

Complete details of collision involving SIU-manned SS Fairisle and Panamanian tanker are on page two. Full page of photos on page four.

Sinking of SS Andrea Doria spotlights low safety level on non-American ships. For comments by veteran Seafarers see page five.

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SEAFARERS LOG

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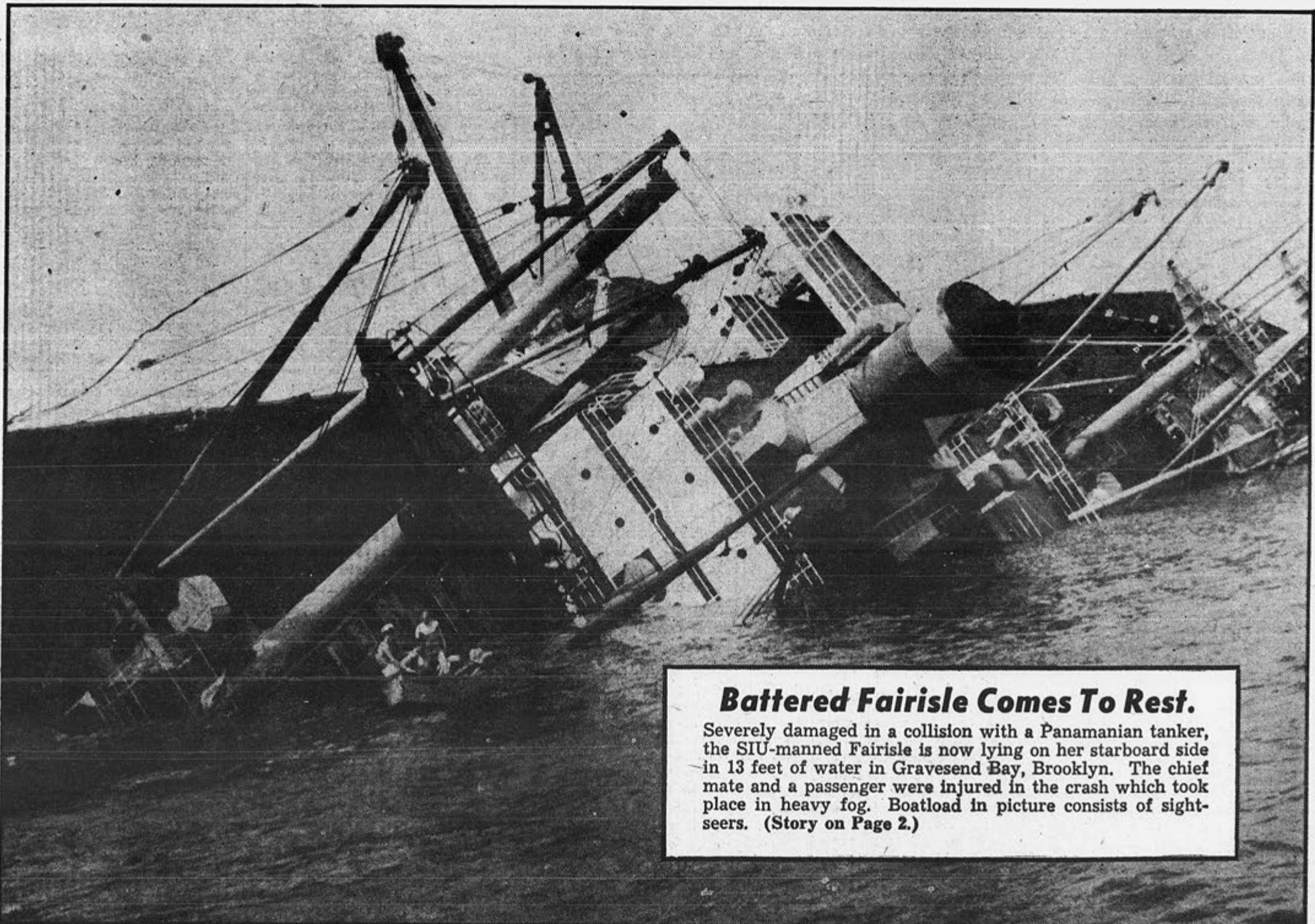
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CONGRESS PASSES KEY SHIP BILLS

Await President's Signature

—Story On Page 3



Battered Fairisle Comes To Rest.

Severely damaged in a collision with a Panamanian tanker, the SIU-manned Fairisle is now lying on her starboard side in 13 feet of water in Gravesend Bay, Brooklyn. The chief mate and a passenger were injured in the crash which took place in heavy fog. Boatload in picture consists of sight-seers. (Story on Page 2.)



SIU crewmembers who remained aboard Fairisle after collision and brought her into New York harbor pose on deck. Other crewmembers and passengers were taken off at scene of crash. Kneeling (l to r) John Kleczek, AB; Ray LaBombard, AB; Mike Lachney, OS, and Jerry Smith, OS. Standing (l to r) are John Allmon, AB; M. C. Patterson, AB; Blackie Busch, elec. and Tommy Thompson, bosun.

Fairisle Aground On Side After Crash; Ponder Fate

The SIU-manned Fairisle is lying on her side a few hundred feet out in Gravesend Bay, Brooklyn as an aftermath of a collision with a Panamanian tanker. The chief mate and a passenger were injured in the collision, which took place in a fog off Ambrose Lightship on Monday morning, July 23 at 1:10 AM. All other passengers and crewmembers were uninjured although some lost their gear.

The Panamanian tanker San Jose II rammed the Fairisle almost squarely amidships on the port side. The bow entered the foc'sle of chief mate Sidney Brown as well as a passenger stateroom. Brown was trapped in the wreckage but was freed by crewmembers.

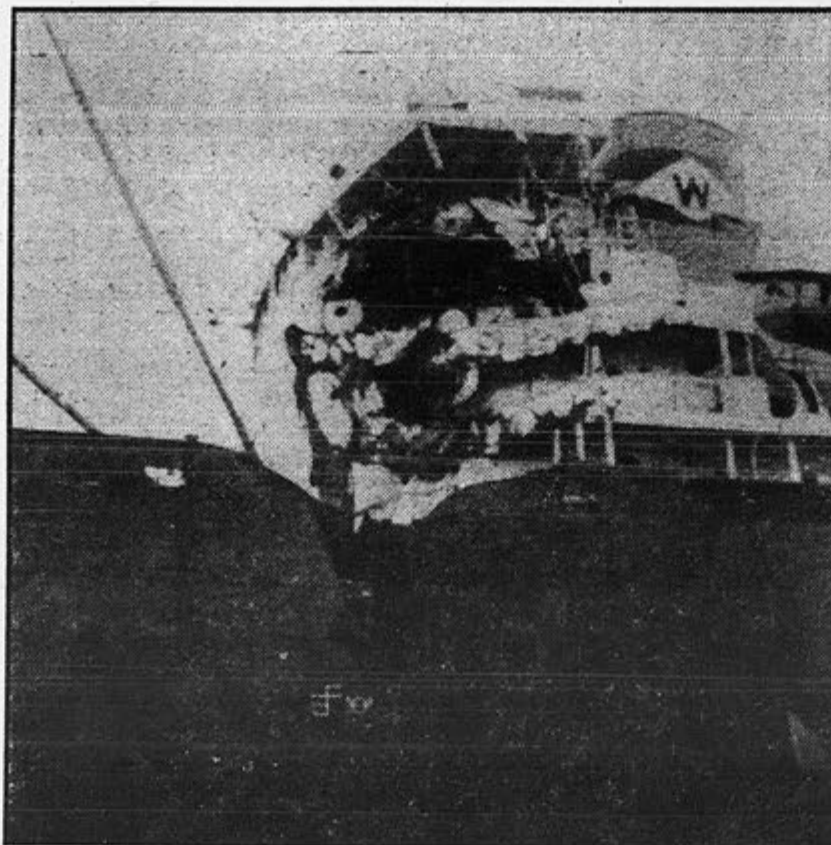
Chief steward Bill Varn of the Fairisle reported that the engine room was quickly flooded. "She took 5 1/4 feet of water in No. 4 and 5 cargo holds. The plant went dead right away." The ship listed about 10 degrees to starboard.

Skeleton Crew Stayed

As a precaution 32 of the crew and the seven passengers aboard were taken off at once leaving a skeleton crew of 11 on board including the skipper. Efforts were then made to tow her to safe anchorage so that the hole could be patched and water pumped out. Work was going on aboard her in Gravesend Bay when she started to list dangerously. The ship was then beached in 13 feet of water and subsequently went over on her side completely. The skeleton crew was removed from the ship as the list increased, although the skipper stayed aboard her until Thursday afternoon.

Consider Salvage

Pan Atlantic Steamship Company, owners of the Fairisle, are considering whether they can salvage the ship and possibly some of her cargo. The salvage would consist of patching the hole in the portside, pulling her upright and then pumping out the water in her



Gash in port side and stove-in superstructure were damages suffered by Fairisle in collision. Ship is now lying on side in New York's Gravesend Bay.

hold and engine room.

Since the damage was on the port side and the ship listed to starboard, the salvage gang has easy access to the site of repairs.

With the collision taking place at New York's front doorstep, the accident was a field day for the newspaper and television cameras. Varn and chief cook Paul Carter appeared on RCA television's Dave Garroway show a few hours after the collision to relate their experiences to a nationwide television audience. Carter was still wearing a pair of shower shoes that he

had hastily put on after the crash.

Most of the crew came up to the headquarters hall later in the morning attired in a motley assortment of clothing. They were able to go back aboard and remove their gear when the ship was hauled into Gravesend Bay.

SIU Welfare Services arranged for transportation and lodgings for the crew until they could get squared away and paid off the ship.

A Coast Guard hearing on the cause of the collision is now in progress at its New York regional office.

Amendment Vote Will End August 8

Voting on proposed amendments to the SIU constitution will come to an end on August 8 in all ports. That same evening, Seafarers will elect port and headquarters tallying committees to count the ballots and report on the results.

The 28-day referendum was held to decide on changes in procedure for SIU elections. A two-thirds favorable vote is required for approval. The changes are procedural ones designed to strengthen balloting secrecy and safeguard Seafarers' voting rights.

Among the proposed changes is one calling for all ballots in an election to be put in a bank safe deposit vault each night. Another provides that final tallying of votes be conducted by a larger committee which will have both headquarters and outport representatives on it.

New Tally Procedure

At present tally committees are elected in the various ports, but the headquarters tally committee is the one which serves as the final tally taker for the entire district. The proposal would set up a 14-man joint headquarters-outport committee for this final tally. All committee members, of course, would continue to be rank and file Seafarers elected at membership meetings.

Other provisions on the ballot include a "lame duck" amendment which would put newly-elected officers in their posts midnight of the night that the tally committee report is accepted. At present, there is a 2 1/2 month gap between the end of the voting and taking office by new officers.

Voting dates would be moved back to November 1-December 31 and a credentials committee would be selected September 1. Seatime requirements would be tightened up to specify unlicensed seatime and to make it mandatory that it be on SIU vessels during the calendar year of the election. A number of other minor changes are included.

The amendments went on the referendum ballot July 12 after the proposals were approved by the membership and a membership-elected constitutional committee.

SEAFARERS LOG

Aug. 3, 1956 Vol. XVIII. No. 16

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

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Stay Put For Idle Pay

Seafarers who are collecting state unemployment benefits while on the beach waiting to ship are urged to stay put and avoid changing their mailing addresses if they want to continue receiving their checks regularly. Several Seafarers have already experienced interruptions of from three to five weeks in getting their next check after they notified the state unemployment offices that they had moved and changed their mailing address.

An average delay of a month is reported in most cases, causing considerable hardship to the men involved.

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:

August 8
August 22
September 5
September 19
October 3

Ecuador Latest In Ship Grab

WASHINGTON—The rush is on by foreign nations for US reserve ships. This time Ecuador has found a sponsor for a bill to obtain ten Government-owned Libertys under a reopening of the ship sales act.

The Ecuadorian application follows on the heels of the sale of ten C-1s to Brazil as well as a number of small coastal vessels to South Korea. Other foreign groups which have put in requests for US ships are Trieste, which has a long-pending proposal for seven or eight Libertys; West Germany, asking for ten Libertys; Mexico, seeking 15 Libertys or C-1s and the Philippines.

The SIU and other maritime unions have warned that any sales to foreign nations would open the floodgates and seriously endanger the competitive position of US merchant ships and the jobs of US seamen. Apparently the success of Brazil in bidding for ships has encouraged other countries to get into the act.

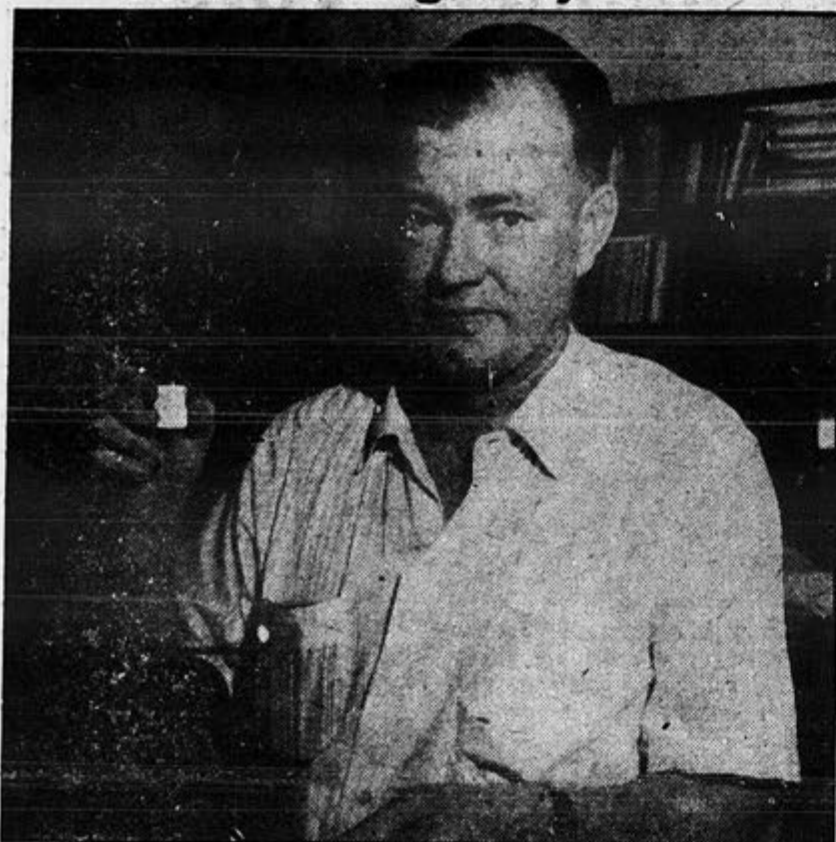
Floodgates Open

Washington observers pointed out that once Brazil was successful in her bid, it is difficult for the US to turn down other friendly foreign nations.

Terms of the sale to Ecuador under the bill offered by Senator E. S. Monroney (Dem.-Okla.) would not restrict the use of the vessels in any way. They would be permitted to compete directly with US ships.

Similarly, the West German bid for ten Libertys would have a drastic effect on US tramp shipping as the Germans seek to use them on the coal run.

Prize Winning Story Teller



Seafarer Thurston Lewis proudly displays SEAFARERS LOG Award presented to him this week for his prize-winning story in LOG. Lewis has been on tanker Republic and this week found first opportunity to claim his award, one of five made by SIU for 1955.

Union Baby \$\$ Now Half-Million

Payments of maternity benefits to Seafarers, another "first in maritime" for the Seafarers Welfare Plan, crowded the \$500,000 mark this week. Since the maternity benefits began on April 1, 1952, some 2,500 payments have been made to Seafarers on the birth of their children.

The \$200 maternity benefit payment has been one of the most useful features of the SIU Welfare Plan in addition to providing a maternity benefit far larger than most plans. To top it off, the SIU has given each child born to a Seafarer a \$25 US defense bond, making over \$62,000 in bonds alone.

\$60-\$80 Average

By comparison, when the SIU started its plan, the average maternity benefit paid under insurance policies ranged from \$60 to \$80.

Under the SIU plan, a single maternity benefit is paid to each child born. Two sets of triplets and innumerable sets of twins covered by the plan have benefited accordingly. Triplets were born New Year's Eve, 1956, to Seafarer Lars Nielsen, who became the father of three boys, and on December 12, 1953, to Seafarer Robert Long. Long's children were two girls and a boy. In each case, the Seafarer collected \$600 in benefits plus three defense bonds. Long had one other child before the triplets.

Of course, a considerable number of Seafarers have collected more than one benefit since the plan began in 1952.

Pioneered

At the time the SIU undertook its maternity benefits plan, it was a novel innovation in maritime. Few unions at the time thought a benefit of this kind would have much value, since the popular theory was that seamen did not marry and have families.

Since then, the SIU's experience has persuaded many other maritime unions to provide similar benefits in their welfare coverage for the membership.

Seafarers are eligible to collect the maternity benefit if they have had one day on SIU ships in the previous 90 days, and 90 days in the 12 months prior to the birth of the baby.

Congress Passes Key Ship Bills, Adjourns 'Til Jan.

WASHINGTON—Both Seafarers and ship operators had reason to be satisfied as the 84th Congress completed its work last week and adjourned until a new Congress meets in January. Several constructive steps were taken to strengthen US-flag shipping and to maintain jobs and services to US seamen.

Positive action by Congress was taken on the following measures:

- New passenger ships are a good possibility under the Arnold Bernstein Line as a result of passage of the 100 percent ship mortgage bill.

- The first atom-powered merchant ship was authorized.

- The "50-50" law was strongly and decisively endorsed.

- US Public Health Service funds were voted without opposition.

- A new service to Cuba and Mexico was authorized for an SIU-contracted operator.

- The Maritime Administration was given power to pay all ship breakout costs.

- The MA was given permission to construct two new prototype ships and another Liberty conversion.

On the negative side was the failure of Pan Atlantic's bid for charters on 20 reserve fleet tankers and the reopening of the ship sales act, permitting the sale of C-1 ships to Brazil. An appropriation bill to permit round the clock quarantine inspection got lost in the last minute shuffle.

Much of the new legislation has a direct and immediate bearing on development of new ships and new job opportunities. Their significance is as follows:

THE 100 PERCENT SHIP MORTGAGE BILL—Up until now, Government ship mortgage guarantees were limited to 90 percent except in the case of vessels listed as "special purpose" ships. Even with a 90 percent guarantee, ship

operators have had great difficulty in getting banks to lend money for new ships. Among operators so affected was Arnold Bernstein Lines.

Bernstein has already won approval from the Federal Maritime Board of his plans to convert up to three Mariner ships for low-cost transatlantic passenger service. The ships would carry 1,000 passengers each and would offer cafeteria-style feeding and one-class accommodation. They would be designed to tap a huge new field of passenger business. The ships would provide jobs for 1,000 US seamen.

Under the 90 percent guarantee, he was unable to arrange the necessary financing, but it is believed he will have no difficulty proceeding with his plans if the new legislation is signed by the President. It is generally expected the President will do so.

Other ship operators, of course, will be similarly encouraged to go ahead with construction and modernization of their fleets.

THE ATOM-POWERED MERCHANTMAN—Congress action authorizing construction of a commercially-useful atom-powered ship is a landmark in merchant marine development. The Administration had originally proposed an "atomic peace ship" as a floating display of atomic energy exhibits. The "showboat" conception was sharply attacked by both merchant marine supporters in Congress and by the Joint Congressional Committee on Atomic Energy.

As a result, Congress authorized a \$40 million commercial ship which will be the prototype of the practical atom-powered merchant ships of the future.

THE "50-50" LAW—A very strong assault on "50-50" spearheaded by foreign governments and foreign shipowners was decisively defeated in Congress. The assault was the result of an alliance between farm bloc Congressmen, the foreign lobbyists and the State and Agriculture Departments; all of them blaming "50-50" for failure to move farm surplus more rapidly.

After Congress decisively voted to back "50-50" the surplus logjam was broken. There have been no more complaints about foreign nations refusing to accept surplus on account of the cargo sharing act.

The only concession won by "50-50" opponents was a provision exempting fresh fruit and vegetables from "50-50" under surplus sales.

USPHS HOSPITALS—The PHS hospital appropriation bill sailed smoothly through Congress without opposition, in sharp contrast to the battles of recent years. No efforts were made to cut the appropriation or close any of the hospitals. In previous years, a move was made by Mrs. Oveta Culp Hobby, then Secretary of the Department of Health, Education and Welfare, to shut down all medical services to seamen. A similar recommendation was made by a Hoover Commission report last year.

CUBA-MEXICO SHIP SERVICE—Congress approved the sale of two C-4 cargo ships to the SIU-

contracted Browning Lines for the opening of a new service between New York, Cuba and Mexico. Browning intends to modify the vessels for use as container carriers to reduce turnaround time and cargo handling costs. At present, no American operator is in this service. Up until now, Browning has operated as a Great Lakes carrier.

SHIP BREAKOUT COSTS—The Maritime Administration was authorized to pay the costs of breaking out and laying up ships chartered to private companies out of the US reserve fleet. Costs will be met by a fund set up from receipts of the charter rentals. The new measure means that all operators will pay equally for breakout costs. Up until now, costs have varied considerably from ship to ship.

SHIP PROTOTYPES—The Maritime Administration got the go-ahead on its prototype ship program which will help design the ships to be used by US fleets in the next decade. The Liberty conversion program has already made some headway with one ship now in operation as a 16-knotter. Further study and experimentation in this field could lead to upgrading of privately owned Liberties and ships in the reserve fleet.

On the downside, Pan-Atlantic's ambitious program for reviving the domestic trades suffered a setback in the Senate. The House had approved a bill calling for charter of 20 T-2 tankers to the company and setting up a program for construction of new tanker-trailer combination ships. The chartered ships would have been converted by the company for use as combination vessels in the coastwise trade.

Get Receipt For Travel Subsistence

Seafarers who intend to return to port of sign on after paying off are urged to be sure to get a return transportation receipt and travel subsistence voucher from the captain at the time of the payoff.

Without the receipt and voucher a Seafarer has no way of collecting daily subsistence and wages for travel time as provided for under the contract.

The receipt and voucher are as specified in Article II Section 57, 4 (a) of the standard agreement. The agreement provides that the travel subsistence voucher should be presented to the company or the company's agent within 30 days of the payoff to collect daily wages and subsistence for travel time.

Any Seafarer who cannot obtain this form from the master should immediately take the matter up with a Union patrolman.

Balloting Report Set For Aug. 8

Nominations for SIU offices in the forthcoming biennial SIU A&G election will open on August 12 following presentation of the secretary-treasurer's pre-balloting report at the August 8 membership meeting. As provided in the Union's constitution, the pre-balloting report contains recommendations on the number and type of elective posts to be on the ballot in the various ports and in headquarters. The report is subject to approval by the majority vote of the membership.

The nominations will then be open for one month, from August 12 to September 12. Any Seafarer who wishes to nominate himself for any post open can do so by submitting a letter to headquarters with his credentials.

This procedure is not affected in any way by the amendments to the constitution now being voted on by Seafarers. The amendments deal with other aspects of the balloting, the voting period and the qualifications for office.

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West Coast of Mexico
and US East Coast
- WFK-95, 15700 KCs
Ships in Mediterranean
area, North Atlantic,
European and US East
Coast

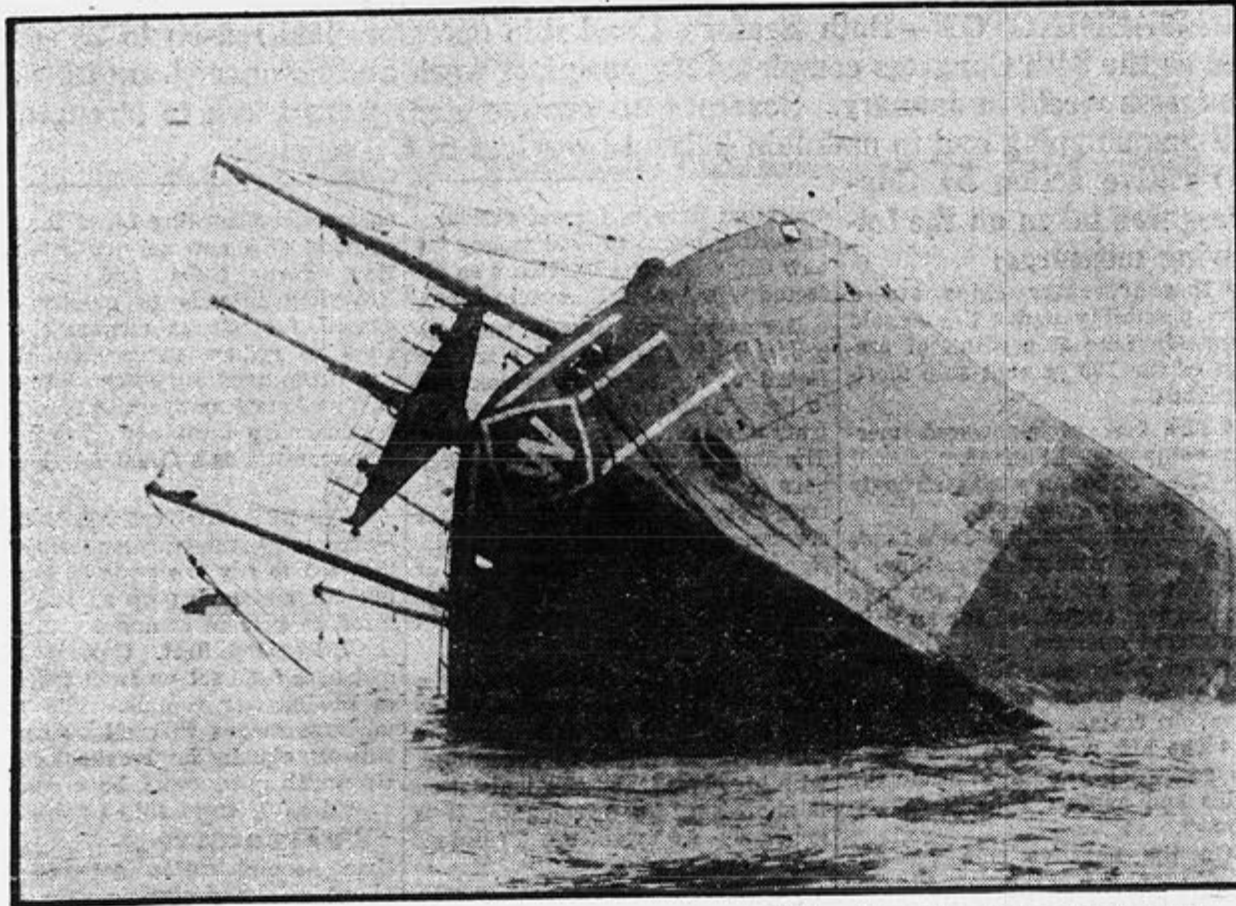
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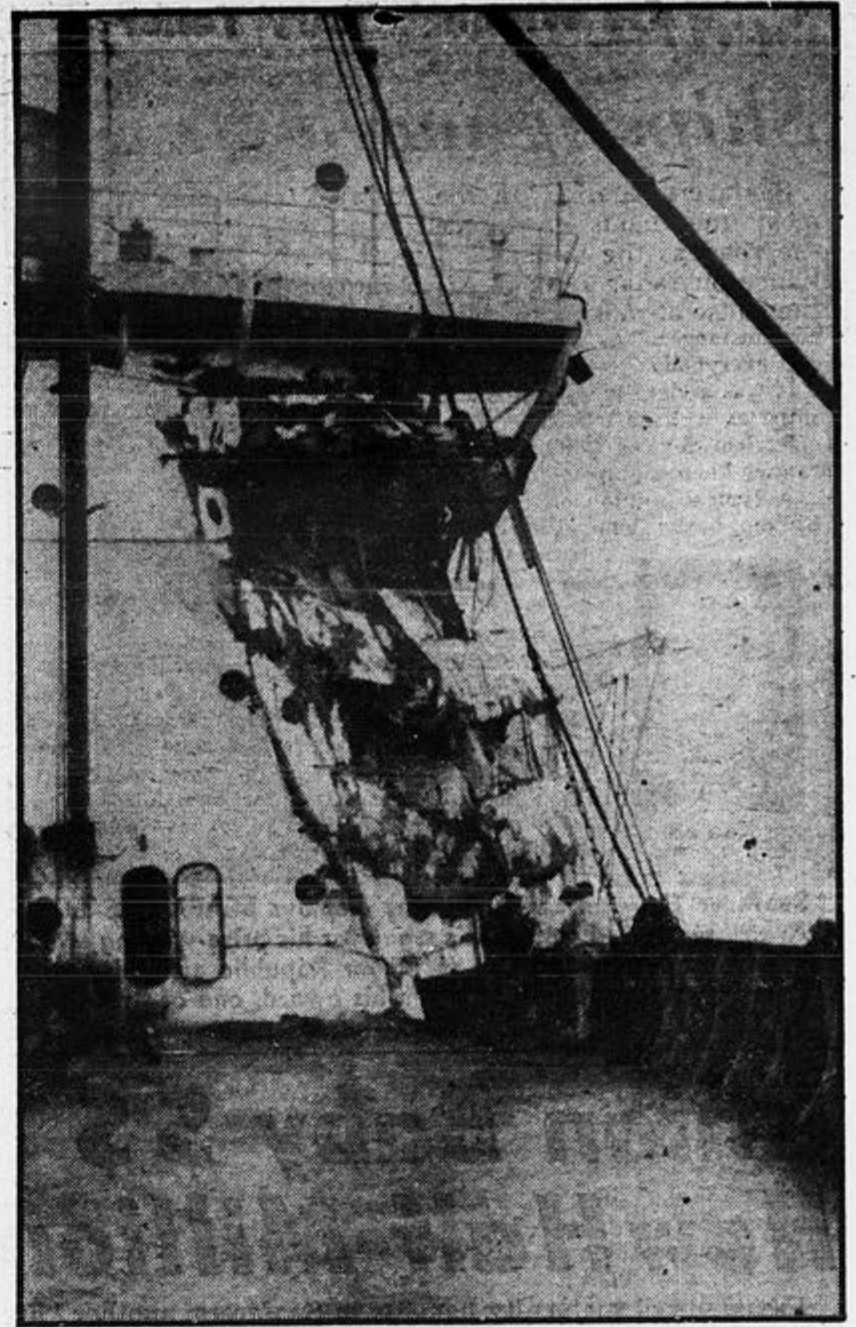
Every Sunday, 1915 GMT
(2:15 PM EST Sunday)
WCO-13020 KCs
Europe and No. America
WCO-16908.8 KCs
East Coast So. America
WCO-22407 KCs
West Coast So. America
Every Monday, 0315 GMT
(10:15 PM EST Sunday)
WMM 25-15407 KCs
Australia
WMM 31-11037.5
Northwest Pacific

MARITIME
TRADES
DEPARTMENT

Expert Seamanship Ruled Following Fairisle Crash



As aftermath of her collision with the Panamanian tanker San Jose II, outside NY harbor, the Waterman C-2 Fairisle listed heavily to starboard and later grounded as shown in 13 feet of water. She's now lying in Brooklyn's Gravesend Bay a few hundred feet offshore. Efforts are being made to patch up the hole and pump out her flooded holds.



Fairisle Seafarer, Jerry Smith, OS, took this photo of damage to midship house. Ship was still fairly level at time. Chief mate was trapped in his foc'sle when bow of Panamanian tanker entered his cabin. Crewmembers released him.



Crewmembers calmly sitting it out are: (l to r) Mike Lachney, OS; M. C. Patterson, AB; Fred Thompson, bosun; and unidentified mate.



Barefoot crewmembers and other survivors are interviewed by Coast Guard CPO, Mel Abbott, at the St. George Coast Guard Base, Staten Island, New York. Most were in bunks when collision took place and didn't get chance to get dressed.



Reading all about it afterwards in SIU headquarters are Maurice "Duke" Duet, DM; Thompson, and Hilton Lachner, OS, three of gang who brought ship to anchorage.



"Here's what happened," says steward Bill Varn. Others are (l to r): Woody Brown, M. Shalestock, oilers; H. Marsh, MM; Paul Carter, ch. cook; Jim McGuinnis, OS; S. LaCalle, DM.



Rescue completed, passengers relax on deck of Coast Guard cutter as they tell of their experiences. Seventh passenger, Charles Schooley, was injured in crash. Passengers praised calmness and efficiency of ship's crew in getting boats away. Coast Guard is now conducting inquiry into the collision.

Seafarers Think Both Ships Ignored Rules

Seafarers queried on the Andrea Doria sinking were almost unanimous in emphasizing disregard for the rules of the road as the underlying fault in that accident. Over-reliance on radar as opposed to caution in fog, they agreed, is the cause of most ship collisions which take place under such circumstances. As one bosun put it, "the minute the radar set is put on, everybody gets careless."

It was generally agreed that ship navigators today, on US merchant ships as well as foreign ships, put too much faith in mechanical and electrical devices which are only aids to navigation and of themselves cannot keep a ship from getting into trouble.

A typical opinion on the collision was expressed by Seafarer Oscar Kaelop, bosun, who raised the question of sounding whistles and horns in the fog. "In the old days when we ran into fog we had whistles sounding all the time to help show where the ship was and we would slow the ship down completely."



Kaelop

"Now with new equipment aboard, skippers don't slow down and don't signal. It's clear to see from the force of the collision that the ships were going at top speed. They have the belief that the ship is unsinkable, so people get careless and worry too much about making the schedule. They say 'we have radar on board so we can push forward as fast as we want.' It just isn't so."

"There's also the question in my mind as to how well trained the crew of the Doria was to handle the boats. Otherwise why were there such delays in getting passengers off and so many casualties in a calm sea?"

Seafarer Joe Arras, a chief steward who has had much experience on passenger ships was also critical of the excessive speed the ships were traveling at. He emphasized, as well, that all accounts show that there was not enough systematic handling of the emergency.

"When a passenger ship is in danger," he said, "everybody should go immediately to assigned stations. Officers with guns on their hips to preserve discipline should be all over the ship. There should be section captains in charge of a certain number of cabins and their passengers."

"As soon as the ship was hit instructions should have been given to shut all portholes, get out life preservers and get all hands on deck. As far as can be known, these procedures were not followed." (According to newspaper accounts, the captain of the Doria has conceded that no general alarm was sounded.)

"What I can't understand is why they waited so long to lower the boats. The boats should have been lowered as soon as she got hit, and not wait until the ship was listing so badly."

It's an old habit, he observed, for ships to go full speed in a fog and just take chances they don't run into anything. "The skipper will mark in the logbook that he slowed down, but the throttle stays just where it was all the time."

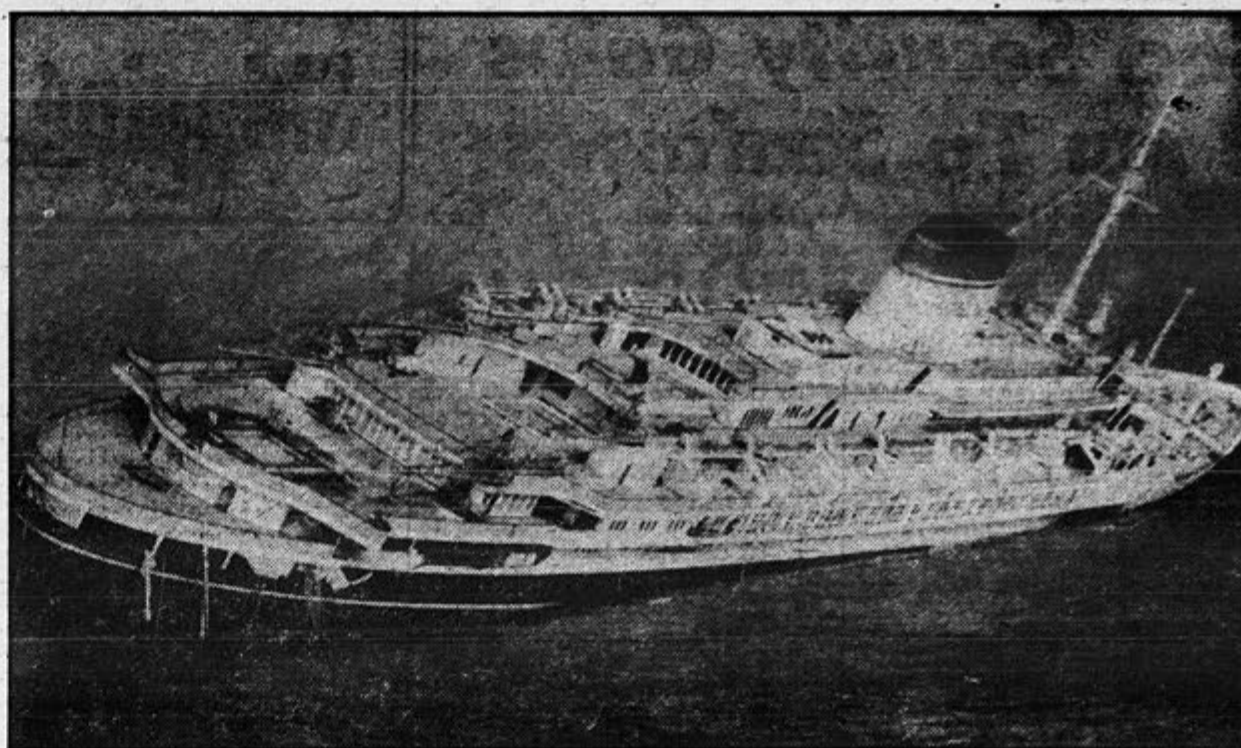
Don Davidson, chief electrician, described the collision as "inexcusable" because both ships apparently were relying on mechanical devices such as radar rather than exercising common sense. "Anybody running a vessel at full speed in a heavy fog is asking for trouble."

He pointed out that the ship was supposed to be the last word in construction and in safety devices yet it went over immediately and went down in ten hours. "Even if there is no electrical system for controlling watertight bulkheads, or the power is knocked out, there's still muscle-power aboard."

Apparently he said, there was a great deal of difference in the treatment a passenger got, depending on what class he was traveling in. "First class passengers reported they got good service, but it appears that the tourist class people were pretty much left to shift for themselves."



Davidson



Listing hard to starboard, Italian luxury liner Andrea Doria lies abandoned before sinking to bottom of Atlantic on July 26 off Nantucket Island. All boats on starboard side have been lowered, while those on port side remain in davits. Lines, netting and ladders hanging over side were used in abandoning ship following collision with liner Stockholm.

Doria Sinking Spurs US Study Of Int'l Ship Rules

Congressional investigation of world-wide ship safety standards has been undertaken as an outgrowth of last week's disastrous sinking of the Italian luxury liner Andrea Doria. The 30,000-ton liner went down in a fog off Nantucket Island on Thursday morning, July 25, 10 hours after a collision

with the Swedish liner Stockholm. At least 42 lives were lost and 80 or more injured. The Stockholm suffered a badly-crushed bow but made port under her own power.

The investigation was authorized in the last days of the 84th Congress under Rep. Herberf Bonner (Dem.-NC) chairman of the House Merchant Marine Committee. Rep. Bonner said the committee would consider the possibility of requiring "foreign flag ships that come in to our ports . . . be subject to the same rigid inspection for safety imposed on American flag ships."

Similarly, Rear Admiral Halert C. Sheppard, former US Coast Guard head of Merchant Marine Safety, declared that if the Doria were built to American specifications, she would not have listed more than 15 degrees after the Stockholm's bow opened a huge gash in her starboard side. The maximum 15-degree list would

have enabled her to stay afloat, he said. He added that the 1948 International Convention for the Safety of Life at Sea should be overhauled to bring all ships up to US standards.

Ironically enough, the last session of Congress passed legislation sponsored by the Coast Guard and shipowner groups to cut ship inspections from once a year to once every two years on freighters and tankers. The argument used by the bill's sponsors was that this would "conform" with the 1948 International convention — now under attack as inadequate.

Lucky To Be Saved

Fortunately for the Doria's passengers and crew, the French liner Ile De France and several other vessels were within a couple of hours steaming time from the site of the collision. The lifting of the fog and efficient rescue service provided by the Ile De France, the Cape Ann (United Fruit) the MSTS transport Pvt. William H. Thomas and the Stockholm itself prevented another Titanic disaster. Most of the 1,700 passengers and crew were safely aboard rescue ships when the Doria foundered. The Doria was only able to launch six of her own boats with capacity for less than half of the people aboard.

The 30,000-ton Andrea Doria was just 3½ years old and had been lauded as the last word in shipboard safety and comfort. Not only had it been decorated lavishly with priceless art treasures but it was also acclaimed as an "unsinkable" ship that would stay afloat even if one or two of her compartments were flooded. It had eleven watertight bulkheads in all.

But when the "unsinkable" Doria was hit with terrific impact, it proved vulnerable. The Stockholm sliced through fully one third the width of the Doria's beam, making a 40 foot-wide gash in the starboard side just below the bridge. With just two of her compartments cut open, the Doria heeled over heavily to starboard and hung in an inclined position until she finally turned over completely. The list prevented her from launching any of her port side boats.

A major question raised by the accident was the failure of the ship

to retain more stability. It is not known whether she had electrically-operated doors in her watertight bulkheads as on US ships. There is a suspicion that the doors were not closed permitting water to enter the other compartments.

While it will be a long time before the last word is heard on the sinking by the various investigative bodies, the following evidence seems fairly well-established:

- Both ships were off their assigned tracks in the heavily-traveled waters off Nantucket light. The Stockholm was as much as 15 miles off. There is no compulsion at present to keep a ship on its track.

- The tremendous impact of the collision, supplemented by the statements of witnesses, indicates that both ships were traveling at their regular cruising speeds, despite the heavy fog, relying on radar to keep them out of trouble.

- The Doria's captain has stated that his radar was on and that he was personally tracking the Stockholm before the collision.

- The Doria was also reported to have been sounding her fog-horn, but a Stockholm crewmember said that his ship was definitely not using fog signals.

- The captain of the Doria conceded that he had not sounded any general alarm, claiming that he did not want to panic the passengers. Some instructions were given in Italian, but English-speaking

(Continued on page 15)

Senate Buries Ship Gadget Bill

WASHINGTON—The controversial proposal to install automatic radio call selectors on US cargo ships has been buried by the Senate. The Senate Interstate and Foreign Commerce Committee ended the measure's chances for this year by voting to have an investigation of the need for the devices to be conducted by the Federal Communications Commission, the Coast Guard and the Maritime Administration.

The Radio Operators Union, steamship operators and the Maritime Administration had opposed the call selector proposal, but the bill had nevertheless passed the House of Representatives. It provided that all ships with less than two radio operators would have to install the device.

The call selector would make it possible for a shore station to get in touch with a ship at any hour by sending out the ship's call signal. On receiving the signal, the selector would ring a bell, awakening the operator.

Unnecessary Gadget

The ROU opposed the bill on the grounds that it was an unnecessary gadget and that a shore station would have to know the call

numbers of ships that happened to be in its vicinity. It would be very unlikely that a station would have that information or even know which ships were in the area.

In an emergency, the ROU pointed out, the standard distress signal call would accomplish the same purpose as all ships are equipped to receive this signal automatically. The ROU concluded that the installation was just another gadget which would load the operator with additional maintenance.

Moore-McCormack Steamship Company, which had installed the devices voluntarily, also testified against their adoption.

The Senate Committee's action in sidetracking the bill means that the House will have to vote on it again next year, as measures cannot carry over in a Congressional election year.

List Details In Cables To Union

When notifying headquarters by cable or wireless that a Seafarer has paid off in a foreign port because of injury or illness, ships' delegates should include the following information:

The man's full name, his SIU book number, name of the ship, the port of payoff and the hospital where he is being treated.

The response of ship's crews to the Union's request for these notifications has been very good. Sometimes though, not all of the above information has been included. Be sure to list all of this data so that the SIU can act as promptly as possible.

Tampa Outlook Bright On Jobs

TAMPA—"Fine" is the word for both past and future shipping out of this port.

During the past two weeks the Coe Victory (Victory Carriers) paid off and signed on and the Beaugard (Pan Atlantic) paid off.

In transit were the Hastings, Bienville, Fairisle and Madaket (Waterman), Chickasaw (Pan Atlantic), Mae (Bull) and Del Valle (Mississippi).

Soc. Security Gains Boon To Seafarers

Seafarers and their families will benefit considerably from the newly-liberalized provisions of the Social Security law. The most important changes in the law will permit totally disabled workers to draw Social Security benefits at the age of 50 and permit widows or wives to start drawing benefits at the age of 62 instead of 65.

The new law passed both Houses of Congress and has been signed by President Eisenhower. Although the Administration fought the law all the way down the line, the President signed the bill, while expressing reservations.

In addition to the workman's disability features and the lowering of women's retirement ages, the bill provides benefits for disabled children and extends coverage to about 200,000 more people, mostly professional men, who have not been protected by Social Security up until now.

Most of the new benefits would go into effect as of January, 1957, although benefits for widows at 62 will take effect in the fall.

Increased Deductions

The new benefits will be financed by an additional one-quarter of one percent payroll tax on up to \$4,200 earnings, or \$14.50 more a year for workers. Employers also chip in extra.

Here in a nutshell, are what the benefits mean:

• **Disability benefits** — Male or female workers who are totally and permanently disabled can draw Social Security benefits at age 50 after they have been disabled at least six months. They will need at least five years' employment covered by Social Security just before the time they become dis-

abled. About 250,000 people will be covered the first year.

To take an example, a Seafarer with at least five years' work on ships prior to becoming disabled would be eligible to collect his Social Security at age 50. This of course, would be in addition to any SIU disability benefit he might be receiving.

• **Children's disability** — The disabled child of a retired or deceased worker can continue to receive payments after the age of 18. At present such payments stop for the widow or the child when the dependent children reach 18.

• **Women's benefits at age 62** — This is the most far-reaching change under the law as it affects women workers, wives of retired workers, widows and mothers of deceased workers if the mother was supported by the worker. In most instances, the woman has the option of starting benefits at age 62 at a lower monthly rate or waiting until age 65.

In the case of a widow of a deceased worker who was already getting benefits, she can start drawing her benefits immediately at 62 at the same rate as if she waited until 65.

If a man is retired at 65 but his wife is younger than he is, she can now start drawing her benefit at 62, but at a lesser rate than if she waited. For example, if the wife starts drawing her pension at 62, their combined benefits ceiling (Continued on page 15)

Shipping Round-Up & Forecast

July 11 Through July 24

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	7	9	2	7	6	2	15	18	33
New York	114	34	84	36	77	14	275	84	359
Philadelphia	24	9	22	2	9	8	55	19	74
Baltimore	72	32	51	29	45	18	168	79	247
Norfolk	9	10	5	12	4	4	18	26	44
Savannah	9	7	10	6	6	6	25	19	44
Tampa	8	2	4	3	4	3	16	8	24
Mobile	19	4	17	5	16	6	52	15	67
New Orleans	76	8	47	14	60	22	183	44	227
Lake Charles	9	9	6	7	3	4	18	20	38
Houston	17	8	9	5	5	2	31	15	46
Wilmington	7	8	5	6	3	5	15	19	34
San Francisco	19	16	14	12	21	8	54	36	90
Seattle	15	10	10	13	36	31	61	54	115
Total	405	166	286	157	295	133	986	456	1442

Port	Shipped						Total A	Total B	Total C	Total Ship.
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C				
Boston	9	3	1	2	1	4	12	9	6	27
New York	79	16	12	65	25	18	196	57	43	296
Philadelphia	28	10	2	26	12	6	70	31	9	110
Baltimore	87	28	21	53	34	32	191	87	67	345
Norfolk	10	8	8	5	9	6	21	25	23	69
Savannah	7	5	7	0	2	3	10	10	9	29
Tampa	6	3	1	4	3	4	11	10	8	29
Mobile	25	17	1	22	10	11	66	32	23	121
New Orleans	28	5	14	36	8	5	79	17	25	121
Lake Charles	6	1	0	10	6	2	18	9	4	31
Houston	17	12	3	15	10	6	37	32	12	81
Wilmington	6	2	1	4	6	1	14	9	6	29
San Francisco	10	19	1	7	3	1	29	32	4	65
Seattle	13	13	5	9	11	4	49	64	24	137
Total	331	142	77	258	145	102	803	424	263	1490

Although dips were reported in a few scattered ports, shipping throughout the Atlantic and Gulf District, during the last report period, reached the highest point since the period ending August 9, 1955. This, in turn, was the best shipping period since the pre-Christmas boom of 1953.

INQUIRING SEAFARER

Question: The last issue of the SEAFARERS LOG carried an article on a new type rubber liferaft. Would you prefer it to a lifeboat?

L. A. Marsh, FOW: In case of fire I don't think it would offer the protection you would have in a metal boat. The rafts themselves could burn. Also, injured men couldn't be cared for as well as in our present boats. I would rather have steel or wood under me than a rubber liferaft.



Arthur Graziano, OS: They must be a lot easier to get into the water. Launching a lifeboat takes time and sometimes you don't have enough of that. Lifeboats are also heavier and hard to handle. This looks like a more convenient arrangement to me and could be safer too.



Sal Barbara, steward dep't: When I was in service we had rafts on airplanes and used them in training. They worked out very well and in my estimation would be much better when speed is all-important. We've had ships go down in a few minutes without time to lower boats.



Pasquale De Marco, wiper: I think the liferafts would be better. They are much lighter, easier to lower and can be handled much better. A lifeboat is harder to launch and more dangerous to handle. Besides, there wouldn't be any problem of painting and maintaining boats.



J. W. Givens, ch. steward: I have my doubts as to how safe they would be. It would be difficult to fix leaks and there is always the danger of punctures and other damage. I imagine it's a lot easier to patch up a leaky lifeboat than a leaky rubber raft.



Peter Sarchio, 2nd cook: Life rafts seem to have it all over the conventional lifeboats in being easier to launch, easier to handle and much faster getting into the water. These are pretty big advantages in an emergency and I would say that's reason enough for using them.



Seafarers Fume Over Egyptian Postal Racket

Crewmembers of the Steel Maker (Isthmian) are steaming over a petty racket on postage charges which was pulled on them in Port Said, Egypt, by a runner for the company's agent there. Seafarer D. L. Gardner reported that he was soaked \$7 for ten letters for which the going rate of postage is \$1.60. The entire crew, he said, had to pay \$50 in postage for mail worth, at its most, \$7.

He explained that the runner for the company's agent, the English Coaling Company, got the



Steel Maker crewmember D. L. Gardner shows off sample letters, which cost him a total of \$7 to mail in Port Said. Crew is up in arms over \$50 charged them to mail \$7 worth of mail.

mail because crewmembers could not go ashore to post their own. Port Said is the only place in the Canal Zone where mail can be dispatched, although an obliging native carrying the improbable name of "Spud" Murphy will handle mail for seamen as a "favor." The "favor" consists of a carton of cigarettes.

The runner never used a mail scale, Gardner notes, but estimated postage by weighing the letters on his hands. Gardner is positive the ten letters he sent were well within the one-half ounce minimum and should not have cost more than 16 cents each. Yet on some of them he was charged over \$1.

Isthmian headquarters in New York has been informed of the complaint and has promised to investigate the incident.

The 1,490 men in all classes shipped during the most recent period surpassed by eight the previous high mark of October, 1955, when 1,482 men were placed aboard SIU ships.

The August, 1955 record is 1,574 men shipped.

During the last shipping period, gains in the number of men shipped over those registered were reported by Philadelphia, Baltimore, Norfolk, Tampa, Mobile, Houston and Seattle.

General Gain

Gains in the number of men shipped over those shipped during the previous period, ending July 10, were reported by Boston, Philadelphia, Baltimore, Norfolk, Savannah, Tampa, Mobile, Houston, Wilmington and Seattle.

New York, New Orleans, Lake Charles and San Francisco were the only ports experiencing declines in the number of men shipped as compared with the previous period. These ports had more men registered than were shipped, and the same was true in Boston, Savannah and Wilmington.

New Orleans, where shipping was off considerably from the previous month, viewed the next two weeks dimly, with only four payoffs scheduled during this period.

Lake Charles, where shipping was also off a bit, expected things to pick up, however.

Here, in brief, is the forecast for the next two weeks: **BOSTON:** Dim. . . . **NEW YORK:** Good. . . . **PHILADELPHIA:** Very good. . . . **BALTIMORE:** Good. . . . **NORFOLK:** Good. . . . **SAVANNAH:** Fair. . . . **TAMPA:** Good. . . . **MOBILE:** Good. . . . **NEW ORLEANS:** Dim. . . . **LAKE CHARLES:** Better. . . . **HOUSTON:** Very good. . . . **WILMINGTON:** Fair. . . . **SAN FRANCISCO:** Good. . . . **SEATTLE:** Fair.

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

Hidden Fees In Home-Buying

Moderate-income families are being further pushed out of the housing market by high mortgage interest rates and ballooning mortgage "fees" piled on top of higher prices for houses and land.

In many cases, the additional mortgage charges are concealed from the buyer until he "closes" the deal for the house and finds he is paying unexpectedly large fees. If he has an FHA mortgage, he must pay an often-unadvertised and unnecessarily high insurance premium for the life of the mortgage. Other concealed mortgage charges may be hidden in the price of the home itself, and may never be realized by the buyer.

Here is how mortgage costs have been jacked up by extra fees and premiums:

Closing costs now often range from \$250 to \$400. Many lenders now include under closing costs an extra "origination" fee of 1 percent of the amount of mortgage "for expenses in arranging and closing the loan." This, of course is in addition to mortgage interest. Other more traditional closing costs also have risen sharply. The United States Savings and Loan League reports that charges for recording mortgage and deed, appraisal and credit investigation have tripled in recent years, and cost of title insurance also has risen considerably.

Closing costs vary considerably in different areas, and among different lenders. But here is a typical closing cost for an \$11,000 mortgage: "origination fee" of 1 percent, \$110; survey of lot, \$20; examining title and title insurance, \$85; appraisal, \$25; and credit investigation, \$3; recording mortgage and deed, \$12. The total is \$255. In the case of an FHA mortgage, the mortgage insurance premium for the first year would add another \$55 for a total of \$310. This does not include deposits required for taxes and property insurance, which would raise the closing costs another \$125 to \$200, but are actually a prepayment of anticipated expenses rather than a hidden mortgage cost.

Now this is a comparatively reasonable charge made by the more reasonable lenders for VA and



FHA mortgages. Dr. Wilmoth C. Price of the business-education department at Ball State Teachers College in Indiana, reports that in his experience, banks and savings and loan associations try to keep closing costs down to reasonable limits, but mortgage and investment companies tend to have "considerably higher closing costs." For example, in his state, on "conventional loans" (non-VA or FHA) lenders may make additional charges such as discounting the loan at two percent, and brokerage or commission of one percent of the loan.

The "origination fee" of one percent of the mortgage, and the additional discount sometimes charged by the sharper mortgage lenders are the closing costs most objectionable to buyers, says Dr. Price. By "additional discounts" we mean that besides all the other closing costs and the mortgage interest itself, the lender charges an extra initial fee. For example, if the lender charges a two percent discount on an \$11,000 mortgage, the borrower would actually receive only \$10,780. In some areas, such discounts sometimes run as high as 5 or 6 percent.

Such mortgage discount charges nowadays sometimes are hidden in the price tags on new homes. Theoretically, VA and FHA mortgages carry interest rates of 4½ percent (plus one-half of 1 percent for insurance on FHA mortgages). But in actual practice, such mortgages are for sale in the mortgage market at about 5 percent discount, the Savings and Loan League reports. So, many lenders charge builders an extra fee for mortgages in lieu of the discount available in the market. This is a cost the builder must pass on to the home buyer.

High Mortgage Premium

Besides high closing costs and mortgage discounts, there is another cost tacked on to FHA mortgages, by the Government itself. This is the mortgage premium of one-half of 1 percent collected by FHA to guarantee the lender against loss. This "risk insurance" is paid by the home buyer. Development builders often advertise that VA and FHA mortgages are available at 4½ percent. But later the buyer finds he has the additional premium to pay for the rest of the life of an FHA mortgage. Even if it is conceded that the buyer and not the lender should pay to guarantee the lender against loss, there is a serious question whether the present FHA premium is not as excessive as some of the closing costs charged by private lenders. A home buyer in Canada is required to pay a lump-sum premium of 1¼ percent for a Government-guaranteed mortgage. He pays this only once. On \$10,000 mortgage, the Canadian insurance fee is thus only \$175. But \$10,000 25-year mortgage, the FHA premium adds up to \$625.

A leading life insurance company reports that of the 71,000 home mortgages it holds throughout the country, only one-eighth of one percent are in arrears more than 60 days. Thus, the Government appears to be charging four times as much as the risk involved. Congressmen Holzman and Fino have been urging Congress to reduce the mortgage insurance for housing cooperatives to one-quarter of one percent. This seems more than adequate to cover the risk for individual home-owners as well as the co-ops.

You won't gain by seeking a conventional instead of an FHA mortgage. In fact, you might pay more. But FHA mortgages are getting harder to find, as more lenders figure they may as well pocket the extra one-half of one percent themselves.

Before And...



Seafarer Edward Warfield stands covered with paint aboard Steel Vendor, but with ship in Bangkok, a little paint won't stop a fellow from...



... Enjoying life ashore a few hours later in the company of two local belles. Photos by ship's reporter Carl Churko.

NY Sings Happy Tune: 'Good Shipping Holding Up, Outlook Is Fine'

NEW YORK—Shipping continued to be good in this port during the last shipping period and the picture for the coming period is also good. A number of ships are due in for payoffs after long runs, and this usually means a big turnover in the crews.

During the past two weeks the demand was greater than the supply in some ratings, particularly in the engine department. There was a run on pumpmen during this period, with several of them sent down to Baltimore, and at this writing they are scarce at headquarters.

Shipping Good

The shipping picture for the period remained good despite layoffs by the Seatrain Lines. The Seatrain Texas crew was at headquarters after having been laid up for two weeks, and the Seatrain Savannah paid off and went into the shipyard for a month. After the Seatrain Savannah comes out, the Seatrain New York will lay up for a month.

Besides the Seatrains Texas and Savannah, 20 other ships paid off during the period, 5 signed on foreign articles and there were 10 in-transits.

Also at the hall was the crew of the Fairisle (Pan Atlantic), which was rammed off the New York lightship. They were brought to the hall from the Staten Island Coast Guard station by the SIU Welfare Department. After being clothed and fed, all crewmen who do not live here were put up at the St. George Hotel. Captain Schroe-

der, port captain for Waterman, also helped see to it that the crew was well cared for after the accident.

Philly Is Boom Town For Ships

PHILADELPHIA—In this port, the shipping situation is becoming reminiscent of the boom wartime days, reports SIU agent Steve Cardullo.

In particular, there is a shortage of rated engine room men, and the Union is urging rated men to take jobs as soon as they came up on the board.

So far the Union has been able to supply all of the vessels that have needed replacements, but the ships that are scheduled for payoffs are expected to clear out the hall.

Except for the black gang situation, the affairs of the port and the Union are in good shape, with no beefs or disruptions along the waterfront or on the local labor front.

Balloting on the constitutional amendment is progressing at a rapid pace, port agent Cardullo reports.

Commies Rig New M'time Front

Long-experienced at shifting disguises, the Communist Party's waterfront section is now operating full-steam on both coasts in the guise of committees opposed to Coast Guard screening. "The Committee Against Waterfront Screening" in San Francisco and the

"Seamen's Defense Committee Against Coast Guard Screening" in New York bear all the earmarks of the standard assembly-line type of front organization.

At the moment the waterfront section has seized on the screening issue as its theme, just as in past years front groups have attempted to pervert to their own ends such issues as the housing shortage, unemployment or whatever happened to be the public grievance at the time. Consequently, the committees have been set up in the usual fashion consisting of a number of party professionals plus a sprinkling of screened seamen through whom the pros operate.

Propaganda Barrage

Both the East and West Coast groups have been following the usual procedure of deluging ships and shoreside marine workers with bulletins and literature on the screening issue. But as is also usual, the committee drops a few lines, in its bulletins which faithfully reflect the latest international Communist line. For example, a recent West Coast bulletin pleads for seamen to forget about the Korean War and other issues. "Who was right and who was wrong on one or all of those questions is not the issue today. This is 1956 and there stretches ahead a long period of world peace and co-existence..."

The officers of both East and West Coast groups and their attorneys show a solid representation of pro-Communist operators. On the East Coast the head of the committee is Hugh Mulzac, a veteran Communist-front functionary.

Mulzac's last public appearance was as candidate for Queens, New York, borough president on the ticket of the American Labor Party, in 1951. The ALP by then was firmly identified as Communist-controlled. Mulzac had previously been cited as a member of the Communist Party at a House hearing in 1944.

Another member of the committee's executive group is Lou Becker, who has been an active participant in the Party's waterfront section.

The East Coast group is represented by two law firms. One is the firm of William L. Standard, who was counsel for the National Maritime Union when it was under the Communist's thumb. The other is the firm of Boudin and Rabinowitz. Victor Rabinowitz was attorney for the Communist-dominated American Communications Association and pleaded the 5th Amendment when questioned concerning his ties with the Council of American-Soviet Friendship, a front organization. He also pleaded self-incrimination when asked about his work in behalf of the American Communications Association, which was expelled by the CIO as being CP-dominated. Both Rabinowitz and Standard, as well as Boudin, have been officers in the National Lawyer's Guild, which is on the attorney-general's subversive list and has been called the legal arm of the Party.

Backed By Bridges

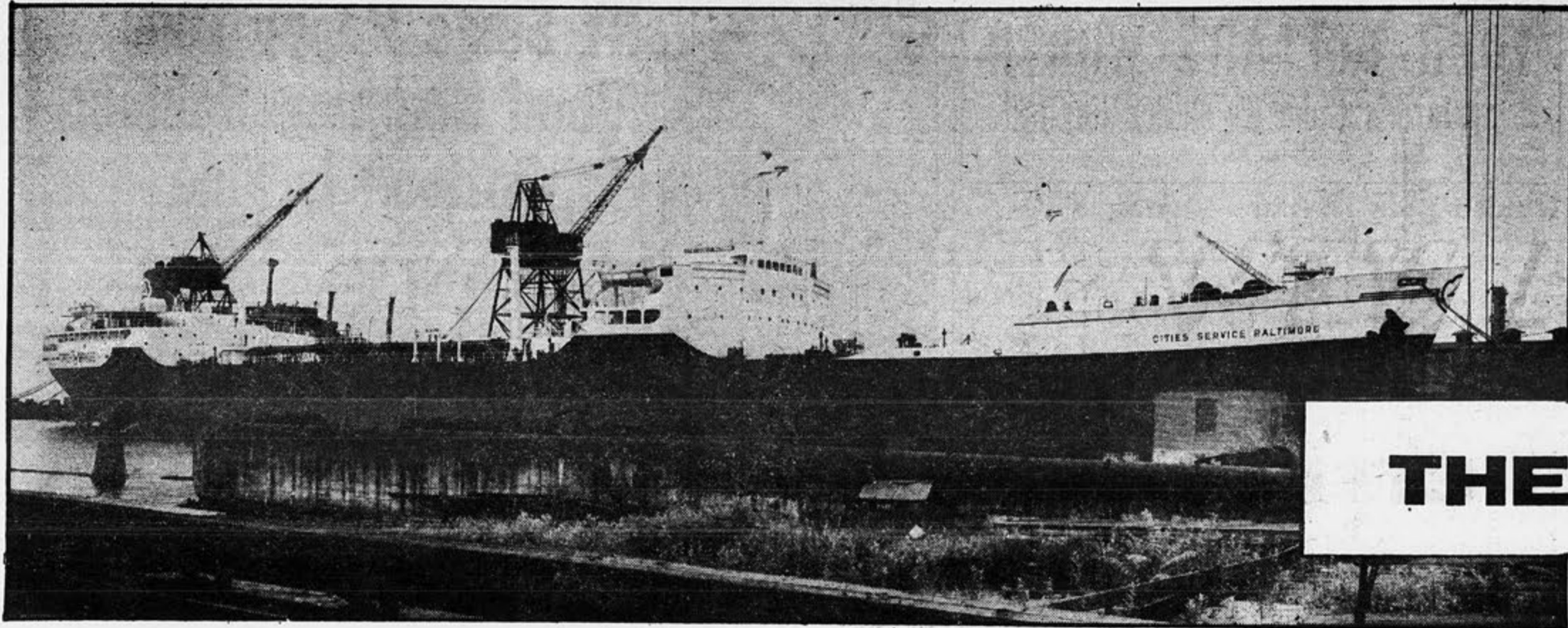
At a recent meeting of the East Coast committee at Werdermann Hall, 16th Street and 3rd Avenue,

New York, the chairman assured the meeting that the committee had the full support of Harry Bridges and the West Coast longshore union.

The West Coast set-up is on much the same pattern. One of its officials, Walter Stich, was formerly an officer of the Marine Engineers Beneficial Association. He was ousted in September, 1947, a few months after he was arrested in connection with a fund-raising benefit at his home for the "People's World," West Coast edition of the "Daily Worker." He pleaded guilty at the time and was represented by the law firm of Gladstein and Anderson, long identified with pro-Communist causes.

Another is Walter Stack, who was ousted by the Marine Fireman's Union for supporting the Communist-dominated Committee of Maritime Unity after the MFOU repudiated that outfit. Stack is the brother of Joe Stack, who spearheaded the Communist group in the NMU until ousted from that union. At a 1955 House Un-American Activities hearing in Seattle, Stack was identified by a Communist Party member as a long-time Communist card-carrier who was a key figure in the Maritime Federation of the Pacific. The latter was infiltrated and taken over in one of the early Communist attempts to control all of maritime.

As is the usual practice, the addresses of both committees are mail drops, with no regular staff. Party front committees, travel light—it makes it easier for them to switch names and causes.

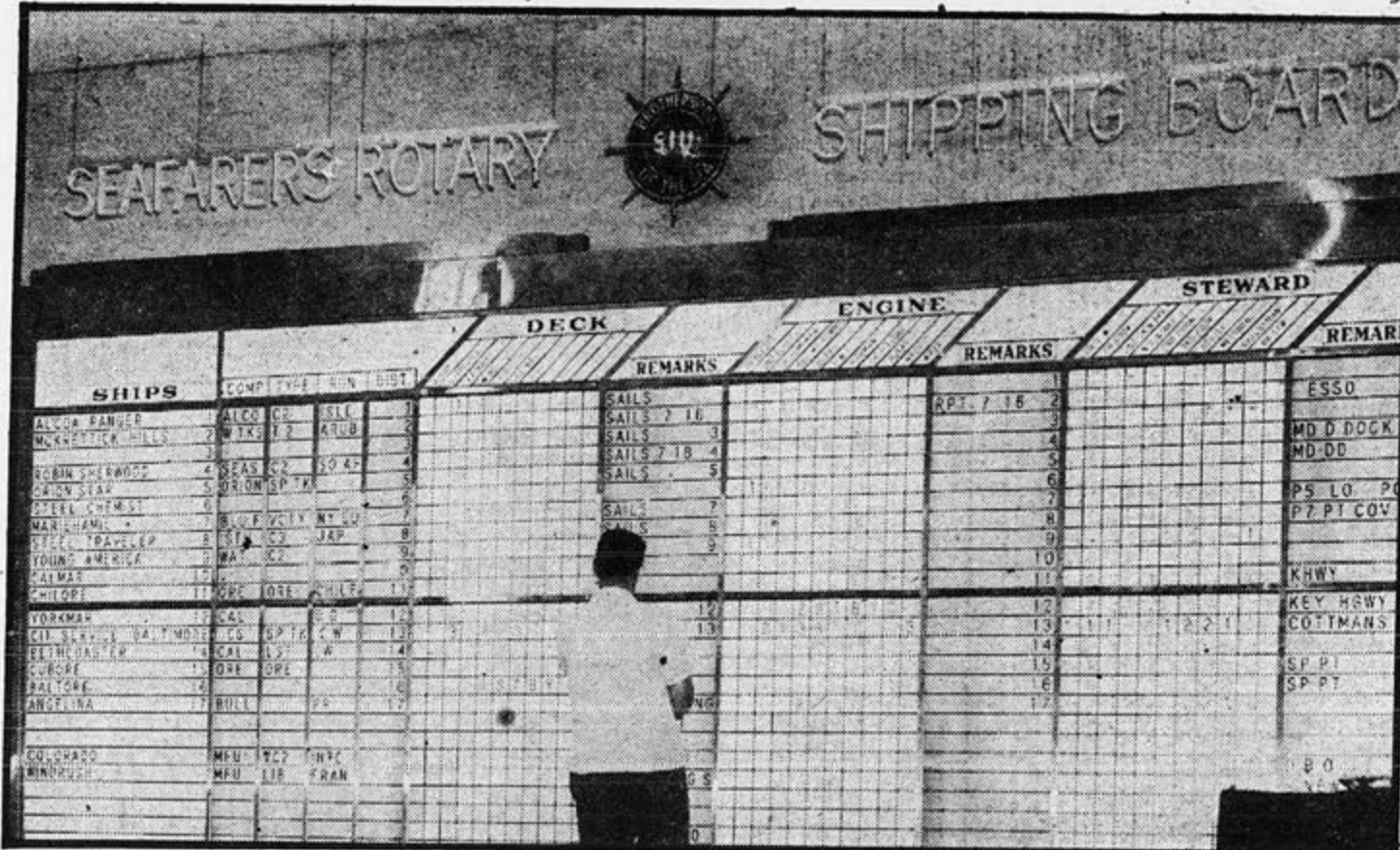


A NEW SUPERTANKER

THE SS CITIES SERVICE BALTIMORE

A NEW SUPERTANKER

THE SS CITIES SERVICE BALTIMORE



Up on board at Baltimore SIU hall goes call for full crew for the Cities Service Baltimore. Seafarer John Arabasz does the honors. Seafarers will crew two more tankers of same type for Cities Service by the end of 1956, according to present schedules.



Seafarers crowd dispatch counter in Baltimore to throw in for jobs on the new supertanker. Luxury features such as individual crew staterooms attracted an eager turnout. Arabasz (left) and Tony Kastina are at work picking the oldest cards.

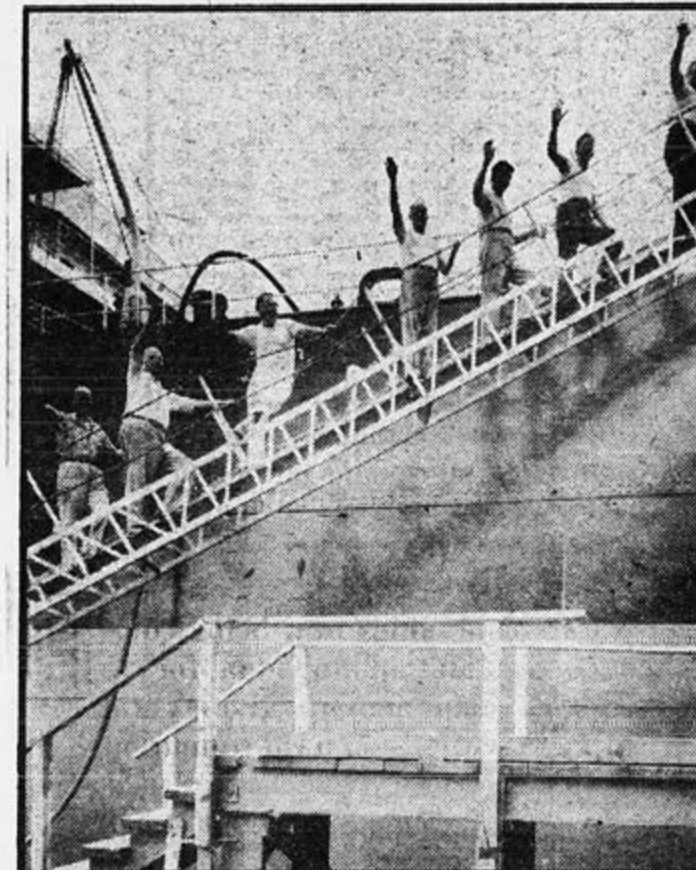
WHEN SIU crewmen climbed aboard the supertanker Cities Service Baltimore in that city this month, they signified the new era in oil transportation. The supertanker is fast replacing the T-2 on the long offshore runs and is rapidly becoming an element in the domestic trades as well.

The Cities Service Baltimore, like her two sister ships now being completed, provides an individual foc'sle for each man aboard, giving him the privacy that's so hard to find on shipboard.

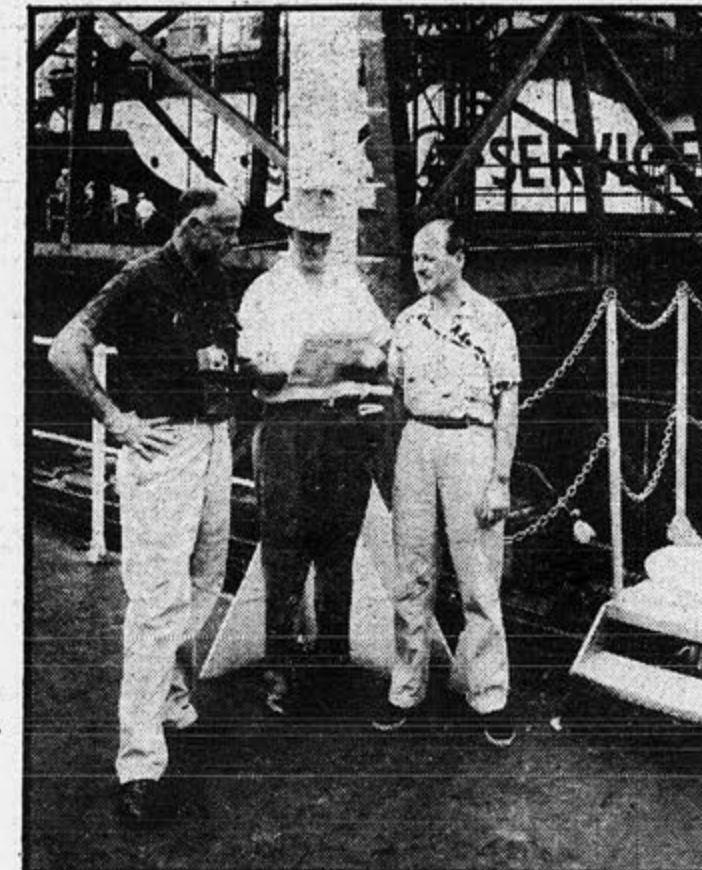
The CS Baltimore at 32,600 tons, dwarfs the conventional T-2. But in turn, will be dwarfed by even bigger tankers now being built or planned, including one that would be a 100,000-ton giant.

As it is, the Baltimore can carry 18 different kinds of petroleum products and lift 271,000 barrels, twice the amount of a T-2. Other vital statistics on the ship are: length, 661 feet; beam, 90 feet; draft, 32 feet; plant, geared turbine drive generating 15,000 shaft horsepower; service speed, 16½ knots. The relatively shallow draft is an advantage in the confined channels of the Calcasieu River at Lake Charles where the company has its refinery.

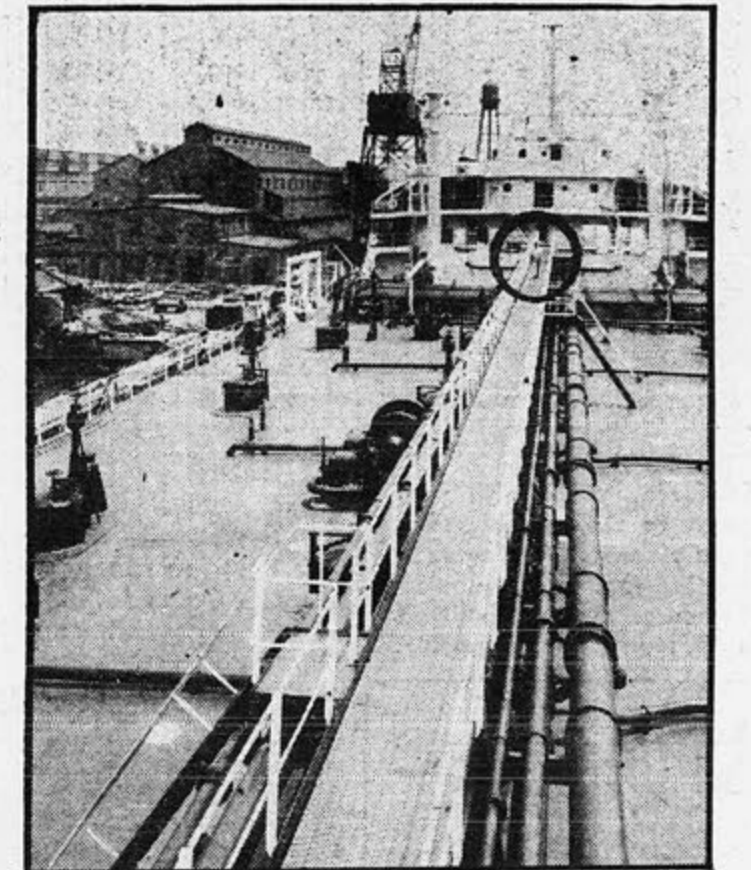
The second new tanker, Cities Service Miami, is nearing completion and should be ready for service in the fall. December is the target date for the third vessel. All three ships were constructed under a "trade in and build" program set up by the Maritime Administration.



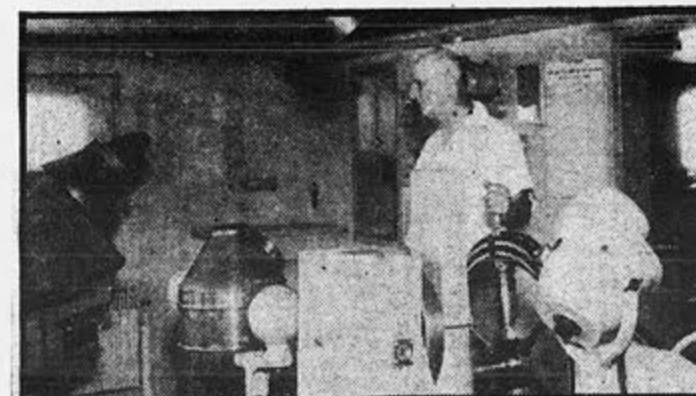
Group of crewmembers aboard her for first time at Baltimore dock wave to onlookers on pierside.



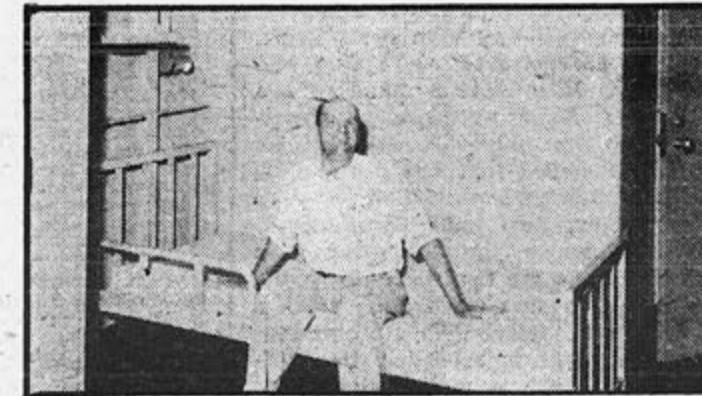
Patrolman Rex Dickey (center), CS rep Russell Brandon and crewmember have a few words on a pact provision.



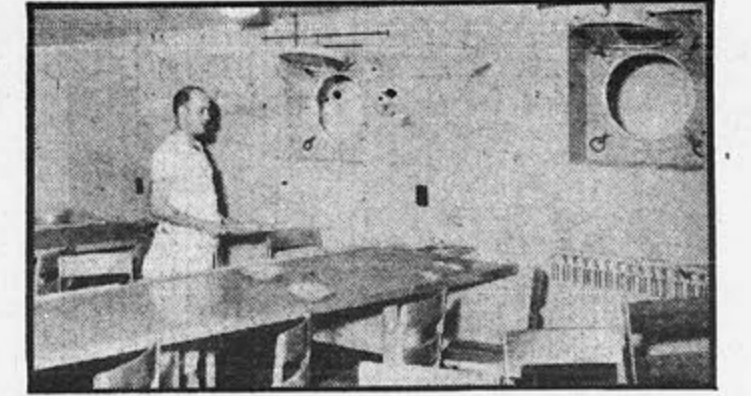
Length of 32,600-ton ship is shown by shot of Seafarer (circled) on catwalk. Plenty of leg-work here.



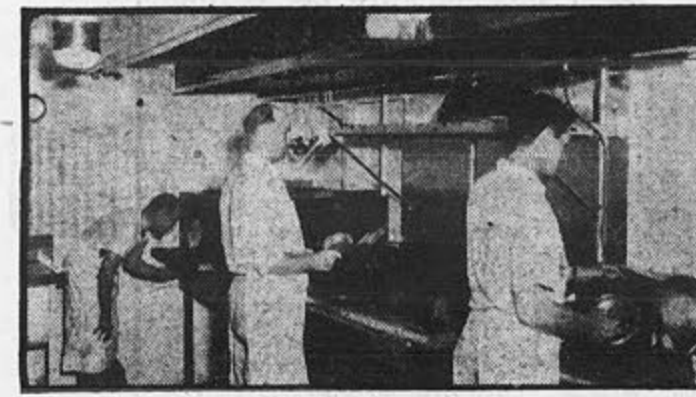
Wheelhouse is equipped with modern navigational aids. Patrolman Dickey stands at the wheel.



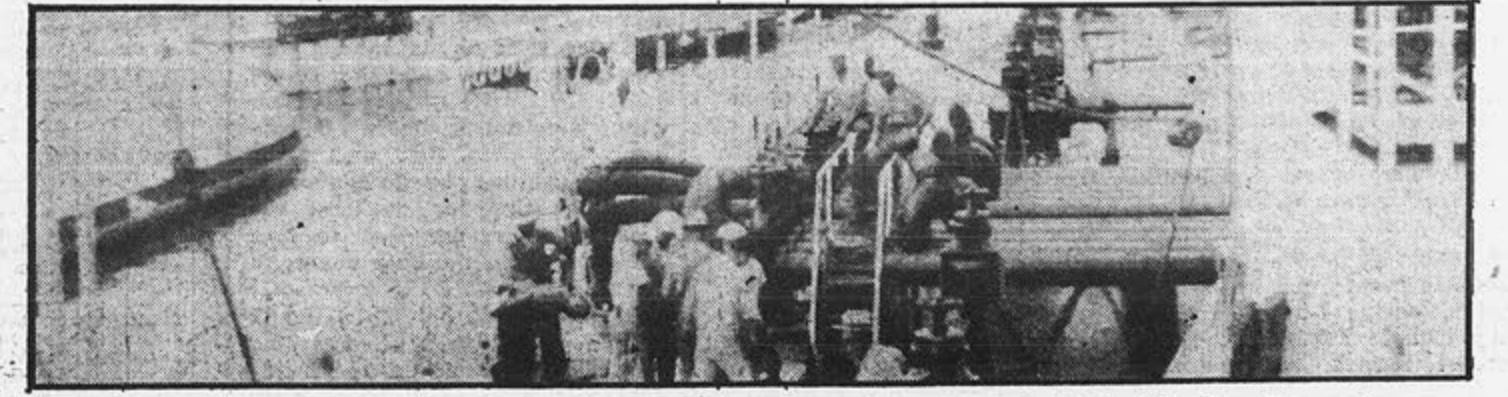
Mattress is evidently to liking of Tony Francis, chief steward. Individual foc'sles are the rule throughout.



Messman starts setting up for first meal. Messroom is roomy, well-lit and well-ventilated.



The spacious stainless-steel galley should prove a favorite with SIU steward department men.



First oil flows into tanks of Cities Service Baltimore at the company's Lake Charles, La., refinery. The huge tanker can handle 271,000 barrels when loaded to full capacity. Like two sister ships, it will operate on coastwise run.

Balto Booms Despite Steel Tie-up

BALTIMORE—Despite the steel strike, shipping has continued to be good in this port, and during the past two weeks there were 18 ships paying off, 7 signing on and 8 calling in transit. The few beefs which came up were all settled to the satisfaction of the crews and there are no beefs pending at this time.

Much of the Union's interest here has been focused on the Congressional picture, and the hall has been in close touch with the SIU Washington office, which has been watching the legislative situation keenly because of the number of bills which vitally concern seamen.

Of particular interest has been the so-called Browning bill which would pave the way for this Great Lakes SIU company to purchase two C-4 type vessels and put them into service from the Atlantic coast to Cuba and Mexico. Since the Union has a contract with Browning, this would be of great help.

Watching Legislation

The progress of the Bernstein

Happy Birthday



Seafarer Pete Walsh prepares to cut into birthday cake presented him by captain in behalf of crew on SS Republic. Photo submitted by D. Nagy, ship's reporter.

Among Our Affiliates

A seven-ship non-union fleet on the Great Lakes is now SIU after an election won by the SIU Great Lakes District. Arnold Transit Company ships, which were involved, carry freight and passengers between Mackinaw City, Mackinac Island and St. Ignace. The election was conducted under the supervision of the Michigan State Mediation Board.

Official opening ceremonies are scheduled for August 24 for the new San Francisco headquarters of the Marine Cooks and Stewards Union. The Mayor of San Francisco, many union leaders and others will participate in the dedication.

Hospital benefits of \$40 a week and a death benefit of \$7,500 plus a double indemnity provision have been obtained by the Staff Officers Association in revision of the union's welfare plan. The old benefits were \$25 in the hospital and \$2,500 in case of death.

Approval of four ballot propositions has been voted by members of the Marine Firemen's Union. They include a \$2 monthly dues increase, formal approval for sale of the union's headquarters, revision of the shipping rules and imposing of penalties on members who miss ships.

and McLean bills has also been closely watched.

The Union — whose position against the use and handling of narcotics has been firmly established over the past ten years—wants to remind any foul ball who might accidentally get aboard an SIU ship about enactment of the 1956 Narcotics Control Act, which considerably stiffens the penalties

for anyone convicted of unlawfully possessing narcotics aboard ship. The law now puts marijuana into the same class with other narcotics.

Also, the hall has received from headquarters a list of unclaimed wages from Alcoa, and any men who feel they have back wages coming from this company are advised to come into the hall and check.

SIU Aids City Workers

SAVANNAH—The SIU here took an active part in assisting employees of the city of Savannah to win recognition for their union and also a six cents an hour wage boost.

E. B. McAuley, the Union's acting port agent, was asked by the Savannah Trades and Labor Assembly to aid the city employees after they walked out on June 16 because of sub-standard wages. The employees are members of Local 342 of the State, County and Municipal Employees Union.

The SIU representative, together with representatives of the employees union and the Carpenters Union, met with city officials and after three days of negotiation

were successful in winning both recognition of the union and the wage increase.

Shipping in the port was fair during the past shipping period and looks good for the future. Several in-transits are due and the Bents Fort (Cities Service) is slated to crew up here on August 30.

During the past two weeks the Northwestern Victory (Victory Carriers) paid off and signed on and there were six ships in transit.

MEET THE DELEGATE

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

If there's one thing an aspiring delegate learns the hard way it is the simple injunction "get the facts straight," says Seafarer George Finklea. Having been elected deck delegate virtually every time he did not

ship as bosun, Finklea has found that nothing can get quite as garbled as the story of a shipboard beef. Any delegate who dashes off to the mate or the skipper on the basis of one man's version of a story is headed straight for trouble.

Finklea started sailing back in World War II and has had experience on Army transports and NMU ships before coming over to the SIU. By now he has been on enough ships of all major SIU companies to know his way around thoroughly.

Experience like this is useful to any delegate, he says, but it is only one factor and not necessarily the most important one. Being level-headed and diplomatic counts for more than anything because a delegate has to mediate between crewmembers and pacify different personalities. Anybody who is nervous or trigger-tempered can't make a good delegate no matter how long he has been sailing.

Experienced Man

Finklea doesn't buck for the delegate's job but he finds he is usually nominated for it on most ships. "After being delegate a couple of times you get to be known as having delegate's experience and from then on you are usually asked to serve."

Like many delegates, he feels it is a weighty but necessary job and is willing to do his share. It would help a great deal, he believes, if the delegates had a little more status on the ships. The answer might be some kind of procedure whereby men would have to meet

certain standards set up by the Union before becoming delegates.

One reason why some Seafarers are reluctant to serve as delegates, he pointed out, is that there are always crewmembers on the ship who proceed on the assumption that they can settle a beef better than the delegate can. "They know as much about it as the delegate does, or at least they think they do," he said. And the next thing the delegate knows, every man is his own delegate and is doing his own negotiating with the officers. If the delegates were men who had a little special standing and ship's officers were firmly instructed to deal only with delegates he is convinced that beefs would be settled with less friction.

Long Trip Long On Beefs

Of course, the difficulties of a delegate's job tend to multiply the longer a ship stays away from a US port. Being delegate on coastwise ships is relatively easy because there is always the Union hall to call up when things go wrong. The delegate carries more of a load when the ship is out three or four months as Finklea was on the McKittrick Hills, his last ship.

Under such circumstances, delegates can still save themselves grief by writing headquarters about outstanding beefs. It happens very often that such beefs can be settled by long-distance communication, or at least the Union will be prepared to take them on when the ship comes in for payoff.

A native of Columbia, South Carolina, Finklea started sailing out of Charleston on the Army transport Wisteria in 1942. Right now he's in headquarters port, but he ships out of any port where there are jobs up on the board.



Finklea

ALAMAR (Calmar), June 24—Chairman, J. Thompson; Secretary, J. McPhual. See patrolman about discharges for port time worked in shipyard. Ship's fund \$5.65. Lockers to be built on second deck for soiled and working clothes.

LONGVIEW VICTORY (Victory Carriers), June 19—Chairman, I. Music; Secretary, A. Sentel. Water cooler and ice box need repairing. Letter to be sent to headquarters for clarification. Fifty cents per man to be donated to ship's fund.

ARICKAREE (US Petroleum), June 24—Chairman, C. Shaw; Secretary, D. VanAlstine. Water tanks need cleaning. Additional fans obtained in Japan. Difficulty in obtaining fresh fruits and vegetables from company agent in Japan. Ship's fund 13,910 yen. Ship's delegate to be rotated in accordance with union standards. New delegate elected. Engine utility to install stop light on washing machine. Discussion on liberty launch.

CHIWAHA (Cities Service), July 3—Chairman, J. Swafford; Secretary, F. Reid. Delayed sailing at Tampa

slips for same. Special meeting to be held with patrolman to discuss food situation.

MASSMAR (Calmar), June 17—Chairman, James Eichenberg; Secretary, T. W. Hinson. Ship's fund \$20. Report accepted. New delegate elected. Former delegate left ship in Panama Canal due to illness. Suggestion made for every one to donate \$1 to ship's fund.

STEEL WORKER (Isthmian), June 19—Chairman, E. A. Anderson; Secretary, H. Kilgorn. Letter from headquarters regarding repair list read and posted. Letter to be sent regarding washing machine. Need new washing machine. Gangway watchmen to keep all stevedores out of house and keep all screen doors locked, except gangway door. Magazines to be returned to library after reading. Cold juices not to be removed from chill boxes at night. Meal service discussed. Suggestion to start a ship's fund. Secretary discussed functions of his office. All correspondence to be referred to him for purpose of recording in ship's files.

COEUR D'ALENE (Victory Carriers), June 16—Chairman, L. Pepper; Secretary, M. Cross. Ship's fund \$11.50. Much disputed overtime. Repair lists to be prepared. Poor preparation of food. Better grade of meat requested.

FAIRLAND (Waterman), June 24—Chairman, F. Holland; Secretary, B. Rucker. Ship's treasurer elected. Motion made to start ship's fund. Discussion about food and safety.

COEUR D'ALENE VICTORY (Victory Carriers), May 4—Chairman, L. Pepper; Secretary, M. Cross. New ship's delegate elected. Ship's fund \$11.50. New treasurer elected. Report accepted. Sinks in galley and pantry to be replaced. New mattresses for all unlicensed personnel. Fans to be cleaned. Repair list to be checked. Recreation room and pantry to be locked when ship is in port. Dishes to be picked up. Mattresses to be checked for replacements.

REPUBLIC (Trafalgar), June 17—Chairman, J. Giovanni; Secretary, C. Hartman. Master would not pay off any crewmember as vessel is going to shipyard for repairs. Only members that were sick would be paid off. Chief officer passed away while on vacation. Flowers sent. Ship's fund \$7.80. Reports accepted. Seven hours disputed overtime. Working rules for steward department requested. Radio and iron to be locked up in bonded storeroom while ship in shipyard for repairs. Crew mess to be referred to patrolman at payoff for failing to keep messroom clean.

COEUR D'ALENE VICTORY (Victory Carriers), June 2—Chairman, L. Pepper; Secretary, M. Cross. No American money available. Company has authorized only four launches. Ship's fund \$12.50. Negotiating committee to seek an age limit pension for seamen. Captain paying ship expenses with American money which should be used for draws.

ALCOA PURITAN (Alcoa), June 4—Chairman, P. Drewes; Secretary, J. Knight. Beef on condition of meat. Delegate reported that Trinidad beef was supposed to be discontinued on Alcoa ships but full load was taken this trip. Mooring line situation said to be called to patrolman's attention along with the topping lift fairleads as ship hazard. Some disputed overtime. Insufficient ventilation in engine room. Communications read and accepted. List of hazards to be submitted to New York. Request investigation of possibility of ship being replaced by super carrier. Crew should receive some compensation in event they are laid off. Rooms in deck department need sougeeing. Find out about possible ship restriction in Martinique.

SEATRAN LOUISIANA (Seatrains), June 23—Chairman, S. Garcia; Secretary, S. Howard. Ship's fund \$137. Reports accepted. Watch table to be left open at all times. Garbage cans to be covered in all ports. Coffee to be made in coffee urn when entering ports of arrival.

SUZANNE (Bull), June 25—Chairman, R. Williams; Secretary, J. Shaw. Ship's fund \$10.40. Report accepted. Beer cans not to be left in passageways. Steward to get better grade of meat with less fat. Lack of ventilation in bathrooms.

SEATRAN NEW YORK (Seatrains), June 27—Chairman, J. Cole; Secretary, J. Broad. Member left ship in Savannah due to illness. Ship's fund \$11.10. Discussion about topside and Koolade for crew. New dishes ordered. Request more milk.

NEVA WEST (Bloomfield), June 1—Chairman, J. Wreath; Secretary, E. Auer. Ship's fund \$39. Discussion concerning new lockers for steward department rooms; plywood boards under mattresses.

ALMENA (Pan Atlantic), June 24—Chairman, C. Homenski; Secretary, D. Hall. Ship's fund \$13.50. One man missed ship in Houston. Some disputed overtime. Discussion on torn linen, making coffee and cleaning table after each meal.

ALCOA CORSAIR (Alcoa), June 17—Chairman, Major T. Costello; Secretary, J. Frostwood. One man missed ship in Ciudad Trujillo and joined ship in LaGuaria. Need new washing machine. Dirty cups to be brought back to dishwashing machine. Ship's fund \$199. Laundry to be kept clean.

LONGVIEW VICTORY (Victory Carriers), June 3—Chairman, S. Bargeris; Secretary, R. Berkey. Ship's delegate elected: Messhalls and rooms to be painted.

Digest Of SIU Ship Meetings

referred to headquarters committee. Ship to be sprayed for roaches. Reports accepted. Light to be installed on washing machine to indicate when in use. Members instructed to keep passageway doors closed when working cargo.

FAIRPORT (Waterman), June 10—Chairman, J. Hoggie; Secretary, E. Furst. One man missed ship in Seattle. Reports accepted. Headquarters to get standbys for deck department for Saturday, Sunday and holidays. Too much coffee being consumed. 51 to 71 lbs. per week consumed. Company claims consumption should only be 35 lbs. per week. Ship to be adequately stored up as it is on cold run.

STONY CREEK (American Tramp), May 13—Chairman, L. Gallo; Secretary, K. Goldman. To start arrival pool for ship's fund. Watch to get permission to sleep in hospital while chipping going on in aft house. Discussion on wages on tanker vs. freighter. Some dogs on ports need renewing, also fans.

KERN HILLS (Long Island Tankers), June 20—Chairman, E. Bryant; Secretary, M. Lanier. Crew want shore liberty if possible. Discussed transportation refund for men who paid their own fare to ship. To be turned over to union. (No date), Chairman, H. Lanier; Secretary, E. Bryant. Ship's delegate to take up transportation beef with patrolman. Messhall to be kept clean. One member injured foot. All soiled linen to be turned in to be washed. Crew warned about smoking on this tanker. Steward department thanked for doing excellent job.

STONY CREEK (American Tramp), June 17—Chairman, J. Dambrino; Secretary, K. Goldman. Ship's fund \$12.00. Repair list ready. Report accepted. Discussion on bunks and mattresses. Spare parts needed for washing machine.

COUNCIL GROVE (Cities Service), July 4—Chairman, P. Miranna; Secretary, L. Geraghty. Letter from Mrs. Brenner thanking members for wedding gift. Four men missed ship last trip. Ship's fund \$14.18. Report accepted. Too much pork being served. Need more variety in menus. Clarification needed on machinist relieving fop's head. Life preserver needed on foc'sle head.

WILD RANGER (Waterman), June 24—Chairman, L. Hosges; Secretary, D. Ruddy. Ship's fund \$15.50. Reports accepted. Vote of appreciation for excellent cuisine. Fidelity door on main deck to be kept closed. Less noise at night. Drinking water situation and keeping doors closed in port discussed.

FELTORE (Ore Navigation), June 26—Chairman, T. Hansen; Secretary, R. Edmond. Crew promised to support treasury for good of entire crew. Article by C. Barbe in Saturday Evening Post to be referred to headquarters. Article discussed and condemned by membership. Article — "Why doesn't Liberia take advantage of her shipping boom?" Attached to minutes.

GOVERNMENT CAMP (Cities Service), June 24—Chairman, C. McMullen; Secretary, M. Dugan. Sink amidships to be used for washing percolator and cups from bridge. Wipers requested to be cleaned and not bring grease and grime up into messhall and passageways.

SHINNECOCK BAY (Veritas), June 17—Chairman, H. Parks; Secretary, T. MacTaggart. Repair lists given to department delegates. Strip bunks and clean rooms before payoff. Several hours disputed overtime. Captain and steward to explain to patrolman about washing ship's linen on ship and extra meals in Egypt with no

'Menace To Navigation'



Boston Hall Vandalized, No Clues

BOSTON—Shipping in this port was fair during the past two weeks but the outlook for the future is somewhat dim.

During the last period the Republic (Trafalgar) and Government Camp (Cities Service) paid off and signed on. The Kern Hills (Western Navigation), Steel Rover (Isthmian) and Robin Gray (Seas Shipping) were in transit.

All beefs were settled at the payoffs and everything else was comparatively quiet except for the excitement aroused by the collision of the Andrea Doria and Stockholm and the fact that the hall was broken into.

Injured Flown Here

Some of the injured survivors of the collision, some 20 miles southeast of the Nantucket lightship, were flown by helicopter to the Brighton Marine Hospital here.

Among the survivors at the Boston hospital was a four-year-old girl who was critically injured and separated from her parents during the rescue. She died shortly after her parents located her whereabouts.

The hall was broken into sometime over the weekend of July 14-15. The doors to the offices and baggage room were locked so nothing was disturbed there, but an SIU banner was slashed and electrical cords cut. The police have been unable to find any clear fingerprints on any of the articles which were handled.

Among the men on the beach here now are A. Trotman, N. Ritrovato, A. Ramos, and W. Bowman.

The lack of adequate safety standards throughout the world's maritime fleets has been put in the harsh glare of the spotlight by the disastrous sinking of the Italian luxury liner, Andrea Doria. No less an authority than the former head of Coast Guard's Merchant Marine Safety office has called for sweeping revision of the 1948 International Convention for the Safety of Life at Sea.

The Andrea Doria was just 3½ years old and the queen of the Italian merchant fleet. It was lauded as one of the safest, and best equipped ships afloat. No pains were spared, we were told, in efforts to make her the best. You know the rest of the story.

If a luxury showpiece like the Doria was inadequate, what about the lowly freightships down the scale? When you get down to the runaway flag rustbuckets—the Libertys, the old T-2 tankers, the pre-war British and American ships that are still afloat, the lack of safety and adequate maintenance can be imagined. Many of these obsolete ships are pitifully undermanned and have only a handful of crewmembers aboard who are qualified to operate a ship. They are usually short of necessary gear for repairs and maintenance. In fact, one of the reasons these ship operators fled the American flag was that they found it cheaper that way than maintaining a safe ship in accordance with US standards.

It's no accident that when it comes to sea accidents and ship foundering, the runaways lead the parade. Day after day there are constant reports of this or that Panamanian or Liberian tramp losing a propeller, suffering an engine breakdown, springing a leak, running out of fuel or simply sinking. These stories may not attract as much attention as the Doria disaster, but their cumulative effect is far greater.

A typical runaway ship, the Cambridge, was described in the SEAFARERS LOG of September 2, 1955. "No fire and boat drills, . . . a crew as little as 24 men, . . . 3rd mate lacked a ticket . . . at least 50 repairs needed in the radio shack . . . lifeboats uncovered . . . no hospital, no medicine chest . . . compass and radio direction finder defective . . . infested food . . . rust all over the ship . . ." all this within six months of leaving US registry.

With runaway ships getting older by the day and the runaway fleets growing constantly, we can expect more of the same in the future. It's up to the pending Congressional investigation of safety standards to reverse the trend and assure proper safety conditions for seamen of all nations.

This Vacation Reads Like High Adventure

Living it up via savings from his SIU wages, Seafarer Frank Boyne is back at sea again after a year's vacation that reads like a sportsman's guidebook.

During the 12 months away from the sea, Boyne panned for gold in Australia, went after sharks with a special spear gun in New Zealand and indulged his favorite hobbies of spear fishing and skin diving from his own boat for six months in the Florida Keys.

Back to the comparatively tame shipboard life on the Chickasaw, Boyne looks back on an exciting year divided between two continents. The routine now is split only by arrivals and departures on Atlantic and Gulf coast ports along the Chickasaw's coastwise route.

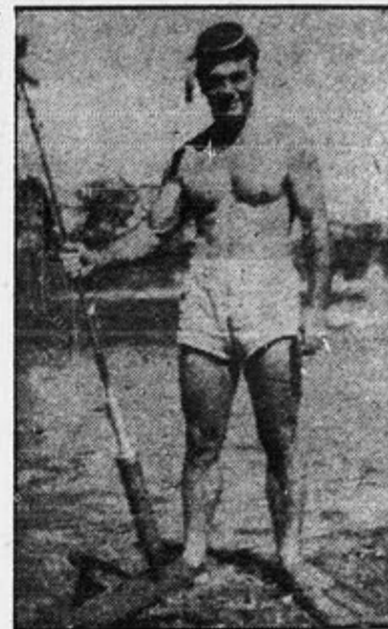
He "just took off," he recalled, after a long stint at sea, and headed for the Florida Keys in the Spring of 1955. An avid skin diving enthusiast, Boyne bought a 21-foot boat based at Marathon, Fla., and cruised about for six months enjoying himself at his favorite pastime, with lots of fishing on the side.

Went Down Under

Then, seeking a change in scenery, he sold the boat and, in November, went for a visit down under to Australia. There he enjoyed more of the same at a place called Bermaqui and then tried his luck panning for gold.

Although he admits he never thought he'd come out too lucky on this end, he did enjoy living out in the open, carrying all his equipment in a car he bought locally and sleeping in a tent. Moving from here to New Zealand, Boyne had one bit of luck in spearing an octopus with five-foot long tentacles that looked like it might be ready to give him a bad time.

It was here also that "I became something of a local sensation" from the way he calmly sat on a



Posed with speargun and diving rig, Seafarer Frank Boyne vacations in New South Wales, Australia.

dock picking off sharks just the same as if he were taking potshots in a shooting gallery back home.

Boyne had his "Alcedro," a hydromatic spear-firing gun, to thank for this pastime. Circumstances were sort of weighted against the shark, however, because he not only had to contend with a spear but also with a five-gallon drum tied to the trailing line, which eventually wore him out when he tried to break away.

Sharkmeat is a particular favorite in Australia, and is eaten as "Murray cod." Boyne and "Alcedro" provided plenty of meals of this "Aussie" delicacy between them.

Eventually, Boyne returned to San Francisco last March. He registered one morning at 8 AM and, by 11 the same ayem, had a ship—the Madaket—and was back in harness again.

"It was good getting away from the ships for a while, and doing all the things those SIU payoffs made possible, but it just was swell getting back," he commented. "It makes you appreciate the good life we have aboard ship these days, too."

Lake Charles Hails Supership

LAKE CHARLES—The big news here during the last report period was the arrival of the supertanker Cities Service Baltimore, which came in on July 23 and left the following day. Those who saw her pronounced her a fine ship with a fine crew of SIU men aboard.

Shipping during the period went along very nicely with the following Cities Service tankers, besides the Baltimore, in transit: Fort Hoskins, Chiwawa, Winter Hill, Bradford Island and Government Camp.

The Neva West (Bloomfield) called at Port Arthur and the Val Chem (Valentine) was at Port Neches.

Frisco Reports Good Shipping

SAN FRANCISCO—Shipping in this port was fair during the last shipping period and the outlook for the future is good.

The Fairport and the Wacosta, both of Waterman, paid off during the past two weeks and the Fairport signed on again. In transit were the Fairland and Iberville (Waterman), Steel Advocate and Steel Director (Isthmian) and Pennmar and Portmar (Calmar).

Men on the beach here include W. H. Lea, F. R. Otvos, L. G. Gonzales, M. Hall, L. C. Atkins, D. Calarin, H. E. Fowler, J. Austin and J. Eubanks.

Seattle Plugs New Ship Bill

SEATTLE—This branch has been active along with other labor unions in this area in notifying Senator Warren Magnuson, who comes from this state, of our full support to the Bernstein bill, which would mean about 1,000 additional jobs for American seamen.

Paying off in the last two weeks were the Longview Victory (Victory Carriers), Anniston (Ace), Ocean Dinny (Ocean Transportation) and Choctaw (Waterman).

These four ships signed on again and in transit were the J. B. Kulkundis (Martis), Fairport (Waterman) and Pennmar (Calmar).

The sailing of the Longview Victory was held up for several days when the captain failed to make the repairs he had agreed to on the previous voyage, but everything was taken care of before the crew signed on.

On the Anniston, the captain attempted to jump overboard while the ship was at sea. He was restrained by the chief engineer and then placed under guard while the mate took command.

TV Repairs Plague Ships Too

Shoresiders aren't the only ones who have their troubles with television repairmen. Lots of ships, especially on coast-wise runs, have TV sets in the messhall or lounge, and these go out of whack also.

Getting them repaired, however, is a production. It usually winds up as a sort of unofficial "Point 4" aid program for un-tutored electricians from Peru to Pakistan.

When a shipboard TV set goes out of commission in any way, the crew is at the mercy of an electronic pirate in every port. (Since the variety of shipboard entertainments is limited, seamen may be pardoned for spending a lot of their time in front of a television screen.)

But although the blessings of video and audio aren't shared by all countries just yet, enterprising radio technicians and refrigerator mechanics in far-off lands—who may have read an outdated manual on the subject—feel no qualms about digging into the complicated electronic jungle behind the TV screen.

The whole Himalya mountain range may be in the way of the nearest transmitter, but they'll guarantee to restore life to your blacked-out 21" screen quicker than you can say "NBC."

They may not speak the same language back on Main Street in the States, but the sales pitch of this species is universal.

Steel Rover Troubles

The experience of Seafarers on the Steel Rover, headed by Charles

Bush, ship's delegate, is a case in point. Recording secretary Willie Walker pointedly noted in the minutes recently that the entire ship's fund was wiped out during the Rover's stay in Hawaii, in order to pay for doctoring of the real or imagined ailments of its TV receiver.

The crew of the Seatrain Texas also had a run-in with a TV repair shop to the tune of \$56.25 in one coastwise port.

Since new receivers are available for \$100 and up it might be cheaper to trade in than repair.

It can only be hoped that their reception has improved, although it's likely that the best reception they ever got was when the repairman saw them coming.

The only consolation crews can point to is that shoresiders often get taken, but good, in the same fashion.

It Looks Fine



"How do you like it?" cook Jimmie Bartlett seems to be saying, as he prepares to tee off with his trusty carver. Photo by A. Danne on the DeSoto.

SEAFARERS IN THE HOSPITALS

USPHS HOSPITAL BALTIMORE, MD.
G. E. Anderson
Kenneth Bewig
Edward Blevins
Francisco Bueno
Edward Burton
Rosario Copani
D. P. Eldemire
Thomas C. Finnerly
Dolan D. Gaskill

USPHS HOSPITAL BOSTON, MASS.
Anthony A. Barbaro
K. D. Douglass

USPHS HOSPITAL GALVESTON, TEXAS
Ernest C. Anderson
William G. Hay
John E. Markopolo

6TH DIST. TB HOSPITAL MOBILE, ALA.

USPHS HOSPITAL NEW ORLEANS, LA.

James Adams	Carl Jones
Herman Averich	Martin Kelly
Felimo Barlizo	Frankie Kitchener
Claude F. Blanks	Edward G. Knapp
John G. Brady	Leo H. Lang
Robert D. Brown	William Lawless
J. L. Buckelew	Rene A. LeBlanc
Sebastian Carregal	James M. Mason
Cloise Coats	Winford Powell
Albert T. Cooper	Randolph Ratcliff
Fleile Di Giovanni	Edward Samrock
Chas. F. Dorough	Thomas Scanlon
William Driscoll	John Serceu
Jaime Fernandez	Wade H. Sexton
Clarence Graham	H. Leonard Shaw
Clarence Hafner	Johnnie Simon
Vincent A. Hebert	Toeil Smigielski
Sam Henry	West A. Spencer
Fred Holmes	Clifford St. Clair
George Huber	Lonnie R. Tickie
Chester Hughart	Luciano Toribio
Samuel N. Hurst	James E. Ward
Charles Jeffers	Davie A. Wright

USPHS HOSPITAL STATEN ISLAND, NY

Robert B. Carey	James H. Maxey
George Carlson	Thomas Moncho
Francisco Corrier	Alonzo W. Morris
Horacio Da Silva	Juan Oquendo Jr.
Lucius DeWitt	Jose Quimera
John Dvok	George H. Robinson
Newton Edrington	Jose Rodriguez
Estell Godfrey	Frank A. Rossi
James Higgins	Philip Sarkus
Harry Jurgenson	P. W. Siedenberg
Konstant Kain	Andrew Snyder
Alfred Kaju	Robert Sojka
Donald McShane	James C. Stewart
John McWilliams	Robert R. White
James MacCrea	

USPHS HOSPITAL MANHATTAN BEACH BROOKLYN, NY
Edmund Abualy
Manuel Antonana
Eladio Aris
Fortunato Bacomo
William C. Baldwin
Frank W. Bemrick
Frank T. Campbell
William J. Connors
E. T. Cunningham
Walter L. Davis
Emilio Delgado
Robert M. Douglas
John J. Driscoll
Robert E. Gilbert
William Guenther
Bart E. Guranick
Everett Halslett
Taib Hassen
Joseph Ifsits
Thomas Isaksen
Ludwig Kristiansen
Frank J. Kubek
Frederick Landry
James J. Lawlor
Kaarel Leetmaa
Leonard Leidig

USPHS HOSPITAL NORFOLK, VA.
Francis J. Boner
H. G. Bradshaw
Claud E. Denny
Henry L. Pruitt

USPHS HOSPITAL SAN FRANCISCO, CALIF.
Marcelo B. Belen
Glen T. Darling
Charles Dwyer
M. M. Hammond

USPHS HOSPITAL SAVANNAH, GA.
Maximino Bernes
Jose Blanco
Joe B. Farrow
Francis L. Finigan

USPHS HOSPITAL SEATTLE, WASH.
L. Bosley
Chas. W. Brinton

TAMPA MUNICIPAL HOSPITAL TAMPA, FLA.
Oscar R. Daniels

USPHS HOSPITAL FT. WORTH, TEXAS
B. F. Deibler
John C. Palmer

VA HOSPITAL ALBERQUERQUE, NM
Charles Burton

VA HOSPITAL DURHAM, NC
Oscar Pearson

USPHS HOSPITAL LEXINGTON, KY.
Schuyler J. Pierson

VA HOSPITAL RICHMOND, VA.
John P. Wilson

Union Sparks Family Life

To the Editor:
I read your editorial on the Seafarers' scholarship awards with keen interest. What a grand opportunity for those young fellows: \$6,000 for four years! Congratulations to the Union on its foresight.

One hopes, of course, that the boys will not be educated out of the workers' movement, that

Charles Morrison and Antonio Irazzary, we are well fed with excellent food.

At our ship's meeting recently, Julio Evans was elected chairman, Eugene Watson is treasurer; Emilio Rosado, recording secretary; Robert Olney, reporter; Martin Rubio, ship's delegate; Julian Tito, engine delegate; George Meshovi, steward delegate, and Robert Rivera, deck delegate.

Unfortunately, one brother, Malone, was injured, and left for the marine hospital in Baltimore. The crew extends its best wishes for his rapid recovery.

We expect to be back in the States about September first. More news will come.

Robert Olney
Secretary - reporter

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.

NO Shut-Ins Have A Picnic

To the Editor:
We the undersigned take this method of expressing our appreciation to the committee who handled the Del Sud's annual picnic. Last Saturday our hospital delegate, Vic Miorana, who visits us twice a week, told us he sure wished we could get out so as to be able to go to the picnic, but unfortunately we were unable to go. So he said if we couldn't make it he would see if there wasn't some way he could bring us some refreshments to the hospital.

Well, he did. He came back with a big box of sandwiches, cake and ice cream. We really enjoyed ourselves and would appreciate it very much if you would publish our thanks to all who were responsible for us shut-ins enjoying ourselves.

We sure hope we are able to make it next year, and if we do you can rest assured we will, in turn, think of our less fortunate brothers here at the USPHS in New Orleans.

David Wright, Charles Jeffers, Floyd Cummings, Fred Holmes and others.

Asks Rule For Shore Gang OT

To the Editor:
For some time it has been the practice for Isthmian to hire shore gangs in foreign ports. There is nothing we can do about this as it was company practice long before Isthmian was organized by this Union. But that's not the beef.

We have a man working with these native gangs all day putting out gear, such as paint, brushes, chipping hammers, staging, chairs and other rigging. The men who do this work have put in for overtime on it, but it has been ignored by the mate.

He doesn't even bother to dispute it. There is a record kept by the deck delegate of the time involved, but it's neither disputed nor okayed by the mate.

We would appreciate a clarification on this before much more overtime piles up on this question.

C. Tobias
Ship's delegate
SS Steel Surveyor

(Ed. note: Under normal practice, when the bosun or a maintenance man is put to work with these shore gangs handing out gear in the morning and checking it in at night, he is entitled to two hours' overtime. But if the man is put to work to stay with the shore gang all day, then he's entitled to overtime for all the hours he puts in.)

they will come back prepared to share their knowledge and give some initiative in building the various functions of the Union into a magnificent solidarity.

There is one more change in the life at sea that I gather from

Dr. Hansome, an ex-sailor and later educator and lecturer at several leading US schools, is the author of a current novel, "Appointment With Fortune," published by Vantage Press.

your interesting LOG. I glance at the "Recent Arrivals," and that is a favorable change.

When I made a trip on the Apus in 1920 working my way home as an AB, we discussed various problems on the poop-deck in the evenings.

One question was: How can seafarers get conditions so that sailors can have a home in one port instead of "every port?" All the boys were seriously interested. I recall clearly the general response to the question.

Well, it appears that now, with a strong Union, it has become possible for Seafarers to maintain a home. I hope that the parents will transmit their culture to their own youngsters, and keep our seagoing commerce expanding. Commerce among nations contributes greatly to mutual understanding and humane relations.

Marius Hansome
(AB of the Clipper Era)

Appreciate Aid Of \$IU Welfare

To the Editor:
I had a personal problem recently which I took up with the SIU Welfare Services office in New York. I was very pleased to learn that they were able to make all necessary arrangements for me so that everything was taken care of in style.

I would like to express my deep appreciation and thanks to the Union and the Welfare Services office for the help given me.

Antonio Gonzales

Ines Tries New Run-To Hawaii

To the Editor:
Just a few words before our ship leaves Mobile for New Orleans, on her way to the Hawaiian Islands.

The Ines, operating under charter to Isthmian Lines, has a good crew, and it looks like fair weather ahead for all. Thanks to the efforts of the steward department, and particularly George Meshovi,

Last Look



Seafarer Dave Rivers, delegate on the Louis Emery, Jr., cocks a weather eye for a crew lensman on his way down the gangway in New Orleans. The ship is now out in the Far East.

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

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

NAME

STREET ADDRESS

CITY ZONE STATE

Signed

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

ADDRESS

CITY ZONE STATE



ANTINOUS (Waterman), June 16—Chairman, M. Tanner; Secretary, B. Garriz. Delegate complained that chief steward does not cooperate with crew. Overtime to be straightened out at payoff. Engine department rooms need soogeing. Icebox in galley removed, repaired and installed in engineer's room.

July 1—Chairman, M. Geno; Secretary, C. Garriz. Captain informed crew ship to payoff in East Coast. Repair list to be made up as soon as possible. Overtime sheets to be given to patrolman before payoff. One hour disputed /vertime. List of crewmembers wishing to pay off at arrival to be turned in and replacements to be sent down as soon as possible. Beef about steward squared away. Blowers in engine room running too slowly. Insufficient ice for weekend. Ice could be pulled twice a day during

washed. Sugar dispensers to be used instead of bowls. Cots to be picked up after use. Clothes to be hung on unpainted railings in sidley.

FORT HOSKINS (Cities Service), June 5—Chairman, H. Westphall; Secretary, T. Clough. Report accepted. New delegate elected. Discussion on launch service—to be taken up at payoff. Discussion on payoff notice since ship may go to shipyard this trip or later.

ALCOA RUNNER (Alcoa), June 24—Chairman, J. Jones; Secretary, M. Lauerano. One man missed ship in Aguirre, PR. Ship's fund \$15.00. Report accepted. Suggestion to have call bell or buzzer installed in messhall so standbys can be called. More variety in night lunch. Messhall, galley and pantry to be painted. Egg timer to be installed in pantry. Chairs in messhall to be cleaned and painted. More quiet to be observed during meal hours so messman can take orders.

ALCOA ROAMER (Alcoa), June 24—Chairman, J. Bowden; Secretary, P. Calebaugh. Repair lists to be made up. Ship's fund \$14.00.

ALCOA PILGRIM (Alcoa), June 25—Chairman, J. Stewart; Secretary, R. Mofika. Antennas which were taken down to be discussed with patrolman. Ship's fund \$5.42. Delegate to see RO regarding weekly news reports. Better bread needed and sufficient supply to be left out for night lunch.

ELIZABETH (Bull), July 1—Chairman, R. Barrett; Secretary, C. Shirley. New repair list submitted. Need more fly-killing bombs.

ALCOA PILGRIM (Alcoa), June 3—Chairman, J. Stewart; Secretary, W. Nickelsen. New delegate elected. Ship's fund \$5.42. More night lunch. Delegate to see steward regarding hot meals at night.

BRADFORD ISLAND (Cities Service), July 5—Chairman, J. Tanner; Secretary, E. Callahan. Unusual amount of complaints by crew about food. Reports accepted. Chief cook voted off ship by large majority for poor cooking and being uncooperative.

WINTER HILL (Cities Service), June 1—Chairman, E. Harnathy; Secretary, B. Palmer. Some repairs made. Reports accepted. Delegates to check length of time prepared food is being kept in ice box. Poorly prepared menus. To work this out with steward.

SEATRAN TEXAS (Seatrains), June 29—Chairman, D. Gribble; Secretary, R. Beale. Fantail to be washed down every afternoon to get soot off and make it livable. Television tuned too high. Ship's fund \$51.35. Proper dress to be worn in messhall at all times. Discussion on drawings on doors and in messhalls. Crew to refrain from writing and drawing anywhere. Supper hour in port discussed. Supper hour is from 5 to 6 in port as ordered by captain.

THE CABINS (Mathiasen), June 28—Chairman, H. Huston; Secretary, M. Ohstrom. Ship's fund \$25.50. Letter to be drafted to SIU Negotiating Committee. New delegate elected. Delegate to see about porthole screens, better pillows, obtaining buttermilk in northern port, an awning for poop deck, and having decks painted in foci'stes.

YAKA (Waterman), June 29—Chairman, W. Simpson; Secretary, E. Mackin. Two men missed ship in San Francisco. Ship's fund \$24.12. Delegate contacted captain regarding draws while in Far-Eastern ports. Crew would like to receive US currency, if possible. Men going ashore in Japan asked to return in time to relieve shipmates. Washing machine not to be used from 4:45 to 5:15 PM; also take clothes off line when dry. Soap to be issued at least once a week, on Friday.

ROBIN TUXFORD (Seas Shipping), July 7—Chairman, J. Morgan; Secretary, A. Young. Phonograph purchased from ship's fund. Washing machine to be repaired. New secretary-reporter and delegate elected. Garbage to be taken aft and not to be thrown over side or near house.

MADAKET (Waterman), July 7—Chairman, J. Urzan; Secretary, J. Sumpter. Wiper missed ship in Oakland. Movie fund \$299.62. Reports accepted. Chairs to be renewed in lounge, also repairs to existing tables. Need new movie projector. Insufficient stores, mainly meats and fresh fruits. To order cots for tropical climates.

STEEL RECORDER (Isthmian), June 24—Chairman, W. Parker; Secretary, E. McDavid. One man missed ship in NY. New delegate elected. Ship's fund \$11.40. Bulletins and addresses of ports of call not to be removed from bulletin board for personal use. Lock to be provided for same. Delegates on watch during meeting hours should be relieved to be able to attend meetings. One man stricken on ship with heart attack. No information available on member since June 28th.

GATEWAY CITY (Waterman), June 24—Chairman, M. Chandler; Secretary, H. Carmichael. One wiper hospitalized in Rotterdam. Four men logged. Two men missed ship in Hamburg, rejoined in Rotterdam. Repair list from all departments. No response from headquarters to letter regarding previous beefs. Some disputed overtime. Report accepted. Steward department thanked for excellent job in preparing and serving chow. To see engineer about wash basin in engine dept. bathroom.

Digest Of SIU Ship Meetings

week to last all weekend. Repair lists to be handed in before arrival. Delegate complimented for job well done. Electrician granted permanent residence visa.

MCKITTRICK HILLS (Western Tankers), May 25—Chairman, J. Adams; Secretary, D. Backrak. New delegate and reporter elected. Galley needs cleaning. Complaint on cold food. Messhall to be sprayed for flies. Need screens for messroom portholes. Anchor pool to be started for ship's fund. Half to go to winner. Delegate explained necessity of immediate notification to Union of any man hospitalized in a foreign port so allotments may be continued.

July 1—Chairman, S. Wells; Secretary, G. Nichols. All repairs made. Knife fight to be referred to patrolman. Ship's fund, \$13.00. Three hours disputed overtime. Pictures of broken gratings in linen locker taken and forwarded to headquarters. New treasurer elected.

ALCOA PLANTER (Alcoa), July 8—Chairman, C. DeHospedales; Secretary, R. Corns. Repairs not completed as vessel went into drydock. Ship's fund, \$30.00. Report accepted.

ARLYN (Bull), July 8—Chairman, W. McIvreen; Secretary, G. Walter. Repairs made. Ship's fund, \$3.09. To see mate about doing one side of ship when slushing decks as it is too dangerous to work on deck when both sides are done. Member wanted to know why green salads were served first part of voyage and fish salads at latter part. This was done to use perishables first to avoid waste. Some steaks cut wrong and had tenderizer taste. Soap insufficient. Steward claims extra soap was given out.

STEEL ADMIRAL (Isthmian), July 1—Chairman, H. McQuage; Secretary, F. Delapenha. Three men required medical aid. No doctor available. Headquarters to look into matter. Is movement from Damman to Ras Tanura a shift? Clarification needed. Painting discussed. Six mattresses needed. Reports accepted. Contact company in regard to medical aid in Damman. Question as to why fresh fruit and vegetables cannot be purchased at Port Said.

ALCOA ROAMER (Alcoa), July 12—Chairman, A. Caram; Secretary, W. Fell. Report accepted.

ARLYN (Bull), July 12—Chairman, none; Secretary, none. Reports accepted.

ROBIN WENTLEY (Robin), July 12—Chairman, none; Secretary, none. Reports accepted.

EVELYN (Bull), July 10—Chairman, none; Secretary, none. Reports accepted.

STEEL SEAFARER (Isthmian), May 27—Chairman, J. Jordan; Secretary, R. DeVirgilio. Ship's fund \$16.00. Money and cigarettes stolen from locker. To be brought to patrolman's attention. New delegate elected. Request for less spicy food and better preparation. Meat and vegetable boxes to be inspected.

June 9—Chairman, J. Jorden; Secretary, L. Korlunas. Discussed proper procedure of beefs; steward department's working rules. Ship's fund \$16.00. SIU passenger to be given cigarettes if he runs short.

June 24—Chairman, M. Henton; Secretary, Karalunas. Ship's fund \$16.00. Repair list to be turned in. Powdered milk to be put out. Overtime and beefs to be settled by patrolman. New timing device to be purchased from fund if company does not supply it with washing machine.

SEATRAN TEXAS (Seatrains), June 24—Chairman, W. Brightwell; Secretary, R. Beale. Ship's fund \$82.10. Purchased porch swings for poop deck; sent radiograms to Union; repaired TV antenna. Beef on delayed sailing. Five hours disputed overtime. Reports accepted. Shipyard workers to be kept out of messhall while ship in shipyard. Cups to be thoroughly

Honor Of Portmar Upheld



Upholding the honor of Calmar anglers, Seafarers on the Portmar show off a good-sized dolphin landed below Acapulco, Mexico, recently. Last issue of the LOG noted that SIU fisherman on Portmar were hooking fish okay, but "generally hauled in the jaw only." Posing with the proof are (l to r) Dean McRorie, oiler; Jimmy Rogerson, wiper, and Al Rothman, OS. (We bow to superior forces—Ed.)

Topheavy MM War Loss Recalled; Ante Up, Joe

Dear Editor:

As an ex-Seafarer, I would like to know how many seamen there were in World War II and how many men were killed during the war.

I have a bet with an ex-dogface I work with, who thinks the merchant marine was a tea party with cookies compared with the Army. Give me the facts, so I can give him a fat lip. Thanks.

John Carson
Statesville, NC

Dear John:

Many people seem to have forgotten by now something that all of the services recognized long ago.

In a nutshell, the facts are that the fatalities of merchant seamen, percentage-wise, were much higher than those of the armed forces in World War II. The civilian sailors earned their title as "our fourth arm of defense" the hard way. But certainly nobody had a picnic, no matter what outfit they served in.

Since you want the facts, here they are:

Government figures show that some 6,000 merchant seamen were killed in World War II on 1,554 ships that were sent to the bottom by bombs, torpedoes, mines and other causes. Over 1,200 of them were SIU men, by the way.

One In 27 Killed

Now, the US merchant marine hit its peak employment of 160,000 men in September, 1945, when the whole shooting match ended. This means that fatalities reached a rate of one killed to every 27 in the merchant marine.

Even allowing for another 25 percent who were in the merchant marine at one time or another from Pearl Harbor on, figuring job turnover for various reasons, including injuries, exposure and fatigue, there might have been about 200,000 men all told in the merchant marine during the war. In this case, the ratio would drop to one killed out of every 33.

In turn, the Department of Defense says there were 14,903,213 men and women in all the US armed services between Pearl Harbor and September, 1945. They suffered 409,745 fatalities from all causes, of which 294,560 are classed as battle deaths.

MM Losses Higher

We won't split hairs, so taking the higher figure in account, we come to a ratio of one killed to every 36 who were in service. The merchant marine figure is still higher.

Off Valve Was On, So Ulla's Low On Water

"Water, water everywhere, and not a drop to drink . . ." said the Ancient Mariner or the albatross or somebody in that classic tale of the sea, but the lesson apparently never seeped through to the engineers on the Ocean Ulla.

Water problems sometimes crop up on ships today, when a tank gets rusty or maybe a pump breaks down. But when you see the H₂O rushing over the side because some engineer turned off a valve he should have turned on, or vice versa, things can get mighty grimy—grimy in fact, if you're carrying a dusty, dirty mess like bauxite.

Match 'Bathless Groggins'

Seafarers on the Ocean Ulla are confronted with this dilemma right now, and apparently could give "Bathless Groggins" a good run for his money. "Bathless," a comic strip character, never lets water touch his skin because it might spoil the protective coating; SIU men on the Ulla, however, don't even get a chance to most of the time, because there seldom is enough to go around.

The fact of the matter, which moved several Seafarers to join



Farmer



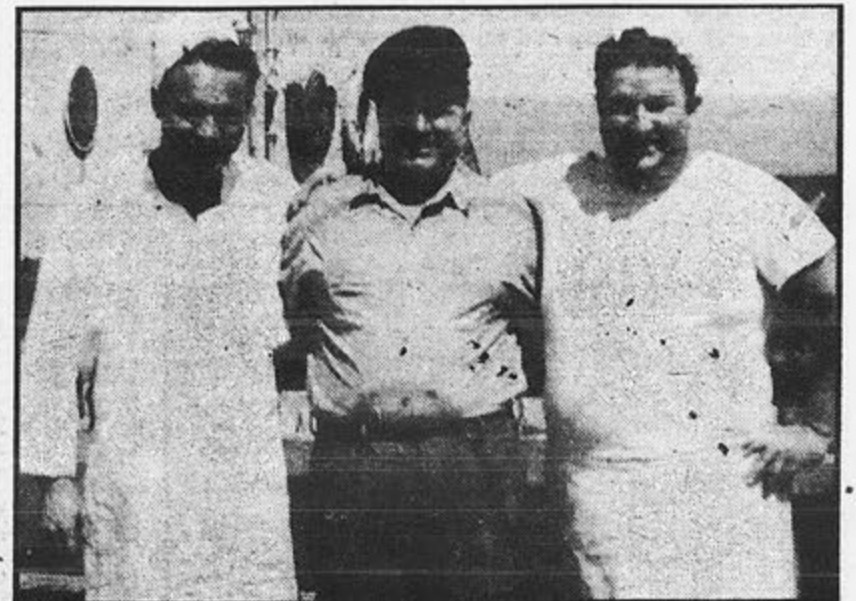
Thorp

in a signed protest against the "abominable" water situation, is that there has been a continuous game of passing the buck since one of the topside engineers flipped the wrong valve.

"We feel it is about time some one in charge showed all the engineers which valve is which. We know that was the original cause of the shortage because a valve that was supposed to be on—or off—wasn't, and the water went over the side," they pointed out.

The chronicle of these events was signed by E. J. Westlake, ship's delegate; Frank R. Farmer, deck delegate; Warren Thorp, engine delegate; William Dunham, steward delegate; O. C. Bailey, Jr., ship's reporter and Dave Furman. It certainly sounds like a dirty deal.

All Smiles On Tuxford



If this all-smiling trio on the Robin Tuxford is any indication, affairs on the ship must be running mighty smoothly. Sharing the limelight (l to r) are Andrew Reasko, chief cook; Pat Foy, FWT, and George Hatcher, 2nd cook. The cooking and firing figures to be okay anyway.

A Cool Acrostic

By Charles W. Cothran

Salutations! Greetings, mates,
 Each and everyone are welcome;
 Acquaint yourselves with ships and
 dates,
 Forward steps in volume.
 Another stride has been made—
 Resolute and reputable as ever;
 Each gain made is on parade,
 Results crown each endeavor.
 Sagaciously every step is planned,
 Laureate, and nothing lacks;
 Outstanding throughout the land—
 Grandiose? Well, read the facts,
 man!

Seafarers On Deck



Old Sol gets a whack at Emerson and Karpen, ABs on the Oceanstar, as they pose for a shutterbug shipmate. The sunshine seems to agree with them. Emerson sent in the picture.

Alcoa Runner Music Combo Eyes Recruits

Minus a vocalist since Carlito Rodriguez left the ship, Seafarers on the Alcoa Runner still have a six-man musical combo which keeps the ship rocking when the seas don't.

With Julio Colon and Felix Aponte on guitar; Jimmy Jones, accordion; R. Benitez, Turkish bongos; Jose Cubano, maracas, and R. J. Burton on the bull fiddle, they've got plenty on the rhythm section but no tooters at all. One horn player would probably be a mighty welcome asset. Musically-inclined replacements will always get a glad hand aboard the Runner.

Another gap in the ship's fun-making came about "when we lost our humorist—who kept us in suspense and laughter at all times," says Burton, who doubles as bull fiddler and ship's reporter. "Brother Mason R. Scott of Tampa was hurt coming off lookout one Sunday morning when he slipped down the ladder and hurt his back."



Scott

A second loss in the laugh-making department was Brother G. "Cantinflas" Morales, who earned the nickname for antics patterned after those of Mexico's famed movie funnyman. Burton noted, Morales got off the easy way by paying off, however.

Benefits, Gains Seem Amazing

To the Editor:

Now that I only have a month left to go here in Germany I want to let you know that you can discontinue sending the LOG to me. I hope to be back on the old scows soon so I can pick up a copy of the LOG in the hall then.

I've enjoyed reading each issue very much and looked forward to seeing what was new both in the Union and in ship-

thinks the crew shouldn't have them anyway.

Of course, Harry "Hungry Harry" Byrd, the engine delegate, carried on a war all trip with this guy. But we think Harry lost because he wasn't looking too good the last few days.

We brought 12 million dollars worth of cable from Newington, NH, around to Seattle to be strung up to Alaska. Some of the boys stayed here on the West Coast after the payoff, but the rest went back East.

J. R. Thompson
 Ship's reporter

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.

ping circles. I was sure glad to know that we won out again on the "50-50" law and to read about all the rest of the fine gains that have been made since I went into the service.

There are so many new benefits that have been won that when I get back I'll really have to get acquainted with all of them.

I hope to be shipping out again about September or October at the latest and am looking forward to looking up all my old friends and shipmates, and maybe making a trip back to South Africa again.

Until I get out and can get back on another ship I want to express my thanks for the LOG and the fine way the Union keeps its members posted on its affairs. I also wish to say that I hope to see all my old friends soon.

Melvin H. Smith

Huddell Cable Run Routine

To the Editor:

Nothing exciting happened here on the Arthur M. Huddell, except that we crewed with a bunch of "Rebels" in Baltimore and almost froze to death in New Hampshire while loading.

We were there over a month last winter while the bilzards were full grown.

The crew had nothing but good words for the officers topside, except for the first assistant engineer, Joseph Thiebes. This guy is strictly phony from the word go.

Frowned On Contact

He seems to think that writing a Union contract is a waste of time and doesn't concern him and his crew. Any work or repairs for the benefit of the crew is also a waste of time, according to him, because he

Foul-Ups Delay Union Progress

To the Editor:

The SIU, through its rank and file members, has become the outstanding power among American maritime unions.

Unceasing efforts by our elected officers continue to improve relationships between the professional seaman and his employer, and the working contract now in effect is by far the best overall contract on the high seas. In addition, our representatives and negotiators are constantly endeavoring to improve our contracts in a fair and acceptable manner.

Some seamen have come to the conclusion that all this is due them regardless of the amount of effort they put out to earn their wages. But acceptance of this path of least resistance as a way of life is detrimental not only to the Union, but also will hasten the destruction of each one as a man and a seaman.

Must Perform Duties

Therefore, let us all become worthy of the progress made by our Union brothers. Each one of us must perform his required duties and, if possible, a little extra for the good of our brothers and the name of our Union.

Malingers, performers, etc., must go. These are the weak links in our program. They are the men on whom the companies keep records to throw at our negotiators at contract renewal time. Each concession made because of these characters delays the progressive efforts of the Union.

The men who promote these cancerous growths are the men who cover up for them. No man is your friend if he deliberately allows you to earn his living for him.

Peter Loleas
 SS National Liberty

Appreciates Aid Of Del Mar Crew

To the Editor:

I would like you to publish my thanks to the crewmembers of the SS Del Mar for the collection they made for me as a brother member. They all know me best as Polly's brother.

Philip J. Arena

Republic Mourns Death Of Mate

To the Editor:

The crew of the SS Republic wishes the following letter from the sister of Tony Bartolomeo to be published in the LOG.

Bartolomeo was chief mate aboard this vessel and passed away while on vacation.

We on here feel something of these ladies' loss because he was not only a competent mate, but also a truly swell fellow and shipmate.

Crewmembers
 SS Republic

"Dear Sirs:

"Would you please convey to your officers and crew our sincere thanks for the two beautiful baskets of flowers.

"We wish we could shake each and everyone of you by the hand and say thank you personally.

"Tony was fine all the time he was home. He loved to look at TV; he enjoyed it so much. Wednesday morning about 8 he fell, but was conscious enough for a while to recognize one of us. At 9 he was at the hospital, and by 12:05 he passed away.

"We feel as if this were all a dream.

"Thank you all for your wonderful kindness.

"Sincerely,
 "Rosemary & Lena
 Bartolomeo"

Death Benefit A Great Help

To the Editor:

I wish to take this opportunity to thank the SIU for all it did for me upon the death of my brother, Salvatore J. Marone, who died May 13, 1956.

I also wish to thank the SIU Welfare Department for the wonderful lift given me in explaining how to go about collecting the insurance benefits. They were a great help toward the funeral expenses. Again thank you all very much.

Leonard Marone

Hails Seafarers For Hosp. Visits

To the Editor:

Since I've been transferred from the VA hospital in New York, to the VA hospital in Sunmount, NY, I would appreciate if you would change my address on the LOG mailing list.

At the same time, I want to thank you for sending me the LOG regularly, so that I have been able to keep in touch with our Union's news. I also want to take this opportunity to express my deepest gratitude to all the SIU brothers who wrote and came to visit me while I was hospitalized in New York.

I hope to be out in circulation again soon. Best regards to everyone.

Victor N. Litardi

LOG-A-RHYTHM:

Time Will Tell

By M. Dwyer

Oh, a few of the boys were living it up,
 At the Silver Shell Cafe.
 They were drinking a toast, to a trip up the coast,
 On a ship they had caught that day.

The clock on the wall, didn't faze them at all,
 They had plenty of time to spare;
 It was one for a pal, and one for his gal,
 And never a worry or care.

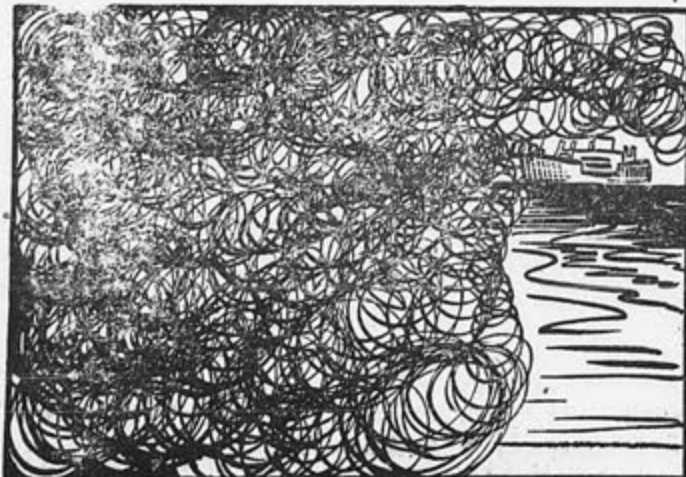
But time has a way of passing too fast,
 As many have learned to their sorrow,
 Before long, you know, it's time to go,
 Or you'll find that today is tomorrow.

Now most of them knew, the best thing to do,
 Was to head for the ship in a hurry;
 So they rushed out the door, hailed a cab with a roar,
 Over half-full drinks shed not a worry.

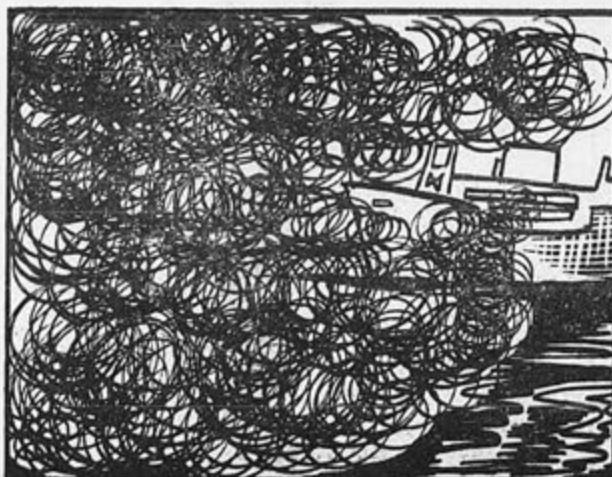
Those watching the clock, caught the ship at the dock,
 And were safe 'fore the gangway ascended,
 But the few who were tardy, no longer were hardy,
 As their ship and horizon soon blended.

Yes, it pays to watch clocks, or be left on the docks,
 As your ship sets to sail or you'll miss her;
 If a gal makes you late, better hurry up, mate,
 And explain, you'll be back soon to kiss her.

Rurly



Poor Firing Job



By Bernard Seaman



A Proud Seafarer Family



Proud parents of two handsome youngsters are Seafarer and Mrs. R. R. Griffith, who made recent visit to SIU headquarters. Youngsters are Wayne, 2, and Glenn, 7. Father was recently AB on the SS Almena.

Doria Loss Spurs Safety Probe

(Continued from page 5) passengers declared that they were not informed on what to do.

There was considerable delay between the collision and the launching of lifeboats. Transcribed radio messages in the first hours showed that the Doria asked for assistance and reported she was unable to launch any boats.

Long before that time the Stockholm and other vessels had boats out and passengers had scrambled down the Doria's cargo nets and ladders to safety.

In contrast, the Ile De France put ten boats in the water within five minutes of her arrival at the scene and took off over 700 passengers and crewmen.

The Doria passengers them-

selves were at odds over the shipboard preparation for emergencies. Some praised the conduct of officers and crew, but many others condemned the fire and boat drills as very sketchy.

Both vessels were equipped with two radar sets of the latest design and supposedly of high efficiency. Maritime experts came up with two additional criticisms of the handling of the ships.

The impact of the Andrea Doria sinking seems certain to result in tightening of safety standards. If a modern foreign-flag ship like the Doria was not up to scratch, in light of US standards, then safety in the world-merchant fleet leaves much to be desired.

The record of ships further down the scale, such as the runaway flag tankers and tramps, is one replete with breakdowns, collisions and sinkings at a rate far in excess of US-flag losses.

Among the side effects of the disaster the rescue of 14-year-old Linda Morgan, daughter of AFL-CIO newscaster Edward Morgan, stands out.

SEAFARERS IN ACTION

Seafarers now voting on the proposed amendments to the SIU constitution are acting on the recommendations of the rank and file constitutional committee which drafted the amendments in their final form.

It's a long way from Alexandria to Stateside under normal conditions. Its' even longer if you have to make the trip minus a washing machine.

Seafarers aboard the Steel Surveyor escaped this ordeal because chief electrician Paul Tassin quickly repaired the mechanical washer when it went out of whack en route, earning the grateful thanks of his fellow crewmembers.



Tassin



de Baulte

Our standout delegates this week include Ernest de Baulte of the Alcoa Runner, I. Cartwright aboard the Marie Hamill, V. J. Rizzuto aboard the Sunion, and Wil-C. Sink on the Gateway City.

RECENT ARRIVALS

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

Anthony Michael Bona, born June 13, 1956 to Seafarer and Mrs. Anthony F. Bona, Baltimore, Md.

Susan Patricia O'Toole, born June 12, 1956 to Seafarer and Mrs. John P. O'Toole, Baltimore, Md.

Maria Lillian Olsen, born May 3, 1956 to Seafarer and Mrs. Arne V. Olsen, New Orleans, La.

Barry James Tate, born April

26, 1956 to Seafarer and Mrs. Jasper J. Tate, Lake Charles, La.

Sarah Ellen Holbrook, born June 16, 1956 to Seafarer and Mrs. William Holbrook, Baltimore, Md.

Cary Gerald Pratts, born February 20, 1956 to Seafarer and Mrs. Wallace J. Pratts, New Orleans, La.

Daniel Patrick Kain, born June 29, 1956 to Seafarer and Mrs. Jack Kain, Philadelphia, Pa.

Lisa Moreni, born April 6, 1956 to Seafarer and Mrs. Peter Moreni, Philadelphia, Pa.

Nelson Arthur Lord, born June 2, 1956 to Seafarer and Mrs. Alfred J. Lord, Springfield, Mass.

John Andres Marshall, born June 17, 1956 to Seafarer and Mrs. Stanton B. Marshall, Seattle, Wash.

John Kenneth Glass, born June 24, 1956 to Seafarer and Mrs. John K. Glass Sr., Glenburnie, Md.

Sherrie Frances Milton, born June 29, 1956 to Seafarer and Mrs. Dewey L. Milton, Roanoke, Va.

Final Dispatch

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

Milton Karlovec, 45: A resident of Midland, Michigan, Brother Karlovec died in the explosion of the Salem Maritime on January 17, 1956. Burial took place in Prien-Park Cemetery, Lake Charles, Louisiana.

Frank Bachot, 61: Brother Bachot died of pneumonia on July 2, 1956 in the USPHS hospital in New Orleans, Louisiana. Burial took place in Gretna, Louisiana. Brother Bachot joined the Union in New Orleans in 1955 and had been sailing in the steward department. He is survived by his wife, Medura Bachot, of Algiers, La.



Personals

James Houston (Red) Smith Call your sister collect. The address is Beulah Smith, Houston, Tex., telephone CA. 8-3119.

Hans Nettelbadt Contact Mrs. Field at 16 Fort Greene Place, Brooklyn. Mail is waiting for you.

Leo Gallagher, Jr. Contact your mother at 397 Crescent Avenue, Chelsea.

Fred Gentry Your wife is anxious to hear from you. She is at 7517 Wakefield Avenue, Jacksonville, Fla.

Don E. Smith Contact your mother and sister at 112 North Main Street, Columbus Grove, Ohio, regarding your son, Butch.

Rudolf Cefaratti Contact your mother at 352 North Burritt Street, New Britain, Conn.

Lawrence E. Ellison Contact Mrs. Nola Ellison at her new address, PO Box 1064, Galveston, Tex., telephone 3-9104.

Edward Lee Woods Mother ill. Contact Mrs. Harry Goff, E 14724 Sprague Avenue, Spokane 66, Wash.

William Suasar Contact your sister at 274 C Street, South Boston.

James M. Dawson Your brother Norman asks you to send your address to: 2760 W. 36th St., Brooklyn 24, NY.

James G. Mears Contact your wife at 311 Spruce St., Phila., Pa.

Robert Lasso Contact your wife at J Y-2, Capana Terrace.

Ships' Funds Ship's treasurer, SS Government Camp wishes to inform crew he has turned over balance of ship's fund, \$15.39, to SEAFARERS LOG fund.

Likewise, delegates on the SS Fairisle have turned over ship's fund to SEAFARERS LOG.

Soc. Security...

(Continued from page 6) would be \$149.30. If she takes a chance on waiting three more years they would then draw \$162.80 a month as the top benefit.

Similarly a woman worker who retires on her own hook at 62 will get a top of \$86.80 but if she waits to 65 her benefit would be \$108.50, if she was in the top earnings bracket.

Self-employed lawyers, dentists, veterinarians, farm landlords who rent or sharecrop their land and others will be brought into the system for the first time.

DIRECTORY OF SIU BRANCHES

SIU, A&G District BALTIMORE.....1216 E. Baltimore St. Earl Sheppard, Agent EASTERN 7-4900 BOSTON.....276 State St. James Sheehan, Agent RICHMOND 2-0140 HOUSTON.....4202 Canal St. C. Tannehill, Acting Agent CAPITAL 7-6558 LAKE CHARLES, La.....1419 Ryan St. Leroy Clarke, Agent HEMLOCK 6-5744 MOBILE.....1 South Lawrence St. Cal Tanner, Agent HEMLOCK 2-1754 NEW ORLEANS.....523 Bienville St. Lindsey Williams, Agent TULANE 3626 NEW YORK.....675 4th Ave., Brooklyn HYACINTH 9-6600 NORFOLK.....127-129 Bank St. Ben Rees, Agent MADISON 2-9834 PHILADELPHIA.....337 Market St. S. Cardullo, Agent MARKET 7-1335 PUERTA de TIERRA, PR.....Pelayo 51-La 5 Sal Colls, Agent Phone 2-5996 SAN FRANCISCO.....450 Harrison St. Leon Johnson, Agent DEUGLAS 2-5475 Marty Breithoff, West Coast Representative SAVANNAH.....2 Abercorn St. E. B. McAuley, Acting Agent ADAMS 3-1723 SEATTLE.....2505 1st Ave. Jeff Gillette, Agent ELIHOTT 4-334 TAMPA.....1808-1811 N. Franklin St. Tom Banning, Agent Phone 2-1323

WILMINGTON, Calif.....505 Marine Ave. Reed Humphries, Agent TERMINAL 4-2874 HEADQUARTERS.....675 4th Ave., Bklyn SECRETARY-TREASURER Paul Hall ASST. SECRETARY-TREASURERS J. Algina, Deck C. Simmons, Joint J. Volpian, Eng. W. Hall, Joint E. Mooney, Std. R. Matthews, Joint SUP HONOLULU.....16 Merchant St. Phone 5-8777 PORTLAND.....211 SW Clay St. CAPITAL 3-4336 RICHMOND, CALIF.....510 Macdonald Ave. BEACON 2-0925 SAN FRANCISCO.....450 Harrison St. Douglas 2-8363 SEATTLE.....2505 1st Ave Main 0290 WILMINGTON.....505 Marine Ave. Terminal 4-3131 NEW YORK.....675 4th Ave., Brooklyn HYACINTH 9-6185 Canadian District HALIFAX, N.S.....128 1/2 Hollis St. Phone: 3-8911 MONTREAL.....634 St. James St. West PLATEAU 8161 FORT WILLIAM.....130 Simpson St. Ontario Phone: 3-3221

PORT COLBORNE.....103 Durham St. Ontario Phone: 5591 TORONTO, Ontario.....272 King St. E. Empire 4-5719 VICTORIA, BC.....617 1/2 Cormorant St. Empire 4531 VANCOUVER, BC.....298 Main St. Pacific 3468 SYDNEY, NS.....304 Charlotte St. Phone 6346 BAGOTVILLE, Quebec.....20 Elgin St. Phone: 545 THOROLD, Ontario.....53 St. Davids St. CANAL 7-3202 QUEBEC.....85 St. Pierre St. Quebec Phone: 3-1569 SAINT JOHN.....85 Germain St. NB Phone: 2-3232 Great Lakes District ALPENA.....1215 N. Second Ave. Phone: 713-J BUFFALO, NY.....180 Main St. Phone: Cleveland 7391 CLEVELAND.....734 Lakeside Ave., NE Phone: Main 1-0147 DETROIT.....1038 3rd St. Headquarters Phone: Woodward 1-6857 DULUTH.....531 W. Michigan St. Phone: Randolph 2-4110 SOUTH CHICAGO.....3261 E. 92nd St. Phone: Essex 5-2419



Miguel Aponte
Age: 5 months



Chris Burnsed
Age: 6 months



Wesley Stansbury
Age: 2



Cathy Stansbury
Age: 3



Dawnelle Dicharry
Age: 3



James Santiago
Age: 1



Patricia Phelps
Age: 4



Barbara Rushing
Age: 2



Juliana Peralz
Age: 1



John Miorana, Jr.
Age: 1½



Katherine Culp
Age: 2



Alice Witherington
Age: 1½



Kevin Smith
Age: 1½



James Parker
Age: 1



David Siems
Age: 2



Irene Tiniayos
Age: 2½



Melva Edwards
Age: 1



Kevin Spence
Age: 1



Yvonne Davis
Age: 1½



Eric Hoffman
Age: 1



Richard Anderson
Age: 3



Margaret Russo
Age: 1



Naomi Cruz
Age: 3 months



Joyce Parker
Age: 2



Seafarers, like all proud fathers, like to show off pictures of their youngsters—and the LOG is willing to give them a hand.

Here are photos of a few Seafarer-offsprings from the pages of the SIU family album.

The SIU is proud of these children, for they graphically illustrate that a seaman can marry and maintain a family while making a living as a seaman.

In fact, the majority of men sailing today are married and have children—a far different situation from twenty years ago when a man could hardly maintain himself on ship wages.

This is but one page from the SIU family album. We'll be printing more in the weeks ahead.

