

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

HIRING HALL BILL WOULD AMEND T-H

—Story On Page 3

Labor Sec'y Assails Runaways

—Story On Page 5



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Laud SIU Aid. Leaders of the AFL-CIO International Brotherhood of Longshoremen in Puerto Rico present two plaques to SIU rep. Frenchy Michelet (center), who accepted them on Union's behalf. The awards were in recognition of SIU assistance to IBL Local 1900 and District Council 15 in recent waterfront beefs. Council president Juan Perez Roa (left) and local financial sec'y Aurelio Hernandez made the presentations at the new SIU hall.



New Pacific Queen. Modernized for \$20 million, the new Matsonia got traditional NY reception during a three-day visit before sailing for the West Coast to go on the Hawaiian run. Part of Sailors Union deck gang, led by bosun Stan Kalino (rear, right) poses with life-ring. Italian liner Augustus is in background. (Other photos on page 3.)

Call Coal Ship Replacements; Co. Begg Off On Bias Charge

The first stage in the crewing of the American Coal shipping fleet has been completed with the assignment of oldtimers to the Casimir Pulaski. But no sooner had that stage ended than a new one began—the battle for replacements aboard ships returning from their European voyages.

The first ship in for replacements only, the Walter Hines Page, found the SIU taking a six to two majority of the eight men who got off the ship. A second vessel, the Cleveland Abbe, called for 13 replacements and was still being crewed as the SEAFARERS LOG went to press. The last count available showed the SIU holding a lead of 102 to 94 on the coal fleet to date, a count which is subject to change day by day.

Charges Against Company

The SIU's strong position in the fleet was achieved in the face of a developing pattern of company-NMU cooperation which resulted in an SIU charge that the court order under which hiring is done was being violated by the company. SIU attorneys so charged the company in an action which sought to have American Coal held in contempt of court.

As a result, a session was held in a New York Federal Court in which the company promised that it would permit the SIU the right

Coal Boxscore

The Cleveland Abbe, one of the American Coal ships in for replacements, was still crewing up on Thursday afternoon as the SEAFARERS LOG went to press. The latest count available shows the following standings in competition for jobs on the ships.

SIU 102 jobs
NMU 94 jobs

Watch the next edition of the LOG for further details.

to have observers in the hiring room just as NMU has had; that it would no longer pressure SIU representatives; that it would give the SIU full access to application lists; that it would hire standbys, where needed, according to seniority.

Further evidence of the close company-NMU understanding was shown when the NMU attorney violently objected to the SIU getting access to the application lists. Both the NMU and the SIU had an interest in seeing each other's application lists since they show the seafaring of men applying for the coal ship jobs. The NMU objection indicated that it already had

access to these lists through the company, while the company was barring the SIU representatives from seeing them.

On another legal front, the National Labor Relations Board postponed until next Monday a scheduled hearing on the SIU's original complaint against American Coal. The NLRB hearings could lead to the ordering of a collective bargaining election in the American Coal fleet.

On the ship front itself, oldtimers from all sections of the SIU of NA were still piling into Norfolk to compete for the coal jobs. Many of the men boasted seafaring dating back well before World War I. One oldtimer, Seafarer Jesse Puckett wrote: "I started in 1917 but I am a young boy down here at 53 years old . . . Boy there is a swell bunch of West Coast boys here. Hats off to them." Seafarer Charles Hartman added: "There are many men down here . . . from all over America. I can truthfully say they all have respect for what they stand for. They know they have a job to do and they do it."



Five of the oldtimers throwing in for the coal ship jobs in Norfolk represent over 200 years of seafaring on US ships. Included (l to r) are Lawrence E. Wessels, SIU, oiler on the Walter Hines Page; unidentified West Coast oldtimer; Leonard Wood, SIU, AB on the Casimir Pulaski; Ray E. Deshong, SIU, oiler on the Page, and S. G. Zammith, SIU, steward department.

AFL-CIO Council Hears Full Report On Coal Beef

A full report on developments in the American Coal Shipping beef to date was presented to the AFL-CIO Executive Council at its meeting here this week. Representatives of all the unions involved were present at the meeting with Secretary-Treasurer Paul Hall presenting the SIU's position. The Council hearing on the issue was the outgrowth of a previous meeting between AFL-CIO President George Meany and the AFL-CIO marine unions last February 21.

At that meeting President Meany put forward a settlement proposal which was accepted by the SIU and the AFL-CIO deck and engine officers' unions but was rejected by the National Maritime Union. The American Radio Association has supported the NMU position throughout the beef.

In an exchange of correspondence subsequent to the February 21 meeting President Meany took NMU President Joseph Curran to task for misrepresenting the outcome of the meeting in the NMU newspaper. Meany also said that he would present the matter to the Executive Council for action. At the Council meeting this week the various unions presented their positions in the following order: Marine Engineers Beneficial Association by President H. L. Daggett; Masters, Mates and Pilots by Captain John Bishop, national secretary; the SIU by Paul Hall; the NMU by Joseph Curran and the American Radio Association by President William R. Steinberg.

Following the presentation of the union viewpoints, the Council heard from President Meany in relation to his position on the American Coal beef. Meany outlined his views, then pointed out that he had presented a package proposal at the February 21 meeting, which, he said, would have given Curran everything he asked for. The SIU accepted the Meany proposal leaving the field clear for the NMU if it would support the AFL-CIO officers' unions. The

(Continued on page 15)

ACS Action By Sea Vets Wins Praise

Participation in the American Coal beef by veteran seamen from all coasts and all unions of the SIU of NA was applauded by the members of the SIU of NA coordinating committee as a "tremendous front line job." Oldtime members of the Sailors Union of the Pacific, Marine Firemen's Union and Marine Cooks and Stewards have piled into the East Coast to assist their brothers in the Atlantic and Gulf District in the fight to man the American Coal ships.

The coordinating committee, consisting of Morris Weisberger, Sailors Union; Sam Bennett, Marine Firemen; Ed Turner, Marine Cooks and Stewards, and Paul Hall, A&G District, declared that the participation of the oldtimers was further evidence of the willingness of good union men, of any age, to pitch into a beef when called upon by any member of the SIU of NA.

The committee noted that there had been a very strong response to its appeal for men to come forward in the coal beef, with the result that at latest report, the SIU had a lead in the fight for the coal ship jobs.

Committee members called upon oldtimers of the MCS, SUP, MFOW and A&G District already on the coal ships to "Stay with the ship" until final victory is won. The committee pointed out that, "the way you have gone aboard and taken the jobs proves that good union men never grow old."

Curranism: A Sleazy Technique



One of the elementary lessons of propaganda is that slogans have a lasting appeal only when they have some relation to the truth. NMU President Joseph Curran has long since forgotten the lesson (if he ever learned it) in his frantic efforts to belittle all those who oppose him and to exalt his personal "cult of personality."

Furthermore, through all his sloganeering in the American Coal beef, Curran has employed language which smacks strongly of another era when his open affiliations were far different from those he affects today. His techniques do not differ today from the Stalinist techniques he employed so fervently not too long ago.

The SIU, as the primary target, has been plastered with Curranisms. When the SIU moved to protect its membership from rank discrimination by American Coal, Curran dreamed up "destroying the hiring hall." When the SIU's rights to organize the coal ships were upheld, Curran decided that SIU was "decadent," "crooked" and "doomed" to defeat. "We will whip them" he exulted. Of course, his predictions of crushing defeat had, and still have, no relation to the fact. When the SIU supported the AFL-CIO licensed officers' unions Curran hollered "phony deal."

Coincidence or not, this is the kind of talk a sea-

ries of would-be world beaters have utilized on the international scene for a good many years right up to the present. That Curran chooses to ape their language down to the last adjective is a revealing comment on his approach to trade union problems.

Of course, the SIU is not Curran's only target. In fact, he has attacked the rest of the AFL-CIO marine unions, plus the top leadership of AFL-CIO. The Marine Engineers Beneficial Association was first rebuffed by Curran in its plea for support against a company union and then called gutless for going out on a picket line in defense of its interests. The Masters, Mates were put in the same class.

When AFL-CIO President Meany indicated willingness to step in and seek a settlement, Curran arbitrarily placed himself on the side of righteousness and automatically informed his membership that Meany would slap the SIU down.

When the same AFL-CIO president proposed a program which won acceptance from all unions except NMU; when Curran was asked to support his fellow unions against the company and its hand-picked outfit, then out came the slogan book. Meany became "prejudiced," full of "rancor" and the captive of an "AFL-CIO palace guard."

Thanks to this fog of adjectives, and to deliberate and calculated distortions of actual fact, the NMU's

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Sailing Day On New Matsonia



Maiden sailing of the new Matsonia from New York this week found the ship's crew in three departments, all members of SIU West Coast affiliates, on the job. At top (left), oiler Pat Haley keeps an eye on things in engine room, while chef G. Romero and a passenger waitress look over the first-class galley. Above, deck man Henry Henriques watches J. Ledesma secure lifeboat cover. Rebuilt and modernized at cost of \$20 million, the Matsonia will enter service Los Angeles and Hawaii next month.

SIU Applauds Bill To Clarify Status Of Sea Hiring Hall

WASHINGTON—The SIU has "warmly welcomed" a bill by Sen. Warren G. Magnuson to give formal recognition to the maritime hiring hall. It would firmly establish the legal status of the hiring hall in "all industries employing personnel

engaged as licensed or unlicensed members of the crews of ships or barges engaged in offshore, coastal, intercoastal or inland transportation, or in longshore operations servicing

such ships or barges." The bill is known as S. 2029.

Enactment of the measure would put an end to the constant threats to maritime unions and their historic hiring procedures since the adoption of the Taft-Hartley law in 1947.

Heartily endorsing the bill, SIU

of NA President Paul Hall said, "the Seafarers International Union of North America warmly welcomes the move by Senator Magnuson to write specific authorization into law for maritime hiring halls. Senator Magnuson has always been motivated by what is best for the industry generally and his bill is an indication of his understanding of the needs of maritime. The value of the hiring hall has been proven time and again, and it has probably been the greatest single factor in providing stability for the industry. It is the best method to insure fair and equitable distribution of work.

"Our International convention repeatedly called for Federal legislation to guarantee that the hiring hall be recognized as the proper medium for employment in all industries in which its use has been an accepted practice. We indorse the Magnuson bill wholeheartedly."

Maritime union, Government and shipping industry spokesmen have long recognized the value and fairness of the hiring hall both in peace and war for recruiting ship manpower. Historically, American seamen have been shipping out of union hiring halls for over two decades since the first maritime hiring hall was established on the West Coast after the bitter '34 strike.

Lundeberg-Taft Meeting

For the past ten years, due to the void created by the T-H Law, all hiring halls in maritime have been operating on the basis of an off-the-cuff compromise between the late Harry Lundeberg, then president of the SIU of NA, and the co-author of the controversial labor law, the late Sen. Robert A. Taft of Ohio.

It was in the summer of 1947, soon after Congress passed the law a second time over a Presidential veto, that Lundeberg casually walked in on a lawyers' convention in Santa Rosa, Calif., where Taft was due to speak. Lundeberg later left the gathering with a concession from Taft that enabled all maritime unions to keep the hiring hall.

Even so, hiring hall procedures have been under sporadic attack from Government agencies and the courts, all seeking to chip away the hard-won protection for professional seamen.

Seniority System

In 1955, the SIU and its contracted operators negotiated a new seniority hiring system assuring greater job security for Seafarers. The system became a model in the industry. In contrast, the NMU first opened its membership books and halls to all comers before coming up with a similar procedure at a later date.

Periodic attempts to get specific recognition for the hiring hall into law faltered in several sessions of Congress. Acting on the basis of his earlier, informal agreement with Lundeberg, Taft was reportedly ready to introduce a bill of his own in 1953 which would have legalized the maritime hiring hall at that time. However, he died before any action could be taken.

Co's Seek Runaway Price From Gov't On Trade-Ins

Major American steamship companies representing the subsidized section of the industry are opening a drive for a massive trade-in and build program. The program would allow them to trade-in their

ships at about the same price they could get for them if they were sold to a runaway flag.

The program has the tacit approval of the Maritime Administration which has already made a policy decision to the effect that a "fair and reasonable" trade-in value for old ships would be equivalent to what these same ships would be worth if sold to the flags of foreign nations acceptable to the US.

Drafted by the Committee of American Steamship Lines, the program is described by the operators' group as the only fair method of replacing the US merchant fleet. They argue that the

American operator would be unfairly penalized if he got less for his ship on a trade-in than could be gotten by transfers foreign. He would be at more of a disadvantage in comparison with foreign operators who also bought much of their tonnage from the US but are now free to sell it anywhere to anybody at even higher prices than restricted sales to nations approved by the Maritime Administration.

The committee argues that it would be vastly unfair, in light of the tremendous increase in shipbuilding costs, for a shipowner to have to trade his vessel in for anywhere near what he paid for it. It declares that an operator who bought a Victory for \$900,000 back in 1946 could sell it now foreign for \$1,350,000 and should be entitled to trade it in for that kind of money.

Apparently there is agreement all around on this program but, of course, the Maritime Administration has to go to Congress for funds to cover the cost of such trade-ins. The current temper of Congress is such that any mass trade-in program at this time would be sure to run into tough sledding.

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:

- May 29
- June 12
- June 26
- July 10
- July 24

AFL-CIO Ousts, Replaces Beck

WASHINGTON—Declaring him "guilty of the gross misuse of union funds entrusted to his care," the AFL-CIO Executive Council this week unanimously expelled Teamster president Dave Beck as a council member and as a vice-president of the merged labor organization. The ouster was the first such action in the Executive Council's 18-month history.

Beck was replaced in these posts by John English, secretary-treasurer of the Teamsters, and an avowed foe of Beck for many years.

The Council, in an official statement explaining its actions, asserted that it was not judging the legality or illegality of Beck's acts. His expulsion, the council declared, was due to his violation of trade union principles.

"Whether he has violated any laws, state or Federal, dealing with theft, misappropriation or embezzlement, is not for us to consider or determine," the statement said.

"There is not the faintest question in our minds, however, that he is completely guilty of violating the basic trade union law that union funds are a sacred trust, belonging to the members and to be protected and safeguarded for the interests of the members.

"Whether Beck stole the funds or borrowed them, the record shows he took advantage of his position as a trade union official to use money belonging to dues-paying members for his own personal gain and profit."

Beck himself was not on hand

when his expulsion was unanimously voted by the 25 Executive Council members present at the session.

Before the voting, however, Beck had attended the council meeting, heard the charges against

Pursers Seek Delta Line Vote

NEW ORLEANS—The SIU-affiliated Staff Officers Association filed a petition before the National Labor Relations Board here last week for an election among pursers on Mississippi Shipping Company vessels.

Union secretary-treasurer Burt Lanpher said he had received full assurances of support from the SIU, Masters, Mates and Pilots, Radio Officers Union and the Marine Engineers Beneficial Association, whose members man all other licensed and unlicensed jobs in the fleet. About two dozen pursers are involved.

The company, through Marine Superintendent Kinney and Port Purser Lisboney, indicated it would not interfere with the SOA drive and would remain neutral, Lanpher said.

him, and read a statement concerning his temporary suspension as a council member and vice-president on March 29.

Beck contended that his suspension was a "nullity" and asserted that under the AFL-CIO constitution, the Executive Council has no power or authority to suspend him.

Beck's expulsion is subject to review by the AFL-CIO convention, if the Teamsters bring it up, but this action was considered unlikely. The convention is slated to meet in Miami on December 5.

Beck's expulsion as an Executive Council member and vice-president does not mean his expulsion from the AFL-CIO, nor does it mean the expulsion of the Teamsters from the AFL-CIO.

The status of the Teamsters as a whole is still being considered by the AFL-CIO Ethical Practices Committee. The Teamsters face charges of corrupt influence or domination.

Beck, in the statement regarding his suspension, declared that he would not answer the Executive Council charges because of his indictment on charges of violating the internal revenue code, and because he has been the target of a McClellan committee investigation.

Ships Use Suez; Still Ban Israel

Shipping through the Suez Canal is almost back to normal with the vessels of nearly every nation except France and Israel using the Egyptian-controlled waterway.

Britain recently announced that she will now use the Canal, and reported on her recently-started supertanker expansion and construction program. American vessels have been using the Canal for the past month, since the waterway was cleared of the last tug sunk by the Egyptians.

The French delegate to the United Nations reported that he will ask the Security Council to reopen debates on the Suez situation. France wants the Council to order Egypt to obey the six principles agreed to by England, France and Egypt last October 15. Free Use Of Canal

The principles, which govern the use of the Canal, included the requirement that the Canal would be insulated from the politics of any nation and prohibited "overt or covert" interference with the right of ships of all nations to travel the waterway, regardless of flag.

Egypt, the French said, has continued to disregard these principles since it has not lifted the ban against Israel shipping through the Canal. Israel announced earlier that it intended to send a test

ship through the Canal and that it would consider any Egyptian attempt to stop it "an act of war."

Both President Eisenhower and British Prime Minister Macmillan affirmed Israel's right to use of the Canal. The President announced that he saw no objection to Israel's making a peaceful test of its right to freedom of passage, but said that he would denounce any use of force in such a test.

The last SIU of NA convention passed a "freedom of the seas" resolution, calling for free passage of Israeli shipping through the Suez Canal and the Gulf of Aquaba.

Macmillan pledged that Britain would do everything possible to assure Israel's right to use the disputed waterway. He also announced that the number of fast, supertankers designed for economic operation around the Cape of Good Hope, was increasing rapidly. There are about 30 million deadweight tons of such ships under construction or on order. About 10 million tons should go into service in the next two years, he reported.

Although US vessels are now using the waterway, Under Secretary Christian Herter said that the State Department believed the construction of new pipelines to carry Middle East oil to new outlets is urgent.

A number of American and European petroleum producers are considering the construction of a major pipeline from the Persian Gulf to an outlet in Turkey on the Mediterranean.

Caught By Surprise



A LOG photographer surprises Seafarer and Mrs. Charles Rawlings, and youngsters Sandra, 4, and Frank, 9, as they finish a snack at the SIU headquarters cafeteria. The family came up to the big city on a visit from home in Baltimore.

Why Seamen Need Strong Unions

Merchant seamen operating out of the East Coast Indian Port of Calcutta got a wage increase May 1—25 rupees per month. At the official rate of exchange, this amounts to about \$1.20.

According to the International Transportworkers Asian office, the increase was the first pay raise for these seamen since World War II. "Indian seamen ratings," the bulletin said, "have received no wage increases since World War II, despite the existence of representative organizations with bargaining powers and two joint Maritime Boards in Bombay and Calcutta."

The increase just given simply brings the Calcutta seamen to the level "enjoyed" by Bombay seamen.

Since World War II, the cost of living in the United States has more than doubled and living costs in other countries have risen in proportion.

In a sense then, the true wages of these Indian seamen have gone down considerably since World War II.

Cable Ship Returns For Fresh Load

BOSTON—The cable ship Arthur M. Huddell pulled into Portsmouth, NH, last week to take on another load of cable to be used in a defense communication program in the Pacific area.

The vessel, a converted war-built Liberty, went into service last April and has been ferrying telephone cable to the Albert J. Myer, a chartered Army cable layer somewhere off the West Coast. Part of a defense program undertaken by the American Telephone and Telegraph Company for the Defense Department, the vessels are employed in laying vital submarine telephone lines between Seattle and Ketchikan, Alaska, and between the West Coast and Hawaii. She is under charter to Bull Line.

The Huddell is expected to leave Portsmouth around June 1, and will be out until November. She is capable of carrying some 6,000 tons of cable manufactured in the east each trip.

Shipping Improves
Meanwhile, shipping in this area, reports James Sheehan, port agent, has picked up during the past two weeks, and promises to continue to be fair. The Mathew M. Thornton (Grainfleet) and Royal Oak (Cities Service) paid off and signed on. The Arthur M. Huddell and Isthmian's Steel Executive were in port to be serviced. All beefs were settled at payoff and the vessels were reported in good shape.

Sheehan reported that the Boston area was relieved when rains put out numerous forest fires.

Letters to the Log...



Lives . . . saved

Maybe you have to be lucky to avoid fatal accidents but as one fellow put it once, luck follows naturally from good planning. The proof of the pudding lies in the record of three SIU-contracted ships.

One of them went 502 days without a single accident serious enough to cause the loss of an hour's work. Two other vessels, operated by two different companies, had just one lost-time accident throughout all of 1956.

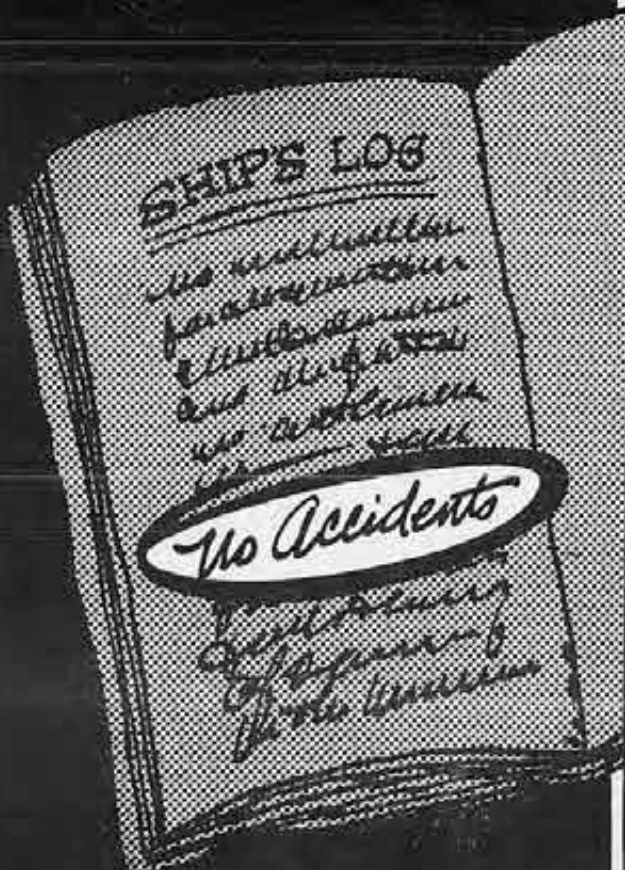
Lucky? Maybe they were. But it's more than a coincidence that all three ships boasted actively functioning safety committees and Seafarers aboard them were fully conscious of the need to do their jobs the safe way and to be on the alert for unsafe con-

ditions, and careless habits.

Nobody can say for sure how many lives are preserved by a shipboard safety program. But these ships' experiences make one fact stand out. Safety programs do work. They do prevent accidents. With the proper approach from all hands from the skipper on down and with cooperation from shoreside, there's nothing to stop any SIU ship from equaling or perhaps even surpassing these records.

Sure it's good to be lucky. It's even better to have the right kind of ammunition. Aboard ship, the ammunition consists of the joint shipowner-union safety program. Make use of it and increase the chances that you will be one of the lucky ones.

An SIU Ship is a Safe Ship



Labor Sec'y Hits Runaways, Backs Magnuson's Bill

WASHINGTON—For the first time, a top Government official has gone on record as opposing ship runaways. Labor Secretary James P. Mitchell has thrown his support behind Sen. Warren G. Magnuson's bill (S. 1488) to restrict ship transfers. Mitchell said the proposed legislation would strengthen the competitive position of American-flag shipping and guarantee a pool of trained seamen for defense needs.

The Labor Secretary's views flatly contradicted those of the Defense Department, which opened the door last week to unrestricted ship transfers. The Defense Department told the House Merchant Marine Subcommittee in effect that it didn't care how many American ships were transferred, or what types, so long as the foreign corporations owning the vessels are American controlled.

The Department indicated that it had no objection to transfer of C-type ships, or even to passenger liners. A department spokesman said specifically that the Navy would rather see the SS America of US Lines transferred, if the company wanted to get rid of it, than go into the lay-up fleet and remain inactive. He also said the Navy would approve transfer of C-type ships if it felt the country was getting enough in return.

'Effective Control' Challenged
Behind the Navy's position were the controversial opinions that transfers are needed to insure new construction, and that ships transferred to foreign registry, but owned by American citizens, are under "effective" United States control. Both opinions have been sharply questioned by maritime

unions and a number of Congressmen. Only recently, Sen. Warren Magnuson summed up his doubts by pointing out that foreign-flag ships are legally and technically under the control of foreign governments, and are not subject to American control.

US Gravelly Short On Ships

In other testimony, the Navy department official disclosed that the merchant fleet is more than 100 ships short of mobilization needs, even if the Government counts runaways as being under "effective" United States control. He said the deficiency included 110 dry cargo ships equivalent to the C-3 class, 29 reefer cargo ships or the R2-S-BV1 class, and four heavy lift ships equivalent to the C-4 type converted by MSTs.

Under questioning by committee members, he admitted that tanker tonnage was defective in quality, because most of the ships were old and too slow. The Government also needs special type ships, like roll-on-roll-offs, and container ships.

The Navy Department's position represents a radical departure from the traditional concept, embodied in the 1936 Merchant Marine Act, that the US merchant marine consists of American-flag ships only. The new view is that the merchant marine, for defense purposes, embraces American-flag tonnage and runaways owned by American citizens.

Besides the loss to the American fleet, the transfer of 229 tankers and an untold number of dry cargo ships has resulted in stiff new competition with remaining American flag ships. The maritime unions have pointed out that this competition makes it more difficult for American tonnage to get cargo, and raises increased demands for the right to transfer. The transfers also discourage Americans from operating ships under the US flag.

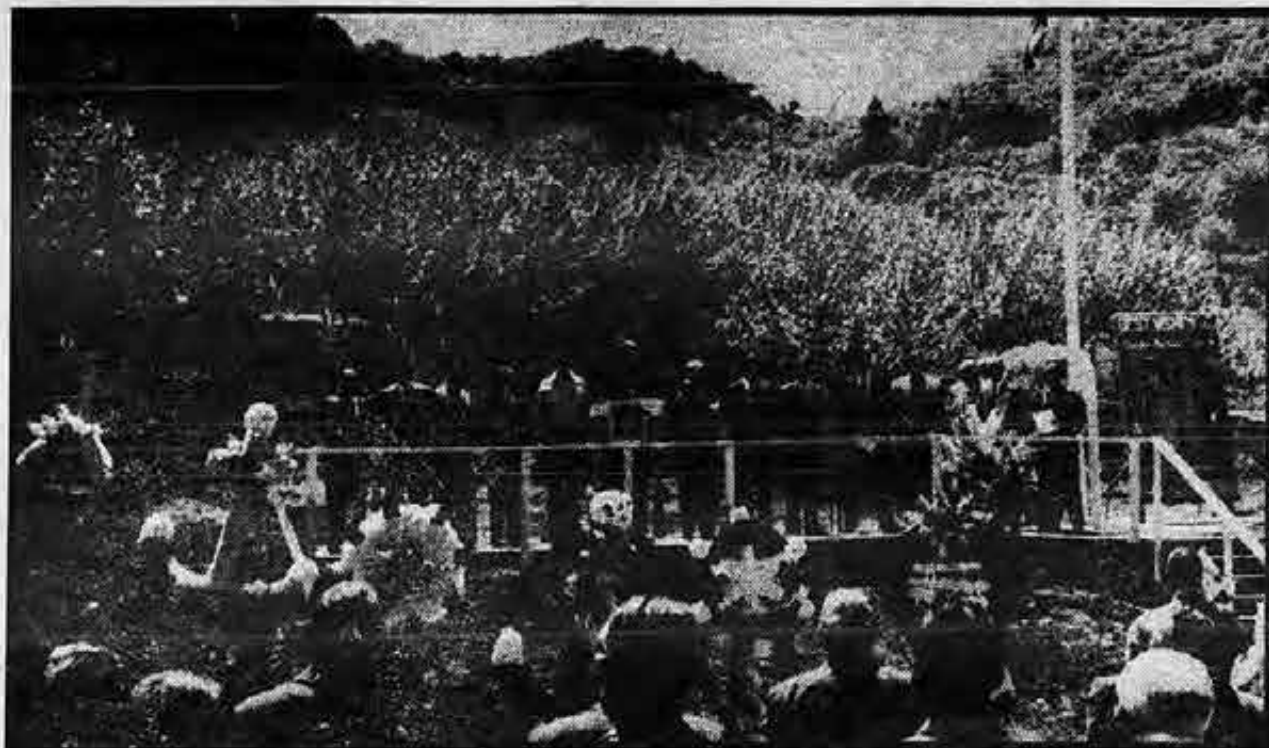
In his letter to Sen. Magnuson, Labor Secretary Mitchell makes the same point: "Unrestricted transfers, and particularly the possibility of transfer to registry in countries with lesser social and safety standards than those in the United States, could serve to intensify the reduction of shipping opportunities for United States flag ships."

The SIU and other maritime unions have also argued, in agreement with Sen. Magnuson, that ships registered under foreign laws are legally foreign, regardless of ownership, and that the United States could not control these ships unless it seized them. Regarding the runaways as under American control, is, in the view of the SIU, taking a dangerous gamble with national security.

The Navy's position also give a green light to continued tax evasion by American citizens.

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.



Launch MCS Center For Ship Trainees

Orchard and lush California greenery form backdrop for dedication of new Marine Cooks and Stewards Union training and recreation center at Santa Rosa. The Rt. Rev. Msgr. Matthew Connolly (at mike) made the invocation. Among those on platform were MCS Administrator Ed Turner (5th from right), SIU San Francisco Port Agent Marty Breithoff (4th from right) and SUP Secretary-Treasurer Morris Weisberger (far right). At right, instructor whips up cake in bake shop of the \$500,000 installation.



SUP Improving Hq Hall

SAN FRANCISCO—Improvement of its headquarters hall to provide additional facilities for the West Coast membership has been undertaken by the Sailors Union of the Pacific. The "West Coast Sailors" announced that the facilities would include a recreation hall containing pool and card tables and a smoke shop in one area; a barber shop, and an expanded and properly policed parking lot.

The new recreation hall will be built by putting in a mezzanine deck over the large gymnasium in the basement of the building. It will have enough room for eight pool tables, a number of card tables and the smoke shop which would be moved from its present location. The barber shop will be installed where the smoke shop now exists.

The parking lot will be placed in the rear of the hall where a cleared area now exists. The lot will be fenced and graded to

provide space for approximately 95 cars. The space will be reserved for SUP members with any vacant spots being rented to outsiders at the commercial rate. Parking will be free for members on meeting nights and 15 cents per day on other occasions to cover maintenance of the lot and the attendant's services.

In addition to the facilities under construction, the Sailors headquarters contains a gym and steam room, shower room, library, cafeteria, bar, locker room, baggage room and other conveniences.

Tax Man Spells Out Tax-Dodging

Much has been said in the SEAFARERS LOG in recent years about the tax-dodging opportunities offered to shipowners under the Liberian flag. This information has now been confirmed by Ralph S. Gayton, an official of the Bureau of Internal Revenue.

Gayton pointed out that the only time a runaway company pays taxes to the US is if it pays dividends to American stockholders and they pay some taxes. Otherwise, Gayton pointed out:

- The Bureau can't impose any penalty on foreign companies which withhold earnings.
- A US ship operator transferring and selling a ship foreign pays no capital gains tax if payment is made in the form of a stock transfer instead of cash, and the stock transfer is listed as less than the going market price.
- Profits of a runaway operation can be transferred to the American company without any US tax. The foreign operation simply gives the parent American company an interest free "loan" or transfers the profits by buying additional stock of the American company.

Swedes Plan Pullman-Style Tour Ship

With transatlantic passenger traffic booming to record highs, the Swedish-American Line has announced it will build a low-cost cafeteria-style vessel for this trade. The vessel will also contain an auditorium seating 800 people, making it suitable for use as a floating convention ship.

The new vessel will be a scaled-down version of the type of ship proposed by New York hotel man H. B. Cantor more than two years ago. Cantor had proposed a 5,000-passenger superliner offering Pullman-type accommodations and meals at a wide selection of shipboard cafeterias, lunch bars and restaurants. He had also proposed using the ship as the site of convention meetings.

Cantor has applied for Government construction aid but has been unable to make headway in Washington where traditional three-class ship operators hold sway.

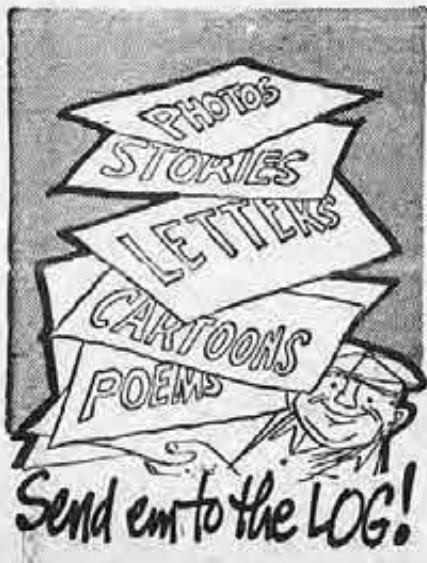
The new Swedish ship, as described by the president of the line, Eril Wijk, "will include a two-deck auditorium seating 800 persons and restaurants or cafeterias instead of the traditionally elaborate dining service."

Floating Convention Hall
The ship will either handle conventions at sea or will serve as a tourist-class cruise operation. As a cruise ship, it would accommodate 1,300 passengers. Another new Swedish-American ship, the Grips-holm, arrived in New York yesterday on her maiden voyage.

The SEAFARERS LOG pointed out in its February 1 issue that

Swedish, Norwegian, Dutch and other foreign operators were riding the crest of the transatlantic passenger boom by meeting the demand for one-class tourist ships. US operators are not tapping this market to any degree, with the exception of the Arnold Bernstein shipping interests who plan to put a one-class ship into service next spring.

Meanwhile, predictions of record-breaking demand for passenger space are being borne out and will probably surpass last year's high, even though there was a drop in travel in January and February because of the Suez crisis.



Dear Editor,

On Friday morning, April 26, I locked along side the pier in San Rico, a fire broke out in the hold aboard the S.S. Kathryn, Bull.

The fire alarm bell rang and men at five a.m. crewmembers were at the and other equipment near Capt. Olsen and Ch went down into the smoke quickly decided burning.

Seafarers Lick Fire On Kathryn

SAN JUAN—Seafarers aboard the Bull Line freighter Kathryn here fought for several hours before they were able to douse a fire which broke out in a jute cargo in No. 4 hold. The cause of the fire was not known, with spontaneous combustion considered the most likely offender. The fire, which did an estimated \$50,000 damage according to a company spokesman in San Juan, broke out on Friday morning, April 26. Ship's reporter Mike R. Zelonka wrote that "the fire alarm bell broke out the officers and men at 5 AM and immediately crew members were at the fire hoses at the other sides of the ship, the fire was

Your ship is NEWS!

All of the material on this page, selected from recent issues of the SEAFARERS LOG, was sent in by ship's reporters and other Seafarers who believed their experiences would be of interest to the membership at large. Their letters and photos are typical of the kind of "raw material" which helps the LOG strive for its objective—that of producing a newspaper which truly reflects the activities and experiences of the membership itself, as well as the official actions of the Union and developments in the industry.

It was Seafarer Mike Zelonka who supplied the information about a fire on the Kathryn in San Juan; Seafarer John C. Green who submitted the dramatic account of the Feltore crew's four-day struggle to keep the ship afloat. The first eyewitness account of the voyage of the Kern Hills into the Gulf of Aqaba came from Seafarer Frank Throp, while Seafarer Merwyn "Doc" Watson contributed the photo of the Fairland on her last voyage as a conventional cargo ship.

A fire in the hold, a crippled ship, an historic voyage are incidents which are obviously newsworthy. Also newsworthy, if less exciting, are the day-to-day experiences of Seafarers in the course of their voyages on the various trade routes.

To sum up, membership participation is what makes the LOG a membership newspaper. Your ship is news. Pass on the news to the LOG!

4-Day Battle Saves Crippled Feltore; Ship Back In Action

After being adrift and partially flooded for nearly four days early in February, the SIU-manned Feltore (Ore Line) reached port safely thanks to the exertions of officers and crew aboard.

The temporary disabling of the Feltore was reminiscent of the accident which involved the Steelore, a sister ship in January, 1955. In that instance, the Steelore was temporarily disabled.

Green reported, the engine room gang was working frantically to close valves and get pumps working. For a while, he said, the "2nd engineer, and Manuel Rendueles, FWT, were diving into water to stop the water from coming in. For 2 1/2 hours both men were working mostly under water and losing all kinds of wrenches, nuts and bolts until they finally secured the rest of the line." Cargo pumps and large suction pumps were put to work until finally the water started recede.

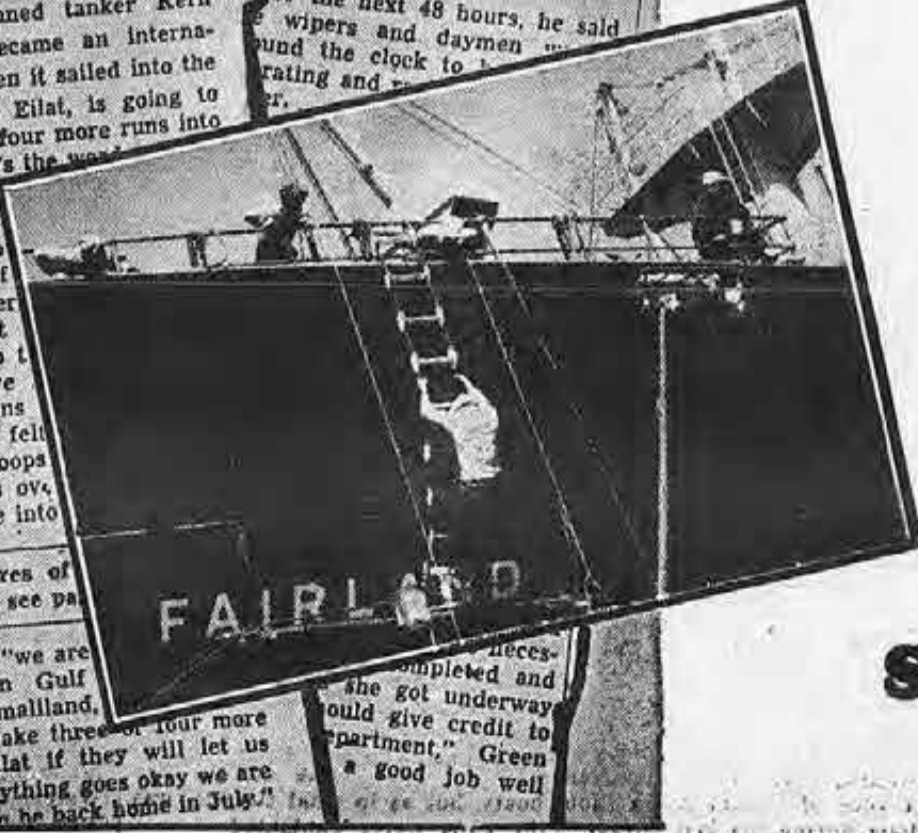
SIU Tanker Plans More Israel Trips

The SIU-manned tanker Kern Hills, which became an international issue when it sailed into the Israeli port of Eilat, is going to make three or four more runs into that port. That's the word from Seafarer delegate.

Reporting on the Kern Hills' voyage into the Gulf of Aqaba, the delegate wrote: "We were there until we went back to whereupon we were then on we felt ease." UN troops occupying hills overlooking entrance into

For pictures of Israeli port, see page

He adds, "we are in the Persian Gulf French Somaliland, we are posed to make three or four more runs to Eilat if they will let us. If everything goes okay we are to be back home in July."



SEAFARERS LOG



YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

June Offers Some Price Cuts

Sharp early-summer price cuts on household appliances are making available some good values in some brands of air conditioners, 1957 model TV sets and other mechanical equipment. Even while other living costs have been rising, retail prices of home appliances have gone down about 14 percent since 1951. The causes are keen competition among manufacturers and retailers, spurred on by heavy production, the rise of discount houses, and the general breakdown of Fair Trade laws by which makers and sellers until recently were able to prevent price-cutting.

In general, however, the overall cost of living is heading for record new heights later this summer and early in the fall, even while signs of deflation are appearing. Some prices of raw materials and wholesale commodities are leveling off. But your family will still have to pay the bill this summer for the inflated price levels of wholesale commodities established by businessmen earlier this year.

Here is a quick guide to trends you can expect this summer in basic living expenses:

- Food prices will be at high levels this summer as meat especially continues its present steady climb.
- Clothing prices are slightly higher this summer than last, including work clothes, with shoes especially expensive. But improved quality is noticeable in some apparel (see below). Annual cut-price shoe sales start in late June and continue through July.
- Used cars cost more this year than last. Traditionally, used car prices come down after July 4th.
- Houses are at peak prices, with home-building off sharply to a present annual level of 880,000 new houses compared to 1,400,000 in late '55.

Here are tips on buying air conditioners which can help keep down your living expenses in this period of record-high costs:

AIR CONDITIONERS: This year's room coolers are improved over last year's models, and prices of some brands are being cut sharply.

The 7½ ampere models which were introduced last summer now have become the most popular type. This year's models deliver more BTU's (the measure of cooling capacity), and design has been improved. In general, the 1957 models are more compact and don't protrude as much. Some models can be mounted either completely inside or outside the window so the window can be opened or closed, which was not possible with the older air conditioners.

7½-AMP Conditioners

The 7½-amp conditioners deliver about 85 per cent of the cooling capacity of the more powerful 10 or 12-amp models, but don't require heavy-duty 230-volt wiring which many older homes and apartments don't have. The 7½-amp models are adequate for the average room except for very hot or humid situations. They can be



used on a 115 volt line if the same circuit is not used for other electrical appliances. But the advertising of the manufacturers and advice of retailers may be a little deceptive in this respect, because even the less powerful air conditioners can cause an overload if other appliances are operating at the same time. A 7½-amp model uses less current than an electric iron or toaster. But the drain on current when it is first turned on is heavy, the Better Business Bureaus point out. Also in some cities, the electrical code requires you have heavier 12-gauge wiring instead of the ordinary 14-gauge, with a three-prong plug and three-hole receptacle which provides for grounding.

Retail prices of air conditioners rise with the temperature, and vary even from day to day, a major distributor reports. Best time to buy is during a cool spell when manufacturers and retailers both get anxious and cut quotations. One of the most reasonably-priced air conditioners (the Admiral) is already sold out in some cities. But prices are being sharply cut on other models, especially that of one manufacturer (Feddars) who is offering dealers a paid vacation if they sell a certain number. This manufacturer's 7½-amp, ¾ hp unit which lists at \$330, and cost dealers \$197, is being sold by some for \$217 and as little as \$202 by large-volume retailers. The dealers also count on making an additional \$7-\$8 profit from the installation, worth about \$15-\$20, plus a year's service contract.

BTU ratings of the various brands are not a wholly reliable guide to comparative value because there are other factors in efficiency, and BTU ratings are not completely standardized. But this is the most important single comparison you can make. Room air conditioners are generally ¾ hp (which is the same as ¾ ton) or 1 hp. The ¾ hp size is the most popular, and the 1 hp models are used for larger rooms or rooms where the heat or humidity problem is severe, as in a room unprotected by shade.

Note that a 7½-amp, ¾ hp air conditioner is not the same as a ¾-hp conditioner that draws 10 or 12 amps. Even though both have the same hp or ton rating, the higher-amp model has more cooling power. Thus there are three main facts to get: the horsepower, the amperage, and the number of BTU's delivered per hour. A good air conditioner also should have automatic temperature control so you can set for the temperature you want; a two-speed fan for night or day; a filter easy to get at for replacement; a powerful exhaust to draw out stale air, and a quiet-running motor.

Port Seattle Jobs Reach 4-Year High

SEATTLE—Shipping here hit a four-year record high of 182 Seafarers dispatched during the past period. It was the highest recorded total since May, 1953.

Undoubtedly, West Coast shipping surpassed that figure on several occasions during the Korean war.

Other high shipping totals were reported on December 25, 1953, when a total of 178 men shipped out; December 9, 1955, 157 shipped, and 152 on December 10, 1954. All of these were abnormal pre-Christmas totals. The welcome spurt of activity promises to continue for awhile, Jeff Gillette, port agent, said.

Eight Payoffs

Eight vessels paid off and signed on, and four ships were in port to be serviced during the past two weeks, Gillette reported.

The Westport (New England, Ind.), Northwestern Victory (Victory Carriers), Ocean Eva (Ocean Carriers), Rebecca (Maritime Overseas), Seagarden (Penn. Nav.) and Waterman's Kyska, Maiden Creek and Wild Ranger paid off and signed on. The Portmar, Marymar, Kenmar, Flomar (Calmar) were in port to be serviced. There were no major beefs.

Hq Demands \$ From Runaways

NEW YORK—The crews of two US Petroleum runaway tankers had to be repatriated by air, reports Claude Simmons, port agent, when the ships transferred while in foreign ports. Both vessels transferred to the Liberian flag, the Arickaree while in Aruba and the Stony Point while in Antwerp.

They are part of the Onassis-controlled tanker group which is being transferred under a deal to build three supertankers.

"Since both of these vessels were on foreign articles and out less than a month," Simmons announced, "we are demanding an additional month's wages for these crews. We believe they are entitled to this under the US navigation law." The membership will be informed as to the outcome of these cases, he said, so they will know their rights should there be any future instances of this kind. Another crew repatriated by air

came from Greece off the Heywood Brown (Victory Carriers).

The transfers were part of a transfer-build package deal between the Maritime Administration and Onassis. The MA gave permission for the transfer to Liberian flag of 12 tankers and two Libertys operated by Trafalgar Steamship, USPC, Western Tankers, and Victory Carriers. In return, Onassis was to build three super tankers, one of 100,000 tons, and two of 50,000 tons, all for US operations.

The exchange would liquidate the three tanker companies, while Victory Carriers would continue to

operate its fleet of seven Victories and the three new tankers. Its last Liberty is still to go.

As the story now stands, 10 of the vessels have been transferred, while the three supers are still on paper. Concern over the transfer issue had been expressed by the House Merchant Marine Committee recently with several of the members calling for tighter conditions. Committee members felt that there were not enough guarantees that the new ships would ever be built.

Three Tankers Left

As for the companies involved, Trafalgar Steamship is inactive, USPC is now cut down to two vessels and Western Tankers to one.

Shipping, Simmons reported, continued to be very active in this port during the last two weeks. There was a total of 46 ships in port during the past period—22 paying off, 5 signing on, and 19 in transit.

The Stony Point, Arickaree (USPC); CS Miami, Government Camp, CS Norfolk (Cities Service); Coalinga Hills (Waterman); Alcoa Pointer, Alcoa Pilgrim, Alcoa Planter, Alcoa Ranger, Alcoa Roamer, Alcoa Puritan (Alcoa); Angelina, Frances, Kathryn, James Bowdin, Beatrice, Elizabeth, Frances (Bull); Steel Executive, Steel Chemist (Isthmian) and Warrior (Pan-Atlantic) paid off while the Steel Chemist (Isthmian), Warrior (Pan-Atlantic), James Bowdin (Bull) and Cities Service Miami and Norfolk signed on.

The following in-transit ships were in port to be serviced: Steel Designer, Steel Traveler (Isthmian); Pan Oceanic Transporter (Penn. Nav.); Arlyn (Bull); Seatrains' Louisiana, Texas, Savannah, Georgia; Yorkmar, Massmar, Alamar (Calmar); Maxton, Almema, Beauregard, Ideal X (Pan-Atlantic); The Cabins (Terminal Tankers); City of Alma, Fairland (Waterman) and the Alcoa Ranger (Alcoa).

SEAFARERS IN ACTION

Food and cooking were not the only things mentioned in the ship's minutes during the past few weeks. Seafarers John Johnson of the Royal Oak and Jake Hansen of the Jean Lafitte received votes of thanks from their shipmates for their generosity. Johnson repaired the crew radio at his own expense. He must either be a music lover, or a staunch baseball fan. Hansen received the crew's appreciation when he bolstered the ship's fund with a generous contribution.



Hansen

As to delegates, there is no finer show of appreciation for an outstanding job than to be re-elected to the position. Brother W. Smith submitted his resignation as ship's delegate of the Del Viento, but a motion was made and carried, that he be re-elected with a vote of thanks for a "job well done during the last voyage."

Among the cooks and stewards mentioned, one was picked out for special mention. Shipmates on the John B. Waterman were high in their praise of the excellent cooking and service from the steward department. They gave a vote of thanks to chief steward Tony Sosa for the operations of his gang.

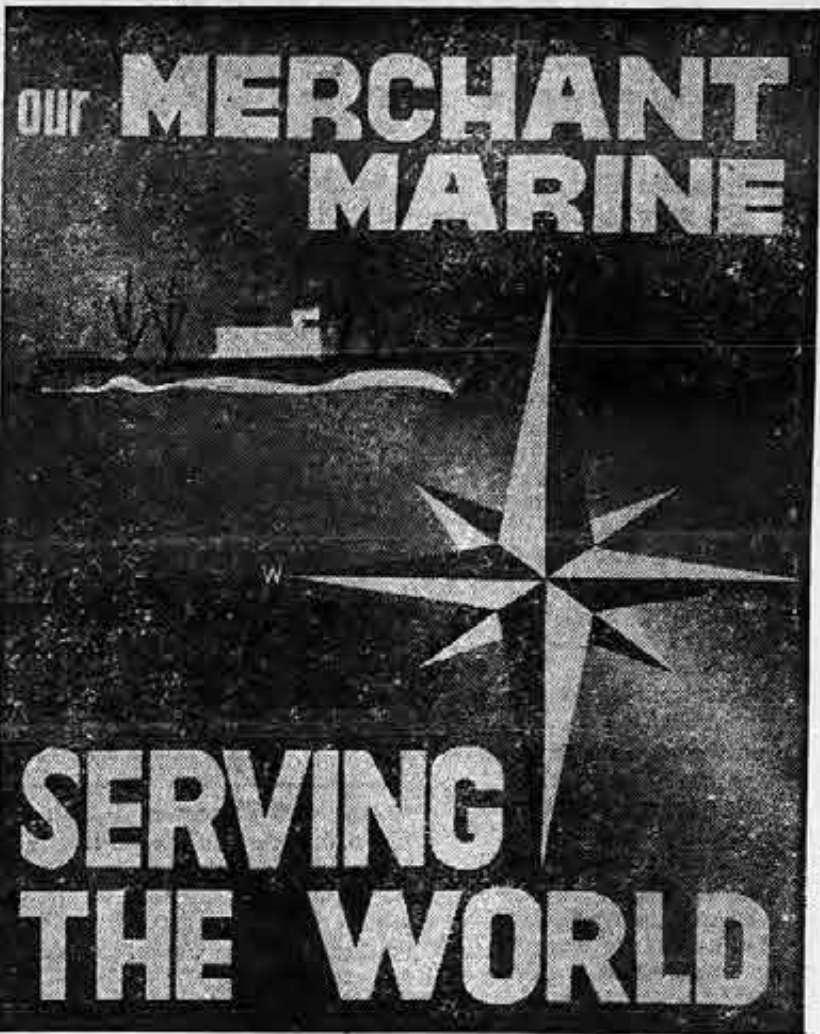
Seafarers on the Afoundria

claim that no meal is too complicated for chief steward M. P. Lee. When the Captain asked Lee if he could make lobscouse, Lee, being a "fellow Swede," proved equal to the task. A check with Webster's dictionary offered the recipe: a stew of meat, potatoes, onions, shipbiscuit, etc. The shipbiscuit was supplied by the hardtack from one of the lifeboats, but as to what the etc. was, the gang never explained.



Lee

Marks Maritime Day



Reproduction of the official poster displayed on US Post Office trucks this week in honor of Maritime Day, May 22. The celebration commemorates the first transatlantic crossing under steam by the Savannah in 1819. A Baltimore high school student designed the poster.

P-A To Transfer 'Piggyback' T-2s

Pan-Atlantic Steamship Corp., which launched its "piggyback" T-2 service in the Atlantic and Gulf coastwise trade a year ago, is now going to abandon this method of carrying trailers and concentrate exclusively on dry-cargo container-ships.

The company some time ago announced plans for converting a number of C-2s into container ships and work on the first of these, the Gateway City, has already gotten underway in Mobile. Work on the Azalea City, Bienville and Fairland is slated to follow.

Now, however, the Maritime Administration—in return for the conversion of ten C-2s by Pan-Atlantic—has agreed "in principle" to the transfer foreign of the four Pan-Atlantic T-2s.

Up until now the T-2s have been used for the "piggyback" service, in which trailers are carried between Houston and New York on specially-built flight decks.

After launching the "piggyback" service in April, 1956, Pan-Atlantic sought to expand it by buying additional Government tankers. But the legislation needed failed to win Congressional approval.

The initiation of an Atlantic Coast trailership service with specially-constructed "roll on-roll off" ships was also in the company's plans originally. Apparently the company figured on using the "piggybacks," with their added decks, to augment the specially-built "roll-ons" in this trade.

The four T-2s for which the MA has given transfer approval include one owned by the Sword Line, which is controlled by Pan-Atlantic. This is the Coalinga Hills, now under charter to Pan-Atlantic. The others are the Ideal X, Almerna and Maxton.

The terms of the transfer approval give Pan-Atlantic 18 months to complete its C-2 conversions, which are being done by the Gulf Shipbuilding Co., just outside of Mobile.

It is expected that the new

Norse Sea Sports Get 'Head' Start

In case there's any seamen who want to learn a new way to use their heads, the Norwegian Seamen's Welfare Council has arranged for Henry Johansen, Norway's best known soccer goalie, to hold a soccer clinic at Red Hook playgrounds in Brooklyn.

The council sponsors matches in most track and field sports, swimming and soccer games between seamen on Swedish, Norwegian, Danish, Finnish and Icelandic vessels.

In 1956, the five nations, through a central clearing office in Oslo, had reports of 3,000 soccer games played by 563 ships in 100 ports throughout the world. Results of the games are sent to the central office where records of the team standings in the different leagues are broadcast once a week to the fleets. Trophies and awards are given at the end of the year.

Johansen is holding his classes at 6 PM each evening for 20 days starting May 15. He will then go to Baltimore and conduct a clinic for another group of ships expected there.

The council's sports clinic also includes instruction in track and field, swimming and group leadership activities.

"lift-on" service will be inaugurated later this year in a run between Houston, Tex., and Port Newark, NJ. It is also expected that, because of Pan-Atlantic's emphasis on "lift-ons," the company will suspend its coastwise break-bulk service sometime this month.

Among Our Affiliates

The SIU Canadian District has been certified as bargaining agent for the British-registered cable layer, John W. McKay. Opposition to the SIU was voiced by the Commercial Cable Company. Basing its arguments on a 1931 Merchant Shipping Agreement, it contended that the SIU application for certification was out of its jurisdiction. Actually, SIU representatives contended, the vessel's home port was Halifax, Nova Scotia, and all British ships could be asked to follow the same rules as Canadian ships in Canadian waters. The Canadian Labor Relations Board agreed that Canadian crews sailing these ships were entitled to the rights enjoyed by other Canadian seamen.

Election of officers of the SIU Great Lakes District will be held aboard all of its contracted ships during the month of August. The positions of secretary-treasurer, and port agents in Detroit, Buffalo, Cleveland, Duluth, South Chicago, and Alpena are to be filled.

The SS Kaiser Gypsum which arrived at the Golden Gate on May 1 with a cargo of 16,800 tons of chrome ore, helped set a number of records. To start with, the cargo, which was hauled from Redwood City by 40 trucks, comprised the largest overland ore shipment ever undertaken in the San Francisco Bay area. It was also the largest cargo of any kind to be brought into or shipped out of Redwood City, and the vessel was the largest to enter the port. In keeping with these records, the ship was unloaded at intervals of about six minutes around the clock. The vessel, to be renamed the SS Harry Lundeberg, is crewed by the Sailors Union of the Pacific.

A seven percent wage increase, and a six percent overtime, cargo, and penalty rate increase has been negotiated by the Brotherhood of Marine Engineers in a contract reopener with the Al Peirce Co., operator of the MV Coos Bay. The reopener was provided under the terms of a general agreement signed with the company last May. The new pay rates are effective as of March 1, 1957.

The Staff Officers' Association has announced a new "first" in maritime industry benefits. The groundwork has been laid for the institution of a severance pay program which will pay a benefit of approximately \$100 for every year of service. The plan, to be administered by the Union and company trustees of the pension plan, will be open to all members after ten years' service.

Shipping Round-Up & Forecast

May 1 Through May 14

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	9	4	5	4	9	0	23	8	31
New York	107	16	87	21	61	5	255	42	297
Philadelphia	27	1	18	5	18	0	63	6	69
Baltimore	66	16	45	23	39	19	150	58	208
Norfolk	16	6	8	6	6	6	30	18	48
Savannah	11	3	6	3	8	0	25	6	31
Tampa	10	5	7	8	7	1	24	14	38
Mobile	32	9	34	6	17	5	83	20	103
New Orleans	46	16	26	11	41	10	113	37	150
Lake Charles	15	6	14	4	1	2	30	12	42
Houston	22	13	23	6	14	9	59	28	87
Wilmington	8	4	5	7	6	3	19	14	33
San Francisco	26	12	16	13	19	12	61	37	98
Seattle	22	20	12	22	12	9	46	51	97
Total	417	131	306	139	258	81	981	351	1332

Port	Shipped						Total A	Total B	Total C	Total Ship.			
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C							
Boston	6	4	2	5	3	0	3	1	14	8	3	25	
New York	87	13	13	53	17	19	60	5	15	200	35	47	282
Philadelphia	26	6	3	23	10	3	15	7	3	64	23	9	96
Baltimore	81	24	5	51	22	25	36	19	17	168	65	47	280
Norfolk	1	0	0	0	0	1	0	1	0	1	1	1	3
Savannah	5	2	1	2	0	3	7	0	3	14	2	7	23
Tampa	4	2	1	7	4	1	8	0	4	19	6	6	31
Mobile	35	10	4	18	6	13	19	7	6	72	23	23	118
New Orleans	48	11	6	21	7	8	27	7	5	96	25	19	140
Lake Charles	9	3	0	10	4	3	5	3	1	24	10	4	38
Houston	29	12	4	23	8	14	17	1	11	69	21	29	119
Wilmington	13	8	1	7	7	2	9	5	2	29	20	5	54
San Francisco	20	9	6	13	7	2	8	7	7	41	23	15	79
Seattle	31	32	13	23	23	11	24	12	13	78	67	37	182
Total	395	136	59	256	118	105	236	75	88	889	329	252	1470

SIU shipping hit the high mark of the last two months in the past two weeks. The booming job activity produced a figure of 1,470 men dispatched through SIU halls during the period. Registration hit 1,332.

Ten ports shared in the shipping boom. One of them, Seattle, reported its best shipping in the four years since the Korean War. The others were Boston, New York, Philadelphia, Baltimore, Savannah, Tampa, Mobile, Lake Charles and Houston. Baltimore and New York were virtually even.

Only Norfolk, New Orleans, Wilmington and San Francisco showed declines. The two West Coast ports, with Seattle, are still quite busy, but Norfolk is very quiet. New Orleans is holding its own.

The greatest lag between shipping and registration showed up in the steward department, although the other departments each shipped more men on their own. Toughest jobs to fill, evidenced by the high class C figure, are in the black gang. However, class B shipping and registration for all departments ran neck and neck.

On the seniority side, class A men accounted for 61 percent of the total jobs shipped, class B for 22 percent and class C for the rest. This represents a small increase for class A and a corresponding decrease for B men. The proportion of C shipping was the same as in the previous two weeks.

The following is the forecast port by port:

Boston: Fair . . . New York: Good . . . Philadelphia: Good . . . Baltimore: Good . . . Norfolk: Very slow . . . Savannah: Fair . . . Tampa: Fair . . . Mobile: Good . . . New Orleans: Good . . . Lake Charles: Fair . . . Houston: Good . . . Wilmington: Fair . . . San Francisco: Good . . . Seattle: Good.

'Can-Shakers' Have No OK

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

Bill Urges Strict Rules On Sea Jobs For Aliens

WASHINGTON—A bill which would tighten restrictions on the hiring of alien seamen on US-flag ships has been proposed in the Senate by Sen. Warren G. Magnuson of Washington. The bill is now under study by the Senate Interstate and Foreign Commerce Committee, of which Sen. Magnuson is chairman.

The most important provisions of the bill, which would spell out the present United States Code governing the hiring of aliens, are as follows:

- All applicants for Coast Guard papers would be required to have a sufficient knowledge of English, both written and spoken, to perform all shipboard duties required and carry out the orders of the officers.

- Excluding licensed officers, 75 percent of the crew would have to be native-born or naturalized US citizens unless the Coast Guard waives this requirement because of a manpower shortage.

- On any subsidized vessel, except passenger ships, all of the crewmen must be native-born or naturalized citizens. On passenger ships, 90 percent of the crew, including officers, must be citizens; and, in either case, all of the licensed officers must be citizens.
- More rigid restrictions are laid down for the replacement of crewmembers by aliens during a foreign voyage, and violations of these restrictions would be subject to fines of \$50 a day for each alien illegally employed.

The present bill is identical with one which Sen. Magnuson introduced during a previous session of Congress and which was supported, for the most part, by the Department of Commerce, but opposed by the government of Puerto Rico. The Commerce Department went

on record favoring stricter controls over alien hiring "in the interests of the national economy and national defense," and supported the bill with the recommendation that even tighter restrictions be placed on the hiring of aliens for US passenger ships.

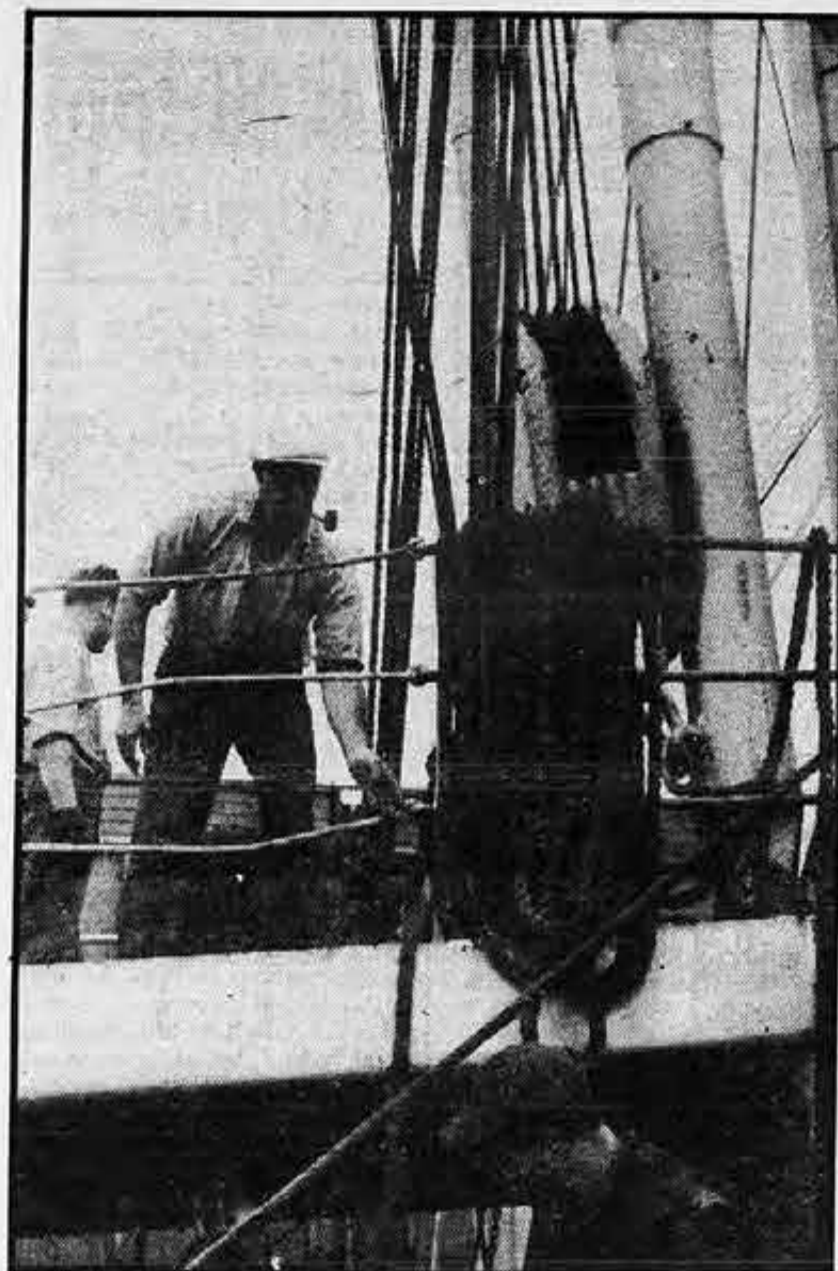
The Puerto Rican government opposed the bill and expressed the fear that its passage could possibly cause Puerto Rican seamen to lose their jobs on US ships if a written English test was also applied to them as US citizens.

Regardless of the fate of the present bill, it appears very likely that the number of jobs for alien seamen aboard US ships will continue to decrease as the demand for Federal subsidies continues to increase, since stringent regulations governing the employment of aliens on subsidized ships already exist.

Many of the largest non-subsidized lines such as Waterman, Isbrandtsen, Isthmian and States Marine are already seeking subsidies, and this trend toward total subsidization will undoubtedly continue, with a consequent squeezing-out of the alien seaman.



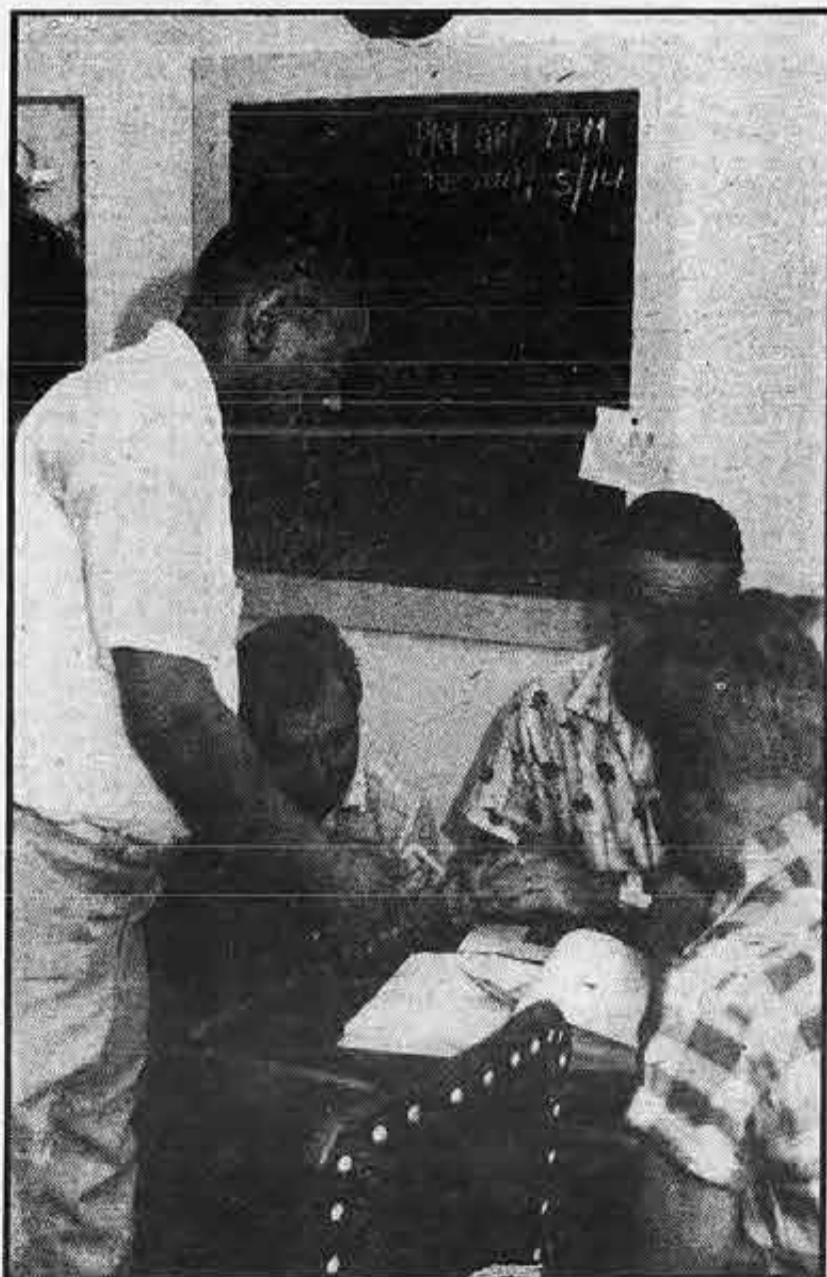
HOME PORT



Bosun George Douglas (with pipe) prepares to lend a hand in unrigging the jumbo boom for unloading. The ship carries general cargo south, bauxite northbound.



Shipping commissioner officiates in saloon at signing of articles for new voyage. George W. Williamson, wiper (in T-shirt), waits turn. Mate looks on.



SIU patrolman Malcolm Cross (2nd from right) is on hand to settle beefs, collect dues. With him (l to r) are J. Brasfield, stwd.; M. Irogoyew, oiler, and C. Newton.

FOR a ship, the arrival at home port means a breathing spell between the last voyage and the next. Incoming cargo is discharged, and stores and outbound cargo starts coming aboard.

It's a time to clean ship, complete repairs, get replacements for worn-out gear and a hundred other details.

For the crew, it's payday and the chance to sign off or make another trip. There's time now to visit with the family and friends who may live nearby; to drop in at the Union hall, see a show or try a change of menu at a shoreside restaurant.

The work still goes on for those remaining aboard, as these pictures taken on the Alcoa Puritan in New York last week show. Outbound for Venezuela, Trinidad, Georgetown and Paramaribo on a regular monthly schedule, the Puritan was here and gone again in a few days.



Safety delegates Roy Poole, steward utility (left), and 2nd electrician James C. Dial check off finished repair.



Juan Dopico, OS (left), hands carton of fresh fruit to pantryman Alex Stevenson during storing of chillbox.



Phil Roshke, OS, watches Dr. George Raskin take a reading on his blood pressure before signing on again.



Finishing shave in foc'sle, Emmitt Connell, oiler, gets set to dress and go ashore during time off.

Seafarers Assist Last Rites



Seafarers in San Francisco serve as pallbearers at funeral of fellow Seafarer Orville Abrams, who died at local marine hospital. He left his last ship, the Stony Point, for hospitalization in Yokohama over a year ago. On the left (front to back) are Otto Palsson, Jessie Cabral, John Worley (partially hidden) and Nick Stephane. At right, H. Thomas, A. Waterbury (hidden), Port Agent Marty Breithoff and undertaker's aide.

May Salvage '42 Torpedoed Cargo

MOBILE—The \$3 million cargo which went to the bottom when the Waterman freighter Warrior was torpedoed during World War II may be salvaged, if the plans of a New Orleans deep sea diver work out.

However, the job will be a tough one, says a Mobile Seafarer, Horace Carmichael, who was chief steward on the SIU-manned ship when she was sunk off Trinidad on July 1, 1942, bringing death to seven of the 55 men aboard her.

The salvage job, Carmichael says, will be difficult because the ship went down in 70 feet of water "and there are some mighty strong currents there."

Nevertheless, John True, a deep sea diver and president of the Marine Research and Survey Co. of New Orleans, says he plans to tackle the job "in the near future." True will be after the valuable cargo which, he says, includes steel, copper and aluminum.

Carmichael's last ship was the Gateway City, which is now being converted into a Pan-Atlantic "lift-on." The 43-year-old Seafarer has been sailing 20 years, and although he was on a number of ships that were shot at during the war, the Warrior was the only one sunk.

Sunk In 3 Minutes

Describing the torpedoing, which sent the 12,000-ton freighter to the bottom in three minutes, Carmichael attributed the terrific explosion which virtually split the vessel in half to high test gasoline stored amidships. The ship, bound for the Red Sea, had airplanes and tanks stored on her deck, he said.

Carmichael said the ship carried 43 seamen and 12 members of a gun crew. Of these, three seamen and four gun crew members were killed. The other 48 men, after eight hours in a lifeboat, were picked up by a US destroyer, then rushed by plane back to the States, where they promptly shipped out again.

Eight of the survivors, including Carmichael, were from the Mobile

area, but Carmichael says he doesn't "believe any of them are around here now. They may have gotten other ships or left the sea altogether. But I sure would like to know what happened to them."

Among these men were Earl L. Hearn, third engineer; Alfonse Hertsack, chief cook; Henry Davis, second cook; Edward McMillen, messman; Nathaniel Avier, and W. C. Chisholm, first assistant engineer.

Any of these men wishing to contact Carmichael can reach him at 954 Chastang St., Mobile.

LA-'Frisco Roll-On Run Under Study

SAN FRANCISCO—A new concern, Pacific Trailer Ships, Inc., has announced plans to operate a truck and trailer roll-on-roll-off overnight steamship service between San Francisco and Los Angeles. The California Public Utilities Commission has granted the company a sole franchise to operate intrastate between the two ports.

The company announced it will build two specially designed 660-foot, twin screw, high speed vessels. The ships will contain essential defense features to enable them to convert the vessels into tank and motorized vehicle carriers with a minimum amount of alteration and loss of time.

The Navy Department has unofficially indicated a favorable attitude towards the preliminary designs and plans, which were prepared by George G. Sharp Co., naval architects and engineers.

Because of the rapid turnaround possible in roll-on-roll-off operations, the ships could make several trips a week.

LABOR ROUND-UP

A three-year contract has been signed between the Glass Bottle Blowers and the Glass Container Manufacturing Institute, which represents some 40 major glass manufacturers. The agreement calls for a wage increase of almost 28 cents an hour, better vacation and holiday programs, and allows for jury duty.

"Progress toward consolidation has far exceeded expectations," reported Claude Jodoin, president of the Canadian Labor Congress. In its 12 months of life, the federation has seen the merging of rival unions in six of Canada's seven provinces and in 30 out of 39 cities. It has also chartered 45 new locals.

A House Judiciary Committee has held hearings on charges by the California labor organizations that a contract between California farmers and Japanese laborers was "a shocking document of labor exploitation which recalls the indentured servant practices of colonial times." AFL-CIO state organizations said that the workers were shackled to a contract that no civilized nation would tolerate.

The Hotel & Restaurant Employees Union was recognized as bargaining agent for the employees of three restaurants operated by the family of Vice President Richard M. Nixon. The union was recognized by F. Donald Dixon, brother of the vice-president, when a check of union membership cards showed that after a year of experience with a so-called independent union, 80 percent of the employees favored the AFL-CIO affiliate as their bargaining agent.

The Supreme Court has ruled that the National Labor Relations Board can not refuse to take jurisdiction in cases involving trade unions acting as employers. The case involved the Teamsters Union and the Office Employees. The Office Employees had sought collective bargaining rights for 23 clerical workers employed in Teamster headquarters.

The Philip Murray Memorial Foundation, created to perpetuate the name of the late president of the CIO, distributed a total of \$963,204.70 to some 30 religious, charitable and educational organizations. The fund was set up in 1953 from gifts and donations from former CIO unions and private individuals. In issuing its final reports Arthur J. Goldberg, general counsel of the United Steelworkers and director of the fund, disclosed that the entire sum in the fund was expended without any administrative cost to the foundation.



MARY ADAMS (Bloomfield), Feb. 16 —Chairman, W. McBride; Secretary, F. Sullins. Discussion on cigarettes. Two cartons of cigarettes for each man. Suggestion to move gangway. New gangway suggested.

February 9—Chairman, R. Parady; Secretary, J. Austin. To elect new delegate. \$2.75 in ship's fund.

February 11—Chairman, W. Rhona; Secretary, J. Austin. Election of safety committee.

MARYMAR (Calmar), April 12 —Chairman, Jones; Secretary, M. Flood. \$23.34 in ship's fund. Elected new ship's delegate. Everyone to clean washing machine after using. Suggested steward to leave enough coffee out at night.

MORNING LIGHT (Waterman), April 12—Chairman, R. Lambert; Secretary,

Digest Of SIU Ship Meetings

W. Morse, New ship's delegate. Suggested that new delegate see about fixing water fountain in messroom. List posted in messroom detailing each department to take care of laundry. A vote of thanks to steward department for a job well done.

April 21—Chairman, W. Waldrop; Secretary, W. Morse. Patrolman to see port steward about getting ready cut steaks. Also a better grade of meats all around. A vote of thanks to the steward department for a job well done.

NATIONAL LIBERTY (National Shipping), April 14—Chairman, F. Bruggner; Secretary, A. Andersen. Some of delayed sailing over-time disputed. Most of repairs have been done. \$8.59 in ship's funds. Discussion about putting trash bucket in laundry. Gaskets renewed on all port holes. Discussion on why both domestic tanks are dry and portable water coming from aft peak. Vote of thanks to stewards department for food and good service.

OCEAN DEBORAH (Maritime Overseas), March 24—Chairman, Harding; Secretary, Weinbers. Due to broken hours, the night cook and baker wish to have separate rooms. Discussion on coffee urn and percolators. Ruled that we retain percolators.

ORION PLANET (Orion Steamship Corp.), Feb. 24—Chairman, M. McCosloy; Secretary, W. Bickford. Cannot get traveler's checks. Ship's delegate resigned. 4,500 Yen in ship's fund. New ship's delegate elected. April 7—Chairman, I. Barra; Secretary, C. Cadenhead. 4,500 Yen and \$1 in ship's fund. To get traveler's checks in Persian Gulf.

ORION STAR (Orion Shipping Corp.), April 7—Chairman, E. Raley; Secretary, G. Stevens. Ship's delegate to see captain about getting canned goods in night lunch. Condolences sent to family of deceased third assistant engineer. Ship's delegate to see about getting wringer on washing machine fixed.

PACIFIC OCEAN (World Carriers), April 20—Chairman, J. Thompson; Secretary, B. Alsbury. All hands turn in dirty linen, and clean rooms before leaving ship.

DEL MAR (Mississippi), April 15—Chairman, M. Phelps; Secretary, C. Dawling. Captain said to tell the crew that this was a smooth voyage and to thank them for making it so. It was brought out in the safety meeting that the practice of leaving glasses on the railings was a dangerous practice and cooperation of all asked in removing this hazard. It was requested that all hands using the door to go on deck by ship's doctor's office close same due to loss to air conditioning. \$235 in the movie fund and \$48 in the ship's fund. Letter from brother who was left in New Orleans hospital, stating that he had some money for the ship's fund and would turn it over when ship got in. No one allowed in crew pantry or mess-hall in underwear. Fix engine room door. Chief cook explained why on occasion certain foods ran short and a slight delay occurred until other could be prepared. Chief steward requested that repair lists and list of new mattresses be turned in so that they can be ordered, and repair list completed.

DEL MONTE (Mississippi), April 7 —Chairman, E. Arnot; Secretary, J. Picou. Most repairs taken care of. Beef on making coffee taken care of; also beef on ice. \$81.25 in ship's fund, after spending \$38.45 for books. Suggestion to let pantryman wear shorts in pantry also to stop putting cigarette butts in coffee cups. Put turkey in night lunch. Keep new washing machine clean. Suggestion made to have hot mustard and to have wash room painted. To see captain about soft ice cream. Have meat box and fish box temperatures brought down to where they will hold ice cream. Steward claims that they are too high.

EVELYN (Bull), April 14—Chairman, J. Reed; Secretary, M. Kamin-

ski. Repairs that have been promised have not been taken care of. \$81 in fund. Complaint on door to engine room being left open. Too much heat seeps into forecastles. Repair lists discussed.

FREDERIC C. COLLIN (Dry Trans), April 7 —Chairman, E. Hall. Payoff on arrival if possible, could not settle disputed overtime with captain and will turn over to patrolman. Captain won't let up on men who fouled up in Japan. Brother who was confined to hospital managed to straighten himself out. Repair list to be made out and all men told to leave for 'les clean.

FELTORE (Ore), April 19—Chairman, A. Rosenblatt; Secretary, W. Strickland. New delegate elected. Request to have deck room cleaned, fan to be cleaned all over.

FRANCES (Bull), April 4—Chairman, Doak; Secretary, Crewes. Discussion on donation of case of cigarettes for men on strike in San Juan. Suggest rotation of clearing of slop sink. Steward to order sufficient bug bombs. Request a different type of soap, also discussion on safety program.

GEORGE A. LAWSON (Penn Shipping), April 20—Chairman, L. E. F. Schmidt; Secretary, T. Calman. Most repairs done. Lockers' shelves to be made. Shore leave in question. Subsistence to be paid at sea. Bring in coats from deck at night if not being used. \$13.40 in ship's fund. New delegate elected. Discussion on placing of fans in rooms. Bos'n asks that all garbage be dumped in cans back aft while ship is in port.

IBERVILLE (Waterman), Feb. 24—Chairman, R. Ayres; Secretary, W. Burton. New delegate elected. Deck delegate asked that percolators be used at the serving of all meals instead of making coffee in the urn. All brothers in agreement with this procedure. Talk by J. McGill about securing movie projector and films. Discussion held. Voluntary contributions will be accepted toward the purchase of said equipment. Ship's fund is low, voluntary donations will also be accepted for this fund. Steward asks the brothers what day they would prefer to have linen issued. Friday is accepted.

March 14—Chairman, C. Ridge; Secretary, W. Burton. Ship's delegate spoke on service in the crew mess-room. Men on watch not getting served properly. Steward said messman has improved. Discussion on this issue, men on watch should sit at one table. Others dissented, saying that with 29 men coming in seats could not be reserved for the watch. Present man will continue in his job and will improve.

April 14—Chairman, W. Lawton; Secretary, W. Burton. One man hospitalized in Kobe, Japan. One man missed ship in Yokohama, Japan, and it is our sad duty to report that Brother J. W. Smith was lost overboard on the first day out from Yokohama on our return to the States. Steward was asked about getting milk on our arrival in our first port in Japan which was Kobe. Steward said captain told him all stores were to be gotten at Yokohama. Suggestion for delegates to check on all mattresses and pillows and see what needs to be replaced. Suggestion to either send a floral wreath or send mass cards for Brother Smith.

IDEAL X (Pan Atlantic), April 24—Chairman, H. Huston; Secretary, G. Luth. Pete Lyden AB was put ashore with signs of appendicitis, was operated upon same immediately. Words of thanks to all who endeavored to make him comfortable. New delegate elected.

AFOUNDRIA (Waterman), April 20 —Chairman, R. Waiten; Secretary, J. Guard; New delegate elected. All crew quarters need painting of the decks, this includes messhall. Clean hospital after use by crew for furniture storage. Repair list will be submitted before voyage starts. Ship's delegate will check stores with chief steward.

ALCOA CORSAIR (Alcoa), April 14 —Chairman, I. Morgavi; Secretary, M. Costello. Discussion on fire and boat drill. Ch. cook missed ship, was replaced out of Union hall before sailing time. Brother left in hospital in Jamaica due to illness. \$60 collected for the above Brother Sargent, also discussed prowler. \$139 in ship's fund. To have a general meeting with patrolmen upon docking.

ALCOA PENNANT (Alcoa), April 7 —Chairman, L. Joyner; Secretary, V. Nash. One man missed ship in New Orleans. Turn in all surplus linen so it can be cleaned and checked. Ship's delegate to check with boarding patrolman about holding income tax out of subsistence.

ALCOA POINTER (Alcoa), April 28 —Chairman, W. Robinson; Secretary, L. Bruce. New delegate elected.

ARLYN (Bull), March 3—Chairman, G. Seeborg; Secretary, G. Seeborg. A special meeting was held for chief cook. There was no milk for five days and shortage of linen for two trips in a row. There was not 40 gallons of milk when ship left France. Someone to check stores when they come.

AZALEA CITY (Waterman), April 6 —Chairman, D. Karolis; Secretary, E. Aver. Ship is entering the ship yard for extensive repairs and conversion. Pay off will be in Mobile. Ship will be laid up. Deck department received three (3) new men in Long Beach while vessel was in transit to the Gulf. There is \$11.02 in the ship's fund.

'Welcome'



Billion Boost In Surplus Voted Out

WASHINGTON — The House Agriculture Committee has approved a \$1 billion increase in extending the farm surplus disposal program, assuring continuation of heavy farm surplus shipments to foreign nations.

The full Senate had already acted on the farm surplus extension but there is one important difference between the House and Senate measures as they now stand. That relates to the sale or barter of agricultural surpluses with Communist nations.

The administration at present has reached tentative agreement with Poland for \$95 million worth of such surplus, subject to Congressional approval. The Senate has already voted to strike out the section of the law which prohibits such sales, but the House Agriculture Committee voted out the bill without following the Senate action.

Would Woo Satellites

Undoubtedly, the administration will make efforts to get favorable House action on the floor for surplus deals with countries on the ground that such transactions help wean them away from Moscow domination.

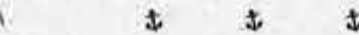
A strong bloc in Congress is opposed to these transactions, arguing that they only serve to prop up Communist economies instead of weakening Communism's hold on Eastern Europe.

The farm surplus program, now in its third year, was originally approved in the words of the House committee "as an emergency program for disposing of surplus agricultural commodities."

No one with any real knowledge of the maritime industry can dispute the merits of the bill recently thrown into the Senate hopper to give formal recognition to the maritime hiring hall. The measure, proposed by Sen. Warren G. Magnuson, would clean up the shadowy status under which the hiring hall has existed over the past ten years.

The SIU and all maritime unions heartily endorse this proposal because the hiring hall has been the foundation of prosperity not only for the nation's seamen, but for the industry as well. Long established as the only fair and just system for supplying ship manpower, the hiring hall took job placement out of the clutches of the unscrupulous crimps and shady waterfront characters who held seamen in virtual slavery.

Speedy adoption of the Magnuson bill by Congress would help assure that these bitter days can never return.



Closing The Gap

News that the Indian's Seamen's Union has won pay parity with Bombay for seamen in Calcutta is welcomed by the SIU and all American maritime unions. Every improvement in foreign seamen's conditions, no matter how small, works to everyone's advantage in the long run.

The fact that the increase amounts to 25 rupees a month (the rupee is now pegged at 21 to the dollar) and that this was the first wage boost won by the Calcutta sailors since 1945 emphasizes the difficult struggle confronting foreign seamen. But the basic point to keep in mind is that living standards in India and the US are miles apart.

This underscores the fallacy of the Maritime Administration view that American maritime unions should show "restraint" in their wage and benefit demands in relation to foreign standards. While prices and living costs rise steadily in the US, seamen and all American workers living under the American economy must keep pace with these increases for their own self-protection.

Talk About Lagging . . .

Another report this month tells how the Swedish-American Line is now seriously planning a cafeteria-style transatlantic tourist ship to serve as a floating convention site. Here, indeed, is an area where American know-how could be put to good use to win away some of the growing tourist traffic that foreign shipowners have capitalized on for years.

Yet US companies continue to stand by the old concept of lush luxury liners. Every imaginable obstacle is put in the way of the few who are adventurous enough to come forward with ideas of this kind.

But ten years from now, after foreign operators have experimented, succeeded and more solidly entrenched themselves in this field, the "Rip Van Winkles" of US maritime will wake up and yipe about foreign competition.

Tank, Ore Ships 1st For A-Power

More details about the Government's atom ship program, now available, indicate that the atom age is fast coming up at sea. However, in the first few years of commercial operation, nuclear power plants

will be limited to large super-tankers, ore carriers and other bulk vessels. All indications are that it will be a long time before nuclear power will be used on passenger vessels and freighters in the regular liner services.

This is accepted as an established fact even though the first atom ship now being ordered will be a combination freighter-passenger vessel. At current levels of design and engineering, nuclear reactors large enough to power a conventional-sized freighter require too much in the way of heavy shielding. The added weight of the bulky shielding neutralizes much of the added lift the ship would gain by eliminating bunkers.

Save Bunker Tonnage

However, on a supertanker on a long offshore run, the savings in bunker tonnage and space would more than offset the weight of the shielding. A tanker on the run from the Persian Gulf to the East Coast uses huge quantities of fuel, up to 5,000 tons of it for one in the 50,000-ton class. Elimination of all that fuel tonnage means that the supertanker could carry an equivalent additional tonnage of petroleum, less of course, the weight of the reactor shielding. Ore carriers would benefit the same way and so would whale factory ships and other fish vessels.

In addition to the cost and weight of the shielding, the high cost of a nuclear power plant and nuclear fuel at present keep such a plant from being competitive. At present, atomic power costs about 50 percent more than a conventional shoreside steam plant in day to day operation. The difference is less on a ship where lower pressures are used and cargo space is increased.

Existing plans for the first atomic merchant ship call for it to be about 600 feet long with a beam of 80 feet. She will generate up to 22,000 shaft horsepower and will have a 21-knot cruising speed. These performance figures are far from exceptional as compared with some of the existing steam plants, such as on the Mariners. The ship

will have a cargo lift capacity of somewhere between 9,000 and 12,000 deadweight tons (in the C-2 to C-3 range) and quarters for 50 to 100 passengers.

The New York naval architects' firm of George G. Sharp, Inc. is now drafting preliminary plans for the vessel. A yard will be selected sometime in the fall with keel-laying scheduled for next spring.

Fear Slash In Foreign Aid Money

WASHINGTON — The shipping industry may have to pull in its belt another notch if the budget-cutters get their way with the foreign aid program.

The optimism six months ago that foreign aid outlays would increase this year has been replaced with fears that they may fall instead. The Administration has already amended its foreign aid requests by a half billion dollars but the Congressional economy bloc is still not happy.

Proposed spending starting July 1, 1957, has been scaled down from \$4.3 billion to \$3.8 billion, or just about what it was for the fiscal year now ending. Congress approved \$3,766,000,000 for the various foreign aid programs last year.

Maritime Concerned

Since foreign aid shipments are of vital concern to the maritime industry, seamen and shippers alike are watching the budget battle with special interest.

American ships are now carrying barely 18 percent of all US foreign commerce, so that foreign aid cargoes moved under the "50-50" law hold more and more significance for the industry every year. The 18 percent figure for 1956 represents by itself an 18 percent decrease from the 22 percent foreign commerce total for US ships in 1955.

This considerable drop reinforces the concern of shipping interests for the future of the foreign aid program and the "50-50" provision under which these shipments go overseas.

There is no argument either in or out of the industry that foreign aid has been a major factor propping up the US merchant marine for almost ten years.

Since 1948, and the start of the original Marshall Plan for Europe, some \$46 billion has been distributed by the US in the form of economic and military aid to friendly nations all over the world. Thanks to the "50-50" provision for which the maritime unions put up the major fight, approximately half of this has gone abroad on American ships.

Painters Tie Up Lk. Charles

LAKE CHARLES—The Painters Union here has all the contractors shut down after failure of contract talks, reports Leroy Clarke, port agent. From the looks of things, he said, they will continue to hold the line until the contractors give in to the painters' demands.

Other picket lines placed around one of the big chain stores by the Retail Clerks, AFL-CIO, are proving very effective, Clarke reported, as business is falling off a great deal. The SIU and Central Labor Council have gone on record to back the clerks all the way in their fight.

"All is well in this area," Clarke said, with shipping and job activity remaining constant. There were 13 vessels calling at the port during the last two weeks. They were the Cantigny, CS Miami, Bradford Island, Chiwawa, CS Norfolk, Royal Oak, Government Camp, Bents Fort, Winter Hill, Chiwawa (Cities Service); Coalinga Hills (Pan Atlantic); Val Chem (Valentine); and the Sea Tiger (Colonial). All were in good shape, with no major beefs.

USPHS Has Last Say On Duty Slip

Under the SIU contract, US Public Health Service doctors have the final say on whether or not a man is fit for duty. If there is any question about your fitness to sail, check with the nearest USPHS hospital or out-patient clinic for a ruling.

Officers Are No Gentlemen On Washday

Ship's officers on the Del Viento have added a new wrinkle to the "two-pot" washing system.

After lots of beefing by the SIU crew about the old washer, the company finally produced a new one. But this machine was promptly appropriated by topside when the old washer was repaired. Everyone wound up at least a little bit better off than when they started, especially the officers.

Now, as if that wasn't enough, the officers are going a step further. You give a guy a finger and he'll try for the whole arm next time.

It seems now the officers are using both machines. "When their clothes are very dirty, they use the crew's washer rather than the nice new machine topside," ship's delegate Weldon Smith pointed out. "They don't mind sharing their dirt with the crew at all," someone commented at the meeting.

How the officers get their clothes so dirty is another matter. May be they're just sloppy eaters.



Smith

'Sea-Spray'

-By Seafarer Robert 'Red' Fink



"Hold it, boy. I got you beat on seniority..."

LOG-A-RHYTHM:

Final Departure

By C. Van Orden

I've stood the watch on barkentines
And mighty ships of steel,
Through sleet and snow and cyclone blow,
With ice upon the wheel.

Through nights that folks on shore
don't know
Beneath the star-lit skies,
I've stood behind that wooden wheel
And watched her fall and rise.

I've steered by star,
And steered by shore,
By compass, and by moon,
I've been in wrecks and hurricanes
Two fires—and one typhoon.

I've stood upon the foc'sle
And rung that bell of brass,
To tell my mate upon the bridge
Of ships at night that pass.

I've seen the star-made Southern Cross,
The blue Pacific moon,
I've seen the Arctic colors flash
When day was at the noon.

But now I stand my watch on shore
And pass the time each day
Just waiting for another ship
That slowly drifts my way.

Of silver are this vessel's plates,
Her decks of gold are cast,
Of moonstones are her anchors wrought,
There are angels a'fore her mast.

Her tiller's guided by the Lord,
Her port is heaven's door,
Where waits the master sailor
Who waits on heaven's shore.

Hot Spot



The man in motion is Ray Cuccia, chief laundryman on the Del Norte, who has a hot job and a hard one taking care of the passengers' clothes along the entire cruise route. The photo by Leroy Rinker was sent in by George McFall.

Oldtimer Urges Pals To Write

To the Editor:

I meant to write long ago but just never got the pen in hand. I receive each issue of the LOG with eager hands and it always seems the next issue will never come.

I enjoy it ever so much and I get a kick out of seeing shipmates in the pictures now and then. The SIU has always been "the cream of the crop" and

Letters To The Editor

All letters to the editor for publication in the SEAFARERS LOG must be signed by the writer. Names will be withheld upon request.

every seaman is forced to admit it—like it or not.

The accomplishments of the SIU since I left in 1952 are all our dreams come true. The progress is definitely unbelievable and it's hard to believe—even today. The Union has come so very far and is still way out front. It makes my heart glad and I enjoy all these things even though I am not with you.

I have been in and out of hospitals for some time since I was unfortunate enough to get TB. I transferred from the Veterans Hospital, Brecksville, Ohio, to this address a few days ago, and expect an operation in July. If any of my old shipmates care to write me I would be more than glad to hear from them.

This place is the Edwin Shaw Sanitorium, 2600 Sanitorium Road, Akron 12, Ohio.

Enclosed is a dollar for another SIU lapel pin. I lost mine in transferring here and have searched everywhere for it. I had it since 1947 and treasured it most highly. Congratulations again to all of you. I wish I were with you now.

L. B. "Moonshine" Morgan

Raps Political Push On Unions

To the Editor:

The big push is on against unionism. Insidious propaganda is being spread throughout the country by anti-union politicians and other groups.

Destructive criticism of unions is the keynote. The objectives obvious: to create legislation that will infringe upon our rights and take away the control, freedom and benefits we have today.

It was not an easy job to build our Union to its present status. It took the combined effort of every Seafarer together with our elected officers to make it possible. Many years of hard work will go down the drain unless we act expeditiously, get solidly behind our Union and block the union-busting clique.

Knowing, personally, so many of my Union brothers, I feel safe in saying that we are not inclined to feast on the misfortunes of others. The fairness of our "trial committees" backs us up on that score. It is my opinion that now would be an opportune time to give a vote of confidence to our official representatives, by a rank and file vote, and send a copy of the results to Washington forthwith.

This could start a united drive

by the majority of reputable unions, such as the SIU, that would give us nation-wide publicity and also throw a monkey wrench into the fast, careless and ambiguous legislation now in the making. Take note of the 18 states that already have statutes masked under the "right to work" label for the sole purpose of destroying all unions and bringing us fully under Government control.

We have not forgotten the effort put forth by the insurance companies to get our welfare plan into their offices. That was another time where the SIU proved itself. In my judgment, that was really the beginning of the big push against the labor movement. We all know also that for a union to remain healthy and strong enough to be heard it must continue to organize. It is just as important for a union to continue its organizing campaigns as it is for great industries to keep their advertising and publicity campaigns active.

Just so, we must continue our campaign and strive for new contracts and new companies to replace the jobs we may lose through the natural course of events.

I am confident that Seafarers will not stand by idly. We know what we have today. We have faith in our Union and we will not panic.

David S. Furman

Editor Rates The LOG 'Tops'

To the Editor:

I would appreciate having my name placed on your mailing list. As editor of "The Service Union Reporter," I frequently find information in the SEAFARERS LOG—which I see only occasionally—that is of interest to our readers.

Your publication is, unquestionably, one of the best in the whole labor field. In fact, it compares favorably in both format and content with the metropolitan dailies.

Would that the rest of the labor press could even come close in matching the high degree of professional competence evidenced by your paper.

Bud Aronson

Editor

"The Service Union Reporter"

(Ed. note: "The Service Union Reporter" is a publication of Service and Maintenance Employees Union Local 399 of the AFL-CIO Building Service Employees International Union, in Los Angeles.)

Passenger Lauds Gang On Arizpa

To the Editor:

This was written by a passenger, J. T. Preston, aboard the Arizpa last summer. The crew kind of liked the thought and hoped that you would print it.

To the cargo ship Arizpa
Which sails the briny deep,
And the men who take the watch

While the passengers are asleep;

To them we give our thanks
For the skill that they possess,
To guide us safely on our way
'Til at the dock we rest.

But the greatest thing of all
Is the captain and his crew,
The way they make your welcome

With the little things they do.
Soon we'll see our friends
And leave this friendly crew,
But to forget the ship Arizpa
Will be very hard to do.

Ship's delegate

SEAFARERS IN THE HOSPITALS

USPHS HOSPITAL
STATEN ISLAND, NY
Adolfo Anavitarte
Edward Anderson
John Bednar
Robert Bellevue
Isaac Blumenberg
Candido Bonafont
Edw. T. Campbell
R. J. Cavanaugh
Howard E. Davis
P. P. Dolendo
James H. Fisher
Richard V. Gelling
Walter J. Gill
Estell Godfrey
Burl Hairc

BELLEVEUE HOSPITAL
NEW YORK, NY
Lloyd McGee

USPHS HOSPITAL
SAVANNAH, GA.
Albert Birt
E. G. Brewer
Louis Cavetta
L. A. DeWitt
Edward K. Dooley
Jimmie Littleton
Wm. L. McLendon

USPHS HOSPITAL
MANHATTAN BEACH
BROOKLYN, NY

Manuel Antonana
Eladio Aris
Fortunato Baocomo
C. R. Barranco
Frank T. Campbell
John J. Driscoll
Robert E. Gilbert
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Editor,
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Jacob Zimmer

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William J. Wolfe
A. M. Miletski
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PORTMAR (Calmar Steamship Co.), April 14—Chairman, E. Haskins; Secretary, F. Schumacher. All hands to get discharges from captain. They were not given out after shipyard time. Elected new ship's delegate. Suggest to have letter sent to headquarters about grade of beef on board ship. Hot dogs are green, steaks are tough.

QUEENSTON HEIGHTS (Seatrado), April 4—Chairman, Y. Coy; Secretary, C. Shivery. New delegate elected. Food shortage at mealtime. Suggestion made to soogee messroom. Chief steward to take this up with captain. Someone threw the cribbage board and cards over the side. Ship's delegate to see captain about replacing the broken cois and also about the mail laying in Singapore and being sent to some future port. Deck

Digest Of SIU Ship Meetings

department to paint the heads and showers. Water cooler was turned off due to leak in coil. The coil was taken ashore and patched. It lasted about five days and it is out of order again. Chief engineer was told the coil was worn out and should be replaced, but he won't spend a dime.

ROBIN HOOD (Seas Shipping), March 10—Chairman, H. Rosecrans; Secretary, J. Morton. To elect ship's delegate. Check sloop chest requirements at end of voyage. Steward department rooms to be checked for painting.

ROBIN MOWBRAY (Seas Shipping), April 1—Chairman, N. Flowers; Secretary, A. Goncalves. Noted a slight error in the reported ship's fund net of previous meeting and gave corrected amount of \$25.37. Various members agreed that gangway watchman should note time winches are turned on and off so that time can be checked against log book. All mattresses and torn linen should be turned to steward before arrival in New York. All hands have asked the steward to continue purchasing fresh fruit.

ROBIN TRENT (Seas Shipping), April 21—Chairman, J. Straka; Secretary, H. Clemens. Overtime dispute. Turn in extra linen. Vote of thanks to steward department for good job done.

SEATRIN GEORGIA (Seatrain), April 27—Chairman, S. Charles; Secretary, A. Lambert. \$16.98 in ship's fund. Steward does not report to ship's delegate when he does not get stores he ordered. Crackers are stale. Poor Easter menu. Menus in general could be improved. Coffee to be made in percolator instead of urn.

SEATRIN LOUISIANA (Seatrain), April 20—Chairman, S. Garcia; Secretary, Van Whitney. \$21.39 in ship's fund. New toothpick holders to be made or ordered. New sugar canister to be ordered by steward. Discussion on messman.

SEATRIN NEW JERSEY (Seatrain), April 13—Chairman, W. Edwards; Secretary, F. Padrazo. All soiled linen to be turned in. Deck engineer waiting for okay from chief engineer to put lock on the controls of air conditioner.

SEATRIN SAVANNAH (Seatrain), April 24—Chairman, J. Beyer; Secretary, P. Wagner. \$45 in ship's fund. Elected ship's delegate. Suggested that new screens be placed in all rooms. A vote of thanks to the steward department for fine Easter dinner. Steward asked all men to turn in all soiled linen.

SEATRIN TEXAS (Seatrain), April 23—Chairman, J. Monash; Secretary, R. Poppan. \$84.20 in ship's funds. Elected ship's delegate. Gave outgoing delegate vote of thanks for job well done. Had old washing machine replaced.

STEEL AGE (Isthmian), March 13—Chairman, J. Samsel; Secretary, R. Ohlde. \$50 given to chief cook when hospitalized from ship's fund. All stores needed for trip will be picked up in Hawaii.

CUBORE (Ore), April 17—Chairman, A. Rosen; Secretary, E. Morris. All men should be considerate of the next man to use the laundry by cleaning and rinsing the tubs after they are through.

STEEL MAKER (Isthmian), April 19—Chairman, L. Guelinitz; Secretary, L. Mitchell. Election of ship's delegate. \$9.05 in ship's fund. Keep all screen doors locked in India ports. Spray all quarters and messrooms, to exterminate roaches. Vote of thanks given to steward dept. for fine menus.

STEEL WORKER (Isthmian), April 7—Chairman, S. Furtado; Secretary, H. Kilmon. Fresh milk and fruit picked up in Durban. Captain intends to turn a couple of men over to the Coast Guard. \$5.25 spent during voyage. \$37.42 on hand. Gear locker should not be used for cargo next

trip. All departments should help clean up sloop sink. Mate will pass out slips to indicate total slops and draws. Will see patrolman about poor regulation of heat and ventilation. The pantryman will clean the drinking fountain in future.

STEEL CHEMIST (Isthmian), April 6—Chairman, J. Norgard; Secretary, W. Gillespie. \$5.20 in ship's fund. Steward asked about glass and cup shortage. Replied they were broken. Shortage of food brought to attention of patrolman. Complaint made about steward telling the captain things about the crew. Washing machine in bad shape. Light in wash-room blew out and chief engineer refused to fix it. Noise in passages ways to cease, while watch standers are sleeping. Suggest that library books be turned in at end of voyage. Patrolman to find out if chief mate is authorized to go through fore'sles. The ship's delegate to accompany captain on all shakedown. Captain has posted notices and warnings from time to time on voyage, making crew look illiterate. A vote of thanks given to ship's delegate for job well done.

STEEL NAVIGATOR (Isthmian), March 3—Chairman, L. Feed; Secretary, P. Horay. Mailing situation discussed. Rusty water to be brought to attention of patrolman. Disputed overtime. \$21 in ship's fund. Members to volunteer contributions. Vote of thanks to steward department. Cois to be turned in.

SUZANNE (Bull), April 10—Chairman, R. Veilinga; Secretary, P. Parker. Discussion to get timer for washing machine. To be ordered by chief electrician. All crew members to keep showers and heads locked up in port.

April 21—Chairman, L. Richardson; Secretary, D. Gardner. Shortages in steward stores. Discussion concerning shortage. Steward called upon to explain. He said there was 60 days stores aboard when the ship left States. Cooks given a vote of thanks. Messman asks for quiet while serving.

THE CABINS (Texas City Refinery), March 23—Chairman, E. Minyard; Secretary, F. Nigro. \$10 in treasury. Election of new ship's delegate.

April 7—Chairman, T. Wallace; Secretary, F. Nigro. \$10 to be used to pay captain for call to Union hall. See captain about stowing lines below and off fantail, also about salt tablets. Cois will be issued as soon as steward receives them.

WESTERN RANGER (North Atlantic Marine), Jan. 12—Chairman, D. White; Secretary, J. Powers. Declare all American money in Karachi. All cigarettes but one carton to be turned in. No troubles to be taken to captain; all beefs to come through delegate. \$8.50 in ship's fund. Deck engineer lost \$165 in American money. Suggested whoever took money should return it. Fingerprint man to be called if it is not returned. Suggestion made to pay expert from ship's fund.

March 11—Chairman, C. Nickerson; Secretary, W. Buntzoff. \$8.50 in ship's fund. The chief cook made speech about difference in cooking with coal and modern galleys. Boston complained that snifon had eatup and crew had none. Entire crew gave vote of thanks to steward department for their fine service.

April 14—Chairman, R. Hanke; Secretary, C. Nickerson. \$8.50 in ship's fund. Crew gave vote of thanks to night cook, baker and messman. Electric fans for forecables and new ice box for the forecastle.

YORKMAR (Calmar), April 19—Chairman, E. Burke; Secretary, N. Paine. \$16.22 in ship's fund. Discussion on coal beef.

JOHN C. (Atlantic Carriers), April 21—Chairman, M. Barton; Secretary, R. Aguilar. Refrigeration plant went out of order a day before arrival in Peru. Ship to pull in port to straighten cargo. Endangering crews' life. Suggestion made to collect \$1 from each member to have in ship's fund for any brother that is left behind for illness.

KATHRYN (Bull), April 15—Chairman, A. Gonzales; Secretary, W. Ortiz. \$6 in ship's fund. To appropriate a lock for laundry. New padlock with keys for pantry to be given to department delegate.

LAKE GEORGE (USPC), March 31—Chairman, F. Cohn; Secretary, Brown. Quarters painted. \$15 in ship's fund. Mail situation poor. Beef about unauthorized overtime in stewards department. Food situation very bad. Captain refuses to recognize all delegates on travelers' checks. Medical attention very poor.

LONGVIEW VICTORY (Victory Carriers), March 31—Chairman, J. Dunn; Secretary, L. Meyers. Talk of last trips troubles. Crew to hold down on drinking. Crew happier than last trip. \$19 in ship's fund. New wringer for washing machine never received. Steward department to clean recreation room. Laundry room to be cleaned by engine and deck departments. Key to crew pantry will be left with gangway watch. Men to keep all cooks out.

MANKATO VICTORY (Victory Carriers), April 14—Chairman, R. Wright; Secretary, J. Long. Only two rooms left to paint. Draw to be given tomorrow. Captain and chief mate leaving ship at end of voyage. \$33 in ship's fund. Vote of confidence given to steward and department for excellent cooking and service. Everybody is happy and its a pleasant voyage. Not one beef against steward department for past two voyages. New wringer needed for washing machine. Three new chairs for messrooms.

'SHUTTER-BUGS' ON THE JOB...

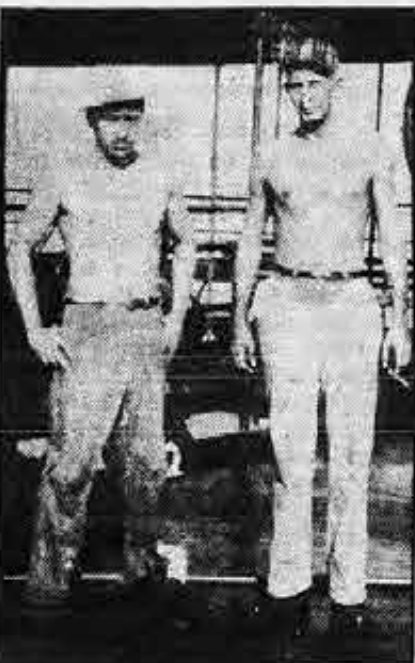
Show Seafarers In Action



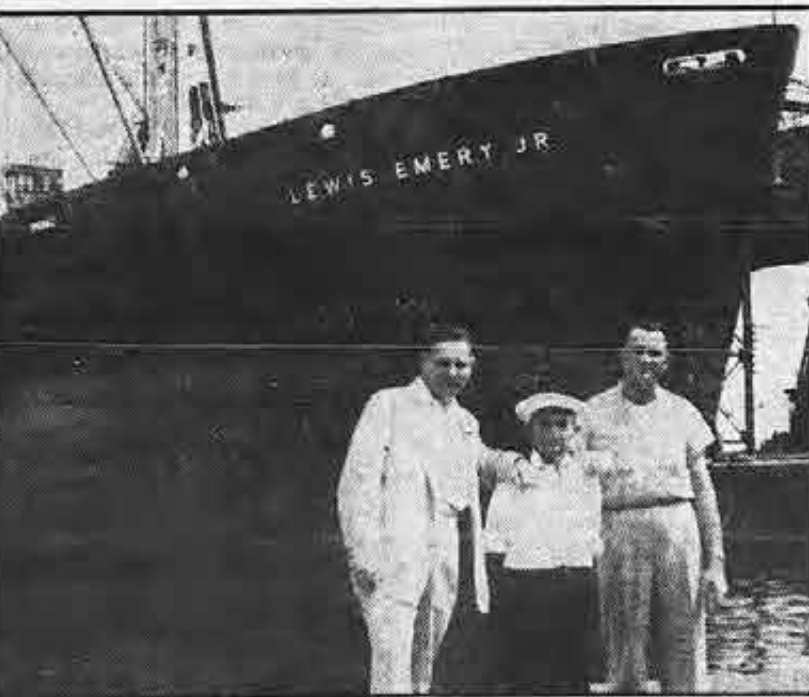
Hard at it cleaning the number 4 hold on the Citrus Packer (above) are bosun Leo Lasaya (left) and Eugene Furst, AB. At right, on Yorkmar (l to r), anglers Leslie Dick, wiper; Fritz Manard, AB, and Victor D'Oca, cook, exhibit a 41" dolphin whose 31 pounds were the mainstay of Good Friday dinner. Picture by Charles Ellen.



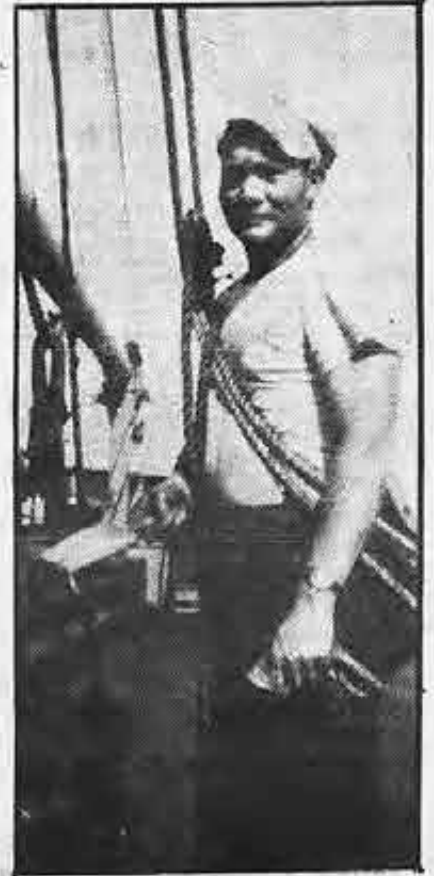
Ship's chairman Whitey Maye and fellow delegates H. J. Bishop, deck; Jake F. Kelley, steward, and Forrest C. King, engine, hold a confab on the Monarch of the Seas. King sent the photo.



Soaking up some sunshine (left) on the Seatrain Louisiana are Pete Garza, wiper (left) and Glen, deck engineer. In center, an AB on the Flomar concentrates on the wheel while Tom Ulisse's camera does its work. Down in engine room on Citrus Packer (right), SIU man William E. Stephens, (left), who's making first trip as 3rd engineer, and oiler William Cachola poke around with flashlight.



Just ashore from Lewis Emery Jr. in Otaru, Japan (above), Fred Hicks, steward; Pancho Viita, AB, and Dave Rivers, OS, almost seem to be treading water. They kept their end up though, making the most of long-awaited shoreleave. At right, Lee Harvey, DM, is all rigged to go aloft and paint the mast of the Citrus Packer. All the Packer photos were turned in by Jose Santiago.



Draws Hold Key To 'Good Trip'



A smooth trip and good ports kept spirits high on the Jean Lafitte. At left, in Osaka, (l to r) are Seafarers Bob Frazier, AB; Bill LeVeon, AB, and John MacAvoy, 3rd cook, with a Japanese miss who helped show them the sights. Aboard ship, Paul Zellner, DM (left), and Ernie Cruz make up a twosome.

One of the best ways to check a report about a trip is to look over the draw list. If the draws run heavy, it's pretty certain the ship ran into some good ports along the way.

This must have been the case with the Jean Lafitte on a trip out to the Far East. "Everyone had a good time and the draw list verifies this," com-

ments ship's reporter William LeVeon.

As a starter, the Lafitte spent 14 days unloading lumber at Inchon, Korea. "Most of the men went ashore," said LeVeon, "and 'Whiskey Mary' did a landoffice business. While checking one day I found 22 men in her 'sitting room' sipping alcoholic beverages and listening to an old Victrola play the same song over and over again.

Seoul Not Bad

"A couple of us went over to Seoul to look over the sights and found it a much better place with many more diversions. The only drawback was that it takes almost two hours to get there . . ."

One unhappy note marred the Korean stay, however, when a boatload of native longshoremen hit the anchor-chain of the USNS Herkimer and capsized. Thirty-eight of the 48 longshoremen who were to work that ship were drowned. Most of the ships in the harbor took up a collection for the families of the deceased, LeVeon noted.

Weather Rough

Yokohama and Osaka, Japan, which were further along on the itinerary, also provided their share of good times, "but now it's all over but the memories. The weather has been awful . . . continuous rain and fog plus rough seas. But here on deck we have everything all cleaned up and shipshape, so we should have a smooth payoff. J. Touart is ship's delegate and is doing a fine job."

A final note reveals that the Lafitte is bringing home three seamen who were in Japanese hospitals. Although no names are mentioned, the word is that all three are SIU men and in good spirits.

Urges Aid For House Patients

To the Editor:

I would like to recommend to the trustees of the SIU Welfare Plan an addition to the benefits now in force which I and other brothers feel should be included.

Under the present set-up, a man's wife or dependents must be an in-patient of a hospital to receive any benefits. But there are many who, though they are not hospitalized, are weighed

books aboard, sells wines, spirits and beer, takes care of the slopchest, overtime, etc., etc. He has a ten-man department, but needless to say, he's indispensable.

All of the men are pitifully underpaid. I don't see why these guys don't wise up and compel the shipowners to give them a decent wage and better fringe benefits. It's a shame to see the older fellows wasting their lives away aboard these ships with no future in store for them.

We who have the benefits over here should appreciate our hard-won agreements and the varied welfare benefits. Those poor fellows have a long way to go before they can realize all of these advantages.

However, with a little foresight, every foreign ship that comes in contact with American ships, especially in American waters, has the opportunity to see how good American teamwork and hard-fighting unions have made top gains. They can take a lesson from these conditions and organize more.

I know the doors are always open to interested groups of bona fide seamen to come into our SIU halls, talk with our representatives and members and see the wonderful strides that have been made.

I'm a firm believer in union organization. I know that, as a start, if the organizing committees of American unions would take it upon themselves to assist these foreign-flag ships to get proper representation, the day would not be too far off when better conditions would prevail not only for them but for all seamen.

Hal George Horowitz

Offers Thanks To Alice Brown

To the Editor:

I'd appreciate it very much if you would extend my thanks to the crew and captain of the SS Alice Brown for their kindness upon the death of my mother. She died in Mobile on May 8, 1957.

Our family deeply appreciated the flowers and expressions of sympathy by these shipmates.

James L. Danzey

Hails SIU For Housing Assist

To the Editor:

May I at this time give a vote of thanks to the Union and the officials of the SIU welfare department for the way they helped us when we were on the brink of losing our home.

Thanks to them, we are secure in our home today.

The way they came to our aid was fabulous. The men of the SIU may well be proud, and the wives and families secure in knowing that we have such a Union to protect us.

J. Moynihan

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.

down with bills for clinics and doctors. Some are confined to bed in their own homes, but must be visited by the doctor quite often.

People under a doctor's care for a long time, even though they're not in the hospital, are often sorely taxed to meet expenses for medicine and other care. A short time in the hospital is bad enough, but continuous doctors' visits, whether one is able to go to the doctor's office or he comes to your home, many times proves more costly than an operation or a couple of weeks in a hospital.

Thus, I feel some provision should be made to assist a member whose wife or dependents is so burdened. Let's have some views on this.

John Jelletto

Sees Organizing Key To Progress

To the Editor:

Today I visited with a fine old British ship, the SS Tongariro. This fine old freighter was built in 1925, so there was some talk of scrapping her, but she's still a seaworthy old scow and plying the high seas as good as ever.

She is on a regular run to Australia and New Zealand, but has some cargo destined for the Atlantic Coast, too. In fact, she's bound for Canada right now.

They've certainly got a good crew aboard. The ship itself is very well kept, and she's a feeder, too. The steward department is run very well under the direction of Ronnie Ingold, chief steward. Speaking of Ronnie, our chief stewards have a racket compared to the regular duties of this guy. Aside from the normal duties of the job, he also takes care of all the

Union Has Cable Address

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

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

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- DULUTH 531 W. Michigan St. Phone: Randolph 2-4110
- SOUTH CHICAGO 3261 E. 92nd St. Phone: Essex 6-2410

Burly



By Bernard Seaman

PERSONALS AND NOTICES

Jimmie Hicks
Get in touch with your mother at 65 East Haig Ave., Prichard, Ala.

Steve Sloneski
Hank wants you to contact him.

Ex-SS Madaket
Members of the crew present during an accident to dayman Robert F. Kennedy while securing number 2 hatch in Tampa, before sailing for Mobile on March 10, 1957, are asked to contact Barney B. Brown, 328 Market St., Camden, NJ.

Ex-SS The Cabins
The following named men are entitled to lodging allowance from time in drydock in Baltimore and should request it from Texas City Refining, Inc., PO Box 1271, Texas City, Texas:

Elbert C. Brock, MM, 3 days;
Lyles D. Brunson, wiper, 2 days;

Ernest Chapman, utility, 2 days;
Lloyd Gunnells, FWT, 3 days;
William G. Moore, DM, 3 days;
Damon A. Newsome, AB, 3 days;
Robert C. Schahuber, oiler, 3 days.

Mack O'Neill
Get in touch with your wife, Beatrice, at Route No. 2, LaFollette, Tenn. Urgent.

Walter Gustavson
Contact Peter F. Patrick, Seatrains Savannah, c/o Seatrains Lines, Inc., 711 Third Ave., New York 17, NY.

Don Wagner, please contact George Fargo at 517 Woodnor Court, New Brunswick, NJ. His phone number is Kilmer 5-9331.

George E. King
Kindly contact Charles Macbeth c/o Townsite Realty Ltd., 71 Front Street, Nanaimo, British Columbia, concerning your property there.

Curranism: A Sleazy Technique

(Continued from page 2)
membership has never been able to get a straightforward story. Curran and the facts are simply incompatible.

The record is clear that whenever anybody disagrees with Curran, inside the NMU or outside it, that individual or group is immediately branded liar, stupid, prejudiced, crooked and gutless or variations on the same theme.

Why does Curran persist on this tack in every situation long after it has become obvious to everyone that the slogans have no air of reality whatsoever? The answer lies in the Curran "cult of personality"—the pitifully self-deluding picture of an imaginary superman who can never admit any deviation from infallibility. If we were to believe Joe Curran, then Joe Curran is always 100 percent. But the only thing that he has been 100 percent on is in his distortions, his opportunism, his use of Stalinist techniques and his consistent evasion of the truth.

RECENT ARRIVALS

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

Harry Monahan, born March 22, 1957, to Seafarer and Mrs. Harry Monahan, Jersey City, NJ.

Robert Lee Hathcock, born March 4, 1957, to Seafarer and Mrs. Robert L. Hathcock, Florence, SC.

Lou Camille DuRapau, born

April 13, 1957, to Seafarer and Mrs. William A. DuRapau, Houston, Tex.

Susan Patricia Culbertson, born April 21, 1957, to Seafarer and Mrs. Thomas G. Culbertson, Covington, La.

Thomas Joseph Benson, born May 8, 1957, to Seafarer and Mrs. William J. Benson, Brooklyn, NY.

Dani Joan Blakeslee, born April 20, 1957, to Seafarer and Mrs. William A. Blakeslee, Pinellas Park, Fla.

Cynthia Lynne Danne, born May 1, 1957, to Seafarer and Mrs. Adolph L. Danne, Mobile, Ala.

Eddie A. Patingo, Jr., born April 20, 1957, to Seafarer and Mrs. Eddie A. Patingo, New Orleans, La.

Linda Lou Mays, born March 27, 1957, to Seafarer and Mrs. Lawrence T. Mays, Branchville, Ala.

Lorrie Lane Morrison, born April 19, 1957, to Seafarer and Mrs. C. A. Morrison, Seattle, Wash.

Vahe Katros, born January 5, 1957, to Seafarer and Mrs. Theodore Katros, San Francisco, Calif.

Natalia Muentes, born April 16, 1957, to Seafarer and Mrs. Asterio D. Muentes, New Orleans, La.

Bert M. Winfield, born February 6, 1957, to Seafarer and Mrs. Bert M. Winfield, Norfolk, Va.

Denise Ann Chianese, born April 11, 1957, to Seafarer and Mrs. James O. Chianese, Brooklyn, NY.

Patrick Wherrity, born March 20, 1957, to Seafarer and Mrs. Francis Wherrity, Philadelphia, Pa.

Harry Branson Reynolds, born February 10, 1957, to Seafarer and Mrs. William H. Reynolds, Winchester, Pa.

Madeline Julie St. Germain, born December 18, 1956, to Seafarer and Mrs. Gleason G. St. Germain, Westwego, La.

Damaso C. Espinal, born March 13, 1957, to Seafarer and Mrs. Damaso Cruz, Trujillo Alto, PR.

Guy Emory Banister, born November 14, 1956, to Seafarer and Mrs. Robert Z. Banister, New Orleans, La.

Gloria Guzman, born January 12, 1957, to Seafarer and Mrs. Pedro Guzman, Brooklyn, NY.

Randy Lewis Francis, born March 23, 1957, to Seafarer and Mrs. Lewis H. Francis, Danville, Va.

Timothius St. Cloud Bird, born January 18, 1957, to Seafarer and Mrs. James Bird, Stillmore, Ga.

AFL-CIO Body Gets Full Coal Beef Report

(Continued from page 2)
NMU, however, rejected the Meany proposal.

President Meany explained to the Council that he had received conflicting opinions on the legal ramifications of the SIU charges against the company at the National Relations Board. In face of these conflicting opinions, President Meany said his position was that the SIU should not have filed its complaint. He said, however, that several AFL-CIO unions—including some represented on the council—had taken similar action in other instances although he did not feel any were correct in doing so.

In presenting the SIU position, Hall said that the SIU had accepted President Meany's proposal at the February 21 meeting that it withdraw its NLRB complaint and fully recognize the NMU agreement with American Coal, even though it was a difficult decision for the SIU to make. The decision to withdraw was made in the interests of the Federation and out of respect for President Meany. In turn, Hall recalled, Meany's proposal called upon the NMU to support the licensed AFL-CIO officers in their beef against American Coal.

The SIU charges against the company were the only means it had available to protect the interests of the Union against discrimination. The company instituted legal proceedings against SIU and the licensed AFL-CIO officers' unions and succeeded in obtaining injunctions which barred economic action).

Hall told the Council that with respect to the coal beef Curran had again—as he had in the New York waterfront fight—taken a position contrary to that laid down by the AFL-CIO. This time, Hall said, Curran is allied with District 50 of the United Mine Workers against the MEBA and the MM&P, the licensed AFL-CIO officers' unions. Curran, Hall said, had betrayed the united labor movement "by stabbing us in the back in the waterfront fight." Again in the coal beef, Hall said Curran had betrayed the movement by teaming up with John L. Lewis and his company union against the AFL-CIO officers' unions.

If Curran can continue to betray the movement in this fashion and still be sustained, then you have a situation amounting to "a double standard," Hall said.

The NMU position before the Council was essentially a reiteration of its blast against the SIU for taking action before the NLRB.

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.

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

1,300 Seafarers Benefit From Family Hospital Aid

The second anniversary of the Seafarers family benefit program comes up one week from tomorrow with over 1,300 Seafarers receiving approximately \$200,000 of direct assistance toward payment of hospital and surgical bills for children, wives and parents. In addition, the program has been of material assistance to disabled Seafarers who also qualify for these benefits aside from their \$35 weekly disability-pension.

It was on June 1, 1955, that the family benefit program went into effect covering hospital room and board, hospital extras, surgical care and doctors' calls at the hospital. In its initial stages, the program was limited to wives and unmarried children under 19. Benefits for hospital treatment were limited to a 31-day stay at the time.

Dependent Parents Covered

Last September, the SIU port agents' conference proposed a number of improvements in the program, among which was a proposal to include dependent parents of Seafarers. The improvements were put forth by the Union representatives at a trustees meeting of the Seafarers Welfare Plan and adopted by the trustees. Dependent parents, step-parents and foster parents of Seafarers were included where supported by the Seafarer for the past five years. The 31-day limit on hospital room and board benefits was waived so as to provide coverage for severe and chronic illnesses which tended to run up huge bills for Seafarers. To further soften the burden, the trustees voted an additional \$100 in hospital extras for dependents in the hospital past the 31-day period.

Figures compiled by the Welfare Plan through April 30, 1957, one month short of two years, show that in 1,262 cases Seafarers received a total of \$188,813.77 in benefits to cover hospital and surgical costs. The May figures, while necessarily incomplete, are certain to push the number of payments over 1,300 and the cash outlay past the \$200,000 mark.

\$50 Deductible

The dependents' benefit program calls for Seafarers to pay the first \$50 of hospital charges, with the Welfare Plan picking up the rest of the tab up to the \$10 daily maximum and up to \$100 in hospital extras. When the stay runs over 31 days, an additional \$100 in extras is provided.

Doctors' visits to the hospital are also covered at the rate of \$4 a day.

SF Foresees Fair Shipping

SAN FRANCISCO—There has been little change in job activity for Seafarers in this area during the past period. Shipping has continued to be fair and should remain so for at least the next period.

The Ames Victory (Victory) paid off and signed on while the Raphael Semmes and Kyska (Waterman) also signed on. The Topa Topa (Waterman), Ocean Eva (Ocean Transport), Steel Navigator and Steel Fabricator (Isthmian) were in port during the last two weeks to be serviced.



Family of Seafarer Ed Singletary of New Orleans had four tonsillectomies in 1955 under SIU family hospital-surgical plan. Left to right in 1955 photo are Mrs. Singletary; Carol, Felicine, Donna and Ruth, who had tonsils yanked, plus Marie and Zada. All were covered by the SIU program.

for 31 days, while surgical benefits are paid according to a fixed schedule up to a maximum of \$300. Maternity benefits are not covered by the hospital-surgical program since the separate \$200 maternity payment already provides for these cases.

Eligibility for the family hospital-surgical plan is based on the usual Welfare Plan requirement that the Seafarer have 90 days' seetime in the previous calendar year plus one day in the past 90 on SIU ships. Enrollment cards for listing members of the family who are eligible are available at all SIU halls.

YOUR SEAFARERS WELFARE PLAN

Death Benefit

Starting July 1, 1950, with a \$500 payment, the death benefit has been increased several times since then to the present \$4,000 level. Over \$1,750,000 has been paid out to Seafarers' next of kin under this benefit alone. The seetime requirements, like those for most SIU benefits, call for 90 days in the previous calendar year and one day in the past 90 on SIU-contracted vessels.

SEAFARERS
INT'L UNION,
A&G DISTRICT



First to benefit from newly-added dependent parents aid last fall was Mrs. Elizabeth Van Vynck, Long Island City, NY. She's shown with son, Seafarer Ed Van Vynck.

Breakouts End, Isthmian Last To Gain Approval

WASHINGTON—The SIU-contracted Isthmian Steamship Company was the last to get under the wire as the Federal Maritime Board announced that the reserve fleet breakout is now over. The FMB adopted an examiners' decision which declared there is no need to

break out any more Government ships for the carriage of coal exports or Government-sponsored grain cargoes. The examiner's ruling comes after a period of declining freight rates for coal and other bulk cargoes, indicating that there are enough ships available at the present time to handle cargo needs. The reopening of the Suez Canal undoubtedly contributed to the decision to discontinue the breakouts.

Eight Ships Approved

Isthmian had previously received approval to charter eight Government Victories for its Persian Gulf and India berth services. It has already selected two of the ships, the Belgium Victory and the Selma Victory from the James River and Hudson River reserve fleets. However, both of these ships will not be ready until September.

To get its berth service started, Isthmian is getting two other Victories, the Wesley Victory and Plymouth Victory which were originally assigned to State Marine Lines. States Marine will turn the two ships over to Isthmian as they have already been in the yards for overhaul and are to be ready for service shortly. One of them will come out in mid-June and the other in the first week of July.

Additional Victories will be selected at a later date to cover the remainder of its needs.

Use Only One Mail Address

Seafarers with beefs regarding slow payment of monies due from various operators in back wages and disputed overtime should first check whether they have a proper mailing address on file with the company. SIU headquarters officials point out that reports received from several operators show checks have been mailed to one address while a beef on the same score is sent from another, thus creating much difficulty in keeping accounts straight.

Germans Seek US Coal-Fired Libertys

WASHINGTON—A bill has been proposed in the Senate for the sale of 24 Government owned, coal-burning Liberty-type vessels to German citizens.

The measure, proposed by Senators Smathers of Florida, and Cotton of New Hampshire, would authorize the Secretary of Commerce to sell, within a 12 month period, not more than 24 of the coal-burners to the

Deutsch Amerikanische Kohlen Transport Gessellschaft (American-German Coal Transport Company).

This bill is just one more in a long list of proposals for the sale of Government reserve Libertys to foreign nations. So far a number of countries have received American vessels under the Ship Sales Act of 1946. Among them were Brazil, Korea, and the Philippines, Guatemala, India, Pakistan, Turkey, Mexico and Peru have, or had, bills before Congress for similar authorization. The latest proposal was for the sale of 15 ships—eight Liberty cargo ships, one Liberty tanker, four C-1s and two Victories—to Guatemala.

Although most of these sales were conditioned to their use only in trade along the coast of the purchasing nation, it has been found that some vessels sold to the Philippines have been used in the offshore trade.

Conditions of the sale are that the vessels will limit their use to the transportation of coal purchased in the US to the Federal Republic of Germany, and other friendly Western European Countries. In that run they would be competing with a dwindling number of US tramps.

The vessels are to pick up the coal here, deposit it in Europe and return to the US in ballast. They are not to carry any cargo into the United States.

The resolution, as offered by Senator Smathers, is based on the obsolescence of coal-burning Libertys which have little or no value for defense purposes.