



## Curran's Shabby Formula

There's a certain wry humor in the sight of Joe Curran posing as the high priest of the labor movement. His constant self-glorification and his indignation at the AFL-CIO and the marine unions are obviously transparent devices. Curran's ridiculous posturing will never earn him a card in Actor's Equity.

Curran has been working the "I'm high and mighty" pitch for years while operating simultaneously on the other side of the street. His American Coal tactics have followed the same tattered formula. For example:

- He first betrayed the officers unions so that a company union could hire ships' officers off street corners, then he denounced the unions as "playing the SIU game."
- He desperately tried to give a gloss of respectability to the company union (which owns a big piece of the company), although it threw away seamen's rights under the Jones Act, rights which Andy Furseuth fought to get for four decades.
- He hollered for the AFL-CIO to slap the SIU down, and confidently predicted SIU's downfall, while fulsomely interlarding the record with praise for George Meany.
- President Meany, in effect, asked the SIU to drop its beef with the American Coal Company (to which SIU agreed in the interests of AFL-CIO) and offered the fleet to Curran on a silver platter. There was one small condition: Curran would have to behave like a trade unionist—support the officers unions and respect their picket lines. So Curran backed away and decided that George Meany was prejudiced and misinformed, and the victim of an AFL-CIO "palace guard."

Right now Curran is busy rewriting history (a tactic he learned in the old days) to make it seem that he is purer than Ivory Soap and SIU is only ISU spelled backwards.

### Joe's Pinning Labels Again

By doing so he is following a traditional practice he has always employed of pinning derogatory labels on those who disagree with him. Back in 1945 Curran said that the SIU leadership was "desperate" about Isthmian. In 1957, SIU is "desperate" over American Coal.

When seamen on Isthmian ships voted for SIU over NMU, Curran said it was SIU "corruption" that did the trick. Shortly after Curran changed his tune. He decided it was the Communists who were responsible for the NMU's Isthmian loss—not Joe Curran, the president of the Union. It was that other fellow, that Commie organizer.

Wasn't Curran the leader of the union? The policy-maker? If not,

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## Transfers Responsible:

# US FORCED TO WAIVE 50% CARGO RULE

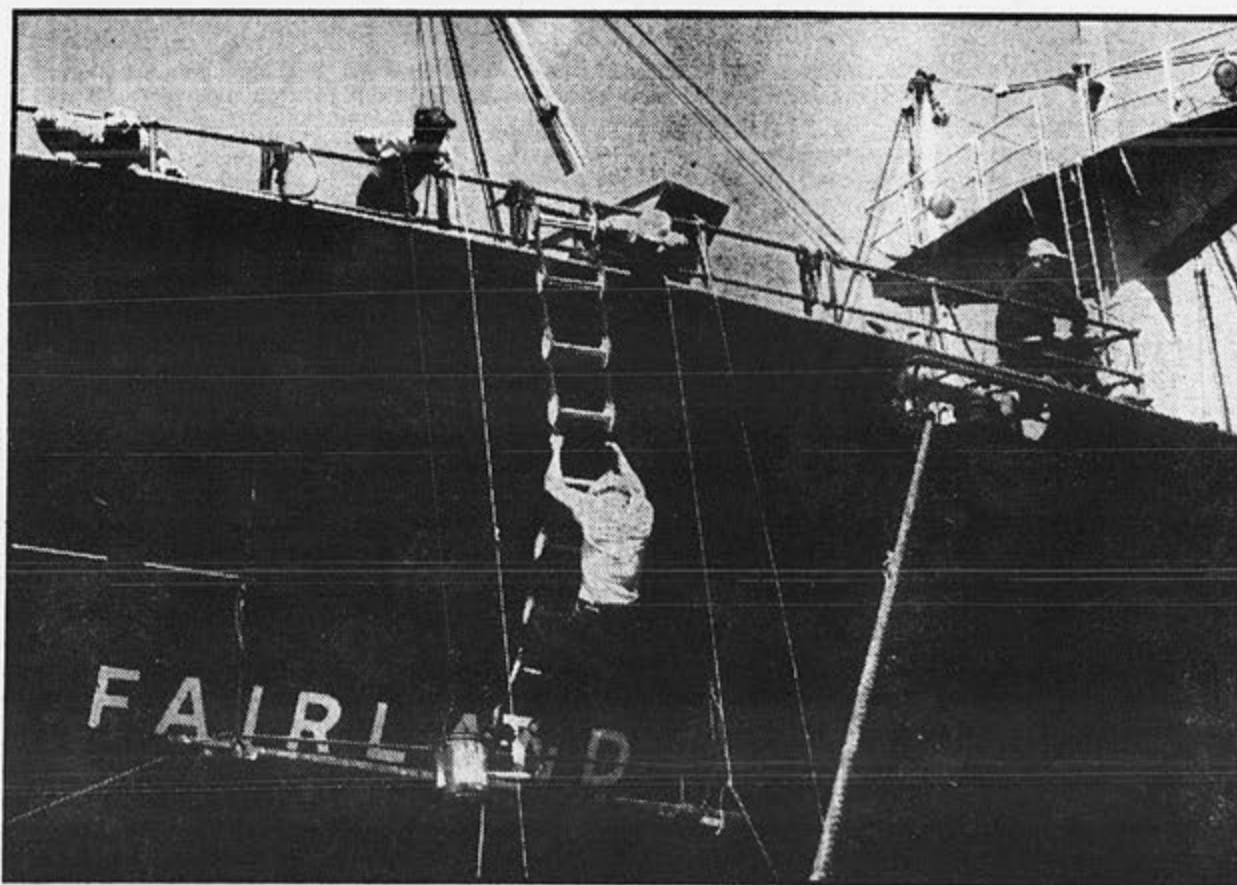
—Story On Page 3

## Last Balt. Tug Fleet Votes SIU

—Story On Page 2

## WC Unions, SIU Step Up Coal Fight

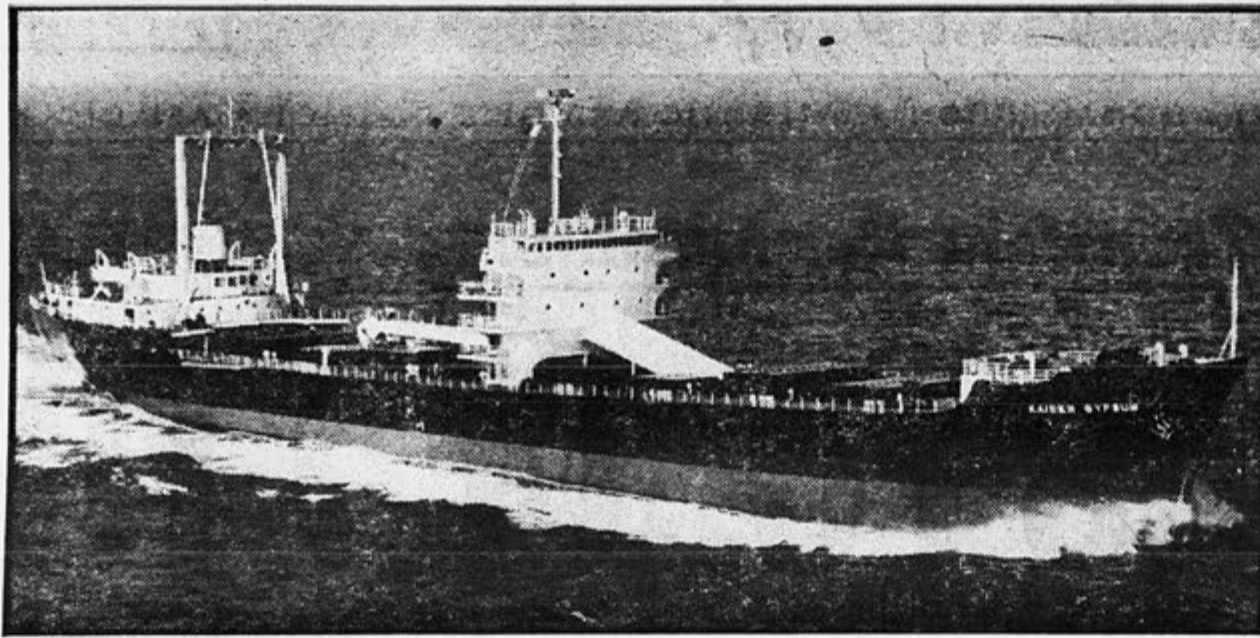
—Story On Page 3



**Touch-Up Job.** Seafarer Frank Smith, DM, descends to stage over the side of the Fairland to freshen up the ship on her final inter-coastal run as a conventional C-2. She will go into a Mobile shipyard for conversion to a "lift-on" container ship with movable deck cranes. Looking on are C. Johnson, AB, Dan Bachrack, DM, and Frank Lambert, bosun. The Gateway City is already undergoing conversion. Photo by Merwyn "Doc" Watson.



**New Ship To Honor Memory Of Harry Lundeberg**



The newly-launched Kaiser Gypsum is shown on her maiden voyage from Japan to the US. The ship will be renamed the SS Harry Lundeberg in honor of the late secretary-treasurer of the Sailors Union of the Pacific, replacing an older ship on the same run. She was built in Japan.

**Ship Giveaway Bids Rise**

WASHINGTON—There were indications this week that the Government will step up the disposal of its reserve Libertys under terms of the Ship Sales Act of 1946. Foreign nations, which have cast longing eyes toward the reserve fleet, are quickly getting in their bids.

**Curran's Shabby Formula**

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then he admitted by indirection he was nothing but a stooge for the Party.

Just in case the "desperate" and "corrupt" SIU should hand him another setback in American Coal, you can be sure Curran has picked out another purge victim. After all, there was one scapegoat for Isthmian; a few more for his setback by Harry Bridges in the contest for boss of the CMU; three more in 1954 to cover up the peddling of NMU membership books; another one in 1956 to excuse his fold-up on the hiring hall and throwing open the NMU's books to all comers.

Apparently, it wasn't for nothing that a New York Times story commented fairly recently on the "quicksands" outside Joe Curran's door. Our sympathies to NMU national officers who undoubtedly find that sleep comes hard these nights.

No matter how Curran struggles to conceal, to distort and to rewrite history it can't be done. He can't wipe out the record of the day that he hailed the "great and wise leadership of Comrade Stalin" from a Moscow podium in a Moscow meeting hall. He can't destroy the fact that he called Roosevelt a warmonger, John L. Lewis an ally of Hitler, Walter Reuther one who played Hitler's game.

He can't wash the record clean of his speeches to free Earl Browder, to make sure the "Yanks Are Not Coming" during the Nazi-Soviet honeymoon; to "open up a second front" immediately afterwards even though such action would have meant the slaughter of untrained and under-equipped American troops.

Nor can he destroy the story of his personal role in the "Bring the GIs Home" campaign, in which the Communists used the NMU as a spearhead to strip Europe and Asia of American troops and make Russia's path smoother.

Granted that many Americans were part of the game in those days, some innocently, some not so innocent. The sincere ones have long since admitted their error and the record is full of their remorse. When did Joe Curran, in all the millions of words that have poured from him since, ever repudiate his role in any of these events. When did he show the slightest twinge of guilt, admit that he was wrong or merely misled?

Does he still maintain that what he did then was right? Today, Curran plays the same kind of game in a different league. He portrays himself as a defender of the hiring hall, but he faithfully maintains a company blacklist for US lines just like it used to be done in the days of the ISU and the US Shipping Board. Shipowners no longer need insist on a "fink book"; Joe Curran keeps the record for them.

Today he sups at the table of US Lines as an officer of a labor-management committee that is nothing more than a front for the company's interests. Today he works on behalf of a company union against the interests of the legitimate marine unions. And only recently he bucked the AFL-CIO by supporting the expelled ILA against the Federation-chartered IBL. Today he tags those who disagree with him with the same dog-eared labels he used 20 years ago, labels he picked out of a Communist Party primer.

Why does Curran rewrite history this way? Why does he pointedly ignore certain events and periods in his past? Why, instead of tackling the blacklist and other problems facing his membership does he spend his energies attacking the SIU and other unions? The answer is obvious. This is the age-old tactic of diverting attention from internal difficulties and his own misdeeds by raising an imaginary bogeyman.

It is apparent that the only way Joe Curran can operate is to pose as the only defender of the faith and the salvation of the NMU, whereas in actuality he is the NMU membership's own worst enemy. It was he who involved NMU with a company union, it was he who had NMU members cross the AFL-CIO marine officers' picket lines. It was Curran who fed the NMU membership lies about the meeting with George Meany. And Curran was the one who turned down Meany's proposal when it would have given NMU the coal fleet. No wonder then, that Curran always has to create an emergency to cover up his actions.

Maritime Administrator Clarence Morse has already publicly declared that he would like to see every one of the 1,400 "old pots" in the Government's reserve fleets sold to foreign interests. And Congress has displayed a similar inclination with the apparent approval of the Administration.

The latest moves along these lines have been the introduction of a bill in the House proposing the sale of the 15 ships—including eight Libertys—to Guatemala, and the introduction of joint resolutions in the House and Senate proposing the sale of six Libertys to Germany.

A number of other countries, including Brazil and Korea, have already gotten US tonnage and others are in line, hat in hand.

The Guatemala proposal, in particular, has drawn the fire of one authoritative spokesman who declared that the legislation would not tie the ships down to Guatemala's coastwise trade, as did previous laws enacted on Brazil and Turkey.

**No Coastline**

Guatemala's shoreline is so small, this spokesman pointed out, that 15 ships are more than she needs. Included in the deal are the eight Liberty cargo ships, one Liberty tanker, four CIs and two Victories, and this leads to the possibility that Guatemala will sell the two Victories foreign to get enough money to pay for the 13 other vessels.

The joint House-Senate resolution on Germany has so far drawn less opposition. This would limit the use of the six Libertys, for the next seven years, to the transportation of coal and/or ore, purchased in the US, to Western European ports. The vessels would be required to operate in ballast on their return runs to this country.

Apparently it is the feeling in Congress, as stated in the joint resolution, that the Libertys now in the reserve fleets are of questionable value for defense and are not readily adaptable to profitable commercial operation under the American flag. Their disposal, the resolution states, would eliminate further cost to the US for their storage and upkeep.

MA support for the disposal of the Libertys amounts to a confession that its much-ballyhooed Liberty "upgrading" program is a failure, though some of the ships have attained up to 18 knots.

**Sixth Tug Co. Vote Gives SIU Clean Sweep In Baltimore**

BALTIMORE—Crewmembers of the last of six tug companies in the Greater Baltimore area have voted unanimously in favor of the SIU. Tugmen employed by Arundel Sand and Gravel cast 19 ballots for, none against, the SIU Harbor and Inland Waterways Division, giving the Union a clean sweep of the port.

The Arundel vote wound up a series of elections which gave the SIU a total ballot margin of 146 to 9 in the harbor. Opposing the Union was District 50 of the United Mine Workers which had urged the tugmen to vote "no union." The overwhelmingly-successful Baltimore vote followed an impressive HIWD contract victory among tugmen of G&H Towing. The agreement won there provided conditions far superior to those existing in Baltimore.

In another separate election in March, the SIU also scored a clean sweep, winning 28 to 0 among barge-men and bridgemen of the Western Maryland Railway Company.

With the Arundel election out of the way, the SIU is now prepared to negotiate for substantial gains in wages and conditions, as well as welfare protection for the tugmen, to help close the gap between Bal-

timore and other Atlantic and Gulf ports.

The other five companies which voted SIU were Curtis Bay Towing, Harper Towing, Baker and Whitely, Baltimore Towing and Lighthouse and Atlantic Transport.

These companies represent the entire tug and barge industry in the Greater Baltimore district. They operate approximately 45 tugs and other types of harbor craft. The elections represented the climax of a year long organizing campaign by the SIU in the area.

**Ala. River Act Boost To Mobile**

MOBILE—The first major step in the long-awaited Alabama River system improvement program was initiated with the granting of bids for the construction of a terminal and loading ramp.

Cal Tanner, port agent, reported that the terminal site is a small centrally located river town. On completion of the terminal, shippers in northern Alabama, and in adjoining states, will be able to send deep sea cargo straight down the river to the Port of Mobile to be transferred to ocean-going vessels. Besides being a help in speeding the handling of cargo, the terminal will also mean many more tug operations for the SIU Harbor and Inland Waterways Division.

Although shipping itself has been fairly slow during the last period, most Seafarers on the beach have been able to find relief jobs. About 120 members took various jobs around the harbor and some 60 more picked up work with MAWD.

There were 15 vessels calling in to port during the last two weeks. They were the Del Valle, Del Sol, Del Mar (Mississippi); the Pointer, Pioneer, Cavalier, Polaris, Clipper (Alcoa); Morning Light, Yaka, Monarch of the Sea, City of Alma, Azalea City (Waterman); Steel Designer (Isthmian), and John B. Kulukundis (Martis).

Prospects for the next period, he says, look pretty good with some 14 ships expected in for payoff or as in-transits. In addition, the Citrus Packer will take on a full crew within the next 10 days after being in the yards for survey and repairs.

**Select First 2 Victories For Isthmian**

WASHINGTON — Two Government-chartered Victory ships will be put into service for Isthmian Steamship Company around July 1, following Government approval of the company's application for eight such ships. The vessels will be used on the Persian Gulf and India runs.

The two ships selected thus far are the Selma Victory, now in the Hudson River reserve anchorage and the Belgium Victory, which is in the James River fleet. They will be operated on an 18 month-charter in Isthmian's regular berth service. Six more ships have been tentatively selected by Isthmian but final decision has not yet been made on their disposition.

**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:

- July 10
- May 15
- May 29
- June 12
- June 26

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With SIU patrolman Ray Oates (2nd from left) looking on, SIU and SUP deck men line up for the sign-on on the coal ship Martha Berry in Savannah. In order (l to r) are Karl Schroeder, SIU; John Munden, SIU; Ed Stenon, SUP; NMU man (felt hat); and Nick Sargent, SIU. The shipping commissioner (left) was K. A. Jorgenson. SIU is still leading NMU in the competition for jobs on all seven ships crewed so far.

# Transfers Compel Gov't To Bypass '50-50' Ship Law

WASHINGTON—Thanks to wholesale transfers to foreign flags, the "50-50" law will probably have to be bypassed this year on bulk cargoes, the International Cooperation Administration reports. Transfers have so decimated the US tramp fleet that there are simply

not enough American vessels around to carry US shipping's share of bulk foreign aid.

As a result, for the first time since the "50-50" principle was enacted, the US tramp share of such cargoes may fall below the minimum set by law in the fiscal year ending June 30, 1957. The

ICA declared that "a larger number of waivers of this requirement may now have to be granted." In other words, transferred ships and other foreign flag vessels are now reaping a harvest of cargo that would have gone on US tramp ships if such vessels were available.

The inability of the Government to locate unemployed US tramps to carry cargo at today's top-heavy freight rates substantiates SIU charges that the ship transfers are not prompted by hardship. It indicates that tramp owners could make a comfortable living under the American flag, but prefer the tax-free status that Liberia offers them no matter what preferences they get under the "50-50" law.

In the liner field, the ICA adds, the "50-50" law is liable to be observed because there will be sufficient space available.

### US Share Declines

The decline in US ships' percentage of "50-50" cargoes follows a sharp drop the US-flag share of foreign commerce generally. Running between 22 and 25 percent in recent years, latest figures show that US companies are now carrying little more than 18 percent of the

nation's foreign commerce. The ideal, as viewed by the authors of the 1936 Merchant Marine Act under which the subsidy program was established, was for US ships to aim for half of the country's foreign trade.

### '56 A 'Good Year'

In contrast to the current figure, the ICA reports that during the 1956 fiscal year US ships carried more than half the foreign aid shipments in all categories. Tramps got 52 percent of the total of tramp-type cargoes. Liners got 71 percent and tankers, which played only a minor role in these movements, got 76 percent.

Figures for military cargoes show 70 percent moving on US ships with an average of 60 percent maintained since the Mutual Security Program began. Other categories of shipments also were in the vicinity of 60 percent.

In light of the trend, any further large-scale transfers of US freight tonnage would largely nullify the effect of "50-50" for which the SIU and other sea unions fought for many years. The law permits the various agencies involved to waive it when US ships are not available.

## Sailors, Cooks, Firemen, A & G Step Up Joint Fight On ACS

With the American Coal organizing drive pushing into the home stretch, the SIU Atlantic and Gulf District and the three West Coast unions of the SIU's Pacific District have joined hands to assure coordinated action in the campaign. A coordinating committee has been

formed consisting of the heads of the A&G District, the Sailors Union of the Pacific, the Marine Firemen's Union and the Marine Cooks and Stewards Union.

Upon formation of the committee, its members—Morris Weisberger, secretary-treasurer, SUP; Sam Bennett, president, MFOW; Ed Tur-

ner, international representative, MCS, and Paul Hall, secretary-treasurer, A&G District—issued a joint statement, which included a call to oldtimers in each of their organizations "to participate in this important American Coal Shipping Company.

### Shipping

"This is a beef," the joint statement said, "in which only oldtimers can help. The job cannot be done by the younger men in the industry. All of us know of the solid oldtimers—good union men—who can draw on their years of experience at sea to help win this important campaign, which is being waged in the interests of sound trade union principles.

"Each of our organizations—the

SUP, the MFOW, the MCS and the A&G District—was made strong by the kind of men who are now needed in the American Coal beef," the joint statement continued. "Many such oldtimers from each of our unions have already come forward and are participating in this beef. More are needed, and our unions are asking those oldtimers who have not done so to contact their own union representatives who can give them the details on how they can help on this joint effort."

### Ship Due Next Week

The joint SUP-MCS-MFOW-A&G committee emphasized that even though seven of the company's ships have been crewed initially, oldtimers are needed to compete for seven very important jobs



Turner

Bennett

## Coal Beef Stirs Sea Vet Action

SAVANNAH—The smoke has finally cleared from the "Battle of the Oldtimers" in the American Coal beef.

Those left behind from the crewing of the Martha Berry and Harry L. Glucksman have gone north to Norfolk to try again and are being joined by seagoing veterans pouring in from ports on every coast.

There's been nothing like this to fire the imagination and spirit of the oldtimers since Korea, and before that World War II, when thousands came out of retirement and from the comfort of shoreside jobs to meet the shipping emergency.

Now, as in those days, oldtimers from the SIU, the Sailors Union, Marine Firemen and Marine Cooks have been converging on East Coast ports where the coal ships have been crewing up since March. These men remember the long, bitter struggles of the 20's and 30's from first-hand experience. Many are sailing below their regular ratings just to participate in this important campaign.

The success of their efforts is highlighted in the boxscore on the jobs put up for competition so far.

96 SIU men are now on the coal ships compared to 87 from the NMU. A built-in NMU margin of six more jobs still holds the count to 96-93.

Seniority in the industry counts most in qualifying for the coal jobs under the Federal hiring order, and you can't go much further back than sailors union veterans like Carl Landberg, who came east from Seattle with 43 years' of discharges to his credit. Landberg threw in and earned a deck utility's job on the Martha Berry with ease.

There were others like John Williams, the oldest of the oldsters who came here to show their stuff. One of many men from the Marine Cooks and Stewards Union to pitch in on the beef, Williams produced 48 years of discharges to land a messman's job on the Harry L. Glucksman.

A full half-century of seetime (Continued on page 13)



Weisberger

Hall

aboard the Casimir Pulaski, coming in next week, as well as for replacement jobs that might turn up on any of the other six American Coal ships as they come into port.

Many of the West Coast brothers have already answered the call and reinforced the A&G District in its

(Continued on page 13)

As the SEAFARERS LOG was going to press word was received that a Seafarer on the Martha Berry had to be replaced because of illness. SIU stand-by-eligibles had first call on the replacement because they had the seniority under the court order. Nevertheless, the company awarded the job to an NMU, making the score 95 to 94. This follows the developing pattern of company favoritism for the NMU in spite of the procedures spelled out in the court order. The SIU is preparing to take legal action accordingly.

## 1st Cook School Opened By MCS

SAN FRANCISCO—The nation's first training center for marine cooks and stewards, was opened on May 3 on a 400 acre site in Sonoma County, California.

Dedicated to the maintenance of high cuisine standards, the joint union-management center was built by the SIU-affiliated Marine Cooks and Stewards Union and the Pacific Maritime Association, an association of West Coast shipowners. The center will offer tuition-free training for young men who wish to become cooks and stewards on Pacific Coast passenger liners and freighters.

Opening of the center was hailed by the SIU in a telegram of congratulation from SIU Secretary-Treasurer Paul Hall which read in part: "The opening of the MCS Training School is a very significant step forward and is a striking symbol of the tremendous progress you people have made in the brief period you have been functioning . . . We are confident that the future will be studded with equally important gains and benefits for our sisters and brothers who sail under the banner of the Marine Cooks and Stewards . . ." The training program consists of three-month comprehensive courses under capable and well-known instructors in all phases of cooking, baking, butchering, and waiting.

The \$500,000 installation boasts a rustic style administration and classroom building, student and guest duplex cabins, a \$50,000 all-electric kitchen, and cooking and dining facilities for 200 persons. The staff of the school includes

administrator Karl Schneider, former passenger liner chief steward and wartime instructor for the US Maritime Officers Training School; chef Constantine Bruckner, former executive chef of US Lines; meat cutter Suey M. Chew, graduate of the National School of Meat Cutting and former SS Lurline butcher, and baker Henry Chinn, well known craftsman in the culinary arts.

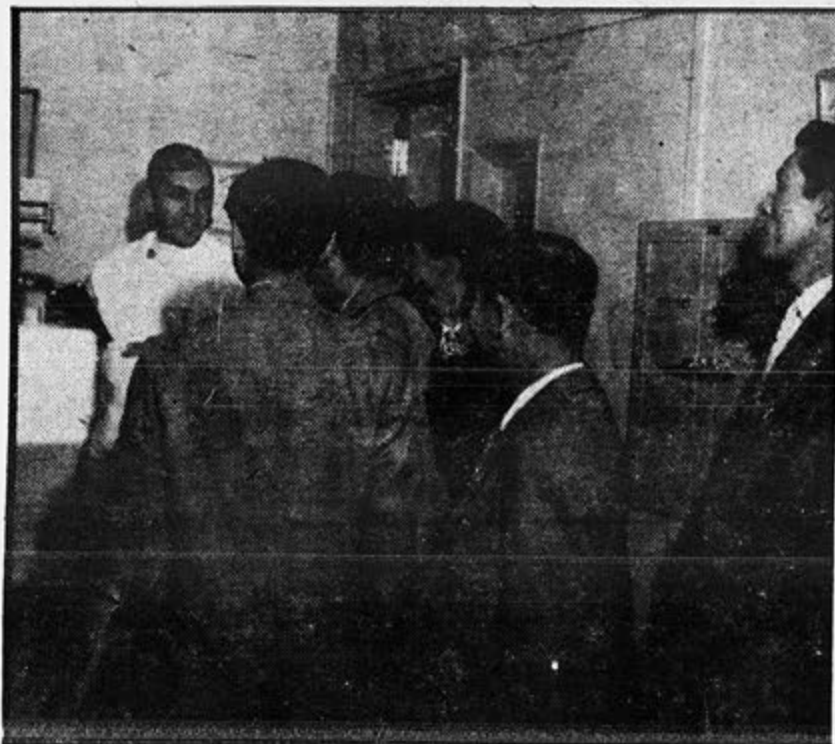
### Also Vacation Spot

In addition to using it as a training center, the union has plans to develop the mountain woodland retreat into a vacation spot for seamen and their families and to provide a low cost year-round home for retired seamen. The former mountain estate of a wealthy railroad executive has a trout-stocked lake, swimming and boating facilities, riding paths and a hunting reserve.

Guest speakers at the dedication ceremonies which was attended by some 300 representatives from Government, Labor and the maritime industry included Lieut. Governor Harold Powers; C. J. Haggerty, Secretary of the California Federation of Labor; J. Paul St. Sure, President of the Pacific Maritime Association; Ed Turner, Morris Weisberger and Sam Bennett of the Seafarers Pacific District; John Hawk, Secretary of the Seafarers International Union, and John Henning of the State AFL and neutral trustee of the center.



**Health Center Impresses Visitors**



Visiting delegation of Japanese trade unionists gets a close-up view of modern x-ray equipment at SIU health center in Brooklyn as technician Benjamin Iannotti explains how it works. They visited center during State Department-sponsored tour of SIU facilities. (See feature on health center in centerfold.)

**Seatrain Plans Added Services**

The SIU-contracted Seatrain Lines, Inc., has announced the acquisition of two large waterfront properties at Savannah, Georgia, and Edgewater, NJ, near its present docks

Graham Brush, the chairman of the board of directors, stated that the company has agreed to a 50-year lease with the Savannah District Authority covering the old Southeastern shipyard property on the Savannah

River and adjacent areas. He also stated that they had reached an agreement for all of the waterfront property of the Archer-Daniels-Midland Co. at Edgewater, NJ, just a few hundred feet from the present Seatrain terminal.

**Expansion Program Underway**

These acquisitions, Brush said, are part of the company's new expansion program. Earlier the company had announced plans for the building of a new freight ship. Details as to the type and size of the vessel have not been released.

Seatrain was a pioneer in the development of hauling complete rail freight cars. There is a possibility that the new vessel may be of a type similar to the ships now being built by Pan-Atlantic Company in its land-sea trailership operations. These vessels are specially built to accommodate the stacking of trailers, one on top of the other, in the vessel's holds.

Although loaded and unloaded in a similar manner as the freight cars, the Pan-Atlantic trailerships have the advantage of not requiring railroad tracks running the length of the docks and dockside loading installations.

**Among Our Affiliates**

The Marine Firemen's Union has announced that its new hall will be completed and opened on June 1. The new building, now under construction, is located at 240 Fremont Street, San Francisco, "just a stone's throw from the Sailors Union of the Pacific." The State of California had condemned the Union's present building to make way for the building of a freeway.



Burglars broke into the Portland hall of the Sailors Union of the Pacific and made off with a clock-radio from the agent's office and checks totaling over \$2,600. All of the checks, except one for \$200, have been recovered. The burglars also attempted to take the television set, but probably found it too heavy to cart out and left it at the door. Two suspects are being held for questioning.

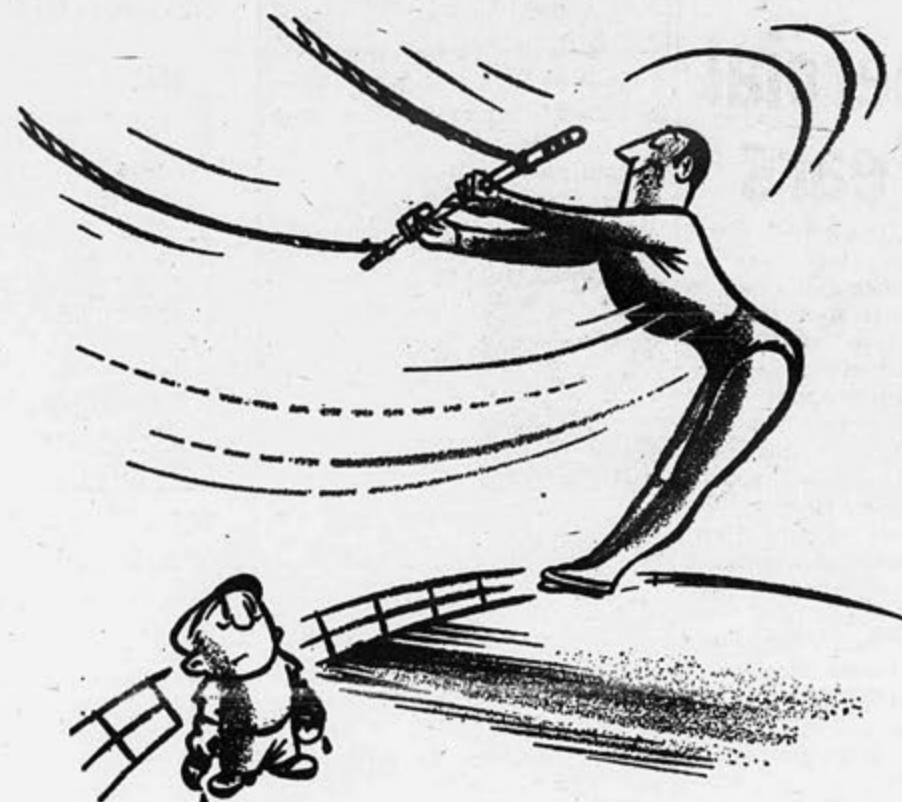


An AFL-CIO sponsored disability proposal for increased weekly unemployment disability and hospital benefits has been voted for by the California Assembly Finance and Insurance Committee, the Marine Cooks and Stewards report. The bill would increase weekly unemployment disability from \$40 to \$50, and would raise hospital benefits from \$10 a day for 12 days to \$12 a day for 20 days. It also calls for the elimination of a 75 percent rule under which benefits are reduced for seasonal workers who earn more than 75 percent of their annual wages in any one calendar quarter.

**Money Exchange Rates Listed**

The following is the latest available listing of official exchange rates for foreign currencies. Listings are as of May 9, 1957, and are subject to change without notice.

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



**Not in the Act...**

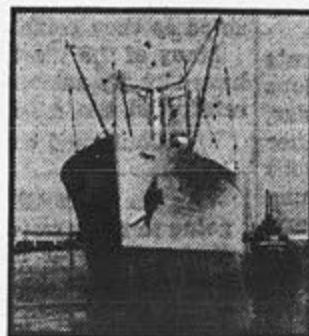
Caution should be the byword of everyone on a ship. The flashy grandstand play belongs on the circus lot or the rodeo arena; it's out of place on a ship and may even endanger the next guy, who's counting on you to follow the book.

Care in carrying out the routine, day-to-day tasks aboard ship will always pay dividends. Teamwork among shipmates is what counts most in bringing the ship, cargo and all personnel safely into port every time. The crewmember who thinks he can go it alone not only endangers his own safety, but also boosts the odds against everyone else.

Once in a while, certainly in an emergency, the job calls for something special, and seamen have always proven themselves equal to the occasion. But in the long run, taking extra chances when it's not necessary is looking for trouble.

The seaman who knows his job and his ship is the best insurance against potential disaster, big or small. As the statistics clearly show, there are enough occasions in this business when you have to take chances because the chips are down and there's no choice. But while things are going smoothly, keep 'em that way. Trouble never chases anyone; it's always the other way around.

A sailor who's looking for excitement can find it ashore in ample quantity between trips. Once you start up the gangway again, concentrate on the job ahead. That's the best way to be sure you'll see port again.



**Remember . . .  
Caution  
Pays Off!**

**An SIU Ship is a Safe Ship**



# See A-Ship Commercial In 7 Years

A commercially-useful atom-powered merchant ship may be closer than is commonly thought. The US already has atom subs, of course, and now is building its first atom-powered merchant ship. But this is an experimental vessel and up until now it had been felt that commercially profitable atom-powered ships would not appear for many years. Now, however, the weekly publication "Pacific Shipper" reports that atom-powered ships will be an "economic reality" by 1964.

What's more, "Pacific Shipper" says, both the Isbrandtsen Company and Matson Navigation have displayed interest in atomic power and have been given access to certain confidential and restricted data of the Atomic Energy Commission.

The closeness of commercial atomic power, the periodical says, is one reason why there has been little opposition to the Government's cut of shipbuilding funds, as requested by the MA, from \$94½ million down to a mere \$3 million. With the atomic age so near, vessels built now could be out-of-date as soon as they left the ways.

# Kern Hills On Arab Blacklist

Representatives of the Arab League have announced in Damascus that they will blacklist the SIU-manned tanker Kern Hills for carrying oil to Israel. The Kern Hills made the first voyage to Eilat, Israel, opening up the Gulf of Aqaba to ocean-going vessels. Arab countries have maintained that the Gulf of Aqaba at the head of the Red Sea is territorial water of Egypt and Saudi Arabia and cannot be opened for Israeli shipping.

The Arab League announcement means that the Kern Hills would be barred from all Arab ports including oil terminals in Saudi Arabia.

The oil that was delivered in Eilat came from Iran, which is not a member of the Arab League. Following the furore over the first voyage, the Arab nations called on Iran to refuse to supply oil to the tanker.

At last report, according to ship's delegate Frank Throp, the Kern Hills was supposed to make "three or four" more voyages to Eilat. No word has been heard of her whereabouts in the past couple of weeks.

Another SIU tanker was in the news last week as the second American ship to pass through the Suez Canal since it reopened. The tanker Ivy, on the way home from a long siege on the shuttle run, passed through the canal northbound following the transit of the President Jackson of American President Lines. The Ivy paid her canal tolls under protest as American ships have been instructed to do by the State Department.

The Kern Hills voyage came shortly after the SIU of NA convention passed a "freedom of the seas" resolution calling for free passage for all ships in the Gulf of Aqaba and for opening of the Suez Canal to Israeli, flag shipping.

# INQUIRING SEAFARER

Question: Do foreign countries and persons bear any resemblance to the way they are portrayed in American movies or books?

**Simplicio Mansan, ch. cook:** Generally American actors do portray foreign persons just as they are. They do have some trouble using the same gestures, but otherwise there is a close resemblance. I think they have the most difficulty in imitating the Chinese. They may copy the costumes and scenery, but not the manners or actions of the people.



**C. L. M. Gonzalez, AB:** American authors do a very good job writing on a foreign country. Any good actor should be able to completely portray any type of person, foreign or not, right down to their gestures. That's part of their business, and I think they do a very fine job at it.



**George Hines, FWT:** No. Outside of the direct scenery shots, most of the American movies grossly overstate the conditions in these countries. They never show these conditions as bad as they really are, but always make them seem a lot better, show the good side always.



**Peter Chopinski, OS:** I think Hollywood does a very good job in imitating the characteristics of a foreign country. A good American actor can portray any type of person, whether he be an Italian, Egyptian, or Chinese. The movies try to copy, as close as possible, the general conditions of the country.



**George Fiance, carp:** Shooting the scenes over there makes the movies more realistic. But they do not portray the people as they are. An actor must live in the country to be able to correctly imitate the characteristics of the native. This goes for books too. If the author never lived in the country, how can he write about it?



**R. A. Barrett, ch. elect.:** There is a general resemblance. But I think that they overplay some parts, as the limey accent. It is only the cockney who speaks with the real "h" dropping accent, yet our movies seem to show that all the English speak that way, which is certainly incorrect.



# Seafarers Lick Fire On Kathryn

SAN JUAN—Seafarers aboard the Bull Line freighter Kathryn here fought for several hours before they were able to douse a fire which broke out in a jute cargo in No. 4 hold. The cause of the fire was not known, with spontaneous combustion considered the most likely offender.

The fire, which did an estimated \$50,000 damage according to a company spokesman in San Juan, broke out on Friday morning, April 26. Ship's reporter Mike R. Zelonka wrote that "the fire alarm bell broke out the officers and men at 5 AM and immediately crewmembers were at the scene with fire hoses and other equipment ready for use."

"Captain Olsen and chief mate Robert Bradford went down into the smoke-filled hold and it was quickly decided to cover up the hatch and smother the burning jute with CO2. In this way, together with water hoses being used on top of the tarp-covered hatch and on both

sides of the ship, the fire was finally brought under control.

"I would like to mention the fact that Captain Olsen expressed himself as 'gratified with the swift manner and complete cooperation of members of the crew.' We also had excellent cooperation from the San Juan fire department and the US Coast Guard." No injuries were reported as a result of the blaze.

The vessel continued on her trip to Mayaguez, Dominican Republic and returned to New York without further incident.



Zelonka

## Shorthanded?

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

# Onassis Tankers Fly Coop—MA Doesn't Seem To Know

WASHINGTON—US shipping officials are so busy revising the conditions under which the Onassis interests will transfer 14 ships to Liberia and build three super-duper tankers here, that they've apparently lost track of the fact that six of the ships involved became "runaways" three months ago, and a seventh one two weeks back.

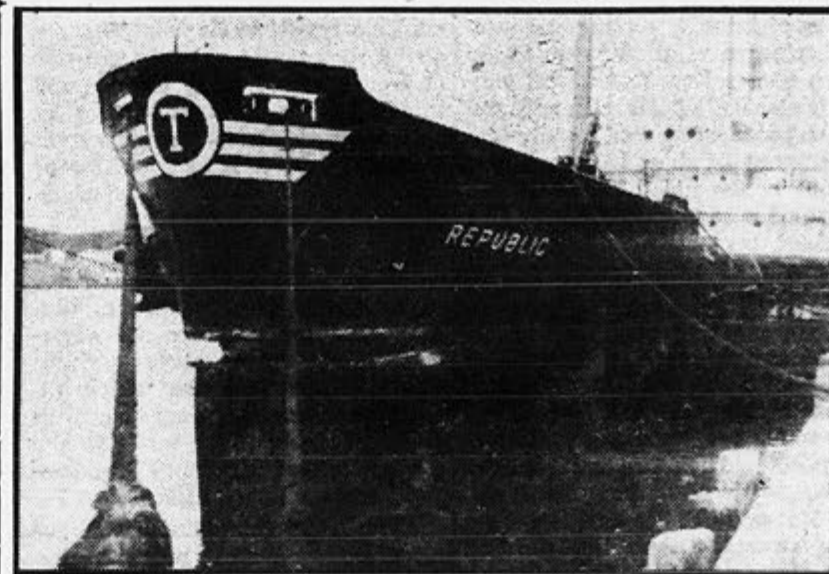
The Maritime Administration has just disclosed a proposal for so-called "new conditions" for the complex ship exchange deal which is supposed to yield one tanker of 100,000 tons and two more about half as big for US operation. The construction contract was signed last December.

Concern expressed during hearings on the transfer issue a few weeks ago by the House Merchant Marine Committee produced the "new" set of conditions. Several committee members felt that the original transaction did not have enough built-in guarantees that the new ships would ever be built.

## Victories Kept Under US Flag

In essence, the package still calls for an exchange under which the SIU-contracted Victory Carriers Corp. would continue to operate its fleet of seven Victory ships, plus the three new tankers when they're eventually built.

At the same time, the company's two Libertys and a fleet of 12 tankers operated by three other Onassis companies, Trafalgar Steam-



One of the seven Onassis-owned ships already transferred to Liberia while the Maritime Administration still debates changes in conditions for their disposal, the SS Republic is shown with a gash in her bow from a collision some time ago. She became a "runaway" on Feb. 2, 1957.

ship, US Petroleum Carriers and Western Tankers would swing over to the Liberian flag. All but the Victory Carriers' operation would be liquidated. The four companies are under contract to the SIU.

However, more than a month before the House hearings even began, and three months before the MA produced its proposed "new conditions" last week, half of the tankers involved had already gone foreign.

The parade started on February 2 with the Republic and was followed two days later by the Federal, thus wiping out Trafalgar. By February 28, the Olympic Games, William A. Burden, Fort Bridger and Camp Namanu had followed suit. Then on April 27 the McKittrick Hills joined the parade. This now leaves Trafalgar inactive and cuts the US Petroleum fleet to four ships and that of Western Tankers to one. The five remaining tankers plus two Libertys are still to go.

Congressional concern over whether the new ships will be

built is reinforced by the changing developments in the tanker picture since January 1.

## Companies Dump B'ldg Plans

With the tanker boom on the slow bell, 15 US companies, several of them SIU operators, have notified the MA that they have dropped plans to transfer old tonnage to foreign registry in return for building new tankers.

Approval in principle had already been granted in these cases and others for the transfer of 126 vessels, including 61 T-2 tankers and 49 Libertys, in exchange for the construction of 51 new supertankers. The cancellations came from companies which were to build 16 vessels and transfer about 40 others.

The SIU operators who refused to use their approval were Triton Shipping, Panoceanic Tankers, New Jersey Industries, Webb and Knapp, Eagle Ocean Transport and Samuel Wang. In addition, Cities Service has dropped, for the time being, plans for construction of another supertanker.

# SF Healthy On Shipping

SAN FRANCISCO—Shipping in this area has continued on the healthy side with some 16 vessels hitting port during the last two weeks.

There were two pay-offs with six vessels signing on, and eight ships stopped in to be serviced. The Ocean Evelyn (Ocean Transport) and Raphael Semmes (Waterman) paid off while the Afoundria, Wacosta, Choctaw (Waterman); Charles Dunaif (Colonial); Ocean Evelyn and Ocean Joyce (Ocean Transport) signed on.

The Hurricane, Wacosta, Choctaw, Iberville (Waterman); Coe Victory, Jefferson City Victory (Victory Carriers); Steel Architect (Isthmian), and Portmar (Calmar) were in-transit. All were in good shape with no beef reported.





# Tampa Wary Of CG Acts

TAMPA—"The Coast Guard in Tampa," reports Port Agent Tom Banning, "is out looking for cases." In one instance they tried to get a case against a brother for fighting ashore before he was paid off. The beef was squared away, he said, warning the brothers that it shows what the Coast Guard would do to hang a charge on a Seafarer if it could.

Activity on the shipping front is still good, and promises to continue that way, he said. During the past period the port had Waterman's City of Alma paying off, and the Steel Rover, Steel Flyer (Isthmian), Yaka (Waterman), and Alcoa Pilgrim (Alcoa) calling into port while in transit.

The in-transit activity should start slowing up some, Banning added, because of the C-25 which Pan-Atlantic is converting to "dift-on" containerships. One vessel, the Gateway City is already under conversion and the Fairland is next.

# Accident Victim



Killed in an auto accident on her way to school, Dolores Helen Mynett, 6, was the daughter of Seafarer Mack O'Neill of Wilmington, Calif. The family had moved to Wilmington just a short time before the accident.

# US Welfare Fund Control Seen; Meany Backs Bills

WASHINGTON—There is little doubt here that the current session of Congress will produce legislation aimed at Federal control and inspection of union welfare funds.

After a conference with Secretary of Labor Mitchell, President Eisenhower announced that he was prepared to submit proposals on this issue to Congress that should be enacted as "speedily as possible." He proposed the registration, reporting and public disclosure of all data on union health and welfare funds, and public disclosure of all other financial reports of unions, including the amount of dues collected, the amount in the union treasury, and the salaries of union officials. The proposed legislation is largely an outgrowth of the current Senate investigation into practices of certain unions.

**Meany Supports Proposal**  
AFL-CIO President George Meany agreed with the President's proposals, but went even further on public disclosure of welfare funds. "We have long favored," Mr. Meany said, "legislation even more sweeping than the pending administration bill. These health and welfare plans, whether operated by unions, by management or by both jointly, are funds held in trust for the benefit of workers and

should be completely safeguarded from any and all corruption and mismanagement."

These views, however, were not shared by management. The National Association of Manufacturers, in a report to its members, declared that it was entirely in favor of legislation covering welfare and health programs administered by unions or unions and management jointly. However it took a different attitude towards plans administered by management alone.

Coming under the NAM's fire is the Douglas bill, submitted by Senator Paul Douglas (Dem., Ill.). This measure provides for registration of all employe welfare plans, including those which established pension programs, with annual reports to be made to the Securities and Exchange Commission, and to beneficiaries.

This, NAM complained, "sweeps all employer benefit programs under federal control, regardless of their type or past history."

**NAM Complains**  
Both the President and the Secretary of Labor expressed the view that care must be maintained in proposing new regulations. The legislature should not rush "headlong, impelled by the hysteria of the moment, to secure punitive legislation aimed at undermining or weakening the general body of organized labor," commented Mr Mitchell.

Union representatives are concerned that amendments further limiting union activity far beyond the intended scope of the original bill would be tacked on to any such legislation.

**Fight 'Work Law' Moves**  
Although accepting the Administration's views on Federal inspection, the AFL-CIO is out to keep any "right to work" measures from being tacked on to these bills.

Meanwhile in New York, Governor Harriman has approved legislation aimed at tightening state regulation of union funds. But in approving the bill, the Governor charged that the legislature made "clearly wilful" omissions in the bill, particularly in failing to include "employer-administered" funds under the law's scope.

# Lk. Charles Labor Gains In Election

LAKE CHARLES — Labor is becoming stronger, politically, in this port, reports Leroy Clarke, port agent. In the last runoff elections, of the three men running for the city council, one was a strong labor advocate, and the other two, although not outspoken, are expected to favor the workingman's side.

The last period has been slack in job activities in this area, with enough men on the beach for any expected jobs, Clarke said. There were 11 ships in port during the last two weeks. The Winter Hill, Chiwawa, CS Miami, Council Grove, Bradford Island, Royal Oak, Government Camp, Winter Hill, Chiwawa (Cities Service); Ideal X (Pan Atlantic), and the Val Chem (Valentine).

# Shipping Round-Up & Forecast

April 17 Through April 30

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	16	3	8	7	5	4	29	14	43
New York	76	26	60	22	46	13	182	61	243
Philadelphia	15	3	12	7	9	4	36	14	50
Baltimore	58	14	45	8	28	15	131	37	168
Norfolk	11	11	6	7	6	12	23	30	53
Savannah	9	1	7	2	3	2	19	5	24
Tampa	7	3	9	3	4	2	20	8	28
Mobile	30	3	18	3	24	1	72	7	79
New Orleans	36	16	33	15	39	12	108	43	151
Lake Charles	11	7	18	12	6	2	35	21	56
Houston	19	9	26	3	16	3	61	15	76
Wilmington	19	9	8	9	8	8	35	26	61
San Francisco	20	14	16	14	15	7	51	35	86
Seattle	25	22	16	22	24	15	65	59	124
Total	352	141	282	134	233	100	867	375	1242

Port	Shipped												
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C	Stew. A	Stew. B	Stew. C	Total A	Total B	Total C	Total Ship.
Boston	5	2	0	2	1	0	1	2	1	8	5	1	14
New York	70	14	15	49	24	21	41	10	7	160	48	43	251
Philadelphia	7	1	0	8	2	1	5	1	0	20	4	1	25
Baltimore	35	6	4	30	14	9	27	11	2	92	31	15	138
Norfolk	9	1	2	3	5	2	1	3	0	13	9	4	26
Savannah	2	1	0	5	0	2	1	2	1	8	3	3	14
Tampa	4	7	1	3	1	2	7	2	0	14	10	3	27
Mobile	24	0	0	11	7	12	15	5	1	50	12	13	75
New Orleans	53	13	2	29	14	8	32	8	4	114	35	14	163
Lake Charles	5	2	0	8	6	1	3	1	1	16	9	2	27
Houston	15	10	7	19	1	7	11	1	8	45	12	22	79
Wilmington	14	11	3	14	9	16	9	7	3	37	27	22	86
San Francisco	15	14	1	16	17	3	18	9	3	49	40	7	96
Seattle	10	8	13	9	10	12	8	4	11	27	22	36	85
Total	268	90	48	206	111	96	179	66	42	653	267	186	1106

SIU shipping levelled off again during the past two weeks while registration increased. The total number of men shipped was 1,106. At the same time, 1,242 men registered for jobs.

The decline reflects the unusual sea-sawing pattern of shipping this Spring, when job activity would normally be rising. Last period shipping hit a high for the past two months.

Five ports still managed to show gains over the previous report and three others remained about the same as before. Those showing improvements were New York, Baltimore, Norfolk, New Orleans and San Francisco. Tampa, Mobile and Wilmington held to the status quo which, for Wilmington, at least, represented top shipping.

On the other hand, Boston, Philadelphia, Savannah, Lake Charles, Houston and Seattle all declined. Philadelphia and Lake Charles are very quiet, but Houston and Seattle are still busy.

**Black Gang Even**  
Registration and shipping were virtually even in the black gang during the period. This also produced a boom for class C men in the engine department, which accounted for more C men shipped than the deck and steward departments combined.

A seniority breakdown shows class A men filling 59 percent of the total jobs, class B about 24 percent and class C the remainder. This reflected an eight percent drop in jobs claimed by class A men, which translated into gains for both B and C men.

The following is the forecast port by port:

Boston: Slow . . . New York: Good; C men still getting out in quantity . . . Philadelphia: Fair . . . Baltimore: Good . . . Norfolk: Fair . . . Savannah: Slow . . . Tampa: No change . . . Mobile: Good . . . New Orleans: Very good . . . Lake Charles: Should improve . . . Houston: Good . . . Wilmington: Very good . . . San Francisco: Good . . . Seattle: Good.

# 'Rights' Showdown Nears In 4 States

Organized labor is now facing the challenge of "right to work" legislation in the states of Delaware, Connecticut, Ohio and Illinois. In all of these states, where Republicans are in control of the legislature, unions are getting ready for a showdown.

Labor hopes are running high in Delaware that such a measure would die after sentiment seemed to turn during hearings before the State's Revised Statutes Committee.

Addresses by Clement J. Lemon, President of the State Federation of Labor and Rev. Thomas Reese, Director of the Catholic Welfare Guild of the Wilmington diocese, bitterly denounced one clause of the proposed bill which would bar an employer from requiring the payment of union dues.

"All men have an obligation to join together in an effort to organize—they have the responsibility to pull their weight," Father Reese said. "If a law says that no dues shall be paid, then we are weakening the whole power of the union."

Although this bill had two previous readings in the House, it is questionable that it will ever come to a vote.

Ohio's measure tends to limit labor without actually outlawing the union shop. But another measure is being proposed which would tightly restrict any union political activity.

**Connecticut Package Seen**  
In Connecticut, a joint senate-house committee held hearings on a "right to work" proposal but refrained from taking any action. But the recall of a minimum wage bill previously reported on by the House Labor Committee leads many labor advocates to believe a package deal is in the offing which will include a "right to work" proposal.

Labor leaders in Illinois do not believe the state legislators, long outspoken against such wreck measures, would adopt the proposed Brydie "right to work law." The bill, sponsored by Rep. G. Brydie, who represents a farming district, is being used, they said, to offset union proposals for increased workmen's compensation and for an effective state minimum wage.

On the other side, New York and Maryland legislatures failed to vote on bills which would restrict union activities. In New York a bill which would bar organizational picketing was withdrawn by its sponsor after it was found that it lacked sufficient votes for its passage. The Maryland legislature adjourned without acting, after hearing on a wreck measure.

Although two previous efforts to repeal Nevada's right to work laws have failed, a new bill, supported by several major employer and state management groups was proposed which would replace the present law with a plan patterned after the Federal Taft-Hartley Act. The measure would allow union shop contracts, but ban picketing for organizational purposes and secondary boycotts.

## Keep Draft Board Posted

SIU headquarters urges all draft-eligible seamen to be sure they keep their local Selective Service boards posted on all changes of address through the use of the post cards furnished at all SIU halls and aboard ships.

LET 'EM KNOW!  
Write TO THE LOG



# YOUR DOLLAR'S WORTH

## Seafarer's Guide To Better Buying

By Sidney Margolius

### The High Cost of Renting Money

Some state governments are finally moving to give the public at least a little protection against the many installment rackets that have sprung up in recent years. US families have been subjected to an extraordinary bilking. A Senate Committee has been investigating the credit rackets, but the Federal Government is almost powerless to stop them because most installment purchases take place within state lines. Only state governments are in a position to blow the whistle on these gouges. The shame of the states is that unknown to the general public, their laws permit sharp practices that can expose you to severe financial damage when you buy a car, household equipment, home repairs, jewelry, and other goods on time-payment plans.

What buyers rarely realize is that most sharp practices are perfectly legal in most states, and even where state laws limit the amount of finance charges on cars, quite high fees are still permissible.

Only 12 states limit finance charges on cars, and only Ohio limits the charge on all goods, with a new law in New York State also limiting the credit charges on all goods beginning Oct. 1. But only seven of these 12 put real muscle in the finance law by requiring that

finance companies be licensed so an outraged buyer has a place to air his grievance, and the state a way to make lenders comply with the law. These seven are Connecticut, Indiana, Maryland, Michigan, New York, Pennsylvania and Wisconsin. States that put a ceiling on finance charges on cars, but forgot to license the finance companies are California, Kentucky, Nevada, Ohio and Utah. People in Colorado, Maine or New Jersey are protected only by straw-man laws that license auto finance companies but fail to limit finance charges. Such "regulation" is altogether meaningless, the chief counsel of a leading finance company recently told this writer.

#### Little Or No Protection

In other states, consumers have little or no protection at all. There have been increasing attempts by

some of the more scrupulous finance companies, Better Business Bureaus and other civic organizations to secure legislation barring the more flagrant overcharges. But such proposals are fought hard by other finance companies and merchants. In New York, for example, Assemblyman Bernard Dubin had proposed a ceiling of \$9 per \$100 of debt on installment goods other than cars. That's a true interest rate of about 16 percent per annum, and certainly a costly enough fee to pay for the privilege of paying on time. But sellers and lenders fought for a ceiling of 13 percent—a true rate of about 24 percent. That's what many have been charging on installment purchases. The compromise ceiling set in the new law is \$10 per \$100, a true rate of about 18 percent. This is better than 24 percent but still an expensive way to buy. In comparison, Ohio limits the finance charge to \$8 per \$100 of debt.

The state ceilings on auto finance charges in Maryland and Kentucky are so high they actually legalize the excessive charges they were designed to curb. They permit finance fees of \$9 to \$15 per \$100 of balance, which is equal to true interest rates of 16 percent on new cars and up to 27 percent on second-hand vehicles.

#### Up To 50 Percent

If you live in an unregulated state, you have no protection at all against sharp operators. The Spokane Better Business Bureau reports "general confusion" among buyers about whether the finance charges they pay are legal (they are), while some car dealers "boast they make more money from 'packs' than on cars." The Roanoke, Va., bureau has found finance charges of 20 to 42 percent on television sets. In Texas, 75 percent of the complaints about car purchases reaching the Houston bureau concern financing charges. One Eastern finance company is known in the trade as customarily charging 50 percent for financing older used cars. High auto finance rates in some areas of Tennessee are similarly notorious. In Nebraska, a nationwide auto finance company, perturbed by public resentment of excessive charges, proposed legal limits. But local companies successfully opposed the proposed lids of \$7 to \$15 per \$100 as "too low," although these are true interest rates of 13 percent on new cars and up to 27 on older ones. Call the roll of the other unregulated states and you get similar reports.

States that regulate installment charges also tend to outlaw the blank contracts that have been making so much trouble for the trusting buyers who sign their names before the dealer fills in the amounts. But both regulated states as well as the unregulated ones still permit wage-assignments, a major source of abuses. For example, Chicago has been so troubled by canvassers who sell goods at factory gates that the Illinois legislature passed a requirement that the spouse as well as the wage-earner must sign any wage-assignments. Salesmen had been pretending the contracts were merely receipts. Unfortunately, the Governor of the state vetoed this potential protection against hidden wage-assignments.

After many incidents involving abuses of wage-assignments, credit jewelry and furniture stores in some cities are now trying to police themselves, legal aid officials report. But in the absence of laws forbidding blank contracts and concealed wage-assignments, you have little legal defense against being drygulched from behind a sheet of paper. For your own guidance, note that the more reputable retailers and finance companies do not take wage assignments even in states where permitted.



# WC Unions Pool Their Pension \$\$

SAN FRANCISCO—An agreement merging \$7 million in retirement and pension funds has been worked out by the SIU Pacific District. The agreement affects funds formerly operated individually by the Sailors Union of the Pacific, Marine Firemen's Union and Marine Cooks and Stewards Union in conjunction with the operators.

The agreement, which has been approved by the employer trustees of the funds, will pave the way to higher pension retirement benefits because of lowered costs of operation and pooling of service credits. The moneys of the three funds will be merged for investment purposes and central records will be kept.

The three unions had announced their intent to pool their resources at the last SIU of NA convention. All three deal with the Pacific Maritime Association on the employer side, representing the greatest bulk of West Coast shipping.

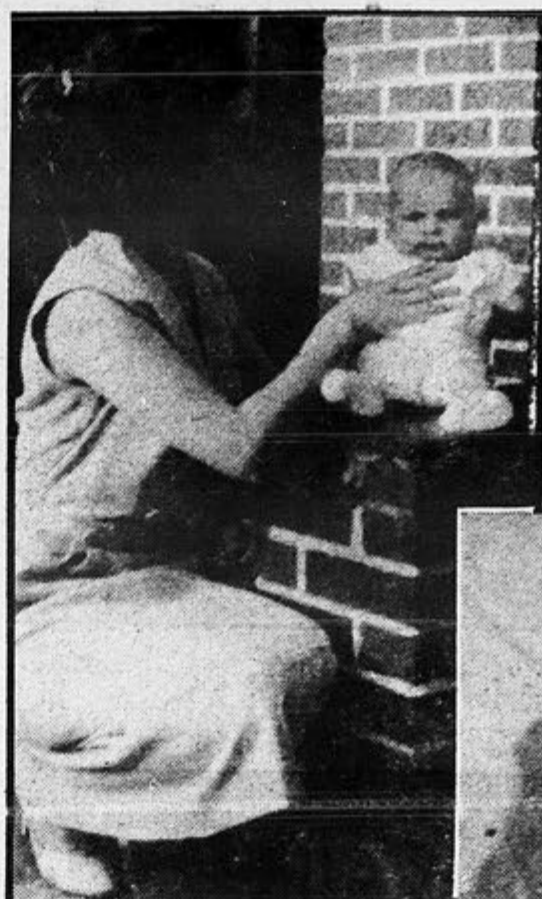
# Seek Limit On Drugs In Food

WASHINGTON—A bill to require advance testing of chemicals to establish their safety before they are used in foods has been recommended to Congress by the US Department of Health, Education and Welfare.

As things stand now, a harmful chemical food additive could be in use for years before any action could be taken to stop it. As a rule, a minimum of two years of scientific research is needed before any legal proceedings can be started.

Policing of these matters is under the supervision of the Food and Drug Administration which, in 1954, finally won approval of legislation to set up controls over chemical pesticides used on farm crops and other raw agricultural commodities.

The proposed bill would require chemical manufacturers or others concerned to furnish the FDA with scientific evidence upholding the safety of new or existing additives. Regulations would then be issued either permitting or barring their use.



### SIU Baby Parade

Mrs. Kathleen Bannister (at left) is shown propping up Robert Jr. so he can put his best foot forward outside their New Orleans home. The youngster, born in 1955, is now 2.



Above, Cynthia Faye Manley, 6 months, strikes a fetching pose to show off her new doll. Dad is Ernest Manley of Miami.



Backed up by mom (not shown), Naomi Cruz stands on her own feet at her first birthday in the Bronx, NY. Dad Virgilio Cruz is on the Robin Mowbray.

# President Orders Study Of Oil Import Reduction

WASHINGTON—President Eisenhower has announced that he will order an investigation into charges by Gordon Gray, Director of the Office of Defense Mobilization, that imports of crude oil into the United States are a threat to our national defense.

Gray advised the President that increased importation of oil tends to discourage exploration in this country for new deposits on which we would have to depend in time of war.

Any cut in imports would surely

affect the movements of US flag tankers, but a drop in the offshore runs would undoubtedly have to be made up by increased use of coastwise tankers.

If the President finds this to be a threat, he is required to ask for a reduction in the amount of oil that can be imported. He ordered Gray to explore the possibility of having the major importers themselves set voluntary restrictions on imports. This, it is suggested, would avoid the harsher solution of either a legal quota limitation or of higher tariff charges.

#### Ten Percent Limit

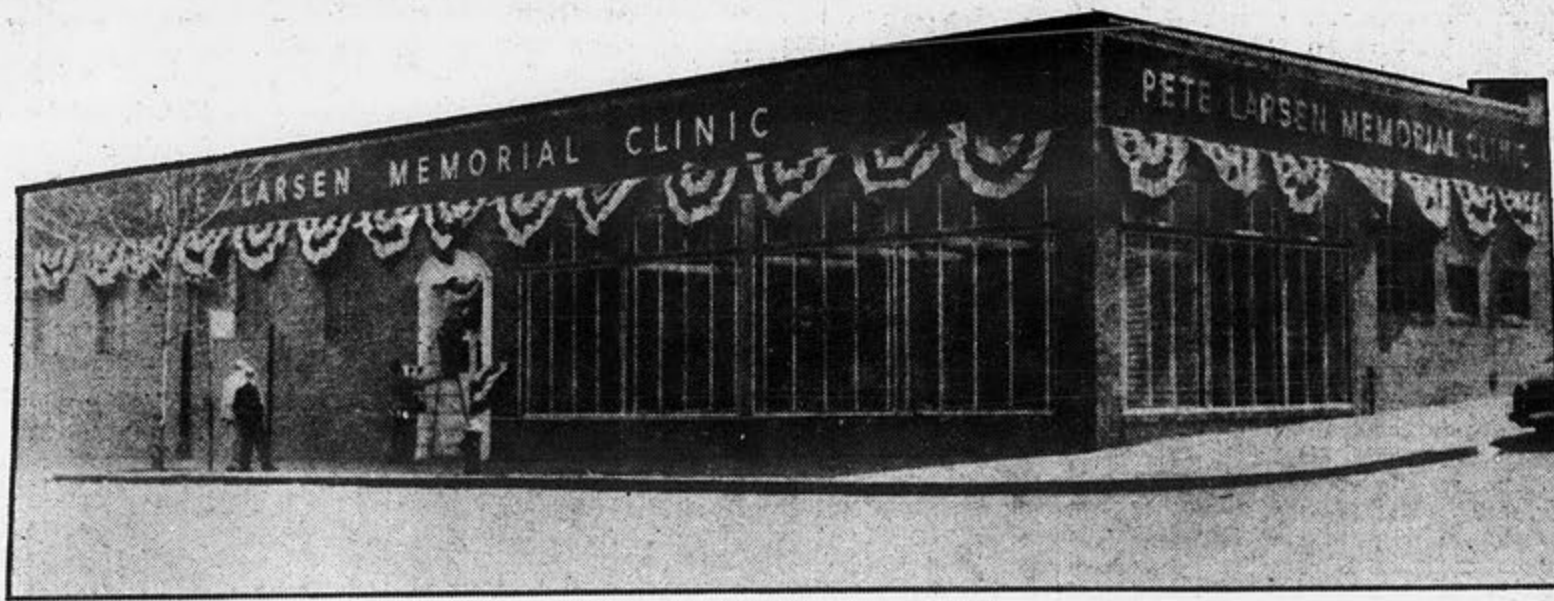
It had been determined last October by the Energy Supplies and Resources Committee that imports should be limited to about 10 percent of our national production. This was the ratio that existed in 1954. But, Gray reported, the ratio is expected to run close to 18 percent by the second half of this year. He said the major companies plan to import 1,216,000 barrels a day, 510,000 barrels a day over the 1954 ratio.

While American imports have quadrupled since 1946, he said, production has not even doubled.

Robert L. Wood, president of the Independent Petroleum Association of America, which represents the independent companies who have appealed the question of import limitations, agreed with Mr. Gray's findings, but strongly doubted the probability of a solution through voluntary action.

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





## SEAFARERS MEDICAL CENTER

**TO  
PROTECT  
YOUR  
HEALTH...**

**T**HE first union health center in the maritime industry is now in full operation, giving thorough head-to-toe physical examinations to Seafarers in the Port of New York. The center, first of four to be operated by the Seafarers Welfare Plan Medical Department, has complete facilities for such examinations, including x-ray, electrocardiograph, fluoroscopy and a modern, well-equipped laboratory. An experienced group of MDs and technicians staffs the center. The group is headed by Dr. Joseph Logue, former medical director of the Isthmian Steamship Company and a veteran of more than three decades of Naval medical service as surgeon and medical administrator of Navy programs.

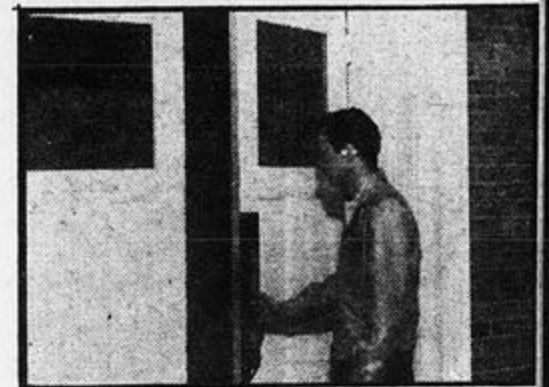
Aside from its first-class equipment, the center has been designed with comfort and attractiveness in mind. It is fully air-conditioned and decorated in an eye-pleasing manner, with none of the chilling atmosphere usually associated with medical facilities.

The basic function of the center is to detect and prevent ailments and physical disabilities before they become serious enough to affect a Seafarer's ability to work. As such, the center has the welcome mat out for all Seafarers who hit the port. All they need do to get an examination is to ask for an appointment through the Union's Welfare Services Department at headquarters. The small investment in time involved can pay big dividends in protecting a Seafarer's most precious personal possession—his health and well-being.

**ANOTHER FIRST IN MARITIME !**



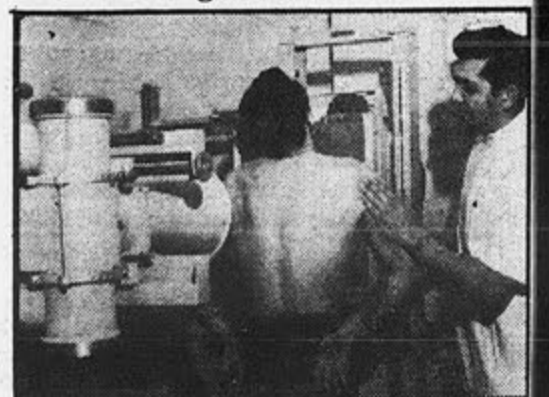
Al Tanner, Welfare rep. gives exam slips to (l to r) R. Eaton, P. Boyer, H. Kaufman, B. Wagoner.



Seafarer George Berry, electrician, enters center for exam. It's just one block from Union hq.



Hemoglobin test checks iron content of blood, is one of tell-tale indicators of general health.

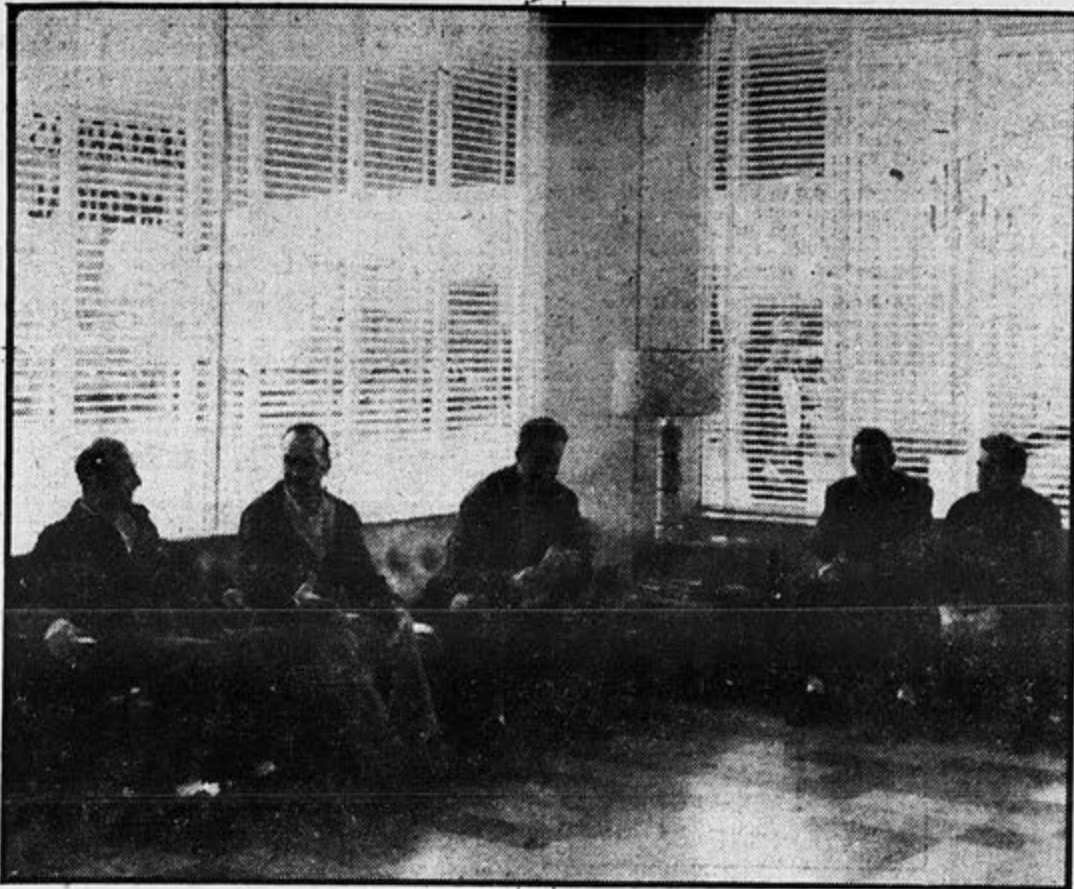


Benjamin Iannotti, ex-ray technician, positions Berry for chest x-ray.



Dr. E. J. Thompson runs Berry through exercise to check on muscle tone and other reactions.





At left, Seafarers Percy Boyer (center) and Harry Kaufman, ABs, chat while Bjorn Wagones, electrician, reads magazine in center's roomy, comfortable lounge. Right, Seafarers James Thompson, (l) and Joseph Kriz.



Old friends of Pete Larsen, Seafarers Kaufman, Boyer and Wagones read plaque inscription. Plaque and head were cast from original design by Bernard Seaman, LOG art editor.



Miss Florence Penney of center's staff checks his card. Appointments hold waits to a minimum.



Lab technician John Gearrity starts entries on Berry's record which will be in permanent file.



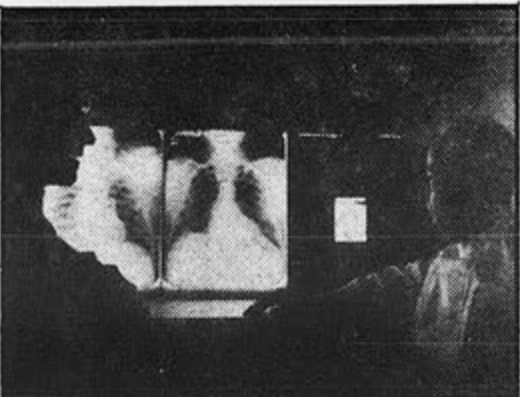
Gearrity draws blood sample for serology test, another in the series of routine lab exams.



Urine is checked for specific gravity, sugar, albumen and microscopic contents.



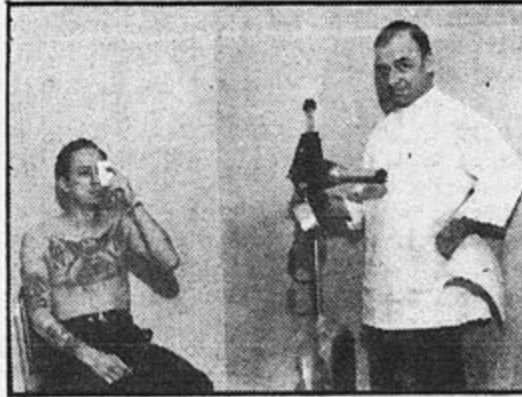
Another view of center shows main corridor with doors leading off to various offices and examination rooms. Air conditioning unit is at rear. Main lounge and reception room leads into corridor.



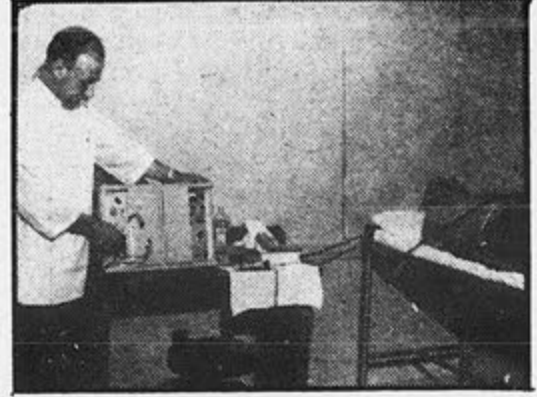
Drs. Logue (right) and L. C. Kelly study x-ray plates in viewing room.



Boyer gets fluoroscope once-over. It's used to examine functioning of internal organs.



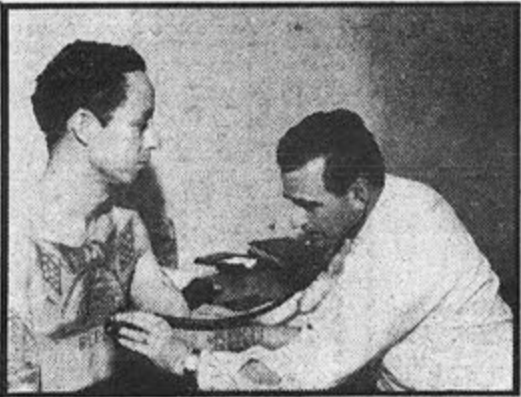
Standard eye chart test is administered to Berry by technician Hans Scheelen.



Scheelen administers electrocardiograph exam to Seafarer Daniel Seda.



Blood pressure reading is another essential phase of an all-around physical.



Berry undergoes stethoscope check. Cardiograph test is the routine for men over 40.



Eyes, ears, nose and throat get going over at wind-up of the exam series.



All results in, Berry gets clean bill of health from Dr. Logue the following day.



# Phone Co. Plot Too Rank For Strikebreakers' Tastes

Ever since the trade union movement started making a dent in the United States it was a commonplace practice for a strikebound company to hire professional strikebreakers. Employers considered themselves perfectly justified in employing squads of strong-arm men, either full-time company police or free-lance operators like the notorious Pearl Bergoff, to "take care of" picket lines, strike leaders and union organizers. Then along came the LaFollette Committee investigation of labor spies and strikebreakers, the passage of the National Labor Relations Act and a changed climate toward unions. Professional strikebreakers, never deemed respectable, now had to lie low. But that doesn't mean that they went out of business altogether.

Just a couple of weeks ago, a National Labor Relations Board trial examiner found a company responsible for violence against strikers and accused the employer of hiring "investigators" to break the strike by doing physical harm to strike leaders. The company is no fly-by-night operator either. It is the Ohio Consolidated Telephone Company of Portsmouth, Ohio, and the union against whom these tactics were directed is the Communications Workers of America. That the tactics failed to break a 7½-month strike is more the result of the squeamishness of the "investigators" than any let-up by the company on the strikers.

Here in part, is what the National Labor Relations Board found about the company's conduct:

### Investigative Services

"During the latter part of August . . . Clare Williams, president of Ohio Consolidated, solicited and obtained the services of Charles W. Crouthers, then employed by the William J. Burns International Detective Agency, to come to Portsmouth in his private capacity and with other operatives to perform



Investigation services relating to the strike.

"Credible testimony of these investigators established that upon their arrival in Portsmouth they were urged by the company officials to break the strike by removing from such strike, in any manner they saw fit, four named strike leaders . . . by running them down



Dismissing strike problems for the moment, telephone workers pitched in during a community-wide effort to provide relief for Kentucky flood sufferers. The Ohio strikers assisted in transferring relief supplies from small trucks to big highway rigs, then returned to picketlines when relief work was finished.

with an automobile if necessary."

At subsequent meetings with company officials, including the division manager and general manager, the investigators were again urged to "dispose" of the strike leaders. When they failed to do so, they were canned by the company.

That wasn't all, the examiner adds. "The Ohio Consolidated began congregating at the scene of cable repairs an increasing number of individuals not previously employed, but brought in from various parts of the country. District Manager Matz testified all these were 'supervisors' . . . Striking linemen of long experience testified without contradiction that such repairs required but two men, yet on many such jobs . . . there would be a dozen or more so-called 'supervisors' standing around the job site . . . testimony of certain professional 'investigators' hired by the company . . . was that officials of the telephone company urged at least two to pose as real linemen and join the crews of 'outsiders.'"

Testimony given by one of the "investigators" says in part, "It was further agreed that Griffith [the company attorney—Ed.] would pay him for such services because, as Crouthers testified without contradiction, 'they did not want no record of the Telephone Company paying me.'"

When the "investigators" were dismissed they were each paid \$125

for their services. Crouthers, who was in charge of the "investigators," is still trying to collect further payment on his bill, which he said amounted to more than \$3,000.

Incidentally, the trial examiners' findings came in the course of company unfair labor practice charges against the union.

### Ended 14-Yr. Peace

As to the strike itself, company action followed the pattern of union busting. For example, the company demanded that the CWA give up the union shop contract, something which had been in ex-



istence for 14 years. In fact, the examiner noted, "until July, 1956, and for the preceding 14 years . . . there had never been a strike of more than a few hours' duration. That long and peaceful relationship came to an abrupt end, however, upon assumption of control of Ohio Consolidated by General Telephone Company of Ohio."

The strike began on July 14, and continued for 228 days. In the course of the walkout the governor of Ohio, then Frank J. Lausche, asked both parties to submit to arbitration. The union agreed to, but the company refused.

It wasn't until February 27, 1957, that a new agreement was reached. Through all those months only one striker of the 210 involved returned to work.

Nothing of a serious nature actually occurred in this strike. But that does not detract from the obvious fact that there are still employers who will not hesitate to break a union, one way or another, if the opportunity should arise.

**SANTORE** (Ore Navigation), March 31—Chairman, W. Rogowski; Secretary, G. Foote. Repair list to be prepared. Cups to be returned to pantry, washed and put away. Return cots and linen to steward.

**ALCOA ROAMER** (Alcoa), March 31—Chairman, none; Secretary, R. Klenast. Repair list to be made up. Report accepted. Communications read and posted. Need new fans.

**ALCOA POINTER** (Alcoa), March 17—Chairman, W. Biskas; Secretary, E. Canzido. No launch service at Pt. Cabello. One man missed ship in Maracaibo, rejoined in Trinidad. Fore-castle keys to be issued in NY. Sick man's gear to be taken care of by delegate upon arrival in Mobile. Ship's fund \$26.30. Some disputed overtime.

## Digest Of SIU Ship Meetings

New delegate elected. Milk situation in Venezuela to be referred to patrolman. Repairs to be made before sign-on. Vote of thanks to stewards dept. for job well done.

**BATTLE ROCK** (USPC), March 8—Chairman, M. Magel; Secretary, J. Menville. Drinking to be done ashore, not aboard ship. Beefs to be handled among persons involved, not in messhall at meal hour. Ship's fund \$53.05. Some dispute between oilers about standing watches. Some disputed overtime. New delegate and treasurer elected.

March 20—Chairman, P. Greenwood; Secretary, H. Lewis. One man missed ship. Ship's fund \$53.05. Request to remove one man from SIU—a continuous performer, bad Union material. Repair lists to be made out. Request variety of fruit juices for night lunches.

**PONCE** (Ponce Cement), April 6—Chairman, W. Heater; Secretary, G. Knowles. All doors and locks repaired and new washing machine installed. Ship's fund \$22.45. Report accepted. Take better care of washing machine; need new library; keep messroom cleaner at night.

**UNION** (Kee), March 16—Chairman, J. Flanagan; Secretary, F. Hicks, Jr. Major repairs made. New delegate elected. New secretary-reporter elected. Some discussion among deck dept. Few hours disputed overtime. Report accepted. Laundry to be taken care of by deck and engine departments; steward dept. to take care of recreation room. Cots now available.

**MASSMAR** (Calmar), March 16—Chairman, F. Walker; Secretary, H. Ladin. New delegate elected. One man missed ship in Baltimore. Washer needs repairing. Need more water pressure in bathrooms.

**OCEAN JOYCE** (Mar. Overseas), March 31—Chairman, J. Brock; Secretary, D. Masse. Members who fouled up will be acted against. Ship's fund \$16.45. Little disputed overtime. Some conflict in stewards dept. Discussion concerning steward and baker being too friendly with captain.

**MONARCH OF THE SEAS** (Waterman), March 31—Chairman, J. Stewart; Secretary, L. Jackson. Two men short—no time to get replacements. Need new ice box, new toasters. Fumigate ship. Messhall to be sprayed. Place cups in sink after using.

**PENNMAR** (Calmar), March 23—Chairman, V. Monte; Secretary, W. Openhorst. New delegate elected—requested full cooperation in all departments. Minor beefs to be settled. Report accepted. Faucet to be repaired in steward dept. shower. Proper attire to be worn in messhall.

**TOPA TOPA** (Waterman), March 17—Chairman, F. Van Wyssden; Secretary, F. Kustura. Reports accepted. Repair list to be prepared. Start arrival pool and \$20 to be placed in ship's fund. Return all cups and glasses to pantry after using.

**DEL SUD** (Miss.), April 7—Chairman, C. Liles; Secretary, T. Novak. Balance on projector \$37. All beefs settled. Ship's fund \$37. Man sounded off to Immigration Dept. Papers revoked for six months. New delegates elected. Request all monies be paid out of fund; \$50 be given when member is left in foreign port for reason beyond his control. Pool's fund to be donated to baseball fund. Safety suggestions and beefs to be given to delegate. Messroom only to serve meals. Need microphone for meetings. Suggest \$2 donation from all members for ship's fund.

**C S NORFOLK** (Cities Service), April 13—Chairman, F. Natale; Secretary, S. Kolina. Reports accepted. Need first-aid kit in engine room. Menu needs changing. Radiator to be adjusted in messroom and fo'c'sle.

**ROYAL OAK** (Cities Service), April 1—Chairman, W. Funch; Secretary, D. Beard. Repairs not made. Messhalls and galley to be painted after tanks are cleaned. Ship's fund \$7.62. Re-

ports accepted. New delegate elected. Motion to remove pump from washing machine and let water discharge by gravity. Vote of thanks to steward dept. for good chow. Discussion on proper use of washing machine.

**MONTEBELLO HILLS** (Western Tankers), March 25—Chairman, L. McNeil; Secretary, N. Martin. To notify headquarters regarding fans and attitude of chief engineer toward SIU. Two men missed ship. Copies of log entries sent to Headquarters. Washing machine repaired. Ship's fund \$8.25. Vote of thanks to steward department. Meetings to be held every two weeks. SEAWAYS LOG to be circulated.

**STONY POINT** (USPC), March 16—Chairman, M. Olson; Secretary, J. Sullivan. New delegate elected. Ship's fund \$15.34. Report accepted. To contact office about mail situation—no mail since Feb. 8. Decision to be made about radio and iron before ship transfers flag. Repair list to be submitted; bathroom to be repaired; need more variety in night lunch. More cooperation in keeping messhall clean after supper hour.

**KATHRYN** (Bull), April 2—Chairman, W. Ortiz; Secretary, M. Zelowska. Ship's fund \$6. Reports accepted.

**HILTON** (Bull), March 24—Chairman, J. Mucia; Secretary, H. Dombrowski. Black gang repairs not made—to be referred to patrolman at pay-off. Receipts to be checked. One man hospitalized in San Juan; Union notified. Two men missed ship in Ponce. Reports accepted. New delegate elected. Washing machine to be repaired. Scuttlebut does not give cold water at times. To be adjusted.

**BIENVILLE** (Waterman), March 23—Chairman, G. Suarez; Secretary, C. Martin. Few hours disputed overtime. Repairs made. Two men missed ship. Ship's fund \$18. Motion to have meetings between Baltimore and Miami. Crew voted to hold meetings between Tampa and New Orleans, port of pay-off. Stores to be taken aboard in Port Newark. Drain in pantry to be checked. Vote of thanks to delegate for fine job.

**YAKA** (Waterman), April 7—Chairman, J. Howarth; Secretary, C. Burns. Few beefs to be settled at pay-off. Pantry-man to see patrolman regarding working conditions. One man sick, to be referred to patrolman. San Juan hall visited. Cigarettes donated for men on picket line. Ship's fund \$14.55. Several replacements in San Francisco. Some disputed overtime. Reports accepted. Request two wash downs a week on aft deck. Repair lists to be prepared. Proper use of washing machine discussed. Vote of thanks to steward dept. Delegates to pick up all books for patrolman at port of pay-off.

**ANGELINA** (Bull), April 6—Chairman, C. Buguski; Secretary, J. Gallagher. Ship's fund \$51. Some disputed overtime. Reports accepted. Endeavor to get full death benefits for brother who was killed on Mission tanker. Laundry schedule to be posted. Recreation room to be kept clean and neat. Discussion on new safety program.

**BRADFORD ISLAND** (Cities Service), March 25—Chairman, J. Whalley; Secretary, J. Parker. Some disputed overtime. Report accepted. Delegate elected. Observe safety rules on smoking. Request action on forwarding mail by company office.

**DEL SOL** (Delta), April 2—Chairman, N. Huff; Secretary, B. Stewart. Ship's fund \$15. Motion to stop carrying Kroo boys from Liberia on Delta Line ships as stevedores. Ship to be stored for 90 days' supplies; need more variety in meats. Ship runs short of food. Trips extend to 87-95 days. Discussion on carrying Kroo boys on ships taking overtime away from crew members; cleaning laundry; bad wash water; fine performance of crew as a whole—no performers.

**MCKETTRICK HILLS** (Western Tankers), March 2—Chairman, J. Hauser; Secretary, D. Collins. Six men paid off. Some disputed overtime—to be settled at pay-off.

**FLORIDA STATE** (Ponce Cement), March 6—Chairman, D. Wagner; Secretary, H. Willis. Request headquarters to verify practice of shipping replacements in Puerto Rico. Ship's fund \$19.08. Some disputed overtime. Baker fired for unsatisfactory work. Report accepted. Need port-hole fans; hot water line to washer. Vote of thanks to delegate and steward dept.

April 7—Chairman, W. Varn; Secretary, N. Will. Lack of cooperation in Engineering Dept. Matter to be referred to port agent. Ship's fund \$16.20. Report accepted. Ice box door needs repairing. Vote of thanks to steward dept. Engine department beef discussed.

**GEO. A. LAWSON** (Penn Shipping), April 5—Chairman, L. Schmidt; Secretary, F. Calnan. Fans ordered. Captain to put out blanket draw if ship is cleared. Ship's fund \$13.40. Reports accepted. Repair list submitted. Need fans for hospital; new mattresses. Need more milk. Discussion on traveler's checks in Brazil—big loss taken when cashed. Request captain take more cash.

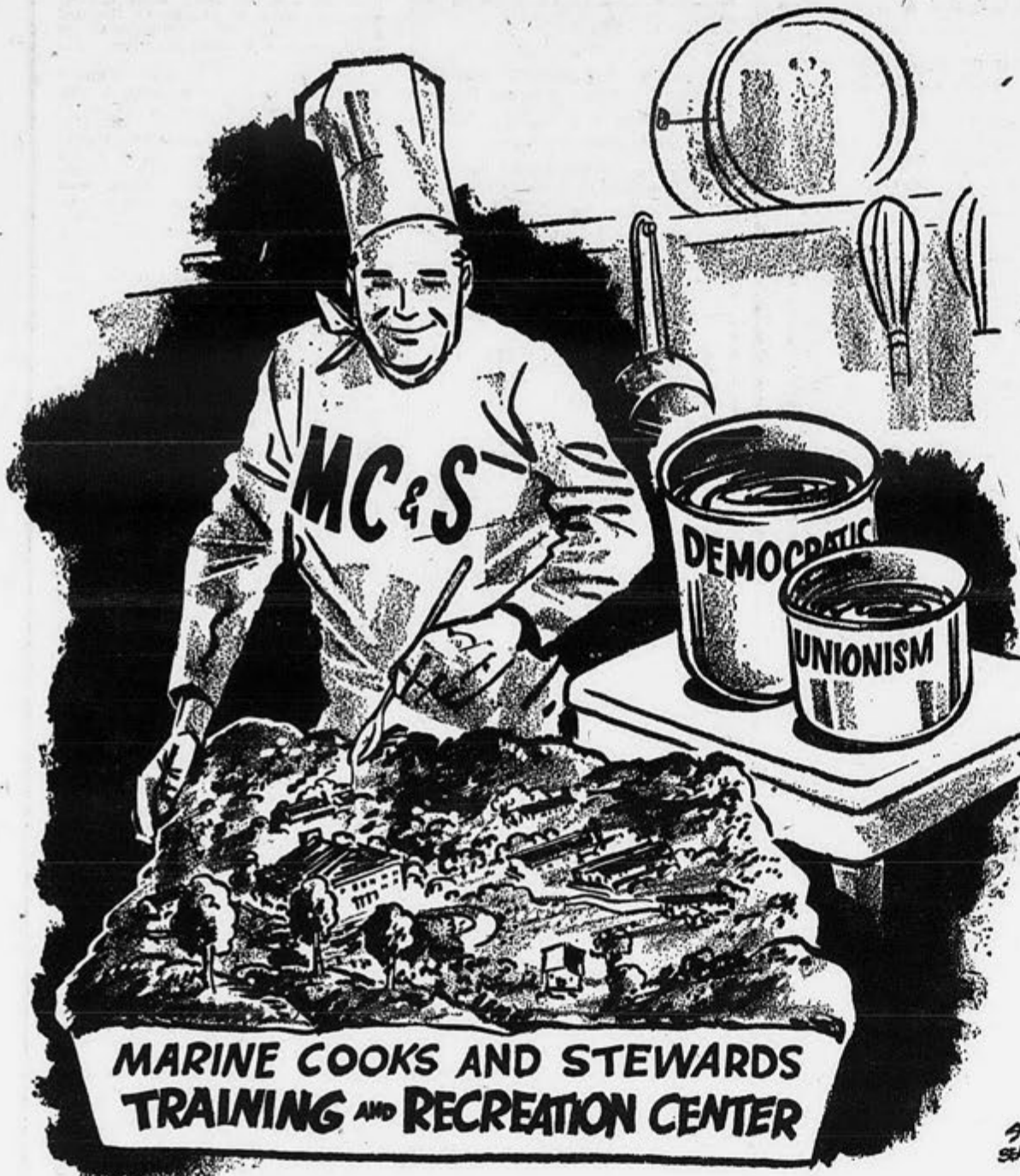
**SEATRAN TEXAS** (Seastrain), March 24—Chairman, J. Monari; Secretary, R. Pappan. Ship's fund \$35.60. Some disputed overtime. Report accepted. New reporter elected. Rooms need painting. Awning to be repaired. While painting some one cut staging line dropping man in water—much discussion.

## Reads Union Paper, Collects Insurance Refund

Senate hearings have confirmed warnings in union papers including the SEAFARERS LOG that insurance outfits connected with a number of leading auto finance companies had been overcharging buyers for collision insurance. Many finance companies had been charging buyers the higher rate for young drivers, whether or not there was a driver under 25 in the family. The average overcharge was estimated to be \$40. One wage-earner who read about this nationwide gouge in his union's newspaper wrote to his state insurance department at the state capital and asked if he might be eligible for a refund since he had financed a car in a recent year and thought he might have been charged the higher rate for the insurance. The state insurance officials investigated and found he had been overcharged. Result: he got back a \$16 refund from the insurance company.



## 'Ready To Serve'



**MARINE COOKS AND STEWARDS TRAINING AND RECREATION CENTER**

SEAFARERS LOG

## Balto Gears For Pick-Up In Shipping

BALTIMORE — Shipping has slowed down somewhat during the past period but is expected to pick up. There were 10 payoffs, 7 sign-ons and 18 ships in transit during the last two weeks. "Next period," Port Agent Earl Sheppard reports, "we expect shipping to improve as several ships are scheduled to pay off."

The vessels paying off were the Mankato Victory, (Victory Carriers); Jean, Emilia (Bull); Cubore, Feltore, Marore, Venore (Ore); Chickasaw (Pan-Atlantic), and the Council Grove (Cities Service). The Mankato Victory, Chickasaw, Cubore, Feltore, Marore, Santore (Ore), and the Oceanstar (Dolphin) signed on.

Pulling into port to be serviced were the Alcoa Puritan, Alcoa Planter, Alcoa Pegasus, Alcoa Pointer (Alcoa); Steel Vendor, Steel Navigator, Steel Chemist (Isthmian); Evelyn (Bull); Robin Wentley, Robin Trent (Seas Shipping); Warrior (Pan-Atlantic); CS Norfolk (Cities Service); Calmar, Bethcoaster (Calmar); Baltore (Ore); Grain Trader (Grain); and the Carib Queen (TMT).

Sheppard expressed the Union's appreciation to the Seafarers in Baltimore who assisted in the recently-concluded SIU organizing campaign among six towboat companies. The year-long drive in the port, he said, was made possible by the active participation of Seafarers and rank and file tugboatmen.

That old line about the proof of the pudding applies very literally to the opening of the Marine Cooks and Stewards training center. After members of the SIU Pacific District voted the Communist-dominated stewards outfit out of existence two years ago, it was up to the new union to show that it could deliver the goods. Since then the union has built a new San Francisco headquarters hall, has drafted a constitution now being voted on in a membership-wide referendum and has markedly improved its contracts and conditions. Now the MCS has climaxed its efforts by opening a lavish training and recreation center for members seeking to upgrade themselves and improve their earning powers.

This is the kind of forward-looking action which is the objective of the unions affiliated with the SIU of NA.

## Atomic Energy--How Close?

The report by the "Pacific Shipper" that atom-powered merchant ships will be an "economic reality" by 1964 in a way serves only to cloud the atomic energy picture. Previous reports from various sources have indicated that atom-powered merchant ships will not be commercially feasible for many years to come. Now there are indications it will be much sooner.

Perhaps some official agency should clear the air with an informed estimate on the future of atomic energy in the maritime industry.

We believe a definite pronouncement at this time would enable the maritime industry to more accurately chart its future course.

## No Picnic For Unions

The tactics of the Ohio Consolidated Telephone Company during the strike of the company's employees in Portsmouth, O., (see page 10) point up again the readiness of some groups among management to engage in union-busting.

There are some who are complacent enough to believe that labor organization has now reached the stage of maturity. They believe that the principle of collective bargaining has now been so firmly established that it is universally accepted—that it cannot be dislodged.

Unfortunately, this is not so. There are still many who are eager to take away labor's gains. We find them in the Ohio telephone company. We find them among the advocates of "right-to-work" legislation. Therefore labor must continue to be vigilant against all these forces.

## World Labor Groups Seek UN Action On 'Runaways'

Organized labor is now giving strong support to a proposal to have the United Nations take official action against shipowners who transfer their vessels to foreign flags to evade the taxes, laws and wage scales of their own countries.

Such action has been recommended to the UN's General Assembly by a fact-finding Inter-

national Law Commission which has been studying the transfer problem for several years. The General Assembly's legal committee, in turn, has proposed that a UN conference be held in Rome next March to draft a Law of the Sea concerning ships' nationalities. This law would stipulate that "there must exist a genuine link between the state (in which the ship is registered) and the ship." Both the International Confed-

## LABOR ROUND-UP

Walter P. Reuther and Emil Mazey were re-elected president and secretary-treasurer respectively of the United Auto Workers Union at the union's annual convention in Atlantic City. The 3,000 delegates voted to amend the constitution to provide for a special convention next January which would map plans for forthcoming contract negotiations with the auto industry. They also adopted a resolution calling for an additional 50 cents per month dues from each member. The increased contribution is to strengthen the union's financial position in the negotiations at which they will seek a 4-day work week with increased pay.

Some cynics say that US shipowners transfer their ships foreign to save on taxes and wages. But the shipowners are really big-hearted fellows who are only trying to do somebody a good turn, according to Paul Getty of Tidewater Oil. Getty, who soon expects to have 21 tankers under the Liberian flag, spoke recently at the launching of his newest tanker in France. "I like Liberia," Getty said. "It's a nice little country and I like to help it out." Getty, who owns pieces of oil fields in the Near East and various other enterprises, is reputed to be one of the world's richest men. Estimates of his personal fortune have run to nearly \$900 million.

The Senate has approved a bill calling for Federal inspection of poultry and poultry products along the lines long sought by the Meat Cutters Union. The amendment, which stipulates inspection before and after slaughter, is designed for the protection of both the consumer and the workers in the poultry processing industry. The provisions of the amendment will not go into effect until Jan. 1, 1959, although the processors could voluntarily make themselves subject to federal inspection one year earlier.

eration of Free Trade Unions and the International Transportworkers Federation have thrown their full weight behind the proposal. In Canada, where the SIU Canadian District has been spearheading labor's protest against transfers, the Canadian Labor Congress has called upon the Canadian Government to support the UN proposal.

### Ten Percent Affected

Labor's feeling was summed up by the ICTFU, which pointed out that nearly one-tenth of the world's gross tonnage "is now under flags with which neither owners nor crews have links."

The ICTFU called this "a deplorable practice which has expanded rapidly, and gravely affects the social rights and interests of the crewmembers."

The Newspaper Guild of New York is preparing to demand arbitration of \$1 million in dismissal claims for some 300 employees of the defunct Brooklyn Eagle. In January, 1955, the Guild struck the Eagle, demanding benefits equal to those received by employees on New York's other dailies. The paper went out of business and refused to pay the severance claims. When arbitration was rejected, the Guild went to court, where it was successful on appeal.

## Hub Yawns At Synthetic 'Tea Party'

BOSTON—The Boston Tea Party had a revival this week, but this time it was strictly ersatz.

Beantowners got some amusement out of a Chamber of Commerce gimmick to have a group of hired hands disguised as Indians throw crates labeled "Government Waste," "Tax Duplication" and "Inefficiency in Government" from the deck of a two-masted schooner.

One observer wisecracked that "the Chamber left two of its crates on the dock—the ones labeled 'Pork Barrel' and 'Right to Work laws'."

On the serious side, job activities continue to be fair. James Sheehan, port agent reported three pay-off and sign-ons, the Government Camp, Bradford Island and Royal Oak (Cities Service). Among ships in transit were the Steel Chemist (Isthmian), Robin Trent and Robin Mowbray (Robin).

The future outlook is pretty good, Sheehan said, with a couple of Libertys scheduled in plus the usual tanker and liner calls.

The Nonferrous Metals Council of the AFL-CIO has called upon the Federation to charter a new union to contest bargaining rights in the industry now held by the independent Mine, Mill & Smelter Workers. The Government has asked the Subversive Activities Control Board to declare the MM&SW as Communist infiltrated and thereby take away the Federal labor law protection enjoyed by the union. The United Steelworkers has already claimed jurisdiction over the 100,000 members in the field.

A marathon 22-hour final-settlement-or-strike bargaining session has resulted in a new two-year contract between the members of TWU Local 1 and the Akron (Ohio) Transportation Company. The contract provides for a 20-cent hourly wage increase and a 4-hour reduction in the work week over the length of the agreement. It also calls for increased hospital and insurance benefits.



LOG-A-RHYTHM:

Rock 'N' Roll

By E. Wiley Carter

I shipped aboard the Alice Brown From the port of Baltimore, States Marine had chartered her, So Bloomfield lost the score.

Just one AB was on the board When I threw in my card, I thought I wouldn't make it— But it really wasn't hard.

She stayed two days around the port For me, this wasn't bad. We then sailed out and headed South, And those Texas gals were glad.

The deck gang was a salty bunch, And most from "Tea Town" yet, But all in all, the whole darn crew Was as good as any I've met.

We took off for the West Coast And had ourselves a time, Of course, the weather helped a lot, We were in a sunny clime.

Sailing out of Frisco town The seas were rough and ready, We rocked and rolled with Alice Brown, And boy! Was that gal steady!

We hit the seas and plowed right through The storm got worse and worse, And as I say, she rocked and rolled At this we'd shout and curse.

For twenty days and twenty nights We rocked and rolled our way, To Yokohama, our first port We sure had earned our pay.

We did a different rock and roll In the Land of the Rising Sun, But this is only half the trip, So we've off on another one.

Now we can't say how the trip will end Though it really doesn't matter, Our Alice Brown will get us there With a rock and roll and a splatter.

'Sea Spray' — "Red" Fink



CUPID WINS AGAIN

Dan Cupid has thrown another bachelor for a loop, this time veteran Seafarer Earl D. Pattee. Leap year is over and gone, so now the boys are tumbling on their own.

Pattee and his bride, Kathleen, took the nuptial vows in Seattle, with fellow Seafarer John Garber and Miss Vivian Bahr looking on as witnesses. The ceremony was followed by a festive celebration in honor of the newlyweds.

The photo below was submitted by the new bridegroom "for the benefit of my many non-believing

friends." Pattee said he didn't want anybody to think he was pulling their leg about his being married now, so the picture was set up as proof of his new status.

For the record, it shows the couple's marriage license backed up by the witnesses and the bride and groom. This surely makes things official. Welcome to the fold, Earl, and best wishes to you both.



Newlyweds Earl and Kathleen Pattee (right) celebrate after their marriage in Seattle. Miss Kathleen Bahr and fellow Seafarer John Garber (2nd from left) were the witnesses at the ceremony.

SIU HALL DIRECTORY

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, Agent Capital 7-6558
LAKE CHARLES, La. .... 1419 Ryan St. Leroy Clarke, Agent HEMlock 6-5744
MOBILE ..... 1 South Lawrence St. Cal Tanner, Agent HEMlock 2-1754
MORGAN CITY ..... 912 Front St. Tom Gould, Agent Phone 2156
NEW ORLEANS ..... 523 Bienville St. Lindsey Williams, Agent Tulane 8626
NEW YORK ..... 675 4th Ave., Brooklyn HYacinth 9-6690
NORFOLK ..... 127-128 Bank St. Ben Rees, Agent Madison 2-9834
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PUERTA de TIERRA PR ..... 101 Pelayo Sal Colls, Agent Phone 2-5996
SAN FRANCISCO ..... 450 Harrison St. Marty Breithoff, Agent Douglas 3-5475
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ASST. SECRETARY-TREASURERS J. Algina, Deck C. Simmons, Joint J. Volpian, Eng. W. Hall, Joint E. Mooney, Std. R. Matthews, Joint

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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

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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. 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 ..... 190 Main St. Phone: Cleveland 7391
CLEVELAND ..... 734 Lakeside Ave., NE Phone: Main 1-0147
DETROIT ..... 1038 3rd St. Headquarters Phone: Woodward 1-6857
DULUTH ..... 531 W. Michigan St. Phone: Randolph 2-4110
SOUTH CHICAGO ..... 3261 E. 92nd St. Phone: Essex 5-2410

'Adopt-A-Ship' Plan Supported

To the Editor: To stimulate an interest in the minds of our future business men and women concerning the importance of a strong American merchant marine to our economic welfare and the national defense, the "Women's Organization for the American Merchant Marine, Inc." undertook the "Adopt-a-Ship" project.

By this plan, school classes,

aboard, anyone who wanted to start a savings account could give him a deposit, sign a signature card and would then be free to make regular deposits. Once a man had started an account, a system could be worked out to get the deposits to the bank and a man could put as much of his earnings away as he wished each time the patrolman came aboard. Receipts naturally would be issued in all cases.

This convenient method would encourage many to put their money into a safe place rather than carry large amounts of cash on their person.

According to the banking rules, bankbooks cannot be held by the bank except by special permission from the banking commission. But if permission could not be obtained to keep them there, then the book could either be mailed to the seaman or held for him at the local Union hall.

The Union could advise the seaman of the number of his book so that he could still make deposits although the book was not actually in his possession. Allotments to the bank might possibly be made in the same way. The question whether a shipping commissioner would allow a man to make an allotment to an open account could easily be resolved. To eliminate confusion, one bank in each port could be designated to accept accounts and deposits in that port.

Bank In Any Port

Once the system had been in effect for a while, the wrinkles could be ironed out so that a man whose home port was New York could make a deposit to his New York bank even if he paid off in Norfolk or anywhere else. The deposit could be forwarded through the SIU Norfolk branch to New York, and then transacted in the normal manner.

This would be an ideal savings plan for seaman. A man could sign on at any port in the US and would not have to go further than the Union patrolman at the payoff or sign-on to start an account or make regular deposits of his earnings in a safe place.

Joseph Pasinosky

This Explains Nature-Lovers

To the Editor: Enclosed is a short item from our local Texas City paper, which you might like to print in the LOG.

A TREE

There's something feminine in a tree. It does a strip tease in the fall, Goes with bare limbs all winter, Gets a new outfit every spring, and Lives off the saps all winter.

I would like to contribute some drawings for the LOG, but would like to know if they have to concern sea life or more general subjects. If you can use some, what size drawings can I send which would be suitable for reproduction?

My hubby has been a seaman for nearly 17 years and so have my brothers, so they see the LOG, too.

Mrs. Al Sandino

(Ed note: Original drawings and other material for the LOG are always welcome, preferably dealing with some aspect of maritime life, seamen or trade unions. The size of the original is optional, depending on the artist's own convenience. Black and white pen and ink or charcoal drawings reproduce best.)

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.

under the supervision of teachers, correspond with the master, officers and crew of their "adopted" American merchant ship. Thus the plan reaches not only the children and their families but also those who teach the younger generation, the educators.

The first step in the "Adopt-a-Ship" plan is to contact the steamship companies active in the US merchant marine and obtain from them permission to ask the cooperation of their captains. The captain of each vessel is then approached and, if he is sufficiently interested in the work to take on the responsibility of answering the correspondence personally or through his officers or crewmembers, his ship is "adopted" by a school listed with the committee. Correspondence from the ship is sent to the pupils in care of the teacher responsible for the project.

The aim of the plan is to teach young Americans, our boys and girls, the necessity of maintaining an adequate merchant marine.

Aboard our ship, the John B. Waterman, Capt. Wimmer has been corresponding with students of the Moulton Junior High School, Moulton, Iowa. The captain was considerate enough to bring this matter to the attention of the ship's delegate and, during our last meeting aboard, delegate William Wornack explained the importance of this project to the crew. It was agreed by all hands that they will assist the captain in every way possible.

I am writing this article in the hope that Seafarers aboard other ships will work together as a unit with their ships' officers to assure that this project can be a success.

Anthony C. Aronica Ship's reporter

Wants Savings Plan On Ships

To the Editor: For the average Seafarer, saving money is a touch and go affair. Often a ship is in port only a day or two and getting time off is impossible.

The plan I propose (or one similar to it) could alleviate the inconvenience the average seaman faces when he tries to save part of his earnings and would also encourage savings by making it so easy. The entire transaction could take place aboard ship, either at the sign-on or payoff.

When the patrolman comes

Editor, SEAFARERS LOG, 675 Fourth Ave., Brooklyn 32, NY I would like to receive the SEAFARERS LOG— please put my name on your mailing list. (Print Information)

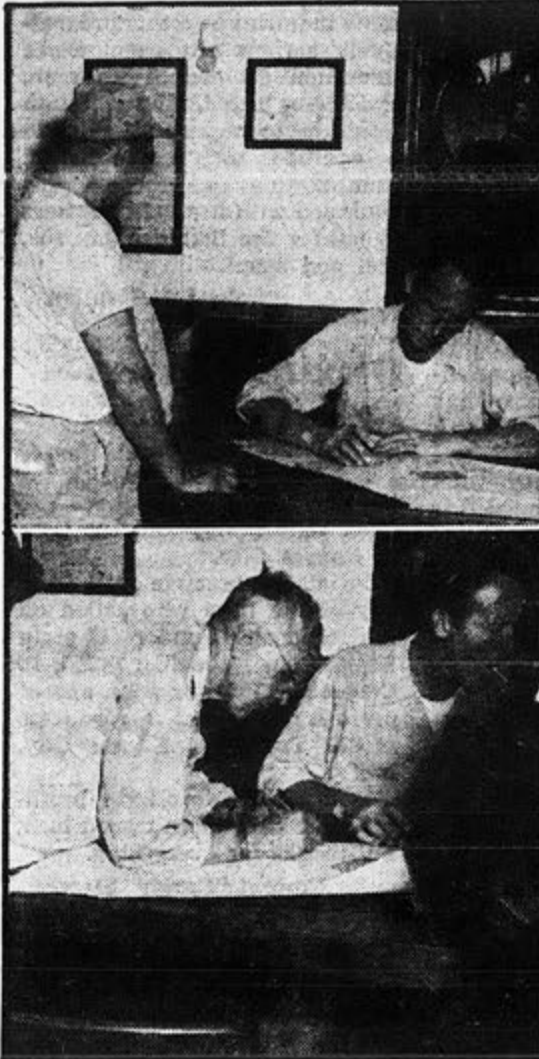
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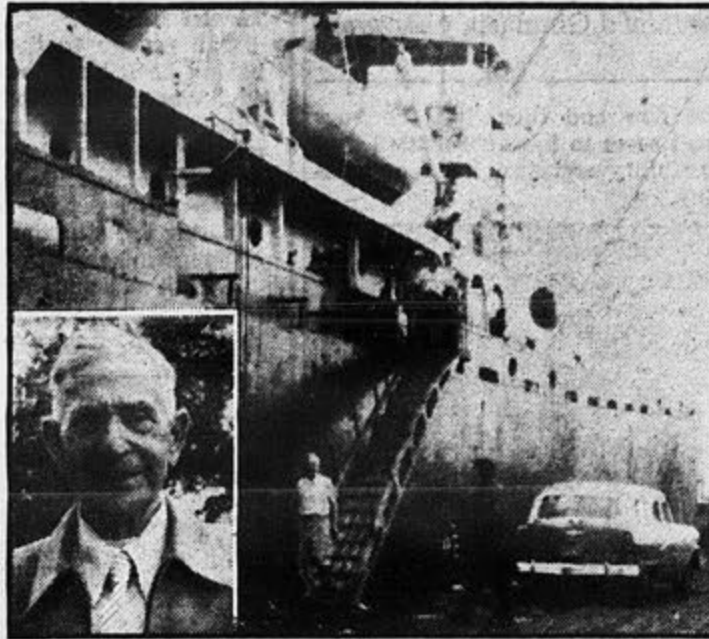


# West Coast Oldtimers Turn To For Coal Jobs

Oldtimers are in the spotlight in the American Coal beef and are coming forward to join the fight. Despite their years, veteran sailors, firemen and cooks from all coasts are turning to again to demonstrate the fighting spirit that helped to build their unions under the SIUNA banner. They know from bitter experience in the beefs of long ago what must be done to bring union conditions to the ACS fleet. What they are doing is a tribute to each of the men participating in this fight.



R. Aldeguerra of MCS (top), with 42 years' time, and 43-year-man C. A. Landberg, SUP, sign on the Berry after defeating competitors.



Oldest man to make a job on the two coal ships crewed in Savannah, MCS veteran John Williams (inset) is shown coming down gangway of the Harry L. Glucksman. He had 48 years of discharges.



These SIU oldtimers, all of whom made jobs on the Martha Berry, had 113 years' seetime between them. John Munden, AB (left), has 40 years; Russell Stone, oiler, 37 years, and Okal Jones, oiler (right), 36 years.

(Continued from page 3) battle for the coal fleet. A good number of them are now sailing aboard American Coal ships.

### Seafarers Vote Thanks

Expressing appreciation for the staunch support offered by the West Coast oldtimers, Seafarers at the last headquarters membership meeting unanimously endorsed a vote of thanks to the three West Coast affiliates for their invaluable assistance. The membership noted that the action of these affiliates has materially assisted the SIU in maintaining its present job edge of 96 to 93 over the National Maritime Union.

The arrival of the Casimir Pulaski in the coming week is one of two possibly crucial events. The other is the AFL-CIO Executive Council meeting which begins May 20. The Council will enter the picture at the request of AFL-CIO President George Meany in a further effort to resolve the beef.

Meany acted after a second exchange of correspondence with NMU President Joseph Curran over the latter's insistence on misrepresenting and distorting Meany's proposals to settle the beef. At a meeting in Washington earlier this year Meany offered a proposed solution which was acceptable to the SIU and all the other marine unions, but was rejected by Curran even though it would have meant giving him jurisdiction over the coal ships. Curran then distorted the outcome of the meeting to give the impression that it was the SIU that had blocked a solution.

### Meany To Make Report

When called to account by Meany for this misrepresentation Curran charged the AFL-CIO President with prejudice and rancor. Meany for his part announced he intended to place the entire matter before the Executive Council and added, "I feel that before the Council decides on its approach to this matter it should have an opportunity to hear a report from me as to the efforts I have made to date."

The key to Curran's refusal of Meany's offer was a proposal that he support the AFL-CIO deck and

engine officers unions in their efforts to get an American Coal contract. The officers' contract is presently held by District 50 of the United Mine Workers which in turn owns a one-third share of the company.

## Sea Vets Respond In Beef

(Continued from page 3)

won a steward's utility berth on the Glucksman for Seafarer William "Professor" McKay of New Orleans, 69, who turned up discharges going back to 1907 to do it. A relative youngster, Seafarer Joseph Savoca came into a Galveston shipyard with the Del Alba and was in Savannah soon after with 39 years on discharges in his pocket. He landed an AB's job on the Glucksman for his efforts.

The arrival of the oldtimers here stirred up something like a carnival all over town, although the sailors tempered their enthusiasm "far into the night with tall tales of the long ago in maritime," Seafarer Okal Jones reported.

"It's nice to meet your old pals and shipmates and hash over the '21 strike . . . It all seems so very fresh to us who have come so far since then . . . This beef is our way of reminding the youngsters that the struggle never ends even now in 1957 . . ."

He and other oldtimers in town for the job competition said that despite the beef, members of all unions got along well together. "We had sailed with some of them and figured this can be settled without resorting to trouble.

Jones, 55, a "youngster" himself with only 36 years' seetime, made an oiler's job on the Martha Berry.

"I have a new name now," he added. "The doctor who passed us wanted to know if I was the mascot since I was the youngest one he had examined . . . Now they really call me 'Mascot' . . ."

**ALCOA RANGER (Alcoa), April 7—**Chairman, C. Fischer; Secretary, A. Carpenter. Dispute over delayed sailing. Few hours disputed overtime. Recreation room to be cleaned by BR and slop sink and laundry room to be cleaned alternately by OS and wiper. List to be posted. Laundry room to be left clean, remove trash. Check with patrolman about repairs. Doors to be closed quietly.

**MANKATO VICTORY (Victory Carriers), March 20—**Chairman, J. Meehan; Secretary, J. Long. Iron ordered. Beef with chief mate. All former repairs made. Slop chest situation discussed. Ship's fund \$31. \$1 to be donated by each new member. Electrician sent to hospital. Ship sailed short-handed. Steward dept. foc'sles to be painted. Ironing board cover to be provided.

**IRENESTAR (Sea Traders), Jan. 13—**Chairman, G. Campbell; Secretary, C. Parker. New repair list drawn up. If no payoff on arrival day, draw to be given. Widow of longshore boss killed was very grateful for contribution by crew. French people impressed with SIU crew and goodwill gesture toward them. All members very cooperative. Ship's fund \$10.20. No beefs—longshore work clarified. Some disputed overtime. Vote of thanks to all members in steward dept. Discussion to start arrival pool with percentage going to ship's fund.

**STEEL VENDOR (Isthmian), March 31—**Chairman, H. Ehmsen; Secretary, V. Orencie. Crew entitled to six days subsistence while ship in drydock. Messhall and rooms will be painted after top-side painting is finished; also passageways. Ship's fund \$27.91. One OS paid off in Honolulu. Some disputed overtime. Reports accepted. Ship should be fumigated for roaches. Apple peels and used tea bags to be disposed of. Cups to be returned to pantry. Put out night lunch at night; more fresh fruits. New safety representatives elected. Vote of thanks to steward dept.

**ALCOA RUNNER (Alcoa), April 4—**Chairman, T. Wasiluk; Secretary, C. DeHospedales. Old books to be sent

to library for new ones. Repair list submitted. One man paid off due to illness—sent to hospital. Crew to stand one hour picket duty in San Juan. Need new gangway. All home-steaders on this ship; chow is fine. Good cooperation among steward department. Ship's fund \$14.

**RION (Actium), April 7—**Chairman, C. Hopkins; Secretary, H. Moore. Baker attacked in Bone; Algeria by

## Digest Of SIU Ship Meetings

unknown seaman. Baker incompetent and unsatisfactory. Past draws unsatisfactory; to be referred to patrolman. One man hospitalized in Algeria. Reports accepted. Foc'sles to be painted. Baker not to ship above rating of galleymen. Check life boats and gear more often. Foreign money draws to be discussed with patrolman. Slop chest to be kept open later on entering US port. Services of steward dept. to be taken up with patrolman.

**GATEWAY CITY (Waterman), March 31—**Chairman, S. Puzyski; Secretary, H. Carmichael. Repair list to be submitted. Ship's fund \$3.15. One man hospitalized in Holland. Two men logged. Reports accepted.

**CHICKASAW (Pan-Am.), April 4—**Chairman, H. Hastings; Secretary, D. Beck. Man hospitalized in Miami. Man missed ship; rejoined in Tampa

on pier-head jump; to be taken up with patrolman. Several hours disputed overtime. Report accepted. Bathrooms to be repaired. Post sailing board according to agreement.

**VAL CHEM (Valentine Tankers), March 31—**Chairman, R. King; Secretary, W. Nests. Delayed sailing time disputed by captain; will be taken up with patrolman. Ship's fund \$30.35. Few hours disputed overtime. One man hospitalized. TV and radio to be turned off during meal hours. Radios to be tuned low so men can sleep. Request different brand of ice cream.

**JOHN B. WATERMAN (Waterman), March 31—**Chairman, B. Parker; Secretary, A. Aronica. New delegate and treasurer elected. Ship's fund \$13.02. Report accepted. Letter to be sent to headquarters and Waterman regarding bathrooms in quarters back aft. Medicine cabinets to be installed. Beefs to be taken up with delegates. Crew asked to observe quiet after midnight. Vote of thanks to steward dept. for excellent meals prepared and served.

**WILD RANGER (Waterman), April 9—**Chairman, C. Lawson; Secretary, D. Ruddy. Delegate commented on excellency of crew regarding conduct, behavior & working ability. Request to divide "time off" equally. Ship's fund \$17.72. Unable to secure magazines before departure. Reports accepted. Vacate messroom when finished so that others may get chow in time. Bosun gave brief talk on superiority of all hands and ship in general. Asked everyone to keep up good work.

**MV PONCE (Ponce Cement), Feb. 24—**Chairman, F. Miller; Secretary, G. Knowles. San Juan agent cleared up overtime beefs; will be paid. Ship's fund \$22.45. Motion to make collection for ship's fund. Need new washing machine. Locks to be repaired or replaced. Vote of thanks to steward dept. Quiet to be observed during meals.

**COE VICTORY (Victory Carriers), March 10—**Chairman, D. Barry; Sec-

retary, J. Brigham. Ship's fund \$15.30. Some disputed overtime. Complaint on steam lines in foc'sles. New delegate elected. Motion to replace old mattresses and springs—more than four each trip. Messhall to be left clean. Vote to be taken before sizeable amount of ship's fund is spent. Discussion on preparation and service of food. Discussion on C-card men—were warned to observe rules, etc.

**ALCOA PURITAN (Alcoa), April 7—**Chairman, (none); Secretary, J. Byrne. Repair lists submitted. Some disputed overtime. Reports accepted. One brand of ice cream put aboard to avoid disputes. Member requested no smoking in galley by cooks. Safety measures discussed. Need new steel hooks on fore and aft housings—old one rusty. Heavy equipment on fantail needs some attention.

**STEEL SURVEYOR (Isthmian), March 27—**Chairman, A. Bankston; Secretary, F. Shaia. One man hospitalized in Brazil; Union notified. \$10 donated to hospitalized brother. Magazines purchased. Ship's fund \$20. Reports accepted. Pantry to be kept clean. Suggestion to have arrival pool—half of money to be used for prizes and half put in ship's fund.

**LOSMAR (Calmar), March 24—**Chairman, W. Avcock; Secretary, J. Skarvelis. New delegate elected. One man missed ship—replacement obtained. Discussion on steam; port hold dogs to be repaired. Kood-Ade to be put out every day. More tea to be purchased on West Coast.

**EMILIA (Bull), April 7—**Chairman, C. Gladhill; Secretary, R. Jopski. New delegate and secretary-reporter elected. One beef to be settled by patrolman. Discussion on distribution of linen. Steward to distribute linen at his convenience.

**STONY POINT (USPC), April 7—**Chairman, M. Olson; Secretary, J. Sullivan. Repair list to be prepared. Ship's fund \$15.34. Two hours disputed overtime for restriction to ship in Rio. Need new mattresses. Pumpman's room needs sougeeing and painting. Foc'sles need sougeeing.

Vote of thanks to chief cook. Contact patrolman about rider attached to articles regarding statement "north of equator."

**CHILORE (Ore Nav.), April 6—**Chairman, J. Dalton; Secretary, A. Nash. Minor beef to be taken up with patrolman. Ship's fund \$321.71. Reports accepted. New delegate elected. Discussion on shortage of cups, fresh fruit. Books from library to be returned to recreation room.

**ALCOA PEGASUS (Alcoa), April 13—**Chairman, R. Encarnacion; Secretary, R. Wendell. Check on delayed sailing last trip. One hour disputed overtime. Washing machine to be kept clean. Keep clothes off valves in fidley room. Washing machine repaired. Vote of thanks to steward dept. Soiled linen to be placed in linen locker. Toaster to be used for toast only, not toasted cheese sandwiches.

**OCEANSTAR (Trifon), April 7—**Chairman, P. Loik; Secretary, R. Perry. Ship's fund \$4.80. Alien sailing as saloon messman did not obtain necessary papers to make return trip—was paid off in Belgium. Pots and pans to be secured in heavy seas. Messhall to be kept clean at night. Soiled linen to be placed in locker. Vote of thanks to steward dept; also to Senator Magnuson, Washington, D. C.

**COEUR D'ALENE VICTORY (Victory), April 7—**Chairman, L. Lewis; Secretary, R. McCulloch. Draw in Yokohama and every 5 days after. Some men asked for too much money. They have allotments. Have patrolman see about master having personal aeriels taken down. Steward department given a vote of thanks for good food and service. All hands return cups to pantry and keep clean at night. Exercise more care in use of washing machine.

**COUNCIL GROVE (CS), April 4—**Chairman, K. Hellman; Secretary, R. Voss. New delegate elected. Beef on linen, toilets in deck head will not work. Several fans out of order.



# Del Norte BB Team Tops BA Nine

The Del Norte "Stars" have apparently won the first round of the annual rivalry between the SIU crews of the Delta Line passenger wagons and the famed Gimnasia y Esgrima in the Argentine capital of Buenos Aires.

According to the first reports in, the "Stars" took the initial encounter by a score of 7-4. Teams fielded by one or another of the three Delta passenger ships have for the past seven or eight years accumulated quite a few silver trophies by winning the seasonal series against the Argentine sports club.

Last year the Del Sud "Rebels" took the honors by winning two major games for the "Friendship Trophy" on consecutive trips. They also won an earlier contest to sweep the series.

According to Seafarer George McFall, a regular on the Delta ships, the competition of the past few years "has promoted improved inter-American relations plus a lot

of good will for Uncle Sam."

Some might say the SIU squads could promote a lot more friendship south of the border if they

lost now and then, but the boys don't seem to have considered that possibility and just keep on winning.



Part of the SIU team from the Del Norte is shown ready to board a bus for Palermo Park, Buenos Aires, and their latest encounter with an Argentine club. The SIU "Stars" won 7-4.

## 'Can-Shakers' Have No OK

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

# SEAFARERS IN THE HOSPITALS

- USPHS HOSPITAL STATEN ISLAND, NY**  
 Phillip Ackroyd  
 Robert Beliveau  
 Candido Bonafont  
 Edw. T. Campbell  
 James H. Fisher  
 Arthur J. Fortner  
 R. V. Gelling  
 Estell Godfrey  
 Robert C. Gorbea  
 Burl Haire  
 Cesar Izquierdo  
 Alfred Kaju
- BELLEVUE HOSPITAL NEW YORK, NY**  
 Loyd McGee
- USPHS HOSPITAL SAN FRANCISCO, CALIF.**  
 Noah C. Carver  
 Kaj E. Hansen  
 Alexander Leiner
- USPHS HOSPITAL SEATTLE, WASH.**  
 John H. Dietsch  
 Jonas Heidt
- D. F. Kazukewicz  
 James Lippincott  
 D. P. Ryan-McNeill  
 Ahmed Mehssin  
 Thomas Moncho  
 Jan Plorkowski  
 Eustaquio Rivera  
 Jose Rodriguez  
 Charles B. Rousa  
 Chow G. Song  
 Clarence Wallace**
- ALONZO M. MILEFSKI  
 GEORGE R. NICHOLS  
 R. A. STATHAM**
- WALTER G. STUCKE**

- USPHS HOSPITAL MEMPHIS, TENN.**  
 Claude F. Blanks
- VA HOSPITAL ALBERQUERQUE, NM**  
 Charles Burton
- USPHS HOSPITAL FORT WORTH, TEXAS**  
 B. F. Deibler  
 Siegfried Gnitke
- USPHS HOSPITAL MANHATTAN BEACH BROOKLYN, NY**  
 Manuel Antonana  
 Eladio Aris  
 Fortunato Bacomo  
 Frank T. Campbell  
 John J. Driscoll  
 Robert E. Gilbert  
 William Guenther  
 Bart E. Guranick  
 John Haak  
 Howard Hailey  
 Taib Hassen  
 Billy R. Hill  
 Thomas Isaksen  
 Ira H. Kilgore
- LUDWIG KRISTIANSEN  
 FRANK J. KUBEK  
 FREDERICK LANDRY  
 LEONARD LEIDIG  
 ARCHIBALD MCGUIGAN  
 B. J. MARTIN  
 ALBERT MARTINELLI  
 VIC MILAZZO  
 JOAQUIN MINIZ  
 NORMAN J. MOORE  
 W. P. O'DEA  
 G. A. PUISSEUR  
 JAMES M. QUINN**

- George E. Renale  
 S. B. Saunders  
 G. E. Shumaker  
 Kevin B. Skelly  
 Henry E. Smith**
- Stanley F. Sokol  
 Michael Toth  
 Harry S. Tuttle  
 Virgil E. Wilmoth  
 P. P. Wing**
- USPHS HOSPITAL SAVANNAH, GA.**  
 Albert Birt  
 E. G. Brewer  
 L. A. DeWitt  
 R. C. Grimes  
 Jimmie Littleton
- USPHS HOSPITAL BOSTON, MASS.**  
 August F. Eklund  
 Jose E. Leston
- MONTEBELLO CHRONIC DISEASE HOSPITAL BALTIMORE, MD.**  
 Francisco Bueno
- USPHS HOSPITAL BALTIMORE, MD.**  
 George Amblard  
 Charles Cochran  
 Victor B. Cooper  
 James R. Dayton  
 Guy G. Gage  
 Dan Gentry  
 Gorman T. Glzæ  
 W. V. Gontarski  
 James Gustavson  
 Carroll Harper  
 Percy Harrelson  
 Robert Littleton  
 Patrick Lynch
- USPHS HOSPITAL NEW ORLEANS, LA.**  
 John E. Adams  
 C. D. Anderson  
 Louis P. Anderson  
 William Bagnone  
 Virgil Coash  
 Cloise Coats  
 Ray DeShong  
 Serio M. DeSosa  
 William Driscoll  
 Alfredo Duarte  
 Lucie R. Elie  
 George G. Gordano  
 Leon Gordon  
 Elmer Groue  
 Sigurd Halvorsen  
 Joseph F. Harris  
 William Havelin  
 Sam Henry  
 James Hudson  
 Oliver Kendrick  
 Edward G. Knapp  
 Leo Lang
- USPHS HOSPITAL NORFOLK, VA.**  
 Francis J. Boner  
 C. D. Crowder  
 Frank Hall
- Knud Larsen  
 William Lawless  
 Alois F. Maufray  
 William Mauldin  
 Michael Muzio  
 Randolph Ratcliff  
 F. Regalado  
 William Scruggs  
 William Singleton  
 Toefil Smigielski  
 Wert A. Spencer  
 Rufus Stough  
 Gerald L. Thaxton  
 Lonnie R. Tickle  
 Pedro Villalob  
 Frank Vivero  
 Charles A. Wahl  
 James E. Ward  
 Richard S. Worley  
 Salvatore Zammith  
 D. G. Zerrudo  
 Jacob Zimmer**
- Edward G. Morales  
 George R. Trimyer  
 Clifford Vaughan**

## Crew Mourns Lost Shipmate

To the Editor:

Our voyage to the Far East having been blemished by tragedy. We, the crew of the Iberville, would like to make known our deep appreciation to the captain, John T. E. Bodden, for his unfailing performance in handling the situation when one of our members was lost at sea.

Within 30 minutes of his known disappearance, the general alarm was sounded, the

rain which got most of Formosa. Since our ship is not equipped with a counter or a meter, it was impossible to measure the amount of fall-out. And the radio news and newspapers didn't mention how many units were involved in the fall-out.

Since scientists cannot be sure of the prevailing winds, they cannot be sure where radioactive rain will fall, or where a radioactive fish (53.5 units from Bikini waters) will migrate. But if a ship at sea were "hit" with radioactive rain and was equipped to measure the amount of fall-out, it could wash it off with sea water and take protective measures for the personnel aboard.

Perhaps the SIU should make some inquiries into this progressively serious situation. Since strontium 90 cannot be seen, smelled or tasted, my suggestion would be to require all ships to be equipped with a scintillation counter just like they're now equipped with fire extinguishers to fight a fire that one can see, feel and smell.

Robert N. Walton

## 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.

entire ship searched, lookouts were posted at all mast levels and a boat crew stood by. The ship returned to the approximate area and a seven-hour search ensued, during which time a boat was lowered and put out to investigate what turned out to be floating debris and birds.

The captain also held a prayer service in the days following, with all hands present.

We also wish to pass on our condolences to Brother John W. Smith's family. He will always be remembered by his friends, which numbered many among our ranks.

R. J. Henninger  
Ship's reporter

## Oldtimer Asks Pals To Write

To the Editor:

I am landlocked and sick for the sea, so I'd like to have the LOG sent to my address here in Kansas City.

I'd also appreciate mail from any of the boys who sailed on the Seamagic under Captain King, from November, 1950, to December, 1951, or from any of my old shipmates. My address is 917 Tracy St., Kansas City, Mo.

Best of luck to all the brothers. The SIU doesn't need luck, but thanks for everything.

Vincent "Curley" Mercon

## Urges Check On A-Menace

To the Editor:

Within the last six months or so I've been reading articles in several periodicals about the radioactive fall-out from the nuclear explosions set off by the US and Russia.

A French scientist has studied the affects of recent radiation sickness on people in Australia from eating fish that migrated from the bomb testing areas. He has suggested to the Australian government that all fish factories be equipped with scintillation counters to measure radioactivity in the fish being processed.

In the March 11 issue of "Time" magazine (page 33), a Japanese scientist reported that the average human being contains about eight times more strontium 90 than was reported in the US.

While this ship, the Afoundria, was in Formosa on the 23rd and 24th of March, we were hit with the radioactive

## Hails Dunaif Crew's Assist

To the Editor:

I would like to thank the crew of the Charles C. Dunaif for all the help they gave my son and I. My thanks also to Bill, AB, who bought me a bus ticket to get back home.

My son is now doing fine. In the minds of my wife and I, you are all real shipmates. Best wishes for a good trip.

Bob Brookshire

## Thanks Brothers In Frisco Hall

To the Editor:

This is an open letter to all boys in the San Francisco hall.

I'd like to thank each and every one out there for being so nice to me while I was there taking treatment at the US Public Health Service hospital.

Right now I'm back in Baltimore.

Pat McCann

SEAFARERS

# PORT O' CALL

New York and Baltimore

675-4TH AVENUE • 1216 E. BALTIMORE

BROOKLYN BALTIMORE

## Burly

By Bernard Seaman





## RECENT ARRIVALS

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

John Flood Jr., born April 17, 1957, to Seafarer and Mrs. John T. Flood, Philadelphia, Pa.

Linda Jean Beiveau, born April 11, 1957, to Seafarer and Mrs. Robert Beiveau, Brooklyn, NY.

Linda Magaly Valie Vega, born April 6, 1957, to Seafarer and Mrs. Oliver V. Ortiz, Sabana Grande, PR.

Thomas Lewis Horton, born April 15, 1957, to Seafarer and Mrs. Henry L. Horton Jr., Plymouth, NC.

Rose Mary Copado, born March 14, 1957, to Seafarer and Mrs. Faustino H. Copado, Galveston, Texas.

Karen Rosalie Diering, born February 12, 1957, to Seafarer and Mrs. Louis H. Diering Jr., Stratford, NJ.

Rob Mathews, born March 22, 1957, to Seafarer and Mrs. James R. Mathews, Galveston, Tex.

Carlos Leon Colon, born March 28, 1957, to Seafarer and Mrs. Leopold Colon, Puerta De Tierra, PR.

Paul Joseph Dickens, born April 3, 1957, to Seafarer and Mrs. Woodrow Dickens, Hammond, La.

Martin Donovan, born April 10, 1957, to Seafarer and Mrs. Joseph C. Donovan, Boston, Mass.

Cathy Patricia Hemby, born February 14, 1957, to Seafarer and Mrs. Clarence E. Hemby, Tampa, Fla.

Marc William Friend, born March 21, 1957, to Seafarer and Mrs. Allen J. Friend, Brooklyn, NY.

## Last Call For '57 Scholarship

Coming into the home stretch for the 1957 SIU scholarship awards, ten Seafarers and eight Seafarers' children are currently eligible for the \$6,000 four-year prizes. The panel of educators which meets annually to select award winners will convene during the third week of June.

Several of the contestants have already taken the college entrance examination which is a basic requirement for the scholarship and the remaining members of the group are scheduled to take the May 18 exam.

Under the college scholarship program five awards are presented each year, one of which is reserved for a Seafarer. Last year, Seafarers won four out of five, the largest number taken by crewmembers to date.

## What's Up, Doc?



Toto (right) seems a little put out by the photographer's attentions, but Seafarer F. T. Di-Carlo, chief cook, manages to keep her in check.

## CG 'Atom Checks' Ships Entering Boston Harbor

BOSTON—The Coast Guard has announced that it is tightening its security ring around Boston harbor to minimize the possibility of an unidentified vessel delivering a sneak atomic attack.

An 83-foot patrol boat will be stationed at designated positions at the mouth of the harbor, according to the weather, to clear or detain any ship seeking admission. Signals have been established which will confirm identification, or order the vessel to heave to until further identification may be made.

The white painted boat will approach each vessel as it enters the harbor. If identification is made, the Coast Guard boat will display its international code flag C giving the ship permission to proceed. In bad weather, or when visibility is poor, permission may be obtained by radio from the boat or the Cap-

tain of the Port, or by blinkers.

The Coast Guard warned that no vessel should proceed into the harbor without first getting permission. It announced that it will open fire to prevent any vessel from entering without giving proper identification or failing to heave to.

Since ships must enter by designated lanes, outgoing vessels were alerted to watch for incoming ships which may be maneuvering in the identification area.

This will avoid possible mishaps in any kind of weather.

## Seafarers In Action

The crew of the Ideal X (Pan-Atlantic) gave a hearty vote of thanks in appreciation to John Jelletto on his resigning his position as ship's delegate to assist in the American Coal beef. A fine delegate, they said, and one who can be called upon to do his best for the crew and the Union.



Jelletto

Five months is a long time at sea, but according to reports from the Western Ranger, (North Atlantic), it's a pleasure with a good crew of cooks and stewards. Bosun James Adams said that the food on board had greatly improved since steward Joe Powers went into the galley and took over the third cook's job. Add to that, they reported, a night cook and baker like Leroy Pierson and a messman like Bert Winfield, both well known for their fine service, and you have a very happy crew.

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Powers

Easter, like other holidays, brought a flood of thanks to the stewards department from many ships. Most verbose in their appreciation of the holiday dinner were the members of the Seatrain Savannah, Morning Light (Waterman), Mankato Victory (Vic. Carriers), Dorothy (Bull) and the Steel Maker (Isthmian).

The quarterly auditing committee elected at the April 17 membership meeting has completed its assignment for the first quarter of 1957. The committee, whose job is to audit the Unions books, records, bank accounts, and securities, consisted, as required, of two men elected from each of the three departments, the deck, steward and engine. Committee members were Edward Anderson, Warren Cassidy, William Helms, Robert Joy, Antonio Schiavone, and Bozo Zekencic.



Zekencic

## Sub-Chasing Seals Fail; Pigboats Lack Fish Scent

STOCKHOLM—A newspaper article has disclosed the inside story of Sweden's experiments with sub-chasing seals. The paper announced that the Swedish navy had removed the "top secret" label from what is probably the fishiest story of World War II.

It is a story of how naval experts and animal doctors combined their efforts to train seals to carry explosives and hunt down enemy submarines.

"Yes, we tried it," a navy spokesman said, "and you needn't get flip about it. The seals cooperated but we couldn't handle the fish."

Young seals had been captured and put through extensive training at a naval base. There, submarines were sent down with bundles of fresh herring tied to them. The cooperative seals eagerly dove down after the lunch-bearing subs. The first part of the project was successful. But then came the difficulties.

For one thing they found that it was almost impossible to attach the explosive charges to the smooth and slippery skins of the seals. They called in the Royal Institute of Animal Medicine to devise a plastic carrier to overcome this difficulty.

This was done, after a lot of experiments with different materials, and the seals didn't even seem to mind.

But the next problem was the stopper. It seems that despite their intensive training, the seals would only go down after fish-laden subs. That ended the project, as nobody could get herrings to stay around the subs voluntarily.

## Final Dispatch

Richard Kavanaugh, 63: Brother Kavanaugh died in Baltimore, Maryland, on April 10, 1957, from a heart ailment. He joined the Union August 20, 1947, and sailed in the engine department. He is survived by a brother, Al Kavanaugh, of Philadelphia, Pennsylvania. Place of burial is not known.



## Personals And Notices

John A. Dunne  
Please contact your sister, Mrs. A. Bianchini at 1443 Spain Street, New Orleans, La.

Ex-George Lawson  
Will the following former engine department crewmen of the SS George A. Lawson please contact Robert E. Gannon, 825 So. Meyler St., San Pedro, California: John Karliss, Clifton J. Lipsey, Claude S. Jones, Frederick H. Taylor, Harold A. Damon, Jr., Donald A. Peterson, Frank Travis, Robert Fravel, and Louis C. Cevette.

Frank Pannette  
Would you please get in touch with Thelma Wise at Nag's Head, North Carolina. It is very important.

Ray Herrera  
Alfonso Armada would like you to get in touch with him on the SS Santore, Ore Navigation Corp., Sparrows Point or at 1700 Thames Street, Baltimore, Md.

Charles F. Schuch, would appreciate it if any brother who owes him money would please send it as he sorely needs it. He can be reached at PO Box 50, Savannah Beach, Georgia.

B. J. Dzelak  
Ex-Steel Designer  
Two packages for you are being held in the SEAFARERS LOG office.

Wally Maison  
EXTREMELY URGENT! Please contact Bernadine Anroldt, 839 W. 33 Street, Baltimore, Md., immediately. Anybody knowing the above brother's whereabouts please inform him of this notice.

Wallace Jenkins  
Contact Emory Jenkins, c/o James Summerall, PO Box 227, Wabasso, Fla.

James W. Duffy  
Get in touch with your draft board immediately.

## Your Gear...

for ship... for shore

Whatever you need, in work or dress gear, your SIU Sea Chest has it. Get top quality gear at substantial savings by buying at your Union-owned and Union-operated Sea Chest store.

- Sport Coats
- Slacks
- Dress Shoes
- Work Shoes
- Socks
- Dungarees
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- Frisko Jeans
- CPO Shirts
- Dress Shirts
- Sport Shirts
- Belts
- Ties
- Sweat Shirts
- T-Shirts
- Shorts
- Briefs
- Swim Trunks
- Sweaters
- Sou'westers
- Raingear
- Caps
- Writing Materials
- Toiletries
- Electric Shavers
- Radios
- Television
- Jewelry
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- Luggage



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## Senate Will Honor LaFollette, Author Of Seamen's Act

The author of the 1915 Seamen's Act, Senator Robert LaFollette, Sr., has been honored as one of five outstanding US Senators whose portraits will be hung in the Senate office building. The other four chosen were John Calhoun, Henry Clay and Daniel Webster, a famous trio from the pre-Civil War Senate, and Senator Robert A. Taft.

LaFollette had a long distinguished career in the Senate, and in his native state of Wisconsin where the LaFollette clan dominated political affairs for many years. Such was his following that he was the only American leader in the 20th century who successfully started a third political party, the Progressive Party. (Not to be confused with the later Progressive Party of Henry Wallace.) On that ticket he campaigned for the presidency in 1924, drawing just under five million votes compared to Calvin Coolidge's 15,700,000 and 8 million for Democrat James Davis.

During his Senate career from 1906 to his death in 1925 LaFol-



Andrew Furuseth

lette was noted for his champion-ship of liberal causes including regulation of railroads, the direct election of US Senators (now in the 17th amendment), women's suffrage and taxation according to ability to pay.

It was in December, 1909, that LaFollette and Furuseth started an alliance which resulted in the passage of the "Seamen's Bill of Rights" five years later. As reported by his son, Robert LaFollette, Jr., "One morning in December, 1909, Andy for the first time went to see Senator Robert M. La-

### Water, Water Everywhere

Water covers an estimated 70 percent of the Earth's surface in oceans, rivers, lakes and glaciers, but that doesn't even take into account what's hiding beneath the surface, in the form of ice. In Antarctica, where about 90 percent of the world's ice is believed located, scientists have just discovered that one US polar base is resting on 10,000 feet of ice, half of it above sea level and the rest below. Last year, some American flyers reported ice surfaces as high as 14,000 feet in Antarctica at the farthest point from the sea. This represents an awful lot of icecubes, any way you figure it.

Follette. He said to the Senator that he wanted to interest him in the cause of the American sailor, and he added that he wanted to be free. The Senator did not know what he meant and questioned him further saying surely there were no slaves under the American flag, that Lincoln had changed all of that. Furuseth replied, 'Yes; but not for the sailor.' Senator LaFollette took an immediate interest in the struggle . . .

"Test after test was carried to the United States Supreme Court. The Court ruled against the seamen, holding the 13th amendment to the Constitution was intended to free Negro slaves and that seamen remained bondmen under the law."

Finally in 1912, the Seamen's Act was passed, but was vetoed by President Taft. It wasn't until three years later that LaFollette's and Furuseth's joint endeavor came to a successful conclusion.

## US, Poland Near Pact For Aid \$

WASHINGTON — The United States has virtually reached agreement to offer Poland a \$95 million aid program of farm surpluses and machinery to bolster her sagging economy.

The amount is a substantial increase above that offered by the US earlier and about one-third the amount originally requested by the Polish delegation. But it is understood that the negotiators were satisfied with the aid offer.

Since the present farm surplus disposal authority, which authorizes sales to "unfriendly" nations, is almost exhausted the actual signing of the agreement must await Congressional passage of an appropriation which will add \$1 billion to the authority.

#### Farm Surplus

Of the total amount of the program, about \$80 million will be in the form of surplus farm commodities, mainly wheat, cotton, fats and oils, and the rest in mining and drilling machinery.

The reason for the Polish request is to enable the government to free Polish peasants from compulsory delivery to the government of farm commodities, especially wheat. A government reserve stock of wheat could be used to prevent any sharp increase in prices in case these deliveries could not be made.

It was a similar loan and aid offer from the United States to Yugoslavia that enabled that nation to modify her system of compulsory deliveries, one of the first steps in her drive to freedom from Moscow domination.



Named last week as one of the five US Senators selected for the Senate Hall of Fame, the late Robert M. LaFollette Sr. (right) was the author and sparkplug with Andrew Furuseth of the historic Seamen's Act of 1915. He is shown with his son, Sen. Robert M. LaFollette Jr., in 1924 when he ran for president on an independent ticket.

## Hq Sees Job Spur In Operators' Plans

NEW YORK—The job outlook for SIU members is on the upgrade, reports Claude Simmons, port agent. With shipping booming for the past month and some of the operators in initial stages of expansion plans, the improvement is expected to continue.

Job activity has continued on the upswing with some positions hung up on the board with no takers for a couple of days. During the past period a total of 27 vessels paid off, 6 signed on and 3 were serviced in-transit. The jump in the number of payoffs accounted for most of the activity, most of them with a big turnover in crews, he added. The Grain Trader taking on a full crew for her Japan run also boosted shipping, he said.

#### Isthmian Charters

Among major developments accounting for an expected shipping rise was the Government's approval of Isthmian's application for the charter of eight Government-owned Victories for their India and Persian Gulf runs.

Also, Seatrain has announced plans for the purchase of waterfront property in Edgewater, New Jersey, and Savannah, Georgia, and for the construction of a new vessel.

The last few editions of the LOG have reported on Pan-Atlantic's progress in their new conversion program. Already underway is the conversion of the C-2 Gateway City into a containership. Another SIU-contracted company has disclosed plans to purchase a number of additional ships.

All of these reports indicate one thing; bigger and better SIU shipping in the coming months.

#### Vessels in Pond

During the past period the Kathryn, Elizabeth, Arlyn, Beatrice, Angelina (Bull); Seatrain's New Jersey, New York, Louisiana, Texas, Savannah, Georgia; Steel Navigator, Steel Worker, Steel Chemist (Isthmian); Pan Oceanic Transporter (Penn. Nav.); Almena, Maxton, Ideal X (Pan Atlantic); Alcoa's Planter, Runner, Pointer; Mermaid (Metro); Pacific Ocean (World Carriers); McKettrick Hills

## Steady Upturn Anticipated In Seattle's Jobs

SEATTLE—Job activity has been good in this port during the past two weeks, reports Jeff Gillette, port agent. There were three ships paying off, two of them signing on, and four vessels in-transit.

The Auburn (Alba), Wacosta (Waterman), and Western Ranger (Denton) paid off. The Wacosta and Western Ranger later signed on.

The Seamar, Losmar, Marymar (Calmar) and Afoundria (Waterman) were in port to be serviced. Next period should be just as good, Gillette said, with four or five payoffs expected thus far.

## West Coast Co. To Buy Prudential

SAN FRANCISCO—Negotiations have been virtually completed by American President Lines for the acquisition of the Prudential Steamship Corp. APC is under contract to the West Coast affiliate of the SIU.

Prudential, an NMU contracted operator, owns three Victories, has two more under charter and one in which it holds an interest. Although not officially confirmed, it is reported that APL will make a cash payment of some \$5 million and assume the mortgage obligations of the steamship corporation.

This is the second large acquisition by American President Lines in the past year. Late last year it acquired the fleet of nine vessels owned and operated by American Mail Line. The President Lines now control some 41 vessels and has seven others which it is now readying for service.

Prudential operates between North Atlantic ports and the Mediterranean.

## YOUR Seafarers Welfare Plan

**Hospital Benefit**

One of the first benefits adopted by the Plan, it entitles Seafarers in the hospital more than one week to \$21 a week in benefits for as long as they are hospital in-patients. The benefits go to all men who have worked 90 days or more in the preceding calendar year and one day in the past 90 on SIU ships.

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