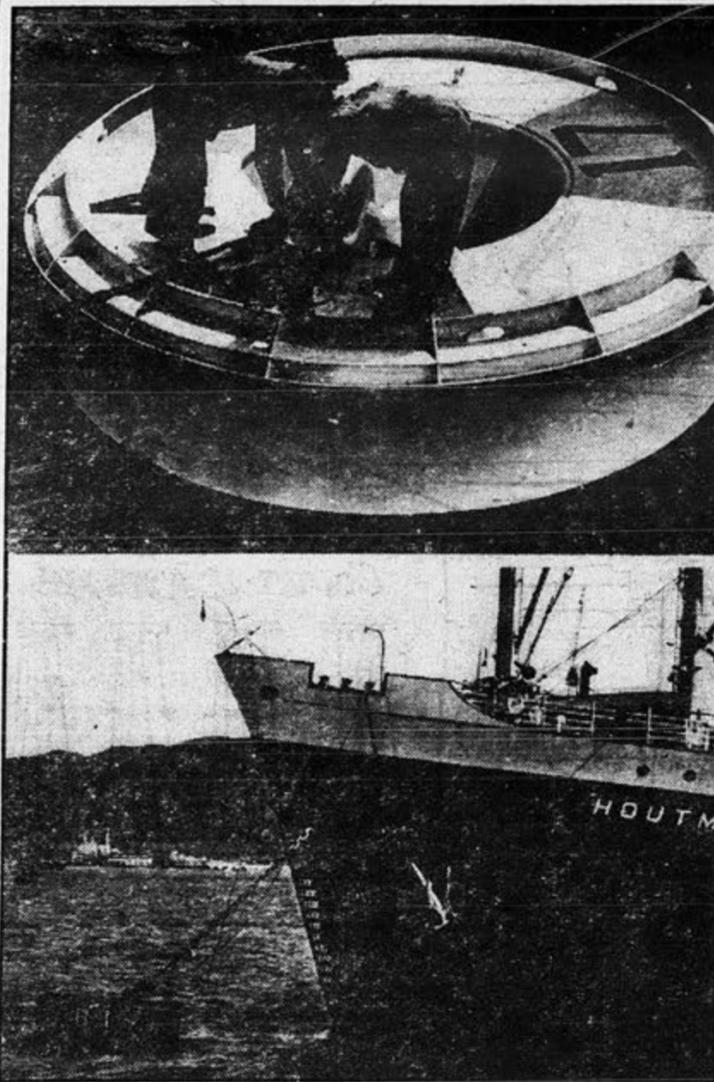
Gillette said no one on the beach here is finding it tough to ship out, particularly since the port is generally always short on class A and class B men, and usually has to ship a few men in class C to fill job needs.

Payoffs Due

As if to prove his point, he listed two payoffs for the present period, and a third, the Cosur d'Alene Victory (Victory Carriers), due on June 18. These are in addition to the usual Waterman and Calmar in-transits.

For the past period, the Anniston (Ace) and the Huddell paid-off, and the Anniston signed on again. In transit ships included the Flomar, Pennmar, Portmar (Calmar), and Maiden Creek and Fairport (Waterman).

Buoy With A Roving Eye



Workmen in Hong Kong test a new type of mooring buoy featuring a "mooring eye" which is said to insure a quick connection by always being at "open" and lining up immediately with the direction of the mooring pull. Its Scottish manufacturer also claims it will reduce chafe and wear on mooring chains. Bottom photo shows the new buoy in use at Hong Kong.

Seafarers In Action

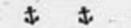
There's nothing like a good follow-up to a job as the crew of the SS Gateway City can testify. Ship's reporter Clyde L. Van Epps got to work and wrote letters of thanks to several Senators who had supported the SIU's position on cargo preference for US ships. Ship's delegate W. L. Sink also



Garabedian

deserves a mention for the top-notch representation he gave the crew.

In the pork-chops department (edible ones that is) the parade is led off by the steward department of the SS Ideal-X, which had the distinction of being the first tanker-trailer combination job to go into service. Matching the spirit of the occasion, chief steward Leo Garabedian and chief cook Joe Szymanski, along with other crewmembers have been making it a good eating trip and doing an "excellent job" in the words of the crew.



The week in and week out operations of the SIU require the utilization of rank and file auditing committees to keep track of weekly income and outgo in the various ports. The three-man membership elected committees check bills, vouchers and other money matters and file reports accordingly.



Straka

Among Seafarers who audited port receipts and expenditures recently were W. C. Zajani, S. A. DiMaggi and J. La Corte for the port of Boston; J. Buzalewski, E. Johnston and M. Grochowski in Philadelphia; H. Whisnant, L. R. Stark and J. Straka, Baltimore; and B. Winborne, A. Sacco and W. B. Harrell in New Orleans.

Unionist Seeks Balto Port Job

BALTIMORE—Edward H. Johns, executive secretary of the Baltimore Federation of Labor, is a leading candidate for appointment to the recently-created Maryland Port Authority. Four members of the authority have already been appointed. The naming of the remaining member awaits the return of Gov. Theodore McKeldin from a European trip.



Johns

Johns is considered to be in line for the post as he has had experience on the Baltimore Port Commission and would be the only labor and maritime representative on the authority. He is getting strong support as the representative of Anne Arundel County on the Commission.

The Baltimore Federation leader is a close friend of the SIU and has cooperated with the Union on various occasions. The Baltimore Federation maintains its office in the SIU Baltimore hall.

Minus Lung, Seafarer Winning Cancer Fight

A remarkable fight to regain his health is being successfully waged by Seafarer Albert W. Willis with the help of the US Public Health Service hospital in Baltimore. Now fit for duty again after two years, Willis is aboard the Amerocean following a bout with lung cancer which required the removal of his left lung.

Willis is convinced as a result of his experience that every Seafarer should get a chest x-ray at least once a year, possibly more

often. He points out that he himself had a chest x-ray in March, 1954, and everything seemed okay. Three months later in May, 1954, when he went for a checkup on a kidney condition, doctors at the Baltimore marine hospital found a spot on his lung



Willis

from pneumonia he had and was unaware of. Between that time and January, 1955, it turned into an advanced cancer of the lung. "That is how fast these things grow."

He was hospitalized in November, 1954, and operated on in January. "The doctors thought they could save the lung by taking part of it out," he writes, "but after they went into my chest it had gone too far to save the lung. So it had to come out."

Long Uphill Battle

From then until April of this year, Willis fought the long, slow uphill battle back to health. "I got a 'fit for duty' slip the middle of April and got this ship May 2. It feels good to be back to work again."

Willis still has to go to the hospital at six-month intervals for check-ups, but thus far has been feeling well. He gives thanks to the doctors and nurses at the Baltimore hospital and to the SIU officials and members in the Baltimore hall who kept his spirits up during the long months of hospitalization. "Some of them I had never known before then. We have a wonderful bunch of men in the SIU." During his hospitalization Willis received \$450 in Seafarers hospital benefits.

Under the SIU health and safety program, the Union intends to set up medical centers in the ports of Baltimore, New York, Mobile and New Orleans at which Seafarers can get a standardized pre-shipment physical and health check-ups, including x-rays. Pending establishment of these centers Seafarers can get regular x-rays simply by going to the nearest US Public Health Service hospital.

MEET THE SEAFARERS

Louis B. Thomas, ch. stwd.

A hitch with the Marine Corps in the 1920's indirectly led Louis B. Thomas to seafaring in 1944. He had gone down to re-enlist in the Corps during World War II at its New York recruiting office. "They



merchant seaman."

turned me down," he said, "but the recruiting officer remembered me from Parris Island days back in the 1920's. He suggested that the best thing I could do was to ship out as a merchant seaman."

Thomas took his advice and registered at the SIU New York hall. He got aboard a Liberty ship as a galley utility and from there quickly advanced his rating until he now sails regularly as chief steward. For a fellow who never set foot on merchant ships until '44, Thomas has been making up for lost time by sailing steadily since then. "I figure I have about six years of chief steward seatime alone," he says, not counting time spent in other ratings.

Eight Years In Marines

A native of Birmingham, Alabama, the 53-year-old Seafarer farmed a while back home before joining the Marine Corps in 1921. He put in eight years as chief cook, mess sergeant and similar jobs with the Corps. Then he worked ashore in factories and shipyards for a number of years and raised a family.

Since joining the SIU, Thomas has never regretted it.

Raymond Ruppert, OS

Several years back Seafarer Ray Ruppert grabbed a long-term shut-tie-run sign-on. He was out 10½ months on the one ship until she was sold and the crew sent home. "When we left the States," he said, "the scale was \$190 a month and \$1 an hour OT. When we came in, it was up to \$220 a month and \$1.12 OT. We figured we were \$500 ahead of the game on that one contract alone"—one good reason for sailing with the SIU.

Ruppert, who is 32, got his start in World War II out of the Sheepshead Bay Maritime School. There he took the condensed course in cooking and with an endorsement in his pocket headed for sea as a second cook via the Stone Street hall of the SIU.



Ruppert

His first ship was the Tristram Dalton, a Bull Liberty, which went to North Africa and then to the Salerno beach-head. All hands, he reported, had a peaceful trip, escaping the consequences of enemy fire and the effects of the novice's cooking.

He went on to work five years in the steward department, but switched to the deck gang in 1948.

He likes the free and easy independence of shipboard life. From time to time, he said, he has tried working ashore and holds a card in the electrician's union in New York. "But he never stayed at it very long, even though the pay is good, because "there's nothing ashore like working on a ship."

Among Our Affiliates

Deck crewmen of the ill-fated steamship Howard Olson received \$450 for loss of gear, the Sailors Union of the Pacific reports. Two engineers, the third mate and the steward lost their lives when the ship was cut in two in collision with the SS Marine Leopard. The union negotiated an additional \$150 for loss of gear as the coastwise agreement provides \$300 for this purpose.

The new home of the Marine Fireman's Union will be located at Second and Tehama in San Francisco. It will have two stories which will provide space for hiring hall, restaurant, library, welfare fund offices plus three units to be rented to outside tenants. March, 1957, is the tentative date for completion of the building.

Continuing its 1956 contract roundup, the SIU Great Lakes District negotiated a 17-cent hourly increase for steward department men of the Great Lakes Dredge and Dock Company.

With the wind-up of a 90-day referendum on shipping rules, the Marine Cooks and Stewards Union has called a port agents' conference to discuss a preliminary draft of a proposed union constitution. The constitution, when drafted and submitted to membership meetings, will be acted on in a subsequent referendum.



The sorry story of blundering and miscalculation which the Maritime Administration refused to anticipate in 1954 is coming home to roost today. The runaway flag shipowners who wept so copiously of their plight two years ago are having a field day now at the expense of the Government whose taxes they fled two years back. And the US is at their mercy, compelled to pay profiteering rates to get the shipping space it so badly needs.

Right now rates on the runaways are 2½ times estimated normal rates. They might be even higher if not for the existence of a decimated US tramp fleet and the Government's ability to pull ships out of the reserve,

at considerable cost, if rates get completely beyond reason.

Naturally neither the crewmembers on the runaway ships nor the US Government get any benefit from the bonanza the runaways are extorting.

The SIU said in the first instance that once these ships escaped US jurisdiction this country could no longer rely on them in any emergency. The current situation, in a non-emergency period, is a sample of how much the US can count on the runaways. It's all the more reason for the development of an adequate merchant fleet under the American flag.

Seafarers' Scholarship

Another group of Seafarers and Seafarers' children will be headed to colleges of their choice in the fall with their education provided for by the Seafarers Scholarship Plan. The Plan, generally considered the best in the United States, will give each of these students \$6,000 to complete four years of schooling free from financial worry.

When the Scholarship Plan started in 1953 there was uncertainty over how many Seafarers would be interested or able to take advantage of the Plan. But the record of the last three years shows that Seafarers have turned in an excellent performance under the Plan, surpassing all expectations. Five Seafarers have gone to school with the aid of this benefit. One of them has completed his course with flying colors and the other four all boast top-ranking grades in their fields. In one instance, the Seafarer had been out of school for almost 20 years, yet he has been racking up a string of "A" grades in competition with students fresh out of high school who have been in close touch with their studies.

Another aspect of the Plan not commonly realized is that it is of considerable benefit to the entire Union and its membership. Time after time, scholarship winners have informed us of the tremendous impression the Plan has made in their home communities and at the colleges and universities they attend. There have been repeated expressions of amazement at the generosity of the scholarship benefits and the complete freedom of choice given to the award winners. Chances are these scholarships have done more to make the shoreside public aware of the Union and its accomplishments than any other development in recent years.

Obviously none of the Seafarers now attending would have been able to complete their education without the help of the Plan and for that matter, few of the children either. Every Seafarer can feel that he has made a significant contribution to the nation and the development of the specialists it needs through his Union's Scholarship Plan. This Plan is one more reason why the SIU Welfare Plan is second to none.

Pan-Atlantic Makes Bid To Service More Ports

WASHINGTON—As part of its ambitious program to develop the coastwise trade, the SIU-contracted Pan Atlantic Steamship Company has asked the Interstate Commerce Commission to approve service to numerous additional ports. A company application to acquire operating rights of the S. C. Loveland Company, a coastwise barge operator, is now being discussed at ICC hearings.

The Loveland rights would make it possible for Pan Atlantic to use the 20 Government-owned tankers it has requested charters on, in addition to the seven trailerships it plans to build and/or other vessels it might see fit to operate.

Three-Way Operation

In presenting Pan Atlantic's case, a spokesman for the company revealed far-reaching plans for servicing virtually every deepwater port between Portland, Maine, and Houston, Texas. The ports would be serviced by three types of operation: conventional break-bulk cargo ships; tankers carrying trailers on deck and true trailer-carrying ships which could also handle some deck cargo parcels. In addition, the company could utilize barges, or small trailer-vessels as supplementary service at various shallow-water ports.

Express Service

The entire picture sketched out by the company representatives envisages a shipping service so extensive that no coastal source of shipments would be more than a few hours' trucking distance from a Pan-Atlantic ship.

Among additional ports that would be serviced under the Loveland rights would be Portland, Maine; Providence, RI; New London, New Haven and Bridgeport, Conn.; Norfolk, Va.; Morehead City and Wilmington, NC; Savannah, and Port Canaveral, Port Everglades and Key West, Florida.

The purpose of these services would be to avoid any extensive over-the-road trucking from these areas to the major ports now on the Pan Atlantic run. These ports at present are Boston, New York, Philadelphia, Baltimore, Charles-

ton, Jacksonville and Miami on the Atlantic Coast and Tampa, Mobile, New Orleans and Houston on the Gulf.

In other words, the objective is for a shipment to spend a minimum amount of time and mileage on the road and a maximum amount on the ship.

Plumbers Win Lake Chas. Beef

LAKE CHARLES — AFL-CIO plumbers and steamfitters are back at work again with all union demands won after a ten-day strike.

The men turned down the employers' "final" offer at a pre-strike meeting two weeks ago and subsequently walked off the job. After ten days, the contractors got the idea that the union men meant business and met all demands. The settlement ended the only local break in the labor-management "calm" of the past few months.

Other local news developed over a fire on the Cities Service tanker Chiwawa, in which apparently only one SIU man suffered burns. Quick work by the SIU crew put out the fire, which destroyed the 12-4 engine fore'sle.

Shipping Still Good

Shipping, meanwhile, remained good despite a slight drop. In spite of the decline, however, several class C men were dispatched because no class A or B men were available at the time.

Eight Cities Service tankers plus the Val Chem (Valentine) in Port Arthur called during the past two weeks. There was no outstanding beefs on any of them, port Agent Leroy Clarke stated.

Honeymooners Check The 'Articles'



Seafarer George Fargo and his bride, Diane, check over marriage certificate issued a few hours earlier at Boro Hall in Brooklyn, during a quick visit to SIU headquarters before leaving on a honeymoon trip. The couple hasn't decided where to set up housekeeping yet. Fargo was AB on the Alcoa Planter.

Runner Messman Now A Horseman

Playing the hunches like many a horse-player, Seafarer Julio Colon has parleyed some of his earnings on SIU ships into ownership of a couple of thousand pounds of horseflesh for a flyer in the turf world.

Colon, a messman on the Alcoa Runner, bought a horse at one of the New York tracks during his last trip north on the Puerto Rico run, and took the nag back with him on the return voyage. He plans to enter him for some workouts at the track in Puerto Rico.

No Time Wasted

No time was wasted in getting the horse ready for the trip. Colon bought him on May 11 and the horse sailed with the ship and his new owner the same day. He was carried south with a load of feed and a special stall on deck. If nothing else, he'll be a seasoned

sea traveler when Colon gets through with him.

Colon's shipmates on the Runner took the added "passenger" in their stride, and are hoping the best for him. According to V. Cipriano, FWT, "we'll be glad to see him win." It's not unlikely, of course, that quite a few of the boys on the Runner will be plunking down some greenbacks to nudge the horse along.

After all, the honor of the Runner is at stake too. It figures that a horse which gets its sea-legs on a ship called the Runner should put them to good use when he gets ashore.



Seafarer Julio Colon is shown on Alcoa Runner with race-horse he bought in NY and took back to Puerto Rico with him. The horse has a supply of food in his stall on deck.

LOG-A-RHYTHM:

Rainy Night

By Robert Winters

Letter to a friend
on a windy, stormy night. . .

My door is open,
The warmth seeps in.

I think of all the ports,
The cities of sin,
Gaiety, licentiousness
All rolled into one,
Where life runs riot—
Nights full of fun.

The Red Light District in Trieste
Or Rome, or Napoli
The Casbah in Algiers
As exotic as could be
The slimy dives of Shanghai
Hong Kong . . . Kowloon . . .
Of lands of mystery.

Oh, the mem'ries a seaman has
Especially on the beach
A dear friend in Bordeaux
The time in Mexico
Of pleasures long gone by
And so far out of reach.

I see the lights of ev'ry harbor
In every port I've been
And as the gentle raindrops
Pat the window as I write
I say a pray'r for a seaman
On any stormy night.

SEAFARERS IN THE HOSPITALS

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 - Melvin Baskin
 - Francisco Bueno
 - Jessie A. Clarke
 - Russell Clymer
 - Victor B. Cooper
 - D. D. Dambrino
 - Michael Duco
 - Aurelio A. Flores
 - Donald Forrest
 - Hugh Fouche
 - Richard L. Foust
 - George Gass
 - Gorman T. Glaze
 - Peter Goodzuk
 - Leo C. Hannon
 - Albert Hawkins
 - Edward Huizenga
 - Ira H. Kilgore
 - Manuel Lourido
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 - John C. George
 - Clarence Graham
 - William Havelin
 - George Howard
 - Charles Jeffers
 - Martin Kelly
 - Edward G. Knapp
 - Leo H. Lang
 - William Lawless
 - Michele Liuzza
 - John J. McKenna
 - James M. Mason
 - Michael Papusha
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 - Robert E. Gilbert
 - William Guenther
 - Bart E. Guranick
 - Taib Hassen
 - Joseph Ifsits
 - Thomas Isaksen
 - Ludwig Kristiansen
 - Frank J. Kubek
 - Frederick Landry
 - James J. Lawlor
 - Kaarel Leetmaa
 - Leonard Leidig
 - Anthony D. Leva
 - Eugene Stark
 - Mike Lubas
 - Joseph D. McGraw
 - Archibald McGuigan
 - David McIlreath
 - H. F. MacDonald
 - Albert Martinelli
 - Vic Milazzo
 - Joseph B. Murphy
 - Joseph Neubauer
 - James O'Hare
 - Ralph J. Palmer
 - George G. Phifer
 - James M. Quinn
 - D. F. Regalado
 - D. F. Ruggiano
 - G. E. Shumaker
 - G. Sivertsen
 - Henry E. Smith
 - Karl Treimann
 - Harry S. Tuttle
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 - Norman West
 - John T. Westfall
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 - Pon F. Wing
 - Chee K. Zai
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- BEEKMAN DOWNTOWN HOSPITAL NEW YORK, NY**
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- VA HOSPITAL BOSTON, MASS.**
- Edward J. Toolan

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Zone

STATE

ALCOA PILGRIM (Alcoa), April 22—Chairman, J. Bullitt; Secretary, H. Sedgeway. Ship's fund \$5.42. New ship's delegate elected. Suggestion to contact J. Algina about watch foc'sles for black gang. New ship's treasurer elected. Discussion on storing ship in New York.

ALCOA PENNANT (Alcoa), April 27—Chairman, A. E. Bourgo; Secretary, A. Danne. One man missed ship in Panama City, Fla. Motion to get beef in U. S. New pillows not received yet which were ordered three trips ago. Linen not to be put in passageway in port.

OCEAN ULLA (Maritime Overseas), April 29—Chairman, L. Lutey; Secretary, Dave Furman. Few repairs promised to be done this trip. New ship's delegate elected. Complaint about washing machine not working. Requested all members to turn off machine when finished.

GEORGE A. LAWSON (Pan Oceanic), April 31—Chairman, Carl Lawson; Secretary, Tex Matting. All repair lists to be turned over to ship's delegate. Had very good trip and vote of thanks given to captain for fine cooperation. Lost an OS in Cadiz, Spain.

Digest Of SIU Ship Meetings

Few hours disputed overtime; patrolman to be notified about misunderstanding on equalizing overtime. Chief cook paid off in Mostaganem, NA due to injury aboard. No communications received the entire trip. Vote of thanks to steward department for full cooperation, cooking and service. Suggestion that each member voluntarily donate \$5.00 to the wife of OS who died aboard. Suggestion to have wiper's foc'sle sougeed and painted and also all passageways.

WACOSTA (Waterman), April 22—Chairman, C. J. Quinn; Secretary, Clyde Carlson. All repairs taken care of. Ship's fund \$10.00. Re-elected old ship's delegate for another term. Discussion on new feeding system and entire crew in accord.

STEEL CHEMIST (Isthmian), May 6—Chairman, Stanley Piga; Secretary, George Gallant. Ship's fund \$2.20. New ship's delegate to be elected. Library to be kept more orderly. Cups to be returned after using. Baker to put out doughnuts as many times as possible.

FORT BRIDGER (US Petroleum Carriers), May 5—Chairman, H. Menz; Secretary, E. Lambe. Few hours disputed. Awning on fan tail needed. New man joined ship in Okinawa. Ship's fund \$10.20. Fan to be installed in pantry and crew messroom. No one to be in messroom while ship is in port. Overtime sheets needed.

ARIZPA (Pan Atlantic), May 4—Chairman, J. Nordstrom; Secretary, R. Eden. Two men logged for taking time off. All repairs attended to except ice box gratings. Members to donate something at payoff for ship's fund. Few disputed overtime hours. All beefs should be taken up before the membership at ship meetings. Clock to be installed in recreation room aft.

CHICKASAW (Pan Atlantic), May 2—Chairman, Abe Ellis; Secretary, John Cole. Repair list turned in. 50-50 shipping bill passed both houses. Delayed sailing at Miami by seven minutes. Vegetable variety requested. Ice cream to be kept frozen. Two second meats run.

HASTINGS (Waterman), April 29—Chairman, D. L. McCarvey; Secretary, B. F. Ballard. Washing machine repaired. One man missed ship in Norfolk. New treasurer elected. Suggestion that each man donate one dollar to ship's fund. Engineer to get fans for crew.

ALMENA (Pan-Atlantic), May 9—Chairman, Peter Karac; Secretary, Henry Bilde. Explained Pan-Atlantic agreement to crew. Ship's fund \$13.30. Couple of hours disputed overtime. Discussion on food situation. Steward to try to improve menu and preparation of food.

SEA COMET II (Ocean Carriers), May 6—Chairman, George Ruff; Secretary, Ralph Masters. All hands leaving ship to strip bunks and leave foc'sles clean. Two men missed ship in Yokkaichi, Japan, one joined in Kobe, and one failed to report in Yawata, Japan. Ship's fund \$42.50. Arrival pool for Stockton, Calif., \$50.00 to winner, \$10.00 to ship's fund. Engine department foc'sle painted. Wiper missed ship in Pusan, Korea, and failed to join ship in Yawata, Japan. Crew to buy farewell present for skipper who is retiring from the sea. Ship's fund and voluntary donations to be used. Delegate, treasurer and reporter to decide on gift and buy same.

YAKA (Waterman), May 5—Chairman, R. O'Dawd; Secretary, R. Fagan. Ship's fund \$19.22. Discussion of ventilation of crew pantry.

AZALEA CITY (Waterman), April 4—Chairman, B. Anderson; Secretary, E. Caudill. Repairs to be postponed until later. One man paid off and entered hospital. New ship's delegate elected. Discussion on shifting ship; getting rooms sougeed out; sleep chest; performers at payoff in New York. Hot water to be adjusted in galley.

STEEL WORKER (Isthmian), May 6—Chairman, J. Burrows; Secretary, C. Welmer. New fans needed, awnings needed. Everything O.K., no beefs. Motion made and carried to post, read, and accept communications from headquarters. Permanent wooden awning to be put up. Motion made and carried to change blackgang foc'sles. New washing machine needed. To check with patrolman about chipping while men are sleeping.

MARYMAR (Calmar), April 29—Chairman, Pete Lisk; Secretary, M. Herring. Some disputed overtime. Ice box to be fixed. Some overtime to be straightened out with patrolman in Long Beach, Calif. Messhall, heads, showers, passageways to be painted.

SAND CAPTAIN (Construction Aggregates), May 4—Chairman, Pete Camashko; Secretary, Jim Gelder. Letter from Joe Algina regarding proposed transfer of men from the Harding to the Sand Captain in the event the Harding returns to the states. Discussion on payoffs, vacations, Venezuelan tax, passes, visas, etc. New corrugated aluminum awning to be installed in place of canvas one.

VENORE (Ore Navigation), May 10—Chairman, Edward Tresnick; Secretary, Paul A. Meth. Communications 127 and 128 read and accepted.

KEYWOOD BROWN (Victory Carriers), May 14—Chairman, O. Garsalvas; Secretary, A. Jares. Besun fired for being ashore while ship was securing. Stove in galley to be repaired. Meat unit for consumption, thrown overboard.

SEAMAR (Calmar), May 6—Chairman, F. Gearin; Secretary, C. Dadra. Seattle contacted concerning men going in the domestic tanks squared away. Ship's fund \$22.25.

CANTIGNY (Cities Service), May 13—Chairman, Jeff Morrison; Secretary, E. Callahan. New games for recreation hall. Ship's fund \$14.18.

SEAMAR (Calmar), April 1—Chairman, Frank Goarin; Secretary, Roger Coleman. Disputed overtime squared away. Ship's fund \$24.00. No communications received. Lockers to be fixed and shelves to be installed. Safety forms filled out. Drains in laundry repaired. No underwear to be worn in messhall. One OS hospitalized at Canal.

CANTIGNY (Cities Service), April 26—Chairman, Jeff Morrison; Secretary, E. Callahan. Mother's Day cards complete with postage available to crew. Profit to go to ship's fund. Man's gear to be shipped and paid for out of ship's fund. New games, such as checkers, etc., will be bought in Boston.

GOVERNMENT CAMP (Cities Service), May 3—Chairman, John Brennan; Secretary, W. M. Hand. New washing machine installed. Ship's fund \$13.39. Headquarters report 125 and 127 read and accepted. New ship's delegate elected. Request steward order watermelons while in season. Steward to get more milk.

MARORE (Ore), May 3—Chairman, E. McNad; Secretary, J. Trapwick. One messman put ashore at Cape Henry. One OS missed ship at Sparrows Point. Ship's fund \$45.63. Communications 125 and 128 read and accepted. Suggestion to keep pantry and ice boxes clean while in port.

MAIDEN CREEK (Waterman), No date. Chairman, H. L. Meacham; Secretary, C. J. Wright. Ship in good shape. Report ready to give to patrolman on water situation. One man missed ship in Kobe and caught ship in Sakeida. Ship's fund \$1.60 and 16 six cent stamps. Report No. 125 read and concurred in.

REPUBLIC (Trafalgar), May 2—Chairman, Frank Buhl; Secretary, C. Hartman. Ships' fund \$4.20. Two hours disputed overtime. Communication No. 126 posted. Meeting called to elect new ship's delegate. Motion made to have union clarify the sixty day ruling of trip card members on SIU ships. Ship's delegate to write headquarters for information regarding status of said members. Vote of thanks given for wonderful food served on this vessel. Suggestion made to keep water-tight doors closed while in port discharging cargo as safety measure. Called attention to unsanitary condition of crew messroom.

ROBIN DONCASTER (Seas Shipping), May 3—Chairman, G. Tenley; Secretary, J. J. DeVito. Two men paid off and sent to hospital. One man paid off in Savannah and the other in Capetown, S. A. One hundred hours disputed. Deck patrolman to be on ship at payoff. New washing machine to be put aboard at end of trip. Also spare parts. Question on meat and stores. Too much pork and not enough beef put aboard on this run.

SANTORE (Ore), May 5—Chairman, John McLaughlin; Secretary, Robert G. Mason. No report on union's position regarding shore leave in Chile. Put in overtime for restricted time in Guayacan. Captain ordered that eggs be rationed two per man for breakfast. Some dispute about overtime. Delegate and steward requested to see patrolman about egg situation upon arrival in Baltimore.

YOUNG AMERICA (Waterman), May 12—Chairman, C. Ridge; Secretary, P. Lungston. Crew urged to stay sober at payoff. Suggestion to check washing machine and turn it off after using.

ARLYN (Bull), May 12—Chairman, B. McLiveen; Secretary, G. Waller. Patrolman squared away beef pertaining to the firing of the OS. Radio operator got voice section of MTD broadcast but coded section faded in and out. Good to learn that shipping was good on East Coast. Ship's fund is \$3.09. Senator Douglas' reply to crew's letters on farm bill read and forwarded to headquarters. New ship's delegate elected. Discussion on washing machine. Crew urged to keep alleyways clean.

YOUNG AMERICA (Waterman) April 8—Chairman, Charles Mehl; Secretary, P. Lungston. Ship's delegate elected. Motion made to accept only American money. Cups to be washed by night watch. Suggestion made to improve salads.

JOHN C (Atlantic Carriers), April 16—Chairman, R. Blake; Secretary, A. Espenada. Discussion on ration water. Launch service in Goa, India, very bad. Only two boats in service and

claimed subsistence for messhall being closed on Easter Sunday in Mombasa. Bottle of suspected contaminated water to be turned over to Union for analysis. Two new water coolers needed for main deck. Suggestion for donations to ship's fund at first draw in states.

COEUR D'ALENE VICTORY (Victory Carriers), March 8—Chairman, Ralph Perry; Secretary, Leo Gronsohn. Passes not issued first night in Inchon, Korea. Some disputed overtime. Donation of \$15 given to Korean orphanage. Communications read and accepted. Crew to write Senators regarding fight to save shipping industry. Clarifications of agreement to be sent to all delegates on ships. Company to furnish oscillating fans, and new washing machine. One member hurt and taken off at Midway Island. He is now in Los Angeles and doing well.

ARLYN (Bull), April 8—Chairman, E. Dakin; Secretary, G. Waller. One man missed ship. Radio operator has been getting MTD broadcast. Several replies were received from Senators regarding "50-50." Ship's fund contains \$3.09. No beefs. Motion carried to concur in communications from headquarters.

COE VICTORY (Victory Carriers), April 14—Chairman, K. Matgimios; Secretary, J. Byrne. One man failed to join ship at sailing time. Ship's delegate elected. Discussion held about cigarette rationing. Not enough cleaning gear aboard.

JOSEPHINA (Winchester), April 7—Chairman, J. Reed; Secretary, H. Jaynes. Repair list to be turned in. Ship's delegate elected. All small jobs to be taken care of by crew. Washing machine to be repaired. Blackgang and deck gang to clean laundry room and steward department to clean recreation room. Cold water fountain to be repaired.

EDITH (Bull), April 27—Chairman, E. C. Barnhill; Secretary, McPherson. No beefs. Motion carried to concur in communications from headquarters. Ship's delegate elected. Ship to be fumigated. Fan to be repaired.

WILLIAM A. M. BURDEN (Western Tankers), April 11—Chairman, P. Pajunas; Secretary, A. Allard. No beefs. Motion carried to accept recent communication from headquarters. Ship's delegate to see captain about cots.

ROBIN LOCKSLEY (Seas), April 21—Chairman, E. Burke; Secretary, R. Hall. Some disputed overtime. A repatriated seaman was picked up in Capetown. No beefs. Motion carried to concur in communications from headquarters. Shortage of sanitation needs.

AMES VICTORY (Victory Carriers), May 15—Chairman, F. Fullbright; Secretary, M. Lynch. Disputed overtime in all departments. Ship's fund, \$1.70. One man missed ship in France.

ANGELINA (Bull), April 26—Chairman, S. Rosoff; Secretary, M. Wright. Repair list made up. No beefs. Some disputed overtime. Ship's fund—\$1.09. Motion carried to accept communications from headquarters. Motion carried to contribute \$1 to ship's fund. Vote of thanks to steward department.

ALCOA CAVALIER (Alcoa), April 22—Chairman, E. D. Meys; Secretary, L. Guillet. Air-conditioner was cleaned and is now working fine. One beef to be taken up ashore. Crew to wait until messmen are through before they play checkers. Lights to be dimmed in messhall and garbage to be taken aft.

MC KETRICK HILLS (Western Tankers), G. Finkles; Secretary, S. Fullford. Two men paid off to go to hospital. Few men were logged. Motion carried to concur in communications from headquarters. Water has been very bad and chief engineer said he would strip tanks before taking on additional water. Spoke to captain regarding payoff and he said he knew there was no breaking of articles but would pay off anyone who so desired in San Pedro. Ship's fund—\$11. No beefs, some disputed overtime. Motion carried to send copy of repair list with letter to headquarters. Vote of thanks to steward department and radio operator. Recreation room to be painted and repair list to be completed.

SEATRIN GEORGIA (Seatrains), April 22—Chairman, N. Mark; Secretary, A. Lambert. Water tanks are being cleaned. Will call water situation to patrolman's attention. Still trying to get fans for messhall. Ship's fund—\$8. No beefs, some disputed overtime. Motion carried to concur in communications from headquarters. Less buttermilk aboard and more fresh milk wanted. Would like some bananas also.

STEEL KING (Isthmian), April 15—Chairman, J. G. Newman; Secretary, P. Harayo. No beefs, everything is okay. Balance of ship's fund is \$37.71.

STEEL NAVIGATOR (Isthmian), April 15—Chairman, J. O'Rourke; Secretary, J. Downy. Deck delegate requested copy of overtime and asked crew to list their overtime on separate sheet before payoff. No beefs. Motion carried to accept communication from headquarters. Ship's fund to be started. First aid kit needed in engine room.

STEEL RECORDER (Isthmian), April 11—Chairman, L. Von Loffte; Secretary, P. Wise. Ship's delegate gave a talk on how to be a good SIU man. Balance of ship's fund is \$20.90. No beefs. Recent communication from headquarters was posted. Motion carried to have arrival pool. Discussion held on crew's proper duties.

Digest Of SIU Ship Meetings

schedule mixed up. Talks on "50-50" law. Crew urged to write or wire Senators. One man hospitalized in Singapore. One man missed ship in Yokohama. Captain turned down man to sign on in deck dept. Department delegates to see captain regarding all beefs and get squared away before payoff. Pantry to be painted. Crew to stay out of messhall until 6 AM so paint can dry. Garbage to be dumped aft of housing. Engine foci'sles to be painted.

HILTON (Bull), May 7—Chairman, Richard Saviar; Secretary, Donald Moore. No communications or LOGS being received. Suggestion that each department hold safety meetings as regularly as permissible. New ship's delegate to be elected next trip. Ship's fund \$120.00. New treasurer to be elected. Communications read and accepted. New delegate and treasurer elected. Decided to get all possible stores in Savannah. Steward suggested that Union take stand on responsibility of steward regarding storing of ship. Clothes to be removed from line when dry.

NEVA WEST (Bloomfield), April 30—Chairman, J. N. Wread; Secretary, E. W. Auer. Something to be done about the mattress and fan situation. Port captain in Houston consulted about same. Ship's fund \$39.00. Oily and greasy shoes to be removed before using showers. Situation concerning plywood boards being placed under mattresses instead of canvas was discussed with patrolman in New Orleans. Suggestion that library be locked up prior to entering port to save the books.

OCEAN ROSE (Maritime Overseas), May 12—Chairman, Charles Hall; Secretary, Victor D'India. Repair list given to department heads. Shelves to be built for library. Three new oscillating fans ordered by engineer. Some disputed overtime. Steward department committee's report on feeding and working rules guide accepted. Foci'sles to be sprayed for cockroaches and bugs. Garbage to be dumped aft of gangway. Company very lax in getting replacements. This problem to be referred to Union.

FAIRPORT (Waterman), April 4—Chairman, Johnnie Hoggie; Secretary, C. E. Shaw. New ship's delegate elected. New treasurer elected. One table to be set for all men on watch. Towels not to be used as shoe shine rags.

JOHN C. (Atlantic Carriers), May 12—Chairman, C. Carwyck; Secretary, A. Espenada. Discussion on travelers checks distributed instead of currency in Philadelphia. Repair list to be turned in.

DEL CAMPO (Delta Line), April 1—Chairman, C. Cautreau; Secretary, S. Malvenan. New ship's delegate elected. Ship's fund \$34.50. Few hours, disputed overtime being handled by agent in New Orleans. Decks in steward department to be painted. Discussion on cleaning of ship's laundry. Steward to type a weekly list for all departments.

DEL CAMPO (Delta Line), March 3—Chairman, C. Cautreau; Secretary, W. T. Malvenan. "50-50" deal discussed. Crew to write to Senators protesting issues involving seamen. Ship's fund \$14.40. Few hours disputed overtime. Less pork and more beef to be placed on board. Discussion concerning the locking of screen doors when in port.

ROBIN KIRK (Seas Shipping), April 29—Chairman, A. Arnold; Secretary, E. Lamb. Ship's fund \$11.50. Telegram sent to New York hall concerning hospitalization of man in Capetown. A few hours disputed overtime. One man missed ship in Dar-es-Salaam and rejoined in Capetown. One man

Fresh Fish

—By Seafarer Robert Fink



As Seafarer Robert "Red" Fink indicates, fresh fish is also a favored—and plentiful—item on the Chester Harding, "thanks to the fishing skill of Ed Puchalski and a couple of swell cooks."

NEAR-MISS SPURS NEW SHERWOOD SAFETY IDEA

Still counting their blessings—even 8,000 miles away—after a narrow escape from possible serious injuries, Seafarers on the Robin Sherwood are firmer than ever in their belief in the value of safety aboard ship.

Members of the deck gang involved in the near-miss "just happened to be someplace else" when the aft jumbo boom forward of the number 5 hatch unexpectedly toppled onto the deck. It fell pell-mell into the winch bed among a group of longshoremen who were using it during loading operations in Jacksonville, Florida, just before the ship left for Capetown, South Africa.



Cousins

"Miraculously, as it happened, nobody was hurt," deck delegate Clarence L. Cousins recalled, "but if it had happened just five minutes sooner, there might have been some bad casualties among our own men."

Boom Badly Bent

"Needless to say, jumbo didn't break but, as a result, was pretty badly bent near the top. All available members of the deck crew stripped it that same night."

Writing from Capetown, Cousins commented that incidents of this

Comet II Gang Fetes Skipper On Retirement

Since everyone has put in a little time thinking about "that chicken farm somewhere..." Seafarers on the Sea Comet II felt a little mellow when they got word their skipper was retiring from the sea.

Translating this into action, since the old man had been "a pretty good guy to sail with," crewmembers led by Steve Szanto, ship's delegate, and Ralph Masters unanimously decided to get up a fund, for a farewell gift.

What to get had the boys in a quandary quite a while. Eventually they got him an extra "tweeter" or some such gadget for his "hi-fi" set.

No one's quite sure what it was, but since the old man made sure the "hi-fi" got off before he did, they figured it was a good bet. Szanto, ship's treasurer D. W. Lietz and reporter J. A. Alves comprised the purchasing mission.

Crayfishes Double As 'Medicine'

Hospitalized, but not too sick to enjoy a batch of boiled swamp crayfish. Seafarers at the New Orleans USPHS Hospital have nominated Brother Louis Anderson as one of their favorite people.

Anderson trucked a hamper packed with this Southern delicacy to the hospital last week and delighted some of the SIU inmates with the surprise gift, Andrew "Snaz" McCloskey reported.

A crayfish (crawfish to some) is a freshwater shellfish smaller but similar to the lobster. It is found almost everywhere except in Africa, but it is not known or appreciated throughout the world, McCloskey said. (The crayfish illustrated is one-third actual size. Ed.)



"A good time was had by all who devoured these crustaceans," he said, "particularly one member from the East, a 'yankee,' who had never eaten a crayfish. After he was shown how to peel and devour these tender morsels, he was full of compliments for them. "Others at the hospital, who learned later about Anderson's gift, were watering at the mouth just thinking about them. We hope Brother Anderson continues to be a regular visitor to the hospital and brings more of his 'friends' with him."

Sun 'n Salts At Sea



Sunbathing on a Sunday afternoon (top photo) rates tops with these Seafarers as they make their way to South Africa on the SS Robin Trent. Pictured (standing, l to r) are Joseph C. Donovan, OS; James Corcoran, DM; T. Bouchard, BR; H. Galphin, AB; seated, A. Haigley, DM. At bottom, a trio on the SS Almena shares a bit of serious conversation at Port Newark. Bosun Henry Bilde (center) has the floor, as Les Kurlander, OS (left), and Chuck Honoroski, AB, listen in.

Now Whaddya Suppose Those Two See?



From the way things look, Charlie Frank, AB, and Joe Gonsalves, DM, are gazing right into the eyes of the baby-san with Garry Ganty, OS (inset), in Japan. Actually, they and H. K. Shellenberger, pumpman, Ganty

and John Sparon, bosun, are relaxing on the Federal listening to music from a tape recorder on the deck. Anyway that's what C. T. McAvoy says. He sent in the pix.

Good Crew Helps Keep Bridger Shuttle Going

Patience is an occupational necessity on Persian Gulf-Japan shuttle run tankers and, aside from assorted mishaps and some underhanded weather conditions, the SS Fort Bridger is still managing to keep its head above water.

The monotonous routine of the shuttle always puts the boys 5,000 to 10,000 miles from home at either end of the run, and if not for "a fine crew and a very cooperative bunch of officers" things might go completely haywire.

Reporting from the ship while in Yokohama, David F. M. Sykes, deck delegate, brought one sidelight on last January's disaster involving the tanker Salem Maritime into focus.

When the Fort Bridger came out of the shipyard after a two-year lay-up at the end of 1955, she went into Lake Charles to load for Europe. "That's where things started happening," Sykes pointed out. "After laying there a week with a dozen inspectors aboard every day, we went over to Port Arthur for a \$40,000 chemical tank-cleaning job.

One Month Clean-Up
"We lay there almost a month and just about changed crews. Near the end, one brother, Wilmer Clarke, decided she would never make it over across the North Atlantic and got off too. It wasn't too long afterwards that he shipped on the Salem Maritime and was one of those lost when she blew up in Lake Charles, killing 13 SIU men and several others. "As things turned out, we did

make it over to Le Havre and Rouen, France, but just as they were having the worst winter in over 100 years. Since then, we came back to the States, then went out again for this shuttle run.

It was on a recent shuttle back to the Persian Gulf that the Fort Bridger rescued 20 men and sev-



Clarke



Barrial

eral head of cattle from a foundering cargo sailing ship off the Indian coast. This event was reported in the last issue of the LOG.

Stickin' It Out

Still aboard the ship right now, along with Sykes, are Pablo Barrial, bosun; "Ding Dong" Bell, 2nd cook; Jake Cuccia; E. W. Lambe, steward; V. Harding, chief cook; Mobile's "Fat Boy" Troclair, and many other well-known brothers.

"All's well, though. You could say we're living high off the hog—and 2,200 pounds of chicken," he added.

Raps Anti-'50-50' View In Germany

To the Editor:

I'd like to let you know that the local radio station in Bremen, Germany, broadcasts some shipping news every Wednesday evening.

Two weeks ago the announcer on the program was giving out some hot air about the St. Lawrence Seaway and the "50-50" cargo preference law. He was using the word "discrimination" on the subject of "50-50" and

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.

claimed that if there should be any restriction on the foreign-flag ships about to sail to Chicago, there would be no more freedom of the seas.

The next day I sent a letter to this wiseguy, along with my copy of the SEAFARERS LOG dealing with the "50-50" law, and asked him to stop talking nonsense on matters he seemed to be unfamiliar with. Not only didn't he know what he was talking about, but he was also arousing bad feelings and poisoning the air about a friendly country.

After all, it was help of the Marshall Plan and American aid which makes it possible for German ships to be back on the high seas again. The "50-50" law was not passed in order to discriminate against other countries but to make it easier for all countries to get along in the world freight market.

This guy with his clumsy hot-air talks was only helping Russia by causing dissension. So far I haven't gotten any reply from him. Unfortunately, this is also the only radio station in Bremen.

Franz Pletzak
Bremen, Germany

Locksley Galley Gang Rated Tops

To the Editor:

As a longtime chief steward and passenger ship man in the SIU, I wish to make known my appreciation for the fine food and service put out by the members of the steward department with me on the Robin Locksley.

These men are some of the best I've sailed with in all my 41 years of going to sea. A farewell dinner for the passengers at Capetown was also served to the crew and was deeply appreciated by everyone.

With me this trip are Fred

Turok, chief cook; Roger "Frenchy" Hall, baker; and John Hummel and Andrew Lewis, passenger waiters, among others. Filet mignons and all the fixings are done up in real style by the chief cook and the baker, a graduate of the Wilton Cake Decorating School of Chicago, did a real job on the cake. Service by the waiters could not have been outdone anywhere.

Others in the department are R. L. Fields, 2nd cook; S. DiBella, galley utility; R. Kurz, saloon messman; A. Cunningham, pantry utility; Joe Kearns, I. Galarce, messmen, and E. Rivera, BR utility.

Walter L. Marcus

Hails Disability Aid From SIU

To the Editor:

Please write the following in the LOG. I wish to thank our Union officials for the wonderful work being done for the membership.

I would be in some spot if it weren't for the help of the SIU



Pilutis

Welfare Plan. If I didn't have the SIU disability benefit coming in regularly, I don't know how I would get along. Right now I'm still in St. Vincent's Hospital in New York, and they sure have some wonderful doctors and nurses here. Everybody tries to make your stay as comfortable as possible.

I sure miss all my shipmates and friends at the New York hall. When I am able to get around a little better I'll be dropping around the Union hall to say hello to them in person. If you use the photo of me that you have on file, it will help some of the brothers I sailed with to remember what I look like. Thanks again to everyone for their help.

Joseph Pilutis

He's Drydocked In Miami Hosp.

To the Editor:

Just a few lines to let you know I'm in the Veterans Hospital in Coral Gables, Fla. The USPHS doctors put me in here because it was an emergency.

I've been on out-patient treatment since I've been here, but I had to return to the hospital because of some trouble with my legs.

Please have the SEAFARERS LOG sent to the hospital here. Sincerest regards to all the men in New Orleans.

Ernest H. Webb

(Ed note: The LOG will be sent to you regularly, but we hope you're out of there soon.)

Raps Rackets In Business.

To the Editor:

I read with interest the May 11, 1956, issue of the SEAFARERS LOG containing the full page expose of fake labeling and counterfeit branding by business.

This week I received a circular from a manufacturer calling my attention to the manner in which some companies use one or two layers of nylon cord on a rayon cord tire and call them nylon tires.

This is a dangerous practice, as there are far too many being killed on our highways today. All manufacturers should be required to brand their tires, naming the material and the amount of cords to the inch.

Why condemn a few union racketeers in some parts of the labor movement when big business is doing its share of racketeering at the same time? Keep up the good work.

Clarence Clegg

Gateway City In Top Shape

To the Editor:

I just wanted to take time out to drop you a new line from Liverpool before the Gateway City departs for the States.

We have a real good crew and have had fine weather all the way over. There have been no beefs and all the men are on the ball.

The scuttlebutt is that Waterman is taking the ship back from States Marine and intends to keep her on this run.

Here's hoping that these few lines find you in the best of health, on behalf of the crew and myself.

C. L. Van Epps
Ship's reporter

Mourns Passing Of NO Friend

To the Editor:

I would appreciate your publishing this about one of our friends who has passed away. He was a real friend of the seaman, and always willing to help one of us out when shipping was slow.

His name is known to hundreds of seafaring men, and he would rest better if he knew that one of his friends hadn't forgotten him. His name is Pete Valenti, and he operated the Spotlight Bar in New Orleans.

His wife, Bobbie, is carrying on where Pete left off.

I'm sure there are a lot of seamen out on ships who are ignorant of the fact that they have lost a good friend and who join in mourning his loss.

Paddy O'Driscoll

Burly

He's No Medicine Man Either

By Bernard Seaman



DE SOTO (Pan Atlantic), May 4—Chairman, W. Hoffing; Secretary, S. Ruzyski. New ship's delegate elected. Few hours disputed overtime. Request that a good library be put aboard. Garbage to be placed in disposal units and boxes on deck. Delegate to check slopchest before going foreign.

ALCOA CORSAIR (Alcoa), May 4—Chairman, Major T. Costello; Secretary, James M. Nelson. \$180.70 in ship's movie fund. One man ill. Two men getting off. New ship's delegate elected. Suggestion about throwing cigarette butts in buckets. Crew pantry to be left clean.

JOHN B. KULUKUNDIS (Martis), April 29—Chairman, John Cruz; Secretary, Richard Lucky. Cereals, crackers, dry stores infested and steward

board. Was not logged and should not be fined. Laundry and recreation room to be kept clean at all times.

PORTMAR (Calmar), May 13—Chairman, Richard Schamm; Secretary, Lee Dwyer. Ship's fund, \$25. New ship's treasurer and reporter elected. Friction on deck about mate and captain working on deck. To be taken up with agent at Wilmington. Few men paying off.

CHILORE (Ore), May 19—Chairman, Webb; Secretary, G. Earley. Ship's fund \$17.20. Empty coffee cups to be returned to pantry.

MONARCH OF THE SEAS (Waterman), May 17—Chairman, I. Wilson; Secretary, C. Stringfellow. Repair list to be made for ship laid up for repairs. First aid kit to be placed in engine room. Headquarters reports read and accepted.

OREMAR (Ore.), May 15—Chairman, S. Zubovich; Secretary, J. Debardeleben. Repair list turned in. Ship's fund, \$11.41. New ship's delegate elected. Washing machine to be fixed. Good preparation and serving of meals. All repairs to be checked on arrival in Baltimore.

ALCOA RANGER (Alcoa), May 4—Chairman, C. Rogers; Secretary, A. Carpenter. New bed springs were put in bunks. Suggestion to have meetings at different times so everyone will have opportunity to attend. New ship's delegate elected. Question brought up regarding taking packages ashore. None of ship's property was taken ashore.

EVELYN (Bull), May 19—Chairman, William F. Barth; Secretary, Stanley Johns. Ship's fund \$3. New ship's delegate elected. Steward requested return of all unused linen.

ARICKAREE (US Petroleum), May 13—Chairman, P. J. St. Marie; Secretary, D. E. Van Alstine. One man left ship in Singapore due to family illness. One man left behind in Japan. Three men went to hospital in Singapore. Need overtime sheets. Also need classification on paying off in foreign ports. Discussion on elimination of petty and personal dissections. Need chief cook. Crew to take care of linen when used on deck.

ORION PLANET (Orion), May 18—Chairman, Jim Davis; Secretary, M. J. Wells. New ship's delegate and treasurer elected. Need fans for foc'sles. Foc'sle doors should be stenciled. Suggestion that two end chairs be held for watch.

FAIRISLE (Waterman), May 20—Chairman, C. Tobias; Secretary, W. Busch. Ship's fund, \$9.25. New ship's delegate elected. Messroom to be painted.

GATEWAY CITY (Pan Atlantic), May 13—Chairman, James Pulliam; Secretary, D. Collins. Repair list made up. Clarifications received from New York. Two hours disputed overtime. Patrolman to check slopchest and repairs before signing on. Discussion on condition of living quarters aft; hot water system, heating system, sanitary system and locker space.

SEATRAN GEORGIA (Seatrains), May 20—Chairman, Red Sullivan; Secretary, A. Lambert. Water tanks being repaired. No fans received yet. Laundry room should be cleaned by each department. Two men missed ship. Rinsing water for dishes to be kept hot.

IDEAL X (Pan Atlantic), May 20—Chairman, Robert Beale; Secretary, W. Bobalek. Purchased games, \$1.56. One man short in black gang. New mattresses not received yet. Ship's fund, \$22.14. Communications read and accepted. Safety suggestions to be given to patrolman.

SEATRAN NEW YORK (Seatrains), May 24—Chairman, H. P. Towne; Secretary, I. M. Peacock. No drinking on watch. Ship's fund, \$11.10. Telephone needed in lower hold and between decks. Discussion on cabs in Belle Chasse, La.

COE VICTORY (Victory Carriers), May 19—Chairman, James Meehan; Secretary, James Byrne. Requested membership to be more friendly and cooperative. Any beefs should be discussed at meeting prior to payoff.

DEL NORTE (Mississippi), May 13—Chairman, E. Crane; Secretary, George Annis. \$50 donation made to brother whose father passed away. Two repatriated seamen aboard. One from Del Ore and one from Del Mar. Matter about garbage disposal settled.

SEATRAN NEW YORK (Seatrains), May 2—Chairman, F. C. King; Secretary, I. M. Peacock. Ship's fund, \$11.10. Delegate to get a good library and assortment of books. Washing machine should be repaired. Lights on super deck to be checked. Wash should be removed after drying.

SANTORE (Ore), May 16—Chairman, S. Mills; Secretary, Gerald Dunham. Discussion on insufficient stores previous voyage. New ship delegate and secretary-reporter elected. Steward to follow up stores list to avoid future shortages.

McKETRICK HILLS (Western Tankers), May 20—Chairman, Raymond Drihkoyez; Secretary, Daniel Backrack. All men to be aboard one hour before sailing. Ship to be exterminated for rats. Four replacements needed in Savannah. Letter from headquarters read and accepted. New steward department working rules to be effective immediately. Need new galley range. Spoiled meats to be discarded.

RECENT ARRIVALS

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

Julia Erna Martus, born March 7, 1956, to Seafarer and Mrs. Joseph J. Martus, Jr., Blackwood, NJ.

Doris Marie Milton, born February 4, 1956, to Seafarer and Mrs. John D. Milton, Baltimore, Md.

William Roger Hamm, born April 7, 1956, to Seafarer and Mrs. Jiles W. Hamm, Wilson, NC.

Julia Salcedo, born April 25, 1956, to Seafarer and Mrs. Miguel Salcedo, New York, NY.

Deborah Gwen Johnson, born November 2, 1955, to Seafarer and Mrs. William H. Johnson, Baltimore, Md.

Donald Earl Christian, born April 23, 1956, to Seafarer and

Mrs. Walter W. Christian, Mobile, Ala.

Carmen Esther Velez Colon, born March 29, 1956, to Seafarer and Mrs. Rafael V. Molina, Arecibo, PR.

William Clay Gribble, born April 24, 1956, to Seafarer and Mrs. John D. Gribble, La Marque, Tex.

Catherine Ann Vial, born April 11, 1956, to Seafarer and Mrs. Edwin H. Vial, New Orleans, La.

Edwina Rita Schrock, born May 1, 1956, to Seafarer and Mrs. Edward Schrock, San Francisco, Calif.

William Brian Kaup, born March 21, 1956, to Seafarer and Mrs. James W. Kaup, Elizabeth, NJ.

Bobbi Ann Castelin, born March 31, 1956, to Seafarer and Mrs.

Robert Castelin, Pass Christian, Miss.

Ricky Wayne Beavers, born March 20, 1956, to Seafarer and Mrs. Emory A. Beavers, Baltimore, Md.

Nanette Williamson, born April 18, 1956, to Seafarer and Mrs. Vernon L. Williamson, Soperton, Ga.

William Scott McDonald, born March 6, 1956, to Seafarer and Mrs. William J. McDonald, Haskell, Tex.

Shorthanded?

If a crewmember quits while a ship is in port, delegates are asked to contact the hall immediately for a replacement. Fast action on their part will keep all jobs aboard ship filled at all times and eliminate the chance of the ship sailing shorthanded.

Digest Of SIU Ship Meetings

agreed to throw overboard. Sample kept for company inspection. Practice of storing left-over foods in coffee cans in refrigerator to be discontinued.

ALCOA PILGRIM (Alcoa), May 16—Chairman, H. Sedgeway; Secretary, Blufft. Complaint about bread and shortage of fruits. One man who was ill paid off in Guanta. Ship's fund \$5.42. Repair list turned in. Patrolman to be contacted about galley feeding longshoremen. Engineer to see about pipe to outside fresh water line.

STEEL KING (Isthmian), May 9—Chairman, Jack Procell; Secretary, Pedro J. Harayo. Ship's fund \$37.31.

BATTLE ROCK (USPC), May 5—Chairman, J. Brock; Secretary, J. Secura. Chief Pumpman joined ship at Bahrain. More citrus fruit and juices, variety of cold drinks to be put aboard. More attention to checking of stores, particularly meats. Chief pumpman elected new ship's delegate.

HURRICANE (Waterman), May 13—Chairman, J. Thomas; Secretary, P. Plasek. One man missed ship in Korea. All men getting off to check with patrolman for dues, etc. Ship's fund \$31.02. Repair list turned in. One man missed ship in Korea. Discussion on slopchest—many items not carried.

STEEL SURVEYOR (Isthmian), May 12—Chairman, John Swiderski; Secretary, John Brady. Few photos sent to LOG. All hands to donate to ship's fund at payoff. Heavy duty washing machine requested. Forced draft vents to foc'sles and messhalls frozen—should be repaired.

TEXMAR (Calmar), March 31—Chairman, C. Hensley; Secretary, M. Culp. New ship's delegate elected. Flush valves in engine department bathroom to be repaired. New mirror for FWT room. Crew to stay out of pantry during meal time and not linger in messroom after eating. Chipping confined to specific spot.

CHRYSS JANE (Orion), March 4—Chairman, W. McKenna; Secretary, H. Ryan. New fans needed. Repair list turned in. Crew to write Senators from Massachusetts urging them to take action on 50-50 bill. Few new chairs needed in messroom. Wash water very rusty. Tanks need cleaning.

KATHRYN (Bull), May 13—Chairman, C. Hazz; Secretary, Luis Vila. New ship's delegate elected. Ship's fund \$5.00. Report read and accepted. Discussion on food.

CHRYSS JANE (Colonial), May 20—Chairman, T. Patriquin; Secretary, P. Jomider. Discussion on payoff procedure and transportation.

TEXMAR (Calmar), May 26—Chairman, J. Brooks; Secretary, J. Smith. Repair list turned in. Third cook jumped ship in Long Beach. Cook starts meals much too soon. Steward department bathroom and shower to be painted. Supplies taken from pantry should be returned.

ANTINOUS (Waterman), May 5—Chairman, T. J. Radich; Secretary, C. Ellzey. New ship's delegate and reporter elected. Discussion on safety rules. Catwalk steps to be changed for greater safety. Hose in laundry to be changed to get hot or cold water whenever needed.

CHRYSS JANE (Orion), April 15—Chairman, T. Patriquin; Secretary, H. Ryan. Repairs being made. One man hospitalized. New ship's delegate elected. Man paid off in Trinidad.

STEEL MAKER (Isthmian), May 11—Chairman, John Santos; Secretary, O. Fielding. New ship's delegate elected.

MASSMAR (Calmar), May 26—Chairman, Fred Miller; Secretary, J. Yuknas. Captain taken off ship very sick. Ship's fund \$20. Man missed ship in Long Beach due to error on

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SEAFARERS INT'L UNION
A&G DISTRICT, AFL
AND
CONTRACTED EMPLOYERS

Shipping Rules

(These rules include the rules previously printed and distributed, together with amendments thereto, decided upon by the Seafarers Appeals Board, up to and including April 26, 1956.)

Every seaman shipped through the hiring halls of the Seafarers International Union of North America, Atlantic and Gulf District, hereinafter called the "Union," shall be shipped pursuant to the following rules:

1. Seniority

A. Without prejudice to such other legal conditions and restrictions on employment as are contained in the agreements between the Union and the Employers, seamen shall be shipped out on jobs offered through the hiring halls of the Union in accordance with the class of seniority rating they possess, subject, nevertheless, to the other rules contained herein.

B. Seniority shall be determined in the following manner:

A Class A seniority rating shall be possessed by all seamen who have shipped regularly up to December 31, 1954, with one or more of the companies listed in Appendix A, attached hereto and made a part hereof, since before January 1, 1951, subject, however, to Rule 9.

A Class B seniority rating shall be possessed by all seamen who have shipped regularly up to December 31, 1954, with one or more of the companies listed in Appendix A, since before January 1, 1955, and who do not have a Class A seniority rating, subject, however, to Rule 9.

A Class C seniority rating shall be possessed by all seamen who do not have a Class A or Class B seniority rating, subject, however, to Rule 9.

Notwithstanding anything to the contrary herein, no seaman shall be deprived of the seniority to which he would be otherwise entitled by virtue of service with the armed forces of the United States.

C. A seaman will be deemed to have shipped regularly with one or more of the companies listed in Appendix A if he has been employed as an unlicensed seaman no less than ninety days (90) per calendar year on one or more American flag vessels owned or operated by the said companies, subject, however, to Rule 3 (A). This latter provision shall not operate so as to reduce any seaman's seniority if the requirements therein were not met during the first calendar year in which the seaman commenced to ship but, if not met, the said calendar year shall not be counted insofar as seniority upgrading is concerned.

D. Employment with, or election to any office or job in the Union, or any employment taken at the behest of the Union, shall be deemed to be the same as employment with any of the companies listed in Appendix A, and seniority shall accrue accordingly during the period such employment, office, or job is retained.

E. A Class A seniority rating shall be the highest, Class B, the next highest, and so on, and priority as to jobs shall be granted accordingly, subject, nevertheless, to the rules contained herein.

F. Within each class of seniority, a seaman shall be shipped in accordance with the length of time he has been unemployed, the one unemployed the longest to be shipped the first, subject, nevertheless, to the rules contained herein.

G. It shall be the responsibility of each seaman to furnish proof of seniority and length of the period of his unemployment. Notwithstanding any other provisions herein, the failure to produce adequate proof of seniority or length of unemployment shall be grounds for denial of the job sought. An appropriate seniority rating card duly issued by the Union shall be deemed sufficient proof of seniority, for the purposes of shipping, without prejudice to the right of any seaman to furnish different proof of his seniority in reasonably legible and easily ascertainable form, such as official Coast Guard discharges. Unemployment periods shall be ascertained solely from shipping cards issued by the Union.

H. Seniority rating cards will be issued by the Union only upon written and personal application made and accepted. These will be valid only for the calendar year in which issued. No seniority rating card will be issued after October in each calendar year, unless the remaining time is not needed to preserve the seniority rating of the applicant, or is mathematically sufficient to enable him to retain his seniority. Each seniority rating card shall be based upon entitlement as of the date applied for.

Shipping cards issued by the Union shall be valid for a period of 90 days from the date of issue, subject to the other rules contained herein. If the 90th day falls on a Sunday or a holiday, national or state, or if the hall in which registration has been made is closed on that day for any reason, the card shall be deemed valid until the next succeeding business day on which the hall is open. Shipping cards shall be issued to all those requesting the same, provided the seaman has all the necessary documents and papers required by law and is otherwise eligible.

I. Seniority shall be calculated on the basis of employment without regard to department (deck, engine, or steward), without prejudice, however, to the application of any other rule contained herein. A seaman may not change the department in which he usually ships without permission of the Seafarers Appeals Board, which permission shall be granted only upon proof, deemed satisfactory by the Board, that medical reasons, insufficient to prohibit sailing altogether, warrant the change.

J. Seamen with a Class B or Class C seniority rating may be shipped on a vessel for one round trip, or sixty (60) days, whichever is longer; in the latter case, the sixty (60) day period may be extended, where necessary, to insure practicability insofar as leaving the ship is concerned. This rule shall not be applied so as to cause a vessel to sail shorthanded. No transportation shall be due by virtue of the application of this rule. The words "round trip" shall have the usual and customary meaning attributed to it by seamen, whether it be coastwise, intercoastal or foreign.

2. Shipping Procedure

A. No seaman shall be shipped unless registered for shipping. No seaman shall register for shipping in more than one port of the Union at one time. No shipping card issued in one port shall be honored in another.

B. No seaman may register for another, or use another's shipping card or seniority rating card. All registration must be in person, and seamen must be present, in person, when a job is offered thereon.

C. No seaman may register for a job so long as he is employed on any vessel.

D. No seaman shall have the right to reject more than two jobs, after throwing in for them, within the period of validity of his shipping card. Rejection of more than two jobs during this period will require re-registration and the taking out of a new shipping card.

E. Every seaman who accepts a job, and who quits or is fired after one day, shall not be permitted to retain the original shipping card on which he received his job, but must re-register to ship. If he quits or is fired within one day, he must report back to the dispatcher on the next succeeding business day or else give up the original shipping card on which he received his job.

F. No seaman shall be allowed to register on more than one list (department), and in not more than one group, as hereinafter set forth. No seaman shall be shipped out on a job off a list (department) other than that on which he is registered, except under

emergency circumstances, such as insuring against a vessel sailing short in a department. No seaman shall be shipped out on a job outside the group in which he is registered, except as specifically set forth herein.

The following are the groups within the lists (departments), in which classified seamen may register. Within one list (department), those possessing a higher seniority rating may take priority in the obtaining of jobs over those with lesser seniority rating even when not registered in the same group, subject, however, to the provisions of Rule 4 (C).

The following is a breakdown of the list (department) group:

DECK DEPARTMENT	
Group I—Day Workers	
Bosun	Deck Maintenance
Bosun's Mate	Watchman—Day Work
Carpenter	Storekeeper
Group II—Rated Watch Standers	
Quartermaster	Car Deckman
Able Seaman	Watchman—Standing Watches
Group III	
Ordinaries on Watch	
ENGINE DEPARTMENT	
Group I	
Chief Electrician	1st, 2nd, 3rd Ref. Eng'r.
2nd Electrician	Chief Storekeeper
Unlic. Jr. Eng'r.—Day Work	Evap. Maintenance Man
Unlic. Jr. Eng'r.—Watch	Pumpman, 1 and 2
Plumber-Machinist	Engine Maintenance
Chief Ref. Eng'r.	
Group II	
Deck Engineer	Watertender
Engine Utility	Fireman-Watertender
Oiler—Diesel	Fireman
Oiler—Steam	
Group III	
Wiper	
STEWARD DEPARTMENT	
Group I—Rated Men	
Chief Steward-Passenger	Chief Cook
2nd Steward-Passenger	Night Cook and Baker
Steward	2nd Cook and Baker
Chef	
Group II	
2nd Cook and 3rd Cook	
Group III—Messmen	
Utility Messman	Messman

G. No seaman shall be tendered any job unless he is qualified therefor in accordance with law and can furnish, on demand, the appropriate documents evidencing this qualification.

H. No man shall be shipped while under the influence of alcohol or drugs.

I. All seamen shipped through the Union shall be given two assignment cards. One of these cards shall be given by the seaman to the head of his department aboard ship, the other to his department delegate aboard ship.

J. Without prejudice to the right of appeal contained herein, a seaman may be refused permission to ship when he is not in compliance with the union shop or maintenance of membership provisions of the contract entered between the Union and its contracted employers, where such provisions are applicable. It shall be the burden of the Union, in the event of appeal, to establish that the refusal to ship, in such cases, is based on grounds consistent with those provisions of Sections 8A3 and 8B2 of the Labor Management Relations Act of 1947 (Taft-Hartley Act), as amended, dealing with failure to tender uniformly required periodic dues and initiation fees.

K. Subject to the other rules contained herein, a seaman receiving a job shall give up the shipping card on which he was shipped.

3. Hospital Cases

A. Notwithstanding anything to the contrary herein contained, the period of employment required during each year to constitute regular shipping, or for the maintenance of Class B or Class C seniority without break, shall be reduced, pro rata, in accordance with the proportion of bona fide in and out patient time to each calendar year. Example: If a man has been a bona fide in and out patient for four (4) months in one calendar year, the yearly employment required for seniority purposes shall be reduced by one-third for that year.

B. A seaman who enters a bona fide hospital as an in-patient and remains there for thirty (30) days or more, shall be entitled, if otherwise qualified, to receive a thirty (30) day back-dated shipping card. If he has been such an in-patient for less than thirty (30) days, he shall be entitled, if otherwise qualified, to a shipping card back-dated to the day he first entered the hospital. This rule shall not apply unless the seaman reports to the dispatcher within forty-eight (48) hours after his discharge, exclusive of Saturdays, Sundays, and Holidays, and produces his hospital papers.

4. Business Hours and Job Calls

A. All Union halls shall be open from 8:00 AM until 5:00 PM. On Saturdays, the halls shall be open from 8:00 AM to 12:00 Noon. On Saturday afternoons, Sundays, and Holidays, the hours of business shall be determined by the Port Agent, upon proper notice posted on the bulletin board the day before.

B. Jobs shall be announced during non-holiday week days, including Saturday mornings, on the hour, except for the 8:00 AM and Noon calls. On Saturday afternoons, Sundays, and Holidays, or under exceptional circumstances, the job may be called out at any time after it comes in. In no case shall a job be called out unless it is first posted on the shipping board.

C. There shall be a limit of eight (8) job calls in which the priority of Class A and Class B personnel may be exercised in obtaining a particular job. If the eighth job call does not produce a qualified seaman possessing either a Class A or Class B seniority rating (in the order prescribed herein), that seaman with a Class C seniority rating, otherwise entitled under these rules, shall be selected for the job. This rule shall not be applied so as to cause a vessel to sail shorthanded or late.

D. The five major ports are declared to be New York, Baltimore, Mobile, New Orleans, and San Francisco. In halls other than those therein located, if three (3) calls for a job do not produce a qualified seaman possessing a Class A or Class B seniority rating, the job shall be placed in suspense but only with respect to Class A and Class B personnel who are registered for shipping, and not with respect to Class C personnel. The nearest major port shall be notified, and the suspended job offered there. A qualified Class A or Class B seaman (in that order) in the major port so notified shall have the right to bid for these jobs but only within the remaining five (5) job calls. In the event these jobs are not bid for, that seaman with a Class C seniority rating, otherwise entitled under these rules and registered in the notifying port, shall be assigned the job. This

rule shall not be applied so as to cause a vessel to sail shorthanded or late, and shall not be deemed to require any Employer to pay transportation by virtue of the transfer of the job call. The provisions of Rule 4(C) shall be subordinate hereto.

5. Special Preferences

A. Within each class of seniority rating, seamen over fifty (50) years of age shall be preferred in obtaining jobs of fire watchmen.

B. A seaman shipped on a regular job, whose ship lays up less than fifteen (15) days after the original employment date, shall have restored to him the shipping card on which he was shipped, provided the card has not expired.

C. If a ship lays up and then calls for a crew within ten (10) days after layup, the same crew members shall have preference, providing they are registered on the shipping list.

D. A seaman with a Class A seniority rating shall not be required to throw in for a job on the same vessel after first obtaining a job thereon, so long as he has not been discharged for cause or has quit.

E. Class C personnel with a certificate of satisfactory completion from the Andrew Furuseth Training School shall be preferred over other Class C personnel.

F. (1) Within each class of seniority, preference for the job of bosun shall be given those seamen who either have actually sailed as AB for at least 36 months in the Deck Department, or, have actually sailed in any capacity in the Deck Department for at least 72 months, or, have actually sailed as bosun for 12 months, in all cases with one or more of the companies listed in the aforementioned Appendix A.

(2) Within each class of seniority, preference for the job of Chief Electrician shall be given those seamen who have actually sailed for at least 36 months in the Engine Department, including at least 12 months as Second Electrician, with one or more of the companies listed in the aforementioned Appendix A.

(3) Within each class of seniority, preference for the job of steward on cargo vessels shall be given those seamen who either have actually sailed for at least 36 months in the Stewards Department in a rating above that of 3rd Cook, or, have actually sailed as steward (or as 2nd Steward on passenger vessels) for at least 12 months, in either case with one or more of the companies listed in the aforementioned Appendix A.

(4) Within each class of seniority, preference for the job of Chief Steward, on passenger vessels, shall be given those seamen who have actually sailed for at least 12 months as Chief Steward or as 2nd Steward on passenger vessels, and preference for the job of 2nd Steward, on passenger vessels, shall be given on the same basis as that of steward on cargo vessels, in all cases with one or more of the companies listed in the aforementioned Appendix A.

G. The above preference shall obtain notwithstanding any other provision to the contrary contained in these rules.

6. Standby Jobs

A. Standby jobs shall be shipped in rotation, within each class of seniority rating. No standby shall be permitted to take a regular job on the same vessel unless he returns to the hall and throws in for the regular job. His original shipping card shall be returned to the standby when he reports back to the dispatcher unless it has expired in the interim.

7. Relief

In the event an employed seaman wants time off and secures permission to do so, he shall call the hall and secure a relief. No reliefs shall be furnished for less than four (4) hours or more than three (3) days. The one asking for time off shall be responsible for paying the relief at the regular overtime rate. Reliefs shall be shipped in the same manner as a standby.

This rule shall not apply when replacements are not required by the head of the department concerned.

8. Promotions or Transfers Aboard Ship

No seaman shipped under these rules shall accept a promotion or transfer aboard ship unless there is no time or opportunity to dispatch the required man from the Union hall.

9. Change in Seniority

A. All those who possess a Class B seniority rating shall be entitled to a Class A seniority rating eight (8) years after they commenced to ship regularly with the companies set forth in Appendix A, provided they maintain their Class B seniority rating without break.

B. All those who possess a Class C seniority rating shall be entitled to a Class B seniority rating two (2) years after they commenced to ship regularly with the companies set forth in Appendix A, provided they maintain their Class C seniority rating without break.

C. Shipping with one or more of the companies set forth in Appendix A for at least ninety (90) days each calendar year is necessary to maintain without break a Class B or Class C seniority rating, subject, however, to Rule 3(a). This latter provision shall not operate so as to reduce any seaman's seniority if the requirements therein were not met during the first calendar year in which the seaman commenced to ship but, if not met, the said calendar year shall not be counted insofar as seniority upgrading is concerned.

D. The same provisions as to military service as are contained in Rule 1(B) shall be analogously applicable here.

10. Discipline

A. The Union, although under no indemnity obligation, will not ship drunks, dope addicts, and others whose presence aboard ship would constitute a menace or nuisance to the safety and health of the crew. Anyone claiming a wrongful refusal to ship may appeal to the Seafarers Appeals Board, which shall be a board of four (4), two (2) to be selected by the Union, and two (2) by that negotiating committee, representing Employers, known and commonly referred to as the Management Negotiating Committee. This Board shall name a Hearing Committee of two (2), to sit in the port where the refusal to ship takes place, if practicable, and if not, at the nearest available port where it is practicable. This latter Committee shall arrange for a prompt and fair hearing, with proper notice, and shall arrive at a decision, unanimously, to be binding and final. If a unanimous decision cannot be reached, an appeal shall be taken to the Seafarers Appeals Board. Where a specific company is involved in the dispute, a representative thereof must be appointed to the Committee by the Board, unless waived by the said company.

B. Where a seaman deliberately fails or refuses to join his ship, or is guilty of misconduct or neglect of duty aboard ship, he may lose his shipping card for up to thirty (30) days. For a second offense, he may lose his card up to sixty (60) days. In especially severe cases, or in case of a third offense, he may lose his shipping card permanently.

C. The Board of four (4) shall be a permanent body, and each member shall have an alternate. The selection of the alternates, and the removal of members or alternates shall be set forth in the agreements signed by the Union and the Employers. Members of the Board may serve on a Hearing Committee, subject to sub-paragraph A. The Board shall act only if there participates at least one Union member and one Employer member, while the collective strength of each group shall be the same, regardless of the actual number in attendance. The decisions of the Board shall be by unanimous vote, and shall be final and binding, except that, in the event of a tie, the Board shall select an impartial fifth member to resolve the particular issue involved, in which case, a majority vote shall then be final and binding. Where no agreement can be reached as to the identity of the fifth member, application therefor shall be made to the American Arbitration Association, and its rules shall then be followed in reaching a decision.

D. All disputes over seniority, and transportation disputes arising out of seniority rule applications, shall be dealt with in the same manner as disputes over shipping rights.

E. It is the obligation of the one aggrieved to initiate action. No particular form is necessary, except that the complaint must be in writing, set out the facts in sufficient detail to properly identify the situation complained of, and be addressed to the Seafarers Appeals Board, Room 316, Graystone Building, Mobile, Alabama.

11. Amendments

These rules, including seniority classifications and requirements, may be amended at any time, in accordance with law, contracts between the Union and the Employers, and to the extent permitted by law and contract, as aforesaid, by the Seafarers Appeals Board.