

# SALEM MARITIME EXPLODES AT PIER; FEAR 17 MEN LOST

## *Twelve SIU Men Among Missing*

Story on Page 3



**Disaster Strikes.** Twelve Seafarers and five other crewmembers are missing and presumed lost following an explosion and fire aboard the Cities Service tanker Salem Maritime, Tuesday, January 17. The vessel caught fire at the Cities Service loading dock in Lake Charles, La., at 10:30 PM as she was loading the last of her cargo of high-octane gasoline. She was still burning the next day. (Story on page 3.)

# Negotiate Doctor Fees, Magazine Survey Advises

What is believed to be the first published study of average medical fees across the country confirms the SIU's position that a Seafarer should shop around before going blindly to any doctor or surgeon for medical care. The national magazine "Redbook" reports that it is the practice of most physicians to charge what the traffic will bear.

"Redbook" also listed surgical costs for typical operations in 11 average metropolitan areas. The lists show that the benefits under the SIU



Minus his tonsils, Kenneth John Beckerich, 3, and sister Deborah Teresa, 2, pose with mother, Mrs. Kenneth Beckerich, in Mt. Vernon, NY, home. Family received SIU hospital-surgical benefits for Kenneth who was also one of first to receive \$200 maternity benefit when it went into effect in 1952.

hospital and surgical plan closely approximate the average costs for a family earning between \$5,000 and \$6,000 a year.

A report on the first six months' operation of the SIU dependents' hospital-surgical plan, from July 1, through December 31, 1955, shows that 281 Seafarers collected \$42,935.81 in family hospital and surgical benefits, averaging out to approximately \$160 per benefit. Many benefits, of course, were well above this average.

However, the "Redbook" study warns, fees may vary widely in a given area from one doctor to another and also can vary widely depending upon the patient's income level. The magazine encountered great difficulty in many areas finding out what fees are since most physicians and medical societies treat them as a well-kept secret.

### Magazine Raps System

"Americans spend almost \$4,000,000,000 a year for medical care," the article says. "Yet most doctors expect patients to pay their share of this staggering annual bill without knowing in advance how much it will be—and without having any way of comparing one doctor's charges with those of others in the same community."

In discussing whether or not the figures are too high, "Redbook" points out that doctors average better than \$13,000 a year compared to \$7,800 for dentists and \$8,700 for lawyers.

## SEAFARERS LOG

Jan. 20, 1956 Vol. XVIII, No. 2

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

Final Dispatch .....	Page 9
Hospitalized Men .....	Page 12
Labor Round-up .....	Page 10
Letters .....	Page 14
Meet The Seafarers .....	Page 7
Shipping Figures .....	Page 4
SIU Hall Directory .....	Page 15
Your Dollar's Worth .....	Page 11

Published biweekly at the headquarters of the Seafarers International Union, Atlantic & Gulf District, AFL-CIO, 675 Fourth Avenue, Brooklyn 32, NY. Tel HYacinth 9-6600. Entered as second class matter at the Post Office in Brooklyn, NY, under the Act of Aug. 24, 1912.



"Glad you could have us aboard," says George Spader (4th from left), as he expresses thanks to Seafarer Carlos Rodriguez, wiper, and other SIU crewmembers and officers for the successful rescue effort by the Kathryn which saved him and shipmate Carl Thompson (2nd from left) from probable disaster on a disabled schooner. Pictured (l to r) are William E. Ekins, carpenter; Thompson; Luis Rivera, 3rd mate; Spader; Richard Adamson, chief electrician; Pablo Rodriguez, wiper; C. J. Jurgensen, jr., 3rd mate; C. Rodriguez; Robert Bradford, 2nd mate, and Angel Passapera, OS.

## Kathryn Saves 2 In Boat

NEW YORK—Battered by seasonal Atlantic storms that nearly doubled her normal running time from San Juan, PR, to New York, the SIU-manned Kathryn arrived here on Jan. 13 with two unexpected passengers dramatically rescued from a floundering schooner 100 miles east of treacherous Cape Hatteras.

In good shape despite prolonged exposure in their badly-leaking craft, the Manitou, the

two seamen saved from probable disaster were unanimous in praising the SIU crew and officers of the Kathryn. Both survivors, Carl

Thompson and George Spader, are from the New York area.

The "routine" rescue, according to Capt. Curtis Olsen, master of the Bull Line C-2, was "a tribute to all hands who, without taking chances, pitched in quickly to make the rescue possible." His praise was echoed by Chief Mate Ralph Ludy, who was on deck supervising the rescue operation.

### Fast Rescue

Ludy also noted that only 41 minutes elapsed "from standby to full ahead," covering the time of the maneuvering once the distressed pair was sighted until they were gotten safely aboard by means of a rope ladder over the side.

The Coast Guard cutter Agassiz was reported standing by the apparently-seaworthy schooner in heavy seas this week, hopeful of towing her in to Morehead City, NC, when the weather breaks up a little.

On the wheel at the time the Manitou was sighted about a mile (Continued on page 15)

## '50-50' In New Danger—Bonner

WASHINGTON—The survival of the remaining US tramp shipping fleet and the thousands of jobs that go with it are again hanging in the balance as foreign nations renew their attack on the "50-50" law.

Representative Herbert Bonner (Dem.-NC), chairman of the House Merchant Marine Committee warned last week "certain attempts to sabotage the provisions of the '50-50' law have not ceased, but in fact have intensified. We can certainly expect an all-out attack on the law within the next few months." Bonner's committee is scheduling new hearings to thrash out fully the pros and cons about "50-50".

Since the total of US ships now operating is at its lowest level since 1939 it is feared that any weakening of "50-50" would have a disastrous effect on the remainder of the US fleet still in action.

### To Spotlight Conflict

The new hearings on "50-50," Bonner said, aim to determine whether there is any conflict between "50-50" shipping policy and the export of US agricultural surplus.

Testimony will be taken from shipping groups, agricultural interests, the State, Commerce and Agriculture Departments, and other interested parties, including maritime unions.

As in the previous year, the "50-50" hearings will deal with the charge that foreign maritime nations are boycotting US agricultural surplus exports, because of the requirement that half of it move on US ships. Foreign shipowners and representatives of foreign governments have been promising US farmers they would purchase huge amounts of US surplus if "50-50" were out of the way.

One shipping representative, Alexander Purdon, of the Committee of American Steamship Lines,

told a Minneapolis audience last week that foreign shipowners' objectives in attacking "50-50" are to monopolize carriage of US export surplus all over the world.

There has been no interference in disposal of farm surplus by "50-50", he said, since more than two-thirds of the \$700 million allowed for this purpose over a three-year period was used up in the first year.

## Pete Larsen Dies, Staunch Unionist

Seafarer Lars Hillertz, 31, known to hundreds of SIU men as Pete Larsen, died of stab wounds on Thursday night, January 12, following an altercation in a tavern near SIU headquarters. His assailant has been captured and is being held.

Hillertz was a familiar figure at New York headquarters as he had served as doorman at the hall since it opened in November, 1951. He was widely-liked and personally-acquainted with hundreds of Seafarers. Before the new hall opened he served in the same capacity in the old Beaver Street hall in lower Manhattan.

Born in Sweden, Pete was

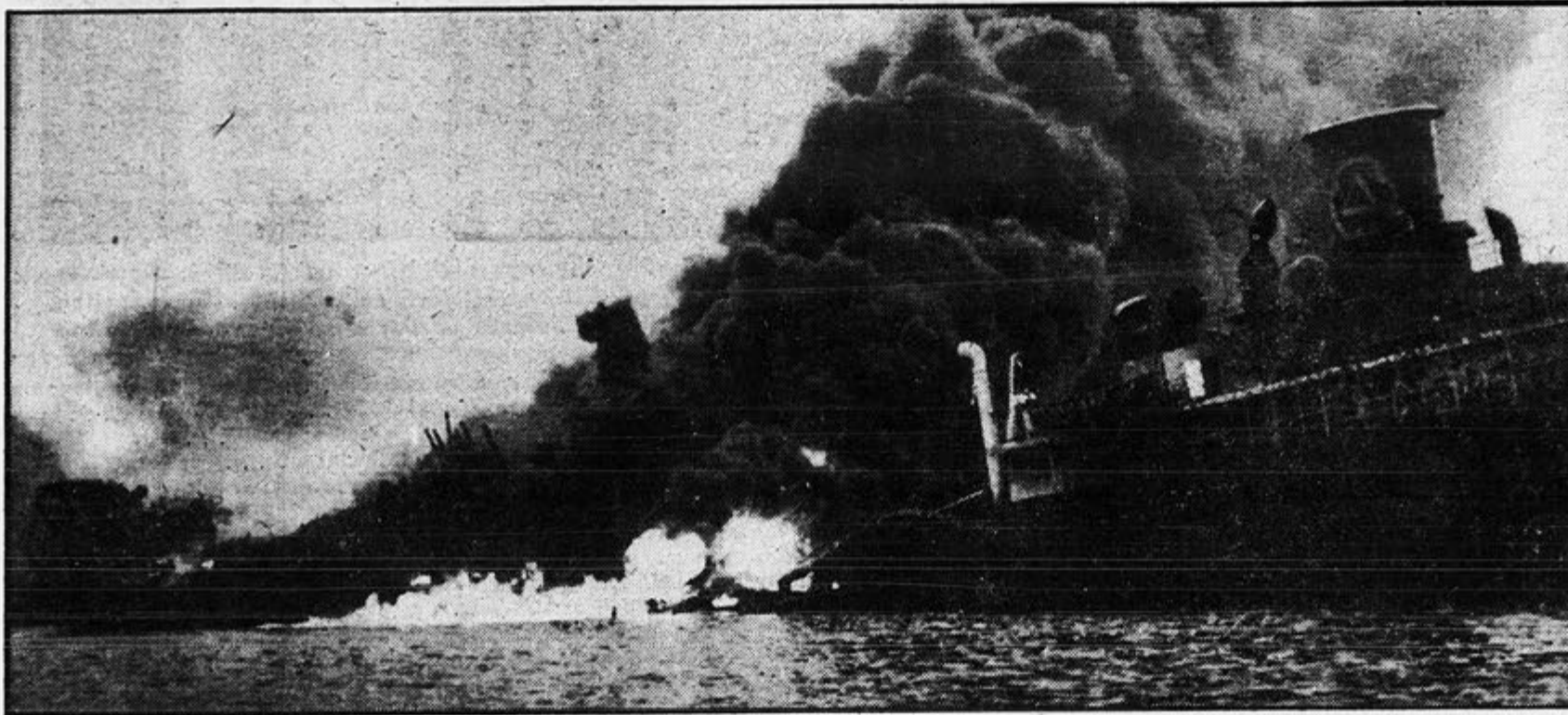
an active trade unionist in his native country before becoming an SIU member in April, 1946. Throughout his SIU career he was known as a staunch trade unionist, playing an active role in many SIU beefs as well as in beefs of other unions aided by the SIU.

He participated in the 1946 General Strike in Tampa, the Wall Street strike, the Garment Workers strike against non-union dress factories, the 1954 longshore beef and a number of other actions involving the SIU or unions which the SIU assisted.

Funeral ceremonies were held under Union auspices on Sunday, January 15.



# Salem Maritime Ripped By Explosion; Twelve SIU Men Feared Lost



Broken in two and down at the stern, the Salem Maritime still burns furiously the day after she exploded in Lake Charles. Efforts of 1,500 firefighters have not yet put out the flames.

LAKE CHARLES, La.—Twelve Seafarers, the bosun and four officers of the SIU-manned tanker Salem Maritime are missing and believed lost following an explosion and fire aboard the Cities Service vessel at the CS refinery loading dock here. Two shoreside workers are among the known dead. The blast took place at 10:25 PM, Tuesday, January 17, while the tanker was completing loading of 130,000 barrels of high octane gasoline, kerosene and fuel oil for the East Coast.

Fortunately, for them, about half of the 30-man unlicensed crew was not aboard the ship at the time of the blast. It was an hour and a half before change of watch,

stream where it broke into sections from the impact of the first and subsequent blasts. It continued burning through the night and the next day, when it was racked by still another blast, despite the efforts of 1,500 firefighters to control the flames.

Indications are that the initial explosion took place on the starboard side of the vessel, as many of the survivors were engine room men who were in their foc'sles on the port side of the ship. If the company had any information as to the cause it was not giving it out. Reporters were barred from the refinery area and no comment was available other than the original announcement and estimates of casualties. The company did say that the vessel was a total loss.

Among those on the scene and participating in rescue operations was Leroy Clarke, SIU Port

trapped in the engine room for over four hours. Other crewmembers were saved after they jumped overboard and swam for shore. A

not aboard the ship were two Seafarers who just missed taking jobs on her that afternoon. Seafarer Autrey Johnson, MM, had turned down a job on the ship because he had a bad cold and didn't feel well enough to work. Another Seafarer, Tex Metting, had intended to throw in his card for the ship but was ten minutes late for the job call because he stopped to chat with a girl.

SIU headquarters and port offices have received numerous calls from anxious relatives of crewmembers. Every effort has been made by the Union to give accurate information to the families of the men.



fortunate offshore breeze helped save at least one swimmer. Among those thankful they were



Aquilina Belkner



Blackwell Fall

and with the ship scheduled to sail at 2 AM, many crewmembers were "up the highway" for a few hours of shore leave.

(See column at right for crew list.)

Missing and feared lost in addition to the 12 men are the skipper, John Ruglin, the chief mate, second mate, radio operator and bosun. Some bodies have been recovered from the vessel but only two have been identified tentatively.

### Dock Afire

The first explosion, followed by others, set fire to three barges and the loading dock, with flames burning three-quarters of a mile up and down the Calcasieu River. The ship was towed out to mid-



Karleveck Kornek



Morgan Rushing

Charles agent. Clarke and Cities Service guards on the pier spotted the flashlight signal which led to the rescue of three engine room crewmembers. The men had been

LAKE CHARLES, La.—Several crewmembers who were trapped aboard the flaming Salem Maritime but managed to make it to safety told SEAFARERS LOG Gulf representative, Bill Moody of their close brush with death. While a number of men escaped unhurt, they were all hospitalized for

treatment of shock and exposure. Two hospitalized men, Michele Candelieri and John Klepadlo, are in critical condition from burns.

Seafarer Fred Gentry, 49, told of his four-hour ordeal in the engine room when he and two engineers were trapped below decks by the flames. Gentry, who is married and was FWT on the ship, was on watch at the time of the first explosion along with Frank Toto, 25, the 3rd assistant engineer, and Jan Sidar, 42, oiler.

Passageway Afame They heard the roar of the explosion but did not realize what had happened. George Emery, the 1st assistant engineer, came rushing down to the engine room tell-

ing them the ship was afire. The four men started up out of the engine room but found the passageway in flames. Three of them went back, with Sidar choosing to go through. That was the last Gentry or anyone else saw of him.

The three men stayed on the bottom for four hours or more. At one time they considered opening the double bottom if necessary. Finally, Gentry said, they found they could make it up to the head at the top level of the engine room.

They opened the porthole in the head and blinked a flashlight on and off to signal ashore. SIU port agent Leroy Clarke and a group of Cities Service guards on shore saw the flashlight signal. A tug was sent out to the ship and

## Crew List

The following is the latest available information on the fate of crew members of the Salem Maritime, Cities Service tanker, which exploded and burned in Lake Charles, last Tuesday night.

Bodies tentatively identified are:  
**Fred Fall**, OS, 58, Cornick, Pa.  
**Joe Morgan**, AB, 41, Holland, Va.

Missing and feared lost are:  
**Laurence J. Aquilina**, MM, 28, of Port Arthur, Texas.  
**Ernest P. Belkner**, ch. cook, 61, Farmington, Maine.  
**Purvis M. Blackwell**, FWT, 51, Gulfport, Miss.  
**Wilmer Clark**, AB Maint., 42, Mobile, Ala.  
**Milton Karleveck**, AB, 45, Midland, Mich.  
**Leo J. Kennedy**, 2nd cook, 57, Lynn, Mass.  
**Joseph S. Kornek**, AB, 47, New Orleans, La.  
**Dallas Rushing**, AB Maint., 50, Pontchatoula, La.  
**Jan Sidar**, oiler, 42, Columbus, Ohio.  
**James Small**, MM, 56, Cambridge, Mass.

In the hospital with critical burns are:  
**Michele Candelieri**, AB Maint., 30, Fort Worth, Texas.  
**John Klepadlo**, FWT, 31, Avoca, Pa.

Reported unhurt, or with minor injuries:

**Frank Albano**, wiper, 39, Boston, Mass.  
**Harry D. Cole**, OS, 29, Minneapolis, Minn.  
**James A. Cole**, oiler, 28, Cartersville, Ga.  
**Thomas J. Cox**, AB, 29, Jersey City, N.J.  
**James A. Coyne**, oiler, 30, Covington, La.  
**Harris L. Crocker**, MM, 18, Lake Charles, La.  
**Fred Gentry**, FWT, 49, Jacksonville, Fla.  
**David M. Herbert**, wiper, 30, Lake Charles, La.  
**Theodore Jones**, ch. pumpman, 50, Fort Worth, Texas.  
**Earl Mathews**, MM, 25, Starks, La.  
**Lacey McAdams**, OS, 48, Little Rock, Ark.  
**Gerald M. Mulholland**, wiper, Brooklyn, N.Y.  
**Ed O'Connell**, AB, Salem, Mass.  
**Ralph R. Rice, Jr.**, machinist, 48, Westford, Mass.  
**Rueben A. Rutthay**, deck, 28, Norfolk, Va.  
**George Vidrine**, Oberline, La.

## Three Trapped Below For 4 Hours And Live

LAKE CHARLES, La.—Several crewmembers who were trapped aboard the flaming Salem Maritime but managed to make it to safety told SEAFARERS LOG Gulf representative, Bill Moody of their close brush with death. While a number of men escaped unhurt, they were all hospitalized for

treatment of shock and exposure. Two hospitalized men, Michele Candelieri and John Klepadlo, are in critical condition from burns.

Seafarer Fred Gentry, 49, told of his four-hour ordeal in the engine room when he and two engineers were trapped below decks by the flames. Gentry, who is married and was FWT on the ship, was on watch at the time of the first explosion along with Frank Toto, 25, the 3rd assistant engineer, and Jan Sidar, 42, oiler.

Passageway Afame They heard the roar of the explosion but did not realize what had happened. George Emery, the 1st assistant engineer, came rushing down to the engine room tell-

ing them the ship was afire. The four men started up out of the engine room but found the passageway in flames. Three of them went back, with Sidar choosing to go through. That was the last Gentry or anyone else saw of him.

The three men stayed on the bottom for four hours or more. At one time they considered opening the double bottom if necessary. Finally, Gentry said, they found they could make it up to the head at the top level of the engine room.

They opened the porthole in the head and blinked a flashlight on and off to signal ashore. SIU port agent Leroy Clarke and a group of Cities Service guards on shore saw the flashlight signal. A tug was sent out to the ship and

picked the men off unharmed with the exception of Emery who was burned about the hands.

Seafarer Ralph Rice, machinist, was also rescued uninjured, after a terrifying experience in which he was nearly engulfed by flaming oil. The 47-year-old Seafarer who is married and the father of a 14-year-old son, was asleep in his room on the port side of the boat deck. The explosion blew him out of his room right onto the deck.

He grabbed a lifejacket, he said, and raced to the fantail. On the way he met the 1st assistant, George Emery, and the bosun. Emery subsequently went below to the engine room and was

(Continued on page 15)

# — SHIPPING ROUND-UP AND FORECAST —

December 28 Through January 10

Port	Registered						Shipped									
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B	Total A	Total B	Total C	Total Ship.
Boston	8	3	6	2	4	1	2	0	0	0	1	2	4	2	1	7
New York	69	80	43	28	49	15	81	14	3	44	23	2	53	13	5	239
Philadelphia	28	7	18	11	18	8	19	0	0	11	4	0	12	2	0	48
Baltimore	52	16	23	9	25	11	41	13	1	27	24	3	17	16	1	143
Norfolk	8	10	9	6	7	9	8	11	11	10	3	7	7	4	10	71
Savannah	11	3	3	5	4	3	11	7	0	4	5	0	6	2	0	35
Tampa	12	7	5	4	10	7	6	1	0	3	1	0	2	0	0	13
Mobile	24	6	23	3	16	12	19	10	0	17	12	1	17	3	1	80
New Orleans	35	14	26	18	45	13	42	4	0	28	19	1	57	19	4	174
Lake Charles	14	4	9	14	5	5	18	4	1	11	17	0	12	1	1	76
Houston	13	6	9	5	7	7	8	4	1	5	6	0	2	0	0	26
Wilmington	13	8	9	5	6	4	9	5	6	4	11	5	9	9	5	63
San Francisco	6	11	6	6	4	2	20	20	12	14	18	13	15	13	4	129
Seattle	15	22	11	21	11	16	11	12	9	8	9	11	6	10	3	79
<b>TOTALS</b>	<b>308</b>	<b>197</b>	<b>200</b>	<b>137</b>	<b>211</b>	<b>113</b>	<b>295</b>	<b>105</b>	<b>44</b>	<b>187</b>	<b>152</b>	<b>43</b>	<b>216</b>	<b>105</b>	<b>35</b>	<b>1182</b>

## Sea Wage Freeze Shelved; New Hearings Scheduled

WASHINGTON — Seafarers and members of other maritime unions won a major victory this week as the House Merchant Marine Committee indicated it would shelve for the time being a proposal to impose wage and collective bargaining controls on the maritime industry. A committee report to be released in the next few days will not call for legislation to control contracts and bargaining by sea unions.

While the wage control idea could be revived in the future, the committee's action indicates that the strong protests by the SIU and other SIU affiliates against a wage freeze have carried the day.

Industry spokesmen for the big subsidized operations supported the controls proposal and the NMU indicated it was willing to agree to control of contract terms by an outside arbitrator.

### Maritime Board Proposed

The wage freeze proposal was originally put forth by Representative Herbert Bonner, committee chairman, in March of last year. He submitted a bill which would have authorized the Maritime Administration to fix wage levels, manning scales and working rules on subsidized ships. Subsequently, Bonner expanded the idea by proposing a Maritime Labor Disputes

Board which would have power to intervene in any maritime labor contract discussion and impose its own terms on any contract matter. The board would have had authority to freeze even a simple contract clarification for many months.

All SIU of NA affiliates testified against the wage freeze and maritime controls proposals at public hearings last summer, charging that such legislation would arbitrarily restrict the rights of seamen to negotiate working agreements. SIU Secretary-Treasurer Paul Hall told the committee at the time that instead of making maritime labor a whipping boy for the industry's ills, the committee should concentrate on constructive proposals.

Government interference, he said, would upset harmonious labor relations and promote political settlements. Other testimony pointed out that the industry and

seamen are already under a variety of Government control by the Coast Guard, the Maritime Administration, the Interstate Commerce Commission and other agencies, making seamen and ships just about the most-regulated industry in the country.

### Disagreement

The committee held a number of regional hearings on the issue as well as the final hearings in Washington but did not issue a report last year, reflecting disagreement among committee members as to the advisability of the proposal.

It is expected that the committee will make some recommendations as to the future course of labor-management relations in maritime. The recommendations will be interim ones and will be followed by further inquiries and hearings into the views of unions and management in the industry.

SIU shipping increased slightly during the last two-week period as job activity outpaced registration. The total number of men dispatched to jobs was 1,182; registration lagged slightly at 1,166.

The better than fair showing got 1956 shipping off to a good start throughout the A&G District, despite some dismal forecasts to the contrary. A particularly good sign was the simple fact that more men were moving out than were coming in and ready to ship. This held true generally during the second half of last year.

### Ups And Downs

Individual performances for the 14 ports in the district showed six ports improved, seven down and one the same, but pegged at a fair pace. On the good side, Norfolk, Savannah, New Orleans, Lake Charles, Wilmington and San Francisco reflected an uptrend. The reverse was evident in Boston, New York, Philadelphia, Baltimore, Tampa, Houston and Seattle, while Mobile held its own.

Overall, the record indicated the North Atlantic ports uniformly down, the Southern and Gulf ports (less Tampa and Houston) doing well, and the West Coast also riding high. Seattle, despite a dip, still enjoys good shipping.

From the viewpoint of seniority shipping, class A, with the top seniority status, held 59 percent

## Meeting Night Every 2 Weeks

Regular membership meetings in SIU headquarters and at all branches are held every second Wednesday night at 7 PM. The schedule for the next few meetings is as follows: Jan. 25, Feb. 8, Feb. 22.

of the total. Class B, the next step in the seniority ladder, accounted for 31 percent and class C, which has no seniority under the SIU shipping set-up, drew 10 percent of the total jobs dispatched.

The number of class A men shipped fell just a little short of the total registration in this group, as its members maintained their usual two to one advantage over class B in the number of jobs shipped.

Three ports shipped no men in class C and two others shipped only one. The three West Coast ports, however, accounted for more than half the shipping in this group by themselves and, with Norfolk, for almost 80 percent of it.

The following is the forecast port by port:

**Boston:** Quiet . . . **New York:** Slowing up but jobs still hang on board for several calls . . . **Philadelphia:** Slacked off; sees nothing due . . . **Baltimore:** Holding its own; registration lagging . . . **Norfolk:** Outlook not too good . . . **Savannah:** Doing better than expected but sees no future . . . **Tampa:** Stays slow . . . **Mobile:** Better than fair . . . **New Orleans:**

Good . . . **Lake Charles:** Busy as usual . . . **Houston:** Slow . . . **Wilmington:** Good . . . **San Francisco:** Slowing up . . . **Seattle:** Good, but slow for steward department group one.

## MAW Signs Pact With Blue Stack

TAMPA — An interim 90-day agreement was signed this week between the SIU-affiliated Marine Allied Workers and the Blue Stack Towing Company, assuring the tugboat workers the top conditions in the area.

The quick wrap-up of contract negotiations followed the union's victory in a National Labor Relations Board representation election last November. The MAW win in Blue Stack was its third in as many attempts in recent months. Full assistance was provided by the SIU in the beef.

Unlicensed crewmembers on the six tugs gained a basic wage scale of \$314.19 per month, an overtime rate of \$1.94 hourly and liberal improvements in working rules under the interim agreement.

The pact was inked for a 90-day period only to allow time for both union and management to work out any possible kinks before arriving at a full-scale agreement.

Blue Stack tugs operate in Gulf waters, principally out of this port and Mobile. Forty-one unlicensed crewmembers were involved in the voting unit.

## 'Beer Tanker' Stirs A Row

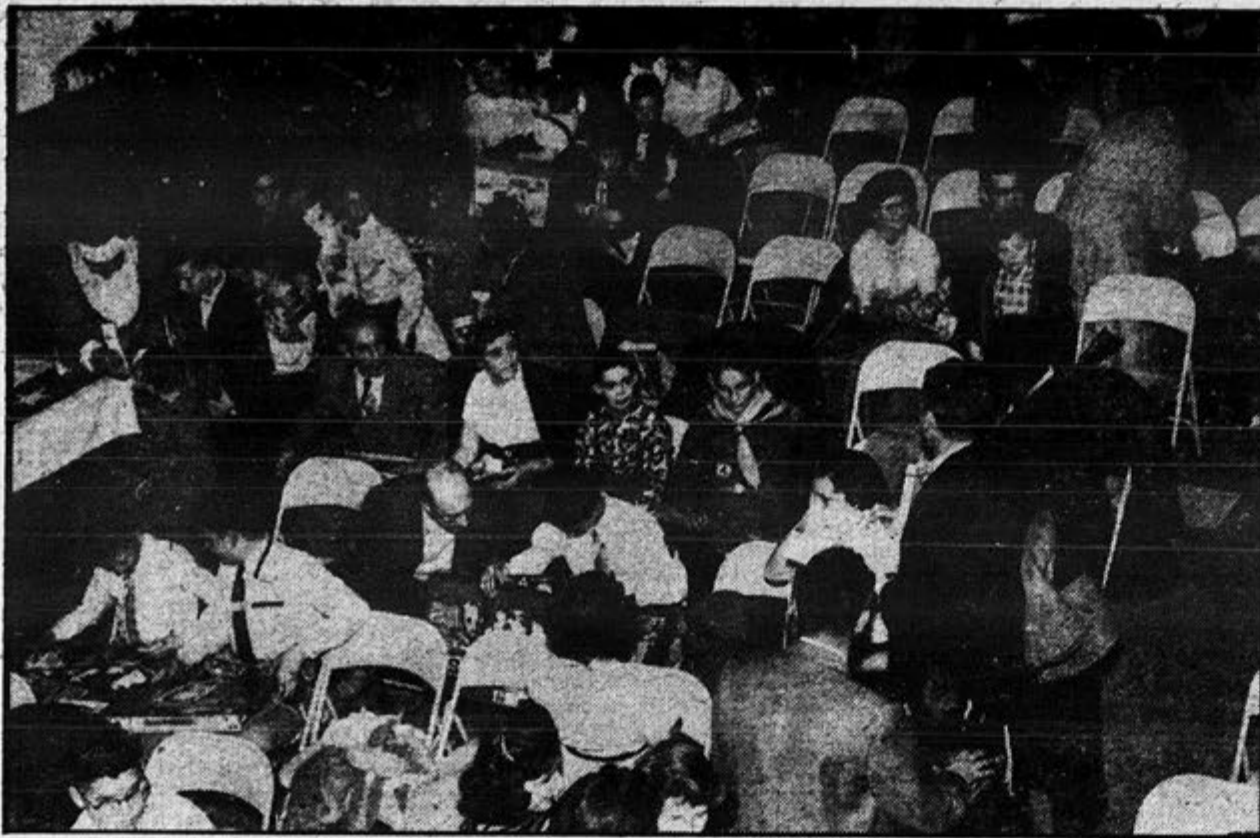
Two Dutch trade unions recently ironed out what threatened to become a heated jurisdictional tangle, following the launching in Amsterdam, Holland, of the first "beer tanker" in the world. Jobs on the ship, which is designed to carry 25,000 gallons of beer between Dutch ports, were quickly claimed by both union sailors and union brewery workers. A compromise solution, agreed to by all, eventually enabled a sailors' union crew to man the ship. It assured the seamen's union jurisdiction over everything that floats on water and gave the brewery workers jurisdiction over everything that floats on beer.

## SIU Year-End Fete In Philadelphia



Seafarers in Philadelphia marked New Year's holiday with traditional full-course dinner and trimmings under Union auspices at restaurant not far from the hall on Market St. Above, part of the large group of SIU men, their families and friends who attended are shown enjoying themselves around the main table. Steve Cardullo, SIU port agent, is second from right.

## SIU Plays Santa In Westinghouse Beef



Westinghouse strikers and their families enjoyed Christmas holiday at the SIU Baltimore hall, as Seafarers played host to youngsters of striking electrical workers. The party was complete with Santa Claus (left), who handed out gifts to the kids. The International Union of Electrical Workers have been on strike against Westinghouse almost three months with Seafarers and members of other AFL maritime unions providing strike aid to workers in Baltimore area.

## Balto Bay Line Beef Holds Fast

BALTIMORE—Holding fast in the face of unchanged company opposition, SIU and Marine Allied Workers picketing continues to harass Old Bay Line operations without let-up. Picketing of the local company has been going on for several months to expose its anti-labor attitude before the public. The company embarked on a campaign of intimidation

against MAW organizers and crewmembers on the eve of an agreement for a National Labor Relations Board election to decide the representation issue. Picketing has been going on ever since, with full support from the SIU branch here.

### Even Keel

SIU Port Agent Earl Sheppard also reported this week that shipping dipped somewhat during the last period, but was offset by a lower than usual registration which kept things on a fairly even keel. Ten ships paid off, five signed on and sixteen others stopped over in transit.

Of the lot, the only one to present a beef of any consequence was the Westport (Arthur), which came in for payoff during the period. However, discussion between officers, crew and SIU port officials straightened out the wrangle after a time.

One final development in the

port was the passing of two well-known Seafarers, one of whom, Sterling Cullison, was aboard the Emilia (Bull) as chief steward at the time.

His sudden passing, along with the death of Union oldtimer Harry Johnson, was a blow to all who knew him. Johnson, an SIU pensioner, was ashore after a lifetime at sea and had been on the SIU disability roster for many months.

### '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 received authorization from SIU headquarters to collect funds.

## Santa Visits The Stony Creek



Even Santa was there as SIU crew on the Stony Creek whooped it up for the Christmas holidays. A first-rate meal, tree and other trimmings helped liven up the occasion. Neither Santa nor anybody else was identified, however.

## New Operator Finds SIU Enforces Pact; Crew Wins OT \$\$

NEW YORK—SIU headquarters officials gave an errant ship operator a lesson in contract enforcement free of charge last week, while Seafarers on the Algonkin cashed in on more than 200 hours of overtime disputed by the master.

The ship, previously the SS Mohawk, also manned by Seafarers, is owned by Trans-Oceanic Marine but is now being operated by the Marine Transport Company. The latter, which has contracts with another East Coast seaman's union, "apparently was under the impression the payoff of an SIU crew would be handled the same way it generally was under the other outfit," SIU Assistant Secretary-Treasurer Claude Simmons asserted. "We took two days to

show them otherwise," he added, pointing out along the way that relations with Trans-Oceanic itself have always been good, and were not at issue here.

### Overtime In Dispute

At stake in the Algonkin squabble, however, were nearly 200 hours of disputed overtime in the deck department alone, involving, among other things, the captain and all the mates cleaning holds, stowaways working on decks, deck department doing longshore work and a beef over a restriction in Bilbao, Spain. All of these items fall under the overtime clauses in SIU agreements, so that the beefs by the crew were all good.

At the wind-up, the company representative finally got the idea that SIU contracts meant what they said, regardless of his previous experiences in such matters.

The happy results on this beef didn't carry over to shipping generally, however. The boom for the Port of New York seems to have gone out with the old year, leaving poor weather and matching shipping behind.

### Jobs Hang On Board

Nevertheless, in spite of the drop, some jobs still hung on the board for several calls.

Some jobs for entry ratings were on the board for several calls because many SIU men have gotten endorsements in higher ratings, thereby keeping down the number of men available for the lower-paid jobs. But since the big test is getting men with the higher ratings, the problem is not reckoned as a serious one.

For the record, the past period saw 22 payoffs, 8 sign-ons and 8 in-transit ships. All of them, with the exception of the Algonkin, were in good shape.

## Offer Union Scholarships To Oxford

Another three scholarships are being offered to American union members by the Transatlantic Foundation for Ruskin College, Oxford, and Coleg Harlech, Wales. The awards cover the 1956-1957 school year.

In past years two Seafarers have won these scholarship awards, Irwin Suall and Ed Larkin. Suall is now employed by the organizing department of the International Ladies Garment Workers Union while Larkin is completing his course of study at Cornell University under the SIU scholarship program.

### Two At Oxford

Two of the scholarships are for Ruskin College and provide 325 pounds. They cover room, board and tuition and leave about 125 pounds, or \$350, for personal use.

The Coleg Harlech scholarship offers tuition, room and board, with personal expenses of approximately \$400 being carried by the applicant.

Seafarers interested in the scholarship can get an application from the SEAFARERS LOG office.

## Canada SIU Files Claim For Ship \$

MONTREAL — The SIU Canadian District has slapped a lien for \$54,000 in back pay on the cruise ship Mazatlan which had a brief and inglorious career last summer on a Vancouver to Mexico run.

The Mazatlan broke down completely enroute to Acapulco, Mexico, and had to be towed back to San Pedro, California, where it is now being auctioned off to pay outstanding indebtedness. In the course of her only cruise, the ship ran out of food and water, the boilers blew out and passengers had to sleep on deck and eat life-boat rations.

Originally operated by the Alaska Steamship Company, the Mazatlan was sold and transferred to the Liberian flag for the cruise operation. However, West Coast unions picketed the ship, winning a standard Canadian District contract from her owners.

Passengers and the crew of 75 sailed last June for a two-week "luxury" cruise to Acapulco. The ship had been designed for the Alaska trade with staterooms snuggled up to the fire-room. The result was passengers could not tolerate the heat and had to sleep on deck.

### Towed To Port

Other mishaps followed in rapid order until the ship broke down and had to be towed into San Pedro. As a final touch, customs officials discovered that Scotch was coming out of the water taps instead of water.

The lien against the ship amounts to about \$700 in back pay for each crewmember.

## Navy's Device Ends Hull Rust

WASHINGTON — The vexing problem of underwater corrosion of ships hulls may have been solved, the US Navy reports. An experimental installation of magnesium anodes has been 100 percent effective in eliminating underwater corrosion of hulls on the USS Ingraham, over a two-year period.

The system also was very effective in reducing corrosion of rudders, shafts and struts.

Twenty magnesium anodes were installed on the hull of the vessel for the program. The anodes furnish current for a protective cathode field which prevented corrosion of the steel plating.

# The Way AFL-CIO Will Operate

The 15-million member federation born last month as the AFL-CIO is the biggest organization of free trade unionists in the world. Every Seafarer is a member of this new, dynamic group, which will strive to better the lives of all the people of the United States and serve as a guiding force in bettering workers' conditions throughout the world. Each union — including the SIU — contributes out of its dues a per capita payment of 48 cents per year for each member to the federation. These are the funds which enable the AFL-CIO to carry out its duties. To acquaint Seafarers with the make-up of the new Federation, the structure and major functions of the AFL-CIO are described on this page.

## National Structure

The day to day governing bodies of the AFL-CIO are an executive committee of eight members and the AFL-CIO executive council consisting of President George Meany, Secretary-Treasurer William Schnitzler and 27 vice-presidents, 17 from the old AFL and 10 from the old CIO. The executive committee of eight includes Meany, Schnitzler, Walter Reuther, formerly CIO president, and five others, three from the old AFL and two from the CIO. Conventions meet once every year to act on major policy questions.

## Departments

The Federation includes five departments which represent groupings of international unions having common economic interest. The departments are: Industrial Union Department made up of industrial-type unions, the Building and Construction Trades Department, which includes craft unions (carpenters, painters, plumbers, etc.) in the construction industry; the Maritime Trades Department, of which the SIU and other marine unions are members; the Metal Trades Department representing unions in metal-working industries and shipyards; and the Railway Employees Department, which includes craft unions in railway maintenance shops. The departments hold conventions of their own to act on problems affecting their memberships.

## State Federations

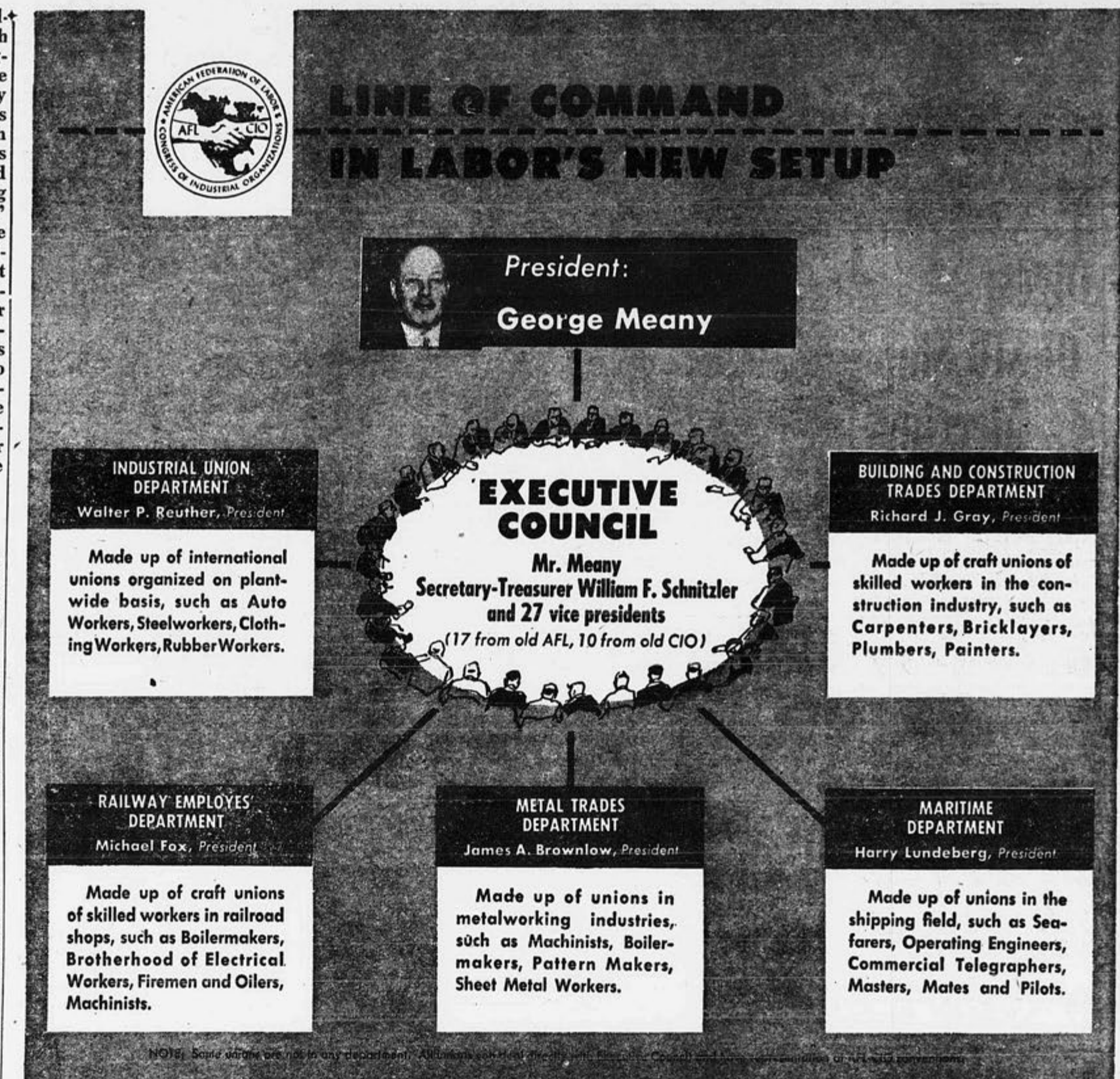
The old AFL and CIO maintained federations on the state level in practically every state in the union. These federations are now in the process of being unified. The major function of the federations has been in dealing with state legislation, such as workmen's compensation, unemployment insurance, safety standards, state minimum wage laws, factory codes and the like including the current splurge of "right to work" laws.

## City-Central Bodies

Like the state federations, the city central bodies are also in the process of combining. Their job is mutual support and assistance to member unions on a local level. There are thousands of these bodies in cities throughout the US.

## Individual Unions

The individual international unions, like the SIU of NA, will continue to function as before, representing their membership within



NOTE: Some unions are not in any department. All unions are members of the Executive Council. Copyright 1955 United States News Publishing Corporation.

their jurisdictions. Each individual union is free to take steps to merge with other unions having similar jurisdictions, or to retain its present status, whichever it pleases. Individual unions are fully autonomous.

## Organizing

One of the first effects of the AFL-CIO merger will be felt in the organizing field. The organizing department set up under the merger will concentrate on areas where unions have met great resistance such as textiles, chemicals, lumber and the white collar field. There are an estimated 26 million non-union workers in the US, so the organizing department has no fear of running out of projects. Former AFL and CIO organizers are working under the direction of John Livingstone of the United Auto Workers. Most of the emphasis is likely to be in the South.

## Publications

Both the AFL and CIO had issued weekly newspapers and the AFL had maintained a monthly magazine. The newspapers have been merged and the magazine is continuing as a joint AFL-CIO operation. Two radio news commentators are being continued, John P. Vandercook and Edward P. Morgan on the ABC radio network. Also, an estimated million dollars will be spent on public relations in 1956, all under the direction of

Henry C. Fleisher, formerly editor of the "CIO News."

## Education

John P. Connor who headed the old AFL Department of Education, continues this function under the merger. The Department issues booklets and other publications, produces film strips and holds seminars on various phases of labor activity.

## Legislation

A major impact of the 15-million member Federation is expected in the legislative field where organized labor will now speak with one voice. Items which will get top priority from AFL-CIO this year include amending Taft-Hartley laws, broader minimum wage coverage, aid to education, improved social security benefits including disability benefits.

## Political Action

Since 1956 is a national election year, political action will loom large on the labor scene. The two political arms, the CIO Political Action Committee and Labor's League for Political Education, have been merged and funds raised for political purposes will now be concentrated on a unified program. It is expected that AFL-CIO will make national campaign endorsements from the office of president on down.

**MARITIME TRADES DEPARTMENT**  
**NEWS REPORT**  
**DIRECT-TO-SHIPS**

**SHIPS' WIRELESS**

ROUND-THE-WORLD

EVERY SUNDAY  
1915 GMT

EVERY MONDAY  
0315 GMT

(2:15 PM EST Sunday)  
 Europe and North America  
 —WCO-13020 KC  
 East Coast South America  
 —WCO-16908.8 KC  
 West Coast South America  
 —WCO-22407 KC

(10:15 PM EST Sunday)  
 Australia  
 WMM 25—15607 KC  
 Northwest Pacific  
 —WMM 81—11037.5

# PHS Cites 'Spotless' Tuxford

Sanitation and cleanliness maintained by SIU crewmembers aboard the Robin Tuxford has earned the ship a clean bill of health in its annual inspection by the US Public Health Service.

The performance by the Tuxford touched off a joint drive by the SIU and Robin Line to bring the rest of the company's 12-ship fleet up to the same mark in the next six months.

Ships qualify for a USPHS "sanitation" certificate on the basis of a percentage rating of 95 percent or better. The Tuxford showed considerable improvement over the past in advancing to a near-perfect 99 percent rating two weeks ago.

The percentage rating is based on point values awarded for degrees of cleanliness in working and living spaces, with natural emphasis on sanitation in messrooms, galleys, food storerooms, heads and foyles.

### Inspect All US Ships

All US ships are subject to a USPHS inspection each year for the purpose of determining their eligibility for a sanitation certificate. The agency's interest in this matter stems from its major concern with preventing disease or germ carriers from getting ashore from ships arriving back in the US from all corners of the world.

Union and company efforts to qualify the entire Robin Line fleet for the sanitation certificates

will center on the promotion of "good housekeeping" practices in all departments.

Special emphasis will be placed on keeping the galley, pantries, messroom, food storerooms and all utensils and dishes in top condition, and on garbage disposal. Efforts by sanitary workers in the deck and engine departments will also be enlisted, since joint parti-

icipation by all crewmembers is necessary to the campaign.

On the basis of past performance by crewmembers and the company on safety practices, which enabled SIU-manned Robin Line ships to win the top National Safety Council award in maritime for 1954 it is expected the drive will be successful long before the time allotted.

**MARORE (Ore), Dec. 14—**Chairman, W. Sharp; Secretary, S. Welton. Concur in communication from headquarters. Suggestion made that all headquarters bulletins be kept in ship's file.

**MASSMAR (Calmar), Dec. 14—**Chairman, E. Gretsky; Secretary, W. A. Conley. One man went to hospital in Mexico; union notified. No beefs. Concur with communications from headquarters. Repair list to be made up.

**PORTMAR (Calmar), Dec. 11—**Chairman, J. Torres; Secretary, T. Price. Ship's secretary-reporter elected. Ship's fund contains \$29.75. Concur in communications from headquarters. To draft a letter and send it to E. B. Tilley, Wilmington agent. Captain's policy on draw was explained to crew. Each member asked to donate fifty cents to ship's fund.

**COE VICTORY (Victory Carriers), Nov. 29—**Chairman, J. Crowley; Secretary, D. Sacher. Concur in communications from headquarters. Ship's delegate elected. Repair list turned in. Crewmembers to report repairs as they find them.

**DEC. 18—**Chairman, J. Crowley; Secretary, E. Anderson. Interference reported topside with steward in running his department. Communications from headquarters accepted. Motion made and carried to back up steward 100 percent in department for a job well done. Lodger to be installed on flying bridge.

**CUBORE (Ore), Dec. 16—**Chairman, Nickols; Secretary, Spear. No beefs. Pantry to be kept clean. Vote of thanks to steward department.

**ELIZABETH (Bull Lines), Dec. 28—**Chairman, A. Ferrara; Secretary, none. Some disputed overtime. Discussion held on milk situation. Communication from headquarters accepted.

**GENEVIEVE PETERKIN (Bloomfield), Dec. 22—**Chairman, J. Touart; Secretary, H. Sullivan. Steward department committee food program is in effect. A larger variety of night lunches has been noticed. Ship's delegate and treasurer elected. Steward requested crew's cooperation in saving coffee.

**IBERVILLE (Pan Atlantic), Dec. 20—**Chairman, I. Craft; Secretary, D. Rundblad. No beefs, ship running smooth. Ship's fund—\$19.10. Two men missed ship in New Orleans. It was suggested that steward department put up Christmas decorations in the crew messroom.

**JOHN B. KULUKUNDIS (Marife), Nov. 19—**Chairman, B. Gramburg; Secretary, V. Fitzgerald. Everything in order except that allotment checks are not getting home in time. Concur in communication from headquarters. Vote of thanks to steward department. Discussion held about money draws in Japan.

**JOHN C (Atlantic Carriers), Dec. 26—**Chairman, E. Anderson; Secretary, W. Cassidy. Ship's secretary-reporter elected. Few minor beefs to be settled. All repairs to be fixed before vessel leaves on next voyage. Vote of thanks to steward department.

**KATHRYN (Bull), Dec. 25—**Chairman, R. Adamson; Secretary, A. Resler. One man missed ship in New York. Ship's fund—\$5. Treasurer spoke on donations being voluntary. No beefs. Concur in communications from headquarters. Bad washing machine to be referred to patrolman. Vote of thanks to steward department.

**LA SALLE (Waterman), Dec. 18—**Chairman, W. Battle; Secretary, J. Redder. Discussion on necessary repairs. Ship's fund—\$43.85. Concur in communications from headquarters. Motion made and carried to wish entire membership ashore and afloat Merry Christmas and a Happy New Year.

**LONGVIEW VICTORY (Victory Carriers), Dec. 18—**Chairman, S. Bergeria; Secretary, J. Menville. Some disputed overtime from last voyage. Recreation room to be kept clean.

**MAE (Bull), Dec. 18—**Chairman, W. Scott; Secretary, T. Schultz. Ship's fund—\$7. Concur in communications from headquarters. All linen to be turned in.

**MICHAEL (Carras), Dec. 17—**Chairman, C. Carras; Secretary, W. Langford. Mattresses have been ordered. Concur in communications from headquarters. Ship's delegate elected.

**NEVA WEST (Bloomfield), Dec. 25—**Chairman, E. Keagy; Secretary, D. Jones. Repair list to be turned into captain. An article has been forwarded to LOG. Ship's fund—\$28. Some disputed overtime. Vote of thanks to radio officers union for giving the weekly news. Discussion on purchase of radio.

**OCEAN DEBORAH (Maritime Overseas), Dec. 3—**Chairman, J. Mastini; Secretary, E. Martell. Repair list to be made up. Ship's fund—\$20.50. Some disputed overtime. Everything running okay. Concur in communications from headquarters. Discussion held on deck delegate's report.

**PENNMAR (Calmar), Dec. 17—**Chairman, G. Reids; Secretary, V. Monte. All minor beefs were settled. All correspondence to be turned in to headquarters. Concur in communications from headquarters. Ship's fund—\$16.

**REPUBLIC (Trafalgar), Dec. 24—**Chairman, D. Piccerelli; Secretary, J. Dedicataria. Ship's delegate thanked crew for their good behavior. Ice cream freezer or box to be installed. To see patrolman about light on stairway going up to chief pumpman's quarters. Crewmember who has complaints to see department delegate.

**ROBIN DONCASTER (Seas Shipping), Dec. 1955—**Chairman, W. Wallace; Secretary, F. Quinonez. Repair list read. No beefs, no disputed overtime. Concur in communications from headquarters. Doorstep leading to passageway to be repaired.

**SALEM MARITIME (Cities Service), Dec. 26—**Chairman, none; Secretary, B. Richardson. Everything running okay. To check on new washing machine.

## Digest Of SIU Ship Meetings

Deck engineer to repair washing machine.

**STEEL DESIGNER (Isthmian), Dec. 4—**Chairman, R. Ellison; Secretary, E. Klingsvall. No beefs. All departments need rooms painted. Concur in communications from headquarters. All unauthorized persons to keep out of crew messroom and passageways. Washing machine to be repaired in Manila.

**DEL MAR (Mississippi), Dec. 4—**Chairman, R. Callahan; Secretary, L. Muner. Ship's fund is \$771.89. Vote of thanks to men who repaired washing machine. Chief mate thanked deck department for job well done. Concur with communications from headquarters. Motion made and carried to donate \$10 to repatriated seaman aboard. Motion carried to turn movie machine over to chief electrician to take ashore to be overhauled. To set aside \$40 to buy books in New Orleans.

**JOHN B. WATERMAN (Waterman), Dec. 10—**Chairman, McCall; Secretary, R. Kennedy. Ship's treasurer elected. Discussion held on SUP agreement. New washing machine needed.

**LIBERTY BELL (Tramp Cargo Carriers), Dec. 4—**Chairman, Faulkner; Secretary, J. Howard. Fuel tank to be cleaned out for galley range. New mattresses and pillows to be obtained.

**ALCOA PENNANT (Alcoa), Dec. 11—**Chairman, F. Bartlett; Secretary, J. Olsen. No beefs. Concur with communications from headquarters. Ship's delegate elected. Steward will try to obtain fresh nuts for Christmas.

**ALGONKIN (Marine Transport), Dec. 10—**Chairman, Fleming; Secretary, Schiavone. Water shortage aboard. Motion made and carried that a committee write a letter to headquarters regarding this and general conditions aboard this vessel. Pantryman to take care of recreation room and ordinary seaman and wiper to take alternate turns taking care of laundry. Captain will not give crew American money in Spain. This to be taken up at payoff.

**BARBARA FRIETCHIE (Liberty Navigation), Dec. 11—**Chairman, D. Fitzpatrick; Secretary, O. Payne. Captain claims that this is not a penalty cargo. This will be taken up at payoff. No beefs. Bacon aboard to be replaced by name brand. All hands leaving vessel, to leave it clean.

**WINTER HILL (Cities Service), Dec. 11—**Chairman, M. Olson; Secretary, F. Reese. Two men missed ship. Accept Union communication as read. Discussion held on men's gear.

**YORKMAR (Calmar), Dec. 25—**Chairman, C. Ramsey; Secretary, J. Marshall. Report made on washing machine and ice water in drinking fountain. Ship's secretary-reporter and treasurer elected. Concur in communications from headquarters. Ship's delegate to thank captain and 1st ass't. engr. for donation of cigars and cigarettes on Christmas Day. Vote of thanks to steward department.

**SHINNECOCK BAY (Veritas), Nov. 27—**Chairman, J. Thomas; Secretary, E. Mikkelsen. Several telephone calls made to various branches of the Union along the Coast regarding different matters. Ship's fund—\$14.50. Some disputed overtime. Concur in communication from headquarters. Discussion held on washing machine, keeping messhall clean, water shortage, better grade of coffee, taking care of refrigeration, painting passageways and repairs.

**WARRIOR (Pan Atlantic), Dec. 17—**Chairman, J. Madden; Secretary, M. Elliott. Ship's delegate elected. No beefs. Concur in communications from headquarters. It was suggested that each man sign atop chest book each time he purchases something. Washing machine to be taken care of.

**WILD RANGER (Waterman), Dec. 10—**Chairman, G. Dunn; Secretary, D. Merrill. Pictures will be sent to LOG.

## MEET THE SEAFARERS

### LARRY BIONDO, AB

At 31, Seafarer Larry Biondo is one of the generation of World War II seamen who are now the backbone of the maritime industry. Larry set sail at age 18 from Boston in 1943, joined the SIU in that port and has been a fixture on SIU ships since then.

Before going to sea, Biondo had another career that lasted four years. He started out boxing in the amateurs at 14 and by 16 he was already a pro. His early start is attributed to the fact that his father, Vito Biondo, was a well-known trainer of fighters in St. Louis, Missouri. In the course of his business, the elder Biondo made a number of trips to and from Europe with Larry, giving him his first taste for salt water. So he was no stranger to ships when he started sailing for a living.

Biondo went through the war without hazard, although he had more than his share of tense moments when a seagoing tug on which he was a crewmember was assigned the job of rescuing a crippled Navy cruiser from Formosan waters. The tug had to run a gauntlet of Japanese submarines, but its closest brush came when it nearly rubbed sides with one of its escorts which was making a sweep after a sub.

### Lives In Highlandtown

After the war Biondo started shipping regularly out of Baltimore and now lives in Highlandtown in that city with his wife, an Irish girl he met in 1952.

Like a number of Seafarers, Larry has an interest in short wave radio and likes to tinker with radio sets. He hopes some day to assemble his own short-wave transmitter-receiver and become a genuine "ham" of the radio variety.



Biondo

### GIBBS LIVERMAN, Electrician

Collecting is a natural for seamen who get around to so many ports and Seafarer Gibbs Liverman rates as a genuine collector. His particular interest is hand-crafted furniture and furnishings with which he decorates his Washington, DC, apartment. Not the least of the rewards of shipping, he finds, is the artisanship he may turn up in some Far Eastern bazaar. A hand-carved teakwood bar is one of the showpieces of his home.

Now 52, Liverman started sailing way back in 1918 as a boy of 16. He joined the SIU in 1938 when it first got underway and sailed through many grim moments in World War II. Enemy fire passed him by, but oddly enough, a slip on a stairway in 1952 put him out of action for a while. More serious was a lengthy bout with pneumonia recently. Now, though, he has his "fit for duty" and is heading out again.

Liverman comes from the North Carolina tidewater country near dreaded Cape Hatteras, an area well-known for fishing and hunting. He heads south about twice a year and gets in some shooting, boasting three deer and two geese as his 1955 score.

He recalls one unusual hunting incident in which a tired young doe when cornered by the dogs ran up to a field-hand and snuggled up to him, seeking protection from the yapping hounds.

Since he started sailing almost 40 years ago, it would be understandable if he gave some thought to retiring. But Liverman rejects the idea as the farthest thing from his mind. He intends to keep on sailing, he says, as long as he can make it up and down the gangway.



Liverman

## Albion Fire Quenched In Mid-Pacific

A Seafarer's yen for an early morning snack after coming off watch led to speedy detection of a fire aboard the SIU-manned Albion in mid-Pacific. The blaze was quickly put out by a few bucketfuls of water with only minor damage.

Albert G. Yumul, 12-4 fireman on the ship, felt like getting a bite when he came off his watch in the wee hours of the morning. He went up to the saloon mess, but when he opened the door he discovered the bulkhead was burning.

Yumul shouted for help and several crewmen started to break out the fire hose. Meanwhile he started dousing the blaze with buckets of water from the pantry. By the time the hoses were ready, the fire was under control.

The Albion was on its way back to the West Coast from Korea at the time of the incident.

## Plenty Of Fresh Fish With SIU Fishermen Around



Good eating is guaranteed on the Alcoa Runner (left) as two unidentified crewmembers show off a good-sized catch. At right, John Schaller, baker and James Eichenberg, chief steward, display the 35-pound barracuda that was caught in Caribbean waters. Barracuda isn't very tasty-looking.

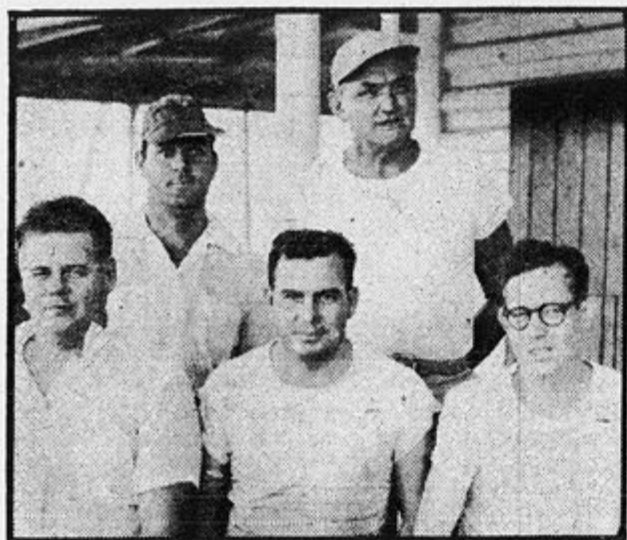
aboard the  
**STEEL  
WORKER**



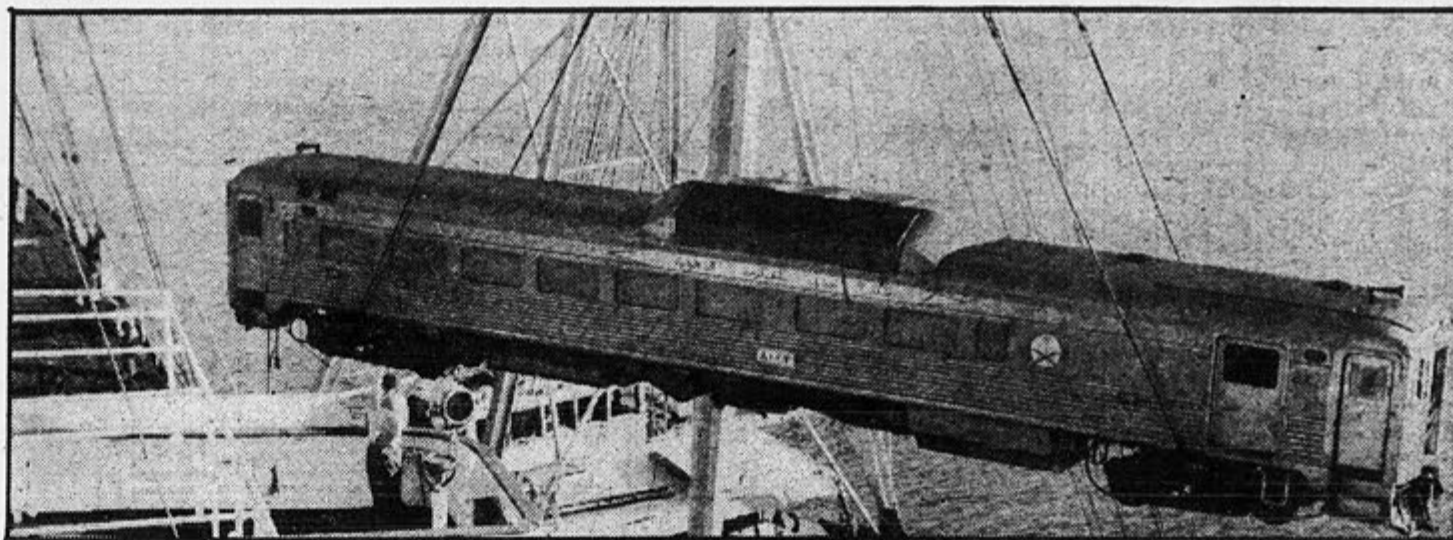
Relaxing at coffeetime in Port Said, Egypt, deck gang includes (kneeling, l to r) Loukas, Ray Hynes, W. Roccia, (standing) J. O'Donald, L. Tyburczy, D. Pearce, K. Roos, W. Brabham, L. Mc-Glone.



Man behind the camera aboard the Steel Worker is Merwyn "Doc" Watson, who took these photos.



In Damman, Saudi Arabia, engine department group pictured (l to r) M. O. Karlsson, oiler; T. G. Ryan, Jr., wiper; T. D. Smith, wiper; Earl Smith, electrician, and J. T. Ryan, FWT.



Palatial, air-conditioned private railway car for King Ibn Saud of Saudi Arabia heads ashore suspended in air from barge after delivery in Damman. Barge was towed with car suspended in this manner until it reached seven-mile-long pier located further inland and car could be lowered to tracks and gotten ashore. The transfer, although the car weighed 58 tons, was managed without trouble. The ship brought car over from Philadelphia.



Prize of seven-foot shark caught on handline by one crewmember, Loukas, AB (not shown), is admired by shipmates and visitors from Dutch ship at Damman. Carl Hargroves, AB, holds the line.



After serving Thanksgiving dinner, galley gang relaxes. Shown (seated, l to r) G. Reyes, T. Lacson, S. Pagan, A. Nott, (standing) T. Mabalo, B. Bautista, P. Saquilayan, M. Baskin, A. Armada, N. Gaylord.



Shark pictured at left comes to a quiet end as Arabian natives assist in cutting off steaks for an extra feed. Seafarer T. Zitoniades, OS, holds the man-eater's head.



# Ala. SIU Talks Seek Jobless Aid

MOBILE—Discussions with Alabama state representatives which may clear the way to unemployment benefits for hundreds of SIU men are being carried forward here as speedily as possible.

The present state unemployment benefit set-up makes it difficult for men with class B and C status under the SIU seniority shipping system to receive these payments at the present time.

SIU port officials are hoping that the current talks, with several meetings scheduled, can dissolve the difficulties, so that these men can collect benefits the same as other unemployed workers in the state.

In other developments, the Marine Allied Workers are continuing busy activities on the local waterfront. In one, the MAW is moving to win certification as bargaining agent for some 200 jobs at the Alabama State Docks, which are not represented by any union right now.

Shipping, meanwhile, held the same pace as the previous two weeks, with every indication that this fair pace would continue. Eleven ships are already scheduled to come in during the current period.

The latest traffic report consisted of eight payoffs, six sign-ons and two in-transits.

One sad note in the proceedings was the report of the deaths of the mothers of two Mobile regulars, Seafarers H. G. Ridgeway and Leroy Eckhoff. Seafarers and port officials extended their full sympathies to the families of both.

# On The Mend After Hospital Siege



Eight-month-old Roberto Hannibal, Jr., sits on mother's lap after recovery from pneumonia. Family received \$358 in hospital and doctor's benefits. Roberto and big brother Ivan, 2 1/2, were SIU "benefit babies." Dad is chief cook on Alcoa Puritan.

# Release Venezuela Leader, Unions Ask

CARACAS, Venezuela—Leaders of Venezuelan labor unions have met recently here and demanded freedom for Luis Hurtado, leader of the Oil Workers Federation, the Inter-American Regional Organization reports. The organization represents Latin American unions affiliated with the International Confederation of Free Trade Unions.

Hurtado has been imprisoned

for several years without trial by the government of Venezuelan dictator Perez Jimenez. Concern has been expressed that he may have already been killed by the Venezuelan police.

Another Venezuelan union, the Shoemakers, reported serious unemployment because of illegal activities of an Army group which has gone into business as a semi-official "cooperative."

The ICFTU affiliate reported



that a third union, the Graphic Arts Workers in the State of Zulia, have succeeded in getting a 44 hour week in the face of Government restrictions on economic action by unions. Printers in Caracas have a 44 hour week already.

# AMONG OUR AFFILIATES

Joint negotiations are being planned by the SIU Canadian District along with deck and engine officers in Canada on the next contract with Canadian Lake carriers. The Canadian Merchant Service Guild, representing the deck officers, and the National Association of Marine Engineers, an SIU-affiliated engineers' union, will sit down together with the unlicensed men of the Canadian District. Contract demands are now being drafted at Canadian District membership meetings.

A new tanker agreement has been signed by the Sailors Union of the Pacific with the Joshua Hendy Corporation, which operates tankers for the Navy. The agreement calls for a \$25 a month base wage boost, plus increases in

overtime rates. The contract has been approved by the SUP membership and is now up for Navy approval.

A report on the Marine Firemen's Union pension fund shows 121 members qualifying for benefits. Average benefits are running around \$1,000 a year for each retired member. The fund pays \$100 a month to seamen 65 or over and \$65 to \$90 a month to men between 60 and 65.

Demands by Fish and Cannery Workers unions on the West Coast for controls over foreign tuna imports would be considered by the Tariff Commission under a resolution introduced by Senator Warren Magnuson (Dem-Wash.).

# Map Two Atom Ships; Gas Turbines Doing Well

WASHINGTON—A scientific break-through in entirely new methods of ship propulsion is now in the offing. The administration is set to request construction of two atom-powered ships and rapid progress is being made on conversion of Liberty ships to gas turbine power plants.

It is reported that the administration has bowed to the opposition on its proposal for a floating showcase atomic ship and instead will press for two vessels, both tankers. One will be a commercial-prototype ship to go into operation by 1961. The other will be an exhibit ship, but instead of using a Nautilus-type reactor, a modified reactor and special hull would be constructed so that it would advance the construction of atomic power plants.

Some maritime authorities believe that an atomic-powered merchant ship will prove to be competitive before atomic reactors are competitive ashore. They feel the savings in fuel storage space will be translated into additional cargo-carrying facilities with consequent profit to the operator.

## Combination Ship Proposed

Other bills pending in Congress deal with a proposed dry cargo-passenger combination ship powered by atomic energy.

Of more immediate import to seamen and the US merchant fleet are the gas turbine developments under the Maritime Administration. The agency expects to know by the end of the year whether the gas turbines it is now installing in reserve fleet Libertys are practical or not. Early reports indicate that the turbines are doing very well.

Shipowners are showing interest in the gas turbine because it is claimed that this type of equipment can be operated without

watertenders and with a reduced engine room manning scale. However, manning scales are covered by Union contract provisions and as such are subject to negotiation between the maritime unions and the shipowners.

# Final Dispatch

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

Curt Borman, 49: Brother Borman died in the

USPHS hospital in Baltimore, Maryland, of pneumonia on December 16, 1955. Place of burial is not known. Brother Borman is survived by his wife,

Grace Borman, of Clintwood, New Jersey. A member of the Union since 1944, Brother Borman had been sailing in the steward department. He joined the SIU in the Port of Baltimore.

Rease C. Lumpkin, 51: Brother

Lumpkin died January 31, 1955, in Venice, Italy of drowning. Place of burial is unknown. Brother Lumpkin had been a member of the Union since the late part of 1947, where he joined the SIU in New York, and had been sailing in the engine department. His beneficiary is an aunt, Ollie Lovelace of Selmer, Tennessee.



# 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.

# A Completely SIU Wedding



Seafarer Allen Raymond and his bride are shown preparing to cut the first ceremonial slice of their wedding cake following their marriage in Baltimore. Raymond's brother David is a Seafarer. Best man was Wiley Carter, also a Seafarer.

# SEAFARERS IN ACTION

The crew on the Steel Architect has been running into a bit of a problem because of a shortage of ice-box space. Up until now the fish has been stored in the meat box with the result that the meat has been picking up flavor and odors it shouldn't have. Seafarer Ray Ferreira, delegate on the ship, has proposed one way of eliminating the problem by converting the butcher shop into a fish box. That way the fish and meat could be separated with obvious benefit to both and to the appetites of the crew.



Brightwell

Among other refinements on the Lewis Emery Jr. is a radio loudspeaker in the crew messhall so that crewmen can have soothing music with their meals. Seafarer Anthony Parker handled the wiring job which is duly appreciated by all hands.

On the Chickasaw, the mess deck is a lot cleaner and more esthetic looking now that the deck gang has gotten through putting a new coat of paint on it. The crew messman thanked bosun Mack Chapman for the fine job of painting that was done.



Parker

Walker, baker and Bill Brightwell, 3rd cook. The rest of the gang consisted of William Jones, Ray Beck, Albert Arancidlo, Juan Reinoso, Ralph Hayes and Dave Russell.

Good eating seems to have been the rule from beginning to end on the last trip of the Robin Kettering. The entire steward department did a grand job, the crew enthused, topped off by a truly royal Thanksgiving Dinner. Ralph Whitely was the chief steward aboard her with Antonio Fernandez, chief cook, James

## Beantown AFL-CIO Plan City Merger

BOSTON—Labor news in this city centers on a projected meeting later this month between representatives of the Greater Boston Central Labor Union, AFL, and the Greater Boston CIO Council to discuss merger of the two organizations.

## AFL-CIO Blueprints Organizing

WASHINGTON—First steps toward a giant national organizing drive are being taken by the AFL-CIO organizing department. A nationwide study of potential areas for organizing is scheduled for completion by February 1, after which the department intends to select promising situations for on-the-spot organizing activity.

### Top Priority

The major part of the survey consists of reports by regional AFL-CIO directors of plants and industries in their districts which are not organized. Organizing director John W. Livingston said that some plants have already been marked "top priority targets."

He indicated that most of the organizing activity will be in chemicals, textiles, wood, paper and the shoe industry. The giant white collar field, including Federal and local government employees, retail and office workers is another big organizing area.

The organizing program will be financed by a \$4 million fund which has been pledged by a number of major industrial unions. Other unions are expected to add to the resources of the organizing department.

A good part of the drive is likely to take place in Southern states where non-union industries are particularly strong, but the campaign is not going to be limited to any one geographic area.

Amalgamations on the local level will precede a state-wide merger, according to all indications.

Formal talks with the state CIO will reportedly begin following the Massachusetts Federation of Labor convention in Springfield in August. The state CIO, which already has a committee ready to talk merger, will hold its annual convention in Boston on April 5-7.

(For feature story on how the new AFL-CIO operates on national, state and city levels, see page 8.)

Meanwhile, state AFL leaders will work out policy which local central bodies can follow in merging with CIO councils in their cities. State AFL leaders don't expect they will complete the merger with the state CIO until sometime next year. This is in line with the two-year timetable established by the AFL-CIO compact for completion of the merger on local and state levels.

### Weather Dismal

In other developments, rain and snow created a dismal weather picture last week which served as a background for equally bleak shipping in the area. The outlook for the future also remains uncertain.

The sole activity in the payoff-sign-on department was provided by two Cities Service tankers, the Fort Hoskins and Salem Maritime. Stopping over in transit, but taking away very few replacements, were the Robin Goodfellow, Robin Locksley (Seas Shipping); Alcoa Ranger (Alcoa); Steel Artisan (Isthmian); Val Chem (Valentine) and the tug El Sol (Portland Barge).

Poor weather produced minor flooding in some areas, with damage to homes and businesses. The weather picture later cleared somewhat, but was due to get worse this weekend.

## LABOR ROUND-UP

Union plumbers throughout the New York and Long Island area will receive 30-cents an hour increase under an area-wide agreement between the United Association of Plumbers and the Plumbing Contractors Association. Wage increases will be given in three steps, the last one on January 3, 1957, making the scale \$3.95.

~ ~ ~

Approximately 22,500 non-operating employees of the Pennsylvania Railroad have settled for an 18½-cent package increase in wages and welfare benefits. The Transport Workers Union represented the employees, who also won a revision in grievance procedures.

~ ~ ~

The New York Joint Board of the Hat, Cap and Millinery Workers is planning to invest a considerable portion of its \$7,000,000 pension and welfare reserves in a cooperative housing project. The decision came after AFL-CIO president, George Meany, urged unions to use their reserve funds to build housing for use by union members and others in middle income wage brackets.

~ ~ ~

The Texas Company has been warned it faces a strike by the Oil,

Chemical and Atomic Workers Union if it enforces a company ruling that workers must get rid of outside investments in any other oil business. The company said its employees must sell any shares in any oil or gas operation which might compete with Texaco. The union estimated that about half of Texas Company workers or members of their families have a small piece in some kind of oil or gas operation.

~ ~ ~

A runaway leather goods factory, which sought to leave New York for Oklahoma to escape a union contract, has been ordered to come back home. An arbitrator upheld the claim by the Pocketbook Workers Union that the contract with the company forbids any moves without the consent of the union.

### Stay Put For Idle Pay

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

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



**FILL 'EM OUT... NOW!**

Return to: SEAFARERS SAFETY COMMITTEE  
675 Fourth Avenue · Brooklyn · 32 · N. Y.

## Safety Quiz Forms Mailed To SIU Ships

Copies of a Union shipboard safety questionnaire are now being mailed to all SIU ships as part of the SIU's new health and safety program. All ship's departments are being asked to meet to discuss safety proposals relating to their work and to submit their findings to the Union.

The questionnaire is a three-part document with space for each department to enter safety suggestions concerning ship's equipment, their working gear and work practices in their department, safety in living and recreation quarters and general shipboard safety suggestions.

### Across-The-Board System

The purpose of the program is to establish safety standards that will apply across-the-board to all SIU ships with allowances for individual variations from one type of ship to another. Up until now, maritime safety has been approach-

ed on a piecemeal basis by individual operators.

While the questionnaire is going to individual ships for information on each ship's operations, Seafarers are asked to include any safety suggestions which would apply to all ships, or vessels on which they formerly served as crewmembers. In the event there is not enough space, delegates should attach blank sheets to the questionnaire so that the answers can be as complete as possible.

### New Approach Sought

As previously stated, the objective of the Union is to get away from the "poster approach" to shipboard safety and get down to concrete details of ship operations and practices which involve the safety of the crews.

The SIU's new health and safety program was negotiated with the shipowners at the last contract talks. It provides for the establishment of shoreside health centers in SIU halls to give medical exams and practice preventive medicine, as well as a shipboard safety program jointly operated by the shipowners and the Union. The program is being financed by an initial shipowner contribution of five cents per man per day.

## SF Lively, But Future Looks Cool

SAN FRANCISCO—Shipping ran true to expectations for a change during the past two weeks, matching the upturn predicted in the last period.

The current forecast, however, hinged on the arrival of a fair number of in-transit vessels and the possibility that some ships will be diverted from other West Coast ports for payoff here. Otherwise, the slow bell will be sounded once again.

Only one payoff, the Wild Ranger (Waterman), is on the schedule for the current period right now.

In the last two weeks, the situation was brightened by two payoffs, twice that number of sign-ons and seven in-transits. Each accounted for a few replacements to reduce the roster of men registered in the port.

Both the Ocean Deborah (Ocean Trans) and Topa Topa (Waterman) paid off and signed on again, accompanied by the Choctaw and Young America, both of which also signed on for Waterman.

The in-transit shipping included the Lawrence Victory (Mississippi); Portmar, Alamar (Calmar); Fairland, Madaket, Gateway City (Waterman), and the Sea Comet II (Ocean Carriers).

## YOUR DOLLAR'S WORTH

### Seafarers Guide To Better Buying

By Sidney Margolius

#### Price Cuts On Appliances

The action of General Electric in reducing list prices 10 to 30 percent on many household appliances right after New Year's Day, means moderate-income families in 1956 will be able to buy labor-saving home equipment at lower prices.

The cut, which trade experts believe competitive manufacturers will have to follow, actually is an admission that the difference between manufacturing cost and retail list prices on such appliances has long been unnecessarily high. In effect, the reduction of list prices recognizes and legalizes the discounts at which many stores have been selling such appliances. It also partially corrects the unfair situation in which some consumers who live in large towns or know price-cutting retailers have been able to buy the same goods for less than others. This is the first time a big manufacturer has dared to disturb the long-sacred mark-ups of retailers and wholesale distributors, as well as compelling manufacturers to do some price-cutting. Traditionally, the retailer gets 36-40 percent of the list price of appliances, and the wholesale jobber another 15-20 percent. Thus, if a vacuum cleaner has a retail list price of \$70, the retailer's and jobber's margins actually take about \$38, while the entire manufacturing cost, even including manufacturer's profits and advertising expense, is only \$32. Appliances aren't expensive because they really cost a lot to manufacture but because they pass through an expensive distribution system to get from factory to consumer.

#### General Electric Fought Against Discounts

General Electric actually has been one of the few manufacturers to take strong, continuing legal action to keep retailers from cutting the artificially high list prices on small appliances. Now it is admitting, as a representative told this writer, that discount houses and other low-cost retailers have developed sound methods of mass-retailing appliances at reduced prices, and that higher-cost retailers will have to adopt similarly efficient retailing methods so prices can be lowered.

Sharpest reduction has been on the company's canister vacuum cleaner, which now has a list price of \$49.95 instead of \$69.95. (This cleaner carried an artificially high price tag of \$99.95 only five years ago.) Its toaster has been reduced from a list of \$19.95 to \$17.95; its highly-popular steam iron, from \$17.95 to \$14.95; its electric mixer, from \$43.95 to \$39.95. Other products on which it is reducing list prices include electric skillets, its highly-regarded electric blankets, coffeemakers, fan heaters and other electric housewares.

The price cuts came right in the nick of time because the recent trend has been to raise tags on smaller appliances. Such electric housewares have gone up approximately ten percent in the past six months, and several well-known manufacturers were reported preparing to announce additional increases when the news of their big competitor's price-cutting move hit them.

To achieve the price cuts without reducing quality, the manufacturer who sprang this bombshell is cutting its own margin as well as that of retailers and jobbers. Retailers' margins have been lowered from a typical 37 percent on these goods to about 32½, and jobbers', from about 15 to about 13.

#### Cuts Will Boost Sales And Employment

From the public's point of view, the price cuts are beneficial not only because they will enable more people to enjoy labor-saving appliances at lower prices, but because they will help increase employment both in the manufacturing and selling ends of the appliance industry. A representative of the manufacturer confided to this writer that the company realized, even while it has been fighting discounters and other low-cost retailers, that actually many moderate-income families would not have been able to buy these goods if not for such mass-volume price-reduction methods of doing business. The spur to employment is particularly beneficial in a year when many trade experts expect sales of appliances may slacken off after the boom buying of the past two years.

Actually the price reduction will not stop further unofficial price cuts or discounts by retailers, as there is still a wide margin of profit for retailers and jobbers even in the new shorter mark-ups allowed by this manufacturer. Since servicing of appliances is usually done by the manufacturer or jobber, the retailer has little other function than simply to hand the package over the counter.

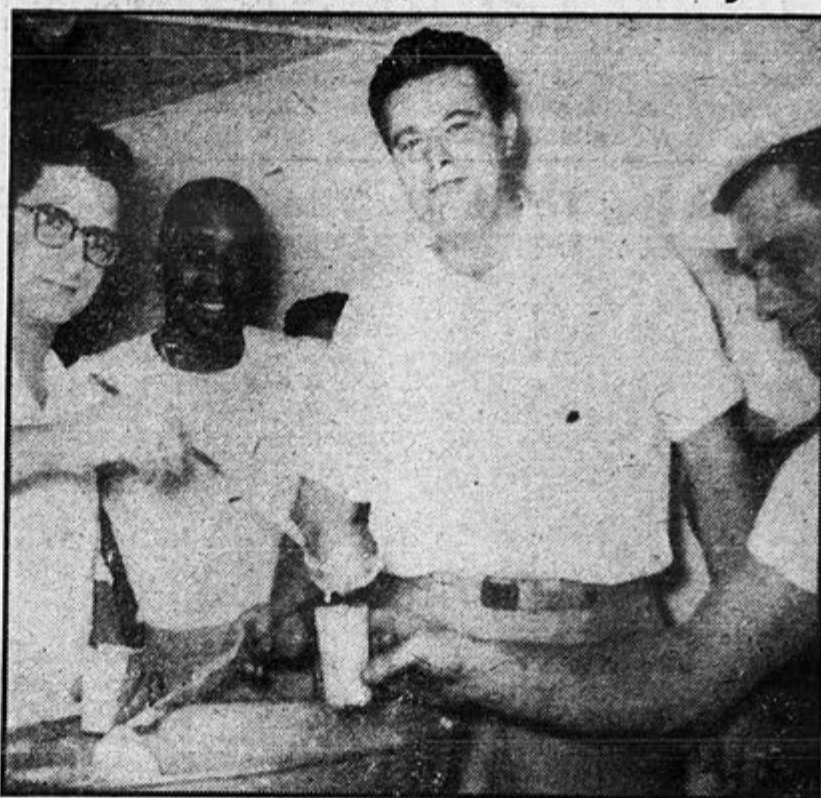
#### Smaller Mark-Up On Television

Television sets always have had a shorter margin of profit for the retailer than the traditional 40 percent, in fact, only 25-30 percent. But still this is enough so retailers further cut the list prices, and many often take only a ten or 15 percent profit on a set. Take the case of the Eureka cleaner. It costs the retailer \$39, or less in larger quantities, and many stores have been selling it for as little as \$40-\$45 despite its list price of \$69.50. Or take a new Granco FM radio set which has become popular recently because of its reasonable price. It costs retailers \$23 and has a list price of only \$30, only a 23 percent margin, but still many retailers are able to cut that price a little more.

So prices can be cut sharply from today's high levels, to the benefit of production and retail workers, of families who want new cleaners, mixers, steam irons and other aids, and of retailers too. The dealers may have to work a little harder handing over the vacuum cleaners a day instead of being content with making their expenses just selling five. But at least they now can be more certain folks will be able to buy.

But as the buyer, make certain some dealers don't try to take the price cut away from you by charging inflated credit, delivery or "handling" fees, as is currently a new trend in the appliance industry, and keep comparison-shopping for the best value, because competition for your business is getting keener.

#### Frietchie Marks Gala Holiday



Missing none of the tradition of the Yuletide, Seafarers on the Barbara Frietchie gather rounds a makeshiff eggnog bowl for a Christmas eve toast enroute to Korea. Pictured (l to r) are Clyde Kreiss, NBC; Ed Odum, chief cook; Oscar Payne, steward, and Tony Lipari.



Gala Christmas dinner brightens holiday on the Frietchie as (l to r) J. "Buddy" Scheidel, Sam Mangold, Julius Atwell, Stanley Solski, Tony Lipari and Billy Nuckols, ship's delegate, get set to dig in. The only thing missing for the holidays, said Nuckols, who sent in the photos, were the men's families. "But our thoughts were with them," he added.

## Seattle Job Rush Stays

SEATTLE—Good shipping in spite of the diversion of a couple of expected payoffs seems to be in prospect here.

Although Wilmington and San Francisco appear to be drawing the payoffs these days, there is one in sight here during the present two weeks.

The lone prospect is the Alice Brown (Bloomfield), which is loading lumber for the East Coast.

Arrival of the Seagarden (Peninsular Navigation), meanwhile, stirred a bit of activity, with the ship in need of several repairs and replacement items. Before she signed on, incidentally taking on four months' stores for a trip to India, several new mattresses, three new lockers and some smaller items were put aboard.

## Avoid Arabian CG, Seafarer Cautions

Every electrician worth his salt carries a few light bulbs and a pair of pliers in his pocket for emergencies. But Seafarer Merwyn "Doc" Watson made the mistake of toting his gear ashore in Saudi Arabia.

As a result of the bulge they made in his pockets he was pinched by the Saudi Arabian Coast Guard on suspicion of possession of liquor and has a possible fine hanging over his head.

The trouble arose not exactly from the light bulbs, but from the fact that Watson objected to being frisked by the local Coast Guard when he was going back on board his ship, the Steel Worker, at Ras Tanura. He was hustled off to the authorities and a hearing was held on his "offense."

Although this happened back in November, neither Watson or the Isthmian steamship company has yet found out what the penalty will be.

#### Stiff Penalties

Considering the trouble he got in, Watson warns that anybody who would be caught carrying liquor under similar circumstances would be in for a real hassle. "I have learned," he writes, "that a jail sentence is given to anyone who is found to possess any type of alcoholic beverage."

Watson's difficulties started innocently enough when he visited a Navy destroyer docked at the same pier to see if he could pick

## MA Offers Coast Ship Aid Steps

WASHINGTON—Although rejecting direct subsidy aid for domestic shipping operators, the Maritime Administration has proposed several steps to assist coastwise and intercoastal trades. The MA's recommendations are the outcome of a lengthy study, some of which will require action by Congress.

In its report, the MA revealed that tankers are the major factor holding up domestic shipping. Dry cargo ships have declined from 350 in 1939, a depression year, to 104 ships in 1954, despite the tremendous post-war expansion in the US.

To remedy this situation, the MA proposed a vigorous roll-on, roll-off program with some Government assistance. This would include continued Government-sponsored research in more efficient cargo handling and prototype ships; tax write-offs for new vessels and shoreside facilities; more trade-in programs, and Government construction of new ships to be chartered to private operators under favorable terms.

Other proposals are that the Interstate Commerce Commission should pick up unused operating certificates to clear the way for active operations; operators should be permitted to set up construction reserves with tax benefits; port improvements should be carried out and sufficient funds appropriated by Congress to meet the needs of the industry.

The MA turned down industry requests for other aid besides subsidies, including proposed reductions in Panama Canal tolls and changes in freight rate regulations. It declared that "the primary responsibility for technological development rests with private investors and operators," but indicated that those who sought to build new-type ships would get active Government support.

up some sport shorts which are better adapted to Persian Gulf heat than the conventional long pants. On his way back across the pier to the ship a Saudi Arabian Coast Guardsman stopped him and started going through his pockets. He brushed off the first Coast Guardsman only to be stopped again on the gangway.

"The object of their curiosity was the fact that my trouser pockets were bulging with electric light bulbs. I'll admit they rattled like a couple of half-pints, so they assumed the worst."

As a result, he was hauled up before local officials for a hearing at which testimony was taken on his supposed offense. Watson fears that just carrying the light bulbs around is going to cost him heavily.

#### 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.

# Locksley Liberace Going Strong

Hooked by one of those "ten easy lesson" deals that can turn out anything from a "Fred Astaire" to a Pulitzer Prize-winning storywriter in no time at all, Seafarer Eddie Burke is now trying to out-Liberace that well-known piano-plunker with his own electric piano.

It isn't easy, judging from the discords that fill the air as the Robin Locksley resumes its commuter run to South Africa. Burke acquired the piano the last time the ship was in New York and has been pounding away at it ever since.

His musical efforts are being joined to those of Larry Springer, engine delegate, "who is already quite a guitarist," in the words of Tommy Thompson. Between them, they have the ship rocking, one way or another. That piano is no creampuff, after all.

Burke, who is an AB and the deck delegate on the Locksley, hopes to master his latest "hobby" without interfering with the several other sidelines that occupy his time. He's a skin-diver, for one thing, and is also in training "at least two hours a day to become the next lightweight champ of the SIU," Thompson adds.



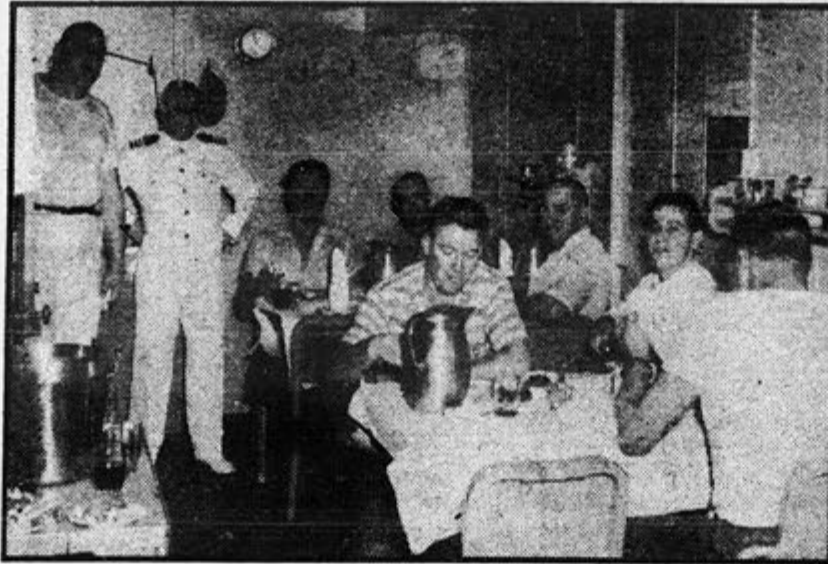
Springer

Other after-hours activities on the ship, some stirred up by Purser M. Mendelowitz, center around a ship's basketball team which has an unblemished record—it hasn't played a game yet—and a really spirited softball squad.

"Although we are all .500 hitters and very fleet-footed, we couldn't score a run and were beaten 8-0," the ship's correspondent pointed out. The opposition was led by the American consul in Dar-Es-Salaam, so it is possible, of course, that "politics" entered into it.

One final social note comes from Jacob Otreba, wiper, who has homesteaded the Locksley for four trips, and sends regards to all his girl friends in Baltimore.

## Cruising To Rio On The Del Mar



A small portion of the deck department on the cruise ship Del Mar is visible as crewmembers enjoy a sumptuous Christmas dinner at sea. Seated (l to r) are: Clyde E. Miller, bosun; John Linn, storekeeper; Melvin L. Schrade, AB; Philip Colca, OS; Milton Phelps, waiter; Wilson G. Thomas, ABDM (back to camera); standing, Rufus E. Stough, Jr., chief cook, and Max Fabricant, chief steward. Photo by George E. Annis, the ship's photographer.

## Albion Sold, Seafarers Give Ship's Fund To Fight Cancer

A little bitter, perhaps, because their ship was being sold out from under them, Seafarers on the Albion didn't let their feelings stand in the way of doing a good turn with the cash left over in their ship's fund.

According to information passed on by Albert J. Sentel, ship's reporter, they voted unanimously to turn over the entire fund to the Damon Runyon Cancer Fund, where it might really do some good.

Their good spirits also extended

to the master, Capt. Serfain, "Who went out of his way to help make the trip a happy one and met the crew more than half way in settling everything that came up." Paid off for the last time in Seattle, the Albion was sold to a non-SIU company and presumably took on a different crew from there.



Barch

The final trip under SIU colors had Frank Pasaluk as ship's delegate; Louis E. Barch, deck; Joseph E. Brooke, engine, and John W. Tingle, steward.

In another show of brotherhood, the SIU crew on the SS Calmar showered a similar fund on shipmate Jack Sarett, who was injured in an auto accident in Portland, Ore.

## Auburn Antics



Caught by the roving camera of shipmate Jake Malenke on the Auburn, John Andringa, AB, is shown making a rope splice on deck as the ship shuttled around the Far East.

## Shinnecock Bay Squared Away

To the Editor:

It's no news anymore that the Shinnecock Bay was the worst ship to sail the pond in a good many years, but after a hectic six weeks getting our cargo and all beefs squared away we are now enjoying a most pleasant crossing.

It wasn't always like this. The Coast Guard first held her up in Boston for repairs and two

inside of the midship house, shook his head in disgust and then somehow got paint a few hours before we sailed. At the same time he decided he was taking his vacation and the chief mate went skipper.

Once we got out to sea and our deck was squared away, no time wasted in getting the midship house, steward and engine department rooms, heads, mess-hall, recreation rooms, passage-way, overheads and decks all painted out. We'll also be doing lots more painting on the return trip.

Right now the weather is fair, and officers and crews are proving to be some of the best I've had the pleasure of sailing with in a long time.

Joseph M. Thomas  
Ship's delegate

## Disputes Blast At Campo Purser

To the Editor:

In the December 23rd (1955) issue of the SEAFARERS LOG there appears a letter signed by Harry D. Sother, where he "Blasts Purser On Del Campo." I am sure many of your readers would be interested in the factual story behind Mr. Sother's blast. Here it is:

The crew of the MV Del Campo had been paid off voyage articles which ended on December 11, 1955, hence anyone desirous of leaving the vessel subsequent to that date and prior to the ending of the next payroll period would be paid off on a voucher.

Mr. Sother's gripe arises from the fact that on the 12th he wished to be paid off, and the purser, being apprised of this, checked with the chief cook (the chief steward not being aboard) as to whether or not Mr. Sother was assisting in the preparation of supper, in which case he would be entitled to the hour's home port overtime.

The chief cook, in the galley at the time (supper hour), denied having seen Sother, so the voucher was made out for a day's pay, plus two hours home port overtime for the AM work. Contrary to the terms of the contract, Sother wanted his hour's overtime whether he worked it or not. The reason the purser had checked on Sother's presence was due to his just having received a blast from the undersigned for having, prior to this occasion, paid off men on vouchers in identical circumstances, and then at the termination of the payroll period, being presented with legitimate overtime claims from other men in the stewards department who had done the paid off man's work due to his being absent from the evening meal on the day he had paid off. We hate being chiseled too often in this way . . .

H. W. Kinney  
Operations Assistant  
Mississippi Shipping  
Co., Inc.

## Lauds SIU Help In Time Of Need

To the Editor:

Please convey my grateful thanks to the SIU Welfare Services Department for coming to my aid at the time of my sister's death. I really appreciated the kindness shown me by Walter Reidy.

He arranged all the details of the funeral for me, as I was too upset to be able to think clearly about it. Many thanks again.

Leo Mannaugh

## SEAFARERS IN THE HOSPITALS

- USPHS HOSPITAL BALTIMORE, MD.**
  - Newton Baker
  - Edward Bayne
  - Harry Bennett
  - Edward Blevins
  - Joseph Brooke
  - H. Castellino
  - Carl Chandler
  - Jessie Clarke
  - Louis Firlie
  - Donald Forrest
  - C. E. Foster
  - Jack Gardner
  - Gorman T. Glaze
  - Doles Groves
  - Albert Hawkins
- USPHS HOSPITAL BOSTON, MASS.**
  - Jeremiah O'Byrne
- USPHS HOSPITAL GALVESTON, TEXAS**
  - Mark G. Dugan
  - Robert Kehry
  - John E. Markopolo
- USPHS HOSPITAL NEW ORLEANS, LA.**
  - John J. Abadie
  - Thomas Bach
  - William Barnett
  - Merton Baxter
  - Claude F. Blanks
  - Wallace Boyce
  - J. L. Bucklewey
  - Lloyd T. Callaway
  - Chas. Cunningham
  - Artemio Fernandez
  - Ben D. Foster
  - Joseph Gehring
  - John C. George
  - Louis J. Guarino
  - William Howland
  - Charles Jeffers
  - Tommy Jenkins
  - E. G. Knapp
  - Kuska Korolia
- USPHS HOSPITAL NORFOLK, VA.**
  - Francis J. Boner
  - Louis K. Gordon
- USPHS HOSPITAL SAN FRANCISCO, CALIF.**
  - Marcelo B. Belen
  - Charles Dwyer
  - Max Felix
  - Lkal Jones
- USPHS HOSPITAL SAVANNAH, GA.**
  - Maximino Bernes
  - Ignazio D'Amico
  - Burl Haire
  - Hubert L. Lanier

- USPHS HOSPITAL SEATTLE, WASH.**
  - B. P. Burke
  - Thomas Connell
  - Patrick Daugherty
- SEASIDE HOSPITAL LONG BEACH, CALIF.**
  - T. J. Less
- USPHS HOSPITAL FORT WORTH, TEXAS**
  - Frank Anderson
  - Benjamin Deibler
  - Charles Burton
- USPHS HOSPITAL MEMPHIS, TENN.**
  - Charles Burton
- VA HOSPITAL BALTIMORE, MD.**
  - Leonard J. Frank
- USPHS HOSPITAL STATEN ISLAND, NY.**
  - Jim Barbaccia
  - Joseph Barron
  - Frank Blandino
  - George Carlson
  - John Castro
  - James Crotty
  - Vito D'Angelo
  - Jack Dekloe
  - Carl Demarco
  - Estell Godfrey
  - Orlando Guerrero
  - Domestrios Grivas
  - Charles Hall
  - F. R. Kazukewicz
- USPHS HOSPITAL MANHATTAN BEACH BROOKLYN, NY.**
  - Edmund Abualy
  - Manuel Antonana
  - Eladio Aris
  - Fortunato Bacomo
  - Nils Beck
  - Frank Bemrick
  - Robert Booker
  - Tim Burke
  - E. Cunningham
  - Walter Davis
  - Emilio Delgado
  - John Driscoll
  - Robert Gilbert
  - Bart Guranick
  - Tatb Hassen
  - Joseph Ifsits
  - Thomas Isaksen
  - John Keenan
  - John Klemowicz
  - Ludwig Kristiansen
  - Frederick Landry
  - James Lawlor
- USPHS HOSPITAL SEATTLE, WASH.**
  - W. A. House
  - Sverre Johannessen
  - B. Romanoff
- USPHS HOSPITAL FORT WORTH, TEXAS**
  - Joseph McSella
  - Rosendo Serrano
- USPHS HOSPITAL MEMPHIS, TENN.**
  - W. A. House
  - Sverre Johannessen
  - B. Romanoff
- USPHS HOSPITAL STATEN ISLAND, NY.**
  - M. A. Lucas
  - Joseph McGraw
  - John McWilliams
  - J. Maisonet
  - Carlo Mansi
  - Richard Mason
  - Karl Meyer
  - John Morris
  - Joseph Neubauer
  - Howard Parker
  - George Robinson
  - José Rodriguez
  - E. Rozzro
  - E. Sliantak
- USPHS HOSPITAL STATEN ISLAND, NY.**
  - Leonard Leidig
  - Mike Lubas
  - Archibald McGuigan
  - David McIlreath
  - Harry MacDonald
  - Michael Machusky
  - Vic Milazzo
  - Melvin Moore
  - Joseph Murphy
  - Eugene Nelson
  - James O'Hare
  - Ralph Palmer
  - George Phifer
  - James Quinn
  - Daniel Ruggiano
  - George Shumaker
  - G. Silvertsen
  - Henry Smith
  - Karl Treimann
  - Harry S. Tuttle
  - Fred West
  - Virgil Wilmoth
  - Chee K. Zai

MILTON (Bull Lines), September 14—Chairman, R. O'Rourke; Secretary, A. Mariani. No beefs. Two men missed ship in the islands, and rejoined it later. Ship's treasury contains \$13.84. Motion made and carried to accept and concur with communications from headquarters. Garbage not to be dumped on deck. Washing machine to be kept clean and turned off when finished with.

TRANSATLANTIC (Pacific Waterways), September 17—Chairman, C. Carlson; Secretary, C. Jansen. Captain said he would get a new washing machine. Delegates to submit draw list before arrival in port. One man missed ship in Norfolk. No beefs, everything O.K. Motion made and carried to accept and concur with communications from headquarters. Steward to requisition iron, none

on purchasing new films for next trip.

TRANSATLANTIC (Pacific Waterways), Dec. 4—Chairman, C. Carlson; Secretary, F. Kustura. Vote of thanks to steward department. Steward to check all mattresses. Deck department fo'c'sles to be painted. Vote of thanks to headquarters for making it possible for the crew to receive Sunday radio news concerning maritime activities.

VENORE (Ore), Dec. 11—Chairman, S. Story; Secretary, R. Pulos. Repairs have been taken care of in shipyard. Better soap wanted. Chief engineer to give duplicate copy of overtime sheet to each man in department.

ALCOA POLARIS (Alcoa), Nov. 30—Chairman, R. Schwarz; Secretary, R. Palmer. Beef on hot water straightened out. More chocolate milk and tangerines wanted aboard. Concur with communications from headquarters.

CHILORE (Ore), Dec. 3—Chairman, G. Schmidt; Secretary, A. Nash. Ship is going to shipyard. Ship's fund—\$2.98. Concur with communications from headquarters. Discussions held on delayed sailing in Canada and Sparrow Point.

CUBORE (Ore), Dec. 3—Chairman, Nickel; Secretary, Spear. Some disputed overtime. Shore leave was requested. Several men were logged for going ashore. All men to be available at payoff to square away beefs. One man was refused medical treatment by mate in Canal. Mate to be turfed over to patrolman because of this.

EMILIA (Bull), Dec. 5—Chairman, T. Nawrocki; Secretary, S. Cullison. Concur with communications from headquarters. Different brand of coffee requested by crewmembers.

ORION COMET (Orion), Nov. 27—Chairman, A. Booth; Secretary, L. Santa Ana. Letter from headquarters regarding new fans in crew's quarters read. Motion carried that officials be included in Welfare Plan. It was suggested that ship's delegate see the 1st assistant engineer to check all drains in three departments.

OCEAN EVA (Ocean Trans.), Dec. 4—Chairman, Howse; Secretary, T. N. Scott. Ship's delegate spoke on MTD convention. Captain will post list of earnings, draws, and attempt to have customs clear souvenirs before payoff. Ship's treasury contains \$25. Accept communications from headquarters. Fo'c'sles to be left clean for next crew. To report poor mail service at payoff.

ROBIN HOOD (Seas Shipping), Nov. 30—Chairman, G. Brannon; Secretary, H. Levine. Some repairs done. Engine quarters still need painting. Discussion held on logs.

CHILORE (Ore), Dec. 3—Chairman, G. Schmidt; Secretary, A. Nash. Repair list to be made out, and patrolman to check it. Ship's fund—\$2.98. Concur with communication from headquarters. Discussion held on delayed sailing in Canada and Sparrow Point.

FORT HOSKINS (Cities Service), Dec. 6—Chairman, M. Launey; Secretary, B. Webb. Beef on overtime was settled in Boston, will be paid next payoff. Concur with communications from headquarters. Ship's delegate elected. Garbage to be dumped over fantail.

HURRICANE (Waterman), Nov. 27—Chairman, L. Geissler; Secretary, R. Charrion. Port payoff cleared up before sign on. New ice box to be installed and old one to be overhauled. Ship's delegate to see about ladders for upper bunks. Leftover foods to be kept in stainless steel containers. Pump on washing machine to be repaired, and machine to be cleaned after use.

KYSKA (Waterman), Nov. 20—Chairman, J. Longfellow; Secretary, L. Dower. Water tanks were not repaired last trip. Ship's fund—\$4. Skipper will log any man who fouls up. Concur with communications from headquarters.

ALCOA RANGER (Alcoa), Dec. 7—Chairman, L. Munoz; Secretary, S. Nielsen. Ship's delegate spoke about crew being more careful in declaring things. Ship's fund—\$6.50. Concur with communications from headquarters. Crewmembers to turn off washing machine after using it.

ANGELINA (Bull Lines), Dec. 3—Chairman, R. DiPaola; Secretary, J. Kolodziejcki. Draw list and repair list to be compiled by department delegates. Ship's fund—\$14. Concur with communications from headquarters. Sanitary supplies needed for next trip.

ARCHERS HOPE (Cities Service), Dec. 4—Chairman, J. Maloney; Secretary, K. Merritt. Television needs repairs—to be done in Lake Charles. Ship's treasury contains \$55.65. Concur with recent communications from headquarters. Library needed aboard; watertight doors need repair.

BRADFORD ISLAND (Cities Service), Dec. 16—Chairman, W. Moore; Secretary, T. Jones. Patrolman to settle beefs. Ship's fund—\$8.75. Concur with communications from headquarters. Ship's delegate elected. Vote of thanks to ship's delegate.

SALEM MARITIME (Cities Service), Dec. 15—Chairman, J. Chesbire; Secretary, E. Ruttkay. Repairs are being made. Ship's fund—\$17.28. Motion made and carried to hold a special meeting at payoff to discuss the actions of a Cities Service guard.

# Digest Of SIU Ship Meetings

aboard. He also submitted requisition for food. Men to receive draws they request. To check with patrolman regarding complete set of tips for burners and new type wind scoop. Gangway to be put in safe condition. Vote of thanks to steward department.

REPUBLIC (Trafalgar), September 9—Chairman, J. Giovanni; Secretary, D. Ferrast. Some disputed overtime. Ship's fund—\$10. Motion made and carried to accept and concur with communications from headquarters. Ship's treasurer elected. Repair list to be made up, including mattresses and win scoops with rubber tips. Vote of thanks to steward department.

ROBIN LOCKSLEY (Robin Lines), September 11—Chairman, W. Mitchell; Secretary, E. Burke. Some disputed overtime. Repair lists to be turned in. Services held for burial at sea for John L. Bolden who died aboard the SS Robin Goodfellow. No beefs. Ship to be fumigated. Steward department asked to clean laundry.

SOUTHLAND (South Atlantic), September 10—Chairman, B. Darley; Secretary, T. Brown. Have not received logs. Ship's treasury—\$68. It was suggested that steward see about buttermilk. B. R. reminded to keep laundry clean. All hands requested to keep milk cans topside.

FREDERIC C. COLLIN (Dry-Trans), Nov. 13—Chairman, P. Fox; Secretary, J. Hodges. Ship's delegate, secretary-reporter, and treasurer elected. Motion carried to concur with communications from headquarters. Drinking water to be kept cold. Recreation room and laundry to be kept clean by all departments, alternating work.

STEEL FABRICATOR (Isthmian), Dec. 4—Chairman, S. Gotowicki; Secretary, G. Jones. No beefs. Discussion held in deck department regarding watches. Clarification needed. Crewmembers voted to donate \$1 each for ship's fund. Motion made and carried that anytime the Union and company reach an agreement on clarifications all ships be notified.

STEEL SEAFARER (Isthmian), Dec. 4—Chairman, C. Fritz; Secretary, R. Ryan. Discussion held on refreshments to be served in Persian Gulf. Two \$10 donations were made to the American Seamen's Library.

ALBION (Dry-Trans), Dec. 11—Chairman, W. Mullins; Secretary, W. Tregembo. Payoff to be in Portland, Oregon. Ship's fund—\$15.89. Concur with communications from headquarters. Motion made and carried to turn ship's fund over to Cancer Fund.

CHOCTAW (Waterman), Dec. 11—Chairman, N. Kirk; Secretary, S. Escobar. Accept communication from headquarters. Vote of thanks to steward department for wonderful Thanksgiving Day Dinner and for good voyage.

FELTORE (Ore), Dec. 11—Chairman, S. Little; Secretary, M. Kerngood. Ship's delegate had discussion with chief engineer regarding repair of fans in crew's quarters, and also to replace missing fans in fo'c'sles. Motion carried to have 2nd cook-baker removed from ship. More supplies to be put on table at meal time.

ROYAL OAK (Cities Service), Dec. 19—Chairman, A. Hoag; Secretary, D. Beard. Ship's fund contains \$34.92. Concur in communications from headquarters. Stale coffee aboard, a good brand which is vacuum-packed is needed. Springs needed on most of the bunks.

SEATRAN GEORGIA (Seatrains), Dec. 18—Chairman, Sir Charles; Secretary, A. Lambert. Everyone to be aboard ship one hour before sailing. Concur with communications from headquarters. Beef on engineer, doing electrician's work. To be brought before patrolman.

STONY CREEK (American Tramp), Dec. 17—Chairman, W. Anderson; Secretary, K. Goldrow. Benches to be ordered for spare messhall table. Ship's fund is \$30.33. Discussion held

## Del Norte Doings

—By E. Reyes



Taking up his pen and ink once again after a long absence from the LOG, Seafarer E. Reyes recounts recent activities on the cruise ship Del Norte where he was crewmember.

## Fancy Feeds Brighten Up Holiday End

Holiday menus still coming in to the SEAFARERS LOG office assure that, among other things, 1955 was certainly no slouch in the chow department.

From Germany, L. B. Bryant, Jr., praised Fairport steward Fred R. Hicks, Jr., and his gang "for the many things they went out of their way to do to make it a wonderful holiday season for all hands... All Christmas trees... Each man was given his own copy of the menu Hicks had specially printed in Wilmington, NC, before we left."

Always a good feeder, the Queenston Heights, with Stanley Johnson, steward; Eugene Ray, chief cook, Andy Bannon, cook-baker, and Richard Mora, 3rd cook, boasted a choice of no less than seven entrees, including filet mignon.



Ray

Another tanker, the Republic, was not to be outdone, as the galley gang provided an "out-of-this-world" mushroom sauge dressing with giblet gravy, to go with the traditional turkey and trimmings. Steward Danny Picarella, teamed with Julian Dedicatorta, chief cook; Elbert B. Brown, NCB, and Antoine Johnson, 3rd cook, made the most of their talents for the occasion.

Other steward departments especially lauded for putting their best culinary feet forward were on the City of Alma, Margaret Brown and Stony Creek,

## Jersey Is Big On Hush Puppies

The hush puppy, that Southern table delicacy with a name of questionable ancestry, seems to be a major topic of discussion aboard the Seatrain New Jersey nowadays.

Although the more geographical-minded among us might ponder the relationship, the fact is the Seatrain New Jersey

seldom gets any further north than Savannah, Georgia. With her SIU crew, the New Jersey has been on the popular run between Savannah, Texas City, Texas, and New Orleans, Louisiana, for some time.

Interest in the hush puppy,

therefore, becomes more understandable, for as B. B. Henderson, ship's reporter, points out, "Hush puppies are a favorite food of the Texas boys."

He elucidates further with the claim that "we have the best hush puppy cook in the SIU, our own chief cook, William F. Randall."



Randall

For the record and the un-

initiated, however, hush puppies double as bread in the Southland, and are made from a regular corn bread mix. The difference is that the batter is fried instead of baked and, as any of its enthusiasts will tell you, "vive la difference!"

Variations on the theme used by some cooks include mixing in some finely chopped onion and/or parsley with the batter. Another calls for adding in some of the stock or water of the item with which it is being served, such as a fish stock when that is its companion on the bill of fare. One "authority" on the subject has even likened the hush puppy to the "knish," which is familiar fare in many Northern areas.

### LOG-A-RHYTHM:

#### The Fireman

By Thurston Lewis

In the bowels of the ship  
The life-fires roar,  
Golden glowing flames  
Metamorphosing to power,  
Drive the huge vessel from afar  
to homeward shore  
Burning oil by the barrels to the hour.

One Seafarer on the night-watch  
alone  
Opening a valve a little here,  
Closing one a little there,  
Controls the surging steam ever  
prone  
To burst the boilers' sides  
And escape into the air.

Is this not a worthy thing  
Among the works of men?  
As honorable as any toil,  
Since the art of toil began?  
The glare of flame upon his face,  
The stubble on his chin  
Cannot but be, each in its place,  
God's marking of a man!

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

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

NAME .....

STREET ADDRESS .....

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

Signed .....

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

ADDRESS .....

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

# Steel Maker FE Trip —A Seafarer's Guide

An invaluable aid to bewildered tourists over the past century or more, the Baedeker guidebooks can generally tell you where to go, how to get there and what to see when you arrive.

Seafarers, of course, have their own ideas on these subjects, reinforced by years of travel to well known as well as out-of-the-way places.

Capsulizing some of his experi-

## Gulfwater Gang



Struggling to the last after nabbing this big fellow, "Slim" Walker, AB on the Gulfwater, holds fast to let H. Ridgeway, ship's reporter, get a photo of his prize. They were at Pusan, Korea, at the time.

ences during the run of the Steel Maker to the Near and Far East. Seafarer A. E. Auers throws out these tidbits to help the uninitiated:

**Beirut, Lebanon:** "Street corner guides are plentiful, hard to shake off... Camera fiends can fit pocket-size tripods in leather sheaths at the photo shops... **Karachi, Pakistan:** "Bikes, real old contraptions, cost only a nickel an hour, permit easy travel around the city... The British seamen's club is one of the best on the run and the local beer is the most expensive, but tastes very flat..."

### Boasts Swimming Pool

**Cochin, India:** "A town of 25,000 with a classy hotel and swimming pool near the docks. Across the river is an Indian village..."

**Calcutta, India:** Movies and dances at the seamen's club. While ship is in port, might be good idea to sleep there, as rooms are cool and only 50 cents per night... **Vizagapatam, India:** One week on the hook waiting to go alongside, then two weeks to load ore... All I remember is beggars, mostly kids..."

**Colombo, Ceylon:** "A good place to buy souvenirs, but beware of 'pilots' who'll steer you to places where they get a share of what you overpay. When a 'pilot' comes along, he tells his friends what ship you're from, and Americans usually pay more for everything... Next time I went ashore I told the guy to go to hell... Haven't seen him again so I guess he knew the way..."



Squaring away one of the lifeboats on the Gulfwater, members of the deck department work at laying out some new rigging before completing a paint job on the craft. Pictured (l to r) are Carl "Red" Gibbs, AB; an unidentified Seafarer and R. Paschal, OS. Photo by Ridgeway.

## Urges More Pay For Extra Meals

To the Editor:

It's been quite a while since I've written to the LOG.

I am now on the Beatrice, a Bull Line ship, bound for London, Rotterdam and Antwerp.

I've read the new Steward Department Working Rules set up by the committee in New York and will say they did a wonderful job. But I do have a suggestion which I think has

## 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.

been overlooked a few times during contract negotiations.

That is the matter of serving extra meals in port at the rate of 50 cents per meal. On this ship we feed a lot of people in the saloon in port and have to set one or two extra tables. Sometimes it's impossible to feed during the 11:30 to 12:30 meal hour and since there are four men in the galley and two men topside the 50 cents has to be divided six ways.

### Extra Work

There could be some change made on that matter, as we also have steamtables on here. The galley sends us the food and we have to do all the serving. This has us working until 1:00 or 1:30 many times.

I would like to hear some of the other brothers express an opinion on this matter in the near future.

Otherwise I think that 1955 has been a fine year for the SIU, with better benefits and additional companies, meaning more jobs. In closing, I wish all our SIU officials and brothers a very Merry Christmas and a Happy New Year, and may the year 1956 be a big success for all of us.

Edmund K. W. Eriksen

## Offers Thanks For Manila Aid

To the Editor:

I am now on my way home aboard the Steel Recorder after two months as a patient at the Waterous Clinic Hospital in Manila. I was on the Steel Chemist at the time of my illness and would like to take the opportunity now to thank the crewmembers of both ships, the doctors, the company agent and others for making my stay as pleasant as it was.

My thanks to Al Stankewitz and Clyde Cummings on the

Steel Chemist for taking care of my clothes and for other assistance, to the ship's delegate and crew of the Steel Artisan for the magazines they sent me and to Paul Varnell of the Steel Voyager for his visits and the cigarettes.

Thanks also to Clinton O. Gregory and Henry Faile for their visit and to the rest of the crew of the Steel Designer for the cigarettes and magazines, and to Dr. Waterous and his staff of doctors, nurses and attendants for the fine treatments and medical attention, and the agent, Mr. Garcia, for his promptness in taking care of all my needs.

My special thanks go to Don Rasmussen at the seamen's club, who is doing a wonderful job at all the hospitals in Manila. I hardly believe there are enough words to express just how we who have been in the hospital feel toward him and the work he does.

In the two months I was there he came twice a week to see us all, to bring magazines, mail letters and take care of all our needs, even to the extent of bringing the LOG as soon as he received it.

Albert Martinelli

## Crew On Ocean Joyce Is 'Tops'

To the Editor:

I would like to take this opportunity to say that this crew on the Ocean Joyce is, without doubt one of the best crews I ever sailed with, from the captain on down.

We have about two more ports to cover, one in Turkey and then Lisbon, in order to complete this trip around the world. Then we'll get orders telling us where we are to head next.

We spent Thanksgiving, Christmas and New Year's on here and the steward department did a bang-up job. Everything was on the table that a person could wish for, including beer.

Hats off to those brothers who took great pains to see to it that the crew was well taken care of.

John Flynn

## Family Thanks Hood Crewmen

To the Editor:

The family of Robert Simonds would like to extend its deep thanks for the beautiful flowers and sympathy recently expressed by crewmembers on the SS Robin Hood.

His son, Theodore Simonds, AB, is a crewmember of the ship; it was very generous of these men to take time out to express their condolences in this manner.

Our sincerest thanks to them all for their kindness.

Mrs. Alice Simonds

## Ailing SIU Agent Thanks Members

To the Editor:

I would like to thank everyone for remembering me during the Christmas and New Year's holidays while I've been home sick.

My illness has certainly been made a little easier to take, thanks to all the cards, flowers, radiograms and gifts sent from ships in all parts of the world. I would like all these men to know how much I appreciate their kindness during the ten weeks I have been confined to bed.

It appears that I will be laid up for quite a while yet, according to what the doctor tells me.

In addition, my thanks to all the SIU officials who have taken the time to write me personally. I hope these continue to come, for they are a great morale builder.

Thanks also to Mitch's Top Inn and the Bos'n Club on Avalon Boulevard, Wilmington, for their kind thoughts and remembrances at Christmas time. It seems these two places wouldn't let an SIU man in or out without telling him of my illness and asking that he call to say "hello" while in port.

Many thanks to all once again and smooth sailing to all the brothers wherever they are. I would still appreciate mail from those who find the time to send it. It can be sent to me care of the SIU hall, at 505 Terminal Ave., Wilmington, Calif., or to my home, 6803 Espanita, Long Beach 15, Calif.

E. B. Tilley

## Pensioner Hails Welfare Assists

To the Editor:

Please put this little notice in the LOG.

I wish to give my thanks to the Union and all its members for what the SIU has meant to me, especially since I am not able to sail any more.

Also many thanks to the SIU Welfare Services Department for its regular support and assistance to me. A Happy New Year to all.

Thor Thorsen

## SIU Baby Pay Comes In Handy

To the Editor:

I would like to express the appreciation of my wife and myself for the \$200 maternity benefit check we just received from the SIU Welfare Plan.

We really can use it, as it will take a real load off our minds.

May I add that I hope that all our brothers have a very happy New Year.

Charles W. Jordan

## Burly

## Mal De Matinee!

—By Bernard Seaman



Where You Can Find The SEAFARERS LOG

In... Italy

Seafarers are urged to send the LOG the addresses of places throughout the world where SIU men congregate and copies of the LOG would be welcomed.

- White Horse Dancing Bar, Via Del Campo 61, Genoa, Italy. United Seamen's Service, Palazzo Doria, Piazza Principe 4, Genoa, Italy.

Greece

- John Bull Bar, 39 Acty Miaouly, Piraeus, Greece. Roosevelt Bar, Vasileos Georgiou 857, Piraeus, Greece.

Pacific Area

- Kirby's Bar & Hotel, Buendia Road, Finlandia St., Makati Rizal, Philippines. United Seamen's Service, Myers Bldg., 122 13th St., Manila, PI.

3 Survive Four Hours In Inferno

(Continued from page 3) rescued several hours later, but the bosun is among the missing.

Rice was hoping he would be able to climb down the hawser to the dock but he couldn't make it that way. The wind freshened for the moment, blowing flames away from the port side so he went over the side.

He wasn't making too much headway, he said, because of the life-jacket, when the wind died down and flames blew up again on the water around the ship. The blaze seemed to be catching up to him as he struggled in the water. "I never prayed so hard in my life," he said.

Once again the wind came to his rescue, blowing the flames back toward the tanker. He kept swimming until a tug picked him up. No sooner was he aboard than a second explosion showered debris on the tug.

Seafarer Frank Albano, wiper, was another who escaped unhurt. Albano, who is 38, has been sailing 12 years and was married just eight months ago. He told Moody that he too was asleep at the time of the explosion, which jolted him into wakefulness. The doors from the crew quarters on each side of the pumproom had been dogged down during loading operations, so the only way out was through the messroom.

He went back to the fantail, he said, and over the side, swimming up-river until he could come ashore.

Recent Arrivals

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

Amy Saide, born December 1, 1955. Parents, Mr. and Mrs. Joseph Saide, Beaumont, Texas.

Michael Watford, born December 8, 1955. Parents Mr. and Mrs. Ray Watford, Prichard, Ala.

Rebecca Williams, born December 11, 1955. Parents, Mr. and Mrs. Lynn H. Williams, Deridder, La.

Debra Burton, born October 28, 1955. Parents, Mr. and Mrs. Edward C. Burton, Jr., Bush, La.

Nicholas Magash, born December 8, 1955. Parents, Mr. and Mrs. Nicholas Magash, Galveston, Texas.

Daniel Garcia, born August 23, 1955. Parents, Mr. and Mrs. Severino Garcia, Galveston, Texas.

Ann Daniell, born November 28, 1955. Parents, Mr. and Mrs. Pietro J. Daniell, Venice, Calif.

Walter Daniel, born December 17, 1955. Parents, Mr. and Mrs. Winfred S. Daniel, Savannah, Ga.

Deborah Mendelson, born November 22, 1955. Parents, Mr. and Mrs. Norman Mendelson, Baltimore, Md.

Deborah Lynn, born December 25, 1955. Parents, Mr. and Mrs. Shelley Lynn, Brooklyn, NY.

James Long, born December 6, 1955. Parents, Mr. and Mrs. James C. Long, New Orleans, La.

Barbara Tacub, born December 13, 1955. Parents, Mr. and Mrs. Danny P. Tacub, New York, NY.

Jill King, born December 12, 1955. Parents, Mr. and Mrs. Gordon C. King, Cherryfield, Maine.

Maureen Horbac, born November 26, 1955. Parents, Mr. and Mrs. August C. Horbac, Irvington, NJ.

Valerie Maulsby, born October 7, 1955. Parents, Mr. and Mrs. Morris Maulsby, Baltimore, Md.

Walter Butterson, Jr., born December 15, 1955. Parents, Mr. and Mrs. Walter G. Butterson, Portsmouth, Va.

Martin Koski, born July 12, 1955. Parents, Mr. and Mrs. Frank M. Koski, Philadelphia, Pa.

Carl Witherington, born December 15, 1955. Parents, Mr. and Mrs. Arthur C. Witherington, Prichard, Ala.

Karen Watkins, born December 17, 1955. Parents, Mr. and Mrs. George A. Watkins, Chickasaw, Ala.

Lester Lomers, born December 8, 1955. Parents, Mr. and Mrs. Claude Lomers, Mobile, Ala.

Anita Blanco, born December 16, 1955. Parents, Mr. and Mrs. William Blanco, Mobile, Ala.

Joel Bosarge, born October 22, 1955. Parents, Mr. and Mrs. Ralph V. Bosarge, Bayou La Batre, Ala.

Quickie Strike Sparks MAW Victory In Philly

PHILADELPHIA—Starting the New Year off in good style, the Marine Allied Workers last week put on a solid show of strength for one waterfront employer. Thirty-six hours later, negotiations began on a formal contract for his employees.

SS Kathryn Rescues 2 From Boat

(Continued from page 2) away, William B. Rutkowski, AB, said all they could see was what looked like "a couple of planks bobbing up and down in the distance." The Kathryn closed in on the schooner about 4 PM, Tuesday, January 10.

On watch on the bridge, Luis Rivera, 3rd mate, was first to spot the far-off speck.

Swift maneuvering brought the ship in on the schooner and, sheltered on the lee side of the Kathryn, the survivors were able to clamber aboard without too much difficulty.

Treated For Exposure

Both were quickly gotten to the ship's hospital and treated for exposure and minor cuts from a three-day ordeal that followed a two-day trip from Greenwich, Conn., to within a few yards of safety in the channel at Norfolk, Va. Unable to head into the Norfolk channel with either sails or auxiliary, they put out to sea again in the hope they could ride out the blow.

Thompson said later they had seen no less than 16 different ships during the three days of riding out the storm. "Fortunately, the watch on the bridge of the Kathryn was really on the job."

Pete Bush, ship's reporter, provided most of the details of the rescue for the LOG.

Despite the overwhelming support of the employees of A. E. Gallagher & Sons for the MAW, the company had originally refused to sit down with the union. Since it didn't want to recognize the union at this stage, company officials were quickly given an opportunity to see how solidly its employees were for the union by having the chance to count them on the picketline.

Joined by Seafarers in support of the MAW drive, workers hit the bricks for a day and a half while company officials meditated. At the end, company officials saw the light and agreed to sit down and talk turkey.

New Year's Affair

Turkey was also the keynote of a New Year's Day dinner here for SIU members and their families, with a large turnout present.

Shipping, meanwhile, slacked off somewhat during the past two weeks and appears likely to hold that way for a while. Seafarers are advised to stay away from this port if they have any idea of grabbing a ship in a hurry.

Personals

William S. Porter

Get in touch with John Risbeck, Route 1, Box 327A, Kirkland, Washington.

Cecil E. Manning

Contact your mother at the earliest possible opportunity.

Joseph Rudolph

Contact Lila M. Barnes, 1502 Eutaw Place, Baltimore, Md.

DIRECTORY OF SIU BRANCHES

Table with columns for city and address/phone number. Includes SIU, A&G District; Canadian District; Great Lakes District.

Money Due

Ex-Azalea City

Crewmembers who paid off this ship in San Francisco, December 1, 1955, can collect the \$5 a day bonus for Saigon, Indo China, by writing Waterman Steamship Company, 61 St. Joseph Street, Mobile, Ala.

Ex-Algonkin

Crewmembers who paid off the Algonkin on January 5, 1956, can get disputed overtime payments from company office; Marine Transport, 11 Broadway, Room 1631.

Notices

Murdock McCaskie Bob Rutledge

The Lake Charles hall is holding baggage for you which they would like to dispose of. Contact Leroy Clarke, port agent.

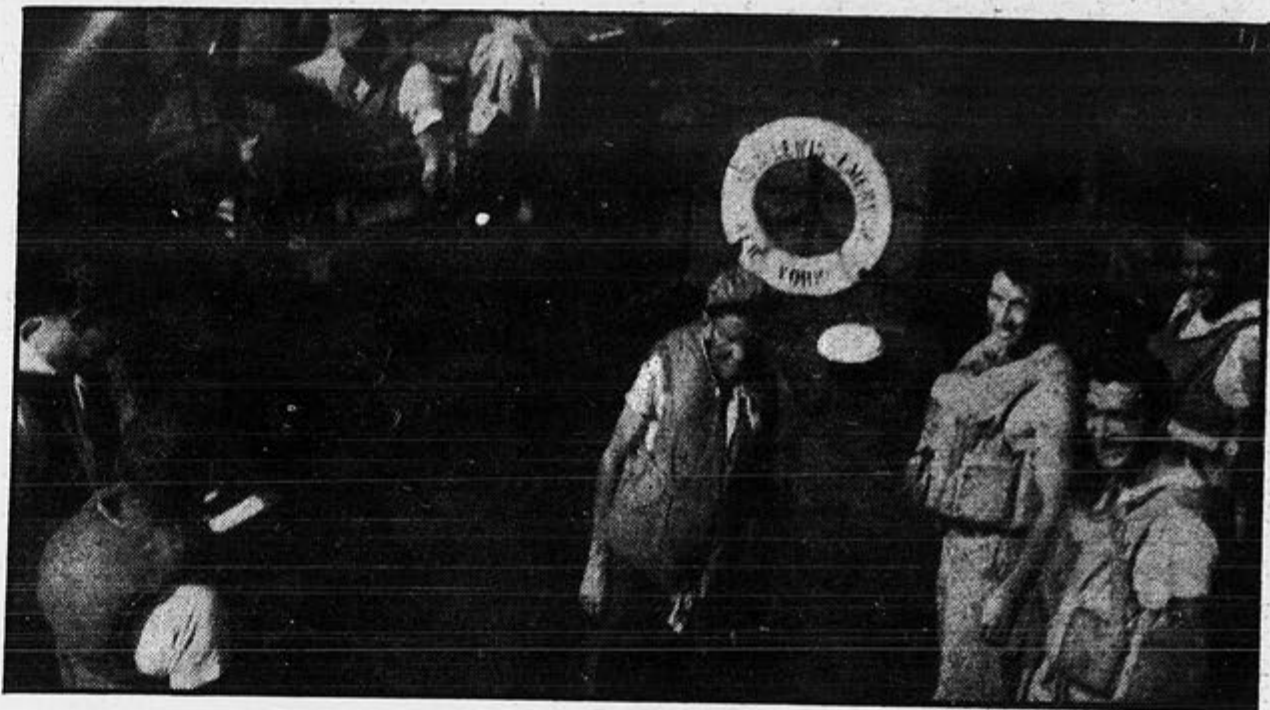
Important mail is being held in the Boston hall for the following men: Henry Keane, Royal Wagner, Truman Patriquin, Keither C. Smith, Frank Fromm.

## Unionism, Work, and Play...

### S.S. LEWIS EMERY JR.

"Unionism, work and play is the theme aboard this scow," writes Seafarer Fred J. Bruggner, ship's delegate on the Lewis Emery Jr. Writing from Civitavecchia, Italy, 44 miles south of Rome, Bruggner reports "no beefs, a good skipper and a fine time by all hands what with sightseeing in Rome and the usual souvenir shopping." The Emery, a Victory ship, was reported to be the first US ship in the port in two years.

Photos of the crew on this page were taken by Seafarer Jesse Floyd and submitted to the SEAFARERS LOG by Bruggner.



Seafarer Jesse Floyd trained his camera on shipmates during fire and boat drill and caught smiling quartet at right mugging the camera. They are Seafarers Martin, Cohen, Hamilton and Moore. Others in the photo are unidentified.



A highlight of Civitavecchia stay was a party arranged by steward Bill Hamilton. There was plenty of chianti wine for all hands including Seafarers Burkeen, Roy Nash, Hamilton, Ernie Simms, Vic Harding, R. Hauck and W. Tobiassen.



Seafarer Danny Parkman, MM, gets in some sightseeing. Sculptured fountains and other statuary are commonplace in Italy.



Deck gang shipmates take a breather for cameraman Floyd. They are (l to r) Ivey Cox, J. McAndrews, Joe Zelay and Vic Harding. Bruggner reported spirit high on the ship.



More serious mood is displayed at shipboard crew meeting. That's chairman Ernie Simms making his point. Listening are Seafarers (clockwise around table) Martin, Morgan, secretary Nash, Parker, Maxwell, Cohen, Seago, Rucker, Tobiassen and Hamilton.