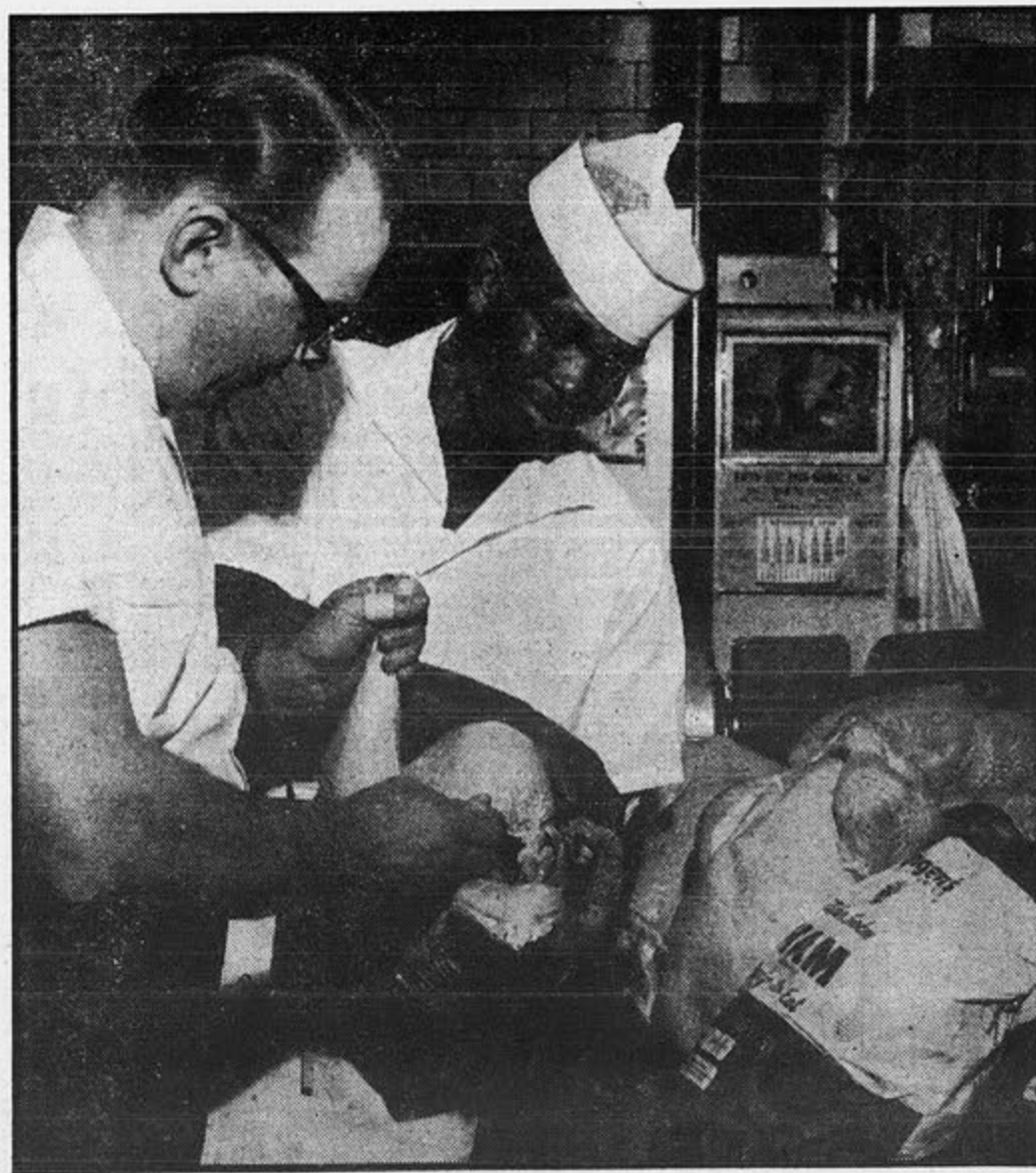


**Obstacle Course.** Only the funnel and flagstaff of one blockship protrudes above water at Port Said entrance to Suez Canal after Egyptians retaliated against a British-French attack by blocking canal passages. An estimated 50 ships have been sunk or disabled along the canal route, which will be shut possibly six months. Talks on bonus rates for the area continue. (Story on page 2.)



**Last Look.** Seafarer Cliff Wilson, hq. cafeteria manager (left), and chef Al Clark give the once-over to a gobbler before readying him for the roasting pan. Several hundred pounds of turkeys, hams and roast beef were used to feed large crowds of Seafarers and SIU families yesterday at traditional thanksgiving dinners in Union hq. and the outports. (Story on page 5.)

## As Transfers Continue

# RUSH ON TO BUILD TANKERS

Story On Page 3

## Six-Month Suez Shutdown Seen; Bonus Talks On

Story On Page 2

## ILA Strikes To Bar Future Dock Vote; Injunction Awaited

Story On Page 5



# See Six-Month Job To Reopen Suez; Bonus Talks Go On

While an uneasy truce reigns over Suez, salvage crews are getting ready to clear Port Said harbor and the canal of some 30 to 50 vessels sunk in the area. The sunken vessels, of course, effectively bar navigation which is not expected to resume for at least six months, or possibly longer.

Although there is a cease fire in effect, the SIU and its contracted companies are continuing talks on war area bonus demands. In preliminary discussions, operator representatives agreed that specific bonus provisions would be in order for the Mediterranean and Red Sea. It was made clear by the Union that all bonus provisions would be retroactive to the date of the Union notification.

As it shapes up now, very little American-flag shipping will be in the vicinity of the canal in the coming weeks. Diversions around the Cape of Good Hope are now the rule, with 144 ships of various nations expected to call at South African ports by the end of the month.

In Durban, congestion of ships calling for bunkers is mounting day by day. Fifty ships arrived in one 36-hour period while 20 others were waiting for bunkers.

On the Mediterranean side, the pipelines going to Tripoli in Lebanon and Baniyas, Syria, are out of action, so no tankers will be calling at those ports. Loading is still possible at Sidon, Lebanon. Arab countries will not permit loading for British or French ports.

A survey of the situation in the canal shows that Port Said alone has 20 wrecks in its harbor. Eight of the ships were scuttled in a semi-circle cutting directly across the Port Said main channel. Tugs, floating cranes and miscellaneous harbor craft were scuttled, either by dynamiting them or opening their sea cocks.

### One 'Block' Ship

The rest of the scuttled ships are at various places in the canal itself and at Suez. Contrary to earlier reports, only one of the ships was loaded with concrete blocks. That vessel is sunk near Lake Timsah. The bridge at El Ferdan was also dynamited and is lying partially submerged in the water.

Two of the world's largest salvage ships are en-route from Hamburg to participate in the canal clearing, along with British, Dutch and French salvage vessels.

Several vessels are still trapped

in the canal itself, none of them American-flag ships. One ship in the canal is the runaway flag tanker ironically named the Statue of Liberty. Its Dutch crew is reportedly now in Cairo.

At present United Nations police forces from several countries are establishing themselves in the Suez zone. The British and French troops are supposed to withdraw as soon as the UN command establishes control of the canal zone. However, Russian threats to send "volunteers" to Egypt are keeping the area in a state of uneasy tension.

The United States has warned that it will oppose the use of Russian or Red Chinese "volunteers" by the Egyptians in any shape or form.

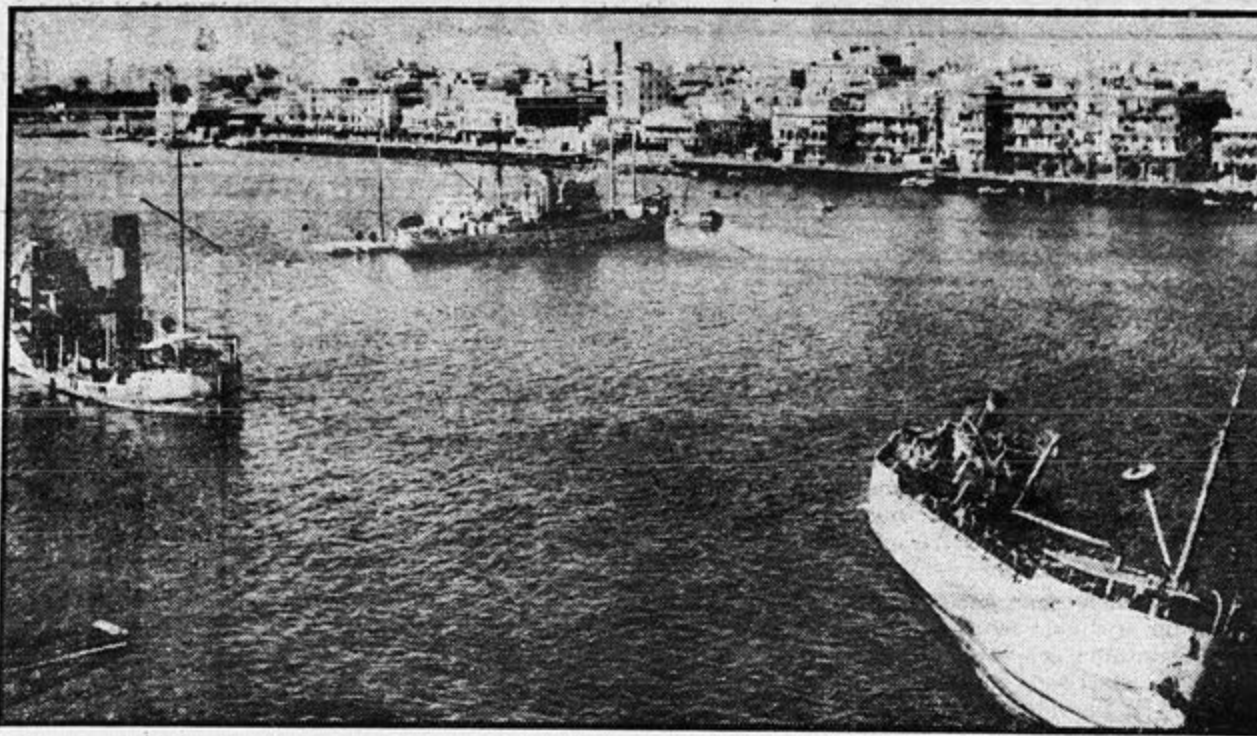
## Waterman To Ask Foreign Run Subsidy

MOBILE—The Waterman Steamship Corporation will shortly file an application with the Federal Maritime Board for a subsidy to bring its foreign operating costs into line with those of its competitors.

In making the announcement, Waterman's president, James K. McLean, said that the line's foreign operations have continued to be successful but that "the management feels it is good long-range business judgment to apply for the subsidy."

Most American flag operators providing regular liner service in the foreign trades already have such subsidies, which are designed to equalize costs between US and foreign flag operations.

McLean also said the subsidy would not affect Pan Atlantic Steamship's plans for its coastwise sea-land service. Both Waterman and Pan-Atlantic are subsidiaries of McLean Industries, Inc.



At Port Said, salvage vessel (center) begins removing one of wrecks blocking northern entrance to Suez Canal. Sunken canal dredge is at left. Egyptians are reported to have sunk 50 ships as they retreated before Anglo-French forces.

## Plan Red Trade Boycott

BRUSSELS, Belgium—As an aftermath of the brutal Soviet suppression of Hungarian anti-Communists, the International Confederation of Free Trade Unions has called for a world-wide boycott of Soviet trade. J. H. Oldenbroek, secretary-general, said that 40 delegates representing vari-

ous affiliates had voted unanimously to support the boycott.

A special meeting has been called by the ICFTU to work out details. The boycott would be administered principally by the International Transportworkers Federation, including seamen, teamsters, railway workers and longshoremen in 84 countries.

No US vessels at present trade directly with Iron Curtain countries and only a small amount of Soviet cargo comes to the United States, principally furs. It is unlikely then, that any US union would play much of a role. However, the boycott call would have a greater effect in western Europe because of the far heavier East-West trade existing in that area.

Soviet trade with Asian and Latin American countries is also far more considerable than with the United States. Since the ICFTU boycott will be a voluntary one, it remains to be seen how effective it will be in some Asiatic countries where feelings are not as high against the Soviet as in Western Europe.

Meanwhile, all armed resistance has come to an end in Hungary, but the country is crippled by a

general strike. Workers have refused to turn to on their jobs despite promises from the Communist puppet government that they will have "free" elections and that Russian troops will leave the country eventually, but not now.

The strikers' ire was aroused by

admissions from the Communists that Hungarian youths were being deported to Siberia in sealed Russian box cars.

After considerable delays, UN and Red Cross relief supplies are now being permitted to enter Hungary.

## Ernest Tilley Dies; Long Active In SIU

After a lingering illness of more than a year's duration, Seafarer Ernest B. Tilley, former Wilmington port agent, passed away on Wednesday, November 14. He was 51 years old.

Tilley was one of the old-timers of the SIU, joining the



Tilley

Union in Baltimore more back in 1939. After sailing for several years, he was appointed engine room patrolman for Baltimore in 1945. Since that time he served in a number of Union posts including Philadelphia patrolman and agent, Boston agent, Savannah agent, New York patrolman and dispatcher, and most recently, Wilmington agent.

After assuming his Wilmington duties, his failing health forced him to the sidelines. From then on it was a long and persistent decline.

Floral wreaths were sent by headquarters and all ports as well as many of Tilley's friends in recognition of his long and valuable services to the Union. He was highly regarded as one of the original core of Seafarers who helped build the Union to its present status. Seafarers paid tribute to him as one who could always be counted on to give his best energies for the Union and his Union brothers.

A large group of Seafarers on the beach in Wilmington attended the funeral ceremonies from Motells and Peck mortuary at 3rd and Alamitos, Long Beach, Calif. Tilley is survived by his wife, Ruth, and two children.

## SIU Election Totals High; 4,000 Vote

Balloting in the two-month SIU election for offices is proceeding at a brisk pace. With the voting just three weeks old, over 4,000 ballots have already been cast in all ports to choose 39 officers for the A&G District.

Voting in the headquarters port has passed the 1,000 mark with other ports also reporting good-sized turnouts. The three-week period involved included two holidays, Thanksgiving Day and Armistice Day, in which the halls were closed.

The new system whereby the day's ballots are mailed into a safe deposit vault is working without a hitch. All ballots voted are sent by certified or registered mail to the Commercial State Bank and Trust Company in New York, and each day the bank notifies headquarters of the number of envelopes it has received in the mail and the ports from which they came. The bank report is then checked against the outport record.

The two-month voting has 71 Seafarers competing for the 39 posts open. Space is provided for write-ins. The daily balloting is conducted by three-man polls committees elected before each day's voting.



Seafarers bear Tilley's coffin from hearse to grave. Pallbearers included Ralph Ewing, Bjorn Granberg, James Rivers, E. Brookshire, Nick Sargent and James Eichenberg.

## SEAFARERS LOG

Nov. 23, 1956 Vol. XVIII No. 24

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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## SIU, CO'S REPORT SAFETY PROGRESS

Further steps toward instituting the joint Union-management shipboard safety program are being taken with meetings between SIU and industry representatives on setting up the machinery for the program. A Union headquarters committee consisting of Joe A. Gine, Claude Simmons, Ed Mooney and Herb Brand is holding a series of meetings with the operators' representatives on the mechanics of the operation.

Representing management on the group are: Earl Smith, Waterman Steamship Corp., who is chairman; Max Harrison, consultant to several SIU operators; Captain J. Cecire, Seas Shipping, and Russell Brandon, Cities Service.

One of the immediate tasks facing the committee is the procedure to be set up on shipboard meetings so that the officers and crew can pull together on safety matters. The committee hopes to make this procedure uniform throughout the whole SIU fleet.

Many SIU operators such as Waterman, Isthmian, Robin, Cities Service and others, have been holding regular shipboard meetings for some time but the procedure has differed from place to place.

A typical meeting was the one held aboard the City of Alma late in September. It was attended by the master and all the mates and engineers not on watch at the time,

the radio officer, electrician, bosun and steward. There were no accidents on board to discuss since the last meeting so the subject of shipboard housekeeping was taken up. The chief mate and bosun were complimented for the excellent order in which the paint locker and carpenter shop were kept.

It was decided at the meeting to appoint a safety inspection committee consisting of the chief mate, first engineer, bosun, steward and electrician to inspect the ship from stem to stern and report back to the next meeting.

Two slight modifications of existing equipment were suggested, including an added rail on the after cat walk and bulwark hooks on the bulwark steps for embarking and debarking pilots.

# Ship Need Spurs New Vessel Plans; Transfers On Rise

Booming freight rates and soaring ship prices testify this week to a world-wide shipping shortage gripping all maritime nations. The result of this overwhelming demand is widespread planning for construction of new vessels with no less than 32 new American-flag supertankers proposed. However in the face of the huge shipping need, there is little evidence yet of a realistic, long-range program to protect the interests of US ships and US seamen outside the subsidized section of the industry.

On the contrary, the boom is encouraging a new rush of run-away ship construction in American yards, and transfers to run-away flags. The 32 proposed American-flag ships will have to compete for scarce steel supplies

and American shipbuilding facilities with 13 proposed Liberian-flag tankers. There may be more to come on this score.

In addition, the construction of the new ships would be at a cost of approximately 73 T-2, Victory, and Liberty ships transferred foreign.

### Suez Closing

The unprecedented closing of the Suez Canal was, of course, a powerful stimulus to the current rush, but it was only one of several factors, which touched it off. The others include expanding world trade, US farm supplies and military aid programs and booming production in all parts of the globe.

Once it was reported that Suez would be closed for six months or more (something which never happened before, not even in World War II) the effect on shipping was startling. Here are some of the developments to date:

● Tanker rates shot up day by day and are expected to hit an all-

time high in the next few days, topping the Korean War figures.

● Dry cargo coal rates are already at Korean levels. Freight rates as a whole went up 11 percent in one week.

● Tanker construction plans are popping up all over the world with orders for 50 tankers placed in two weeks, 30 of them in US shipyards. Of the 30 contracts, three are reportedly for 100,000-ton ships, four for 60,000 to 65,000 tons; and the remainder smaller ships but no less than 29,000 tons.

● The sale price of existing vessels has zoomed skyward, far in excess of original costs. Foreign flag T-2s are being priced at \$4 million, while operators are bidding well over \$2 million for US-flag ships. The same T-2s were being sold for \$400,000 to \$600,000 two years ago on the American market. Liberian-flag Libertys now command as much as \$1,400,000.

(Continued on page 15)

## Qualify First Dependent Parent For SIU Benefit

The first claim under the new dependent parents benefit program is now being processed by the Seafarers Welfare Plan. Seafarer Ed Van Vynck of Astoria, Long Island, will receive a \$280 payment for hospital and surgical care for his mother. She was hospitalized on October 23, just eight days after the new dependent parents program went into effect.

Mrs. Van Vynck had to be rushed to Astoria General Hospital for emergency surgery on a ruptured appendix. She is now recuperating at home after spending 13 days in the hospital.

### How Parents Qualify

Under the procedures drafted by Union and employer trustees of the Plan, dependent parents qualify for hospital and surgical benefits if they have been getting the major part of their support from the Seafarer for the past five years. One key to determine the fact is whether the Seafarer claims his parent as a dependent on his US income tax return.

The tax return is the clearest indication but is not necessarily the final word, as the Seafarer can

qualify by stating his allotments and expenditures for his parent's support.

Step-parents and foster parents can also qualify under the Plan as well as natural parents.

### Benefits Over 31 Days

Like the wives and children of Seafarers, parents are also entitled to hospitalization benefits past 31 days for as long as they stay in the hospital. A number of Seafarers have already been able to collect benefits under this provision with the largest single benefit so far, \$752, going to Seafarer Wheeler Vandersall of Mobile. His wife was hospitalized for 54 days, accumulating a total bill of \$1,088.18.

All told, through the end of October, the Plan had paid out over \$126,000 in hospital-surgical benefits since it first went into effect on June 1, 1955.

The hospital-surgical benefit for parents is only one of several new Welfare Plan provisions which became effective October 15.

## SCHEDULE OF SIU MEETINGS

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

November 28  
December 12  
December 26  
January 9  
January 23

## MEBA Severs NMU Alliance In Coal Beef

A close alliance on the waterfront of nearly twenty years' standing between the Marine Engineers Beneficial Association and the National Maritime Union has been dissolved by the engineers. The MEBA executive board announced it was taking the union out of the AFL-CIO Maritime Committee (formerly the CIO Maritime Committee) because the NMU refused to assist the engineers in their contract beef with the American Coal Shipping Company.

The MEBA action leaves just the NMU and the American Radio Association in the maritime committee. The bulk of the maritime industry, including the SIU, is in the AFL-CIO Maritime Trades Department.

In announcing its complete break with the NMU, the MEBA said that it "cannot in good conscience continue its association of almost two decades with the National Maritime Union within the AFL-CIO Maritime Committee." The committee was notified that the MEBA "completely and absolutely severs all its connections" . . . and further stated it "feels compelled to condemn the policy of the National Maritime Union in this situation as being completely inconsistent with the time-honored obligations of a sister maritime union to observe and protect the picketlines of other maritime unions."

### Were Together In CIO

The MEBA and NMU have been close allies ever since the CIO was first formed and the CIO Maritime Committee was the instrument through which they functioned.

The MEBA's beef with American Coal Shipping concerns that operator's contract for mates and engineers signed with District 50 of the United Mine Workers. The

Mine Workers, along with coal producers and coal railroads, are owners of the company. American Coal Shipping has the right to charter 30 Libertys from the US.

Contract talks had been going on for some time, the MEBA said, between MEBA, the Masters, Mates and Pilots union and the company. Last month the two unions "learned to their amazement" that the company had signed a substandard contract with District 50.

The officers' unions started picketing the company's offices in New York and turned to NMU for help since NMU has a contract for the unlicensed crews. But they were advised by the NMU that they would get no support on their beef.

The two officers' unions have formed a joint committee to fight out the beef. They announced they would conduct a campaign to win full support from all AFL-CIO affiliates. They pledged they would remain "permanently, and absolutely united" toward that end.

AFL-CIO president George Meany has already denounced the District 50 contract as a raid on the long-recognized jurisdiction of the two officers' unions.

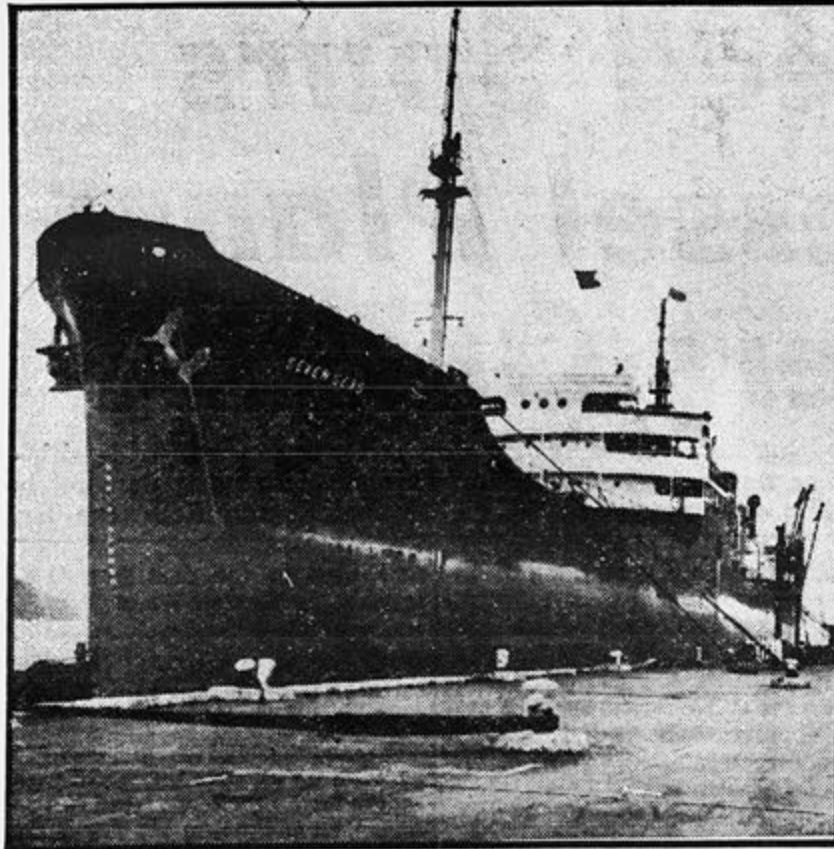


Mrs. Elizabeth Van Vynck poses with son, Seafarer Ed Van Vynck, MM, of Astoria, LI, after emergency operation for appendicitis which made her first dependent parent to receive hospital-surgical benefit under Seafarers Welfare Plan. Ed's holding his nephew, Mike.



SIU ELECTION CLOSING DEC. 31





One of the six tankers for which 44 US shipping companies put in bids, the Seven Seas, a T-2, is shown at a dock in Richmond, Calif., in 1953, when she was seized by the Government. The ships were taken over from the Niarchos interests to settle US claims that they had fraudulent American registry. Their value has more than quadrupled since that time.

## 44 Bidders Clamor For Six Tankships

WASHINGTON—World dependence on oil, especially in light of the present shutdown of the Suez Canal, was highlighted by the bidding on six World War II tankers recently offered for sale by the US.

### Paralyzed, Plans Solo Ocean Trip

Most victims of paralysis would be happy to be able to get around via a wheelchair, but not former Seafarer James Chew. The 30-year-old AB, now fighting his way back, has two burning ambitions — one, to walk again, if only on crutches, and the second, to cross the Atlantic under sail.



Chew

Chew, who started sailing SIU back in 1948, was an active Seafarer until he was drafted into the Army two years ago. Less than a year later he was in a serious automobile accident with the result that he has been paralyzed from the chest down for the past 15 months. "Needless to say," he writes, "I'll be riding a wheelchair for the rest of my life."

"At present," he adds, "I am doing what is considered very well under the rehabilitation program. By 1960, with careful planning and study, I seriously intend becoming the only paraplegic to ever cross the Atlantic alone under sail."

"A long time ago I read in the LOG where an AB did it to Finland." (Chew is referring to Seafarer Olavi Kivikoski, who made an East-West crossing and an eastbound crossing in the summer of 1953.)

"It is my intention to name this boat after a nurse whom I consider outstanding . . . She is responsible for me being so determined to walk once again, even if only on crutches."

Chew is officially classified as a paraplegic, which means he has suffered an injury to his spinal cord. He is now receiving treatment in the Crile Veterans Administration Hospital at Cleveland.

No less than 44 separate companies, some apparently hurriedly set up just for the occasion, bid up to \$2½ million on ships for which they wouldn't have paid one-fourth as much in 1954 when they were already ten years old.

Nine existing SIU companies took part in the scramble, most of them seeking only one ship. Waterman bid \$9.6 million for all six of them, but was far from high bid on any of them. Algonkin also was seeking the whole lot, but its offer fell short, too.

#### Other SIU Bidders

Other SIU-contracted outfits who put in bids were Seatrad, Ocean Carriers, New England Industries, Metro Petroleum, Valentine Tankers, US Petroleum Carriers and American Waterways Corp. None of them had high bid on any of the six ships in the offering.

Low bids of \$300,000 to \$350,000 were put in by Standard Oil of California, possibly just to keep its purchasing department in form. There was no doubt when the sale was announced that the ships would draw good prices. Similar T-2 tankers sold two years ago at prices ranging from \$400,000-\$600,000. Thus, they have at least quadrupled in value since then.

The six ships affected, the Jeanny, Memory, Mermaid, Merrimac, Monitor and Seven Seas, were seized by the Government some years ago from US interests of shipowner Stavros Niarchos to settle claims against him. They were built between December, 1943, and July, 1945.

At the time they were originally sold under terms of the Ship Sales Act of 1946, they brought prices ranging from \$1.6-\$1.7 million. In today's market, they are worth one and one-half times as much as they were new.

A condition of the sale is that they must be used as American-flag tankers in either the foreign or domestic trades. They cannot be transferred to any foreign registry.

# Shipping Round-Up & Forecast

October 31 Through November 13

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	7	3	0	4	2	1	9	8	17
New York	68	16	57	18	51	13	176	47	223
Philadelphia	37	7	32	8	22	6	91	21	112
Baltimore	68	17	44	15	35	16	147	48	195
Norfolk	17	23	11	13	10	7	38	43	81
Savannah	9	2	3	3	2	5	14	10	24
Tampa	8	0	4	2	4	2	16	4	20
Mobile	23	8	18	11	16	10	57	29	86
New Orleans	42	14	40	8	36	13	118	35	153
Lake Charles	18	7	13	10	8	6	39	23	62
Houston	24	17	19	12	16	2	59	31	90
Wilmington	10	2	7	6	4	4	21	12	33
San Francisco	31	17	12	14	20	11	63	42	105
Seattle	19	16	9	16	10	11	38	43	81
Total	381	149	269	140	236	107	886	396	1282

Port	Shipped						Total A	Total B	Total C	Total Ship.			
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C							
Boston	9	0	0	0	2	4	1	1	10	3	5	18	
New York	91	22	3	69	15	4	60	12	220	49	9	278	
Philadelphia	24	6	5	10	3	6	10	5	8	44	14	77	
Baltimore	72	26	12	54	22	17	48	18	3	174	66	272	
Norfolk	12	18	8	7	11	10	5	5	17	24	34	93	
Savannah	6	3	5	5	2	5	3	3	3	14	8	35	
Tampa	1	0	0	0	3	3	4	0	2	5	3	13	
Mobile	11	3	1	12	8	0	14	11	1	37	22	61	
New Orleans	30	1	0	23	11	6	32	4	1	85	16	108	
Lake Charles	11	4	0	6	5	0	3	4	1	20	13	34	
Houston	40	10	12	15	18	8	18	4	2	73	32	127	
Wilmington	8	1	4	6	2	3	0	2	5	14	5	22	
San Francisco	23	10	5	7	11	8	7	4	7	37	25	82	
Seattle	22	12	21	11	11	19	11	7	14	44	30	54	128
Total	360	116	76	225	124	93	216	80	67	801	320	236	1357

Despite a decline spread among nine ports last period, SIU shipping was almost the same as the previous two weeks while registration dropped slightly further behind.

Total shipping for the A&G District was 1,357, and the three top ports in jobs, New York, Baltimore and Seattle, accounted for exactly half of it. Registration was 1,282.

Improvement over the last period was shown by Baltimore, Savannah, Mobile, Houston and Seattle. All other ports declined somewhat, particularly New Orleans, which is very quiet.

The current longshore strike may cut into shipping still further, particularly in the case of New York. Best bets for the future seem to be Baltimore, Norfolk, Houston and the West Coast, which will benefit greatly from current ship breakouts.

A seniority breakdown shows class A steady, with 59 percent of the total shipping, and class B up to 24 percent. Class C has the remainder. The most class C activity was in the engine department, where registration lagged the furthest behind shipping. Norfolk and Seattle, both now booming, shipped more class C men than men in class A.

The following is the forecast port by port:  
 Boston: Slow . . . New York: Fair to good . . . Philadelphia: Good . . . Baltimore: Good . . . Norfolk: Good . . . Savannah: Fair . . . Tampa: Slow . . . Mobile: Fair . . . New Orleans: Fair . . . Houston: Good . . . Wilmington: Fair . . . San Francisco: Good . . . Seattle: Very Good.

### Quitting Ship? Notify Union

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

## INQUIRING SEAFARER

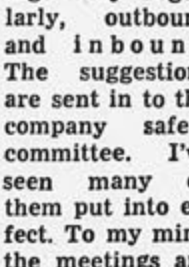
Question: A system of regular shipboard safety meetings is being planned for all SIU ships. Have you ever had any such meetings before? What's your opinion of them?

**John Carey, AB:** Most of the safety meetings I've known of consist of a few key men like the bosun and the steward, plus the delegates and the officers. They should have meetings of the entire crew. If the crew is left out it doesn't have much interest in what's going on.



have much interest in what's going on.

**L. B. Thomas, steward:** The Robin Line ships hold these meetings very regularly, outbound and inbound. The suggestions are sent in to the company safety committee. I've seen many of them put into effect. To my mind the meetings are the best thing that could happen.



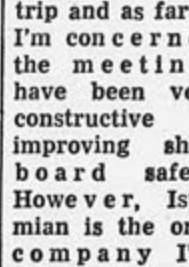
**John Stanley, AB:** Some ships I've been on have had safety meetings, but the meetings don't always get results. If no action is taken, there's not much use in them. For instance on the Seatrain, there still is no place to stow a life-jacket, although this has been suggested.



**J. W. Givens, steward:** I've been to safety meetings on many ships including Cities Service, Waterman and Bull Line among others. The meetings were held pretty regularly but they didn't seem to do much good as far as the steward department is concerned because changes weren't made.



**Douglas "Smiley" Claussen, bosun:** On the Steel ships they hold meetings every trip and as far as I'm concerned the meetings have been very constructive in improving shipboard safety. However, Isthmian is the only company I've sailed with that's had regular meetings.

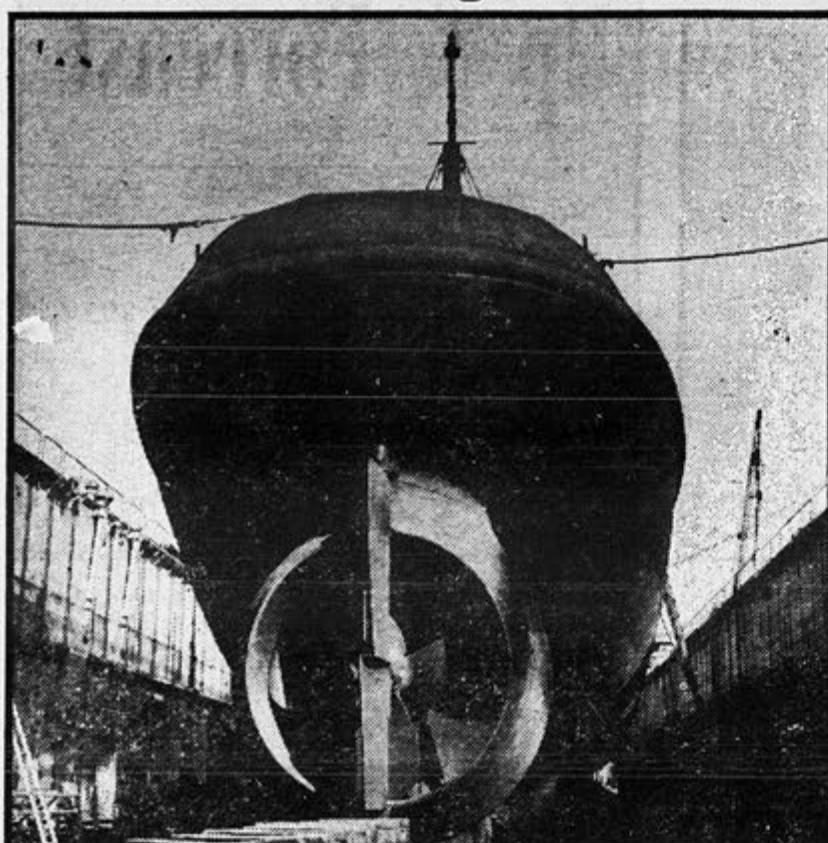


**Angelo G. Dominguez, OS:** None of the ships that I've sailed on has held any safety meetings as far as I know. But then most of them are in good condition and there wasn't much that a meeting could accomplish. If the ship is in bad shape, then you should call a safety meeting.





## SIU-Contracted Tug's A 'Monster'



Costa bulb, increasing power, circles prop of monster V-4 tug, Sombrero Key. Tug is one of two chartered by SIU-contracted TMT Trailer Ferry, Inc. to haul LSTs, loaded with trailer trucks, between US and Caribbean ports. Sombrero Key is 194 feet long and capable of 12-knot tow. Tug is manned by SIU's Harbor and Inland Waterways Division.

## Union, Ship Turkey Feeds Mark Holiday

Turkey was king throughout the country yesterday and the SIU was no exception. Seafarers on the beach in all ports attended a series of Thanksgiving Dinners in SIU halls and in nearby restaurants as part of the traditional Union practice on this holiday.

Because of the national longshore strike, the turnouts were heavier than in past years. The New York cafeteria was prepared for an influx of 500 holiday diners, while the Baltimore cafeteria, the Mobile snack bar and other facilities in the various ports served many hundred more Seafarers, wives and family members.

The headquarters cafeteria was open from 10 AM to 2 PM for the

holiday, featuring an elaborate menu. For those who were allergic to turkey and dressing, the menu offered roast prime ribs of beef and baked Virginia ham as an alternate. The remainder of the menu included juice, shrimp cocktail, two kinds of soup, chef's salad, celery hearts, olives, five kinds of vegetables including asparagus and candied yams, mince, pumpkin and apple pie; nuts, candy, apple cider, coffee and tea.

To handle the influx the headquarters cafeteria had 17 turkeys on hand totaling up to 350 pounds of fowl, plus 100 pounds of prime ribs and four huge Virginia hams.

Both Thanksgiving and Christmas have been occasions in the past for SIU holiday treats for Seafarers. Meanwhile, on board SIU ships, the holidays are occasions for the galley force to show off its best, complete with elaborate menu cards and mess hall decorations.

## Surplus Cargo Booms 'Frisco

SAN FRANCISCO—Surplus US farm products moving to India and ships being diverted from the East to the West coast by the Suez Canal tieup are apparently having an effect on shipping here. The outlook for future shipping out of this port is "terrific," says port agent Leon Johnson.

During the coming shipping period, Johnson says, four payoffs are slated. Waterman's Wacosta was the only ship to pay off in the last two weeks, but during the same time there were six sign-ons and seven in-transits.

Ships signing on were the Wacosta, Iberville, Choctaw and Maiden Creek (Waterman) and Couer d'Alene Victory and Longview Victory (Victory Carriers). In transit were the Afoundria, Warrior and Maiden Creek (Waterman), George A. Lawson (Pan Oceanic), Coe Victory and Longview Victory (Victory Carriers) and Steel Recorder (Isthmian).

Men in the marine hospital are Orville E. Abrams, Charles Dwyer, John Hrolenok, M. Belen, Martin Hammond, Michael Michalk, William A. Van Dyne and Howard W. Forbes.

On the beach here have been H. C. Johnson, M. Dikun, R. T. Mueller, H. M. Skaalegaard, E. Viera, G. D. Olive, F. Radzvilla and J. Rodder.

## ILA Strikes East, Gulf Coasts; Seeks To Bar Future IBL Bid

Shipping on the Atlantic and Gulf coasts was shut down this week as the International Longshoremen's Association called a coastwise strike as of Friday, November 16. Some 60,000 ILA longshoremen in ports from Portland, Maine, to Brownsville, Texas, walked off their jobs and were promptly joined by members of Harry Bridges' International Longshoremen's and Warehousemen's Union on the West Coast. An estimated 150 freighters and passenger ships were tied up in the first days.

There is now every indication that the longshoremen will be back at work by Monday since President Eisenhower, probably over the weekend, is expected to order the Attorney-General to seek an injunction calling for an 80-day "cooling off" period under the Taft-Hartley law.

Yesterday, Thanksgiving, the President named a three-man fact-finding board to look into the strike situation and this board is expected to make its report by tomorrow night. Also, the NLRB obtained a court order restraining the ILA from insisting on coastwise bargaining. This in itself would not halt the strike unless the 80-day injunction were granted.

Ostensibly the strike was called because the ILA and the employers were unable to agree on the terms of a new contract. But many observers, noting that there was actually a wide area of agreement on wages and other pork-chop issues, saw the strike as a move by the ILA to close the door on AFL-CIO chances for petitioning for a new waterfront election in 1958.

In fact, the chief bone of contention between the ILA and the shippers was the ILA's demand for a national bargaining unit for all its East and Gulf coast ports, so as to set up a coastwise voting unit.

### Wages Not Uniform

Since the ILA had already agreed on contract terms in New Orleans and Galveston, it was obvious that the ILA was not interested in getting uniform wages, working conditions and fringe benefits, but was only interested in preventing the IBL from seeking another New York port election.

The national bargaining argument has been used right along by Bridges to justify his alliance with the ILA.

The ILA walkout attracted immediate support from Bridges and from National Maritime Union president Joseph Curran, who sat in on negotiations. Bridges' reaction in calling out his men was formally acknowledged by ILA President William Bradley who, according to ILA general organizer

Teddy Gleason, fired off a telegram to the West Coast longshoremen thanking them for their sympathy.

Subsequently, the ILA leadership attempted to cover up their alliance with Bridges by sending a second telegram declaring that the ILA "resents" Bridges' offer of support and assistance. "We don't need Bridges help or his sympathy," Bradley was reported as saying.

Besides the national bargaining issue, the ILA's major demands are for a guaranteed eight-hour day, a sling-load limit, 20-man gangs and increased wages, all of them portions of the longshore program

originally drafted by the IBL.

Longshoremen now have a basic hourly rate of \$2.48 in this port. The ILA originally asked for a 32-cent-an-hour boost in a two-year pact. The shipping association agreed to the increase but wanted it spread over a three-year period and wanted 16-man gangs to handle freight on pallets. To sweeten the latter proposal, the shippers offered a 15-cent-an-hour premium to men in the 16-man gangs.

Last Thursday, while negotiations between the ILA and shippers were still in progress, Alexander P. Chopin, chairman of the shippers' group, said the shippers were withdrawing their counterproposal for the 16-man gangs.

## Bull Line Sold To New Coal Co.; Remains SIU

Sale of the A. H. Bull Steamship Company to American Coal Shipping has been jointly announced by the two organizations. The announcement specified that there would be no change in Bull Line services and contracts as a result of the sale.

The announcement from the two companies reads as follows: "Agreement has been reached for American Coal Shipping Inc. to acquire control of A. H. Bull Steamship Company and its associated companies. It is important . . . that the public and all individuals and organizations interested be reassured that no changes in management, personnel or services are contemplated as a result of any change in stock ownership.

"Existing contracts and agreements, of course, will continue in effect and it is not expected that those regular services and other operations of Bull Line to which the business world and public both in the States and Puerto Rico have been accustomed will be modified or altered.

### Runs Will Continue

"Bull Line services will continue in all respects as they have previously, with two sailings weekly from New York and one sailing weekly from Philadelphia and Baltimore to Puerto Rico. Likewise there will be no change in weekly service provided to the Dominican Republic."

American Coal Shipping is the new company formed by the coal-carrying railroads, the United Mine Workers and coal companies to provide transportation for US coal to Europe. It has permission from the Federal Maritime Board to charter 30 US Liberty ships for that purpose.

The purchase of Bull Line gives the new company an established steamship administrative organization with experienced management and agents and offices in major

East Coast ports. Bull also owns four Libertys and three seam-type ships which would be useful as bulk coal carriers.

In addition, Bull Line ships would be free from a number of restrictions as to types of cargo which apply to the Libertys American Coal Shipping is chartering.

## LABOR ROUND-UP

Protests against construction of a nuclear power plant in Monroe County, Michigan, have been made by three unions. The unions involved, the United Auto Workers, the International Union of Electrical Workers and the Paperworkers, had previously won a hearing on the plant's safety hazards. The unions claim that construction of the facility with the approval of the Atomic Energy Commission would endanger the health and safety of workers and their families for miles around.

Seven major New York City newspapers and the New York Newspaper Guild settled for a nine percent wage increase package in a two year contract. Five percent of the raise applies immediately. Left open is the question of whether any of the second years' increase will go into pension and welfare benefits.

Sentimental nostalgia about the barefoot boy is poppycock, as far as the Boot and Shoe Workers Union is concerned. Far from glorifying the joys of freewigging toes, the Union plans to spend \$100,000 to get the same number of feet into more boots. The object is to persuade people to own several pairs of shoes for different occasions.

Michigan Bell Telephone employees called off a scheduled strike when agreement was reached on \$3 to \$5 increases for most of 18,000 telephone workers. The Communications Workers of America negotiated the contract.

## CG Must Return Papers To Men Screened Off Ships

SAN FRANCISCO—The Coast Guard has apparently given up its fight to withhold the validated papers of seamen barred from sailing US ships under a now-voided screening procedure.

An announcement by the Court of Appeals here said that it would issue a mandate ordering the papers returned immediately.

An estimated 300-400 seamen on all coasts would be affected by the ruling. They had been classed as "security risks" under a screening procedure set up in 1951 during the Korean War.

This procedure was overturned a year ago last October when the 9th Federal Circuit Court of Appeals ruled it unconstitutional. The court said the system was illegal because it denied the accused seamen the right to confront and cross-examine witnesses against them.

Since then, the Coast Guard has sought unsuccessfully in various court actions to defend its right to retain the seamen's papers of the men involved, pending a security check under an amended screening program. The new program establishes some safeguards against secret testimony, but accused persons could still be barred from cross-examining their accusers.

However, the latest move would require the Coast Guard to give up the papers. It does not limit the right of the Government to file new "security" charges against these men later on, when it could theoretically withdraw the papers all over again.

## Be Sure To Get Dues Receipts

Headquarters again wishes to remind all Seafarers that payments of funds, for whatever Union purpose, be made only to authorized A&G representatives and that an official Union receipt be gotten at that time. If no receipt is offered, be sure to protect yourself by immediately bringing the matter to the attention of the secretary-treasurer's office.





Patricia Burgess, 1 1/2 (left), is happy now that brother Tommy (right) has arrived. She and Tommy are youngsters of Joe Burgess of Brooklyn.



This brother and sister act includes a pert miss, Eliece, 6 (left), and Dennis Wayne, 3. Their dad is Ollice D. Fillingim of Chickasaw, Ala.



Seafarer Julio G. Napoleonis of Brooklyn is proud of this quartet (l-r) Julio, 4; Carmen, 13; Frances, 2 1/2, and Miguel, 1.



Milca, 2 1/2, is daughter of Julio D. Delgado, Guayanilla, PR.



# with S I U families



Mike, 3, and Johnny, 6, pose with dad Unlon H. Saunders after a swim in the pool. They're from Bay Minette, Ala.



Roger Hall Jr., 2, is at home in LI, NY. Dad is on the Elizabeth.



Wayne Anthony, 1, is son of Sonny Catalano of New Orleans.



Donna Lou, 3, is Dan Donovan's young lady in Ozone Park, NY.



Fernando, 4 1/2, and Donald Duck are pals. Dad's Wm. Montalvo.



Mrs. Colon H. Boutwell and the girls posed during vacation from home in Bayou la Batre, Ala. Dad is on the Alcoa Planter.



Nancy, 2, is Braulio Oliveras' daughter in Guayanilla, PR.



Linda Louise, 2 1/2, is from Chicago. Dad is Cecil E. Taylor.



John C. Stewart is dad of Jack G., 1, of Covington, La.



Now 4 mos., Charles J. is son of Robert Rivera of Bronx, NY.



Seafarer Al Rakocy's family includes Virginia, Mrs. Rakocy, sons Parker, Lewis and baby Alida in front. Home is Tampa.



# YOUR DOLLAR'S WORTH

## Seafarer's Guide To Better Buying

By Sidney Margolius

### Car Insurance Overcharges

State insurance commissioners, who are supposed to protect the public against overcharges, now stand revealed as having attempted to whitewash the nationwide practice of large finance companies in overcharging unsuspecting car buyers for auto insurance.

Involved in the nationwide scandal are not merely a few small or "fringe" finance companies usually blamed for installment rackets, but some very big finance companies who sell insurance through their own insurance companies. The gouge has operated chiefly by charging buyers the Class 2 rate for drivers under 25, whether or not there actually is a young driver in the family, and without asking the buyer if he has a younger driver. The Class 2 rate is approximately twice as high as Class 1.

Car owners thus have been overcharged as much as \$75 for insurance. Estimates of the total countrywide overcharges run as high as \$25,000,000. The National Better Business Bureau reports some companies wrote as few as one out of seven policies at the Class 1 rate, automatically charging all others the higher rate if the dealer or finance company failed to stipulate that the lower rate should be charged. Actually four out of five car owners are entitled to Class 1 rates. The finance companies and their puppet insurance companies have been able to get away with this gouge because of the persistent practice in the auto business of lumping all charges for car, credit fee and insurance into one sum so the buyer doesn't know how much he is charged for each item.

Existence of the gouge has been known to state insurance departments at least since 1954, if not before. In 1954, the Texas Board of Insurance Commissioners learned that many car buyers had overpaid for insurance bought from Service Fire Insurance Co. This nationally-operating company insures more than 800,000 cars a year financed through the Universal CIT Credit Corp. But most state departments still kept quiet about overcharges in their own states. Finally at the end of 1955 the National Association of Insurance Commissioners adopted a resolution admitting the existence of overcharges, but recommending refunds only on the most recent, and with no proposal to suspend licenses of responsible companies. In fact, the commissioners even said they weren't sure but that the refunds should be made to the parent finance companies and not to the buyers themselves, which simply would mean taking the overcharges out of one pocket and putting them in another.

#### Better Business Bureaus Aid Buyers

To the great credit of the nation's Better Business Bureaus, they have fought courageously and are still fighting the overcharges and the secrecy of the state insurance departments, despite the prominence of the powerful finance companies involved.

In particular, Kenneth Barnard, president of the Chicago Better Business Bureau, has waged a tireless battle to force Illinois State Insurance Director Justin T. McCarthy to investigate misclassifications and order refunds. For months the Illinois department did nothing until it was flooded with complaints and public disclosure of financial irregularities in the conduct of state insurance supervision by the St. Louis "Post-Dispatch" and other regional papers.

A few state departments have been comparatively diligent in securing refunds, and at least one brave insurance commissioner, that of Massachusetts, even revealed the names of four insurance companies found to have been overcharging. The New York, Pennsylvania and Kentucky departments ordered refunds only for the recent overcharges, in line with the weak recommendations of the commissioners' association, and along with Connecticut which found overcharges by 15 companies, shielded the names of the companies from public view. Arkansas and Oklahoma have been getting refunds for at least some residents. Other states have on the whole taken only partial or ineffective action or no action at all, to our knowledge.

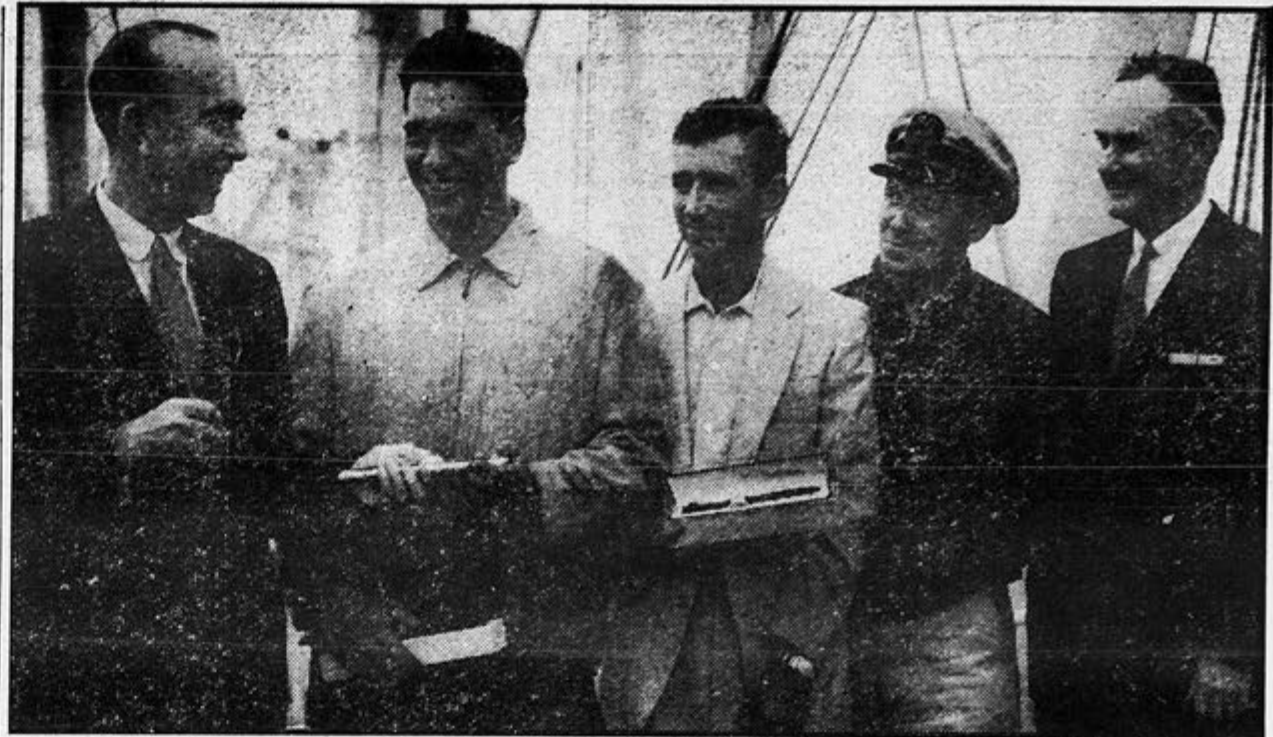
The scattered newspaper reports of the overcharges, except for the Chicago "Sun-Times" and "Daily News," and several others in that region which reported the fight by the Chicago BBB, failed to name the companies involved, whether from fear of reprisal or simply lack of journalistic enterprise. Here are the insurance and their affiliated finance companies named by the National Better Business Bureau as already known to have overcharged through misclassification:

#### Companies Committing Overcharges

Cavalier Insurance Co. (Commercial Credit Co.); Calvert Insurance Co. (Commercial Credit Co.); Emmco Insurance Co. (Associates Discount Corp.); Industrial Insurance Co. (American Installment Credit Corp.); Marathon Insurance Co. (Pacific Finance Corp.); Service Fire Insurance Co. (Universal CIT Credit Corp.).

These companies now have informed the Bureau they have undertaken reclassification to correct overcharges and are setting up procedures to prevent future misclassification.

If you yourself in recent years bought insurance through a car dealer and have no driver under 25 in your family, check as to whether you were misclassified, and possibly eligible for a refund by writing to your State Insurance Department at your state capital. As we've advised before, beware the dealer who insists you buy your insurance through him. You are entitled to shop among other companies to find the lowest possible rate. Nor do you have to cancel your old insurance when you buy another car. You won't get a full refund on the unexpired insurance. You can transfer your old policy to the new car.



Lauded for heroic rescue of a shipmate who had fallen between the ship and the dock in a Hawaiian port, Sailors Union members Bobby Naipo (2nd from left) and Blewett Perkins (center) receive watches from Matson Line official E. J. Bradley (left) aboard the Hawaiian Retailer in New York. Looking on are Capt. George A. Zepaloff, master of the Retailer, and Matson aide Frank Zinn (right). A third man who took part in the rescue, Eddie Romejko, was unable to be present.

## Hail SUP Trio For Rescue

SAN FRANCISCO—Three members of the Sailors Union of the Pacific, Bobby Naipo, Blewett Perkins and Eddie Romejko, have received gold watches from the Matson Navigation Company in honor of a particularly difficult nighttime rescue of a shipmate in Hawaii.

The rescue was hailed by the company and the skipper of the Hawaiian Retailer Captain G. A. Zepaloff, who declared, "It is refreshing and encouraging to reflect that in these materialistic, throat-cutting times we live in there are men who will disregard their personal safety and leap between a surging ship and a dock to save the life of a friend and shipmate. But I suppose there always will be men with stout hearts among seafarers so long as this old and honorable calling exists."

According to the skipper, the accident took place at Pier 1, Kahului, Maui. Nick Akana, a deck gang member, stepped over the rail in the space where the gangway rests to slack the No. 3 after

port guy and release the pendant. The ship was rolling heavily and when the boom swung with the roll the guy pulled Akana overboard between the ship and the dock, a space two or three feet wide, as the ship sheared off.

Naipo ran down to the dock and jumped into the water as did Perkins, who, incidentally, was not a swimmer. The crew turned to rigging lights, and bringing lifelines, belts and lines. The chief officer and several of the deck gang quickly breasted off the ship at an angle.

Meanwhile Naipo dived 35 feet to the bottom several times before he found Akana and brought him to the surface. Then he, Perkins and Romejko rigged a harness on the unconscious Akana and got him

up a pilot ladder rigged from the dock.

Akana was taken to the hospital for a few days, while Naipo suffered an attack of the "bends" from diving and had to get a check-up at Hilo.

## See A-Ship Commercial In 5 Years

Progress in the development of atom-powered merchant ships will be "swift and dramatic" from now on. Chances are that within five years such ships, operating at high speeds over long runs, will be able to compete commercially with conventionally-powered vessels.

These are the views held by Richard P. Godwin, project manager for the first atom-powered merchant ship which the Government is now building.

In the beginning, Godwin believes, the only atom-powered ship which would be commercially economical to operate would be the supertanker. But he predicts a steady decline in the costs of nuclear propulsion.

The experimental atomic ship which the Government is now building is a 12,000-deadweight ton combination passenger and cargo vessel which is not expected to be economically suitable for commercial competition.

But if a supertanker were built in about a year from now, Godwin believes, there is a good chance that it could operate at a profit from the very beginning.

The advantages of atom-powered ships, as outlined by Godwin, are these:

- Nuclear propulsion plants are more compact than conventional plants and less space is needed for storing fuel, making possible greater payloads.
- Nuclear ships can achieve higher sustained speeds over longer runs, factors which will add to gross income.
- Nuclear ships, requiring less refueling, will require less turn-around time in port.

## SEAFARERS IN ACTION

The Alcoa Planter surely was a happy ship on its previous voyage at least, because all hands seemed to be satisfied with the representation they got from a quartet of delegates.

Ships delegate C. Boutwell, with the assistance of J. Mahalov, H. Stalling and A. Marini, kept all business running in good shape.

One way a delegate can save himself a peck of trouble sometimes is by clarifying rules and contract provisions for his shipmates. Aboard the Hurricane engine delegate Louis K. Greaux did just that when he explained the transportation agreement in detail. Now everybody should understand just what's coming to them.

Aboard the Mae, Seafarer Willie Morris got applause for his competent handling of the ship's fund. He also took care of recreation equipment so that there would be something interesting to do off watch.

One of the reasons the Sand-captain gang will be happy to get

home is the fact that Jim Golder, chief steward, is no longer with them after 18 months on the job. The crew was sorry to see him go and what's more, sent in some menus to show that they had really been feeding while he was aboard.

While on the subject of food, J. Lefco, bosun of the Maiden Creek, made his own unique contribution to the galley. It consisted of a coffee-pot holder of his own invention. We presume the holder does away with burned fingers and spillage. The gang didn't say, but they did specify that the bosun had something useful there.



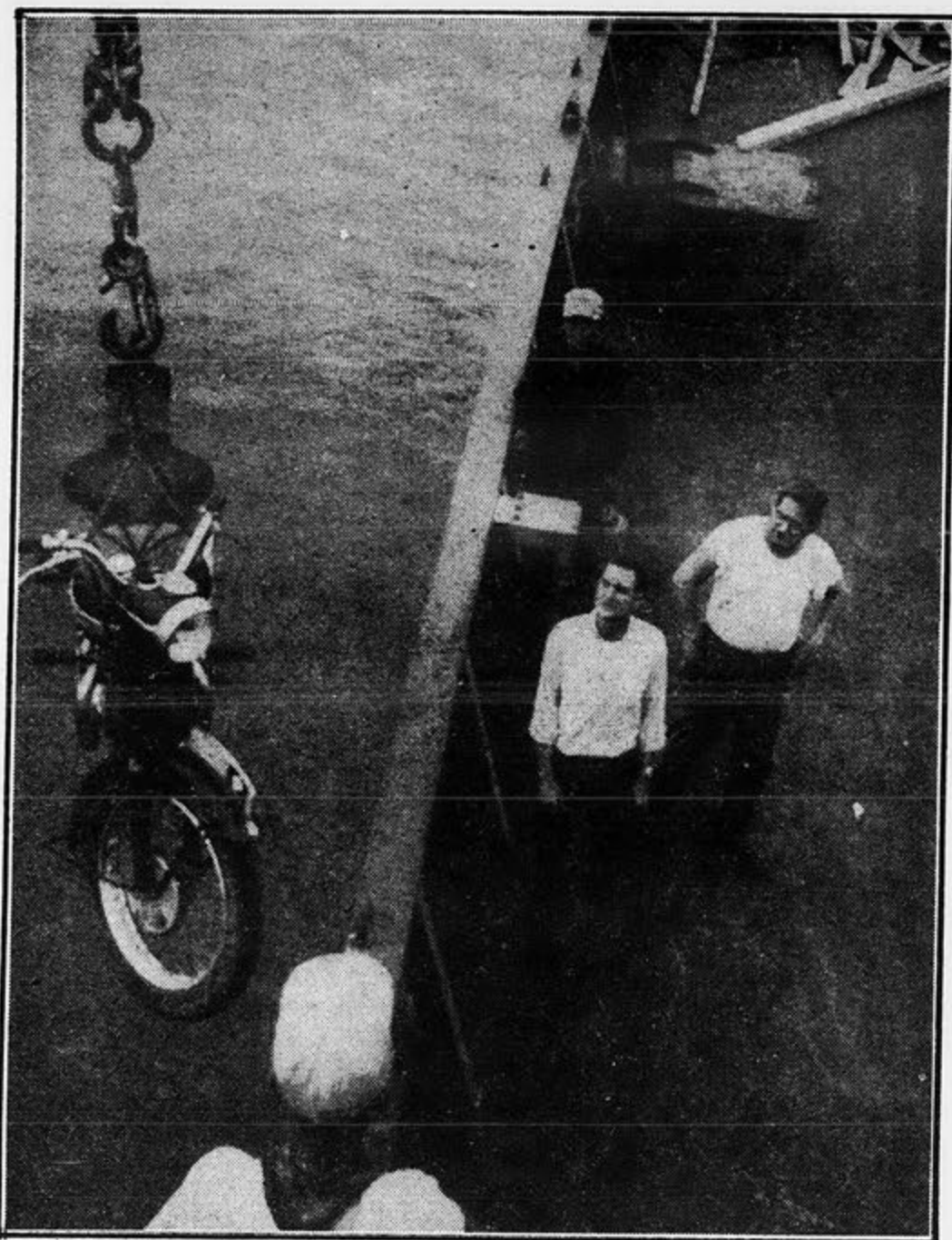
Boutwell



Lefco

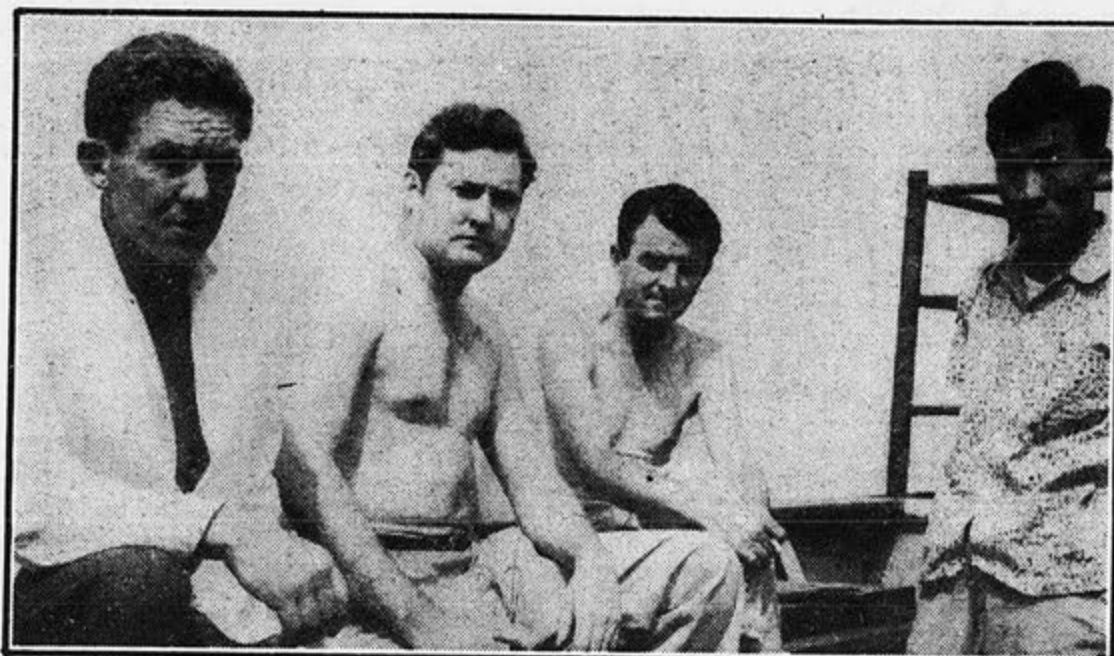






Bosun George Ford and wiper Al Knauff are interested spectators as motorcycle is lowered from Waterman's Wild Ranger. Photo is by Don Ruddy.

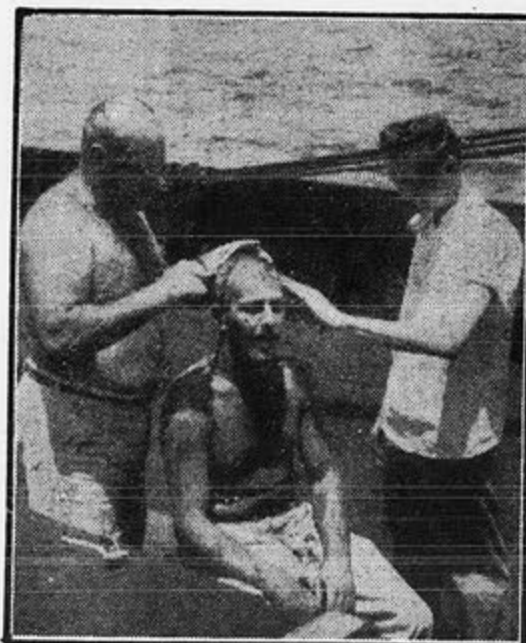
# PHOTO-REPORTS



It's sunbathing time for utility Wilson and MM Donnelly on the Wild Ranger, but MM Allschaffl and passenger Soon keep Ol' Sol's rays off their backs.



OS Charlie Phelps, DM Neil Abernathy and OS Dave Rivers seem happy over the cooking as they stow coal for galley on the Lewis Emery, Jr.



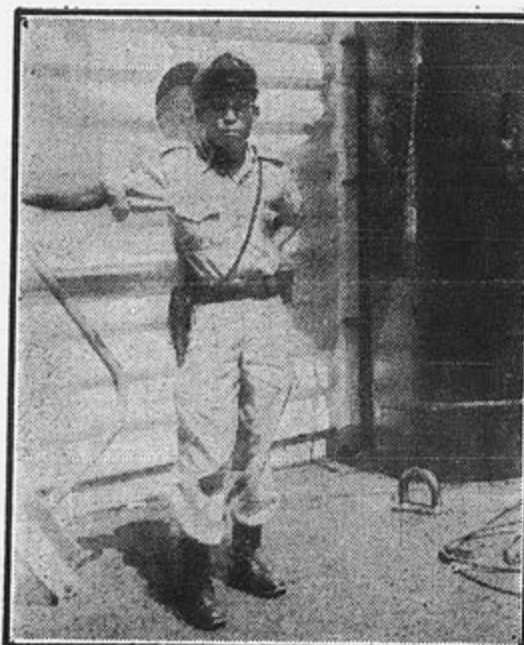
Terelli clips, Price supervises job on Shafer on Lewis Emery.



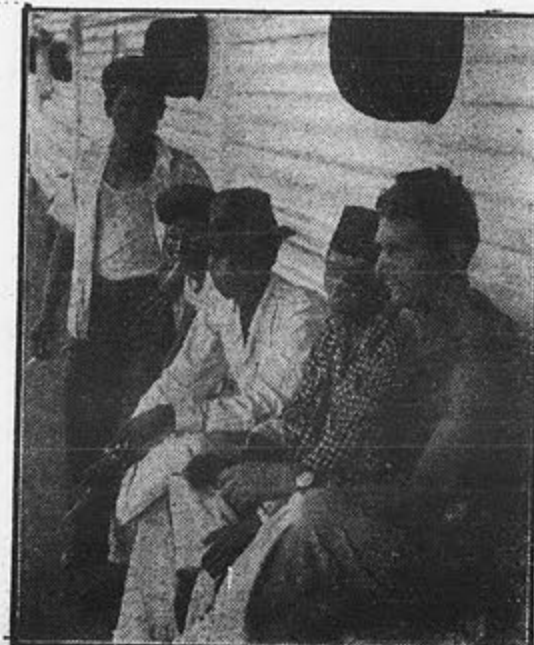
Broken arm doesn't stop Emery's Abernathy in Kamaishi, Japan.



Stakes in Steel Executive game are high, judging from looks of DM Decker, AB Lonay, AB Townsend, and FWT "Frenchy." Photo by George Zalensky.



Djakarta cop is lens subject for Steel-Executive's ship lensman.



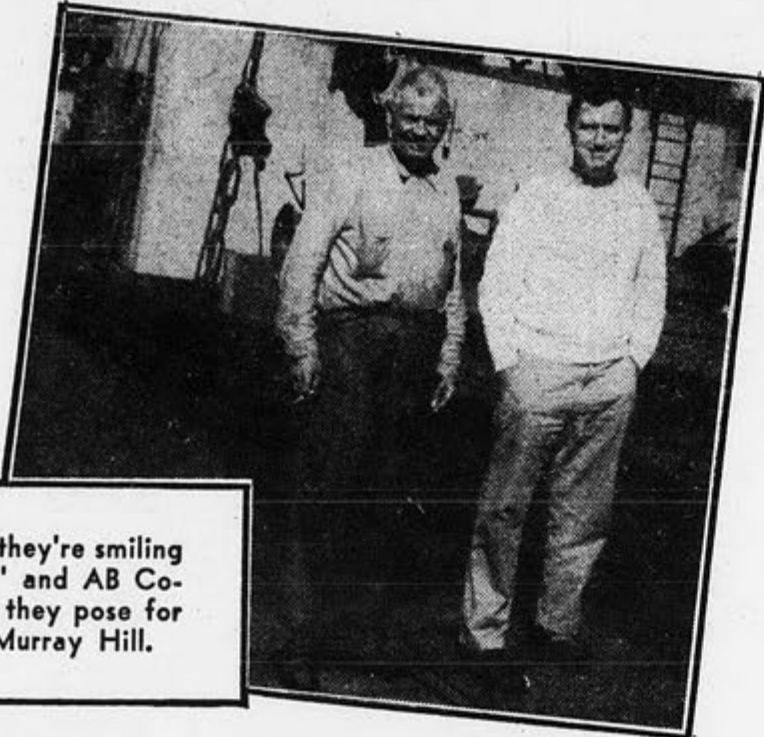
Here's Zalensky himself (right) in another shot at Djakarta.



# From SIU SHIPS



George Gill took this photo of Sonny Catalano and officer utility Otto aboard the Alcoa Cavalier in Curacao, Dutch Indies.



We don't know what they're smiling about but DM "Gus" and AB Conant look pleased as they pose for cameraman on the Murray Hill.



Steward Bill Hay, aboard the Seatrain Louisiana, seems to be a walking advertisement for the kind of chow served on that ship.



Luigi Iovino seems startled as he's "shot" by L. Ramirez on Jose Marti.



Ramirez (left) poses with tractor driver in Balcar, Yugoslavia.



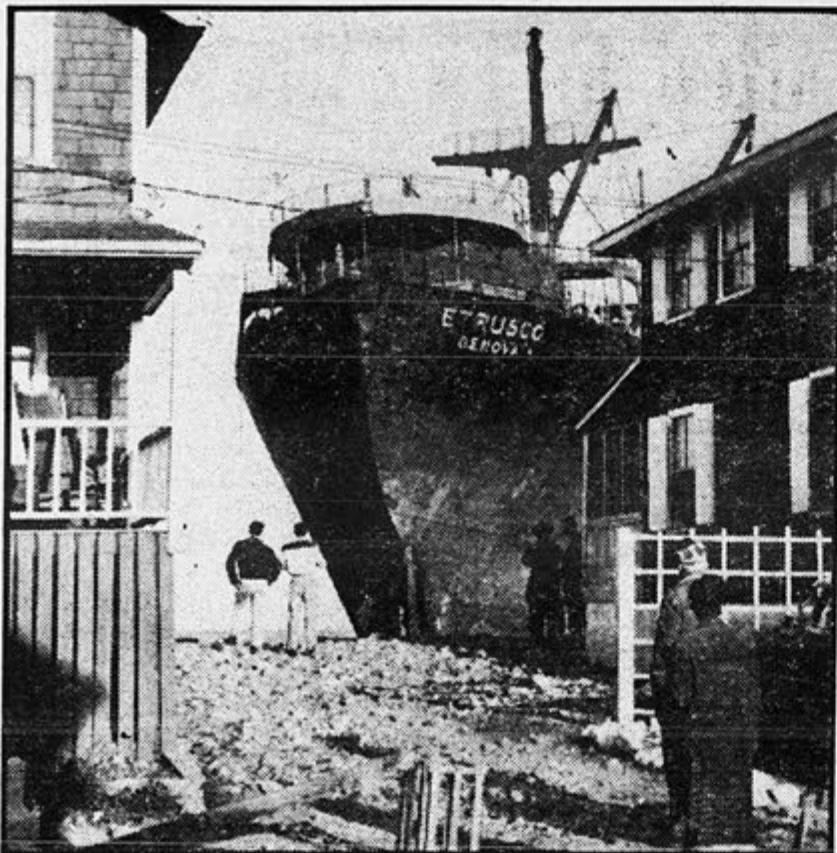
It looks as if these Steel Seafarers are due for OT. Left to right are AB Mike Carlin, AB Gunnar Hansen, and OS "Knobby" Eustace.



Here's Brother Gilles, of Isthmian's Steel Maker, with his "family" in Bombay. The picture-taker, who was too modest himself to give us his name, says Brother Gilles is a big-hearted guy, and photo seems to be good evidence of that fact.



**Backyard Curiosity**



Firmly entrenched on the beach at Scituate, Mass., where she went aground during a blizzard last March, the Italian freighter Etrusco was finally refloated by salvagers yesterday. She was bought by a Panamanian company for \$121,000, but would be worth \$1 million if she could be put into service again.

**Small Boat Menace Told To Congress**

Before you can navigate a commercial ocean-going ship of any size you have to hold a Coast Guard license and show quite a bit of seagoing experience. But if you just want to rent a boat for pleasure, you don't have to know fore from aft.

That bit of information was brought to light at a House Merchant Marine Committee hearing in New York investigating the small boat problem which has become an increasing menace to navigation.

One witness, the operator of a boat rental service in New Jersey, reported that he rents boats as big as 28-footers with 120 horsepower engines to anybody who comes

along. The customer is given a few minutes' instruction on the rules of the road and sent on his way.

When asked if he imposed any limitations on his rentals, the operator said "Well I would certainly look a man over and if he was sober and sensible there would be no reason why he shouldn't go out."

Speeds vary, of course, with the design of hulls and the efficiency of an engine, but a 28-footer with 120 horses should be able to zip along merrily at 12 knots without any strain. If the renter really wanted a thrill, he could bounce along at 16 knots, and take off for open ocean; a pretty dangerous speed for an inexperienced sailor to be playing with, especially in coastal waters.

A considerable number of witnesses associated with the yachting business testified in favor of small boat licensing and registration with strict enforcement. Some yachting spokesmen asked for licensing requirements for boat operators similar to drivers' licenses.

With the growth of popularity of small boating and increasing congestion of coastal waters there have been a number of serious accidents in recent months.

The House Committee is holding hearings in major coastal cities to gather opinions on how best to control the small-boat menace.

**Among Our Affiliates**

The annual elections for the Sailors Union of the Pacific get under way on December 1 and will run for two months. There will be 17 posts open on the ballot plus SUP building corporation trustees and convention delegates who will be chosen at the same time.

Another Union which will be balloting during the same period is the Brotherhood of Marine Engineers. The balloting is on proposed special assessments for 1957 and 1958 and on two constitutional amendments, one of which sets up apprentice membership for those engineers not required by law to hold Coast Guard licenses.

Four new agreements have been signed by the SIU Canadian District with operators in that country. Companies signed are Northland Navigation, Valley-camp Coal, Owen Sound Transportation and Cadwell Marine Ltd. About 250 men are involved in the new agreements.

**Ask Gov't Aid For Wine Ship**

WASHINGTON—An application for US ship mortgage insurance for construction of a ship to carry wine and wine products from California to New York has been filed with the Federal Maritime Board by United Vintner Lines of San Francisco. The application asks for 87½ percent of the vessel's actual cost of \$5¼ million.

The company, which will charter the ship to another corporation for operation, is planning seven intercoastal trips a year. On the return from New York, via the Gulf coast, the ship will carry whatever bulk products are available.

United Vintner Lines now operates the James Lick under the Liberian flag but is planning sale of this ship to a Liberian company.

**Crew Beef: 'Lady Cooks Ain't Ladies'**

TORONTO, Canada—They grow 'em big, hard and tough across the border—both male and female it seems. At least that's the word from the "Canadian Sailor," official publication of the SIU Canadian District.

The crew of the MV Coastal Creek complained that the two female cooks aboard were a little too fluent in waterfront lingo to suit the crew's taste. What's more they installed a two-pot system aboard the ship. Consequently, the paper reported, the gang raised Cain about it, including use of "abusive language" by the cooks.

When the crew reproached the galley force for this and other mis-



deeds, the ship's minutes reported "Sister Laforce said, 'you haven't seen anything yet!'"

The net result was that the Toronto port agent had to hustle down and get two new cooks aboard to the vast relief of all hands.

It may be just a coincidence, but another report that same day quoted Captain Alan Villiers, as saying that there will be no women aboard the Mayflower II when it leaves from Plymouth, England, next spring to duplicate the Mayflower voyage of the Pilgrims in 1620.

In 1620, Villiers said, "women were chattels, but now they are no longer chattels. They can talk back and you can't handle them."

Maybe Villiers and the Coastal Creek crew ought to exchange notes.

It sounds like he might have had dealings with the same cooks on some previous occasion.

**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.

**CANTIGNY (Cities Service), Oct. 7**—Chairman, D. Horn; Secretary, F. Widegren. New delegate and secretary elected. Ship's fund \$9.52. One man missed ship in Tampico. Make donation to call union hall by ship's telephone.

**SEATRAN NEW YORK (Seatrains), Sept. 20**—Chairman, J. Sorel; Secretary, M. Whale. All disputed overtime for delayed sailing and boat drill on Labor Day being paid at pay-off. TV bill to be paid. One man short. Some disputed overtime. Reports accepted. TV and library to be taken care of. Good menus and nice service throughout past four trips.

**BARBARA FREITCHIE (Liberty), Sept. 24**—Chairman, T. Finnerty; Secretary, G. McLean. Money to be collected for burial of deceased brother

ters. Repairs being made. Travelers checks being put out in \$50 denomination. No checks issued in Port of Pakistan, local money only. One man missed ship, rejoined following day. Messman took time off and refused to get up on time. After being logged, refused to turn to on overtime day, losing overtime to company and putting Union in bad repute. More men logged in two departments. Donations accepted for ship's fund. Arrival pool to be drawn off. \$20 to be contributed from proceeds to fund. Fireman was told consul would put him in jail for visiting his residence. Protest filed with consul. Disputed double overtime for working in tanks—later approved. Man logged for missing two days' work. Report accepted. Need electrician. Third cook discussed his demotion before membership—was told to refer same to patrolman. Five men paid way back to ship as launch not running on schedule.

**OCEAN STAR (Triton), Sept. 16**—Chairman, S. Holden; Secretary, R. Hadden. New secretary-reporter and treasurer elected. Ship to be exterminated. Discussion on great improvement in preparation and selection of menus. All repairs made. New repair list to be prepared on return voyage. Crew to clean dirty dishes. Timer to be installed on washer. Mushroom to be checked for leaks. Steward to requisition new air foam pillows. Water tight doors need repairing.

**Oct. 7**—Chairman, S. Emerson; Secretary, S. Walecki. Perfect deck gang. Few disputed hours of stevedore work—to be taken up with patrolman. Discussion on wiper leaving ship for hospitalization in France. Report accepted. Mail from headquarters to be turned over to delegate immediately. Keep passageways clean. Discussion on repair list. Vote of thanks to steward department for job well done.

**OLYMPIC GAMES (Western), Oct. 7**—Chairman, L. Selix; Secretary, J. Lacey. Need new linen and new pillows. Ship to be fumigated for rats. Several repairs and new equipment on SIU forms to be turned over to engineer and mate. Vote of confidence to all departments.

**Cecil N. Bean (Transfuel), Oct. 12**—Chairman, R. Torres; Secretary, M. Gordils. New delegate elected. Delegate to talk to engineer about water cooler. Shower in steward department to be painted. Crew to take care of washing machine.

**STEEL VOYAGER (Isthmian), Oct. 6**—Chairman, J. Procell; Secretary, H. West. Crew to take better care of washing machine. Membership cautioned against performing. Report accepted. No one but crew members to use washing machine and laundry. Pantry and mess halls to be kept clean at all times.

**SEA CLOUD (Pegor), Sept. 23**—Chairman, J. Parnell; Secretary, A. Jones. Repairs to be taken care of next meeting. Report to be sent to headquarters inquiring why captain doesn't carry American money. Secretary-reporter elected. No cooperation in galley or fo'c'sle. Room and galley left dirty by night cook and baker. Steward claims he is incapable of doing job—to be turned over to patrolman at payoff. Discussion on boxes. More variety in night lunches.

**Oct. 7**—Chairman, J. Parnell; Secretary, A. Jones. Discussion on steward and baker to be taken up with patrolman. Cook ill—report to be given to patrolman. Crew warned to remain sober at payoff. Request spare room be used by night cook and baker. Report on shortages—to be taken up with patrolman.

**HIGH POINT VICTORY (Bull), Sept. 17**—Chairman, R. Godwin; Secretary, J. Hodgen. Slop chest prices to be checked by patrolman; seem too high. All members asked to take better care of washing machine; needs new parts. Ladder and safety belt needed. Mail delivery to be checked; very poor this trip.

**COEUR D'ALENE VICTORY (Victory Carriers), Sept. 24**—Chairman, L. Ciamboli; Secretary, L. Pepper. Quarters to be painted. One man missed ship; rehired by company. Ship's fund \$10.50. Wiper missed ship in Long Beach, rejoined at San Francisco. One brother borrowed money and jumped ship before sailing time. Discussion in regards to hiring foreign labor by ship's crew. All tools to be returned to electrical shop. Baking improved.

**IBERVILLE (Waterman), Sept. 23**—Chairman, D. Marine; Secretary, A. Rudnicki. Standard brand coffee put aboard. Few repairs made. Ship's fund \$58.35. New delegate elected. Discussion regarding repairs—to be taken care of immediately.

**MONARCH OF THE SEAS (Waterman), Sept. 30**—Chairman, R. Ransome; Secretary, C. Crabtree. One man paid off in San Juan; illness in family. Report accepted. Remove linen from deck. Army coats to be removed from deck before arriving in port. Cups to be returned to galley.

**OCEAN EVA (Maritime Overseas), Aug. 26**—Chairman, A. Capote; Secretary, D. Wood. Ship's fund \$30. Two hours disputed overtime. New delegate elected. Comodes leaking in deck and engine department. Ending department shower not working.

**Sept. 23**—Chairman, J. Loser; Secretary, D. McInnis. Draw list to be taken up. Repair list to be turned in. Transportation discussed. Ship's fund \$30. Disputed overtime to be taken up with patrolman. Report accepted.

**ALCOA PLANTER (Alcoa), Sept. 30**—Chairman, T. Adkins; Secretary, Z. Ching. No repairs made. Coffee urn to be removed from topside to pantry. Galley range to be repaired. Ship's fund \$4.18. \$20.00 to brother in hospital. Some disputed overtime to be settled at payoff. Reports accepted. Vote of thanks to all delegates.

**Digest Of SIU Ship Meetings**

if insurance benefit not paid. Repair list to be turned in. Few hours disputed overtime. To discuss fish box with patrolman in port of call.

**JOHN B. WATERMAN (Waterman), Sept. 25**—Chairman, L. Clarke; Secretary, F. Nakluki. One man missed ship and a few men logged. Ship not cleared. New secretary-reporter elected. One hour disputed overtime. Ship's fund sent to Baltimore when ship laid up. Ship restricted in Yokohama. All beets to be settled with patrolman upon arrival in Norfolk. Washing machine needs repairing.

**VENORE (Ore), Sept. 19**—Chairman, D. Chafin; Secretary, W. Reid. Two hours disputed overtime. Report accepted. New delegate elected. Discussion on washing machine, etc.

**ALCOA PURITAN (Alcoa), Sept. 23**—Chairman, C. Hartman; Secretary, E. Guszczynsky. All repairs completed. Reports accepted. New delegate elected. Discussion on launch service in Mobile at pier where shells are loaded. Letter written to agent in Mobile about same. Crew not to leave ship by way of overhead conveyor.

**LONGVIEW VICTORY (Victory Carriers), Sept. 2**—Chairman, A. Williams; Secretary, J. Singer. Ship not fumigated and repairs not made—to be taken up with San Francisco agent. Ship's fund \$10.15. Report accepted. Discussion on chief cook, mess service. Vote of thanks to delegate for good job. Ship to be fumigated.

**FLORIDA STATE (Ponce Cement), Aug. 20**—Chairman, R. O'Dowd; Secretary, D. Wagner. Report accepted. New delegate elected. Repair list to be made up. Fine cooperation from steward.

**HAROLD T. ANDREWS (New England Industries), Sept. 16**—Chairman, S. Ross; Secretary, R. Archer. New delegate elected. Report accepted. Need electric mixer. Ship needs fumigating for roaches. Spray guns and roach powder to be used for roaches.

**CHIWAHA (Cities Service), Sept. 28**—Chairman, J. Swofford; Secretary, J. Maloney. Membership request transportation and medical expense from company. Permit men to call for replacements at end of 60 days. Report accepted. Food to be stored away until serving time. Request French fries with steaks. Request use of spray bombs in messhall and quarters. Food to be cooked as near serving time as possible.

**STEEL DIRECTOR (Isthmian), July 9**—Chairman, J. Baugher; Secretary, J. Easterling. Delegate to check repair list. New delegate elected. Ship's fund \$10. Few hours disputed overtime. More variety in menus. Steward requested crew notify him of dishes they wish him to prepare. Want more variety of cigarettes in slop chest.

**Sept. 23**—Chairman, J. Baugher; Secretary, R. Hutchins. Two men hospitalized. Ship's fund \$10. Remove metal wind chutes. Food to be improved. Need more supplies in slop chest. Slop chest closed two weeks before arrival in states—to see patrolman about same.

**JOSEFINA (Liberty), Sept. 8**—Chairman, J. Reed; Secretary, R. Sadowski. Few hours disputed overtime. Delayed sailing disputed. Headquarters to send log, overtime sheet and communications to ship. Logs to foreign ports. Wiper needs sanitary gear. Wants clarification of his duties. Drinking fountain and galley scuppers to be repaired.

**MAIDEN CREEK (Waterman), Sept. 16**—Chairman, W. Brown; Secretary, M. Goley. New delegate and secretary elected. Ship's fund, \$10.07. Report accepted. Bathroom in hospital to be repaired. Vote of thanks to steward department for baking birthday cakes for crew.

**QUEENSTON HEIGHTS (Mar Trade), Oct. 6**—Chairman, W. Lewis; Secretary, E. Ray. Special meeting called concerning chief engineer and steward. Logs and communications to be received. Copy of protest filed with US Consul, Singapore, sent to headquar-



'See The Difference?'



Jobs Boom Balto; Port Busy Again

BALTIMORE—A new flurry of job activity has this port booming again, after a six-week period of relative quiet. Shipping has bounced back again and will probably stay that way for a while, pending the outcome of the long-shore strike.

No major beefs developed during the past two weeks that couldn't be handled right on the ships, according to Port Agent Earl Sheppard. The lone item that needed handling concerned some allotment checks on the John Kulukundis (Martis) that "bounced," but this has been straightened out.

Sheppard said the company was advised that this practice wasn't going to be tolerated and held up the sign-on until some specific protection for the SIU crewmen and their families was added to the articles.

A clause was added that allotment checks had to be sent out promptly and by certified check to assure that the money was already on deposit at the bank. "We hope this question won't come up again or other action against this ship may be necessary," Sheppard added.

Nineteen ships paid off, 11 signed on and 11 were in transit during the past two weeks.

LET 'EM KNOW!  
Write TO THE LOG

Reading the "Daily Worker," official Communist Party organ, is an interesting experience, provided you have a strong stomach. It takes a sturdy digestive system to absorb the American Communists' alibis and excuses for the bloody repression of the Hungarian nation by Russian guns.

The rest of the world knows what happened in Hungary. It knows of the unarmed teen-age demonstrators slaughtered by Communist arms; of a whole population fighting for its freedom with rifles and gasoline bottles against tanks and artillery; of Russian promises to pull out of Hungary followed by a crushing sneak attack in the midst of so-called "negotiations."

The world knows of the riddling of ambulances; the shooting of stretcher bearers; of refusal to admit food and medicines from the west; of the deportation to Siberia of thousands of Hungarians in sealed box cars; of other acts of brutality so enormous that Russia has been indirectly condemned for genocide (which simply means mass murder) in the United Nations General Assembly.

Threadbare Excuse Offered

Everybody knows this, it seems, except the Communist Party USA. According to the Party, when a whole population rises against Communism and Russia's armies it is a "fascist counter-revolution." The Communist Party's governing body explained it so this week in a statement of approximately 3,000 ill-chosen words. The Russian armed bludgeon wielded so freely against Hungarian civilians was regrettable but necessary, or so the "Worker" says. According to the Party then, anybody who is against Russia and for freedom and free elections is "fascist."

The lie is so barefaced that the very same issue of the "Worker" carried a bitter attack on the Party's statement from a staff member of the newspaper. The "letters" column contained equally indignant demands from Communist Party members that the Russians get out of Hungary. Even the blindest and most fanatic Communist who swallowed the line on Korea is ready to heave like a seasick first-tripper at the prospect of having the new Party line jammed down his throat.

These are the very same people who said repression and brutality was all Stalin's fault. But Stalin is dead, and the brutality grows worse because it is inseparable from the Communist system of government.

These same people also form committees on the waterfront and have the brass to tell Seafarers and other maritime workers how to be "democratic." They should be the last to spout about democracy and freedom, because they have no more idea what those words mean than a chicken in the coop.

'Wreck' Law Backers Routed In Two States

It was two wins and one loss for organized labor in the recent elections as far as state "right to work" laws are concerned. The net result was a Mexican standoff with "right to work" repeal failing in one state and two attempts to extend "right to work" roundly defeated.

Of greatest cheer to labor unions was the resounding defeat suffered by "right to work" backers in Kansas. While "right to work" was not on the ballot, it was a major issue in the gubernatorial campaign.

The Democratic candidate, George Docking, ran on a platform opposing "right to work" laws, while his Republican opponent, Warren W. Shaw, had won his nomination as a strong "right to work" supporter. Shaw had defeated Republican Governor Fred Hall in the Republican primary. The basis for his victory over Hall was the latter's veto of a "right to work" law passed by the Kansas legislature.

Docking's success in the face of a Republican state sweep averted almost certain reenactment and signing of a "right to work" bill.

In the state of Washington, where a "right to work" proposi-



Incoming Kansas Governor George Docking opposed "work" laws.

tion was on the ballot, the voters did the expected by decisively defeating the measure in a two to one landslide. Washington "right to work" backers had just barely scraped up enough signatures to land on the ballot.

On the other side of the fence, an attempt to repeal "right to work" in Nevada fell short of the mark. The final tally was 45,172 against repeal to 39,081 in favor.

As it now stands, "right to work" is in effect in 17 states. It was 18 until June of this year when a determined labor campaign in Louisiana, in which Seafarers played a large part, resulted in repeal of the law there.

"Right to work" laws have as their basic aim the undermining of unions by prohibiting any form of union security. Unions are not allowed to sign agreements which require all workers in a bargaining unit to join up and pay dues. At the same time, unions are compelled to represent non-members.

Dock Strike Diversions Cut NY Jobs

NEW YORK—Activity slowed up in this area during the last two weeks, despite a last-minute spurt, due to the impending longshore strike that erupted Friday.

The majority of ships due in here for payoff was diverted to other ports while attention was focused on getting the ships in port ready to sail, Assistant Secretary-Treasurer Claude Simmons pointed out. As a result shipping and business was relatively slow, although they should pick up for this period.

Rerouted to meet the critical Suez Canal situation, ships of US Petroleum Carriers, Western Tankers and Trafalgar Steamship have been pulled off the Far East run and will be split between two other routes.

Seven of them will go into the nearby foreign or coastwise trade and the other seven will run either from the Persian Gulf to Europe or from Caribbean ports to Europe. All of them have been fixed on time charters through 1960.

During the past two weeks, 12 ships paid off, seven signed on and 16 stopped off in transit. All of them were generally in good shape.

Union Has Cable Address

Seafarers overseas who want to get in touch with headquarters in a hurry can do so by cabling the Union at its cable address, SEAFARERS NEW YORK.

Use of this address will assure speedy transmission on all messages and faster service for the men involved.

Boston Doubts Upturn In Jobs

BOSTON — Uncertainty still rules the shipping picture in this port, but the outlook so far is not too promising. Shipping has been on the slow side for a couple of weeks.

All beefs have been settled at the payoffs of the ships in port, agent James Sheehan reported. The Fort Hoskins, Council Grove and Bradford Island (Cities Service), and Michael (Carras) all signed on again.

In-transit vessels included the Robin Gray (Seas Shipping); Ponce (Ponce Cement); Steel Traveler and Steel Rover (Isthmian).

One additional note concerns the death of Brother James J. Crotty, who passed away in New York on November 6. A floral wreath was sent to his services in Winthrop, Mass.

**VOTE**  
STU... ELECTION... TO... DEC. 31



# Speedy Marore Rescue Saves Four Fishermen

Seafarers on the Marore assisted in the rescue of three Canadian fishermen off the coast of Nova Scotia this month, after they had been drifting in a leaky boat for four days.

"Since they were low in the water and had no means of signaling, a number of other ships had already passed them by," reported crewman George R. Brown, AB.

### Mate Spots Them

"It was only due to the keen observation of 3rd mate Evans that their distress was actually detected, and another bit of heartwarming humanitarianism was added to the pages of maritime history this bitter, cold Saturday morning." Brown got his report down on paper a few hours after the rescue occurred.

"A special tribute was earned by everyone on the ship for the performance of this rescue," he said. "The men were picked up without us even having to launch a lifeboat after Capt. Nyborg skillfully maneuvered our 10,000-

ton ship alongside the tiny fishing craft. All hands performed in an efficient, cool manner while the lifesaving gear was rigged, so the operation came off without a hitch.

"It was truly a beautiful job of seamanship, highlighted by the magnificent response and complete cooperation of the crew."

The fishing boat had been disabled when strong winds tore away its sails and the motor refused to respond. The three men had been drifting for four days, without heat, when they were picked up.



Brown

# They'll Howl When He Hits His Thumb, Too



A good story jollies up things for the gang constructing a couple of benches on deck. Pictured around a hatch cover are A. Rosenblatt, OS (center), getting set to flatten his thumb, W. Briggs, OS (left), and J. McCarthy, deck engineer. Rosenblatt sent in the photo from the Charles Dunaif.

# TOKYO'S GINZA A STREET OF 'DREAMS, FISH, JAZZ'

A little off the beaten track, bound for India this time, Far East veteran James "Paddy" Conley has taken time out again to share some of his observations with the world at large.

"Paddy" claims more time on the West Coast-Japan run "than a lot of guys have sea-time."

Subject of today's sermon is the Ginza in Tokyo "... street of dreams, with large department stores, cabarets and the crowds of remarkable people.

### Sidewalk Artists

"Artists sketch portraits in the

time it takes a bootblack to shine a pair of shoes.

... Famous cabarets beckon from many corners ('Cosy. Our girls are wonderful.') ... and down the Ginza tiny restaurants each less than 12 feet square serve rice with six kinds of fish for 19 cents.

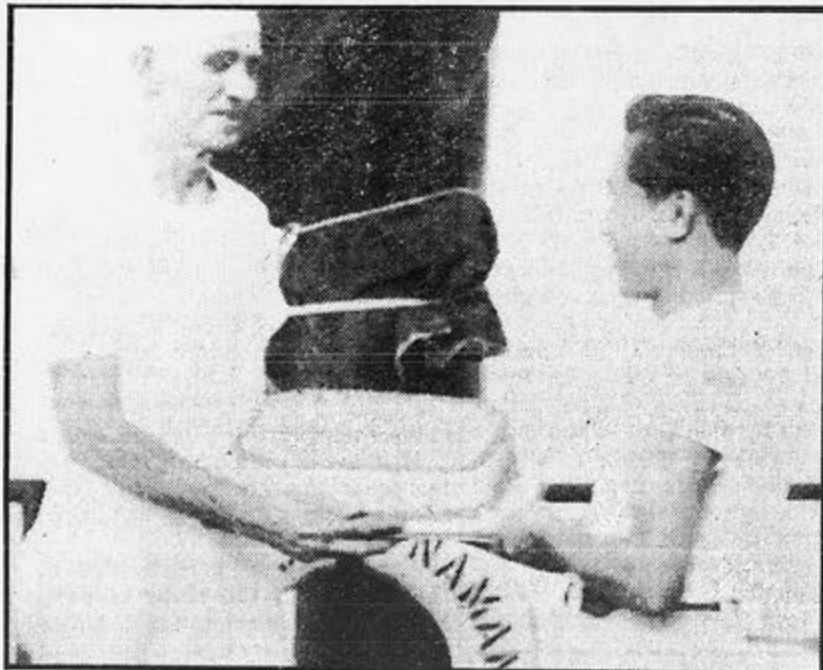
"The narrow streets off the Ginza provide the color of Tokyo. To the west are the Chinese restaurants, geisha houses, smelly, hot theatres, and crowded cabarets, most notably the incredible Show-Boat, a monstrous steel and chrome affair five stories high. Bare girders have been decked out to give it the appearance of a ship, while a large elevator rides monotonously up and down carrying a jazzband doing American tunes. On each deck an electric train runs about serving cold beer. . . .

"The Show Boat is crammed with girls. Most wear bobbysox, but many are in fine kimono. The system is simple; everything costs \$1.20. Beer, sandwiches, soup, a boiled egg or a martini, each is \$1.20. With each arrives a pretty girl eager to help down the beer or eat the sandwich. The entire place is loud, sweaty and fun. No man brings a date, but of course no man needs to be lonely long at the Show Boat. . . ." "Paddy" is on the Natalie right now, reminiscing with the rest of us, no doubt.



Conley

# Cookie Takes The Cake



Turning the tables on the chief cook to help mark his birthday, baker V. Chavez (right) presents Allan Ritchie with a cake on the Camp Namanu. Ritchie looks real pleased.

**GATEWAY CITY (Waterman), Sept. 14**—Chairman, H. Carmichael; Secretary, W. Sink. One man to be hospitalized in Bremerhaven. Crew pantryman not doing work properly. Crew warned about not fouling up. Pantryman uses cold water to wash dishes. Washing machine and sinks to be cleaned after using. Garbage not to be thrown over side.

**ALCOA PEGASUS (Alcoa), (No date)**—Chairman, T. Phillips; Secretary, M. Culp. New delegate elected. Coastwise articles to be signed on all coastwise trips. Some rooms need sougeeing. Procure new mattresses where needed. Fumigate 8-12 sailors' lockers.

**FAIRPORT (Waterman), Sept. 15**—Chairman, J. Hogle; Secretary, R. Walton. Few repairs made. Shore

man. Disputed overtime. Patrolman to straighten out numerous beefs and unnecessary disputing of overtime. No night lunch at 10 pm while gang still working. Crew dissatisfied with certain types of food and menus, shortage of canned juices; also how long night lunch has been on ship. Discussion on insufficient night lunch before midnight. Steward not around when beefs arise.

**STEEL SURVEYOR (Isthmian), Oct. 7**—Chairman, E. Willis; Secretary, F. Shala. New delegate elected. Ship's fund \$15. One man missed ship in New Orleans. Discussion on changing library; ship's linen. Mate to be reimbursed for Armstrong's laundry. To see department heads about repair list.

**STONY POINT (USPC), Sept. 15**—Chairman, W. McBride; Secretary, C. Johnson. Ship's fund \$26.04. Report accepted. Present delegate to remain until end of trip. Discussion on preparation and serving of meals. Mail situation very bad for several months—to try to improve same. Suggestions to get frozen foods in Singapore.

**ROBIN DONCASTER (Seas), Sept. 23**—Chairman, T. Oniel; Secretary, T. Omie. Reports accepted. Passengers may use crew laundry from 10 to 12 am Wednesdays. New reporter elected. Good engine gang; picked up chief electrician in Savannah. Crew to donate \$1 for cigarettes and other articles for men in hospitals in Africa. Clothes to be removed from dryer when dry. Cold drinks to be substituted when milk runs out. Crew to stay out of pantry during meal hours.

**FAIRLAND (Waterman), Sept. 30**—Chairman, J. LaCos; Secretary, V. Fitzgerald. Some repairs made. Patrolman handled difficulties. Ship's fund \$25. Outboard parts of engine to be spot sougeed. Soap and soap powder ordered. Discussion about seating men on watch. Dispute about cleaning sanitary gear locker. Minor coffee beefs. All squared away.

**BATTLE ROCK (USPC), Sept. 25**—Chairman, G. Ruf; Secretary, R. Air. New delegate elected. New secretary-reporter elected. To obtain yen in Yokkaichi, Japan, due to difficulty in exchanging American money. Repairs to be made soon as possible. To have arrival pool in Japan—50,000 yens to winner and 10,000 yen to ship's fund.

**STEEL SEAFARER (Isthmian), Oct. 6**—Chairman, M. Carlin; Secretary, R. Grant. Two beefs—the payoff; Agreement not to pay off until after European trip. Only hospital cases allowed to pay off. New washing machine picked up in Frisco. New delegate elected. Ship's fund \$10.50. Four men paid off in Frisco—four new men furnished. Steward asked cooperation of men by not holding on to extra linen. Crew asked to take care of new washing machine.

**ROBIN KIRK (Seas Shipping), Oct. 6**—Chairman, J. Hanners; Secretary, C. Kreiss. Table made for recreation deck. Crew to be quiet at night when drinking. Ship's fund, \$77.48. One man hospitalized in Cape Town. Reports accepted. Fresh fruit to be left out during day and put away at night while ship is in port.

**STEEL CHEMIST (Isthmian), Sept. 7**—Chairman, T. Scanlon; Secretary, P. Daigle. Letter written to J. Algina concerning slop chest prices and 12% interest on loans through slop chest by radio operator for purchases at Port Said. Ship's fund, \$5.20. Few hours disputed overtime. New treasurer elected. Remove towels and clothes from showers. Keep recreation room clean. Not enough variety in menus. Natives to be kept out of quarters. Slop chest short on some gear. Crew to report shortages.

**ALMENA (Pan Atlantic), Oct. 9**—Chairman, A. Novak; Secretary, J. Jelleffe. Vessel back in oil trade again. Crew cautioned not to smoke on deck and other unauthorized places. Discussion as to under which contract crew is working—when carrying trailers to go according to freighter agreement—when carrying oil to go by tanker agreement with exception of port time. Now carrying both trailers and oil. Which agreement to follow?

**WINTER HILL (Cities Service), Oct. 12**—Chairman, F. Rees; Secretary, I. Wilson. Nothing yet on transportation. Crew cautioned about cigarettes when loading petroleum products. Company wants to deduct overpaid overtime. Suggestion to pay crew for no launch service in Lake Chas. Arrangements should be made for pumpman sleeping in different lockers during pumping operation.

liberty will be given if Japanese agree. Beef concerning wipers blowing tubes. Engineer wants tubes blown at 7:30 pm weekends but at 4:30 pm during week when no overtime has to be paid. Reports accepted. New delegate elected. New mattresses to be ordered where needed. Poor launch service—no life preservers on these boats.

**SAND CAPTAIN (Cons. Agg.), Oct. 7**—Chairman, W. Smith; Secretary, J. Golder. Need awnings for top deck, fore and aft. Quarterly statement not received. Men who signed off old articles entitled to draw on bonus, both \$20 monthly and 25%, and entitled to first class transportation. Ship's fund \$238. New men requested to donate \$10 to fund at next draw. New treasurer elected. Awaiting replacements for steward and chief cook. Report accepted. Deck chairs to be repaired. Discussion on having Union donate money to enable SIU members help in vocational schooling. Dogs to be repaired on port holes. Messhall to be kept clean. Vote of thanks for steward for job well done. Brother thanked crew for help in enabling him to return to States when mother passed away.

**CITRUS PACKER (Waterman), Oct. 7**—Chairman, M. Oliver; Secretary, L. Santa Ana. One man missed ship in Rotterdam. Ship's fund \$21.65. Need new washing machine. New pipe to be installed to drain in laundry room. Repair list to be turned in and all extra and soiled linen.

**CHARLES C. DUNAIF (Orion), Sept. 9**—Chairman, C. Stack; Secretary, C. Foster. Beef about steward painting around in galley. Washing machine and wash rooms to be kept clean. Some disputed overtime. Request not to serve left-overs couple of days later.

**IDEAL X (Pan Atlantic), Sept. 30**—Chairman, J. Barnett; Secretary, G. Forrest. No reimbursement for launch service in Ostrica. One man demanded payoff at sailing time—ship sailed short-handed. New percolators ordered for additional coffee at coffee time—recommends larger pots.

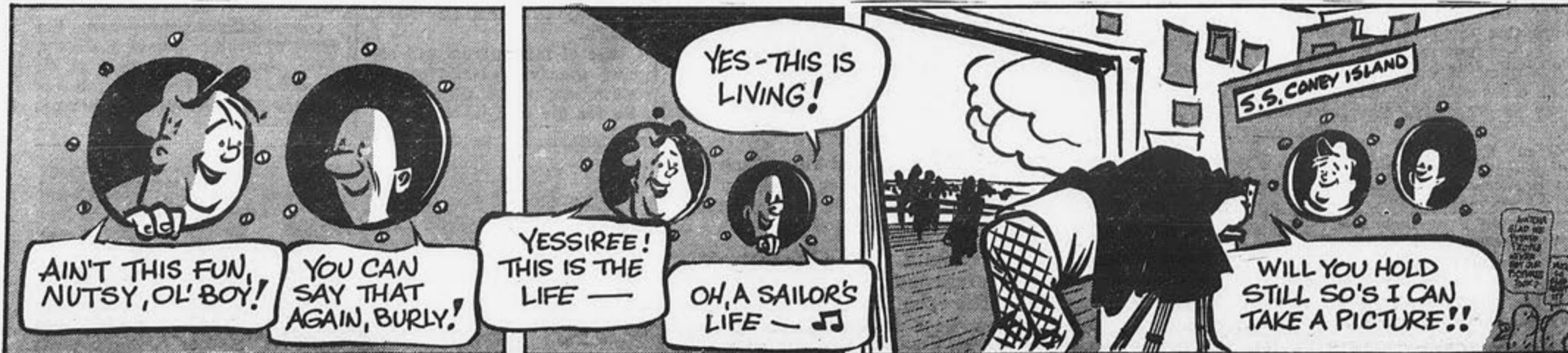
**EMILIA (Bull), Oct. 3**—Chairman, C. Gladhill; Secretary, C. Stansbury. Special meeting held regarding changing eligibility of gaining "A" seniority rating.

**ROYAL OAK (Cities Service), Oct. 13**—Chairman, W. Carney; Secretary, D. Beard. No draw in Moracaibo; no passes or launch service. Restriction to ship disputed. Ship's fund \$66.02. Day man missed ship in Linden. Reports accepted. Messhall to be kept clean. Cooperation urged.

**MARIE HAMILL (Bloomfield), Oct. 1**—Chairman, N. Flowers; Secretary, D. Keddy. Galley range to be repaired. Ice box not functioning properly. Letter written to LOG about laundry in Brooklyn. Radiogram sent to welfare about man hospitalized in France. Ship's fund \$3. To be turned over to LOG if ship lays up. Disputed rest periods—to be discussed with pa-

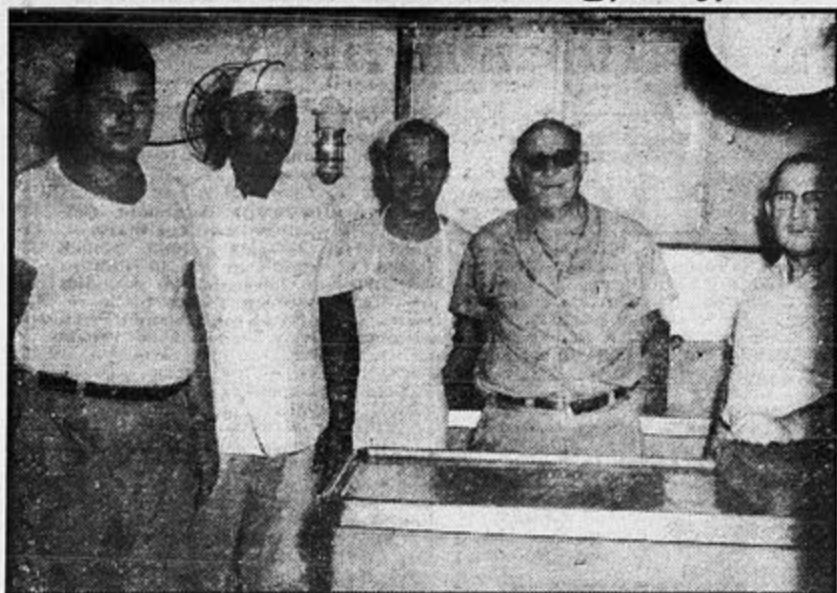
# Burly

By Bernard Seaman





**Now How About A Song, Boys?**



Tabbed as the "singing galley crew of the MV Del Viento," these Seafarers take pause from their cooking and vocal chores for a picture. Included (l to r) are Carl Jordan, NCB; J. E. Richards, galley utility; Norman Dubois, 2nd cook; B. E. Phillips, steward, and W. E. Harper, chief cook.

**LOG-A-RHYTHM:**

**Determination**

By William Willdridge

I am bound to be determined  
After all my struggles and strife,  
Yes, I'm bound to be determined  
For the knocks I've had in life.  
Determination is one's great aspect,  
If you go to it heart and soul,  
But if you're really determined  
You will somehow reach your goal.

Don't just say I'll be determined  
And take things in your stride  
If you have determination  
You must feel it deep inside.  
Just look and see what lies ahead,  
Then grasp at every chance,  
You'll never reach the summit  
Unless you're firm in your stance.

Determination must be wonderful,  
Especially if you reach your aim;  
There is nothing in the world to  
lose,  
And everything to gain.  
I've known men who were deter-  
mined

Some who finally reached their  
desire,  
Then when they'd reached the top  
They sat back ready to retire.

Sure, determination's no easy task  
If that pinnacle you seek,  
You may almost get there, brother,  
Then fall back before the peak.  
But always keep that sight in view,  
Never take the backward trend;  
And chances are you'll be riding  
high  
Believe these words, my friend.

Someday I intend to be up there  
Before I'm old and die,  
And I'll thank God for determina-  
tion

That I once gave it a try.  
But ere I'm laid away to rest,  
In that cold and empty ground,  
I'll know that I had done my best  
When I was determination bound.

**'This Is It?' Not For Sandcaptain!**

It'll take more than a scrape with a couple of tankers to keep the Sandcaptain sitting tight in the Maracaibo channel it's been helping to dig for the past two years.

If the crew has its way, they'll be heading back to the States in about a week so the Venezuelan government can stage the big fiesta planned for the official opening of the channel.

Information on the pair of colli-

**With A Fish Story, Taste Counts Most**

Steward James Eichenberg on the Seamar may be pardoned for patting himself on the back these days, now that his shipmates are confronted with some of the fruits of his labors on a steaming hot platter.

"It seems as though we'll have to retract our previous statement about the steward and his fish stories from the Massmar," ship's reporter H. G. Horowitz confides, "since he caught that 40-pound king mackerel.

**Proof Is In The Eatin'**

"In fact, I'm going to tell you fellows something. You haven't eaten fish until you've tasted one of steward Eichenberg's freshly caught king mackerel the way they're done by chief cook Peter Garvin!"



Eichenberg

Licking his chops further, Horowitz adds: "Next Friday we eat a 35-pound dolphin." Six big fish have been caught by Eichenberg and other anglers so far.

While on the Massmar the steward met considerable luck in his fishing, but the non-believers on the Seamar prevailed for a time. It apparently took just a few bites from a fresh morsel of fish to make converts out of them.

sions between the SIU-manned

dredge and the tankers is sketchy, but it's certain no one on the Sandcaptain was injured. The ship suffered no damage in the first mishap, and only "a glancing blow" in the one a few days later, which occurred near the breakwater in Maracaibo harbor.



Cousins

"There were no casualties, except for a few near nervous breakdowns, that is," reports C. L. "Bud" Cousins, who was on the wheel at the time.

"Although the 2nd mate, in his most emotional, dramatic style, vowed that 'this was the end' and

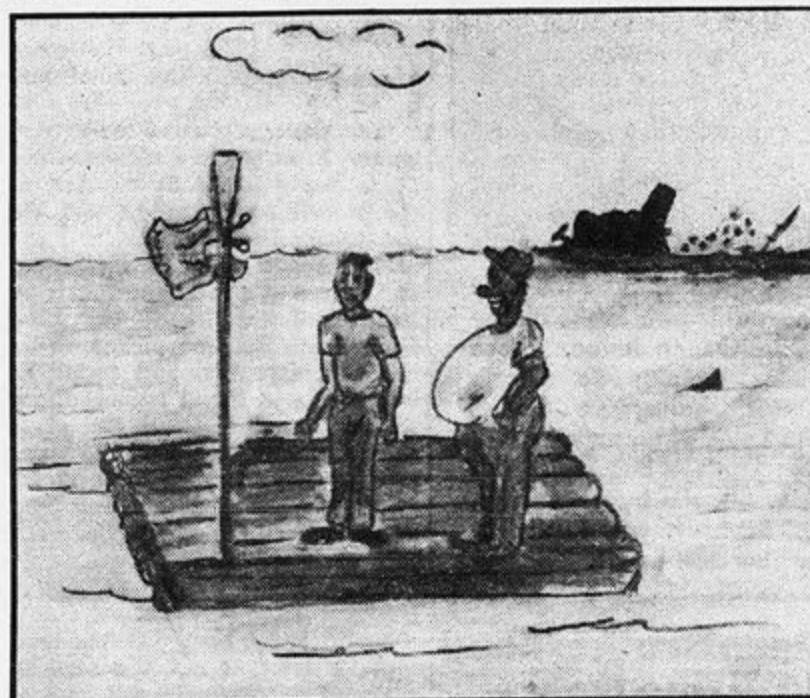
'this was it,' we came out laughing at the end anyway."

"Since the collision occurred at about 10:30 PM and the general alarm was rung, all hands were aroused. But after everybody had talked it over, had some coffee and smoked a few cigarettes to find out what was next, the order was given to proceed to the dump and then to Zapara, our island repair anchorage. I guess it'll take more than a few bumps to disable this old mud-sucker."



**An Afterthought**

—By Seafarer Jim Cody



"Now what were you saying, Jones, about a valve being open . . . ?"

**Thanks Baltore For Sympathy**

To the Editor:

I wish to thank Captain Raymond and all SIU members on the Baltore for the kindness and sympathy they showed when the bad news of my mother's death reached me at Seven Islands, Quebec.

I also wish to express my gratitude to all for the many generous contributions.

John Ray Wilson



**Urges Husband's Pals To Write**

To the Editor:

Please do not stop sending me your paper as it is the only contact I can have with your Union. Ray was a devoted member, and we both read the paper together and enjoyed it so much.

I just don't know how I can bear under this, as Ray is everywhere I go. He only wanted to ship so we could enjoy ourselves together when he came home. He never believed in fighting or arguing. It was a honeymoon all the time we were together. He turned over every penny he made and never wanted anything for himself.

I wish there could be something done for the boys who go into the hospital. All the while Ray was there they were treat-

ing him for one thing, but something entirely different was at fault.

Fell At Gangway

He started to complain of those terrific pains in the head the day he fell at the gangway of the Jefferson City Victory and from then on he was a goner. Before that, he had headaches like everyone else.

**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.

After he took a few anacin pills he was okay.

I don't know if there is anything you can do, but I hope there will be something done for the sake of others so that they don't have to suffer the agony I'm going through.

Is there any way you can let some of Ray's pals know of his passing on? It will help me an awful lot to hear from them.

Mrs. Raymond Frye

(Ed. note: Brother Frye died Oct. 5, 1956. Notice of his death was carried in the Nov. 9 issue of the LOG.)

**Michael Lauds Health Centers**

To the Editor:

We here on the Michael had a discussion at our meeting on the new health centers planned for the SIU. All members of the crew wish to extend a vote of thanks to our headquarters officials and the trustees of our welfare plan for this advanced program in the interest of SIU members.

We also extend a vote of thanks to our negotiating committee for the good work done in securing the new raises in pay, overtime and other benefits.

J. Griffith  
Ship's reporter

**Del Norte Hails Ship's Doctor**

To the Editor:

We, the crew of the Del Norte, wish to express our sincere thanks and gratitude to our ship's doctor, William T. Skinner.

He has spent much time and effort attending to our needs. We are especially appreciative for the appendectomy he performed enroute from Rio de Janeiro to Curacao. He was very ably assisted by our chief steward, William P. Kaiser; 2nd electrician Eugene P. "Red" Leonard and John W. "Rocky" Powers.

We believe Dr. Skinner has

been one of the finest doctors to be aboard the Del Norte, and our only wish at this moment is to have him with us always.

In closing, we say a million thanks to you "Doc" from all of us. You will be missed by the entire crew and we wish you all the success that you so rightfully deserve for a job well done.

Edward L. Fuselier  
Ship's delegate

(Ed. note: This letter is also signed by Chadbourne Galt, deck delegate; Lucien C. Theriot, engine delegate; Francis J. Fletschinger, topside delegate; Frank Fraone, galley delegate, and George Djian, waiters delegate.)

**Finds Good Spot In Rotterdam**

To the Editor:

Please inform SIU members that this place, the Seven Seas, Holland, is friendly towards seamen stopping over at Rotterdam.

The prices are right and there is always a friendly atmosphere. Please put this place on the LOG mailing list, as many SIU men patronize it.

Vivian Wilkerson  
Ship's delegate  
SS Neva West

(Ed. note: This place has been put on the mailing list and a supply of LOGs will be available there regularly in the near future.)

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

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

NAME .....

STREET ADDRESS .....

CITY ..... ZONE ..... STATE .....

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

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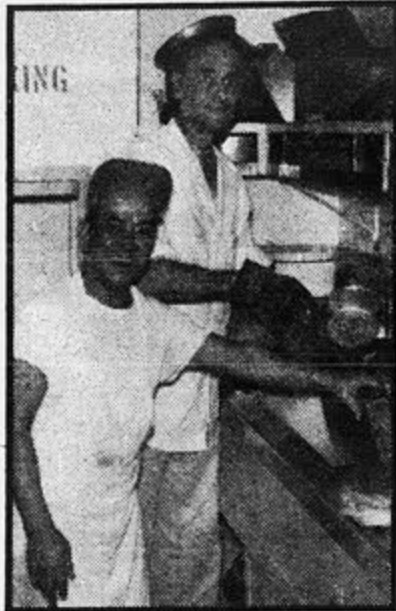
CITY ..... ZONE ..... STATE .....



# Carruth Loses Prop— Makes Home On Spare

More than a little put out because their propeller got tired and ran out on them in the mid-Atlantic, SIU crewmen on the William H. Carruth finally arrived back in New York a week ago in plenty of time to spend Thanksgiving at home. "I suppose everyone is wondering about our ship," writes Fred Harvey, AB, "since we haven't been heard from in some time. Well, we started out full of pep and scrap iron for Genoa on Sept. 6 but apparently weren't fated to get such a good start. Two days out the iceboxes went on the blink.

## Clean-Up Job



Tidying-up job doesn't phase this pair in the galley on the Ocean Joyce. Those smiles belong to Cerilo Ramos, galleyman (left), and Louis Thomas, steward, who lends a hand with the task. Photo by Tate Hall, Jr., MM. It was turned in by Thurston Lewis.

"By the time we got to Halifax for repairs, the chief cook and 3rd cook took sick and had to get off, so we wound up with repairs there for a few days and a short gang to do the cooking.

"After Gibraltar, our orders were changed to Spezia instead of Genoa. Nobody had any real kick on this because we all had a good time. Spezia isn't exactly Genoa, but the crew behaved and all turned out well. We have a good bunch of men on here, including a good captain, chief mate and bosun.

"But the trip seemed too good, I guess. After we had nice weather up to Santa Maria in the Azores, the propeller got tired at 4:30 AM one morning and left us.

"For about 24 hours we drifted at the rate of a mile and a half an hour until the Dutch tug Ebro from Ponta Delgada picked us up the next morning, and towed us into Horta on Fayal Island. Since we had a spare wheel and shaft aboard, the repair wasn't too much of a problem for the local shore-gang. We were on our way in a week. It's still a good trip, even with the excitement."



Harvey

- VA HOSPITAL  
NEW ORLEANS, LA.**  
John Abadie
- USPHS HOSPITAL  
NEW ORLEANS, LA.**  
Paul Baggett  
N. J. Blanchard  
Gil Borge  
John L. Caldwell  
Cloise Coats  
Serio M. DeSosa  
Woodrow W. Ford  
Clarence Graham  
Clarence Hafner  
William Havelin  
Charles Herring  
James Hudson  
Robert B. Hunt  
Martin Kelly  
James King  
Frankie Kittchner  
Edward G. Knapp  
Thomas Landa  
Leo H. Lang
- USPHS HOSPITAL  
BOSTON, MASS.**  
Glendyn L. Brooks  
Eugene E. Cabral
- USPHS HOSPITAL  
NEW ORLEANS, LA.**  
William Lawless  
Michael Muzio  
John Overton  
Sherwood Piner  
Winford Powell  
Randolph Ratcliff  
F. Re-aldo  
Roy Richardson  
Joseph Rusheed  
Wade H. Sexton  
Paul Signorino  
Toefil Smigielski  
Lonnie R. Tickle  
Luciano Torbio  
Gilbert Troclair  
Dirk Viscer  
James Ward  
Walter Yahl
- USPHS HOSPITAL  
BOSTON, MASS.**  
Peter Chopliniski  
Thomas Curran

# SEAFARERS IN THE HOSPITALS

- USPHS HOSPITAL  
GALVESTON, TEXAS**  
Robert Byrne  
John Grimes  
Concepcion Mejia
- USPHS HOSPITAL  
STATEN ISLAND, NY**  
Fortunato Alfonso  
Birdie Biggs  
Julin Blomgren  
Walter L. Davis  
Earl Erickson  
Kurt Franzke  
David Furnan  
Estell Godfrey  
J. Huisman  
Antonio Ibarra  
Alfred Kaju  
D. F. Kazlukewicz  
Robert McDavitt  
James McFarlin  
Phillip Madson  
Vincent Meehan  
Andy Messana  
Franciszeh Mietki
- USPHS HOSPITAL  
MANHATTAN BEACH  
BROOKLYN, NY**  
Alfonso Olaguibel  
G. E. Richardson  
Harold J. Romero  
Lawrence Moore  
Harvey W. Morris  
John F. Murphy  
Robert Parker  
Jose Rodriguez  
Rafael Rodriguez  
Antonio Sanchez  
Manuel E. Sanchez  
W. Schoenborn  
Stanley C. Scott  
Joseph Shefuleski  
Calisto Sieran  
Morris D. Siegel  
Samuel Small  
Joseph Snyder  
Roman Szczygiel  
Leonidan Tolias  
Eladio Aris

- Fortunato Bacomo**  
Wm. C. Baldwin  
Frank W. Bemrick  
Frank T. Campbell  
Wm. J. Connors  
E. T. Cunningham  
Robert M. Douglas  
John J. Driscoll  
Robert E. Gilbert  
William Guenther  
Bart E. Guranick  
Howard Halley  
Taib Hassen  
Joseph Isits  
Thomas Isaksen  
Ira H. Kilgore  
Ludwig Kristiansen  
Frank J. Kubek  
Kaarel Leetmaa  
Leonard Leidig  
Anthony D. Leva  
Mike Lubas
- Michael Machusky**  
H. F. MacDonald  
Benjamin Martin  
Albert Martinelli  
Archibald McGuigan  
Vic Millazzo  
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W. P. O'Dea  
Ralph J. Palmer  
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G. Siveresen  
Henry S. Smith  
Michael Toth  
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Richard H. Daniels  
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Ernest L. Magers
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Marcelo B. Belen  
Howard W. Forbes  
M. M. Hammond
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SAVANNAH, GA.**  
Maximino Bernes  
Reamer Grimes
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SEATTLE, WASH.**  
L. Bosley
- USPHS HOSPITAL  
MEMPHIS, TENN.**  
Claude F. Blanks
- VA HOSPITAL  
ALBUQUERQUE, NM**  
Charles Buton
- USPHS HOSPITAL  
FORT WORTH, TEXAS**  
B. F. Deibler  
Samuel Glove  
Siegfried Gnitke  
James R. Hodges
- VA HOSPITAL  
MEMPHIS, TENN.**  
Billy R. Hill
- USPHS HOSPITAL  
BALTIMORE, MD.**  
Mack Acosta  
Eusibio Andaya  
Leslie Brillhart  
Frank Cardoza  
Semion Gamier  
Joseph Gill  
Gorman T. Glaze  
Torleif Hansen  
Walter Hartman  
Clarence R. Haun  
Walton O. Hudson  
Edward Huizenga  
Henry Kantorski
- Chas. M. Kellogg**  
Edward McMaster  
Ramon Maldonado  
Francisco Mayo  
James T. Moore  
John A. Morris  
James Porter  
Wm. E. Roberts  
Richard Schwartz  
Alonzo D. Sistrunk  
Ernest H. Webb  
Albert Willis

## They Lift Weights, Too



These boys, billed as "weightlifters," seem to carry a bit of weight with them all the time. On the Seastar (l to r) are Tiny Bell, Mike Curray, Moon Mullins, Frenchy Robins.

## Raps Brotherhood In Name Only

To the Editor:  
I would like nothing better than to have you print this item. This is a slam at half or maybe more than half of the men going to sea today.

It seems they can only think of the good money and the overtime they're making and that a great many have lost something—or never had it. By this I mean the thoughtfulness for the men they call brothers. As long as a man is able to stand on his feet, answer their questions, and listen to their troubles, he is a good guy.

But the minute he is flat on his back he's forgotten. How many of these so-called brothers who are in good health and think they will never be sick a day in their lives ever go to a hospital to see the guy who is less fortunate?

Sure, they say, I sent him a donation. But even though a donation to a man who is down is a wonderful thing, it can never take the place of a personal visit.

Still you will always hear them say I should go see this guy or that guy, and then wind up in the nearest ginmill and forget it anyway.

How many of these so-called friends went to see Johnny Arabac when he spent a year and a half in the hospital? I know a great many did, but certainly many more did not. How many have ever made an attempt to see Ernest Tilley when the ship hit Wilmington? Damn few! Yet it is these same ones who would cry if they were the ones who got sick.

I've seen Tilley in good

health and I have watched him going down. What I've seen is almost unbelievable, but true. I have heard him ask what ships were in, name men he knew on these ships and hope out loud

## Letters To The Editor

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they would come to see him, but they never did.

Are we letting the pay raises and overtime raises and other benefits take our full time? Is this all we can think about? Are we forgetting the times when these sick men were able to do us the little favors that really helped when they were needed? Are we letting high money and conditions rob us of every bit of decency we ever had?

Some of you who have been promising yourselves to go and see this guy and that one and never got there should stop and think.

Christmas is coming and even a card would cheer up a lot of guys in the hospitals. Take time out from one drink to send a card. I'm sure the next drink will go down easier and taste a whole lot better.

Dave Barry

(Ed. note: This letter was received shortly before Brother Tilley died.)

## Reports Funeral Of A Shipmate

To the Editor:  
On the evening of Sept. 6, while standing his watch in the fireroom of the SS Steel Admiral, Brother Joseph Engles collapsed. He was brought on deck and given first aid while a male nurse in the port of Daman, Saudi Arabia, was sent for.

The nurse took Brother Engles' temperature and said he should immediately go to the hospital as he had a temperature of 106. Engles was taken from the ship by special conveyance to the hospital in Dhahran, where he passed away on the morning of Sept. 7, apparently from heat prostration.

His next of kin was duly notified by the master of the vessel and that same evening a special ship's meeting was called by the ship's delegate, Johnnie Reinoso, who led a small service and prayers in Engles' behalf. A telegram was also drawn up to notify SIU headquarters in New York.

On Sept. 9 an inquest was held ashore and it was announced that only four people could attend the funeral on Sept. 12 because of the rules of the Saudi Arabian government. The four of us who went to the funeral were Capt. Brummelen, chief engineer C. Balcazar, 12-4 oiler B. Rivera and myself.

We left for the funeral by train where we were met by the agent for Isthmian Lines. We arrived in Dhahran at 9:05 AM where the rest of the funeral party was assembled, and rode out to the Aramco cemetery where the interment took place.

When Brother Engles' body was removed from the hearse

we noted that it was encased in a durable and sturdy casket. There was a Catholic priest at the graveside who donned his vestments and led the service. I noticed that at the head of the grave, which was cement lined, there was a beautiful spray of flowers, and another one on the casket. Under a blazing hot sun the service was read and the remains of Joseph Engles put to rest.

Prior to the service, everyone in the funeral party had to sign their names as a witness that the deceased had been interred in a decent and respectful manner.

I wish you would publish this account in the LOG so that Brother Engles' friends and shipmates know of his passing.

Florian R. Clarke  
Engine delegate

## Praises Assist By Blood Donors

To the Editor:  
I wish to take this opportunity to offer my heartfelt thanks to the members of the SIU who so generously gave their time and energy to donate blood in my behalf.

I owe a great deal to the SIU, which has always given me aid and comfort in time of need. I recently underwent a major heart operation and, had the response to my need not been so prompt, I doubt whether I now would be able to write this letter of thanks to a very wonderful union.

Please accept my sincere and everlasting gratitude as the wife of a deceased member. God bless you and yours, and may you never know sorrow.

Mrs. Yetta Levine

## Hails The LOG As Best Paper

To the Editor:  
I am a member of the SIU hospitalized at the present time here at Manhattan Beach Hospital.

It is with pleasure that I write and express my appreciation for the splendid job that the editors and everyone connected with the LOG is doing to guarantee SIU men the best maritime paper in the world. The LOG has served in my home as a yardstick for the enlightenment of my family and myself.

One can point with pride to the interest it has been created outside the maritime industry and to the acclaim given the LOG by other papers. It is my wish and the wish of all Seafarers that our letters of gratitude may in some small way serve as an inspiration to all of you in your work at headquarters.

On my discharge from the hospital, I am personally coming by the hall to say hello. Until then, my best regards to everyone.

Howard L. Halley

## Mae Crewmen Rap IBL Loss

To the Editor:  
The crewmembers of the Mae were very sorry to hear that the IBL lost out in the recent long-shore election. It seems some people just won't take advantage of something good when it comes along.

Chuck Hostetter  
Ship's reporter



EVERY  
SUNDAY  
DIRECT VOICE  
BROADCAST

TO SHIPS IN ATLANTIC EUROPEAN  
AND SOUTH AMERICAN WATERS

# "THE VOICE OF THE MTD"

**WFK-39, 19850 KCs** Ships in Caribbean, East Coast of South America, South Atlantic and East Coast of United States.

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## Meanwhile, MTD 'Round-The-World Wireless Broadcasts Continue . . .

Every Sunday, 1915 GMT  
(2:15 PM EST Sunday)  
WCO-13020 KCs  
Europe and North America

WCO-16908.8 KCs  
East Coast South America  
WCO-22407 KCs  
West Coast South America

Every Monday, 0315 GMT  
(10:15 PM EST Sunday)

WMM 25-15607 KCs  
Australia

WMM 81-11037.5  
Northwest Pacific

## MARITIME TRADES DEPARTMENT

# 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:

Donna Elaine Umfleet, born October 5, 1956, to Seafarer and Mrs. Clifford D. Umfleet, Dextor, Missouri.

✚ ✚ ✚

Guy Anthony Fletcher, born October 13, 1956, to Seafarer and Mrs. Ferdinand Fletcher, Los Angeles, California.

✚ ✚ ✚

Diane Marie Will, born September 28, 1956, to Seafarer and Mrs. Harold C. Will, West Hollywood, Florida.

✚ ✚ ✚

Ben Frederick Hicks, born July 28, 1956, to Seafarer and Mrs. Fred R. Hicks, Norfolk, Virginia.

✚ ✚ ✚

Cherise Joyce Anerino, born October 28, 1956, to Seafarer and Mrs. William R. Anerino, Philadelphia, Pa.

✚ ✚ ✚

Darline Elaine Myers, born October 16, 1956, to Seafarer and Mrs. Robert Myers, Jacksonville, Florida.

✚ ✚ ✚

Robert Wallace, born November 4, 1956, to Seafarer and Mrs. Edward F. Wallace, San Francisco, California.

✚ ✚ ✚

Andrew Howard Pierce, born

October 19, 1956, to Seafarer and Mrs. Howard K. Pierce, Philadelphia, Pa.

✚ ✚ ✚

Cynthia Ann Fontenot, born October 22, 1956, to Seafarer and Mrs. Clarence Fontenot, Lake Charles, La.

✚ ✚ ✚

Michael Joseph Zeloy, born October 12, 1956, to Seafarer and Mrs. Joseph Zeloy, Mobile, Alabama.

✚ ✚ ✚

David Andrew Marino, born October 7, 1956, to Seafarer and Mrs. Andrew Marino, Tacoma, Washington.

✚ ✚ ✚

Rita Ann Gambaro, born October 18, 1956, to Seafarer and Mrs. Louis Gambaro, Staten Island, NY.

✚ ✚ ✚

Teresa Ann Robbins, born October 16, 1956, to Seafarer and Mrs. Thomas E. Robbins, Baltimore, Md.

✚ ✚ ✚

David James Fairecloth, born October 21, 1956, to Seafarer and Mrs. Grady Fairecloth, Philadelphia, Pa.

# New Tanker Rush Begun By US Co's

(Continued from page 3)

Many of these were sold by the US in 1950 for around \$650,000.

The frantic demand for ships was shown when over 40 steamship companies bid for six T-2s offered for sale by the US. (See story on page 4.)

To meet the shipping needs, the Maritime Administration is following two apparently-contradictory courses. On the one side it is offering almost 100 ships for sale and charter under the US flag. These include the above mentioned six T-2s and eight Mariners for sale; charters on 30 Victory ships, practically all of them for West Coast companies; 30 coal Liberty charters and 18 to 30 reserve fleet and Navy reserve tankers for overhaul and charter.

Maritime has also announced tentative approval of programs for building the 32 new American-flag tankers. However, at the same time that it is breaking out reserve fleet tonnage for shipping needs, it is giving preliminary approval to the transfer of up to 73 US ships to runaway flags and construction of runaway flag super-tankers in steel-short, space-short US shipyards.

### Runaway Fleet Gains

The net gainer tonnage-wise in this situation is the runaway fleet. The transfers could prove a cash bonanza to those operators who want to unload their ships. In two instances, operators will be permitted to transfer brand new tonnage, now under construction, in return for larger projected American flag tonnage. The new tonnage can now be sold foreign-flag at for more than original construction costs.

The reason for the transfers, Maritime says, is the need to get big, new fast tankers under the American flag. The argument is that the ships would not be built unless the transfers were permitted. In view of the readiness of Maritime to permit transfers in the last three years, that argument has never been tested.

In 1955 and 1956 alone Maritime transferred no less than 238 ships foreign, amounting to 1,900,000 gross tons. The result is that Liberia now has the fourth largest maritime fleet in the world.

# PERSONALS AND NOTICES

**Herbert W. Cogsdale**  
Contact your brother c/o Colonial Theater, PO Box 1388, Norfolk, Va.

✚ ✚ ✚

**John Garber**  
Get in touch with your mother, Mrs. E. L. Ames, at Box 55, Ney, Ohio.

✚ ✚ ✚

**Victor J. Lynch**  
Contact Mrs. Theresa Van Alstyne, 329 Hoefier St., Syracuse 4, NY.

✚ ✚ ✚

**Everett J. Tweed**  
An important message for you is being held by Mrs. S. Wessel, Missing Seamen's Bureau, 25 South St., NY, NY.

✚ ✚ ✚

**Giles L. Glendenning**  
Get in touch with your mother.

✚ ✚ ✚

**Bud Tobias**  
Contact Thomas A. Horne, 420 Hagley Ave., Christchurch, New Zealand.

✚ ✚ ✚

**Alvin H. Sourwine**  
Anyone knowing his whereabouts contact his niece, Mrs. A. Jones, Box 451, LaPlace, La.

**Don Miller**  
ex-SS Suamico

Ralph Dunsmoor has left money for you with the SUP patrolman in the New York hall.

✚ ✚ ✚

**Audley C. Foster**  
SS Seatrain Texas  
Contact your wife at your new address, 714 Grand St., Hoboken, NJ.

✚ ✚ ✚

**Henry Arnold**  
Urgent. Contact your wife Elsie, at 70 Wroxham Ave., Grimsby Lines, England.

✚ ✚ ✚

**James J. Connors**  
The welfare department is holding an SUP vacation check for you. Contact Toby Flynn at SIU headquarters.

✚ ✚ ✚

Anyone associated with the late James Crptty between Aug. 24, 1956, and the time of his death on Nov. 6, is asked to get in touch with Toby Flynn at SIU headquarters. This brother was last employed on the Seatrain New York.

✚ ✚ ✚

**Jack M. Johnson M-203**  
Contact your family at once.

# 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:

**Clarence F. De Chenne, 58:**  
Brother De Chenne died of a heart condition on September 16, 1956. He was sailing in the engine department and joined the Union December 2, 1944. Brother De Chenne is survived by his wife, Sophia De Chenne of Philadelphia, Penna.



**Maximiliano C. Pitre, 40:** On October 10, 1956, Brother Pitre died of a skull fracture in the USPHS Hospital, New Orleans, Louisiana. He joined the Union October 14, 1954, and was employed in the engine department. Brother Pitre is sur-



vived by his wife, Mercedes Pitre of Kenner, La.

**Jennings B. Barnett, 37:** On September 29, 1956, Brother Barnett died of a head injury. He joined the Union February 9, 1943, and was sailing in the deck department. Burial took place in Graceland Cemetery, Greenville, South Carolina.



**Francis C. Murray, 45:** Brother Murray died of congestive heart failure on September 27, 1956. He joined the Union April 1, 1941, and was sailing in the deck department. Brother Murray, a resident of Ozone Park, Long Island, is survived by a brother, John Murray. Burial took place in Ozone Park Cemetery.



# 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. A. Michelet, Acting Agent Capital 7-6558  
LAKE CHARLES, La.....1419 Ryan St. Leroy Clarke, Agent HEMlock 6-5744  
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PHILADELPHIA.....337 Market St. S. Cardullo, Agent Market 7-1635  
PUERTA DE TIERRA PR.....Pelayo 51-La P Sal Colls, Agent Phone 2-5996  
SAN FRANCISCO.....450 Harrison St. Leon Johnson, Agent Douglas 2-5475 Marty Breithoff, West Coast representative  
SAVANNAH.....3 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

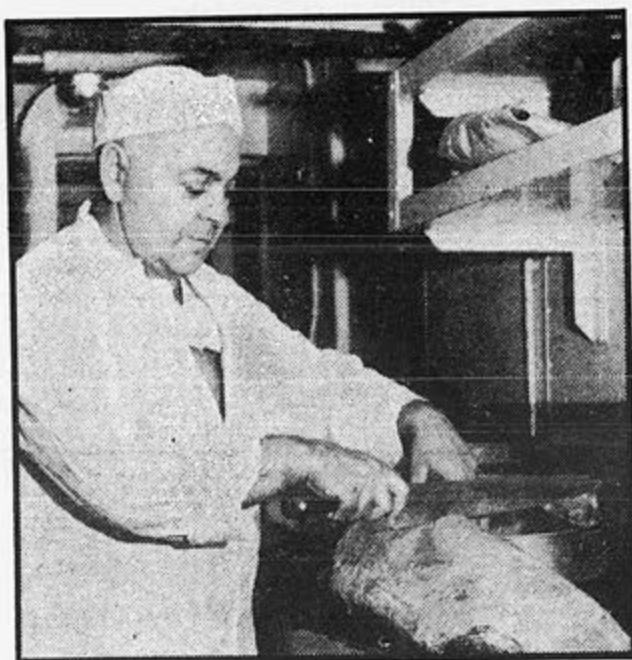
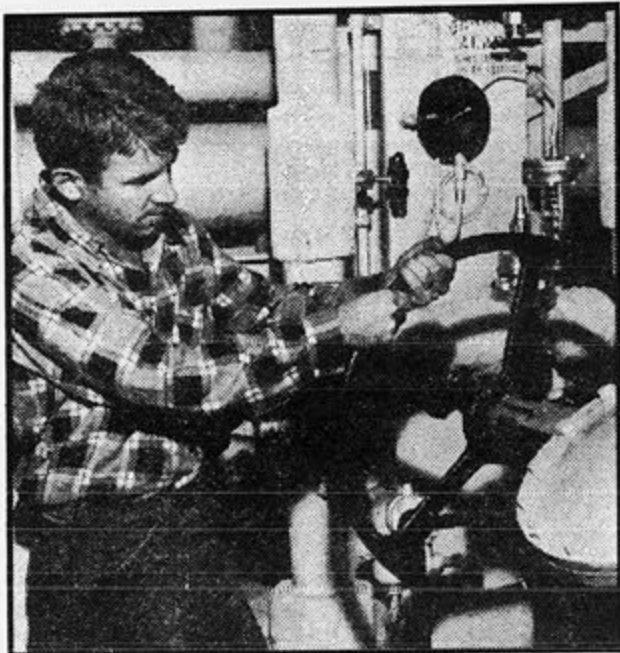
HALIFAX, N.S.....128 1/2 Hollis St. Phone: 3-8911  
MONTREAL.....634 St. James St. West Plateau 8161  
FORT WILLIAM.....130 Simpson St. Ontario Phone: 3-3221

PORT COLBORNE.....103 Durham St. Ontario Phone: 5591  
TORONTO, Ontario.....272 King St. E. EMpire 4-5719  
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. Quebec 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 5-2419





# SAFETY...

*is part of the job*

Seafarers have always had a stake in safety aboard their vessels because their life and limb depend on it. Since the SIU negotiated the first industry-wide safety program in the maritime field, plans have been moving ahead to get this program on a solid footing.

Early next year, the SIU safety program will get underway, with the active participation of SIU crewmen in all ship's departments at regular safety meetings. There, problems can be explored and, where possible, handled right on the spot. Since safety is a continuing job, the shipboard aspects of the program will be coupled with shoreside safety machinery jointly operated by the Union and the companies.

SIU men have already been called upon to take part in this program: by submitting ideas and suggestions to make their ships as safe to sail as man's ingenuity can make them. They, their families and their Union have a vital stake in this effort—another pioneering first in maritime for their security and protection.



## AN SIU SHIP *is* A SAFE SHIP!