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SEAFARERS  LOG

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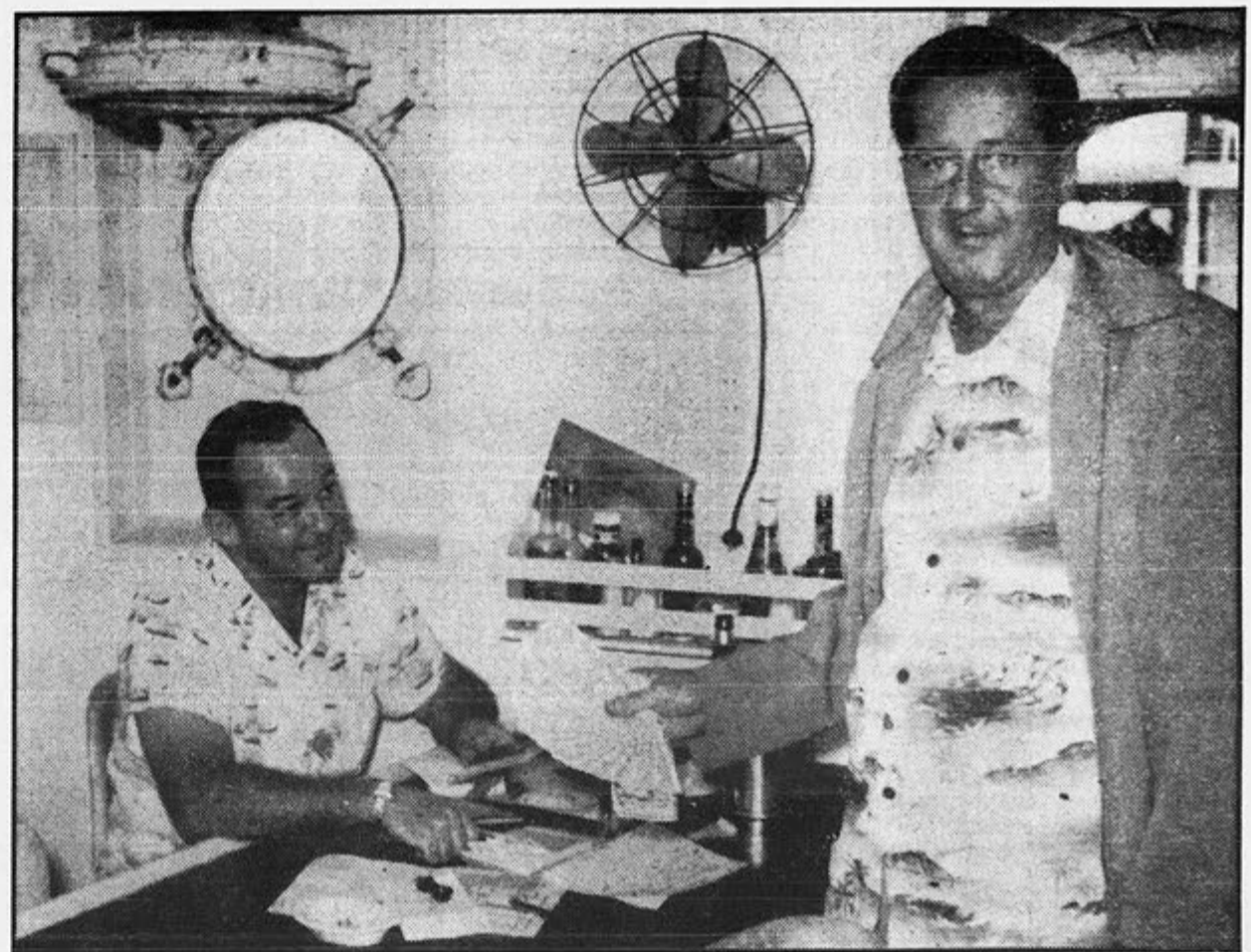
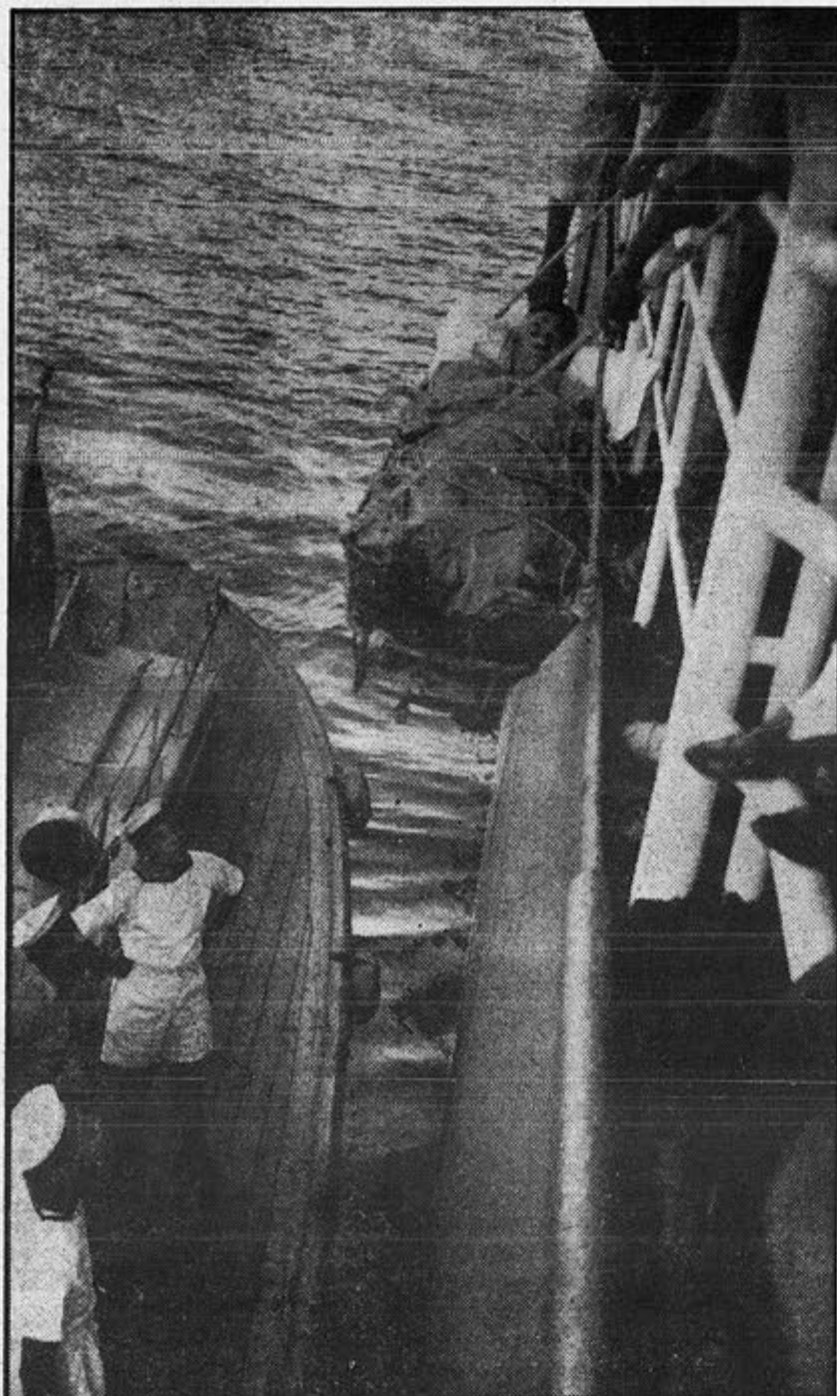
• OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • AFL-CIO •

# 72 MEN QUALIFY IN SIU ELECTIONS

Story On Page 3

## Revive US Ship Breakout Plans

Story On Page 2



**Shuttle Pays Off.** Fingering that loot after a year on the Yokohama-Persian Gulf shuttle run, Seafarer Hank Martin holds fast to his payoff on the Battle Rock while Seattle SIU Port Agent Jeff Gillette looks on. The ship went back out on the profitable shuttle run last week, reflecting the worldwide demand for oil-carriers. Seafarer C. W. Halla took the picture.

**Handle With Care.** British Royal Navy sailors watch as Seafarers on Steel Maker gently lower fireman Anthony D'Alessandro to deck of launch at Gibraltar after he became ill on the trip out from the States. Returning later from Colombo, Ceylon, the Maker became one of the first US ships to bypass Suez and head around Africa. Photo by Seafarer Vic Sayo.



# US PLANS SHIP BREAKOUTS

WASHINGTON—With the Suez Canal crisis aggravating an already tight shipping picture, the Federal Maritime Board is reconsidering a breakout of both Victory-type ships and reserve fleet tankers to meet current shipping needs. A breakout seems more likely than last spring because of new pressures for cargo space de-

## 33-Month Job Record Set In SIU

Going against the seasonal trend, SIU shipping soared to a new high figure for the past 33 months. Not since the December, 1953, Christmas rush has the Union shipped as many men, 1,597, as it did in the two-week period from September 5, through September 18.

Normally, shipping tends to drop off in September as Blue Jay ships return from the Far North and as Seafarers who took off for summer vacations ashore return to shipping. This year though, the Blue Jay ships are going out on new runs for MSTs as the pressure mounts for more cargo space.

The last high, reported in mid-August, was 1,532 jobs shipped. The past two week period easily topped that and also topped all 1955 and 1954 shipping totals.

Further details and a breakdown of the port-by-port shipping picture can be found in the shipping roundup on page 4.

veloping out of Suez and the agricultural export program.

Here is the present status of breakout proposals:

• The Office of Defense Mobilization has requested the breakout of 18 tankers from the Maritime Administration reserve. The tankers would be chartered out to private operators under General Agency Agreements, within two to six months. The office has also asked the Defense Department to bring out an additional number of tankers from its reserve fleet.

• The Agriculture Department has six million tons more of farm products to move between now and next June, and is already running into trouble getting ships. It is asking for 15 ships immediately.

### Farm Group Demands Space

• The American Farm Bureau Federation has written to the Department of Commerce asking that action be taken to get more shipping space for agricultural tonnage.

• "Blue Jay" victory ships that would normally be laying up at this time are continuing to run.

• The International Cooperation Administration which handles foreign aid shipping has been forced to grant waivers of the "50-50" act in 14 separate instances.

The new breakout talk comes as shipping in general, and SIU job activity in particular, soared to new highs. While the Suez situation is generally cited as the prod to shipping, it is only one of several factors.

### Suez Affects Tankers

Possibilities of a shutdown or interruption of Suez traffic are what prompted the proposal to break out the tankers. Freight ships too on the East Coast-Southeast Asia run particularly, would be affected by a canal shutdown.

On top of that, the extremely heavy agricultural surplus shipment will move largely to the southeast Asia area. India and Pakistan are getting the bulk of

these shipments, much of which will come off the East Coast.

This time of year also signals the start of oil haulage to New England and the Northeast from Gulf ports, putting a further strain on available tankers. Coal shipments shape up as extremely active in the next six months.

When breakout talk was first brought up last spring, US tramps and other private operators largely opposed it. They argued that any ship breakouts would damage earning powers and their ability to find cargoes. Such a step, they said, would weaken the competitive position of private US ships in the long run, by reducing the operators' ability to replace their vessels.

## Union Hits Plans To Run Foreign Ships Coastwise

A vigorous SIU protest on proposals to use foreign-flag tankers in the domestic trades has drawn a prompt denial from the Maritime Administration of any such intention. However, Maritime Administrator Clarence G. Morse left the door open to such an operation in the case of a "critical tanker situation."

Instead of considering an invasion of the domestic trades, the SIU wire demanded that runaway flag tankers be brought back under the American flag if necessary to fill domestic tanker needs.

The SIU took action after a story in the "New York Times" implied such a course is being considered by the Administration. A "Times" correspondent, writing of State Department plans to deal with the Suez crisis, said such a move might be taken by executive order if the canal was closed.

### Increase In US Output

The report had it that there would have to be a vast increase in domestic oil production and a

corresponding rise in T-2 tankers to supply the East Coast.

The SIU wired Morse declaring that the Union "most vigorously opposes the faintest suggestion of any such move. At very moment when tanker shortage threatens, Maritime Administration is continuing to approve transfers of T-2 tonnage to Liberian flag. Solution to any impending shortage in domestic trades is the return of these ships to the American flag where they belong."

(Another two tankers have been given transfer approval this week, the Stony Creek and Big Bend.)

In reply, Morse wired back, "Maritime Administration does not advocate use of foreign flag tankers in United States coastal serv-

## New Job Rules Go In Effect

The newly-amended seniority rules agreed on in negotiations between the Union and the ship-owners take effect as of this coming Monday, October 1.

The rules provide that all rated men with Class B seniority can qualify for class A seniority if they began shipping SIU before January 1, 1952, and have been sailing steadily since then.

Class B Seafarers with only entry ratings, who have the necessary seetime, can qualify for class A by passing a Coast Guard examination for a rating.

All Seafarers who obtain class A seniority as of now, are eligible for full book membership in the Union.

Agreement on revision of the seniority rules was sparked by the mounting increase in SIU-contracted jobs and organizing of new companies.

## Suez Ships Still Move; Steel Maker Diverted

Egypt has successfully thumbed its nose at the world's major maritime powers so far, but the long-range outlook is for difficulties in running the seized Suez Canal.

None of the proposals worked up by Western diplomats have gotten Egypt to budge one bit. But Western nations, led by the US, Britain and France, are counting on a canal pilots' walkout and an economic boycott to bring Egypt to her knees.

Up until now, the Egyptians have been successful in moving ships through by making pilots do double duty. When the majority of pilots walked off their jobs, the Egyptians were left with a handful of their own men plus hastily-recruited pilots from Russia, Yugoslavia, and other countries.

### Constant Strain

But the constant strain of working 14 to 16 hour stretches is beginning to tell on the pilots. Convoys are now reported moving through the canal more slowly with delays likely to continue.

The Egyptians' problem has been made easier by the action of some shipping companies in diverting vessels around the Cape of Good Hope. Most of the diverted ships have been European ones. The only SIU-contracted ship affected thus far has been the Steel Maker, inbound from Colombo, Ceylon.

The Maker was rerouted around the Cape of Good Hope on September 14. It is expected that its homebound voyage to Wilmington, North Carolina, will be seven days longer than originally scheduled.

The diplomats' proposals for solving the Suez problem involve a "users association." This would be a grouping of maritime nations which would hire its own pilots and collect the tolls for the use of Suez. Egypt would share in the tolls if she agreed to the setup.

The idea would be to recognize

Egypt's ownership of the canal but maintain freedom of shipping through the association for vessels of the countries involved.

## Seaway 'Digout' Moves On Schedule



Work on the St. Lawrence Seaway is still reported proceeding on schedule, with completion now expected in time for the 1959 Lakes' shipping season. Photo taken some time ago shows excavation being done on the future entrance of the Seaway channel east of the Jacques Cartier Bridge on the south shore of the St. Lawrence River near Montreal. This phase of the project was completed almost nine months ahead of schedule. When ready, the Seaway will permit ocean-going ships to move in and out of the Lakes to the Atlantic from ports as far inland as Duluth, Minn.

## SEAFARERS LOG

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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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## TRUSTEES TO PICK CLINIC SITE

A Seafarers Welfare Plan trustees' meeting this coming week will make final arrangements as to the location of the first SIU health center to be built in New York. A number of sites close by the headquarters hall are under consideration.

Once the trustees have acted, work will start on the installation of equipment and modification of the building's interior for use as the health center.

The center will offer a complete and thoroughgoing diagnostic service to all Seafarers with the object of preventing ailments and keeping Seafarers in the best of health. Seafarers needing treatment will be referred to the Public Health Service clinics and hospitals.

The New York center is the first of four which will be established in the four major ports of New York, Baltimore, New Orleans and Mobile. It is part of the health and safety program that was negotiated by the Union with the operators last year.

## NLRB Orders NY Longshore Vote

The New York regional office of the National Labor Relations Board is currently making arrangements for a new longshoremen's election, coming up in October. Meetings on the mechanics of the election followed on the heels of the announcement by the Board's Washington office on September 24, calling for an election within 30 days.

The Board's election announcement was the second stunning blow suffered by the old International Longshoremen's Association in a 48-hour period. On the Friday preceding the announcement, ILA president William Bradley journeyed to Washington for a meeting with AFL-CIO president George Meany under the illusion that he could clear the way for ILA's return to the AFL-CIO.

Bradley was quickly disillusioned on this score. Meany scathingly denounced the ILA for its failure to lift a finger against a single one of the abuses which led to its expulsion. Bradley lamely excused his failure to act by saying he had been "too busy." After the meeting, which was attended by Larry Long, president of the International Brotherhood of Longshoremen, Meany closed the door firmly and finally to any ILA bid for reaffiliation.

In answer to reporters' questions, Meany said he would "not even bother" to submit Bradley's plea to the executive council.

"It would be insulting to their intelligence," he said, "to ask them to consider the ILA application for admission. The matter is closed."

Further, Meany added, "I don't

see any change in the situation over the past three years . . . they (the ILA) are continuing to misrepresent the longshoremen."

For the past several months, as IBL support has mounted, the ILA has been dickered vainly for an AFL-CIO label. It has been obvious to waterfront observers that the ILA move has been promoted by a desire to escape an election showdown with IBL. The ILA evidently is fearful of an IBL victory in any secret election.

Meany's firm statement that nothing has changed in the last three years has boosted the IBL's stock in the harbor.

## Top Court Gets SIU Co. Plea

WASHINGTON—Its intercoastal rights threatened by railroad-sponsored legal action, the Pan Atlantic Steamship Corporation is appealing to the US Supreme Court. The high court is being asked to overturn a Massachusetts District Court injunction which would deprive the company of its temporary intercoastal operating permit.

Meanwhile on the shipping front, Pan Atlantic is putting two more converted tankers into its piggyback service, the Maxton and the Coalinga Hills. Both vessels are ready to come out of the yards with their new trailer-carrying flight decks.

Railroads which are battling Pan Atlantic in this case include most of the major East Coast companies, among them the Pennsylvania, the New Haven and the Baltimore and Ohio.

The legal hassle resulted from an Interstate Commerce Commission ruling of last October giving Pan Atlantic temporary authority to operate in the intercoastal trade. The temporary grant was to permit the company to operate while ICC studied its application for a permanent certificate.

The railroads went to court asking for a permanent injunction to stop Pan Atlantic from operating. The railroads previously fought the temporary authority at ICC hearings, where they were unsuccessful.

Railroad lines involved aside from those already mentioned are the Atlantic Coast Line, Louisville and Nashville, Seaboard Air Line, and Southern Railway.

# 72 Seafarers Run For 39 Union Posts In SIU Balloting

A total of 72 Seafarers have been found fully qualified to run for Union office and will vie for 39 elective posts open in the coming Atlantic and Gulf District voting. The 72 candidates were passed by the credentials committee of rank and file Seafarers after submitting proof of seetime, membership in good standing and citizenship as required by the Union constitution.

All told, 79 Seafarers nominated themselves, but seven were disqualified for failing to meet constitutional requirements. Two years ago, there were 78 qualified candidates on the ballot, but at that time, there were ten more elective posts open than now.

Voting in the SIU's biennial elections will begin on November 1

For full details of the credential committee's action see report beginning on page eight of this issue.

and continue for two months through the end of December. Under the provisions of the recently-amended constitution, the newly elected officers will take their posts as soon as they have been certified elected by membership approval of the tallying committee report on the voting.

Well in advance of the start of the voting, in its issue of October 12, 1956, the SEAFARER'S LOG will print a special supplement containing pictures and statements from all of the candidates for office. In addition, the LOG will carry a sample ballot which will be an exact duplicate of the actual ballots. These copies will be available in all ports and will be airmailed to the ships so that Seafarers can fully acquaint themselves with the candidates before voting.

Of the seven Seafarers disqualified, three were not in continuous good standing for the required two year period and one of these two did not show the required seetime. Two others did not have the required seetime, one had his book in retirement for the past two years and the last one did not submit his credentials by the midnight, September 12, deadline.

The credentials committee noted regretfully that "the provisions of the SIU constitution governing election procedure made it mandatory that several of the men who had been nominated be disqualified. . . . The committee feels that the cases of disqualification cited above are especially regrettable because of the fact that the Union . . . went to such lengths to set forth the procedures and requirements. . . ."

The qualified candidates and the posts for which they are competing are as follows:

Secretary-treasurer: Paul Hall.

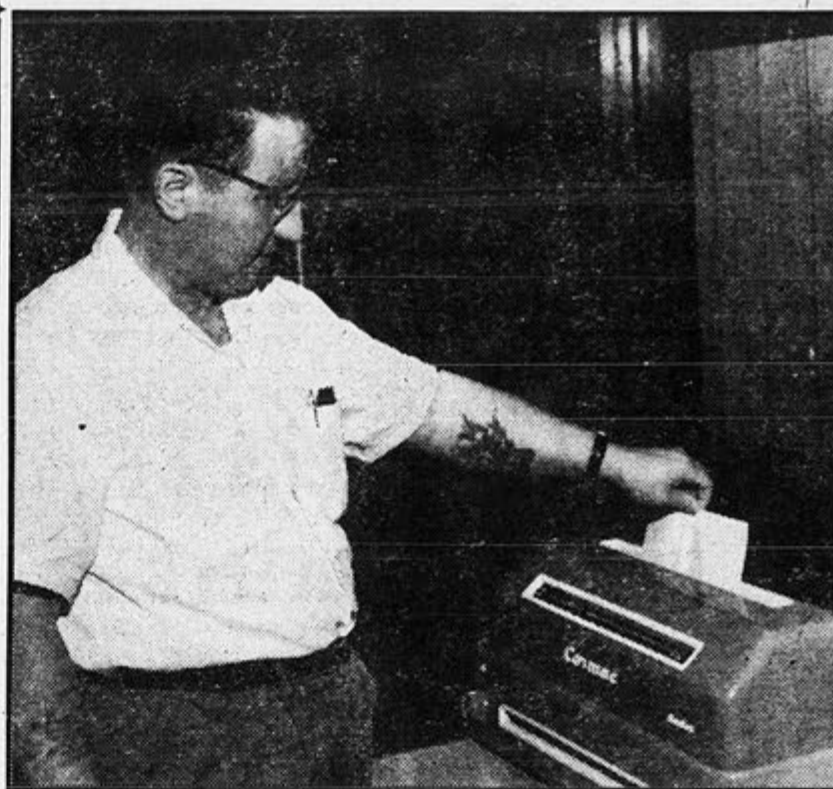
Deck assistant secretary-treasurer: Joseph Algina.

Engine assistant secretary-treasurer: Claude Simmons.

Steward assistant secretary-treasurer: Ed Mooney.

Joint assistant secretary-treasurer: (three posts open) William Hall, Robert A. Matthews, Joseph Volpian.

Boston agent: James Sheehan,



One of the six members of the membership-elected SIU credentials committee, Seafarer Vincenzo DiGiacomo uses new copying machine to photostat discharges and other credentials submitted by the candidates for office in the coming SIU elections. Photostats are part of the official election record.

James E. Sweeney.

Boston joint patrolman: Eugene Dakin, John Farrand, Thomas Fleming, Leo McCarthy.

New York joint patrolman: (seven posts open) Ted Babkowski, Frank Bose, Leo Bruce, John Cabral, Malcolm Cross, Louis Goffin, Paul Gonsorchik, Howard Guinier, Richard May, James Purcell, Charles Scofield, Charles Stambul, Freddie Stewart, Joseph Teicher, Keith Terpe, C. A. Welch, Al Whitmer.

Philadelphia agent: Walter Beyeler, Steve Cardullo.

Philadelphia joint patrolman: John Hetzell, William J. Smith.

## SIU Agents' Conference Set In NY

A conference of all SIU port agents will convene next week in headquarters to review the Union's past activities and discuss future policies. The conference is being called under provisions of the Union constitution which require at least one such meeting each year.

Items to be discussed by the agents include a review of Union activity in the past year, contracts, finances, the Union's Welfare Plan operations, organizing, the operations of various Union departments and subsidiaries and other administrative matters. The agents are expected to make a number of recommendations as to future Union activity.

Baltimore agent: William Rentz, Earl Sheppard.

Baltimore joint patrolman: (three posts open) Rex Dickey, Eli Hanover, John Risbeck, Al Stansbury, Rowland Williams.

Norfolk agent: Ben Rees, Van Whitney.

Norfolk joint patrolman: Al Arnold, James Bullock, Charles V. Majette.

Savannah agent: E. B. McAuley.

Savannah joint patrolman: Nevin Ellis.

Tampa agent: Tom Banning, James Dawson, Glen Lawson.

Tampa joint patrolman: A. H. Anderson, Benny Gonzales, Hugh C. Randall.

Mobile agent: Cal Tanner.

Mobile joint patrolman: (three posts open) Harold Fischer, Robert L. Jordan, Leon M. Kyser, William J. Morris, William R. Stone.

New Orleans agent: Lindsey J. Williams.

New Orleans joint patrolman: (three posts open) Tom Gould, C. J. Stephens, Charles M. Tannehill.

Houston agent: A. Michelet.

Houston joint patrolman: James L. Allen, Ralph Groseclose, Charles Kimball, Charles Merrill, William Mitchell.

San Francisco agent: Marty Breithoff, Andy Gowder.

## SCHEDULE OF SIU MEETINGS

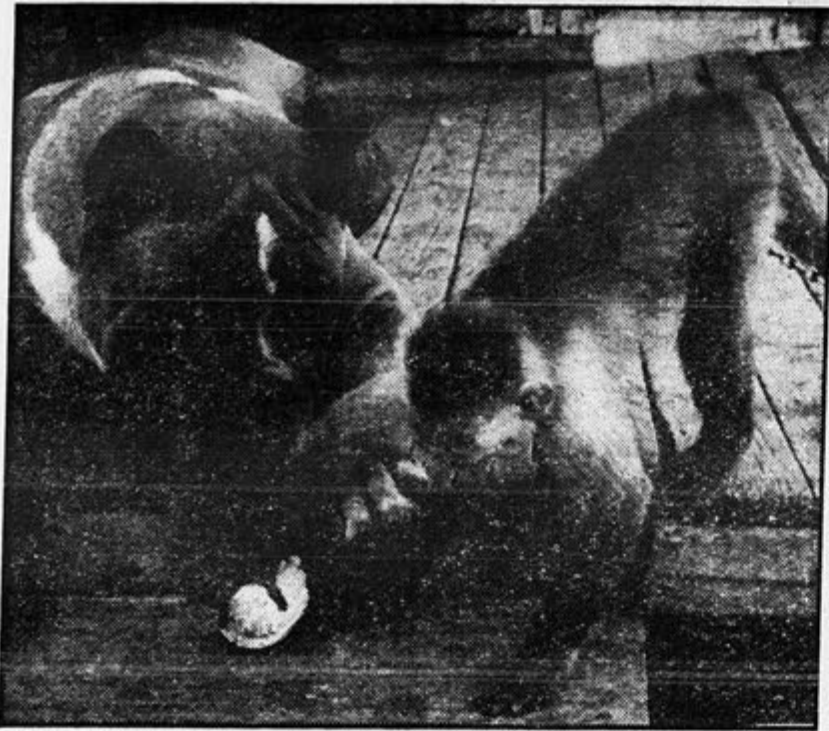
SIU membership meetings are held regularly every two weeks on Wednesday nights at 7 PM in all SIU ports. All Seafarers are expected to attend; those who wish to be excused should request permission by telegram (be sure to include registration number). The next SIU meetings will be:

- October 3
- October 17
- October 31
- November 14
- November 28





**They're A Couple Of Cornballs**



A little on the corny side, perhaps, this photo shows John Henry, a pet monkey, and Dynamite, his Boxer pal, contesting for a share of kernels off the same ear of corn. The pets belong to Seafarer George Annis of New Orleans, who took the photo. He's a Delta Line regular.

**Coal Group Seeks 80 US Liberty Charters**

WASHINGTON—More than doubling its previous request, American Coal Shipping Inc. has announced it would ask the Federal Maritime Board for charters on 80 Government-owned Libertys. The vessels would be used to carry coal to Europe.

The new firm, which was formed by coal operators, coal-carrying railroads and the United Mine Workers, originally put in an application for charters of 30 ships. The increase in the number of ships requested comes as a surprise in view of the opposition to its proposal from all sections of the steamship industry.

**See Higher Exports**

In amending its original bid American Coal Shipping said that coal exports to Europe would be even higher than previously estimated. A spokesman for the group pointed to reports of coal shortages in Russia and Poland, the latter a major supplier of European coal needs; a disastrous accident in Belgium coal mines and the Suez situation as reasons for the upgrading of the charter request.

He declared further that only one percent of coal exports moved on US ships this year, and claimed that if every US tramp now in operation was put on the coal run, the tramps could not carry more than five percent of the expected increase in coal shipments.

**Will Buy Other Ships**

He added that ACS intends to buy other ships when operations began in earnest. The company at present owns one Liberty.

Virtually the entire steamship industry, including the tramp operators, subsidized companies and unsubsidized liner operations, have joined in opposition to the coal group's proposal, in its original form.

The gist of the operator's arguments is that ACS would be used as a club to drive down rates on coal shipping overseas. Such a move, they said, would bring monetary benefit to coal-carrying railroads and coal mines but would

be extremely damaging to US merchant shipping.

A Federal Maritime Board examiner has already made favorable recommendations on the original charter bid, but both the coal group and the opposing operators have raised objections to the conditions set down by the examiner.

**SIU Man In Sea Rescue Off Boston**

BOSTON—Seafarer Pete Karas, who has been working on the new "Texas Tower" radar platform installed off the coast of Nantucket, made a dramatic rescue of one of his fellow workers last week.

Karas dove into the water to save his co-worker after the other man fell into the water and became entangled in the tower's

bridle and anchor chain. Both men were taken to the hospital to be treated for submersion and shock.

Karas was released, but the other man had to remain in the hospital due to several injuries received during his fall and entanglement.

**Shipping Above Average**

Meanwhile, shipping here remained above-average for another two weeks. The outlook is about the same, according to Port Agent James Sheehan.

Four ships paid off and signed on during the period, and another four arrived in transit. The Bradford Island and Council Grove (Cities Service), Republic (Trafalgar) and Lake George (US Petroleum) paid off and signed on again. Isthmian's Steel Rover and Steel Artisan, plus the Robin Kettering (Seas Shipping) and Grain Shipper (Grain Fleet) were in transit. All beefs were settled at the payoffs.



Karas

**Shipping Round-Up & Forecast**

September 5 Through September 18

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	12	8	10	5	10	1	32	14	46
New York	86	28	78	31	58	19	222	78	300
Philadelphia	21	6	23	5	15	5	59	16	75
Baltimore	72	35	62	37	86	19	220	91	311
Norfolk	16	15	8	13	4	5	28	33	61
Savannah	6	2	2	4	2	6	10	12	22
Tampa	5	3	3	3	10	1	18	7	25
Mobile	23	10	19	13	17	9	59	32	91
New Orleans	57	20	49	10	36	16	142	46	188
Lake Charles	14	16	12	11	6	6	32	33	65
Houston	21	18	10	10	10	5	41	33	74
Wilmington	19	2	3	6	6	8	28	16	44
San Francisco	16	22	24	10	16	12	56	44	100
Seattle	19	14	16	16	7	12	42	42	84
Total	387	199	319	174	283	124	989	497	1486

Port	Shipped						Total A	Total B	Total C	Total Ship.
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C				
Boston	5	6	0	5	3	7	14	9	9	32
New York	107	33	16	75	28	33	253	78	62	393
Philadelphia	24	5	2	24	9	4	63	19	12	94
Baltimore	75	23	7	45	21	15	158	60	29	247
Norfolk	15	7	14	12	4	11	34	15	37	86
Savannah	3	0	0	6	1	0	10	2	0	12
Tampa	6	4	6	5	4	5	15	9	11	35
Mobile	22	5	1	10	5	1	43	14	3	60
New Orleans	51	11	10	35	5	10	121	26	23	170
Lake Charles	9	4	0	5	8	4	23	19	5	47
Houston	23	17	4	14	10	9	48	32	22	102
Wilmington	10	3	14	3	10	11	17	17	35	69
San Francisco	20	14	26	22	13	7	56	37	47	140
Seattle	21	17	5	5	19	9	41	42	27	110
Total	391	149	105	266	140	126	896	379	322	1597

Toppling all shipping records of the last 33 months, SIU job activity reached a new peak during the past two weeks—higher than any period since December, 1953.

Still a long way from the 2,000-plus job high of nearly three years ago, which was a temporary holiday rush, shipping in the past two weeks hit a total of 1,597 jobs and still shows no sign of a major come-down. Registration was 1,486 during the period.

The upsurge has been steady and spectacular since late Spring, when shipping normally tapers off to await the regular fall shipping season. However, heavy tanker movements continued right through the summer months, while the "Blue Jay" military supply operation kept things busy well into this month.

Although this was the busiest period since the SIU seniority hiring system went into effect early in 1955, the class C shipping figure this period fell short of a record. Savannah, still dismally slow, shipped no class C men at all. Wilmington, in turn, shipped more class C men than men in classes A and B combined.

**Seven Ports Rise**

Seven ports throughout the A&G District showed shipping rises over the previous period, particularly New York, Houston and all the West Coast ports. Baltimore and Tampa also improved, while Philadelphia, still enjoying good shipping, remained the same as before.

Boston, Norfolk, Savannah, Mobile, New Orleans and Lake Charles declined, although Norfolk and New Orleans were far above-average.

No change was evident in the seniority shipping percentages compared to the last period. Class A still accounted for 56 percent, class B for 24 percent and class C men, who have no seniority in the SIU, filled the remainder of the total jobs.

The following is the forecast port by port: BOSTON: Fair... NEW YORK: Good... PHILADELPHIA: Good... BALTIMORE: Good... NORFOLK: Good... SAVANNAH: Slow... TAMPA: Fair... MOBILE: Good... NEW ORLEANS: Good... LAKE CHARLES: Good... HOUSTON: Good... WILMINGTON: Fair... SAN FRANCISCO: Good... SEATTLE: Good.

A shorter work week, and possibly a three-day weekend, is seen as the answer to automation by the AFL-CIO. A recent AFL-CIO conference on the subject discussed whether workers want increased earnings and longer vacations with more paid holidays or a shorter work-week.

Mergers of AFL-CIO state federations have been completed in 14 states so far with eight more due in the coming weeks. Mississippi and North Carolina federations have voted down a merger. Most state AFL and CIO organizations are expected to complete their get-together by the end of 1957.

The United Electrical Workers, one of the organizations ousted by the CIO back in 1950 as Communist-dominated, lost 4,000 members in 10 Detroit locals. The Detroit group voted to affiliate with the International Association of Machinists and cut the total membership of UE under the 50,000-mark.

A Georgia landlord who operates several housing corporations says that union members on strike need not worry about evictions from his property. He said as a general policy he will carry strikers "on the cuff" and permit them to pay back their debts on an installment basis. Also, if they preferred, he will put them on part-time maintenance work and apply the time to their rent. The landlord, Wade M. Miles, Jr., applied the policy to striking steelworkers during their recent walk-out.

The author of a bill to bar unions from participating in state elections was defeated in the Wisconsin primaries. Mark Catlin, Jr., speaker of the Wisconsin State

Assembly, lost his bid for renomination as a Republican candidate.

The coming of the helicopter age is marked by a dispute between the Air Line Pilots Association and the Civil Aeronautics Administration over manning scales. The union is asking for a pilot and co-pilot to operate the S-58, a 12-passenger helicopter scheduled to operate between major airports in the New York City area.

**LABOR ROUND-UP**

SEAFARERS

**Sea Chest**  
NOW IN BOTH

NEW YORK • BALTIMORE

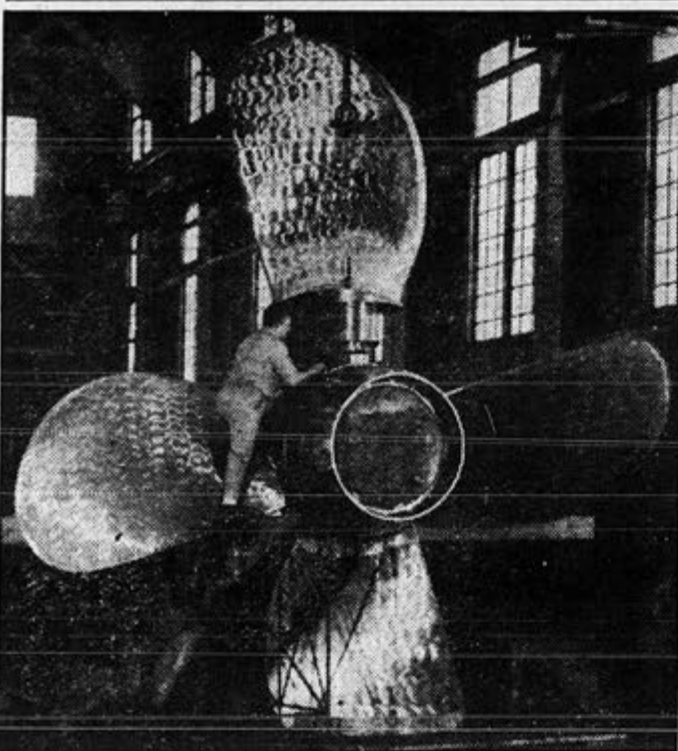
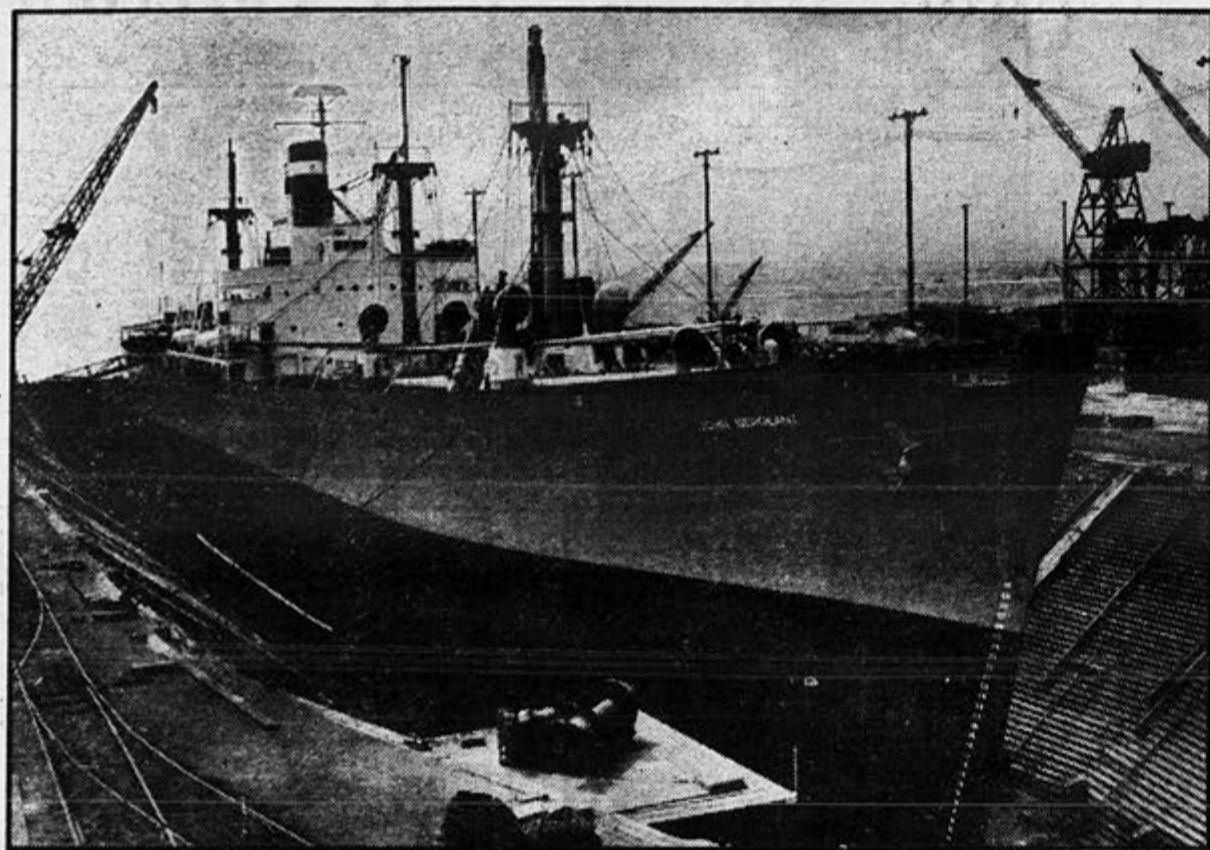


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LET 'EM KNOW!  
Write TO THE LOG



## 18-Knot 'Hotrod' Liberty



Graced with a Mariner-type bow, the first US gas turbine power plant, 20 feet more in length and a new controllable pitch propeller (left), the World War II Liberty ship John Sergeant has become a sleek greyhound of the sea.

Now known as a GTV (gas turbine vessel), she made 18 knots-plus in her first sea trials and is already in active service. The ship is one of four "upgraded" under a Government program designed to find the best way to modernize a pool of 2,000 reserve fleet Liberties. She is shown in the Newport News Shipbuilding company's yards during final refitting.

## 2-Yr. Inspection Hearings Set

WASHINGTON—Public hearings on proposed changes in the rules for US ship inspections have been scheduled by the Coast Guard for October 15.

The changes stem from a law passed by the last Congress, providing for ship inspections every two years instead of annually as before. Under the proposed revisions, biennial inspections would be the rule except in a few isolated cases.

Sole exceptions to the two-year inspection rule would be those vessels with river-type lap-seam boilers and "in the case of vessels whose hull or machinery is in the judgment of the Officer in Charge, Marine Inspection, in such condition as to require inspection at intervals of less than two years. Certificates of inspection shall be issued for a period of one year only in such cases."

It is expected that the new rules will mean biennial inspections for virtually all US merchant ships, with rare exceptions.

Objections to the inspection change were voiced principally by the unions of the AFL-CIO Maritime Trades Department, including the SIU. In 1955, a similar effort was successful in holding off a bill to institute two-year inspections, but the combined support of some seagoing unions, the shipowners and the Coast Guard was successful in getting the bill passed this year.

MTD opposition to the change in the law was pinpointed by the case of the SIU-manned LST Southern Districts, which disappeared in the South Atlantic in

December, 1954, with a loss of her entire 23-man crew.

Although a Coast Guard inquiry later cleared all parties of blame

## Seafarer Runs Radio In Pinch

Disrupted communications between the Steel Worker and the outside world were neatly straightened out recently, as soon as Seafarer Henry C. Kilmon, Jr., stepped into the breach.

Kilmon, who packs both an electrician's ticket and a radio operator's license when he goes to sea, moved in to man the Steel Worker's radio shack when the regular operator disappeared at sea.

Shipped aboard the Steel Worker as 2nd electrician, Kilmon wasted no time turning to as soon as the operator was found to be missing. Ship's officers on the Worker said he did a creditable job in the emergency.



Kilmon

for the disaster, the agency curbed most LST sailings thereafter. Admissions of a "deal" between the Coast Guard and her owners to allow the ship "to get by" with patched plating so that she could keep on sailing were discounted by the Coast Guard board investigating the disaster.

Other inspection rules changes which will be sifted at the forthcoming hearings include first-time requirements for lifesaving equipment on vessels engaged in offshore drilling operations and some amendments to regulations on hauling "dangerous cargoes" such as sulphuric acid, munitions and explosives.

## Make Checks To 'SIU-A&G'

Seafarers mailing in checks or money orders to the Union to cover dues payments are urged to be sure to make all of them payable to the SIU-A&G District.

Some Seafarers have sent in checks and money orders in the names of individual headquarters officials. This makes for a problem in bookkeeping which can be avoided if checks are made out to the Union directly.

## Hawk US Delegate As ILO Studies Sea Rules

Preparing for revision of international maritime regulations, the International Labor Organization is now holding a preliminary meeting in London. SIU of North America secretary-treasurer John Hawk is attending as the official representative of all US seamen.

The preliminary meeting, called the Preparatory Technical Maritime Conference, will set up the groundwork for a full-scale international maritime gathering in 1958. That meeting will be attended by representatives of up to 77 ILO-affiliated nations.

Among items which the conference is now discussing is revision of minimum wages, hours and manning scales. The last standards were established in 1949 and are now considered unrealistic in view of changes in US wage levels since then, and the increased cost of living. Foreign seamen's wages have not kept pace with these changes.

In addition, the conference is discussing hiring procedures, the runaway flag problem, shipboard medical care, ships' officers certificates and an international identity card system.

Originally, AFL-CIO president George Meany appointed SIU of NA president Harry Lundeberg as the US delegate. However, the

dates of the ILO meeting coincided with contract negotiations scheduled by the Sailors Union of the Pacific and other members of the SIU Pacific District. Hawk was then delegated to serve in Lundeberg's place.

While in London, Hawk will also attend a conference of the Seafarers Section of the International Transportworkers Federation.

## Seafarers In Action

Does a well-fed ship make a clean ship? Not always, perhaps, but it did work out that way in the case of the Irenestar. The steward department kept the deck gang so hearty, healthy and happy that they rolled up their sleeves and pitched into a clean-up job the likes of which the ship hadn't seen before. The result was many pats on the back from mutually-admiring crewmembers. The galley got a vote of confidence for "excellent food; well-prepared, varied menus; good service and sanitary conditions." The deck gang received acclaim for an "all-out cleaning job." All of which probably means very few beefs for Ray Moore, ship's delegate, to handle.

~ ~ ~

Came sailing day on the Murray Hill and somebody taking an inventory of the laundry discovered that there were no irons aboard. Ship's delegate J. Rubery stepped into the breach and came up with a \$10 bill from his personal kitty which went for the purchase of two clothes irons. That's not exactly in the line of duty for a delegate, but welcome just the same.



Craven

~ ~ ~  
Another happy ship appears to be the Neva West with the three departments exchanging hearty compliments on their performances.

W. E. Wilkerson is ship's delegate on this vessel assisted by W. C. Craven, Jr., deck; John H. Somers, engine; and Charles Hall, steward department delegate.

~ ~ ~

Other ships which rang the bell for their delegates are the Fort Hoskins, which thinks very highly of ship's delegate William Tatum, and the Oremar, which is of much the same opinion about Seafarer J. W. Hayes.



AT THE BALTIMORE AND NEW YORK HALLS.





Charles E. Eberhart, 2, St. Augustine, Fla.



James "Skippy" Long, Jr., lives in New Orleans.



James Babson, Jr., 2, is already anxious to ship out with daddy, mother writes. He lives in Enfield, North Carolina and is growing fast.



Charles K. Black, 3, son of Seafarer Myer Black.



Nancy M. Croft passed 10th year last March.



Veronica Danne, 3, lives in Mobile.

with  
SIU  
families



Judith Bonefont tries out skates in NY.



Seafarer Francis Wasmer of Kansas City poses with wife and children, Frances, 6, and Francis, Jr.



Dan Ticer, Jr., 4 1/2, and brother John, 1 1/2.



Judy Joy Croft, sister of Nancy (2nd row, right) is 1 1/2.



Durward Drees is out getting 'Frisco sunshine.



Two Texans are Clayton (l) and Ray Lewis of Galveston.



# YOUR DOLLAR'S WORTH

## Seafarer's Guide To Better Buying

By Sidney Margolius

### 'Discounts' Can Be Phonies

Fictitious list prices and fake discounts are spreading to many types of goods. Shoppers had better be wary, especially as the Christmas buying season approaches. Otherwise you may find that instead of getting what the seller claimed was a big discount, you actually paid more for the merchandise than you needed to, or at best, paid the usual price and merely got hoaxed.

So widespread and deceptive are fictitious price tags that both the Federal Trade Commission and the Better Business Bureau are waging warfare against the fakers, who are often abetted by newspapers and magazines who blink their eyes at what they must realize is false advertising.

Fictitious list prices generally start with manufacturers and jobbers who attach to their merchandise printed price tags which are deliberately exaggerated so retailers can offer big "discounts." The public has become educated to the fact that nowadays, because prices generally are inflated, many stores do give genuine discounts from manufacturers' list or suggested retail prices. An overly-trusting buyer is led to believe that a printed price tag on merchandise, or a "list price" advertised in a national magazine, is authentic.

One of the most famous examples of such price hoaxes was the perfume advertised at \$20 in a well-known woman's magazine one recent Christmas.

Retailers all around the country bought it at \$2-\$3 a bottle. The retailers were supplied with reprints of the ad showing the perfume advertised at \$20, to prove to suckers that the \$10 they were being charged was a bargain. Another persistent price hoax is the widely-advertised broiler sold by many stores which carries a purported "list price" of \$39.95 and \$49.95. No one, of course, ever paid that much. Retailers regularly advertise "sales" of these broilers at \$8 to \$12, depending on the retailer's own idea of how much he wants to get for them.

Nor are the hoaxers necessarily smaller businessmen or "fringe" operators. They include some of the biggest retailers in the country, and some of the most "reputable" manufacturers and distributors.



Price hoaxes are found in almost every type of merchandise nowadays. The Association of Better Business Bureaus tells this writer that a national distributor of blankets recently admitted he deliberately furnished retailers with advertising material indicating the blankets had "list prices" of \$15.95, when actually they were made to sell for \$8.95. In another case, comforters really worth about \$6 had printed price tags of \$39, so any reduction from that price would seem to unsuspecting buyers to be a bargain.

#### Gov't Action Against Fakes

As this is being written the Federal Trade Commission is about to spring a legal action against one of the largest men's clothing chains for advertising that its suits have a retail value of \$50, when actually their regular value is less.

Here are the areas where fake list prices seem most prevalent, and most likely to snare the unwary:

**MATTRESSES**, as this department has pointed out many times, often are labelled with exaggerated list prices so stores can stage spurious "sales." The fake labelers include some of the largest and best-known manufacturers. Currently, Better Business Bureaus are attempting to establish a code under which manufacturers will promise not to put any price label on any mattress which is not the true retail price, while retailers are asked to pledge themselves not to use exaggerated comparative prices in their advertising. But you must continue to be on your guard in buying a mattress, and compare the offerings of several stores, comparing specifications and quality.

**JEWELRY, WATCHES:** This department also has reported the exaggerated printed price tags often used on jewelry and watches, including some of the most widely-advertised brands. In one case reported by business-writer Elmer Roessner, watches barely worth \$5 were ticketed with \$39 prices. Roessner also reports that steak knives worth about \$3 have been ticketed with \$25 price tags.

Some retailers give varying "discounts" off the exaggerated printed price tags on jewelry, watches and gift items. But some credit stores even charge the full exaggerated price on easy-payment plans.

However, list prices of well-made domestic watches (like Hamilton) usually include only the normal 40 per cent markup for the retailer. That is, a watch listing at \$50 costs the retailer \$30. A discount on such normally-priced watches is, of course, a genuine discount from usual retail prices.

Recently dealers in the pearl industry criticized fake discounts on pearls, as well as the use of such words as "genuine" and "real" in advertising for cultured pearls, which they say are actually inferior quality because they did not mature sufficiently long on the oyster.

**LUGGAGE AND CLOTHING** are other items which frequently carry fake list prices, and require comparison-shopping to make sure of their value.

There are, of course, genuine discounts offered by some lower-priced retailers. But you can never rely completely on retailers' claims, judging from the evidence, but should always shop several stores to get an idea of true value when buying an item that runs into money. This writer has found instances of exaggerated discounts even in department stores and discount houses that generally have good values and genuine discounts.

# Another Ore Carrier Lost; 32 Perish



Three of the five survivors of the US freighter Pelagia get ready to board the British trawler which rescued them after their ship split and sank off the Norwegian coast. Thirty-two other crewmembers were lost. The ship, manned by the NMU, was enroute to Baltimore with iron ore. She was due to be taken over by an SIU company upon her return.

Thirty-two crewmembers were lost and only five survived when the Liberty ship Pelagia broke in half and sank in Arctic waters off North Cape, Norway. The ship was carrying a load of iron ore.

The ship, manned by members of the National Maritime Union, is the fourth ship in recent years to break up and sink while carrying a bulk ore cargo. A fifth ore carrier, the Steelore, narrowly escaped a similar fate last winter.

Ironically, the crew aboard the Pelagia was scheduled to make its last trip. The ship had already been sold to an SIU-contracted operator for delivery in the States after it got to Baltimore.

The Pelagia was en route to Baltimore from Narvik, Norway, with a capacity load of 10,000 tons of ore. She was still within sight of land off the Lofoten Islands when a gale blew up. Cracks developed at the hatches and the ship started listing. A lifeboat was put over the side to check the hull, but it was swept away.

Three other lifeboats were launched. Only one boat with six men in it survived the seas but one of its passengers froze to death before the boat was picked up by a small British trawler and brought to port.

The Pelagia becomes another name on the melancholy list of ore ship sinkings. Beginning in 1951, the SIU-manned LST, Southern Isles went down off Cape Hatteras with the loss of 17 lives. In December, 1954, a sister ship, the LST Southern Districts, vanished somewhere between Florida and Maine with all of her 23-man crew. Since then, all LSTs have been barred from offshore runs.

In October, 1954, the NMU-manned C-2, Mormackite, sank off Cape Henry with 37 men. In January, 1955, the SIU-manned Steelore, a 22,000-ton ore carrier, sprang a serious leak but was safely towed to port. The ship has since been inactive.

## NY Shipping Spurts To New '56 Record

NEW YORK—Full crews for two ships and an unusual number of in-transit ships pushed the job total here to the highest point since last Christmas. All told, 393 regular jobs plus nearly 20 standby jobs were shipped during the period.

One of the ships to take a full crew was the Transcape, a Victory operated by the newly-formed Transcape Shipping Corp. of New York and the latest new ship to come under SIU contract. The Linfield Victory (Waterman) came out of lay-up and also took a full crew.

The boom period was likewise sparked by the arrival of double the normal number of in-transit ships and the need for a bumper crop of replacements to service them, said Claude Simmons, SIU assistant secretary-treasurer. Twenty-three ships arrived in transit, along with 19 ships which paid off and six others that signed

on foreign articles.

Due to the large number of new ships coming under the SIU banner, Simmons noted, good shipping should continue for quite some time in the future.

He added that with "elections coming up all over the country and the two national parties urging everyone to register and vote, I would like to take this opportunity to remind the membership that voting will begin Nov. 1 for the election of SIU officials also.

"Every member should make it a point to go to the hall in the nearest port and cast his ballot for the men of his choice. This is not only the privilege but the duty of every Union man."

## Bldg. Unions' Strikers Gain In Lake Chas.

LAKE CHARLES—Non-union building contractors at nearby Fort Polk are just about ready to throw in the towel, according to the local Building Trades Council.

The council has been picketing several building projects to protest construction work by non-union men. It has made plenty of headway since the beef began about two weeks ago, said SIU Port Agent Leroy Clarke.

On the shipping front, meanwhile, activity has slowed again despite a spurt of ship arrivals in the area.

Nine Cities Service tankers stopped off during the period, in addition to the Steel Executive (Isthmian), Sweetwater (Metro) and Atlantic Transporter (Pan-Oceanic) in Port Arthur, and the Hurricane (Waterman) in Orange, Texas. All of the ships were in good shape, Clarke commented.

## PERSONALS AND NOTICES

**Robert Pierce**  
Contact Bill Warmack, aboard SS Arizpa, c/o his home, 8507 Brook St., Tampa, Fla.

**Isidro D. Avecilla**  
Contact E. M. Piccerill, State Tax Commission, 320 Schermerhorn St., Brooklyn 17, NY, or call MAin 5-1000, ext. 103.

**Thomas Fields**  
Get in touch with your daughter, Thomasena, at 7 Reid St., Savannah, Ga.

**Peter Drevas**  
Contact Fred T. Costello in regard to money, aboard SS Orion Clipper, Orion Steamship Corp., c/o Dodwell & Co., Ltd., Central PO Box 297, Tokyo, Japan.

**Ernest Ramirez**  
Your Union book has been found and turned in to the record clerk at SIU headquarters.

**E. T. O'Mara**  
Your Union book, wallet and papers were found on Joralemon St., Brooklyn, and turned in to SIU headquarters.

**Ex-SS Angelina**  
Ship's fund of \$15 was turned over to LOG fund when ship laid up.

**Ex-Seatrain New York**  
Delayed sailing overtime penalty of two hours for August 6, 1956, which had been disputed by the master, is payable to those who paid off earlier than regular ship's payoff. John W. Broad, ship's delegate.

**Michael John Korchak**  
Urgent you contact your brother, Joseph Korchak.

**Constantine A. Harvey**  
Very urgent you get in touch with your wife.

### Shorthanded?

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



# A&G Credentials Report

We, the undersigned Committee on Credentials, duly elected at the first regular business meeting at Headquarters on September 5, 1956, in accordance with the Constitution recently amended, have examined the credentials of the candidates for elective office or job in the Seafarers International Union of North America, Atlantic and Gulf District, for the years of 1957-1958, as per Article XI, Section 1, and submit the following report:

We qualified or disqualified those men who submitted for office by the rules of our Constitution as contained in Article XII, known as **Qualifications For Officers, Port Agents, Patrolmen, And Other Elective Jobs.** The article reads as follows:

**Section 1.** Any member of the Union is eligible to be a candidate for, and hold any office or the job of Port Agent or Patrolman, provided:

- (a) He has at least three (3) years of seetime, in an unlicensed capacity, aboard an American Flag Merchant vessel or vessels; if he is seeking the job of Patrolman or Assistant Secretary-Treasurer in a specified department, this seetime must be in that department, and
- (b) He has at least four (4) months of seetime, in an unlicensed capacity, aboard an American Flag Merchant vessel or vessels, covered by contract with this Union, or four (4) months of employment with, or in any office or job of, the Union, its subsidiaries, or affiliates, or at the Union's direction, or a combination of these, between January 1 and the time of nomination, and
- (c) He has been in continuous good standing in the Union for at least two (2) years immediately prior to his nomination, and
- (d) He is a citizen of the United States of America.

**Section 2.** All candidates for, and holders of, other elective jobs not specified in the preceding sections shall be members of the Union.

**Section 3.** All candidates for and holders of elective offices and jobs, whether elected or appointed in accordance with this Constitution, shall maintain membership in good standing. Failure to do so shall result in ineligibility to hold such office or job and shall constitute an incapacity with regard to such office or job.

It is to be pointed out to the membership that the Seafarers Log issue of August 3, 1956 carried an article of information, on the matter of the Pre-Balloting Report, on Page 3.

We further point out to the membership that the full notice of opening of nominations, necessary qualifications for same, and an appeal for all interested members to qualify themselves are contained in the Seafarers Log, in the issue of August 17, 1956, on Page 2. Also in the August 17, 1956 issue of the Seafarers Log, on Page 4, was the Secretary-Treasurer's Pre-Balloting Report as well as the qualifications for nomination in the Atlantic and Gulf District election. It is to be further pointed out to the membership that the same issue of the Seafarers Log carried an editorial on Page 11 on the opening of nominations, as well as a cartoon on same.

The Seafarers Log issue of August 31, 1956 carried an article of information on the matter of nominations on Page 3, as well as all the offices that are open in the Seafarers International Union, Atlantic and Gulf District, election.

The official records of the Seafarers International Union of North America, Atlantic and Gulf District, shows that the Pre-Balloting Report of the Secretary-Treasurer was given in the headquarters meeting of August 8, 1956, in conformity with Article XI, Section 1, Paragraph (d) of our Union Con-

stitution. This same Pre-Balloting Report was acted on in all ports holding regular membership meetings, on the same night, August 8, 1956. The Pre-Balloting Report was again concurred in by the membership in all ports holding regular membership meetings, on the date of August 22, 1956, when the minutes of the meetings of August 8, 1956 were accepted in all ports. The Pre-Balloting Report was reproduced verbatim in the August 17, 1956, issue of the Seafarers Log.

We also find in a survey of the Atlantic and Gulf District minutes, that in the Headquarters Report of August 22, 1956 of the Secretary-Treasurer, the following report was given to the membership; on Union Elections:

"The attention of the membership is called to the following communication sent by Headquarters to all ports in connection with a typographical error in a teletype message:

**"TO ALL PORTS FROM NEW YORK—AUGUST 22, 1956—IN RELAYING PRE-BALLOTING REPORT BY TELETYPE TO BE ACTED UPON AT THE LAST MEETING, UNDER THE HEADING OF SAN FRANCISCO, WORDING SHOULD HAVE READ, ONE PORT AGENT INSTEAD OF ONE WEST COAST REPRESENTATIVE. THIS ERROR RESULTED FROM ERRONEOUS READING OF SHEET FROM WHICH TELETYPE MESSAGE WAS COPIED. THEREFORE, PLEASE HAVE MEMBERSHIP VOTE ON ACCEPTING CHANGE IN PRE-BALLOTING REPORT TO SHOW THAT ONE PORT AGENT WILL BE VOTED ON IN SAN FRANCISCO INSTEAD OF WEST COAST REPRESENTATIVE. ERROR IS VERY MINOR BUT WE SHOULD GO ALONG WITH USUAL FORM."**

A check of the minutes of all ports holding regular membership meetings on August 22, 1956, shows that the membership in attendance

at these meetings accepted the foregoing communication as well as the membership in attendance at the meeting in Headquarters and the Port of New York. This communication was again concurred in by the membership in all ports holding regular membership meetings, on the date of September 5, 1956, when the minutes of the meetings of August 22, 1956 were accepted in all ports.

We find that, by referring to the issues of the Seafarers Log mentioned above and to the minutes of the regular membership meetings, in all the Atlantic and Gulf District ports, that every possible effort was not only made to advise the membership of the qualifications to run for office but in addition, a plea was made that any man who thought he may be capable of holding any elective office was urged to submit his credentials for same.

We, this committee, as well as our rank and file members are aware of the fact that copies of the Constitution, wherein all the qualifications for submitting for office were contained, were to have been made available to all of the membership of our Union. In this Constitution, we, as good Union members, know that it fully outlines all qualifications necessary for office and the steps and the manner in which to qualify for office.

The following is a complete listing of all men who submitted their credentials to the committee. The men's names and jobs for which they submitted such credentials are listed in the order which this committee feels they should be placed on the general ballot. That is, in alphabetical form under the offices for which they run, and that the ports, following the headquarters offices, beginning with Boston, be arranged on the ballot geographically as has been done in the past. Following each man's name and book number is his qualification or disqualification, followed by the reason for same.

SECRETARY TREASURER			
Paul Hall	H-1	Qualified	Credentials in Order
DECK ASSISTANT SECRETARY-TREASURER			
Joseph Algina	A-1	Qualified	Credentials in Order
ENGINE ASSISTANT SECRETARY-TREASURER			
Claude Simmons	S-1	Qualified	Credentials in Order
STEWARD ASSISTANT SECRETARY-TREASURER			
Edward (Eddie) Mooney	M-7	Qualified	Credentials in Order
JOINT ASSISTANT SECRETARY-TREASURER			
William Hall	H-272	Qualified	Credentials in Order
Robert A. Matthews	M-1	Qualified	Credentials in Order
Joseph Volpian	V-1	Qualified	Credentials in Order
BOSTON AGENT			
James Sheehan	S-19	Qualified	Credentials in Order
James E. Sweeney	S-6	Qualified	Credentials in Order
BOSTON JOINT PATROLMAN			
Eugene Dakin	D-9	Qualified	Credentials in Order
John Farrand	F-69	Qualified	Credentials in Order
Thomas Fleming	F-241	Qualified	Credentials in Order
Wm. (Leo) McCarthy	M-268	Qualified	Credentials in Order
NEW YORK JOINT PATROLMAN			
Theo. (Ted) Babkowski	B-1	Qualified	Credentials in Order
Jack Bluit	B-15	Disqualified	Was not in continuous good standing for two (2) years previous to nomination.
Frank Bose	B-4	Qualified	Credentials in Order
Leopold (Leo) Bruce	B-158	Qualified	Credentials in Order
John Cabral	C-200	Qualified	Credentials in Order
Malcolm Cross	C-443	Qualified	Credentials in Order
Louis Goffin	G-7	Qualified	Credentials in Order
Paul Gonsorchik	G-2	Qualified	Credentials in Order
Howard Guinier	G-3	Qualified	Credentials in Order
Calvin A. James	J-3	Disqualified	Did not show proper seetime as required by the Constitution. Was not in continuous good standing for two (2) years previous to nomination.
Richard (Mike) May	M-872	Qualified	Credentials in Order
James Purcell	P-17	Qualified	Credentials in Order
Charles Scofield	S-186	Qualified	Credentials in Order
Charles Stambul	S-578	Qualified	Credentials in Order
Freddie Stewart	S-8	Qualified	Credentials in Order
Joseph Teicher	T-132	Qualified	Credentials in Order
Keith Terpe	T-3	Qualified	Credentials in Order
C. A. (Bruce) Welch	W-351	Qualified	Credentials in Order
A. (Honest Al) Whitmer	W-316	Qualified	Credentials in Order

PHILADELPHIA AGENT			
W. (Rusty) Beyeler	B-81	Qualified	Credentials in Order
S. (Blackie) Cardullo	C-1	Qualified	Credentials in Order
Joseph V. Stephens	S-670	Disqualified	Did not show proper seetime as required by the Constitution.

PHILADELPHIA JOINT PATROLMAN			
John Hetzell	H-6	Qualified	Credentials in Order
William J. Smith	S-60	Qualified	Credentials in Order

BALTIMORE AGENT			
William (Curly) Rentz	R-274	Qualified	Credentials in Order
Earl (Bull) Sheppard	S-2	Qualified	Credentials in Order

BALTIMORE JOINT PATROLMAN			
Rexford E. Dickey	D-6	Qualified	Credentials in Order
Eli Hanover	H-313	Qualified	Credentials in Order
Ralph W. Murry	M-374	Disqualified	Did not show four (4) months seetime for current year.
John Risbeck	R-207	Qualified	Credentials in Order
Flaye (Al) Stansbury	S-22	Qualified	Credentials in Order
Rowland Williams	W-362	Qualified	Credentials in Order

NORFOLK AGENT			
Ben Rees	R-2	Qualified	Credentials in Order
Van Whitney	W-11	Qualified	Credentials in Order

NORFOLK JOINT PATROLMAN			
Adelbert (Al) Arnold	A-147	Qualified	Credentials in Order
James Bullock	B-7	Qualified	Credentials in Order
Charles V. Majette	M-194	Qualified	Credentials in Order

SAVANNAH AGENT			
E. B. McAuley	M-20	Qualified	Credentials in Order

SAVANNAH JOINT PATROLMAN			
John D. Cantrell, Jr.	C-91	Disqualified	Was not in good standing for two (2) years previous to nomination.
Nevin Ellis	E-70	Qualified	Credentials in Order

TAMPA AGENT			
Thomas (Tom) Banning	B-12	Qualified	Credentials in Order
James Dawson	D-82	Qualified	Credentials in Order
Glenious (Glen) Lawson	L-27	Qualified	Credentials in Order

TAMPA JOINT PATROLMAN			
A. H. Anderson	A-11	Qualified	Credentials in Order
B. (Benny) Gonzales	G-4	Qualified	Credentials in Order
Hugh C. Randall	R-248	Qualified	Credentials in Order

MOBILE AGENT			
Cal Tanner	T-1	Qualified	Credentials in Order

MOBILE JOINT PATROLMAN			
Harold J. Fischer	F-1	Qualified	Credentials in Order
Robert L. Jordan	J-1	Qualified	Credentials in Order
Leon M. Kyser	K-259	Qualified	Credentials in Order
William J. Morris	M-4	Qualified	Credentials in Order
William R. Stone	S-647	Qualified	Credentials in Order

NEW ORLEANS AGENT			
Lindsey J. Williams	W-1	Qualified	Credentials in Order

NEW ORLEANS JOINT PATROLMAN			
Thomas E. Gould	G-267	Qualified	Credentials in Order
C. J. (Buck) Stephens	S-4	Qualified	Credentials in Order
C. M. (Whitey) Tannehill	T-5	Qualified	Credentials in Order

HOUSTON AGENT			
A. (Frenchy) Michelet	M-14	Qualified	Credentials in Order

HOUSTON JOINT PATROLMAN			
James L. Allen	A-90	Qualified	Credentials in Order
E. C. (Red) Goings	G-215	Disqualified	Had book in retirement in the two (2) year period previous to nomination.

Ralph B. Groseclose	G-63	Qualified	Credentials in Order
Charles Kimball	K-2	Qualified	Credentials in Order
Chas. (Danny) Merrill	M-443	Qualified	Credentials in Order
Wm. (Bill) Mitchell	M-22	Qualified	Credentials in Order

SAN FRANCISCO AGENT			
Omar L. Ames	A-194	Disqualified	Did not submit credentials within the period required by the Constitution.
M. (Marty) Breithoff	B-2	Qualified	Credentials in Order
A. W. (Andy) Gowder	G-352	Qualified	Credentials in Order

As will be noted in the foregoing sections of the committee's report, the provisions of the SIU Constitution governing election procedure made it mandatory that several of the men who had been nominated be disqualified. The Committee is bound by the Constitution and had to decide on the basis of the Constitution. It has no other choice. The Committee feels that the cases of disqualification cited above are especially regrettable because of the fact that the Union, this year, as in every election year, went to such lengths to set forth the procedures and requirements to be followed by those seeking a place on the ballot. Had some of the disqualified men followed these rules and procedures, it is the Committee's feeling that they could have been able to qualify.

In light of these circumstances, the Committee wishes to call to the attention of all members, the necessity of following all requirements and procedures, which are established by our Constitution to govern eligibility to candidacy to Union office.

The Committee particularly desires to point out the provisions of Article XIII, Section 2 (c) of the Constitution, where it spelled out in detail the right of a disqualified candidate to appeal from a de-

cision of the Credentials Committee and how he does it.

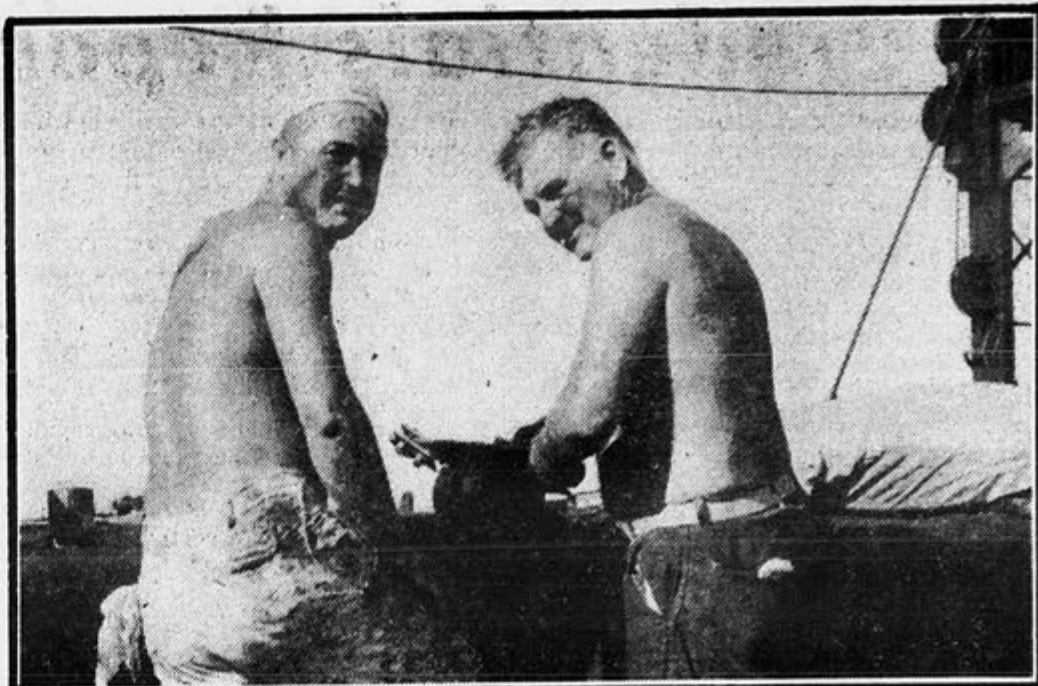
During the course of examining the various credentials of those members who had submitted for office, your Committee found that one of the nominees, Eli Hanover, H-313, had, according to the dues records of the Union, paid a 1942 Hospital Assessment on September 9, 1955. When sent a teletype by this committee requesting information as to where and when he had paid the assessment, Brother Hanover sent the following letter dated September 8, 1956, in reply:

"In regards to the Credential Committee's teletype request regarding 1942 hospital payment. I have been unable to find the receipt for same, but am enclosing my union book that has this payment stamped in it for that year. Also, on the first dues page you will find that when my book was issued me, I was given credit for having all dues and assessments paid through 1946 and signed by the then Secretary-Treasurer, John Hawk.

"I hope this information will straighten this matter up as I would like to run for Baltimore Joint Patrolman.

"In any event this is the best  
(Continued on page 15)

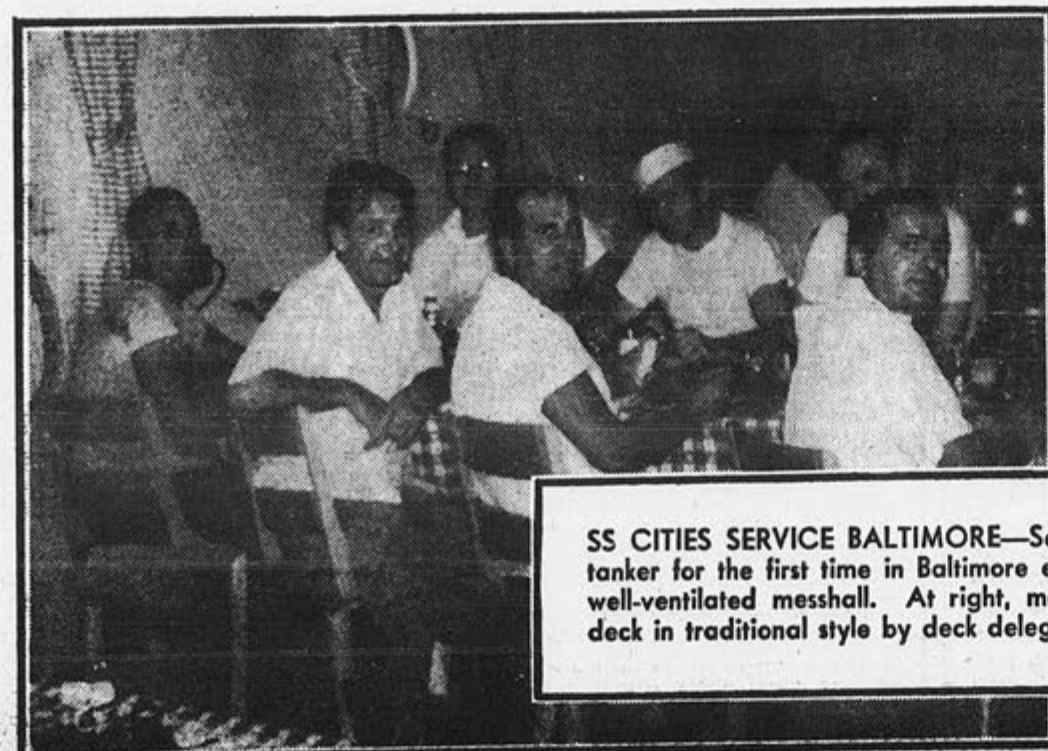




SS CALMAR—Ship's delegate Lonnie Cole (above, left) cuts birthday cake as shipmate looks on. At left, two Seafarers enjoy coffee-time lull in messhall, while (below, left) engine department men take their break topside. Black gang men (above, right) come up for air to do repair work. Photos on the intercoastal run by T. H. Jackson.



SS RAPHAEL SEMMES — On Far East run, bosun Sheaffer (left) gets draw from Capt. O. Jones. Below, R. Sessions, 2nd cook (left), and wiper Gonzalez try luck at cards.



SS CITIES SERVICE BALTIMORE—Seafarers who manned this 32,650-ton super-tanker for the first time in Baltimore enjoy one of their first meals (left) in roomy, well-ventilated messhall. At right, members of the black gang are pictured on deck in traditional style by deck delegate Tex Gillispie, Jr.





# A 'Liberian' Asks A Question

The following letter was addressed to the "Seafarers International Union, New York City." It reads as follows:

"Dear Sirs:  
"Introducing myself as a former member of your union, I would like to take some of your valuable time to settle an issue of great disturbance among union minded sailors in Holland.

"My name is C.—— B.—— born 1922, Holland. Able bodied seaman since 1933. World War II service on Dutch vessels. Three years 1946-1949 with SIU and since then sailing on various European scows. Member of the Dutch Central Union of Seamen.

"Introductions are in order to establish myself as a union-minded seaman by profession.

"My present employment on this ship (Ed. note: The Cradle of Liberty, a Liberian-flag tanker) has given me reason to doubt the validity of our contract for the following reasons . . .

"Our Dutch union claims affiliation with the International Transport Federation. It has, however, come to my attention that our presence on City Service tankers gives American seamen the impression to regard us as finks.

"What we would like to know is this. How can an international, established union claim affiliation, while at the same time American unions are opposed toward our legal contracts arbitrated with City Service?

"Could you in view of the above-mentioned facts give me a explanation why American seamen regard us as finks, which we don't think we are or will be, and inform them through SEAFARERS LOG of their misapprehension?"

Sincerely,  
C.B."

In raising this question, the writer has touched on the whole problem of seamen manning Liberian, Panamanian and other runaway-flag vessels. First of all, let's make it clear that the SIU has no quarrel with the seamen themselves, it is with those numerous American operators who deliberately and callously flee their flag to evade their tax obligations to Uncle Sam and to exploit underpaid seamen. The SIU's often-stated position is that no oper-

ator—American, Dutch, British or any other nationality—should be permitted to register his ship under a runaway-flag. This, we understand, is also the position of the International Transportworkers Federation of which the SIU is a member. The ITF and the SIU have long been attempting to fight the trend to runaway flags.

Your particular ship, the Cradle of Liberty, was built in an American yard by an American company. It runs regularly to an American port carrying oil for American consumption. To our knowledge, it has never been anywhere near Liberia and never will go there. Whatever the wages being paid on it, I'm sure you will agree they do not approximate American wages.

Consequently, when Seafarers see this ship running under the Liberian flag, they feel resentful because of their dislike for the practices of American runaway ship operators. They consider that such practices rob American seamen of jobs that are rightfully theirs, just as Dutch seamen would be resentful if any Dutch-owned vessels were transferred to a foreign flag and the jobs lost accordingly.

The SIU is fully aware that the ITF, in its efforts to combat this condition, has signed a number of agreements with Liberian operators bringing ships up to minimum standards. The SIU recognizes such agreements as valid contracts. As a matter of fact it has helped the ITF obtain and enforce such agreements in the past.

But the SIU believes that these agreements, while better than nothing, are only a partial answer to the runaway program. The ITF and all its member unions are in accord that the real solution is international action to halt ship transfers and registrations under "flags of convenience."

Of course, individual Seafarers have no way of knowing whether a particular Liberian-flag ship is signed to an ITF agreement. Consequently, they would tend to regard all such vessels as scabbing on American standards unless they had information to the contrary.

As far as the SIU itself is concerned, it hopes the day will come when all seamen, no matter what their flag, receive comparable wages and conditions. When that happens, nobody will be have to be concerned about the flag they sail under.

# Stockholm Mate Aids Doria Case

Testimony damaging to the position of the Swedish American Line was offered by the 3rd mate of the Stockholm in hearings on the July 25 sinking of the Andrea Doria. A pre-trial examination in New York heard the 26-year-old 3rd mate admit that the Stockholm was

three miles off its own course and had not blown any whistle signals when she made a hard-to-starboard turn just before crashing into the Doria off Nantucket light. The ship was 19 miles off the recommended track, the mate said.

The testimony was given in hearings on lawsuits filed by both companies, shippers and passengers, in an effort to fix the degree of responsibility for the collision.

However, the 3rd mate insisted that the Doria was off the Stockholm's port bow and was making a port to port passage when the Doria suddenly turned to port into the Stockholm's path.

He also testified that the night was clear so that he did not have to reduce speed and blow whistle signals, but later admitted that the Doria was obscured from time to time by "patches" of fog.

The 26-year-old-mate had limited merchant marine experience but had served on one other passenger ship, the Kungsholm, before shifting to the Stockholm.

The Italians, on their part, have maintained that the night was overcast and foggy. They insisted that they were making a starboard to starboard pass when the Stockholm went hard right into the Doria.

## 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 happy and beefs to a minimum during a voyage. The success of a voyage often hinges on these efforts.

Ed O'Rourke, stwd dep't

In ten years of steady sailing with the SIU, Seafarer Ed O'Rourke has been called on many times to serve as ship's and department delegate, the last occasion being aboard the Pacific Ocean.

Sailing as he does in the steward department, O'Rourke carries two basic documents with him at all times. One of them is the SIU contract; the other is the recently-redrafted list of steward department working rules. Both of them are essential to do the job well.

The new steward rules, he says, are particularly useful in his department because they quickly put an end to bickering over who

does what job. Now it's much easier to "go by the book."

After a while the good delegate gets to know the rules and contract provisions almost word for word, but it always helps to



O'Rourke

have it with you in black and white to convince the skeptics; whether they are officers or fellow Seafarers.

Having the rules in your back

pocket, and knowing them, is only one part of the job. The other half requires the delegate to be reasonably skilled in dealing with different personalities. No matter how much he might feel like getting his dander up, the delegate has to be able to deal patiently with people who don't always see eye to eye with him.

But at the same time, he has to be able to step up and tell a man he has a bum beef, if in fact that's the case.

O'Rourke agrees that there are limits to what a delegate can accomplish. A good delegate knows when he's reached the end of the line and it's time to dump the whole beef into the patrolman's lap.

Certain routine procedures like getting repair lists up well in advance and seeing that sufficient copies are made out help eliminate a lot of aggravation. Steps like these should be second nature to a good delegate.

He believes it is a good idea to rotate the delegate's job among as many men as possible. It gives every Seafarer the opportunity to gain experience on the job, and what's more, helps familiarize him with the Union agreement. Being a delegate, he feels, "Is a duty that has to be done, and nobody should back away from it."

## Keep Draft Board Posted

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

**CATHERINE (Dry Trans.), June 3—**Chairman, H. Corney; Secretary, C. Sturges. Ship's fund, \$20.73. Two promotions in deck dept. New reporter elected. Bosun hurt.  
**July 7—**Chairman, C. Collins; Secretary, C. S. Sturges. Ship's fund, \$15.03. New delegate elected. Vote of thanks to new steward and steward dept.  
**Aug. 12—**Chairman, C. Collins; Secretary, C. Sturges. Ship's fund, \$7.40. Disputed overtime about passage. Discussion on deck dept. overtime which was refused because gang did not quit in time for watch.

**EMILIA (Bull), Aug. 19—**Chairman, W. Yarbrough; Secretary, none. Awning material to be ordered. Ship's fund, \$40.00. One member failed to join ship in San Juan. New delegate elected. Discussion on food, salt and

## Digest Of SIU Ship Meetings

pepper shakers, sugar dispensers; vinegar and oil cruets to be ordered.

**SEATIGER (Colonial), Aug. 12—**Chairman, F. Malnerth; Secretary, J. Howard. Rust and salt in water. No hot water in steward or engine showers for two weeks. New ice box needed. Three men missed ship in Campaña. Two picked up at BA Roads. Two men hospitalized in Montevideo. Ship needs fumigating. Need new fountain and ice box. No American money or checks aboard. Purchased punching bag, etc., \$13.91. Ship's fund, \$3.64. Bosun and OS missed ship in Campaña. Some disputed overtime. No launch service for steward dept. All water tanks and ship to be fumigated before leaving port. Port holes need attention. American money and checks to be put aboard next trip.

**THE CABINS (Mathieson), Aug. 17—**Chairman, M. G. Ohstrom; Secretary, H. Huston. Ship's fund, \$21.16. Reports accepted. New delegate elected. Motion to pay off at sea as there were no beefs.

**CAROLYN (Bull), Aug. 19—**Chairman, E. Martin; Secretary, E. Mooney. Ship's fund, \$13.00. Windscoops ordered but not delivered. Request for bucket in each fore'sle. Lifeboy and Lux soap requested; keys and lockers requested, but not delivered.  
**24—**Chairman, L. White; Secretary, R. Grant. Ship's fund \$3.00. Three men replaced in San Francisco. Man missed ship in Manila rejoined in Saigon. One man hospitalized for appendectomy. Vote of thanks to steward dept.

**ALCOA PEGASUS (Alcoa), Aug. 19—**Chairman, J. Mucias; Secretary, V. Whitney. Repairs to be made. Ship's fund \$120. One man logged. Coffee to be served little faster in morning. Vote of thanks to steward dept. and all delegates.

**CHILORE (Ore Navigation), Aug. 19—**Chairman, T. Yablonski; Secretary, H. Lahym. Minor beefs to be submitted to patrolman. Ship's fund \$17.20. Two hours disputed overtime. Report accepted. Treasurer to be reimbursed for mailing charges. Crew to donate to ship's fund at payoff to maintain fund of \$30-\$40 at all times. Receiving poor grade of soap. Delegate to see captain about escape doors being locked (port tunnel and saloon doors).

**PENMAR (Calmar), Aug. 15—**Chairman, T. Collins; Secretary, V. Monte. Repair lists to be turned in at canal so repairs can be done before arrival in NY. All members to cooperate with captain. Fund to be built up for emergency—present fund too small. All correspondence taken care of. Ship's fund \$6. Report accepted. New delegate elected. Washing machine to be fixed. Crew to be properly attired before entering messhall.

**COE VICTORY (Victory Carriers), Aug. 11—**Chairman, C. Lawson; Secretary, L. Franklin. Delayed sailing. Repair list to be prepared. Draw lists to be prepared. Few hours disputed overtime. Report accepted. Towels not to be left in shower. Vote of thanks to steward dept. Bosun praised crew.

**WACOSTA (Waterman), Aug. 12—**Chairman, S. Woodruff; Secretary, J. Craft. Ship's fund \$9. Discussed possibility of planks in passageways to eliminate gravel and dirt. No beefs—everything running smoothly. Vote of thanks to steward dept.

**CAMP NAMANU (US Pet. Carriers), Aug. 12—**Chairman, D. Hartman; Secretary, N. Merrick. Fireman demoted to wiper by captain. Delegate informed they would both get fireman's pay. One member hospitalized in Bahrain. Four men short of full crew. Overtime straightened out and clarified. Report accepted. Stores to be obtained in Japan instead of Singapore. Worms in cereal, rice and sugar. Steward stated new stores are obtained every trip but company sent him orders to use certain chandlers. Three letters written complaining about these chandlers but received no answers. Fresh fruit for night lunch to be kept in refrigerator.

Unsafe conditions aboard ship. If not rectified pictures will be taken and letter written to headquarters. Repair list to be made up.

**BIENVILLE (Pan Atlantic), Aug. 18—**Chairman, H. Randall; Secretary, J. Stringfellow. Two men missed ship in Port St. Joe. Will be turned over to patrolman at payoff. One man paid off in Tampa, referred to Mobile for action where his records are kept. Ship's fund \$27.32. Some misunderstanding in overtime. No repairs made. Resolution in next agreement to have room allowance read more clearly on lights, water and heat. Suggest 4 hours minimum from 5 PM to 8 AM. Letter to follow. All beefs to be referred to delegate before notifying union hall. New washing machine to be put aboard in Port Newark. Old machine to be kept on board for possible use. Electric iron to be purchased from ship's fund. Chairs in messhall to be fixed or renewed.

**SEATRAN NEW YORK (Seatrains), Aug. 24—**Chairman, D. Boyne; Secretary, M. Whale. Crew members entitled to delayed sailing time in New Orleans will get two hours penalty time at next payoff. \$3 due delegate for radiogram to headquarters. Short one fireman. Letter from C. Simmons read and accepted. Reports accepted. TV set to be safely secured while ship is in shipyard. Suggestion that library books be landed at ports of Savannah, New Orleans and Edgewater.

**CHIWAWA (Cities Service), Aug. 24—**Chairman, J. Maloney; Secretary, J. Hughes—Master failed to join ship in Lake Charles. Wiper pulled off in Wilmington with back injury. Report accepted. Repair lists to be made up. Wiper to be given another chance before turning him over to Union officials for action. Beefs to be carried to delegates and no one else.

**ALCOA CORSAIR (Alcoa), Aug. 19—**Chairman, T. Costello; Secretary, H. Ridgeway—Request different brands of cigarettes not being carried at present. \$235.60 in ship's movie fund. All bills paid. One man getting off under protest. Report accepted. LOGS to be equally distributed among all departments.

**CAMP NAMANU (US Pet. Carriers), Aug. 19—**Chairman, D. Hartman; Secretary, N. Merrick. Stores to be obtained in Japan and from chandlers in Singapore; cot covers. List of slop chests and draws to be posted. No new fans received. Captain's fan placed in messhall. Ship's fund \$14.21. Three men short. Report accepted. Meeting once a month for ship's business and posting of headquarter's reports, etc. Special meeting may be called if anything extremely important arises. Delegate to get draw list and repair list. Steward to order extra lemons and limes for hot weather in Gulf. Question about fresh vegetables for salads. Too much on hand—more than Union and company agreed on. General beef about poor food.

**FAIRLAND (Waterman), Aug. 26—**Chairman, B. Rucker; Secretary, M. Merryman. Clarification of what entails missing ship. Washing machine needs repairing (parts on west coast). Ship sailed one man short. Water pressure low in heads. Proposed changes in constitution noted—for voting rights and secrecy of ballot. New hall in Norfolk. New delegate elected. Disputed overtime in deck dept. Repair of fans aft to be referred to patrolman. Washing machine to be handled properly and to be repaired. More cooperation between departments urged. Need new books for library.

**MONARCH OF THE SEAS (Waterman), Sept. 2—**Chairman, M. Dansey; Secretary, C. Stringfellow. Some disputed overtime. Accept letter concerning payoff at sea as read. New delegate elected. Patrolman to be contacted about draw before arrival in port. Delegate suggested that delegate job be rotated. Vote of thanks to steward department.

**REPUBLIC (Transoceanic), Aug. 1—**Chairman, R. Dukkopis; Secretary, A. Kubacki. New delegate elected. Linen to be given out piece by piece. Need new linen. Messroom to be kept clean.

**ARICKAREE (US Pet. Car), Aug. 17—**Chairman, C. Shaw; Secretary, P. St. Marie. Tanks to be cleaned. Beer bottles thrown on dock in Bahrain for which heavy fine could be imposed for negligence. No beer allowed next trip. New crew list sent to headquarters. One man hospitalized in Singapore, to be picked up on return trip. One man left ship with clothes and all possessions in Sasebo. Headquarters notified. Skipper stated ship's phones had been sabotaged. Ship's fund \$30.85. Discussion as to whether or not crew entitled to overtime, board and lodging. Board and lodging is good. Crew to put in for overtime as there was no emergency declared. This due to ship running out of bunkers about 400 miles from Bahrain in Indian Ocean. Ship 60 hours in this condition.

**ARAPAHOE (Transoceanic), Aug. 26—**Chairman, W. Hightower; Secretary, J. IPuccio. Two men missed ship in Galveston. Report accepted. New delegate elected. Laundry and recreation rooms to be cleaned up on routine basis.

**BENTS FORT (Cities Service), Aug. 24—**Chairman, W. Thomson; Secretary, R. Golden. Men getting off to give 24-hours notice. Report accepted. Collection to be taken up for phone calls and expense. Motion made to have guard take gun off ship.



## 'Is There Anything Else, Sir?'



## US Low-Cost Liner Awaits Navy's Okay

WASHINGTON—Further progress on Arnold Bernstein's plans for transatlantic passenger service were revealed by the news that his reconversion proposals for the Badger Mariner have been submitted to the Navy Department for its approval.

The Navy's role in passenger ship construction is to determine whether any subsidized passenger ship is convertible for Navy use in time of a national emergency. As such the Navy has the final say on the ship's construction plans.

Once the Navy passes on the construction plans, then the Badger Mariner will be ready to go into a shipyard for conversion into a one-class low-cost passenger vessel.

At present, the FMB expects the bids to be opened at its offices on October 10. They were let out 60 days ago. If the Navy requires changes, the time for submitting bids will be extended to permit the yards to come up with new figures.

The conversion schedule calls for the Badger Mariner to be ready to go into service eight months after work starts. That would put her on the run in the middle of next summer. She will be going between New York and the Low Countries.

The ship will carry about 1,000 passengers, all but a handful of them in one class accommodation. Cafeteria-style service will help keep fares down to a minimum. A crew of approximately 300 will be required.

Bernstein's original proposals called for three Mariner conversions. However, later company plans contemplate construction of new ships to go on the run with the Badger Mariner.

Plans for a similar liner were okayed back in 1950, but the Korean War intervened.

## Jobs Increase In Tampa, Too — Outlook Fair

TAMPA—Shipping here hit a 13-month high during the past two weeks, with plenty of ships in port to keep all hands busy.

Two Waterman ships with good crews, the Arizpa and Antinous, paid off in fine shape, and nine others stopped over in transit. The outlook is fair shipping in the next couple of weeks also, Tom Banning, port agent, commented.

The in-transit ships included the Chickasaw (twice), Bienville (Pan Atlantic); Alcoa Planter (Alcoa); Steel Scientist, Steel Advocate (Isthmian); Ponce, Florida State (Ponce Cement), and Yaka (Waterman). The Florida State is the new self-unloading cement ship just put into service by Ponce.

Banning said there were a few food beefs on some of the ships. It developed that some of the stewards hadn't seen the new steward department feeding guide. All of them were furnished with copies of the new program so that they could familiarize themselves with it and put it into effect where possible.

## Coast Jobs Spurt; SF Busy Again

SAN FRANCISCO—West Coast shipping broke wide open over the past two weeks, with all ports sharing in the job activity.

A total of 140 jobs were handled here alone. Seattle and Wilmington also had a flurry of shipping to match the boom for the rest of the A&G District.

### Outlook Uncertain

The outlook remains uncertain, however, according to Port Agent Leon Johnson. No payoffs are scheduled in the current two-week period, and shipping may take a nosedive again.

Payoffs during the last two weeks included the Maiden Creek, Wacosta (Waterman); Jefferson City Victory (Victory Carriers); Iberville (Pan Atlantic) and Ocean Dinny (Ocean Trans), some of which had been expected in Seattle originally. The Maiden Creek, Jefferson City and Iberville signed on again, along with the Fairport and Afoundria (Waterman).

Ships in transit to the port were the Lawrence Victory, Coeur d'Alene Victory, Coe Victory (Victory Carriers); Steel King, Steel Scientist (Isthmian); Ocean Evelyn (Ocean Trans); Seamar, Texmar (Calmar); Fairland (Waterman); Suzanne (Bull), and Iberville again.

Shipping here has had lots of ups and downs in past months, but should stay busy once cargoes really start moving to India under its recent surplus deal with the US.

It probably won't come to pass, but the very suggestion that foreign tankers might be permitted to run in the US domestic trades is enough to rouse every Seafarer's ire. Nothing better illustrates the attitude towards the merchant marine in some sections of Government than the fact that this idea should be even remotely considered.

At the very same time that somebody is talking of bringing foreign ships into home trades, the Maritime Administration blithely continues to permit T-2s to transfer foreign. These T-2s could make a very good living for their owners and their crews in US domestic service. However, the grass is far greener in the Liberian pasture where a World War II tanker can be peddled for \$3 million or better.

We could expect operators to head for lush fields, but why does the Government permit them while it tells us that we might be short of tankers here at home?

Seafarers can be sure that any effort to run foreign ships in US coastwise service will be met with vigorous Union counter-action.

## Another Ship Lost

Thirty-two lives and another ore-carrying ship went under with the sinking of the Pelagia in Norwegian waters. The news of the loss comes as the Coast Guard prepares for hearings leading to a cut in the annual ship inspection system. This latest disaster raises new questions about the wisdom of abandoning annual inspections.

The SIU has argued that aging ships under the American flag need more rigid inspection, if anything, than past practices. That's why it opposed the two-year inspection bill.

## Alone Against The Pack

A Supreme Court ruling may be forthcoming soon which will affect the intercoastal rights of one SIU operator and possibly many other companies. The Pan-Atlantic Steamship Company, the operator in question, is being fought on this issue by no less than seven major railroads.

As far as the eye can see, not a single steamship company or steamship operators' association has lifted a finger on behalf of Pan Atlantic, even though the ruling may affect many of them.

Any time that the railroads feel that truckers, airlines or ships are invading their domain, they pool their resources and fight like a pack of wildcats.

However, when a shipping company is on the chopping block, the rest of the operators look the other way.

Maybe that's one reason for the lack of progress in the steamship industry.

## New Travel Pact For CS Urged By Seattle Branch

SEATTLE—Proposals by a number of ships' crews for a new transportation clause in the SIU agreement with the Cities Services Oil Company have taken form in a motion adopted by the last regular membership meeting here.

The motion, by Seafarer E. J. Kocanouski, urges SIU headquarters negotiators to seek agreement with Cities Service on the payment of transportation from the refinery to downtown Lake Charles, La. It recommends that the company provide transportation for at least one round trip every eight hours similar to the clause in the Seatrains agreement.

Transportation from oil company installations to the main parts of town in the various oil ports has long been a sore point with tanker crewmen. Easing of the situation in Lake Charles would be a step in the right direction, according to the tanker men. Seconded by L. Dean at the Seattle meeting, the motion was carried unanimously and forwarded on to headquarters for action.

Meanwhile, job activity has remained very good here. Since Wilmington and San Francisco were busy on their own and also had trouble getting up replacements, job calls for ships in this area were sent to some East Coast ports.

Shipping in the current period was due to slow up some, said Port Agent Jeff Gillette, with only one Liberty, the Auburn (Auburn), due to pay off, load grain or coal in Tacoma and then return to the Far East.

However, six payoffs are already slated for October, plus one T-2 tanker which is due to take a full crew at the end of the month.

The Natalie (Intercontinental), Anniston (Ace) and Choctaw (Waterman) paid off and signed on

during the last period. Also signed on, as expected, were the cable storage ship Arthur M. Huddell (Bull) and the tanker William Burden (Western Tankers) which came out of the shipyard after a short stay.

In transit were the Fairport, Hastings, Wacosta (Waterman) and the Seamar (Calmar). Beefs, repairs and the like were routine on all the ships in port.

## Turned Down OT? Don't Beef On \$\$

Headquarters wishes to remind Seafarers that men who are choosy about working certain overtime cannot expect an equal number of OT hours with the rest of their department. In some crews men have been turning down unpleasant OT jobs and then demanding to come up to equal overtime when the easier jobs come along. This practice is unfair to Seafarers who take OT jobs as they come.

The general objective is to equalize OT as much as possible but if a man refuses disagreeable jobs there is no requirement that when an easier job comes along he can make up the overtime he turned down before.



LOG-A-RHYTHM:

Way Up High

By Harry Wolowitz

I've often wondered—and I still do,  
Where sailors go when they die,  
But there's only one place that I can see,  
It's way up there—way up high.

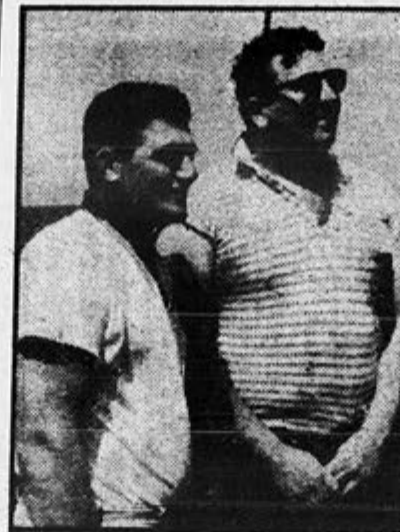
Way up high, among the clouds  
With Christ captain of the port,  
Millions of sailors just hanging around  
With ships of every sort.

Viking ships and galleons,  
Sailing ships and tramps,  
Sailing continuously around the sky  
As beautiful angels chant.

So, have no fear, sailor man,  
When you sail on it's true,  
Way up high there's articles for life  
And coffeetime all day through.

—SS Del Mar

On Sundeck



Soaking up the sun on the Jose Marti, enroute to Pakistan, are ship's delegate Luigi Iovino (left) and Dave Pashkoff, deck delegate. Out since April, the ship isn't due back til Xmas. Photo by Luis Ramirez.

OT's Piling Up On Catherine

To the Editor:

The SS Catherine is sporting a tired group of deckhands, since overtime chipping and painting has been abundant on our run from Rotterdam to Georgetown, British Guiana.

Our voyage is now about three and a half months old. Deck overtime runs as high as 500 hours for our top man, and only a very few of these hours are disputed. We all hope the

tell the cooks that if they cut down on the meat they were using, the company would give them a bonus.

The port steward, Mr. Ponds, told the captain at the start of the voyage that the steward was to run his department and that he was not to interfere. And he didn't—until we left the States. Bill Hall was present when this happened.

All this character raves about is what a lousy, phony captain was on here last trip because he ordered stores in Capetown. He claims the last captain didn't have the right to order these stores.

The steward told him that he was not going to accept the responsibility of giving orders like that and the captain told him he was giving the orders and anyone who didn't like it should come and see him.

No Straight Answers

No one went to see the captain because we figured that anyone who's goofy enough to make these statements wouldn't be able to give us an intelligent answer anyway. He doesn't think the company steward or the Union can do anything about it.

This ship has stores that are way above average. But we're forbidden to touch them except for necessities. We are also proud of our steward department and the way our meals are prepared and served, which is also above average. Why a clown like this tries to antagonize and cause dissension among our crew is far beyond our humble minds.

Stan Wells, bosun  
SS Robin Gray

(Ed note: This letter was signed by 26 other crewmembers. The Union has already straightened out this beef with the company.)

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.

overtime keeps coming, but the crew is naturally looking forward even more to payoff. Shipping will be good for the Catherine, since just about her whole crew will be getting off.

Rumor has it that we may be out of the States until October or November, but one can never tell what one of these ships will do when they begin tramping back and forth across the Atlantic.

Since most of the ports we have hit haven't been very good for shore liberty, it's beginning to look like things are changing all over the world as far as the American seaman is concerned. One nice thing, though, is that the Catherine is in the kind of weather that men like to sign on for—lots of sun.

As most of our brothers in the SIU know, when there is a bull session going on you will most likely find Brother J. B. Harris leading the way with the tallest tales. "JB" is our 3rd cook and he is the only man we know who can get 130 mph out of a Chevrolet "6," kill 40 ducks and cripple 40 more with one blast of a shotgun.

But in spite of "JB's" storytelling our steward department is one of the best going, with top-notch food and baking. Both of these go a long way towards making a happy ship.

H. Wiltshire  
Ship's reporter

Says Good Job Rates Praise

To the Editor:

I would like you to publish this word of praise about our ship's delegate, Brother Eugene Ray, who serves on this ship as chief cook.

I feel certain that the whole crew aboard the Queenston Heights will go along in giving Brother Ray the highest credit for his outstanding work on here as ship's delegate.

Believe me when I say that the job on here for the past nine months has not been an easy one, what with a skipper who is always trying to argue over the contract. He beefed on draws in US currency, shore leave and everything else, not to mention the squawk he put up whenever the steward had to order stores.

But even with all these handicaps Brother Ray got things done in pretty good SIU style.

Persian Gulf Run

As chief cook he has personally done his share and, in many instances, more than his share to keep the boys on the Persian Gulf run highly satisfied. He was always willing to go out of his way to keep the boys happy even after they left the table at mealtimes. He was of great assistance to the new baker, who was promoted on here after Brother Bannon was hospitalized in Guam last trip.

Now that the vessel's articles are soon coming to an end, I really believe the entire crew will agree that Brother Ray deserves a vote of thanks all the way around for performing his duties in real SIU style.

James T. Mann

Designer Has Designs On FE Run

The endorsements for the run into Japan and Korea are just about unanimous now. Upon being revived after a tour of Far East gay spots, Seafarers on the Steel Designer have noted their approval, too.

More accustomed to the end run around southeast Asia, the Designer men got their first look-see at Japan and Korea on Isthmian's new run into those areas. They're all ready for "second."

Although their stay in Yokohama was short, "everyone made the most of it after a cold crossing by great circle, in a one-night blitz. A few square johns even managed to buy some souvenirs, too," ship's reporter Walt Szczepanek commented.



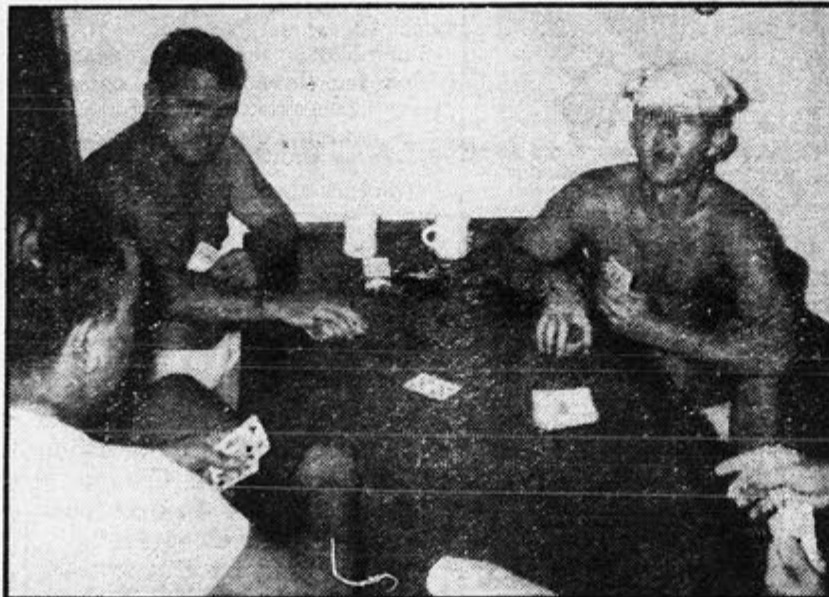
Falasca

"After that we spent a sleepless week in Pusan, Korea, our next port, with nearly everyone taking advantage of the local hospitality. One of our crewmembers even fell prey to that by-now old wristwatch-snatching game, but he'll be all smartened up next trip."

Hailed as the kingpin of the amoros onslaught was Joe "Casanova" Falasca, "although there were two schools of thought on this.

One faction set Joe's rating as 'number one,' while another had him in 'number ten.' One thing's sure though. Joe rates 'number one' all around as a pizza and lasagna chef."

'A Friendly Little Game'



Passing time, a quartet on the Texmar makes like a bunch of Mississippi gamblers in a friendly little game. Pictured (l to r) are N. Kanalonyas, Pat Fox, W. Kuchta and faceless M. McCoskey, whose hands are the only thing showing. The Texmar is on the intercoastal run for Calmar.

SEAFARERS IN THE HOSPITALS

<p>USPHS HOSPITAL MANHATTAN BEACH BROOKLYN, NY</p> <p>Manuel Antonana Eladio Aris Fortunato Bacomo Wm. C. Baldwin Frank W. Bemrick Frank T. Campbell Joseph Carr Wm. J. Conners E. T. Cunningham Walter L. Davis Emilio Delgado Robert M. Douglas John J. Driscoll Dolan Gaskill Robert E. Gilbert William Guenther Bart E. Guranick Howard Hailey Taib Hassen Joseph Ifsits Thomas Isaksen Ira Kilgore Ludwig Kristiansen Frank J. Kubek Frederick Landry Kaarel Leetmaa Leonard Leidig</p>	<p>Anthony D. Leva Mike Lubas Archibald McGuigan W. C. McQuiston H. F. MacDonald Michael Machusky Benjamin Martin Albert Martinelli Vic Milazzo Joseph B. Murphy W. P. O'Dea Ralph J. Palmer George G. Phifer James M. Quinn George E. Renale D. F. Ruggiano G. E. Shumaker C. Sivertsen Henry E. Smith Michael Toth Karl Treimann Harry S. Tuttle Norman West Virgil E. Wilmoth Pon P. Wing</p>	<p>Stanley Sargeant Calisto Sieran James Stickney Peter Ucci</p> <p>USPHS HOSPITAL NORFOLK, VA.</p> <p>Francis J. Boner Rufino Camantigue Earl T. Congleton Clarence Crowder</p> <p>USPHS HOSPITAL SAN FRANCISCO, CALIF.</p> <p>T. M. Barracliff Marcelo B. Belen Charles Dwyer</p> <p>USPHS HOSPITAL SAVANNAH, GA.</p> <p>Maximino Bernes Jose Blanco</p> <p>USPHS HOSPITAL SEATTLE, WASH.</p> <p>E. A. Ainsworth L. Bosley</p> <p>USPHS HOSPITAL MEMPHIS, TENN.</p> <p>Claude F. Blanks</p> <p>VA HOSPITAL ALBERQUERQUE, NM</p> <p>Charles Burton</p> <p>USPHS HOSPITAL FORT WORTH, TEXAS</p> <p>B. F. Deibler John C. Palmer Edoardo Piscopo</p> <p>VA HOSPITAL MEMPHIS, TENN.</p> <p>Billy R. Hill</p> <p>USPHS HOSPITAL BALTIMORE, MD.</p> <p>Max Acosta G. E. Anderson</p>	<p>Charles Watson James West Yong Foo Wong</p> <p>Claud E. Denny John J. Harrison William S. Rudd Alfred Sawyer</p> <p>Wm. A. Van Dyne</p> <p>Jimmie Littleton</p> <p>D. K. Campbell George W. Flint</p> <p>VA HOSPITAL MEMPHIS, TENN.</p> <p>Anthony D. Carames James Bergeria Robert Brain</p>	<p>Francisco Bueno C. Garrabrant John J. Gates Gorman T. Glaze Ruthwin V. Haylock Edward Huizenga Alfred Johnson Richard Kavanaugh Ramon Maldonado</p> <p>USPHS HOSPITAL BOSTON, MASS.</p> <p>John Farrand</p> <p>USPHS HOSPITAL GALVESTON, TEXAS</p> <p>Thomas Dailey Concepcion Mejia</p> <p>USPHS HOSPITAL NEW ORLEANS, LA.</p> <p>William E. Apline John Attaway J. L. Buckelew Hurmon B. Butts Sebastian Carregal Cloise Coats Albert T. Cooper Thomas Crosby Floyd Cummings Aaron Dickey Cloyde B. Dickey William Driscoll Earl G. Garberson J. T. Gehringer Clarence Graham William Havelin Harry Hill Charles Jeffers Joseph Johnson Martin Kelly Frankie Kitchner Edward G. Knapp Thomas Landa</p> <p>James T. Moore John A. Morris Ramon Perez James E. Rivers Wm. E. Roberts Arthur Towensend Linus E. Twite William Walker</p> <p>William T. Ritson</p> <p>James M. Snell William R. Walker</p> <p>Leo H. Lang William Lawless Frank Lonczynski Joseph Lucas Henry Maas William Moise Alfred Nassar William Neis Randolph Ratcliff Claburn Reed Henry Schultz Wade H. Sexton Toelil Smigielski Sung A. Sue Ralph Taylor Lonnie R. Tickle Luciano Toribio James L. Tucker Dirk Visser James E. Ward Lewis Williamson Robert Willoughby David A. Wright</p>
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MAE (Bull), Aug. 31—Chairman, H. Reasko; Secretary, L. Blondo. Ship's fund \$25.95. Reports accepted. Crew requests air conditioning on all SIU ships in tropical runs. Messroom and pantry to be kept clean. Cabinet tops in pantry to be replaced with stainless steel. Contract written up to insure fair ownership of boat and motor. Discussion as to who orders paint; donations for repair of boat and motor; more pressure in bathroom. Chief gave crew vote of thanks for cooperation. Reports accepted.

ANNISTON (Overseas Nav.), July 15—Chairman, P. Higgins; Secretary, W. Clegg. SIU signed agreement with company. Company very much satisfied with SIU. Crew proud to belong to SIU. Some dissension in steward department—to be brought to patrolman's attention. Crew warned to take care of washing machine. Vote of

aboard in New York; brand of soap and quantity needed for week; engineers performing deck eng. work on overtime. Required items to be placed on repair list. Vote of thanks to BR and messman for job well done. Members to discuss beefs at meeting.

ALCOA PLANTER (Alcoa), Sept. 2—Chairman, J. Atkins; Secretary, J. Mehalov. Ship's fund \$20.18. Report accepted. Need new coffee urn and toaster. Safety meeting held regarding hosing down passageway midship which is considered dangerous because of electric wiring overhead.

ALCOA CLIPPER (Alcoa), Sept. 2—Chairman, E. Moyo; Secretary, L. Nicholas. Discussion on laundry in Trinidad. Report accepted. Ship's fund \$116.50. Report on hospitalized brother in Trinidad. Need more LOGs. Twenty would be sufficient.

GATEWAY CITY (Waterman), Sept. 2—Chairman, W. Sink; Secretary, H. Carmichael. One man missed ship in Mobile. Electrician on board almost 60 days and has not signed on. Report accepted. New delegate elected. Vote of thanks to delegate and steward department for job well done.

STEEL DESIGNER (Isthmian), Sept. 3—Chairman, Shaughnessy; Secretary, P. Colonna. Repair list turned in. One member beaten up ashore in Honolulu and sent to hospital. Motion made that securing for sea by deck department after 5:00 PM and before 8:00 AM constitutes a penalty of overtime. Chain stoppers to be replaced by safety type clamp stoppers on topping lifts. Vote of thanks to steward department.

MADAKET (Waterman), Aug. 26—Chairman, D. Desai; Secretary, C. Quinn. Ice box for pantry to be replaced in San Francisco. New blankets obtained; draws in either denomination. Explanation as to who owns movie projector and what amount of movie fund belongs to unlicensed personnel. Repair list to be turned in.

IVY (Orlon), Aug. 13—Chairman, Gorings; Secretary, J. Hodges. Unable to dispatch wiper from Houston hall because it was Saturday afternoon. Hired one from dock; and man for steward department because steward could not be located—found asleep. Two men with no union connection. Discussion on confusion of quarters—to be referred to patrolman.

DEL MAR (Miss.), Aug. 24—Chairman, S. Bailey; Secretary, H. Ellis. Instructions from union hall not to serve beer or hard liquor to one member. A \$50 fine will be imposed against any violator. Beer to be sold to crew but if any one fouls up, beer will be cut off. Vote of thanks to delegate. Ship's fund \$175.77. New delegate elected. Motion made to get 20% of all raffles sold this voyage. Motion made to rotate delegate from one department to another. Motion defeated. Steward department not returning movie equipment to proper place. Doors to all ice boxes to be kept closed as reefer is having trouble keeping correct temperature. Electricians to run freight elevator in order to make some overtime.

NATIONAL LIBERTY (National Shipping), Aug. 27—Chairman, P. Leless; Secretary, S. Joseph. No American money aboard. Cabled company for \$2,000. New treasurer elected. Few hours disputed overtime. Necessary overtime must be worked. Washing machine to be cleaned after using. Each department to clean their own bathrooms. Close messroom doors in port. Radios to be turned off after midnight.

ROBIN DONCASTER (Seas Shipping), Aug. 20—Chairman, F. Brissi; Secretary, J. DeVito. Ship's fund \$1. Donation accepted for hospital movies. Reports accepted. Washing machine to be used from 0830 to 2030 only. Vote of thanks to baker for good bread.

SHINNECOCK BAY (Seatrade), July 1—Chairman, C. Moser; Secretary, A. Bryant. New delegate elected. One man short. Vote of thanks to steward department. Soundings to be taken every day. New ice box needed in mess room. Need cold drinking water.

July 22—Chairman, None; Secretary, A. Bryant. Ice boxes and store room inspected. Ice boxes ok. Some foods had to be discarded. Store room needs fumigation for bugs. Cold drinking water needed. Two hours disputed overtime. 4-8 O S missed ship in Le Havre. One man short. Patrolman to inspect store room before stores come aboard. Food has not been good for past two weeks. Fight between chief and third cook to be straightened out by patrolman. Captain has record of fight.

August 2—Chairman, C. Mosen; Secretary, J. Davis. Beef on drinking while on job. Inspect storeroom for weavils. Two hours disputed overtime. Patrolman to see captain about drinking aboard ship. Steward asked to payoff because of drinking.

KATHRYN (Bull), Aug. 25—Chairman, A. Gonzalez; Secretary, C. Hass. Two men left ship because of accidents. Third mate cared for injured men better than marine hospital, due to his medical studies. Is SIU scholarship student. Report accepted. Few misunderstandings in steward dept. Patrolman to be consulted about safety meetings aboard ship. Hot water in showers to be corrected.

ARIZPA (Waterman), August 1—Chairman, A. Kuberski; Secretary, R. Eden. Crew to be sober at payoff. Ship's fund, \$7.50. Nine men getting off ship. Men getting off ship to strip bunks and bring linen midship. Anyone needing new mattress to inform steward.

# Digest Of SIU Ship Meetings

thanks to steward department for job well done. New parts to be purchased for washing machine.

MURRAY HILL (No. Atlantic Marine), Sept. 2—Chairman, C. MacQueen; Secretary, L. Grazer. Repairs completed. No major beefs. Complete cooperation from topside. New secretary-reporter elected. Good crew, ship in good shape. Good cooking and baking. New treasurer elected. To start ship's fund and repay brother who purchased two irons. Crew to donate \$1 each. Life jacket to be placed on bow as safety measure—recommended as standard practice on SIU ships. Vote of thanks to steward dept. All departments to observe sanitary habits.

ALCOA ROAMER (Alcoa), Sept. 2—Chairman, D. Clark; Secretary, R. Kleinast. Films to be rented. Repair lists to be made up. Ship's fund \$35. Report accepted.

McKITTRICK HILLS (Western Tankers), Sept. 3—Chairman, C. Perrin; Secretary, M. Olson. New delegate elected. Ship's fund \$19.92. Delayed sailing beef. One man missed ship in Boston. Report accepted. Delegates to handle beefs with patrolman before personal business. Repair list to be turned over to captain and chief engineer. Crew to keep messhall cleaner at night. Cups to be returned to pantry.

MANKATO VICTORY (Victory Carriers), Sept. 2—Chairman, C. Aycoc; Secretary, J. O'Neill. No major beefs. Few hours disputed overtime—to be referred to patrolman at payoff. Repair lists turned in. Delegate resigned. Delayed sailing overtime in Rotterdam disputed. Report accepted. New delegate elected. Extra linen to be turned in to steward before arrival. Vote of thanks to steward dept. Best wishes to J. O'Neill who is entering college on SIU scholarship.

OCEAN STAR (Triton), Aug. 5—Chairman, R. Kyle; Secretary, J. Canfin. New delegate elected. Bathroom drain to be checked and lights in messroom to be checked.

Aug. 15—Chairman, L. Gillis; Secretary, D. Peterson. Patrolman to check the food situation, stores and preparation of food. No variety in menu. Steward department working rules to be sent aboard. Request for more soft drinks and iced tea. Galley range to be fixed.

EVELYN (Bull), Sept. 2—Chairman, W. Barth; Secretary, E. Mishanski. Repair lists to be made up so that work can be done if ship goes to shipyard. Ship's fund \$88. Treasurer requested suggestions to purchase useful or necessary items from fund. Report accepted. Few new mattresses available for men who need them. Vote of thanks to radio operator for daily news and sports bulletin. Suggestion to purchase new steam iron. Crew to refrain from making noise in passageways while watches are sleeping. Excess linen to be turned in.

ALCOA PURITAN (Alcoa), Aug. 24—Chairman, W. Snell; Secretary, C. Hartman. Repair lists turned in. No beefs, everything running smoothly. Suggestion to order serrated steak knives. Vote of thanks to steward department for cooperation in serving good meals, cold drinks, etc. this voyage.

CHILORE (Ore Navigation), Sept. 7—Chairman, H. Zurn; Secretary, T. Yablonsky. Three men missed ship—to be reported to patrolman at payoff. Ship's fund \$18.25. Beef to be taken up with patrolman. Report accepted. To accept headquarters' report on cases of Clark, Sanford, Wread. New treasurer elected. Repair list to be made up next trip. Patrolman to be notified of continuous, unpaid delayed sailing.

ARLYN (Bull), Sept. 2—Chairman, F. Fromen; Secretary, G. Walter. Letter received from headquarters regarding typographical error in LOG about union posts in Houston. Ship's fund \$3.09. Report accepted. Discussion on brand of pork sausage placed

## It Looks Good To Him



Giving the onceover to the harbor at Le Havre, France, "port-hole navigator" Maurice McCatty puts binoculars into play to see what's doing in port, while other members of steward department look on. The Robin Mowbray was at anchor at the time. Photo by A. S. Parsons.



At top, Bill O'Connor, OS on the Camp Namanu, handles the paint chores in a clean-up job on the Persian Gulf-Japan shuttle. "Sheik" Fred Smith, chief pumpman (bottom), shows off some souvenir purchases. Photos by Allan Ritchie, chief cook.

## NCB Cooks Breakfast —On The Wrong Ship

Getting up for breakfast is quite a chore many a morning in port when a guy wishes everyone would leave him alone so he could get his head back on straight.

It's even worse for the cooks who have to make breakfast in the first place. That's why the night cook and baker on the Del Campo has earned a special place in the hearts of his compatriots on the Del Santos.

### It All Looked Good

The NCB went to work without a murmur preparing breakfast for the Del Santos crew. Nothing in the galley seemed strange to him; everything apparently was in place—or thereabouts—and the cooking chores went off smoothly.



Bates

It was only when the Del Santos cooks got back aboard that he discovered he should have stood in bed, too. Since the two ships were tied up close to one another, the NCB had merely made a little miscalculation and wound up on the wrong ship.

### 'Ready And Waiting'

Thinking he was back on the Del Campo, he had dutifully gone about his work and prepared everything long before the Del Santos' cooks were due back. They returned to find everything ready and waiting—as nice a treat as you can imagine.

No medals were issued for this meritorious action, although the "thankyous" were profuse and genuine—from the Del Santos side, anyway. Chief cook E. L. "Gator

Mouth" Bates said it was real brotherhood to find such a surprise waiting for him. Ship's reporter James M. Hand added that the Del Santos cooks would try to return the favor "sometime." And that's one call one NCB will be looking forward to.

## Anyone For A Cool Nap? Reefer Box Works Fine

There's nothing like a little nap in a reefer box to freshen up a guy after a ninth-month grind on the Persian Gulf shuttle. You can take the word of the boys on the Camp Namanu that "this sure is one good way to beat the heat."

Tankers don't carry reefer boxes, of course, but the gang was fortunate in meeting up with the Steel Age one trip. The Isthmian freighter not only supplied them



Dore

with a good night's sleep, but also soap, matches and an array of slop-chest gear "from shoes to women's panties." All items were reported put to good use during the Namanu's next visit to Japan.

"As soon as we saw Bob Reynolds and Jimmy Barnes, we low-

ered the boom," said Gene Dore and Tom "Frenchy" Martineau on the Camp Namanu. "We came back loaded thanks to the other brothers on the Steel Age."

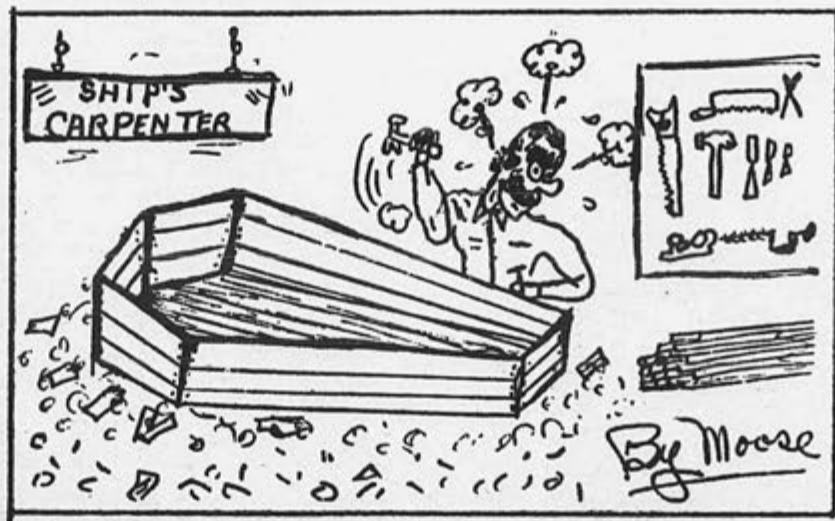
They ran into similar good fortune last trip when they met the Steel Worker in the Persian Gulf. "Brothers Bill Vilazquez, Chips Barnes and Bill Chapman treated us like kings," they noted.

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

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## A Simple Solution —By Seafarer H. Lightell



"That mate has messed with the wrong guy..."



### Baby Steals The Show



Family group at 76th birthday party for retired Seafarer William Girardeau (right) enjoys the antics of great granddaughter Joan on mother's lap. The party in New York was attended by all of Girardeau's five children, nine grandchildren and two great grandchildren. He's been receiving SIU disability benefits since an injury at sea three years ago, and now lives at Cape Cod, Mass.

## Ever Been On A Tanker That Ran Out Of Gas?

Everybody has run out of gas at one time or another. Sometimes it's legit, and sometimes it's the old dodge that comes into play on an outing with a pliable young lady.

But how anybody could run out of fuel in the middle of the Indian Ocean is a real puzzle. And on a tanker yet?

"Still, there we were—out of bunkers—and 400 miles from Bahrein," ship's reporter P. J. St. Marie wrote from the Arickaree recently. "Shortly after 12 midnight the engines on this scow spit, coughed a little, and died. By one o'clock everyone was up; there was no air getting into the foc'sles and how can anyone sleep when it's so quiet, anyway?"

"Fortunately, Brother Frenchy Fecteau used the last hot water to make an urn of coffee, so we had that until daylight. The blowtorch was put into use in the engine room for some of that almost forgotten 'jungle' style coffee after that.

#### Needed Fenders

"By 8:30 all hands were called out to help with the lines, put fenders over the side and make fenders too, for the eventual arrival of the British ship Scottish Lion. After that little episode, this ship could be called the 'SS Rube Goldberg.'

"Naturally, after the Scottish Lion came alongside the quicky fenders 'unfended' and away went our rescue until we got a towline out for a tow to a safe anchorage and refueling.

"Of course, the chief engineer

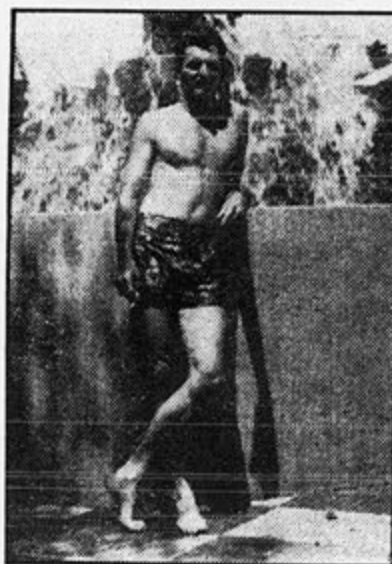
is still looking for that 1,400 barrels of oil which he says is on the ship somewhere. Any guess as to what happened to the oil is just a guess, but one thing is certain: The zoo hasn't got all the monkeys yet!"

All told, the ship lost about 60 hours' time while it was disabled for lack of fuel.



Fecteau

### He's Real Cool



Making the most of his chances to keep cool, Bill Pounds, AB on the Steel Executive, stands under a fountain between dips in the pool at Cornell House, a sailors' home in Singapore. Photo by George Zalensky.

### Urges New Run To Nova Scotia

To the Editor:

I and a few others believe that since the Government is now providing 100 percent ship mortgages that a shipping company could start and maintain a passenger ship service between Boston and Nova Scotia each summer. The ship could cruise in the winter to the Islands or South America.

The Nova Scotia government would probably be willing to

up, signed articles and sailed the same day.

We have an excellent crew aboard here. The master has been cooperative in every way and seems well pleased with everyone. Brother Fish Rubery has informed everyone about performers as this is a new company.

#### Former NMU Ship

As you no doubt know, this ship was formerly crewed by the NMU, and is making her first voyage with the SIU. We loaded junk for Japan in Jacksonville, and there is already some talk of this being a long trip before we get back.

But we'll keep everything running smooth.

This letter is also signed by the department delegates, Robert H. Frazer, deck; Nick Ritrovato, steward, and Joseph W. Carey, engine.

Charles H. MacQueen  
Ship's delegate  
SS Murray Hill

~ ~ ~

### Chicken Farm Tale Comes True

To the Editor:

No doubt you have heard the gang tell the age-old story about quitting the sea and starting a chicken farm.

Well here is a photo of Brother Joseph Bush, who is now vacationing on his chicken farm after a trip on the SS Warrior.

Joe claims that the secret of successful chicken farming is keeping those hens happy. He's been doing this by playing music to his flock. The merry tin-



Trying a conventional means of keeping his hens happy, with feed, gentleman farmer Joe Bush turns to.

kle of empty beer cans hitting the trashcan every ten minutes is real music to those hens' ears, says Joe. After about ten cans he swears that even the roosters start laying eggs.

However, the neighbors don't think Joe will make any fortune at this racket and we all know that when chilly weather comes, he will be heading back to one of those good old SIU-contracted ships where the living is good every day.

Cholly Wright

### Hails Kindness Of Robin Crews

To the Editor:

I'd like to write a few lines here thanking the crews of a couple of our ships for the real nice way they reacted to a recent accident of mine.

I got hurt here in Capetown a few months ago while I was on the Robin Locksley and before the ship had a chance to leave the next day, the gang went to work.

They packed every bit of my gear they thought I'd be able to use here, including the suitcase piano I've been lugging around lately. My work gear they told me would be taken care of in the States.

Evidently they wired the hall because I have been in touch with the welfare services department since the first week. I'd also like to thank them for the package of back LOGs that I asked for.

#### Visited Again

Six weeks later when the ship stopped here for a few hours before leaving for the States, most of the guys dropped up here for a while instead of rushing off to their usual diversions. I thought that was alright! Along with a few boxes of chocolates I found they had even bothered to take up a collection on the ship, so you can imagine how I felt.

A few weeks later I was visited by one of the guys off the Robin Kettering. I guess they had heard of my accident through the grapevine here in town. Anyhow, the delegate came up with magazines, books, gum and even a piece of their ship's fund. I understand they did the same for two other SIU men here in another hospital. Thanks again from here!

It makes you feel pretty good to know that these are the kind of guys you're traveling with and I guess I can say that they're typical of the majority of guys that I've had the pleasure of sailing with in the SIU. I hope to be back in action and seeing them all soon.

Eddie Burke

### LOG Makes Hit With SUP Wife

To the Editor:

Your SEAFARERS LOG is an interesting and very educational paper.

Your welfare system is something, and a credit to the men who sail the seas.

Also, the "Your Dollar's Worth" column in the LOG is a wonderful preventive to keep us from being baited by some so-called sharks who are after everybody's money.

I have saved most of the issues of the LOG to reread again at leisure. My husband also goes to sea and has been a member of the SUP for many years.

Best wishes for many more years of success.

Genevieve Stratton

## 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.

give a large subsidy to the shipping company which ran a passenger ship to Yarmouth, and the company could sell stock to its employees and crew to help pay the cost of the ship and other expenses.

I would like to know what others think about this.

T. C. Melanson

(Ed. note: The Government is not giving 100 percent mortgages; it is now providing 100 percent mortgage insurance. A lot of capital is needed to make the idea a reality.)

### Arizpa Gang Is Doing Its Duty

To the Editor:

Well, here we are back in our old home port of Bremerhaven. I just wanted the boys on the Arizpa to know that the Gateway City has it well secured.

Oh yes, the games on here are better than the ones on the Arizpa; at least Dave Nunn won't make 13 passes to tap me out.

We have a gang of poker players on here from Tampa, Vince Yates, Pat Hamer, Jake Woods, Earl Sillon and also a few Mobile poker faces. We have a swell bunch, and I want to let the Arizpa know that we will keep the homefires burning.

The Studebaker, Oceanic, Penguin, Canteen and the rest of our recreation rooms will be well patronized.

W. D. Warmack

### Murray Hill Due In Japan

To the Editor:

We are writing to inform you of the crewing of this ship in Boston last month. We crewed

### Burly



### A Real Problem

By Bernard Seaman



# A&G Credentials Report

(Continued from page 8)

that I can do and will abide without question any decision the Credentials Committee make in regards to my qualifications for the elective office I seek."

In checking the old dues book that was enclosed with the aforementioned letter, the committee found that what Brother Hanover had stated in his letter was true. The Committee, knowing that most of us seamen do not keep our copy of a dues receipt that is given to us for money paid, also that during the war our dues record systems were not as effective as today, and that it would be next to impossible to find the original receipt on which these monies were collected, the committee has ruled that Brother Hanover was in good standing for the two-year period previous to his nomination and has qualified him to run for office of Baltimore Joint Patrolman.

Your committee also wishes to bring to the attention of the membership, the fact that the Union Constitution in Article XII, Section 1 (b) requires that a nominee have at least four (4) months seetime, between January 1 and the time of nomination. The committee in checking the credentials of one of the nominees, Glenious C. Lawson, L-27, finds that he has submitted exactly one-hundred twenty (120) days of time on discharges for the period of January 1, 1956 to the time of his nomination. Included in this time submitted, were two (2) discharges that were marked "Port Time" on the line on the discharge where the type of voyage is to be filled in. The following is a breakdown of these "Port Time" discharges:

Vessel	Date Shipped	Date Discharged	Days on Discharge
SS Hurricane	7/29/56	7/29/56	1
SS Hurricane	5/19/56	5/20/56	2

The Committee has included the aforementioned three (3) days of "Port Time" in with the other one-hundred seventeen (117) days submitted by Brother Lawson. In so doing, the Committee finds that Brother Lawson has the necessary four (4) months seetime required by the constitution, since the Committee figured all seetime for all nominees on the basis of a thirty (30) day month. In view of the foregoing, your Committee has ruled that Glenious Lawson, L-27, is therefore entitled to be qualified to run for the job of Tampa Agent for which he had submitted his credentials.

Your committee also found in checking the credentials of the nominees that the dues records of the Union show Ben Rees, R-2, as having paid the third and fourth quarters dues of 1954 on April 1, 1955. Based on these dues records, Brother Rees would have had to have been disqualified for not having been in continuous good standing in the Union for at least two (2) years immediately prior to his nomination. However, the chairman of your committee, Joseph Schwin, recalled the membership of the Union having taken some action in regards to this situation. The headquarters offices of the Union were requested to furnish the committee with any information that was available on this matter. As a result of the request of your committee, the following letter was turned over to the committee:

"August 29, 1955

"Mr. Paul Hall, Sect.-Treasurer; Seafarers International Union; 675 Fourth Avenue, Brooklyn, 32, New York.

"Dear Sir and Brother:

"In accordance with your directions, and your request for a written explanation, I am writing this letter to be submitted

to the membership, so that it can take any action it wants.

"Headquarters discovered that there was no record of my having paid dues for the 3rd and 4th quarters of 1954. As you know, this was the very first time that I was ever in arrears and there was no need for me to do so. What happened was that there was a human error because I have the money and had no reason not to pay. I paid the dues up after this was brought to my attention. However, you have told me that the membership has to decide whether or not this money can be retained.

"Actually, to this day, I cannot tell you what happened, because my dues book was stamped. The only thing I can say is that I stamped my book and just before doing the actual paying, my attention must have been taken up with something else. These human errors take place every once in a while and I can assure you that my error was made in the best of good faith. I think my record of long years with the Union and my dues paying record will bear me out. Unfortunately, all this took place when the changeover to machine records was being made in the bookkeeping system at Headquarters, otherwise, as I have been told over the phone, it would have been caught sooner. All I can say now is that I am ready to do anything the membership wants.

"Fraternally, /signed/ Ben Rees, Norfolk Agent."

This Committee then checked the minutes of Headquarters and

New York Port for the meeting of May 4, 1955, and we found that the aforementioned letter was carried in this set of minutes under the heading of communications. The Committee found that the membership in the meeting of May 4, 1955, had gone on record as follows:

"Motion by A. Shrimpton, S-567, seconded by P. Gonsorchik, G-2, that we accept Ben Rees' letter and that he be allowed to pay up as per Article 3, Section 4 of the Constitution, and that he also be considered as having been continuously in good standing. Carried unanimously."

Your Committee also finds that in all of the ports holding regular membership meetings on May 18, 1955, that the membership in attendance of those meetings took action on the aforementioned communication similar to the action taken by Headquarters and Port of New York meeting of May 4, 1955.

The Committee received credentials from James Purcell, P-17, for the office of Joint Patrolman for the Port of New York. This Committee found that Brother Purcell's credentials were in order, with the exception of his having discharges for four (4) months seetime for the period of January 1, 1956 to the date of his nomination. To meet this requirement of the constitution, Brother Purcell submitted the following letter from the Master of the SS Stony Point:

August 20, 1956

"To Whom It May Concern:

"This is to certify that James Purcell, Z232-588 is a member of the crew of the SS Stony Point, U. S. Petroleum Carriers, 655 Madison Avenue, New York, New York, as Oiler.

"This vessel signed articles in the Port of Seattle, Washington, November 18, 1955 for a period of twelve (12) months and is now

sailing between the Persian Gulf and Far East Ports.

"At the present time I have no knowledge of the termination of articles prior to November 17, 1956.

"Respectfully, /signed/ Captain D. Dantzer, Master."

A check of the shipping cards for the Port of New York shows that James Purcell, P-17, shipped from New York on November 16, 1955, for the SS Stony Point in Seattle, Washington, in the rating of Oiler. In view of Brother Purcell having been aboard a ship for such a period of time, and being unable to secure a discharge for the time aboard ship to date, we, the Committee, have ruled that Brother Purcell has met the requirement of the Constitution, wherein it requires four (4) months seetime in the period of January 1, 1956, to the date of nomination. By his being aboard ship Brother Purcell has been unable to pay his dues for the 1st and 2nd quarters of 1956, which would ordinarily disqualify him from nomination. As we the membership know, it has always been the practice of the Union to consider anyone who has been unable to pay dues due to being on a voyage, to be in good standing until the time of their pay-off. More important, the Constitution so provides, in Article III, Section 3 (e). Therefore, your Committee has qualified Brother Purcell for the office of New York Joint Patrolman.

One of the brothers who submitted his credentials, James L. Allen, A-90, for Houston Joint Patrolman, failed to submit four (4) months seetime between January 1, 1956 and the date of nomination as required by the constitution. However, in submitting his credentials he stated in his letter that at the present time he was employed by Seatrain Lines, Inc. The committee contacted Seatrain Lines, Inc. and has received a letter from the company which states that James L. Allen, has been employed as Boatswain on the SS Seatrain Texas from September 9, 1952 up to and including the date of the letter, September 11, 1956. Your Committee has on the basis of the time submitted by Brother Allen as well as the letter received from Seatrain, qualified him for the post of Houston Joint Patrolman for which he had submitted.

In checking the credentials of the various nominees, this Committee had disqualified one of the nominees for Boston Joint Patrolman, William McCarthy, M-268. A telegram was sent to Brother McCarthy by your Committee notifying him of his disqualification as per the Constitution. However, before sending out the letters containing the full details of disqualification, the credentials of each man so disqualified were gone over by this Committee to avoid any possible error. In making this check of Brother McCarthy's credentials, it was the opinion of the committee that he was qualified. At that time he was sent another telegram by the committee informing him that he had been qualified.

Under the terms of our Constitution, specifically in Article XIII, Section 1 (f), it clearly states that the letter of nomination must reach headquarters no earlier than August 12 and no later than September 12 of the election year. Based on this section it was necessary for your committee to disqualify Brother Omar L. Ames, A-194, inasmuch as his letter did not reach headquarters until September 13. In an attempt to give every nominee every consideration and to try to prevent any disqualifications such as in the case of Brother Ames, the Chairman of this Committee, the Credentials Committee, remained at the entrance of the

headquarters building of the Union until midnight of September 12, to receive any credentials that might have been delivered either by mail or by hand after the closing of business hours by the Union.

The Committee would like to point out to the membership, that although the Secretary-Treasurer clearly specified in his Pre-Balloting Report the exact offices for which nominations were to be made, some credentials were received for offices other than those carried in the Pre-Balloting Report. The following are the names of the nominees so involved as well as the job titles for which they actually submitted:

Name	Job Title
Calvin A. James	Steward Department Patrolman
C. A. (Bruce) Welch	Engine Patrolman
Charles Stambul	Engine Patrolman
Rowland Williams	Deck Patrolman
John D. Cantrell, Jr.	Patrolman
James Purcell	Engine Patrolman
Thomas Fleming	Patrolman
Ralph B. Groseclose	Patrolman
Ralph W. Murry	Deck Patrolman

However, your Committee did not feel that a man should be disqualified on such small technicalities as given above. Each nominee listed above had specified a patrolman's job of some department in the port for which he wished to be nominated. Inasmuch as the Pre-Balloting Report only listed Joint Patrolman in each port, and that this is a departure from the practice of the Union in the past, this Committee therefore processed the aforementioned credentials for the Joint Patrolman's job in the port for which they had nominated themselves.

Telegrams were sent to each man who was disqualified by the Committee telling him of his disqualifications as well as a detailed letter being sent to each man so disqualified, all in compliance with our Constitution. In addition, each man disqualified received a copy of our Constitution, so that the disqualified nominee would have available the procedure to be used

in appeal from the decision of the Credentials Committee.

The membership can readily see from the foregoing report that your Committee has made every effort possible within the confines of our Constitution to qualify every nominee.

All credentials were turned over to the Committee in good order at 10:00 A.M., Thursday, September 6, 1956, or have been received by mail since that date. All credentials have been examined in strict accordance with the Constitution. Any defect in the credentials disposed of by the committee has been the sole responsibility of the sender and no person adversely af-

ected by such defect has denied this to the committee.

It is your committee's final recommendation that the membership of the Atlantic and Gulf District of the Seafarers International Union of North America make every possible effort to vote in this general election, as every good Union man should.

This Committee having completed its duties, hereby adjourned at 4:30 P.M. on September 17, 1956, in the committee room of the Headquarters Offices of the Seafarers International Union of North America, Atlantic and Gulf District, 675 Fourth Avenue, Brooklyn 32, New York.

Dated: September 17, 1956

J. Jellet, J-99

F. Corio, C-675

C. Benway, B-299

V. Di Giacomo, D-60

F. Moran, M-5

J. Schwin, S-11

Chairman

## Bloomfield To Trade In Victorys For Four C-2s

### 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:

Genaro Mendez, 63: On January 6, 1956 Brother Mendez died of heart failure in Split, Yugoslavia.

Place of burial is not known. Brother Mendez has been a member of the Union since 1943, when he joined in the Port of New York. He had been sailing in the engine dept.

Carl E. Chandler, 56: Brother Chandler died in the USPHS hospital in Baltimore, Maryland on April 1, 1956.

Brother Chandler had been sailing in the deck department.

WASHINGTON—The Maritime Administration has okayed a trade between the SIU-contracted Bloomfield Steamship Company and State Marine Lines under which Bloomfield will swap its fleet of five Victory ships for four States Marine C-2s.

Additional terms of the transaction are not known.

Actual physical transfer of the ships has not taken place yet, since most of them are far out at sea. The deal is permitted under the terms of Bloomfield's subsidy contract with the US, which calls for a specified number of voyages each year with four "Victory ships or better."

In other ship transactions, three Victory ships formerly operated by US Lines have been sold to SIU-contracted operators, and the first of them has already been manned out of the SIU New York hall. Formerly the SS American Judge, the new ship is the Transcape operated by Transcape Shipping Corp. The other two Victorys are due to be crewed within the next few days.

Further ship gains for Seafarers developed this week when the Calmar Steamship Company added another Liberty, the Losmar, to its fleet in the intercoastal trade. The company previously operated ten Libertys and one LST, the Bethcoaster, in this trade.

Another recent ship deal involved the sale of both the Western Trader and Trojan Trader to new owners, but both ships have been covered by newly-signed SIU agreements.



## Huge New Supertankers Dwarf T-2s

### Monster Ships Will Change Jobs, Runs

On the drawing boards for one SIU-contracted company is a proposed 100,500-ton supertanker which could carry six T-2 loads of oil. The same company is planning four others, none of them less than 32,000 tons. Another SIU operator has proposals for two 65,000-ton tankers. A Liberian-flag operator has already launched an 85,000-ton job and other runaway flag concerns are merrily building 40, 50

### Atomic Ship Will Carry Passengers

The world's first atomic-powered ship will be a combination passenger-cargo job, Louis S. Rothschild, Undersecretary of Commerce, has announced. Meanwhile the Atomic Energy Commission has ordered a study of a second ship, an atom-powered 38,000-ton supertanker which would be built by 1961.

#### Decision Left To MA

Congress has voted the construction of a commercially useful ship as the first vessel, but left it up to the administration to decide whether it would be a freighter, tanker or passenger type.

The ship, to be completed in 1959, would carry 100 passengers and 12,000 tons of cargo. It would have an advanced type of nuclear reactor.

Meanwhile, an expert on atomic energy has predicted that most ships will be atom powered within 15 years. But he warns that such vessels will bring new hazards to seafaring.

Dr. Richard Fayram, who has assisted on a Norwegian atom ship project, said the danger of atomic radiation should be discounted. In normal service, there is little fear of danger. The difficulty arises when a ship is wrecked and the protective shield around the atomic pile is broken.

#### Radiation Danger

If the Andrea Doria had been nuclear-powered, he said, hundreds of passengers would have suffered from radiation. Other sinkings in harbors and close to shore will create serious hazards for humans and fish. Crewmembers would be the first to be seriously endangered in such instances.

He said that it would be reasonable to expect seven ships to sink each year, releasing radioactivity on the surrounding waters in each instance.

Another authority, Herbert R. O'Connor of the American Merchant Marine Institute has predicted that nuclear engines would revolutionize present shipping practices in short order.

and 60,000-tonners largely in Japanese and European yards.

It just happens to be a coincidence that this activity comes at a time when Suez Canal shipping faces possible interruption. The big supertankers were on the way with a rush before anybody dreamed of Egypt seizing the canal. Their operators had already figured on bypassing Suez if necessary and still carrying oil cheaper than smaller ships taking the canal route.

What it means is that the T-2, that trusty workhorse of the last decade, is on its last legs as a long haul oil carrier.

#### Mixed Blessing

For Seafarers, the new trend in tankers is a mixed blessing. On the one hand it means larger and more comfortable shipboard quarters including individual foyers, recreation rooms, roomy messhalls and galleys and more luxurious living all around. But the other side of the picture is the effect on shipboard jobs. The proposed 100,500 super-tanker can get by with a crew of 70 officers and men, less than twice a T-2 crew, while it displaces six T-2 ships and a minimum of 180 unlicensed jobs.

Furthermore, the displaced T-2s are being permitted by the Maritime Administration to register under the Liberian flag. While they cannot compete with super-tankers, they can put the squeeze on the remaining American-flag T-2 operations.

The long-run impact of the supertankers may be cushioned by the fact that oil imports are expected to increase tremendously in the next ten years. The statisticians estimate that by the mid-1960's more than twice as much oil than at present will be tank-hauled from the Persian Gulf to Europe and the US. Imports from Venezuela and other areas are also expected to go up. The big question is how many of these super-jobs will be running under the American flag.

#### Three Main Classes

When it comes to supertanker sizes there are three main classes depending upon what the operator wants to do with his ship. If he figures on running through Suez with its 35-foot draft he can't push his ship tonnage much past the 32,000-deadweight mark. Ships up around 40,000 to 45,000 tons can only go through the canal in ballast or with less than a capacity load. That's why so many supertankers built up until now are in the 32,000-ton range; the three Cities Service jobs being good examples. They are relatively-shallow draft—32 feet—for ships of that size and can easily transit the canal if necessary.

Once an operator goes deeper than the 35-foot draft he can go as high as 65,000 tons before he hits another bottleneck. This time it's the width of the Panama Canal



**Super-Supertanker**

Length 935 ft. Speed 16 knots  
Beam 135 ft. Capacity 830,000 bbl.  
Draft 46-48 ft. Deadweight 100,500 tons  
Crew 70



**Universe Leader**

Length 850 ft. Speed 14 knots  
Beam 125 ft. Capacity 707,320 bbls.  
Draft 46 ft. Deadweight 84,730 tons  
Crew 50



**Standard T-2**

Length 503 ft. Speed 15 knots  
Beam 68 ft. Capacity 141,158 bbl.  
Draft 30 ft. Deadweight 16,200 tons  
Crew 40-43

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locks which are 110 feet. At 65,000 tons, the ship's beam starts getting a little too wide to scrape through the locks. That means, for example, that the ship could not run between Venezuela and the West Coast of the US or of South America. If there are large oil discoveries in Peru, where exploration is now going on, the over-65,000 ton ships could not run this oil to Europe or the US East Coast. The two ships planned by Transoceanic Marine, an SIU operator, would be in the 65,000-ton class and, it is presumed, would be able to run through Panama.

If the operator decides he doesn't want any part of any canal, then he is free to build any size ship he wants up to a point. Around 90,000 tons he would have to switch over to twin screws. Then all supertankers face the problem of channel depths at the various oil terminals. Using the really mammoth jobs will mean a lot of dredging. The Maracaibo Shipchannel in Venezuela, a major tanker channel, has just been dredged to 38 feet. It will probably have to go deeper than that.

#### Draws 46 Feet

For example, the Universe Leader, the Liberian-flag 85,000-tonner which is currently the world's largest, draws 46 feet. The proposed 100,000-ton tanker might draw as much as 48 feet. By comparison, your T-2 draws just 30 feet of water and can get in and out of a lot of places the big ships would not dare venture into.

But these are small potato dis-

advantages compared to the other factors. The Universe Leader, with a 125-foot beam, won't be able to make any canal transits; to which its operator can say "So what?" It can go from the Persian Gulf to the East Coast in 33 days. A T-2 would take 24 days for the same trip via Suez. But the big job can carry five T-2 loads. Nine extra days don't add up to much, particularly if your ship runs back in empty and can go through the canal on the outbound trip.

#### Six T-2 Loads

Of course, you take the same super-job and run it from the Gulf to Japan, or the Gulf to San Francisco and it is way out in front of any T-2. The proposed 100,000 ton ship at 16 knots, carrying six T-2 loads, can thumb its nose at any and all canals.

The advantages of bigger payloads and only a small increase in the number of crewmembers are only part of the story. The bigger ships are actually cheaper to build, ton for ton, than a T-2 and the bigger they get the cheaper the rate. At the same time, the increase in horsepower needed to drive the ship does not go up at the same rate as the increase in the ship's size.

#### More HP Pays Off

Here are some samples: A typical T-2 such as Cities Service operates develops 7,500 shaft horsepower, rates at 16,000 deadweight and can make about 15 knots. The Cities Service Baltimore with 32,000 tons and 15,000 shaft hp can squeeze out 16 to 16½ knots.

The World Glory, at 45,500 tons, also gets by on 15,000 hp and can make about 14½ knots. The Universe Leader at 85,000 tons, needs only 19,250 shaft hp to develop 14 knots. When it comes to dollars and cents—and that's what any ship operator thinks of first—the supertanker pays off in spades.

#### 19 Giants On Way

Right now there are at least 19 ships of 52,000 tons or more either afloat, building or planned. They include the 100,000-tonner, two of 94,000 tons, two of 85,000 tons, seven at 65,000 tons, two at 60,000 tons, one at 55,000 and four at 52,000. There are many more around below 50,000 tons.

The only limits to the switchover to supertankers are world shipyard capacities, steel supplies and the necessary dredging of ship channels to accommodate the monsters.

**If you're at sea WHEN ILLNESS STRIKES AT HOME...**

**DOES YOUR WIFE KNOW THE BENEFITS FOR WIVES AND CHILDREN OF SEAFARERS AND HOW TO OBTAIN THEM? GET YOUR COPY OF THE NEW WELFARE PLAN AT ANY SIU HALL!**