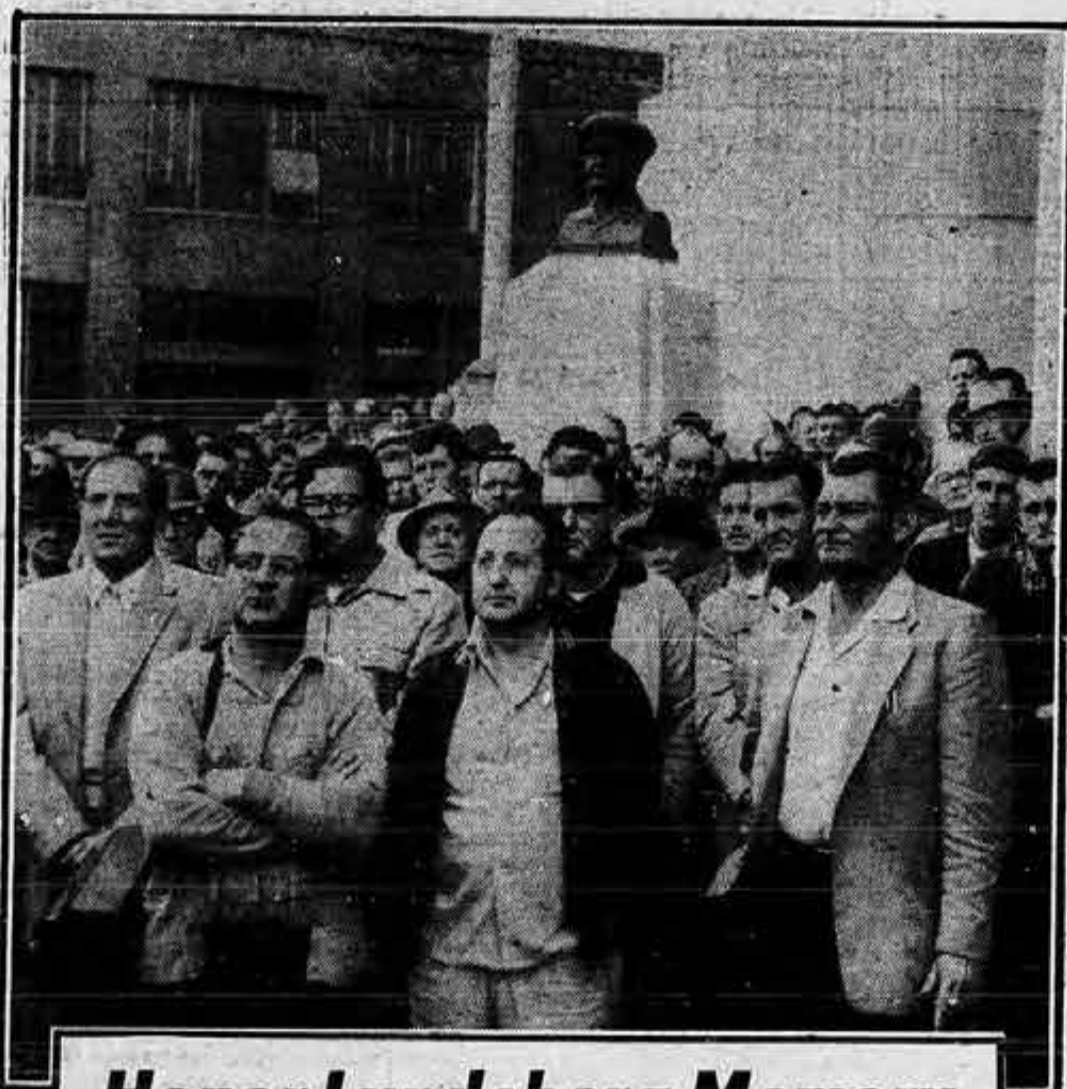


OPEN BALTIMORE SIU MED. CENTER

Story On Page 3



NLRB Regional Office Upholds SIU Robin Win

Story On Page 3

Great Lakes SIU Wins Nine-Ship Tomlinson Fleet

Story On Page 2

Honor Lundeberg Memory

Part of large gathering is shown outside SUP hall in San Francisco at memorial ceremony for Harry Lundeberg on January 28 anniversary of his death. Bronze bust of Lundeberg on 10-foot pedestal towers above crowd after unveiling. Lundeberg led SUP for 20 years and founded the international union. (Story on Page 3.)

Fight Cargo Blaze. Smoke still pours from hold on Wacosta as crewmen fight cargo fire with assist from firemen in Bremerhaven. Capt. H. M. Samuels (center) commended crew for efforts to bring fire under control and prompt response in emergency. He praised crewmembers who returned from shore leave to fight the fire. (Story on Page 2.)



Lakes SIU Wins Non-Union Fleet By 3-1 Margin

DETROIT—A convincing 3-1 victory by the SIU Great Lakes District over the United Steel Workers Local 5000 has established union bargaining rights for the first time covering unlicensed personnel of the Tomlinson Fleet Corp. The company operates nine ships on the Lakes.

The win was announced following a three-month delay in the vote count pending disposition of charges filed by the Steel Workers. The general counsel of the National Labor Relations Board in Washington subsequently ruled there were no grounds for upsetting what turned out to be a clear majority for the SIU.

Seamen in the Tomlinson fleet cast 113 votes for the SIU to 39 for the Local 5000. There were also 43 "no union" votes. The Steel Workers also lost a previous election in 1955.

Await Certification

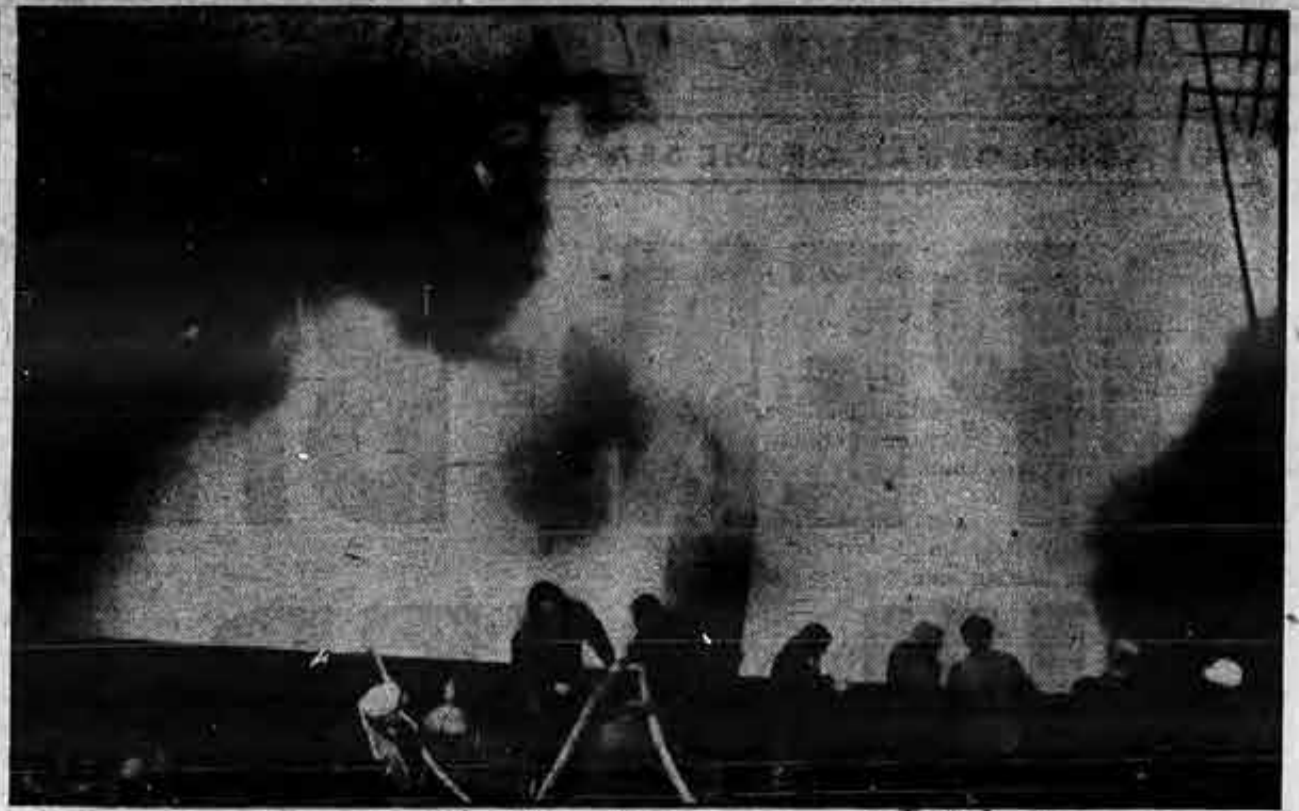
The SIU is now awaiting a certification order by the Labor Board so negotiations can begin on a contract for the 250 men involved. The SIU originally petitioned for the election last summer.

Before voting got underway, a company effort to delay the election got nowhere when crewmembers on the SS Ball Brothers walked off the ship and manned a picketline for two days to protest the stalling tactics. Faced with this demonstration of SIU support, the company dropped efforts to exclude certain crewmembers from voting, and balloting under NLRB auspices started two weeks later on October 18. It continued for ten days at various Lake Erie ports until all nine ships had voted.

The SIU victory was regarded as significant because it indicated the potential for union organizing efforts on the Lakes, with the

St. Lawrence Seaway due to open in 1959. The area has already been targeted for major drives by the SIUNA and other marine unions in the AFL-CIO Maritime Trades Department. Special emphasis was also attached to the Tomlinson vote since it emphasized once again that seamen on the Lakes want a seagoing union rather than what is primarily a shoreside organization to represent them. The National Maritime Union abdicated its jurisdiction on the Lakes in favor of the Steel Workers several years ago. Licensed-deck officers are already represented by the Masters, Mates and Pilots.

Tomlinson operated eight bulk carriers and one self-unloader last season. However, one of the bulk carriers, the Sylvania, is now being converted to a self-unloader. The other ships in the fleet are the Cuyler Adams, Ball Brothers, James Davison, James E. Davison, Charles E. Dunlap, Merton E. Farr, Rufus P. Ramsey and the self-unloader Sumatra.



Under watchful eye of Captain H. M. Samuels (left, foreground) Seafarers on the Wacosta try to hose down fire in hold of ship. Fire broke out in load of cotton carried in No. 5 hold while ship was in Bremerhaven.

Wacosta Fire-Fighters Lauded

HAMBURG—A commendation from the skipper lauding crewmembers on the Wacosta for "speed and efficiency" in handling a cargo fire in Bremerhaven last month is being forwarded to US Coast Guard headquarters in Washington.

The fire in number 5 hold was brought under control within five hours on January 25 with an assist from German firemen and a local fireboat. No injuries were reported. Although

the total damage is not yet known, the ship is now here en route back to New Orleans.

According to Seafarer Eugene Ray, ship's delegate, the fire was

discovered early Saturday morning in a load of cotton carried in number 5 hold. Crewmembers aboard at the time fought to prevent its spread until the hold was ordered to be flooded and local fire-fighters arrived. Members of the crew who had been ashore returned immediately to help when they heard about the fire.

In a citation posted on the ship for all hands, Capt. H. M. Samuels said those aboard when the alarm sounded "faced the situation with no sign of excitement or panic. Each order was carried out with such speed and efficiency as is seldom seen in any drills or any crew.

"It was the first time that I have experienced having a crew return from shore, as soon as the word of the fire spread, as this crew did. It proved to me at least that every man on the Arctica had, and has, a pride in the Wacosta," he wrote.

Capt. Samuels also noted that he "took pleasure in commending each and every member of the crew" at the Coast Guard investigation into the cause of the fire, and expected it would be passed on to the proper channels. The Coast Guard maintains merchant marine inspection units attached to the US consulates in several countries, including Germany, for such purposes.

Ray likewise commented that "the Coast Guard was pleased with the action of the crew and officers." The actual cause of the fire was not determined.

Curran Readies Biennial Purge

The reasons for NMU President Joseph Curran's violent and vituperative attacks on the SIU in recent months are now becoming clearer. As in the past, they appear to reflect Curran's efforts to cover up splits and cracks in the NMU's facade and to justify purges of

associates in the NMU family who dare to disagree. As the "New York Times" once put it, the "quicksands" outside Curran's door are treacherous indeed.

Several times in recent years, Curran has raised scarecrows and imaginary "threats" in efforts to unify the NMU's membership and official family behind him in the face of smoldering opposition to his policies. In 1954, for example, when under challenge from a faction headed by Neal Hanley and H. B. Warner, Curran wrecked the Committee of American Maritime Unions with an hysterical attack on the late Harry Lundeberg. He started screaming "56-hour week" and "sellout" to create a non-existent monster.

This time the cry is "save the hiring hall." The hiring hall, of course, stands exactly where it was when Curran's campaign started.

With the NMU's biennial elections coming up in April, indications are that Curran has the inevitable biennial purge in view in efforts to curb any disagreement

with the Curran line. At least one top national officer, and possibly two more, are slated for the ax, even though the individuals involved assisted Curran in his purge of Hedley Stone two years ago.

All of the purge targets have attempted to out-Curran Curran in their remarks about the SIU. From the record it appears essential in the NMU to preface anything that is said about Curran's policies with a "critical remark about the SIU to prove the speaker is a "right guy."

It has been Curran's practice, starting with the NMU's defeat in the 1946-47 Isthmian election to 1) blame the failures of his administration on some of his associates, then purge them, 2) denounce the SIU loud and long at election time.

This year, Curran apparently feels he has plenty to answer for in the abject failure of the Curran-sponsored raid on SIU Robin Line jobs and the disastrous American Coal venture in which he teamed up with a company-sponsored officers' "sweetheart" union against legitimate AFL-CIO mates and engineers unions. That means he will undoubtedly hang some of the responsibility on the necks of his purge victims.

Curran hasn't reserved all his vituperation for the SIU. He has saved some for the purge targets, calling them "termites come out of the woodwork," "characters . . . from under rocks," "gutless characters," "hate peddlers" and a few other epithets.

The splits in the NMU erupted after Curran announced at the NMU convention that he would not run at the head of a slate. That was taken as a signal that Curran would not side with any one individual candidate. All the secret ambitions and animosities sprang

forth full-blown with two cliques lining up, one of which commands Curran support. Unknown to Curran, key port agents have been caucusing with the national officers who are the targets of Curran's big stick.

An immediate result of the wide-open split has been that Curran is preparing to abandon his "no-slate" position. "Spontaneous" letters have already appeared in the "Pilot" calling on Curran to run at the head of a slate and "save" the NMU for the umpteenth time by routing the opposition. It is expected that Curran will "yield" to the popular clamor.

ILO M'time Conference Set In April

Three representatives of the SIU of NA will attend the 41st meeting of the Maritime Section of the International Labor Organization in Geneva, Switzerland, in April. Heading the SIU delegation will be SIUNA Secretary-Treasurer John Hawk, who will be assisted by advisers Matthew Dushane and John Fox.

On the agenda for the meeting will be the consideration of the question of seafarers' national identity cards, officers' competence, the contents of ship's medicine chests and the use of medical advice by radio to ships at sea, hiring procedures and the revision of wages, hours and manning scales.

One major problem to be considered by the representatives will be the question of foreign transfers and effective control over a vessel after she has transferred to a foreign flag.

'57 Bound LOG Book Available

The 1957 bound edition of the SEAFARERS LOG is now available. Since only a limited number are on hand, those who wish to purchase one should order them from SIU headquarters in New York now. Copies are available at the cost price of \$9 per volume.

All Major Events

Bound in a hard cover, the twenty-six copies of the SEAFARERS LOG for the year contain reports on all of the major happenings within the SIU and the maritime industry during 1957.

Reported in its pages are the stories of the untimely death of Harry Lundeberg, founder of the SIU of NA; the closing and opening of the Suez Canal; labors' aid to the victims of Hurricane Audrey and many other news articles.

Within the SIU are the stories of the American coal shipping beef, the start of the NMU's raid on the Robin Line; the opening of the SIU Health Center, the first such center in maritime industry; the gains of the SIU in organizing throughout the country and the expansion of the Union's welfare benefits.

Copies of previous years' LOGs are also available back to the year 1950.

SEAFARERS LOG

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PAUL HALL, Secretary-Treasurer

HERBERT BRAND, Editor. BERNARD SEAMAN, Art Editor. HERMAN ASTHUR, IRWIN SPIVACK, AL MARSH, JOHN BRADY, Staff Writers. BILL MOODY, Gulf Area Representative.

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San Fran Still On Slack Side

SAN FRANCISCO — Although shipping picked up elsewhere on the West Coast, it continued to be slack in this area with only 19 men, all Class A books, getting berths.

The Kyska (Waterman) was the only vessel paying off during the period. The Kyska and the Ocean Evelyn (Ocean Trans.) signed on. In transit were the Natalie (Intercontinental); Citrus Packer, John B. Waterman (Waterman); Alamar (Calmar) and the Steel Chemist (Isthmian).

Ask NATO Runaway Action

PARIS—The first diplomatic proposal aimed at stopping the growth of runaway flags has been urged by the 17-nation Organization for European Economic Cooperation. The group has called for a special North Atlantic Treaty Conference to take steps against the runaways.

The call for a NATO Conference on the runaway problem was prompted by growing concern over the question of who would control runaway ships in time of war. In effect, the European group agrees with the position taken by the SIU and other maritime unions that the US and its allies cannot rely on runaway-flag ships in times of national emergency.

As a result of the growth of runaway-flag shipping, the group noted that the established maritime powers were losing control over world shipping. Runaway ships, as was pointed out, can evade all international regulation.

The European organization said that Liberia now has the fourth largest merchant fleet in the world in terms of total tonnage, behind the US, Great Britain and Norway. It is third in terms of new ships under construction with the US down in eighth place behind both Liberia and Panama.

The Organization for European Economic Cooperation was established to provide for free exchange of goods, resources and currencies between Western European nations. While not a military alliance, member nations are all either members of NATO or closely associated with it.

In another, related development, the Oslo Shipowners Association, a group of Norwegian shipping companies, issued a warning that the flight of Norwegian ships to "flags of convenience" threatened the country's standard of living.

The group said that Norwegian ships might be forced out of world trade by the shifting of ships to "tax-free" flags.

Baltimore Health Center Rounds Out SIU Medical Plan

BALTIMORE—Seafarers in this port now have at their disposal facilities for complete physical examinations and diagnostic services as the last of four SIU health centers went into operation here. Located at 1739 Eutaw Place in Baltimore, the center has been

open since Monday, February 3 under the direction of Dr. Oscar Camp. For the time being, it is handling Seafarers only, but subsequently provision will be made for servicing Seafarers' families as well. The Baltimore facility rounds out the program begun with the opening of the New York SIU Health Center last April and the subse-

quent provision of facilities in Mobile and New Orleans in December. Like the centers in the two Gulf ports, the Baltimore center is a temporary one set up under contract arrangement until the SIU Welfare Plan can establish permanent centers in these ports.

With all four port cities' centers functioning, the program assures opportunity for virtually every Seafarer to get complete head-to-toe physical exams and diagnostic services at twice-yearly intervals. At one time or another the great majority of Seafarers touch these major ports and can make arrangements for an examination.

The centers, which are operated by the Seafarers Welfare Plan Medical Department, are designed to "keep 'em healthy" with a program of preventive medicine and detection of ailments before they reach the disabling stage.

Accordingly, the centers offer complete physical check-ups, blood and urinalysis tests plus other laboratory services, x-rays, electrocardiograph service, eye examinations and other aspects of thorough medical examination.

The New Orleans services are

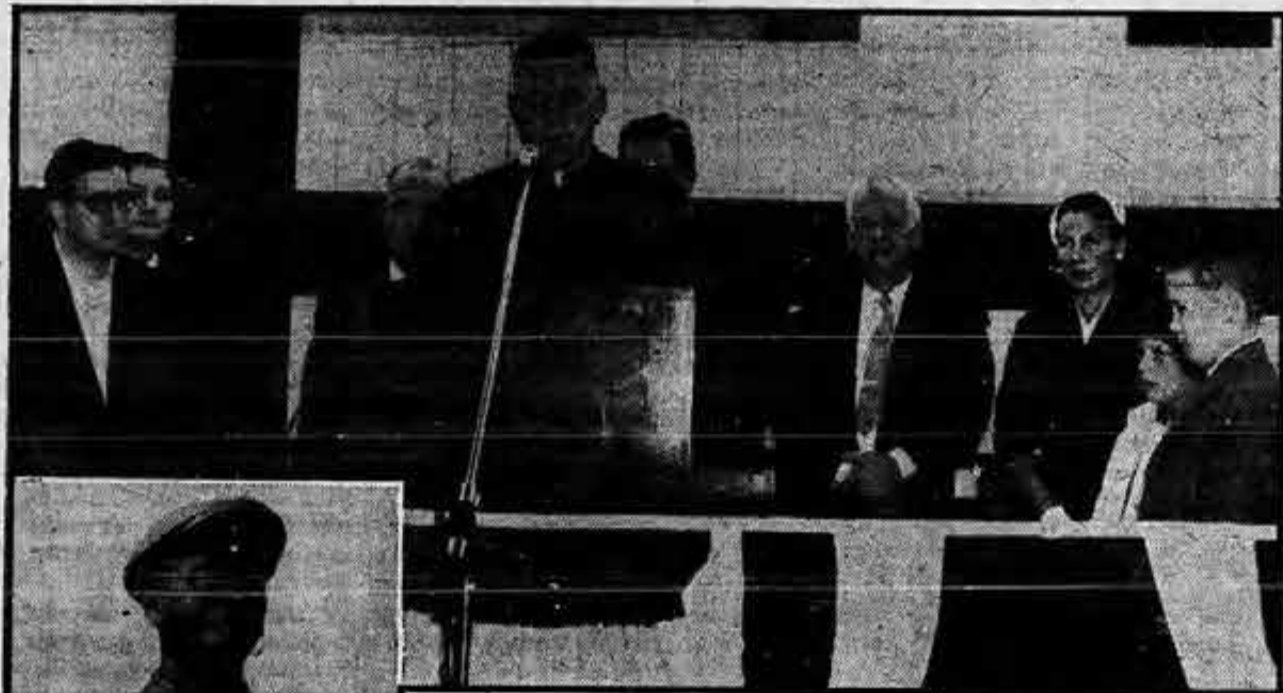
provided at 912 Union Street under the direction of Dr. Arthur N. Houston. The Mobile clinic is at 259 St. Francis Street and is operated by Drs. Arthur Amendola and Andrew Henderson.

Appointments for an examination are made through SIU Welfare Services Department representatives in the four ports. Usually, Seafarers can be accommodated on the day an appointment is sought. Where examination results show that the Seafarer needs medical care, he is referred to the US Public Health Service or to his private physician if he prefers.

The New York Center at 21st Street and 3rd Avenue is already offering examinations to wives and children of Seafarers with one day a week reserved for that purpose.

This "pilot" center, one block from SIU headquarters, has been providing complete examinations for some 100 SIU men per week, plus two dozen or more SIU wives, children and Seafarers' dependent parents. The entire Seafarers Welfare Plan Medical Department is under the direction of Dr. Joseph Logue, with headquarters at the Brooklyn center.

Dedicate Lundeberg Memorial



On platform at dedication of Lundeberg statue (inset) were (l to r) Morris Weisberger, SUP; Sam Bennett, MFO; C. J. Haggerty, secretary-treasurer, California Federation of Labor; Msgr. Matthew Connolly; Ed Turner, MCS; Harry O'Reilly, executive secretary, MTD; Mrs. Ida Lundeberg, and Alette and Gunnar Lundeberg. Msgr. Connolly delivered the invocation at ceremonies marking the first anniversary of Lundeberg's death.

SAN FRANCISCO—Solemn ceremonies attended by rank-and-filers, trade union officials and maritime leaders marked the dedication of a memorial statue at Sailors Union headquarters two weeks ago on the first anniversary of Harry Lundeberg's death.

Floral tributes and messages from all over the world were on hand as the 13-foot-high monument including a three-foot bronze bust of Lundeberg was formally unveiled in a position of honor outside the main entrance to the SUP building on Harrison Street. It stands opposite a similar statue of Andy Furuseth.

Until his death last year following a heart attack, Lundeberg had been secretary-treasurer of the SUP since 1936 and was the founder and first president of the Seafarers International Union of North America from 1938 on. He was 56.

Speakers including C. J. Haggerty, secretary-treasurer of the California Federation of Labor; Morris Weisberger, who succeeded Lundeberg as SUP secretary; Sam Bennett, Marine Firemen's president; Ed Turner, Marine Cooks & Stewards secretary-treasurer, and Executive Secretary Harry O'Reilly of the AFL-CIO Maritime Trades Department lauded Lundeberg's work for the sailors' movement and the trade union movement in the US and abroad.

Haggerty said the dedication ceremony gave "strength and substance to the story of Lundeberg and what he meant to men who live lonely and dangerous lives at sea. But what is more important, the organization for which he lived and died continues to grow and expand, bringing new and needed benefit not only to sailors, but to marine firemen, marine cooks and stewards, and thousands of others within the jurisdiction of the Seafarers International Union."

He saluted Lundeberg as a "great American, a great citizen, a great trade unionist and a man who was responsible for keeping the waterfront unions in San Francisco free of Communism."

Presiding over the dedication, Weisberger also introduced Mrs. Ida Lundeberg, widow of the late SUP secretary and their three children, and Msgr. Matthew Connolly, Catholic port chaplain, who gave the invocation.

"We in the Sailors Union of the Pacific can be proud of the fact," he noted, "that the SUP has provided the two outstanding leaders

of maritime during the past nearly three-quarters of a century. It is appropriate that the statues of both Andy Furuseth and of Harry Lundeberg are in front of our own headquarters building." Furuseth preceded Lundeberg as SUP secretary and sparkplugged enactment of the basic maritime laws in the US which freed seamen of virtual bondage. He died in 1938.

Authorized by the Sailors Union membership last year, the monument carries the following inscription:

"Harry Lundeberg, 1901-1957 . . . He was indeed a man who crowded into a short life no glittering promise but unselfish service and general achievement for the cause he called his own . . ." The sculptor of the statue was Edwin Hurt, who also did the one of Furuseth in 1940.

The Furuseth statue had originally been located at the Folsom Street site of the founding meeting of the first seamen's union in the of the first seamen's union and forerunner of the SUP, in 1855.

NMU Robin Plea Held 'Not Valid'

A major step toward SIU certification on the last three Robin Line ships was hurdled this week when the regional director of the National Labor Relations Board in New York ruled out a string of NMU "objections" to the results.

The NMU suffered a second setback when a Federal District Court judge denied an NMU bid for a reversal of SIU certification. The NLRB had certified the Union on four other Robin Line ships.

The regional director urged SIU certification on the ground that the NMU's beefs over its crushing defeat in the fleet were "not valid objections." The issue now goes to the NLRB in Washington for final action.

Voting on the Robin Goodfellow, Robin Trent and Robin Hood produced overwhelming SIU majorities of 25-10, 20-13 and 26-1, making an overall SIU margin in the fleet of 190 to 62 votes for the NMU. Four ships were certified for the SIU earlier and Robin replacements began shipping through SIU halls in December.

The NMU "objections" had charged "intimidation" against the SIU in a move to upset the obvious results. In overruling the NMU charges, the regional board upheld the SIU's legal answer that the charges had no merit. The "objections" are regarded by SIU headquarters as a last-ditch attempt by NMU President Joseph Curran to save face due to the failure of this latest raid on Seafarers' jobs.

The SIU petitioned for the election last August to protect Seafarers' job rights after Moore-McCormack purchased the Robin fleet and SIU men were forced to work under an NMU contract.

Trent Vote Sticks In NMU's Claw

Evidently, the fact that two NMU men voted for the SIU aboard the Robin Trent is still sticking in the NMU's craw, weeks after it happened. The "NMU Pilot" of January 30 again made an unsuccessful attempt to explain it away.

This time, the "Pilot" didn't attempt to imply that the two voided ballots were cast for the NMU, an effort it made unsuccessfully in a previous issue. Instead it declared, "Anybody who knows anything about secret elections, knows that nobody can prove anything about voided ballots." Unlike challenged ballots, "voids" are determined during the actual vote count, with observers looking on.

The facts of the matter are, as observers on the scene at the time of the vote count can testify, that both of the voided ballots were clearly marked "SIU." The reason they were voided, in both instances, was because of erasures which automatically ruled them out.

So, as the "Pilot" puts it so neatly, "SIU would have the world believe the two voided ballots were cast by SIU members and therefore they must have picked up two NMU votes."

Something tells us that the "Pilot," for all its twisting and squirring, believes it too.

Bombay Seamen Ask \$40 Monthly Wage

BOMBAY—Still without a wage increase since World War II, Indian seamen working out of the port of Bombay, are pressing for a 25 percent wage boost, a 44-hour week and mitigation of an industry-wide disciplinary system.

Also on the list of demands is a three-rupee (63-cent) daily maintenance allowance for seamen waiting for a ship after they have been hired. This is the only demand granted thus far by the shipowners.

At present, the basic wage scale of the Indian seaman out of Bombay is 150 rupees per month. With the rupee worth approximately 21 cents, the wage comes to \$31.50.

The 25 percent increase would bring the scale up close to \$40 a month. The Bombay seamen have been arguing for the increase since May, 1957, with no success.

The group estimates that the average Bombay seaman works 7½ months a year which makes his annual earnings about \$235, or just about the lowest of any deep sea merchant seaman anywhere in the world.

To earn this princely sum, the Bombay seafarer puts in at least a 56-hour week, and some as much as 84 hours. There is no unemployment benefit, no pension and no relief fund for disabled or unfit seamen.

The Indian seamen's efforts to improve conditions have met with evasions from both the shipping companies and the Indian government. As far back as August, 1957, the Bombay union was promised a final reply by November from the ship operators, but has heard nothing.

The Indian seamen argue that the wages of British seamen in the period since 1940 have increased \$14 a month and that they at least should have a share of that meager increase.

Other demands of the seamen are 12 paid holidays, a social security and unemployment benefit system and union recognition on official bodies governing the activities of seamen.

Wages and conditions for Indian seamen vary according to the port area from which they ship. Conditions on the Calcutta side are somewhat different.

Almost Six



Now approaching 6th birthday, Joseph Cave, Jr., one of first SIU benefit babies in '52, recently had tonsils out. SIU family hospital benefits helped pay the bill.

LABOR ROUND-UP

Striking members of the American Newspaper Guild and the International Typographical Union have voted to accept proposed wage increases and end their eight-week walkout at "The St. Paul Dispatch and Pioneer Press." The strike had completely shut down the St. Paul newspaper last December 17 when the unions and the company could not come to terms over wages. Under the new agreement with the Guild, wage increases range from \$2 to \$5 for the first year and \$2 to \$4.25 for the second year of the two-year contract. Printers, who had asked for a 15 cents an hour increase the first year and 10 cents for the second, settled for 14 cents for the first and 10 cents for the second.

Some 1,805 Michigan employees received \$221,000 when the Government found that their employers had violated the minimum wage and overtime provisions of the Federal wage-hour law. The money represented back pay for failure to comply with the overtime provisions of the law covering persons engaged in interstate commerce. Violations handled out of the Detroit area office averaged out to \$125.04 in back wages per worker while the Grand Rapids office rulings resulted in an average back wage of \$118.59 for each employee involved.

More than 11,000 members of several locals have severed their ties with the expelled Laundry Workers International Union. One local, 3008 in Milwaukee, made up of members of six old LWIU locals, was the first to receive a direct charter from the AFL-CIO. Peter McGavin, assistant to AFL-CIO President George Meany, said he

would attend a meeting in Milwaukee with attorneys of the locals to explain the course of action to be taken in leaving the LWIU. McGavin predicted that about 75 percent of the locals in the union would be represented.

A draft of the "articles of federation" outlining a proposed federation of postal workers was sent to the leaders of the 14 postal employees unions. The unions, which represent some 500,000 rank-and-file postal employees, have taken under consideration an amalgamation into one union within the AFL-CIO. If approved, the federation would operate along the lines of the AFL-CIO with a president and secretary appointed by an executive board for a four-year term. All the member unions would be represented on the board.

The Supreme Court has held that a labor union, although not complying with all of the provisions of the Taft-Hartley Act, may in certain cases take part in an NLRB representation election. The NLRB had charged that Bowman Transportation, Inc., of Gadsden, Ala. had recognized District 50 of the United Mine Workers although none of the employees had chosen District 50 as their representative. The NLRB ordered the company to withhold recognition until the UMW was certified. But since the officials of the UMW have continuously refused to sign non-Communist affidavits as required by the T-H act, they could never be certified nor would the Board place District 50 on any election ballots. The court held that this action went too far and suggested an election be held, without certifying the winner.

SCHEDULE OF SIU MEETINGS

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

- February 19
- March 5
- March 19
- April 2

2 WC Lay-Ups Back In Action

SEATTLE—Shipping here took a welcome change for the better as two vessels, the Iberville and Fairport (Waterman), came out of lay-up and signed on full crews. The Afoundria (Waterman), which also signed on, was the only vessel paying off during the past period.

There was little in-transit business as only the John B. Waterman (Waterman), the Alamar and the Kenmar (Calmar) stopped into port during the period.

Shipping next period should be fair as two vessels, the William Carruth (Penn. Trans.) and the Ames Victory (Victory Carriers), are scheduled to pay off in this port next week.

Do You Know Your Station?



When first going aboard ship, the temptation may be irresistible to stop into the messroom for coffee and jaw with the crew to find out what the mate is like. Before that's done it might be wise to take a look at the station bill, which is usually posted there, and find out what your assignment is in an emergency.

The station bill contains important items of information relating to every man's assignment on fire and emergency stations. It doesn't do much good to hustle to the station bill and try to find out what to do, when the signal has already been given for fire and boat drill—or in the event of a genuine shipboard emergency.

Checking the station bill should be a matter of routine of the same nature as signing on articles or finding where your foc'sle is. It's a simple, common-sense precaution which no Seafarer should overlook.

An SIU Ship is a Safe Ship

INQUIRING SEAFARER

QUESTION: Does it matter to you what type of cargo your vessel is carrying?

Walter Borreson, AB: I have no preference when it comes to the cargo. Just so long as they are paying me, I'll sail. I have been on vessels with holds full with sulphur, coal and green hldes, and I'll say this, it was annoying, but I was paid to do the job so I took it.



William Burke, DM: I don't care what the ship is carrying, but only where she is going. I've sailed on ships carrying just about everything, including explosives throughout the war, and so long as the ship is coming back here to Brooklyn, and my family, I'll sail her.



Dan Carey, cook: No, it doesn't matter to me what type of cargo the ship is carrying, even if it is dangerous materials. We get paid a bonus for that, and I'm sailing to make some money. There was one ship that surprised me, she was a tanker carrying grain. But as I said, the cargo does not matter.



Julio C. Bernard, bosun: Sulphur is the only type of cargo I don't like to sail with. It burns your eyes and causes them to itch. Also I do not like vessels loaded with deck cargo. For then it's hard to issue orders to your men and it is always dangerous trying to get around. Otherwise, the type of cargo the ship is carrying doesn't matter.



Francisco Agosto, chief cook: The type of cargo the vessel is carrying doesn't bother me, even if it is explosives. After all, then we get a bonus. But I don't especially like vessels with lumber on deck for that is too dangerous for the crew, especially in rough weather.



L. P. Hogan, deck engineer: To tell the truth, I don't like ships with grain cargoes for there's no overtime in it for me. I would much rather sail with cargoes where they use the winches, for then I can make some money. But otherwise, I'd take any cargo.



ACS To Return Charters — Last Ship Limp Home

NORFOLK—The American Coal Shipping Co. has thrown in the sponge on its Government-chartered ships. The company told a Norfolk newspaper last week that it would not fight to hold on to its last three Libertys, which are laid up here. Charters on the three

The ship had originally been expected in Baltimore this weekend. While announcing that it would not fight for the ships, ACS referred again to its long-discussed plans for building a modern collier fleet. ACS President W. C. Brewer insisted that the company was "just about ready" with plans for the new ships. "It may be we'll ask the Federal Maritime Board for a construction subsidy—we don't know yet."

Construction subsidies are generally awarded on dry cargo ships and passenger vessels, but thus far have never been given for bulk carriers. The Government originally chartered six Libertys to ACS on condition that it would proceed within six months with plans for larger, faster colliers that could compete with foreign-flag vessels. To date, ACS has not started a building program, or submitted any evidence of one.

At the present time, ACS has no ships in the coal trade. Three Liberty are laid up. Three other Libertys that ACS had under charter were returned to lay-up following reviews conducted by the Maritime Administration. The "Virginian-Pilot" said that ACS was turning its ships back to the Government because the bottom has dropped out of the charter market. "American Coal can't get charters at rates that will enable it to make money," it reported.

Rates that less than two years ago soared as high as \$16 a ton are now scraping bottom at a post-World War II low of \$3.29 a ton," it said. "When ACS was formed, it said it would seek to achieve a stable rate of \$8 or \$9 a ton. Below that figure, hauling coal is a losing proposition for the American merchant marine."

The report was in sharp contrast with statements in the NMU "Pilot" charging the SIU with putting ACS out of business and halting an operation that might have involved as many as 80 ships.

MTD Unions Ready Joint Lakes Drive This Spring

CLEVELAND—Campaign plans for an all-out Great Lakes organizing drive by member unions of the AFL-CIO Maritime Trades Department will be coordinated at a meeting in Detroit on February 22-23.

Attending the meeting will be representatives from the Marine Engineers Beneficial Association, the International Brotherhood of Longshoremen, the Brotherhood of Marine Engineers and the Masters, Mates and Pilots. Paul Hall, A & G secretary-treasurer, will represent the SIUNA, along with representatives of the Great Lakes District.

The Great Lakes is one of the last large unorganized areas remaining in the American maritime industry. It is estimated that there will be almost 25,000 new maritime workers in the area by the time the St. Lawrence Seaway is in full operation next year. The coordinated drive is expected to get underway early this spring with the start of the Lakes shipping season.

Another sign of the increasing activity on the Great Lakes is the news that two big Lakes carriers will experiment with carrying general package cargoes in loaded trailers on the decks of ore and grain carriers operating between Buffalo, New York and Duluth, Minn.

The carriers, Nicholson Transit Co. and the SIU-contracted Browning Steamship Co., will work in conjunction with Jeno Paulucci, president of Chun King, a Minnesota food producing company. Also participating will be Fruehauf Trailer and Dorset Trailer companies, which will provide the necessary trailers and containers.

Fruehauf built the special lift-on trailers for Pan-Atlantic's trailer-ship service.

The plan is to use the deck space on grain and ore boats operating between New York and Duluth. Use of deck space on these ships has been limited to carrying a few new automobiles.

Paulucci claims that shipping by containers on ships could cut the cost of moving packaged goods between the two ports from the rail freight charge of \$1.30 a hundredweight to \$1.10 a hundredweight, and considerably lower if the service is on a two-way basis.

Isthmian Broadens Request For Subsidy

WASHINGTON—Isthmian Lines, Inc., has amended its request for an operating subsidy to include additional sailings on two of its regular services.

Under the amendment, Isthmian would increase the number of sailings on its India-Pakistan-Ceylon service and Persian Gulf service from a minimum of 12 and a maximum of 24 sailings a year to a minimum of 24 and a maximum of 36 sailings yearly.

The company also requested the Board to delete the provision in its application that a minimum of six sailings would return to the US from Malaya by way of the Philippines. Instead all of the ships would continue around the world in a westbound direction.

Public hearings on the subsidy bids from Isthmian, American President Lines and American Export Lines were merged and began February 10th.

SIU Tugmen Outlast Co. Ballot Stall

HOUSTON — Unwavering support by pro-SIU tugboatmen who sweated out five months of company stalling on the election produced certification of SIU bargaining rights at the Wade Towing Company this week.

A 4-3 victory for the SIU's Harbor & Inland Waterways Division in the voting on January 30 led to this result. It was preceded by a wave of firings and layoffs and the return to work of the company's port captain and port engineer in place of other officers.

The SIU-HIWD is currently negotiating for a contract on the pattern of pace-setting G&H Towing settlement last year.

SIU Port Agent Bob Matthews said most of the credit for the success of the drive belongs to the tugmen who "stuck in the fleet in spite of the company's tactics and remained for the vote."

Wade Towing operates two 900 hp Diesel tugboats at the present time and handles all docking and undocking of ships in Port Isabel and Brownsville, Texas.

Crew Battles Gale, Snow To Save Ship

ADAK, Alaska—Crewmembers on the SIU Pacific District-contracted Columbia Trader battled snow, sleet and heavy seas last month to bring their vessel into port after a storm had put a 20-foot crack in the main deck plates.

The vessel was enroute to Japan during a storm when the men heard what "sounded like an explosion," according to Robert DeFord, deck delegate. The storm had caused a crack in the deck plates extending from the hull plate on the starboard side through the bosun's and carpenter's foc'sles and into the saloon, about 20 feet.

While the skipper ordered the vessel brought around all hands turned to rigging insurance wires and turnbuckles on the deck.

After securing two insurance lines, the engineers and black gang went to work fastening padeyes in the two foc'sles and trying to weld stiffeners to hold the break together.

Meanwhile, De Ford reported, the sailors and stewards unshackled the anchors and ran the chains aft over the boat deck, through the after chocks and a strain was taken on the windlass. Rough seas prevented an attempt to seal off the crack in the outside passageway.

A welcome sight, De Ford said, was the appearance of the Norwegian motor ship, Elisabeth Baake, which answered the distress signal, and stayed with the ship while it made for Adak, Alaska.

By the second day the seas had calmed down enough to allow the

crew to rig tackle on the anchor chains forward to tighten them up. But that night the storm hit again, this time for three days and nights. Winds of 70 mile velocity and mountainous waves made work almost impossible. But after the third day, he said, the ship made it into Adak.

The deck gang expressed their appreciation to the members of the black gang, the steward department and to the officers who worked on deck, throughout the storms.

"These men were on deck in snow, sleet, spray and with the sea breaking on deck all day," De Ford reported. "There was no panic and no shirking at any time."

Make Checks To 'SIU-A&G'

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

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

Trend Is Down In Lake Charles

LAKE CHARLES—It has been a quiet period on the labor front in this port. The Building Trades Council is still picketing a contractor in a nearby town and reports that all is going well.

Shipping has continued to slow up, with no relief in sight. Two more vessels, the Petro Chem (Valentine) and the Rion (Actium) went into layup for a short while and we have not been informed as to when they will come out again.

Calling into this area over the past two weeks were the Government Camp, CS Baltimore, Bradford Island, Royal Oak, Chiwawa, Winter Hill, and Cantigny (Cities Service), and the Del Oro (Mississippi).



Steel Voyager: Men Working



Candid shot catches a trio of licensed engineers working on a steam line below the operating platform on the Steel Voyager. Pictured (l to r) are engineers L. Symons, R. Maus and C. Reinhardt. SIU oiler A. Stakopoulos is partially hidden by Reinhardt. Engineers are members of the SIU-affiliated Brotherhood of Marine Engineers. The ship was in New York at the time.

NY Nixes New Rates For Blue Cross Now

A bid for a 40 percent rate increase for Blue Cross hospitalization coverage has been turned down by the New York State Superintendent of Insurance, Leffert Holz. The rejection may be only temporary, as Blue Cross says it will renew its application within the next few months.

Holz left the way open for an application renewal. He said he would give immediate attention to any bid for an increase once the organization had used up \$14 million worth of "free surplus" funds.

In addition to the \$14 million, the organization has another \$30 million in a special surplus, and Holz said that he might authorize withdrawal from that surplus as well to pay benefits under the plan.

Blue Cross officials have maintained that unless they got an immediate benefit increase they would quickly run into a deficit.

The Blue Cross petition had been opposed by a number of New York unions whose welfare plans included Blue Cross hospitalization. An increase in Blue Cross charges would, in effect, cut into funds

available for other welfare benefits.

Union representatives have charged that Blue Cross overstated its future expense estimates to make it appear that it was about to run in the red. The unions argued that Blue Cross showed an actual operating gain in 1966, the last full year for which figures were given, when it made its application last fall, while the organization claimed it was losing money.

Union spokesmen at the hearing also attacked the overhead expenses of Blue Cross, charging excessive salaries, heavy advertising expenses and other expenditures were draining funds that should be applied to benefits. Holz rejected the charge of excessive expenses but noted that Blue Cross had an expense rate of 8.39 percent. By contrast, the SIU Welfare Plan reported an overhead charge of 4.9 percent in its last annual report.

Shipping Round-Up & Forecast

January 22 Through February 4

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	13	7	4	2	9	0	26	9	35
New York	63	8	37	13	39	11	139	32	171
Philadelphia	17	4	15	2	13	5	45	11	56
Baltimore	44	18	44	25	41	15	129	58	187
Norfolk	5	5	3	3	1	7	9	15	24
Savannah	14	1	12	1	7	4	33	6	39
Tampa	8	2	5	2	6	5	19	9	28
Mobile	31	7	25	4	18	3	74	14	88
New Orleans	45	5	32	24	44	10	121	39	160
Lake Charles	9	6	7	8	5	9	21	23	44
Houston	25	9	13	14	8	7	46	30	76
Wilmington	8	8	3	7	10	8	21	19	40
San Francisco	14	10	13	7	9	9	36	26	62
Seattle	18	5	6	9	8	11	32	25	57
Total	314	93	219	121	218	102	751	316	1067

Port	Shipped									Total A	Total B	Total C	Total Ship.
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C	Stew. A	Stew. B	Stew. C				
Boston	10	4	0	5	3	3	7	1	1	22	8	4	34
New York	88	10	8	66	14	5	54	15	4	208	39	17	264
Philadelphia	19	3	0	10	3	1	12	3	0	41	9	1	51
Baltimore	58	11	0	39	18	3	39	11	1	138	40	4	180
Norfolk	2	1	0	2	2	0	0	0	0	4	3	0	7
Savannah	12	2	2	12	2	0	8	2	1	32	6	3	41
Tampa	4	0	0	4	1	0	2	2	0	10	3	0	13
Mobile	24	4	0	27	1	0	25	4	0	76	9	0	85
New Orleans	38	8	0	19	7	2	37	4	1	94	19	3	116
Lake Charles	6	1	0	10	5	0	5	3	1	21	9	1	31
Houston	19	1	0	14	8	0	14	3	0	47	12	0	59
Wilmington	3	0	0	2	1	0	0	0	0	5	1	0	6
San Francisco	4	0	0	8	0	0	7	0	0	19	0	0	19
Seattle	32	5	0	21	8	0	14	11	0	67	24	0	91
Total	319	50	10	239	73	14	224	59	9	782	182	33	997

Shipping inched forward slightly during the past two weeks to produce a total of 997 jobs dispatched. At the same time, registration fell off some more to 1,067.

The major activity where it occurred during the period resulted from the recrediting of laid-up vessels rather than heavy job turnover in the various ports. In the process, more class A men were shipped than registered in every department.

Six ports showed an increase over the previous report and, except for minor variations, three others remained the same as before. Thus, improvement was evident in Boston, New York, Baltimore, Savannah, Mobile and Seattle. The latter accounted for 78 percent of all West Coast activity. Philadelphia, Lake Charles and Houston held to the status quo.

Decreased shipping was listed for Norfolk, Tampa, New Orleans, Wilmington and San Francisco.

The seniority shipping figures reflect a small dip in the class A proportion of total jobs and corresponding gains by B and C men. Class A shipping accounted for 79 percent of the total, class B for 18 percent and class C for the remainder. New York shipped half the class C jobs and seven ports shipped none at all.

The following is the forecast port by port:

- Boston: Fair . . . New York: Good . . . Philadelphia: Fair . . . Baltimore: Good . . . Norfolk: Slow . . . Savannah: Fair . . . Tampa: Quiet . . . Mobile: Fair . . . New Orleans: Good . . . Lake Charles: Fair . . . Houston: Steady . . . Wilmington: Slow . . . San Francisco: Slow . . . Seattle: Fair.

3 Ships Out Of Lay-Up Improve NY Job Picture

NEW YORK—Shipping improved over the past two-week period as three vessels, the Armonk (New England), Seatrain Savannah (Seatrain) and the Ocean Ulla (Ocean Trans.), came out of lay-up and took on full crews. Word is still awaited on two other vessels, the Yaka (Waterman) and the Carolyn (Bull), which are still in idle status.

Bill Hall, assistant secretary-treasurer, reported headquarters is still awaiting certification on the last three Robin ships that is being held up pending final rulings on the legal maneuvers of the NMU. The regional director of the Labor Board has urged SIU certification.

There were 24 vessels paying off in this port during the period covered. They were the Seatrain Georgia, Seatrain New York, Seatrain Texas and Seatrain Louisiana (Seatrain); Kathryn, Beatrice, Ines and Frances (Bull); Steel King, Steel Voyager, and Steel Director (Isthmian); Robin Sherwood and Robin Hood (Robin); Alcoa Puritan, Alcoa Runner and Alcoa Pegasus (Alcoa); Morning Light, Fairland, Gateway City, Wild Ranger, Yaka, Almema and Raphael Semmes (Waterman), and the Fort Hoskins (Cities Service).

Sign-Ons

Signing on during the period were Steel King, Steel Voyager; Robin Sherwood and Robin Hood; Alcoa Puritan and Alcoa Runner; Andrew Jackson (Waterman) and the Ocean Ulla (Ocean Trans.).

In-transit vessels included the Azalea City (Waterman); Steel Executive (Isthmian); Yorkmar (Calmar); Pan Oceanic Transporter (Penn. Nav.) and the Alcoa Planter (Alcoa).

Avert Major Explosion On Bklyn W'front

Quick action by firefighters in keeping down a blaze which began in a cargo of naphthalene transferred from a freighter to a lighter averted a major explosion at Pier 4 in Bush Terminal, Brooklyn.

The fire broke out in the lighter loaded with some 80 tons of the combustible material while tied alongside the Swedish-American freighter Maltesholz just after a gang of longshoremen left the vessel for lunch.

The fireboat Firefighter and land crews kept the plates of the Maltesholz cooled down with water to prevent the remaining 198 tons of naphthalene from going up. When the blaze was brought under control, the lighter was towed out into the bay and the fire extinguished. Two firemen suffered slight injuries.

The scene of the fire was less than a half a mile from the Luckenbach Steamship pier which exploded over a year ago causing 10 deaths, 247 injuries and over \$10 million in property damage. The blast shook up the area around SIU headquarters and shattered windows in the building and for miles around.



Fit for a Seafarer!

THE FOOD AND PRICES AT OUR OWN BALTIMORE AND NEW YORK SIU CAFETERIAS

ARE GEARED FOR SEAFARERS - THE MEMBERS OF OUR UNION. DROP IN THE NEXT TIME YOU'RE AT THE HALL.

The Seafarers Cafeteria

Be Sure To Get Dues Receipts

Headquarters again wishes to remind all Seafarers that payments of funds, for whatever Union purpose, be made only to authorized A&G representatives and that an official Union receipt be gotten at that time. If no receipt is offered, be sure to protect yourself by immediately bringing the matter to the attention of the secretary-treasurer's office.

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

Watch Out For Shock Hazards

Not only TV sets and small radios, but a number of electrically operated recreation devices and household gadgets are unsafe because of leaking current, authoritative evidence indicates.

A survey by Electrical Testing Laboratories, an independent agency, revealed that in one area only about a third of the coin-operated amusement devices as electric bucking broncos and electric rocket ships, often found in shopping centers and amusement parks, are safe to use. The rest were found to "leak" electrical current, chiefly because they were inadequately grounded or not grounded at all. The survey was made in Westchester County, NY, at the request of the District Attorney after a child had been electrocuted by an electric rocket ship.

Some household appliances similarly "leak" a dangerous amount of current. Testing agencies are concerned especially about hand power tools as electric drills, and electric hair dryers. In one case reported by a testing laboratory, a man was killed by electrical leakage from a power tool he was using. In electric hair dryers, a leading laboratory told this department many of those on the market are cheaply made to sell at a low price, and thus are risky. Many hair dryers on the market, as well as some TV sets, don't even carry the Underwriters Laboratories seal showing the model has been tested for shock hazard. The UL seal is not a complete assurance against shock hazard, but it's the minimum to insist on when you buy.



The shock hazard of television sets was brought to public attention several months ago when a five-year-old Illinois boy was electrocuted by a metal-cabinet portable set. Now some manufacturers

are taking steps, somewhat belatedly, to reduce the shock hazard.

At least one maker now is putting portable TV sets in fiberglass cabinets which, like wood and plastic, have less tendency to leak current. Unfortunately, there is no perfect material. The metal case is more of an electrical risk, but better protection against fire hazard associated with overheated TV sets, and also more resistant to blows and breaks which can injure the set and make it unsafe, than is fiberglass.

The manufacturer whose set was involved in the Illinois fatality, now is coating metal cabinets with plastic to reduce hazards. Other manufacturers are installing transformers in their sets to provide more safety. Others are providing a polarized plug. Most houses built in the last 20 years or so have electrical receptacles with one of the slits wider than the other. If the house is properly wired, the wide slit is connected to the grounded wire of the house electrical supply. A polarized plug has a wide prong which can only go into the wide slit.

But if money is the secret ingredient in a certain brand of coffee, it's also the secret ingredient in most of these electrical dangers. An engineer concerned with testing these devices told this department that many low-price TV sets represent a compromise of safety features with cost and profit. By use of power transformers, some manufacturers save insulating cost. Others prefer to save on the transformer or the cabinet itself. But the most reprehensible manufacturing economy is the failure to use polarized plugs.

This is not to say that you should get alarmed about your TV set. Most sets, including those with metal cabinets, normally are safe. In fact, Fred Shunaman, managing editor of Radio-Electronics Magazine, tells this department he considers small AC-DC radios with hot chassis, which have damaged cabinets or are used near kitchen sinks or in bathrooms, the most dangerous electronic equipment of all. He reports the case of a mother who was giving her infant a bath in the kitchen sink. She went to answer the phone, and the unattended baby pulled the kitchen radio into the sink with him and was electrocuted.

But if your TV set normally is safe, it still needs to be treated with respect. If you've ever leaned against it and gotten a jolt, it may have come just from static electricity in your own body, but you ought to find out if the set itself is leaking current. Your serviceman easily can check it with a voltmeter.

Shunaman says the safest and cheapest way to make sure a set is safe is to ground some part of the cabinet to a water pipe or radiator. This simply requires a spool of copper wire and ground clamps.

Some authorities suggest equipping the set with an isolation transformer, which costs about \$10. This is a precaution, but it doesn't provide complete protection either as something can go wrong with the transformer too. Nor should a set be condemned because it hasn't got a transformer. It may not need it.

One good safety device everyone agrees on is to have a polarized plug attached to the cord of the set if it doesn't already have one. But this can't be a do-it-yourself job. It should be done by a qualified TV serviceman who knows the wiring circuit of your TV set.

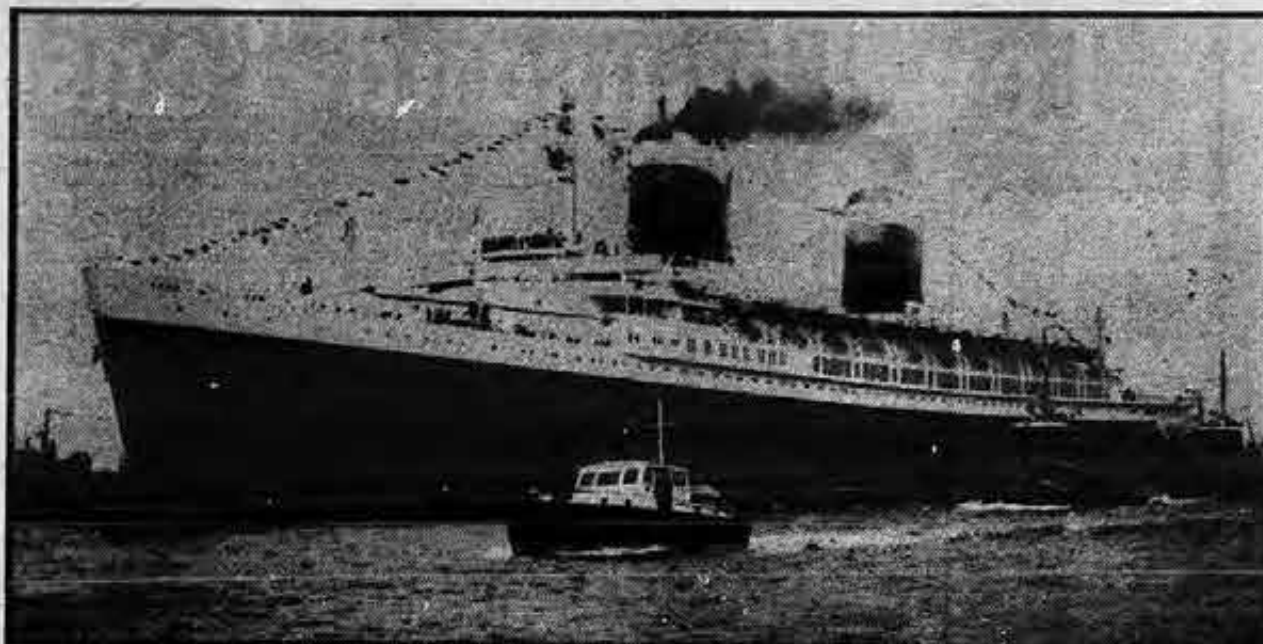
It's imperative to make sure your children don't playfully remove the knobs of TV sets, and that knobs are replaced if they become loose. An exposed control can deliver a shock.

As a precaution against fire hazard from TV sets, which generate a great deal of heat, don't push your set against a wall or into a tight corner, nor place it on a heavy pad. The set needs ventilation.

It also would be desirable to have polarized plugs on hand power tools, and safety receptacles in the home workshop or other places where power tools are generally used.

Grounding also is vital for washing machines, which are an added risk because of the dampness involved in their use, as are the cheap hair dryers.

\$81-91 Million Gov't Money Sought For One Luxury Ship



Luxury passenger liner, which would be sister ship for SS United States, above, would cost Government \$81 to \$91 million under special treatment plan proposed by United States Lines.

WASHINGTON—With the entire merchant marine getting \$3 million in Government construction aid last year and budgeted for \$132 million this year, United States Lines is asking Congress for \$81 to \$91 million additional funds to build one passenger ship. The vessel would replace the SS

America in the transatlantic three-class luxury trade.

The US Lines' bid came in testimony before the House Merchant Marine Committee by the company's president, John M. Franklin. It raises anew the question of how best to distribute the funds Congress is willing to spend for new ship construction and other merchant marine aid—for bread and butter purposes or for luxury, prestige items.

Franklin told the House Merchant Marine Committee that US Lines was willing to pay up to \$47 million of a total estimated cost of \$128 million for the new ship. Actually, US lines would put up \$37 million cash, with the other \$10 million coming from transfer of the America to a foreign flag or sale of the ship to the Government at the going foreign flag price of \$10 million. In effect then, US lines would put up 30 percent of the total cost of the new vessel, plus the old one. The Government would lay out 63 to 70 percent depending on whether the America was sold to the US.

About \$44 million of the Government's share of the cost, according to Franklin's figure, would be the defense features, such as provision for higher than commercial speeds and spare propulsion plant.

The company's bid for special treatment over and above other ship lines and outside the scope of the 1936 Merchant Marine Act has met with a cool reception from the Department of Commerce and the Bureau of the Budget. Maritime Administrator Clarence Morse said he saw no need to lift the present 50 percent ceiling on construction subsidies. Morse said that US Lines should pay \$55.7 million for a new ship instead of the \$37 to \$47 million proposed by the company.

He also challenged the company's breakdown of figures as to "defense" and "commercial" costs, pointing out that the commercial speed of the United States was in the vicinity of 30.7 knots, while the company was figuring on a 28½-knot ship and wanted to charge everything over that speed to the Government as a "defense" charge.

American President Lines, which is seeking to build a 43,000-ton superliner for its Pacific trade, is asking the Government to put up a more modest share of the costs. APL would put up \$43 million and the Government \$30 million of the

commercial cost. Defense features were not estimated. This compares to \$37 million of \$84 million commercial cost, minus the defense costs, US Lines is willing to put up for its new ship.

APL is also asking that the Government loan it money for its share of the cost at 3½ percent instead of the company having to pay higher rates for bank financing. There is no sale or trade-in of old tonnage involved in the APL proposal because the new ship would represent an addition to APL's fleet.

The APL spokesman said that if the company were to ask for the same type of special treatment being sought by US Lines, the ship would cost APL \$27.3 million instead of \$43 million. "However," he said, "we do not feel it is impossible to build our liner with maller assistance, and have accordingly proposed much more modest relief."

In recent contracts for commercial cargo ships, the Maritime Administration has been contracting for between 40 and 45 percent of the total cost as a construction subsidy. The difference between this practice and the deal sought by US Lines for a 63 to 70 percent Government share lies in the stupendous costs of a three-class luxury superliner with defense features and the intangible "prestige" element which Franklin stressed very heavily in his bid for aid.

A sample commercial contract recently concluded by the Maritime Administration with Lykes Brothers calls for five 17-knot cargo ships to be built at a cost of \$48 million plus, or roughly \$9,600,000 per ship. Lykes is to pick up 55½ percent of the tab, amounting to roughly \$5,300,000 per ship, with the Government paying \$4,300,000 per vessel.

Using this ratio, a shipowner

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.

could build a fleet of 18 or more modern cargo carriers at a cost to the Government no greater than the minimum proposed Government tab on a single US Lines luxury vessel.

The SIU of NA and the AFL-CIO Maritime Trades Department are on record that the national interest calls for as large a commercial merchant marine of cargo ships, tramps and tankers and commercial passenger ships as can be supported. The position calls for Government aid to be applied across-the-board to ship operations on an equal basis, instead of the practice of concentrating it in the hands of a favored few companies.

The union position is based on the belief that an adequate, up-to-date fleet of cargo haulers is a more valid investment in terms of US defense and the health of the economy than luxury superliners which show an inordinate appetite for Government funds.

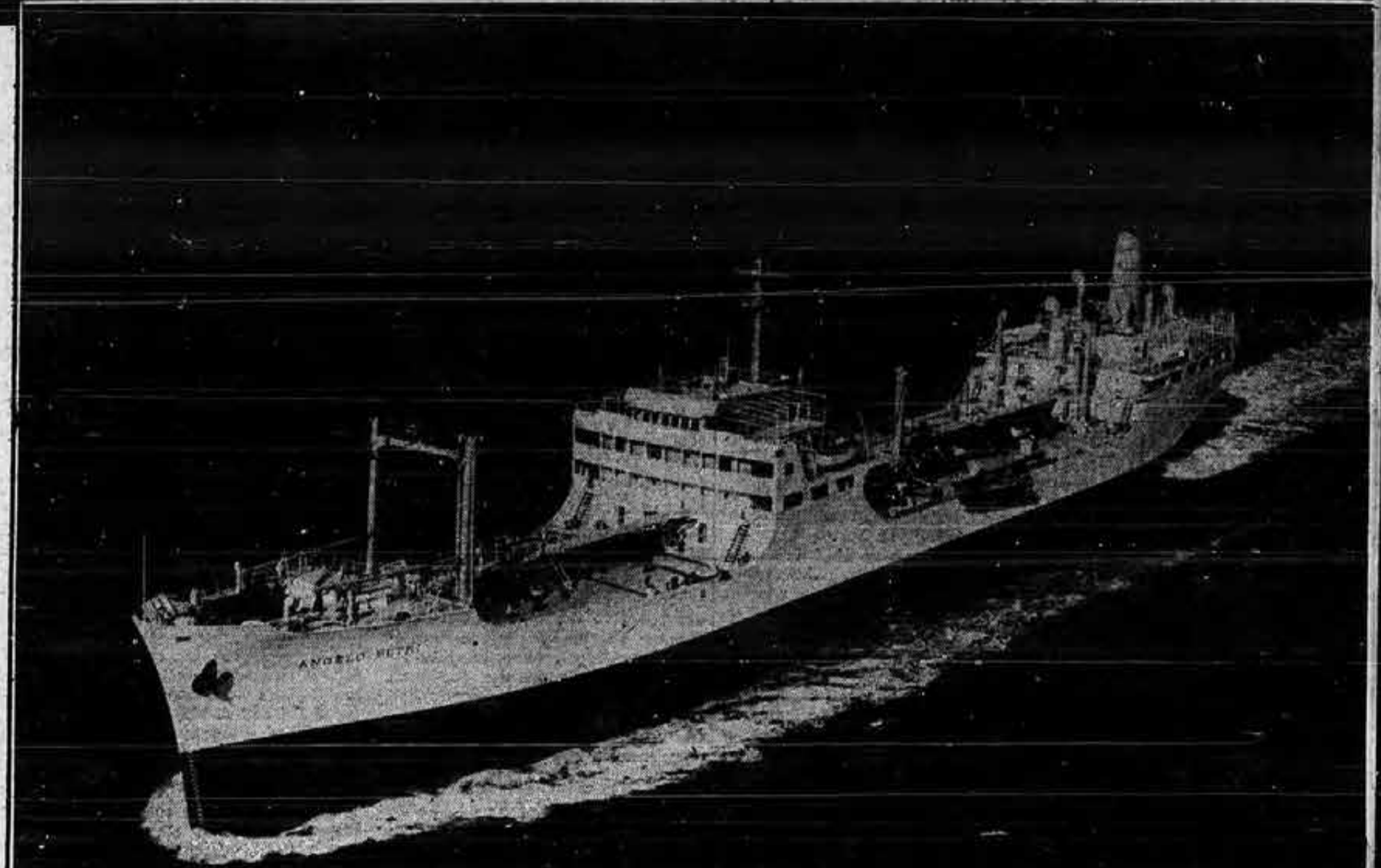
Proponents of the superliner argue that high speed and heavy troop-carrying ability justify the added expense involved. An alternative argument calls for use of funds to construct several somewhat smaller, less costly ships, dispersing the risk involved. The speed edge of superliners that was valid in World War II has disappeared in the face of modern submarine construction.

It has also been argued that national defense features should not be carried as a merchant marine expenditure, but should be listed under Defense Department appropriations. Putting defense features into the maritime budget makes it difficult for commercial cargo carriers to get Government funds for their needs.

Even with the extra-heavy Government subsidy, Franklin indicated that the proposed new superliner would have little commercial utility and would barely earn its own way. He claimed that the liner America has been losing money each year for the last five years during a period of ever-rising transatlantic passenger travel.

Part of the reason for the loss lies in the cost of building and operating a three-class luxury ship with its wasteful and unnecessary duplication of passenger facilities. That is why European operators, even with their lower shipbuilding costs, are putting their money into one-class steamship operations.

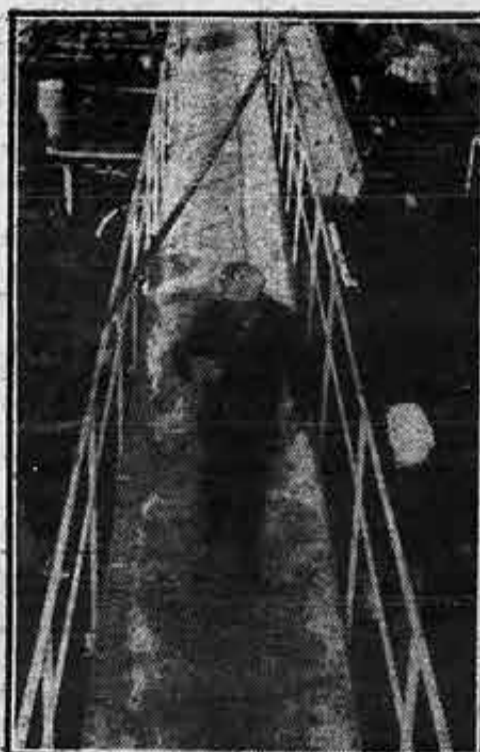
Ten Thousand Tons of Wine



SS ANGELO PETRI



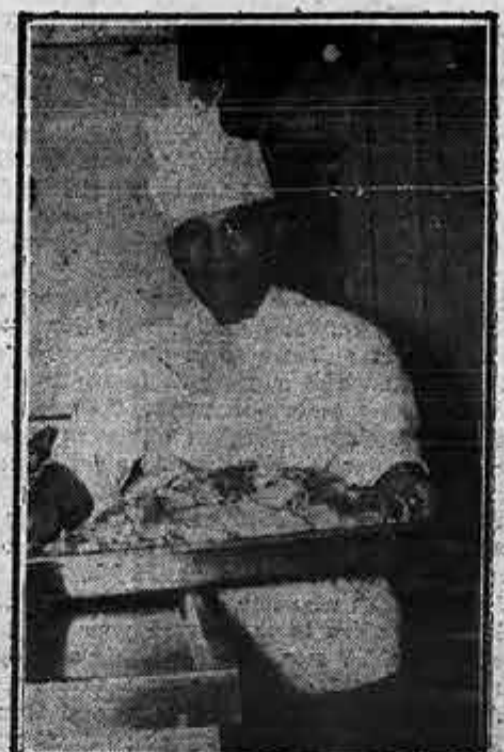
John Tarentino, AB, handles a hose. Tarentino is deck delegate on the Petri.



Roy Lopez, AB, hustles two cups of steaming coffee for chilled crewmembers.



John O'Brian bundles up against elements. Wine was well-chilled that day.



Chicken dinners are prepared by Francisco G. Estatista in Petri's galley.

Skipper and Louis Petri hoist unusual house flag of the ship. At right, fork lift driver loads cases which have been bottled at Port Newark winery.



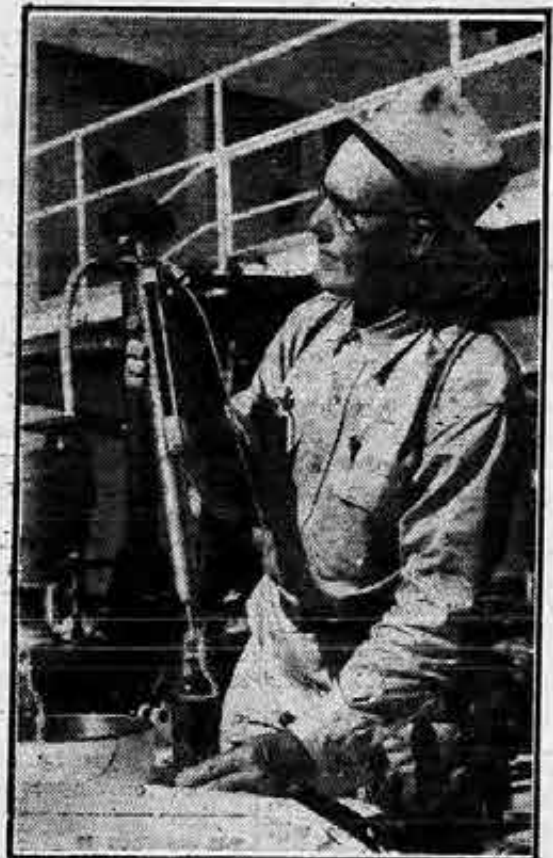
Winery worker checks shoreside storage vats in Pt. Newark plant.

Wine tankers are common enough under the French flag where they ferry the products of the grape to Algeria and other French overseas areas, but the Angelo Petri is the first such vessel under the US flag. Manned by members of the SIU Pacific District, the Petri hauls ten thousand tons of wine in the inter-coastal trade to Houston and Port Newark, plus additional tonnage of other liquid cargoes.

The California wine is then distributed by United Vintners to East Coast and Middle Western states under such names as Italian Swiss Colony, Mission Bell and others.

The Petri looks like any other tanker from the outside, but the difference lies in chromium-nickel stainless steel tank surfaces, fuels, and pipes, designed for the carriage of edibles. The tanker can carry 26 varieties of wine in separate tank systems.

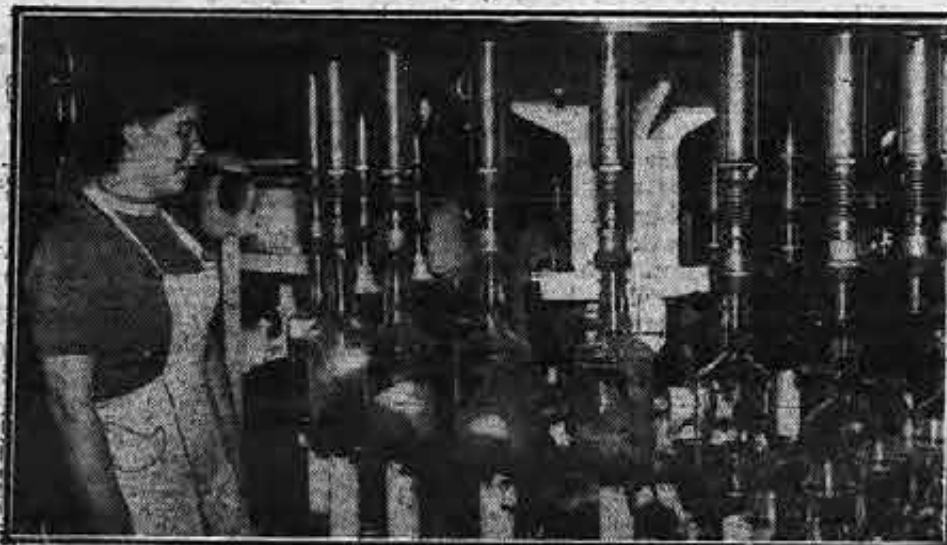
Pictured here are some aspects of the company's operation in Port Newark. Some of the photos were taken last fall, others during a January cold snap, accounting for the difference in crew gear.



On ship's maiden voyage, chemist went along to see all was well.



Winery workers apply seals to bottles before loading for trans-shipment to local distributors.



Automatic devices fill half-gallon jugs of wine. Tanker shipment avoids transcontinental carriage of bottled goods. Breakage, flavor losses are reduced to a minimum.

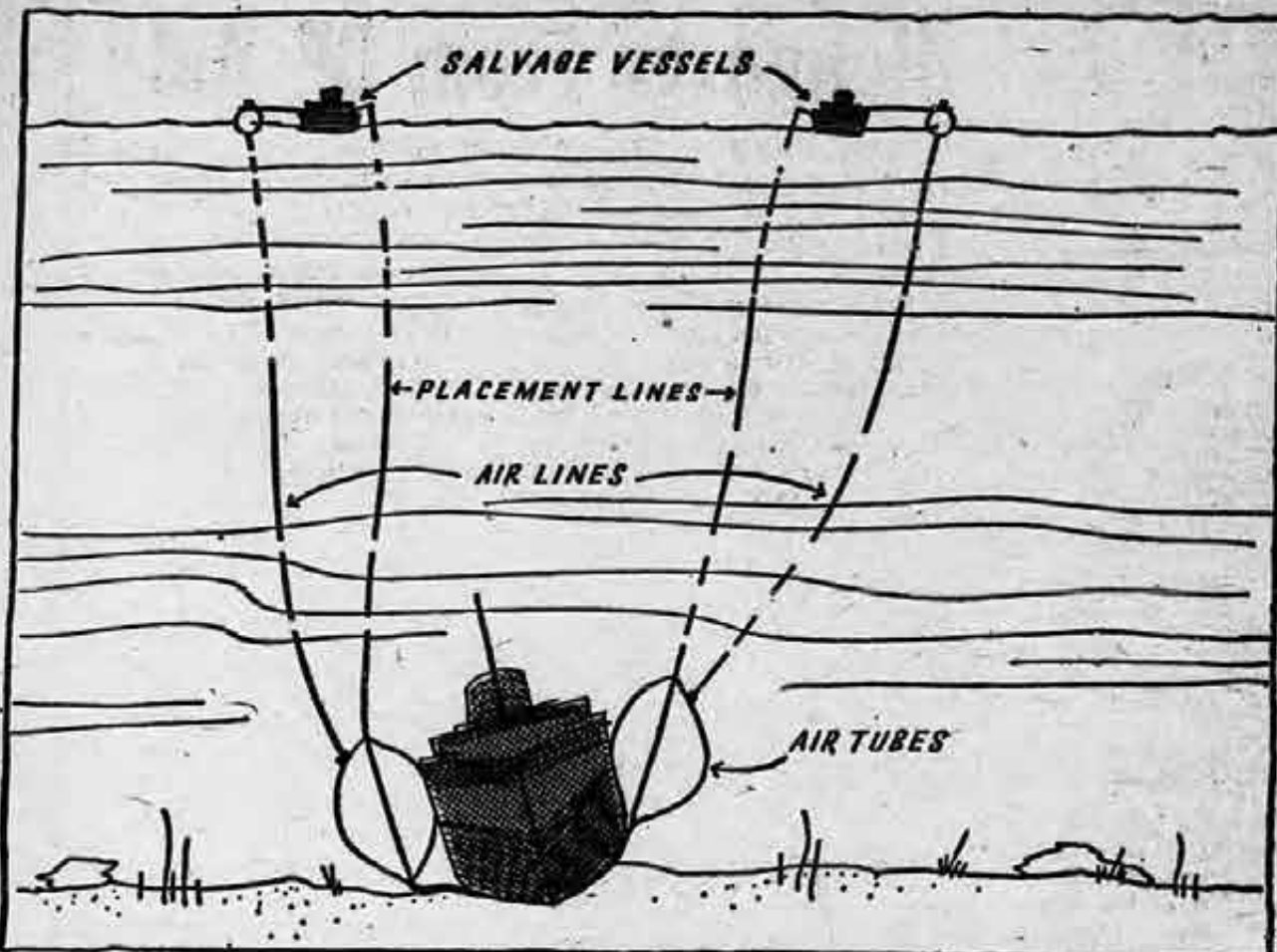


Wine is discharged like any other tanker cargo, using pumps and hoses to shift liquid ashore.



UP Patrolman Arnold Steinberg and Ed Heilman, bosun, discuss a beef in crew mess.

Doria Salvage Group Formed



Salvage plan for Andrea Doria published last year would refloat ship through use of compressed air. New plan would include this feature plus cable lift by two Great Lakes oreboats which would drag ship, step by step, into shallow water.

Two salvage experts are seeking rights to the sunken Andrea Doria and revealed plans to refloat the vessel sometime this spring, if they can get clearance.

Although the "Andrea Doria Project," an estimated \$3.5 million dollar operation, was formed by Armando Conti,

president of the AAA Salvage Company, Trenton, NJ, and Richard Meyer, president of the Marque Marine Co. of Wyandotte, Michigan, in August, 1956, they have only recently worked out all of the details in the salvage operation.

Using a combination of old and new salvage methods, they plan on raising the former Italian Line flagship in one piece. The ship sank in 225 feet of water 50 miles off Nantucket Island following a collision with the Swedish liner Stockholm in July, 1956. By now it must be covered with tons of barnacles and other marine growth.

First step in the operation will be to have divers attach huge rubber tubes to the sides of the sunken vessel. Compressed air will then be pumped into the tubes to right and lift the vessel.

Some 70 wire cables will be passed under the liner and be attached to two Great Lakes ore boats on either side of the vessel. The holds of the ore vessels will then be flooded and as they ride some 15 feet lower in the water, the slack in the cables will be taken in.

Then the water will be pumped out of the ore boats, raising the Doria slightly. When the vessel is

off the ocean bottom, tugs will tow the ore boats and the Doria into shallower water.

This process will be repeated until the Doria reaches water shallow enough to allow floating dry-docks to lift her and bring her into port.

The use of ore boats to raise sunken vessels is a common salvage practice on the Great Lakes. But the use of rubber tubes and compressed air is relatively new in the field of marine salvage.

Only last year an American rubber company developed a plan to salvage ships by attaching huge rubber envelopes to their hulls

and floating them by pumping in compressed air.

According to this plan individual air lines connected to the envelopes would make it possible to control the degree of inflation individually and in turn, by varying the pressure in the envelopes, aid in raising the vessel on an even keel.

Naval experts expressed belief that this method would be best in salvaging many of the valuable ore cargoes of numerous ships sunk off the Atlantic and Gulf coasts during World War II. Many of them lie in 60 feet of water or less between New York and Miami.

Foreign Tramps Moaning; Offer Rate-Fixing Deal

Falling charter rates which have been hitting American-flag tramp shipping hard, are also being felt by foreign-flag interests. A spokesman for a group of Greek shipowners representing more than 40 percent of the world's trampship fleets said that the only means of breaking even today would be the acceptance of a pact setting minimum charter rates for dry cargo ships.

The agreement, reportedly reached between owners in New York, London and Athens, is expected to be signed by most of the Greek owners within 10 days. The owners claim that the only alternative to such minimum rates would be the complete withdrawal of the tramps from the market.

They estimate that they have been losing almost \$30,000 per voyage because of the necessity of bringing their outbound ships back from their foreign destinations without cargo.

Although an official list has not been released, sources said that the minimum rate for coal shipped from Hampton Roads to the United Kingdom, was expected to be set at \$4.98 in US currency. This is well below US break-even rates.

The minimum grain rate from the Gulf to the United Kingdom is expected to be set at \$8.12. Present cargo rates are considerably below these proposed minimums.

They expressed confidence that the rest of the operators would follow suit since talks have been carried on for some time now with representatives from various countries, and they seemed in favor of the agreement.

US tramps, with the protection of the '50-50' law, have been able to secure rates on Government cargoes well above the proposed minimums.



STEEL DIRECTOR (Isthmian), Dec. 28—Chairman, S. Getwick; Secretary, W. Schlicht. One man hospitalized—headquarters notified. Check cigarette supply with capt. Sufficient quantity for return voyage provided non-smokers do not draw any. Men logged to be reported to patrolman—list supplied by capt. Repair lists to be made up. Ship's fund \$15. Few hours disputed of. Communications read and posted. Patrolman to check steward dept. food supplies, preparation of menus, etc. Motion to investigate Coast Guard certification of cargo reefer used to store ships' stores using ship's reefer for butter cargo. Request Union to press for legislation requiring all seamen to be U. S. citizens. Patrolman to check stores and quality of meats, etc. Discussion on preparation of menus, quality of

Digest Of SIU Ship Meetings

meats which is poor; Xmas supper which was cold and poor variety. Request small coffee pots instead of large urn to cut down amount of dry coffee used. Food to be served from galley as much as possible and cut down use of steam tables per steward dept. recommendation. Steward asked to spend more time overseeing preparation and serving at meal time. Not complied with.

STEEL NAVIGATOR (Isthmian), Dec. 14—Chairman, J. Atherton; Secretary, F. Harays. New delegate elected. Ship's fund \$15.35. Ship to be fumigated for roaches.

VALCHEM (Heron), Dec. 1—Chairman, M. Marlin; Secretary, W. Westa. Ship's fund \$19.50. New delegate elected. Vote of thanks to steward dept. for fine Thanksgiving dinner. Patrolman to check water, believed to be cause of men not feeling well. Nov. 11—Chairman, G. Kersey; Secretary, W. Westa. Few minor repairs to be made. All departments working to get ship into shape. Ship's fund \$19.90. Few minor beefs squared away. New delegate elected. All repairs completed.

VALLEY FORGE (Peninsular), Dec. 15—Chairman, F. Jones; Secretary, S. Arales. Repairs to be made. Some new mattresses received. Secured new fans for foci—not installed yet. Washing machine repaired. Port discharges to be issued at sea. Accident report sent to Welfare. Report accepted. Unanimous vote favoring resolutions forwarded to LOG editor by crew members of SS Fairport adopted Oct. 27, 1957 at general membership meeting. Delegate re-elected. Recommend Headquarters furnish all available information in regard to vaccination and shot cards. Sanitary men to alternate weekly on cleaning of recreation and wash room. Crew members advised to be patient during payoffs.

WACOSTA (Waterman), Dec. 28—Chairman, J. Morris; Secretary, E. Ray. Safety delegates to be elected and any unsafe conditions to be reported to delegates immediately. Motion to elect one safety delegate for each dept.

PLYMOUTH VICTORY (Isthmian), Dec. 7—Chairman, L. Lewis; Secretary, M. Kerngood. Delegate reported on welfare benefits. Few minor beefs. Discussion on cleaning recreation hall, etc. Put haws and locks on all doors on main deck.

ANDREW JACKSON (Waterman), Dec. 1—Chairman, W. Wallace; Secretary, E. Ader. Two men hospitalized, headquarters notified. Repair lists submitted. Discussion re: door knobs in staterooms on main deck. Door locks and knobs to be replaced. Fan room aft needs lock on door. To start ship's fund. Hospitalized brother donated 15 packs of cigarettes to crew. Cigarettes turned over to patrolman in NY for brothers in hospital. Vote of thanks to brothers in steward dept. who took care of sick brothers during trip.

ROYAL OAK (Cities Service), Jan. 15—Chairman, A. Gonzalez; Secretary, D. Beard. Eng. dept. rooms painted. Beef on calling men for midnight settled. Watertight doors repaired. Gasoline taste in drinking water will be remedied at next port. Ship's fund \$70. Some disputed of. One man missed ship in Balt. BS has beef with mate. Reports accepted. Check quality and variety of stores put aboard, namely, jellies, vegetables, soap, coffee, meats etc. Motion to have steward attend meeting and answer food complaints. Steward promises hot cakes or French toast daily, ham and grits more often and more green vegetables. General discussion of chow. Chairman urges more cooperation by all hands with steward dept.

STEEL ROVER (Isthmian), Jan. 11—Chairman, T. Gaspar; Secretary, F. Donovan. Letter sent to Hdqrs. re: water on ship. Plenty of it in deck dept. Ship's fund \$20. Few hours disputed of. Reports accepted. Investigated new slop chest price list.

Wringer on washing machine to be repaired. Vote of thanks to crew of Robin Lines for work in getting Robin Line ships back to SIU. Vote of thanks to steward dept. for wonderful dinner and decorations for Xmas. Painting to be done in rooms, recreation hall, galley, pantry, showers, etc.

ANDREW JACKSON (Waterman), Dec. 1—Chairman, W. Wallace; Secretary, E. Ader. Repair lists submitted. Hdqrs. notified of two members left in hospital. Discussion regarding door knobs on staterooms, one lock broken. Knobs and locks to be replaced. Lock required on fan room aft. Ship's fund to be started at pay-off to purchase Xmas decorations.

DEL SUD (Miss), Dec. 16—Chairman, A. Novak; Secretary, J. Diecko. Beef on clocks reported to patrolman in NO. Discussion on washing machine. Movie projector repaired. Ship's funds \$194.10. Purchased magazines, movie projector, tickets for repatriated seamen. Balance \$44.10. Christmas party to be held on 37 hatch. Members urged to conduct themselves as good SIU men. Discussion re: movie fund, separate from ship fund.

STEEL VOYAGER (Isthmian), Dec. 27—Chairman, E. Hunt; Secretary, F. Quintayo. Letter sent re: sulphur bags as penalty cargo. Ship's fund \$14.82. Few hours disputed of. One man missed ship, rejoined. Repair list to be turned in. Drinking water in Persian Gulf very hard, making washing clothes and dishes very difficult. Complaints about water causing illness. Vote of thanks to steward dept. for fine Christmas dinner.

YORKMAR (Calmar), Nov. 26—Chairman, R. King; Secretary, W. Morris. New delegate elected. To start ship's fund. Report accepted. Motion to air-condition all SIU ships. Remove clothes from line when dry. Washing machine agitator to be replaced, cannot be repaired. Cooperate in keeping laundry clean.

ALCOA ROAMER (Alcoa), Jan. 3—Chairman, J. Sourpous; Secretary, R. Kiessel. Stewards asked to return all soiled linen before changing. Need awning for lookout. Vote of thanks to steward dept. for fine Christmas dinner and all meals.

LONGVIEW VICTORY (Victory Carriers), Dec. 22—Chairman, M. Lussa; Secretary, T. Lewis. Request for stainless steel table tops for galley and pantries not granted. No repairs made due to short stay in NY. One day subsistence paid in NY. No patrolman present at time of sign on. Delegate resigned. New delegate elected. Lockers to be fixed. Repairs to be made. Help keep mess-room clean.

ROBIN SHERWOOD (Robin), Jan. 8—Chairman, W. Kohut; Secretary, P. Devine. Reports accepted. Some disputed of. No hot water in showers and quarters—to be taken up with patrolman. Ship's fund \$11.66.

NATALIE (Maritime Overseas), Dec. 8—Chairman, J. Hoggie; Secretary, P. Jakubcsak. Repair list to be turned in. Five men missed ship. Four cleared. Few hours disputed of. Suggestion to have shore gang handle stores and shift ship after 3 PM in US ports. Keep natives out of mess-halls. New mattresses to be ordered. Vote of thanks to cooks and stewards dept. for excellent service and chow.

ROBIN SHERWOOD (Robin Line), Jan. 14—Chairman, G. Hansen; Secretary, S. Johnson. Discussion on milk situation. New delegate elected. One night lodging to be paid by company. Ship's fund \$11.60. Water tanks to be cleaned, water rusty. Ship stored under Moore-McCormack standard. Milk to be served three times daily—when supply is exhausted, more to be ordered. Garbage to be dumped aft.

BRADFORD ISLAND (Cities Service), Jan. 11—Chairman, D. Kirk; Secretary, T. Holt. Short two men in black gang—hospitalized. Bull Line time to be paid. Reports accepted. Bookcase to be placed in another location. Overhead air duct control lever to be fixed.

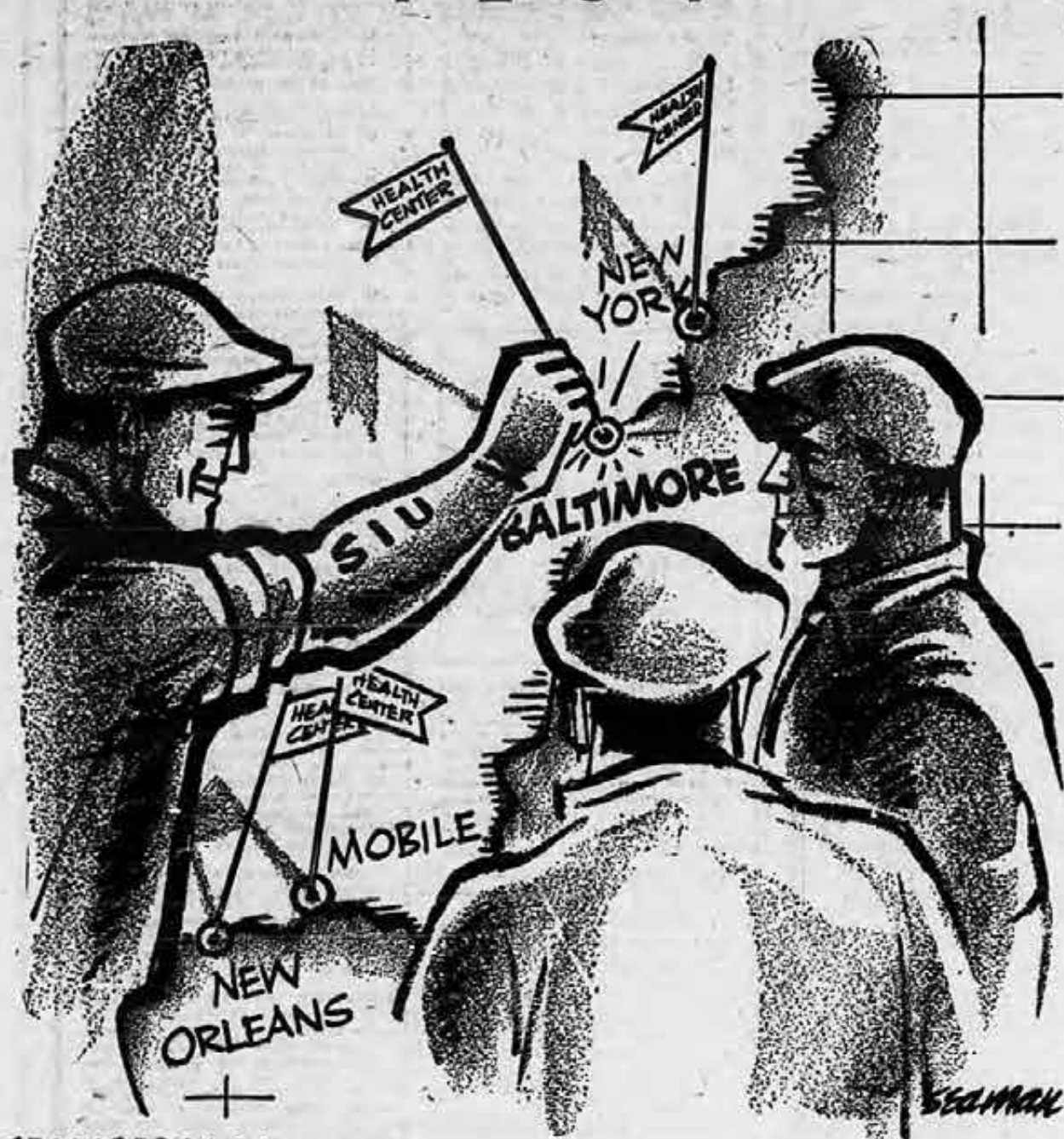
SEATRAN NEW JERSEY (Seatrains), Jan. 11—Chairman, A. Whitmer; Secretary, F. Patrick. Some repairs made. New repair list to be submitted. Vote of thanks to steward dept. for fine Christmas dinner. Some disputed of—to be settled. New delegate elected. Motion to elect new delegate every two months and rotate job. Request plywood under bunks to make mattresses more comfortable, and sleeping better.

COEUR D'ALENE VICTORY (Victory Carriers), Dec. 29—Chairman, A. Anderson; Secretary, F. Nicks. One man missed ship, joined in Greece. It was reported cigarettes will be rationed—1/2 cartons per week to insure sufficient amount for trip. One man hospitalized in Scotland. Some disputed of. Report accepted. Dump coffee grounds in garbage can, not on deck. Vote of thanks to brothers on Robin Line ships for standing by to win ships back for SIU.

DE SOTO (Waterman), Dec. 6—Chairman, R. Hodges; Secretary, S. Varn. Some disputed of. New delegate elected. Of in deck dept not being divided equally. Keep beefs below, do not carry topside. Vote of thanks to steward dept for good food and service.

STEEL MAKER (Isthmian), Jan. 12—Chairman, W. Morris; Secretary, B. Gardner. Three men hospitalized. Ship's fund \$11.09. Present delegate to remain on job. Delegate to contact patrolman to obtain some Dyane to clean bathrooms.

'1-2-3-4'



SEAFARERS LOG

Balt. Crews Supertanker SS Atlantic

BALTIMORE—The first group of Seafarers was processed through the new clinic here last week. Until a permanent system can be worked out, they will be picked according to the oldest dates on their shipping cards. Once all of the kinks are ironed out though, the brothers will be serviced as they apply.

Shipping remained in a slump over the past period and the overall outlook is not too promising. The supertanker Atlantic (Mar-Trade) will be turned over to the company around the 17th and a full crew should be shipped for her this week.

There are still five vessels, the Flomar, Portmar, Texmar, Bethcoaster (Calmar) and the Omar Chapman (Boston Shipping) in lay-up and although there are rumors about when they will break out, there is no definite information.

There were 33 vessels in port during the past period, eleven paid off, seven signed-on, and 15 were in transit. The vessels paying off were the Feltore, Santore, Baltore, Chilore (Ore); Emilia, Jean, Edith, Mae (Bull); J. Kulukundis (Martis); Bethcoaster (Calmar) and the Royal Oak (Cities Service).

Signing on during the past period were the Feltore, Santore, Baltore, Chilore, Cubore (Ore); Losmar (Calmar) and the Chas. Dunalt (Colonial). In transit were the Morning Light, Wild Ranger (Waterman); Steel Rover; Steel King, Steel Voyager, Steel Director (Isthmian); Alcoa Runner, Alcoa Pegasus, Alcoa Puritan; Robin Hood (Robin); Venore, Feltore (Ore) and the Oremar (Marven).

Will Anything Happen?

"Fortune" magazine, spokesman for the business point of view, has put into the record the unsavory details of how Sears, Roebuck sponsored the union-busting apparatus of Labor Relations Associates for many years and how the company recommended this agency with such vigor that no less than 300 other US firms employed it each year.

A number of trade union officials were put on the griddle by the McClellan investigating committee, partly because of their relationships with the head of the union-busting firm. The latter was also questioned with much severity. Somehow, the committee never got around to paying much attention to Sears, Roebuck's responsibility and dropped the whole matter after a lower echelon company official promised it "wouldn't happen again."

Now that "Fortune" has spelled out much of the whole smelly mess, it will be interesting to see what—if anything—happens next. Will the McClellan Committee make any effort to investigate management's responsibility for corrupt labor practices? Will the business community form a committee to pass judgment on Sears and possibly expel it from the NAM or the US Chamber of Commerce? Will Internal Revenue start investigating Sears tax returns for evidence of improper business expense deductions such as some of the "entertainment" expense on the labor relations side? Will daily newspaper editors denounce Sears? We can't wait to see.

Nothing Like A Pro

Two stories, one from the Wacosta out of Bremerhaven, the other from the SIU-Pacific District's Columbia Trader out of Adak, Alaska, again demonstrate the reliability and competence of professional seafaring men. The Columbia Trader's ordeal was more severe—a cracked deck at sea that had to be repaired under extreme weather conditions, while the Wacosta had the good fortune to be in port when a fire broke out in her hold. But in both cases, officers and unlicensed crewmembers turned to with vigor and skillfully handled the emergency.

A ship and her cargo is a multi-million dollar proposition. Contract rules with seafaring unions call for the vessels to be manned according to seniority with the most experienced and skilled seafaring men getting first crack at available jobs. Of course, the US Government has its own regulations as to the licensing of officers and the qualifications of the unlicensed men. In emergencies such as these, that experience pays off.

MCS Moves On Gambling Hangover From CP Rule

SAN FRANCISCO—A multi-million dollar shipboard gambling ring that grew up under its Communist-dominated forerunner has been marked for destruction by the SIU-affiliated Marine Cooks and Stewards.

MCS ordered the crack-down in the last stage of its campaign to enforce union rules and to clean out the gambling syndicate that flourished on West Coast passenger liners under the eyes of Hugh Bryson's Marine Cooks and Stewards Union. The ring reportedly siphoned millions from the wages of Pacific Coast seamen.

MCS Secretary-Treasurer Ed Turner told union members and the San Francisco press that he intends to put the liners' professional gamblers out of business.

"We are closing down all organized gambling on passenger ships," Turner said. "If they do not shut

down, those responsible are going to find themselves in real trouble."

The crackdown follows MCS action to enforce job and work rules strictly on passenger ships. MCS moves in that direction have made it increasingly difficult for gamblers to ply their trade.

The gambling syndicate grew up on West Coast ships as a result of lax union practices by the former stewards union. During that time, professional gamblers took some of the lowest-paid jobs aboard ship for one reason only—to run the games. Since the MCS won jurisdiction over the steward department, the gambling hands have had a hard time, principally because the union is insisting that ship rules be carried out to the letter.

Jobs are rotated and crew members are expected to put in a day's work. The rules have made it tougher on professional gamblers, who used to clear millions of dollars a year in round-the-clock gambling games for off-duty seamen.

The latest MCS move is designed to protect seamen against shady gambling deals. It is not aimed at card games or any other unorganized gambling for crewmembers or passengers.

High Court Broadens Jones Act

WASHINGTON—In a 5-to-4 decision, the Supreme Court has extended the right of seamen to sue under the Jones Act for shipboard injuries without proving negligence, where the shipowner was guilty of violating a statute or regulation. The decision applies even though the regulation concerned was not intended to prevent the injury caused.

The case arose from the death of Arthur Milan, a seaman on a tug of the American Dredging Company. Milan was killed in a fire which started when a kerosene lamp on the tug ignited vapors from surface oil on the Schuylkill River in Philadelphia. A Coast Guard regulation requires that the lamp be placed at least eight feet above the water for better visibility, but in this case it was only three feet above the water.

In previous cases involving railroad workers the courts have ruled against railroad employers where there was a violation of either of two Federal safety statutes, regardless of whether negligence was proven or not. The Milan case extended these decisions to maritime injuries arising under the Jones Act.

Although the company would not have been automatically liable because the violated regulation on visibility had nothing to do with fire, under this decision, shipowners can be held absolutely liable for injuries resulting from the violation of any statute or regulation.

Boston Host To French Labor Reps

BOSTON—The men on the beach here are looking forward to the coming visit of three French labor union officials. These men are here under the auspices of the International Cooperation Administration of the State Department and are making studies of various unions throughout the country.

Two of the visitors are primarily concerned with the problems found in the merchant marine industry. They are Pierre Alisse, vice president of the Union Merchant Marine Officers, an affiliate of the French Confederation of Christian Workers, and Marcel Saint-Cast, a member of the union grievance committee of the Merchant Marine Union which is affiliated with the General Confederation of Labor Workers' Force.

The third visitor is Guy Marcel Pierre Ducas, a local union steward of the General Confederation of Technicians and Supervisor Employees. This is one of the most important unions in the transportation industry in France.

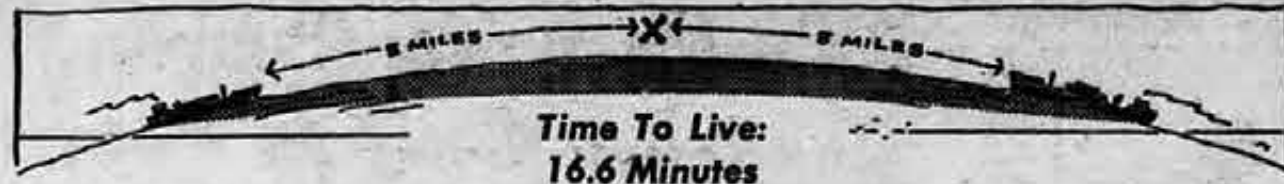
Shipping picked up slightly over the past period, as did registration. Although the forecast for the future is uncertain it is hoped that it will continue as well as it was for the last period.

The Michael (Carras), Bradford Island (Cities Service) and the Seagarden (Penn. Nav.) paid off and signed on during the last two weeks. In transit were the Steel Director (Isthmian), Government Camp and the Bents Fort (Cities Service).

Moving? Notify SIU, Welfare

Seafarers and SIU families who apply for maternity, hospital or surgical benefits from the Welfare Plan are urged to keep the Union or the Welfare Plan advised of any changes of address while their applications are being processed. Although payments are often made by return mail, changes of address (or illegible return addresses) delay them when checks or "baby bonds" are returned. Those who are moving or plan to move are advised to immediately notify SIU headquarters or the Welfare Plan, at 11 Broadway, New York, NY.

LET 'EM KNOW!
Write TO THE LOG



Out of sight of each other despite clear visibility of ten miles, two tankers racing along at 18-knot speeds are depicted in artist's drawing. Common deck department practices on tankers, says Seafarer J. L. Manning, make a head-on collision at "X" always possible, despite long odds.

Tanker Safety Practices Rapped

Common tanker practices that are not "just a deck department beef" may come as a "surprise" to members of the Union who either haven't sailed tankers altogether or ship in other departments, according to Seafarer J. L. Manning on the tanker Winter Hill.

Manning says the collision situation illustrated above is by no means wholly improbable and that even if there is no such disaster on record yet, what's to stop one from happening?

"I have been sailing tankers for a number of years, and the tankermen work while standing wheel watch," he points out. "It is the custom for the mate on watch to tell the AB quartermaster to leave the bridge, and get tools, paints, brushes, etc., to work with. Some jobs take five minutes, some one hour. After the work has been performed, the mate again tells the AB to leave the bridge to clean the tools, brushes etc."

Thus, while the ship is plowing along at 18 knots and the horizon appears "all clear" at a visibility of ten miles, the quartermaster is sent down to the paint locker to mix paints and clean brushes. The problem, Manning declares, is that while this is going on, the mate may be busy too.

He'll take a sight, go into the chart room to work out the sight, then mark the position and distance run on the chart. He'll take a time check and write up the log.

Unfortunately for everybody, the situation may be duplicated on another tanker coming from the opposite direction.

In such a case, where everything that can possibly go wrong really does, it's less than 17 minutes to get to Heaven, says Manning. Each

ship can theoretically cover its five miles to the collision point in 16 minutes and 40 seconds, barely over a quarter hour.

"Many men believe this is just

a deck department beef or, when on the ship, a problem for the three ABs," comments Manning. "This is not so! This is a problem for every member of the Union."

A Long Way From Home



Whooping it up in Sasebo, Japan, after a voyage from the Persian Gulf are (l to r) Joe Wilaszak, night cook & baker; Alex Janes and Jerry Cordero, utilitymen, and Eddie Abrams, steward, with a trio of local belles. The boys are on the Cities Service Miami, and are hoping to be back home after another voyage.

SEAFARERS IN THE HOSPITALS

USPHS HOSPITAL MANHATTAN BEACH BROOKLYN, NY

Manuel Antonana
Eladio Aris
Fortunato Bacomo
Joseph J. Bass
Melvin W. Bass
Linzy Bosley
Juan Denopra
John J. Driscoll
Fabian Furmanek
Joseph M. Gillard
Bart E. Guraniak
Everett Haislett
Taib Hassen
Antonio Infante
Thomas Isaksen
Woodrow Johnson
Ludwig Kristiansen
Kenneth Lewis

USPHS HOSPITAL SAVANNAH, GA.

Lewis R. Alkins
Maximino Bernes
Charles Jordan
Jimmie Littleton
Fred Miller
James T. Moore

USPHS HOSPITAL BALTIMORE, MD.

Francisco Bueno
Robert Byrne
Angelo Camerote
James Caldwell
Jenaro Diaz
Stephen E. Dinkel
Antonio Doameral
Clarence Gardner
Gorman T. Glaze
N. L. Hargrove
Frederick Harris
James Haynes
Walter Jackson
Melvin Knickman
William Lane

USPHS HOSPITAL CALVESTON, TEXAS

R. J. Arsenault
Alec E. Clary
William E. Ekins
Adelin Fruge
Norman B. Hadden

USPHS HOSPITAL FORT WORTH, TEXAS

Benjamin F. Deibler
James R. Hodges
W. E. Orzechowski

USPHS HOSPITAL NEW ORLEANS, LA.

John W. Bigwood
Claude Blanks
Richard B. Carrillo
Alton J. Clement

USPHS HOSPITAL MANHATTAN STATE HOSPITAL WELFARE ISLAND, NY

Nolan Flowers
Ben D. Foster
Leon Gordon
M. Grochowski
Hayden Henry
George Huber
James Hudson
Edward Jeanfreau
Edward G. Knapp
Antoine Landry
Leo Lang
Isidore Levy
J. J. McCandless

USPHS HOSPITAL SEATTLE, WASH.

E. Dieklich
G. B. Dunn
John D. Edwards

USPHS HOSPITAL BOSTON, MASS.

Thomas Lowe

USPHS HOSPITAL NORFOLK, VA.

Roy Davis Jr.
Waddie C. Hinson
George Annensen
Joseph H. Berger
Lawson Evans
James H. Hawkins
Charles T. Nangle

VA HOSPITAL HOUSTON, TEXAS

John P. Williamson

VA HOSPITAL MANCHESTER, NH

Leo Dwyer

VA HOSPITAL BOSTON, MASS.

Thomas W. Killion

VA HOSPITAL 1st AVE. & 24th STREET NEW YORK, NY

Salvatore Legayada

VA HOSPITAL KECOUGHTAN, VA.

Joseph Gill

USPHS HOSPITAL MEMPHIS, TENN.

Charles Burton

EASTERN SHORE STATE HOSPITAL CAMBRIDGE, MD.

Thomas R. Leahy

CREEDMORE STATE HOSPITAL QUEENS VILLAGE, NY

John G. Nolan

SAILORS SNUG HARBOR STATEN ISLAND, NY

Victor B. Cooper

USPHS HOSPITAL WINDMILL PT. DETROIT, MICH.

William Driscoll

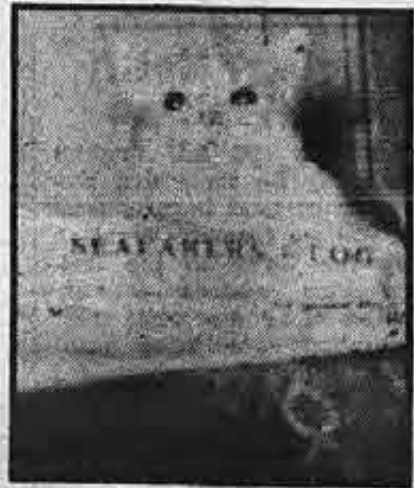
USPHS HOSPITAL STATEN ISLAND, NY

L. Maisonet
R. Hayes
C. Reyes
E. Matte
W. Stevens
J. Thomason
C. Anderson
H. All
O. Adams
J. Alley
M. Chapman
F. Fulford
R. Freeman
W. Gillis
P. Gonzalez

USPHS HOSPITAL STATEN ISLAND, NY

P. Heula
I. Sieger
A. Crasto
H. Simmons
M. Gaudin
N. Katoul
J. Laupo
J. Valentin
R. Duffell
P. Idotta
J. Stickney
H. Rowe
E. Woods
W. Gillis
P. Garcia

What's New?



The LOG is "must" reading for everybody in M. Dwyer's Brooklyn home, even "Boots" the cat. "Boots" can't read, of course, but she likes the pictures.

Surveyor Has Beef On Master

To the Editor:
We members of the crew of the SS Steel Surveyor wish to let our brothers of the SIU know just what to expect when they make this ship.

Capt. Green, the master, thinks a union man is about the lowest form of marine life. He gets hysterical when the word "agreement" is brought up. He is giving our ship's delegate a

sails slam, bang and thrash, which always drove him mad.

He swore and cursed. He shouted at his mates. He bawled at us, shaking his fist: "If I had you 20 years ago, I would have you hanging from the main yard!"

Maggie, his wife, in the cabin, ran him and the ship. A mean woman, childless and an ex-barmaid of Melbourne, she hated us sailors, gave Jock a tongue-lashing and drove him to drive us harder. Seven years she had sailed in the ship as the master, to give us the whack and keep us going hungry. Meantime, two pigs grunted in the pigsty, forward. A rooster crowed in the coop amidship and hens cackled after laying their eggs.

On slopchest nights, she sold us groceries at fancy prices, while Jock, smiling to himself, put down the prices against your pay in his big book. Then, like a salesman, he'd ask: "Is there anything else that you want to buy?" Lo, the poor sailor in those days.

Capt. R. J. Peterson
MM&P Local 88

LOG Coverage Appeals To Him

To the Editor:
While visiting friends here in Washington, I have just finished reading your SEAFARERS LOG. I must congratulate you on a seemingly wonderful paper. It appears to be for seamen and by seamen.

I am an ex-Navy gob, so naturally things pertaining to the sea interest me, especially the men and ships of our merchant marine.

Carl L. Dowdy

Urges US Run To Nova Scotia

To the Editor:
Well, it seems that the Nova Scotia government wants a ship to run from Boston to Yarmouth again, as they want to give a large subsidy on a cost-plus basis.

It seems the deal will go to the company that bought the old Yarmouth and Evangeline, according to a story in the Yarmouth newspaper about how they're trying to get those ships on the run. Still I believe American ships with American crews should be used on a run between the two countries, since the ships will not be going far offshore. I hope something can be done in time.

L. Melanson

Days Under Sail Were No Picnic

To the Editor:
In the SEAFARERS LOG January 3rd issue, B. M. Larsen recalls his "worst voyage," in 1905, in a brig under a buccaneer skipper, Van Horn, who, so to say, "got away with murder."

In the 17 years that I "served" in sail, with 15 years spent all at sea and five times around the Horn, I recall my worst voyage as AB in the full-rigged ship Westgate. It went from Newcastle, Australia, to Iquiqui, Chile, and round the Horn to Liverpool for 11 months during 1910-11.

Showing his big yellow teeth that could bite, Jock Davidson, the skipper of the Westgate, barked at you to make your hair bristle. At odds with himself, the mates and the sailors, Jock did not have any luck. The winds were against him. He either had to fight fierce gales or lay becalmed at sea for a fortnight on a cross swell that made his

Appreciates Aid In Bereavement

To the Editor:
I want to express my sincere gratitude to the officials of the SIU Welfare Services Department in New York for the kind help and sympathy they gave me after the recent death of my husband, John H. Bove.

Thanks also for the kind and sincere letter from Union headquarters, as well as the SIU's benefits' check, and for the LOG which continues to come to me regularly. My thanks to all of you for your kindness.

Mrs. John H. Bove

Mail, LOG Help Brighten Trip

To the Editor:
Though we are almost in the land of no-where (Karachi), so to speak, and many of us have been on the old Coeur d'Alene Victory since August, we still get our LOG and mail from headquarters.

It's always a scramble to see who shall read the LOG first. Thanks to the brothers back home in our fine Union who are right on the ball in getting it to us.

The ship's crew is in deep sympathy with our brother the steward, Fred R. Hicks Jr., who recently lost his mother. She passed away about Dec. 19 but he didn't know until January 9, when we were at Bandar Shapur, Iran, the same making his sorrow the deeper.

We had a wonderful Christmas dinner aboard ship in a land where there is no Christmas (Izmir, Turkey). It seemed very strange. I thought as I walked the streets in Turkey on Christmas Day how wonderful it is to live in America.

Lucien F. Drew
Ship's delegate

MORNING LIGHT (Waterman), Dec. 22—Chairman, H. Bishop; Secretary, W. Morse. One man missed ship. Ship to be fumigated for roaches. Repairs to be made while at sea. Vote of thanks to steward dept. for job well done.

OREMAR (Ore Nav.), Dec. 22—Chairman, H. Moon; Secretary, none. One man taken off ship ill. Report accepted. Return coffee cups to pantry. Vote of thanks to men on watch for taking care of night pantry at night. Vote of thanks to men on Robin Line for a fine job in getting ships back in SIU.

ORION PLANET (Orion), Dec. 15—Chairman, T. Yablonsky; Secretary, R. Perry. Saw captain about income taxes—no money will be taken out until end of trip. Will obtain W-2

ed. Steward claims hams put on board in NY are too salty and cannot be used. Bacon was of inferior grade. Shortage of juices and canned fruits. Washing machine to be arranged in a more convenient and safe position. Present position hazardous. When ship has port list all drains back up making locations dangerous and unsanitary. Separate dishes and silverware to be used when serving outsiders aboard ship.

THE CABINS (Terminal Tankers), Dec. 22—Chairman, R. Jarnigan; Secretary, J. Jimenez. Fireman missed ship in Balt. Ship's fund \$6.31. Few hours disputed of. New delegate elected. Fix forward door and have less noise in messroom.

WINTER HILL (Cities Service), Dec. 22—Chairman, R. Piers; Secretary, J. Bidzyla. Beef on chow. Request more and better night lunch. Delegates to see steward—cook states he is not trying to satisfy 42 men, he's only doing his best.

AZALEA CITY (Pan-Atlantic), Jan. 5—Chairman, C. Cooper; Secretary, C. Hemby. No drinking aboard. Delayed sailing disputed. Ship's fund \$36.10. Report accepted. Headquarters to contact company and have them install life rafts aft for men sleeping there. Bosum will make any repairs he can. Keep all doors on hooks or keep closed. Return cups to pantry. Safety report made.

CITIES SERVICE BALTIMORE (Cities Service), Jan. 4—Chairman, J. Mitchell; Secretary, L. Macmann. Ship's fund \$20. Report accepted. Dangerous conditions exist in crew's quarters—exposed steam lines. Placed on repair list. List all repairs to be made. Keep messhall clean at all times. Request clarification re: pulling buckets while on of watch. Letter being sent to headquarters requesting information.

MANKATO VICTORY (Victory Carriers), Jan. 7—Chairman, S. Sokol; Secretary, A. Johannah. Bosum fired because of drunkenness. Reports accepted.

STEEL RECORDER (Isthmian), Jan. 1—Chairman, S. Zeagler; Secretary, G. Winfield. New delegate elected. Need new washing machine or good second-hand one. Need new mattresses. Delegate reported on poor service in deck dept. messhall. Discussion on same. Messmen will cooperate to give better service. Steward to designate duties of messmen.

ANGELINA (Sull), Dec. 15—Chairman, H. Pruitt; Secretary, R. Morrisette. New delegate elected. Cups not to be left in passageway, to be returned to pantry. Discussion on ship's fund. Crewmembers requiring money for telegrams, etc. to donate to fund. Washing machine to be turned off after using.

ANDREW JACKSON (Waterman), Dec. 22—Chairman, C. Mancino; Secretary, E. Auer. Delegate thanked crew for taking care of brothers who became ill and had to be hospitalized. Engine dept. to repair locks on Soley doors. Ship's fund started at payoff. Donations to be made to fund and steward to be repaid for money spent on X-mas tree and decorations for dining room. Each dept. to elect a safety delegate and hold safety meeting per instructions. Good ship. Report accepted. Communications to be posted. Discussion on method of donations for ship's fund. Dept. delegates to collect.

CLAIBORNE (Waterman), Dec. 24—Chairman, W. Cunningham; Secretary, J. Whited. Captain writing letter to LOG about rescue of USN pilot. One man short—will be replaced in Mobile. Messman to feed men going on watch first. Place one carton of milk on table at a time. Repair lists to be turned in to delegate.

DEL MUNDO (Miss.), Dec. 13—Chairman, T. Sustair; Secretary, R. Moley. No fresh vegetables available in Brazil. Few hours disputed of. Rusty wash water in laundry. See engineer about pulling ice twice a day. Write letter to headquarters about coffee situation.

KYSKA (Waterman), Dec. 15—Chairman, C. Hostetter; Secretary, R. Masters. New delegate elected. Repair list to be made up. New reporter elected. Some disputed of. Need new spigot for water fountain, recreation room, after quarters. To secure all cups and dishes after use. Place dirty dishes in sink with water. Take care of washing machine—do not run dry. All members enjoyed X-mas dinner enroute to Okinawa. No drinks stronger than lemonade.

NEVA WEST (Bloomfield), Dec. 15—Chairman, E. Keagy; Secretary, W. Gels. Gangway watch to be on duty at all times unless relieved by mate. Safety Committee to be elected from all depts. Messroom, pantry, recreation room and laundry to be painted. One man left ship at Beaumont. Headquarters notified. Ship's fund \$7. Short one man. Some disputed of. New reporter elected. Keep messhall clean at all times.

ROBIN KIRK (Robin), Dec. 14—Chairman, W. Compton; Secretary, R. Jackson. Report to C. Simmons read to SIU crew members concerning NNU man being put on ship after it had been certified as an SIU ship by the NLRB. Crew warned to remain on good behavior and keep names out of log book, so as not to make it difficult for SIU Negotiating Committee to reach an agreement with Moore-McCormack. Ship's fund \$21.15. Keep water fountain clean.

Digest Of SIU Ship Meetings

forms from paymaster. Captain told delegate; he was very proud of crew and it was the best he had ever sailed with. Copies of Welfare Plan posted. Two men hospitalized. Ship's fund \$13. Steward dept. delegate hospitalized in Bahrain; messman acting as delegate. No beefs. New delegate elected. Motion passed unanimously in favor of retaining hourly job calls. Cooperation urged among crew. Request change in medical treatment in Bahrain. Matter reported to captain who asked that complaints be put in writing and they would be turned over to the agent. Discussion about men changing rooms, to be straightened out by crew members. LOGs to be passed along to officers after crewmembers are through reading them. Discussion on heat when working in tanks. To ask captain for additional blower. Discussion about movie projector.

ORION STAR (Orion), Dec. 15—Chairman, W. Thornton; Secretary, R. Mills. Four men hospitalized; two replacements. Short one man. Books and magazines to be purchased. Ship's fund \$22.88. Two day men missing. Some disputed of. Some performers. New treasurer and reporter elected. Cooperation urged among crew. Return cups to pantry. Keep washing machine clean. Vote of thanks to watch standers for cleaning mess and pantry. Treasurer left money with member before leaving ship. Did not report to delegate.

SANTORE (Ore Nav.), Dec. 27—Chairman, H. Whisenant; Secretary, S. Walton. Ship's fund \$12.26 plus donations of crew used to send flowers to steward's deceased wife. Few hours disputed of. Two men getting off. Report accepted. To ask patrolman about midnight meal when deck dept. works through night while loading. Beef about cleanliness of night pantry. Vote of thanks to steward dept. Ask patrolman whether it is compulsory to sign foul weather document.

SEATRAN TEXAS (Seatrains), Dec. 30—Chairman, W. Hall; Secretary, R. Hennibel. \$215 collected for injured member who is in Englewood Hospital. Ship's fund \$75.50. Report accepted. Cooperation asked in closing all water valves. Vote of thanks to steward dept. for fine Christmas dinner.

STEEL CHEMIST (Isthmian), Dec. 21—Chairman, C. Glennon; Secretary, R. Starns. Good trip. Repair list submitted. Report on draw in Halifax. Letter sent to hdqtrs. re: injured man left in Djibouti. Few hours disputed of. Reports accepted. Several complaints about menus. Steward to cooperate more with crew in planning meals. Ship needs fumigating. Cock-reaches now qualify for retirement.

STEEL MAKER (Isthmian), Oct. 13—Chairman, T. Rudlich; Secretary, B. Mand. Ship's fund \$10.50. Coolies would do maintenance work if ship goes to Bombay. Few hours disputed delayed sailing from NY. Steward commented on entrance into galley after hours. Proper attire to be worn in messhalls. More night lunch to be put out. Keep pantry clean after hours. Meat boxes to be kept locked.

STEEL ROVER (Isthmian), Dec. 16—Chairman, F. Savoie; Secretary, T. Gaspar. Ship's fund \$20. Water is dirty—hdqtrs. to be notified. Washing machine needs repairing. Supply repair lists for voyage. Vote of thanks to steward dept. for good chow and fine service.

STEEL VENDOR (Isthmian), Dec. 15—Chairman, R. Pridoux; Secretary, A. Nottuno. New delegate elected. Ship's fund \$37.90. Few hours disputed of. New secretary-reporter elected. Complaints of cold food from pantry. General discussion about food, fruit juices, night lunch and menus. Steward claims rations on juices and certain foods. Crew to give support to steward. Delegate to check conditions through union hall. Steward ordered four new mattresses, to be picked up in NY. Delegate states approximately ten mattresses are need-

Greetings



Joseph Manuel, saloon messman (left), and Arnold Levine, wiper, flank life-ring on deck of the Petrochem in traditional ship photo.

How's Winter? Even Persian Gulf Is Cold

Seamen are hardened to accept all types of weather, but this doesn't mean they have to like it, too. That's why Seafarers on the Plymouth Victory left Bombay for home recently with mixed feelings.

The prospect of coming home to the cold is not too cheerful.

They can't be blamed very much, after their agreeable stay in 76° weather and the pleasant off-duty hours under the sun at Candy Beach. It was 10° in New York this week and a chilly 50° down in Miami for this time of year.

Unable to come up with a solution for the weather problem, ship's reporter John F. Flynn said the trip so far has otherwise been a smooth one "with as good a crew as I have ever sailed with" aboard

to keep things in order. "There's always a tall one being told in the messhall and lots of really smiling faces all trip.

"Morale is very high, although the ports we hit were nothing to brag about," he pointed out. However, even the Persian Gulf provided some surprises. "It was really cold at times and the crew had to use blankets most nights, which was what almost everybody liked about the trip."

Coming back to the weather, Flynn reported that the stay in Bombay was so pleasant, even the beer tasted better. They found they could get only two quarts the first day, one the second, two the third, etc., but even this was okay because "it sure tastes good when it's rationed."

On hand among the crew are "Spud" Murphy as ship's delegate and "doing a job that would be a credit to any Union man by keeping things running smoothly." Other well-known brothers aboard include "Blackie" Abbey, bosun; "Mike" Burton, chief electrician, Jake Pursell, steward, and "Red" Spencer, chief cook.

PHOTOS STORIES POETRY ETC. Send 'em to the Log

FISH STORIES RESUME; 'WINDY' TAKES PRIZE

Despite all the well-intentioned New Year's resolutions, the fish stories are back with us again. First to report on the prowess of their agile anglers is the gang on the Massmar.

It appears "Windy" Gayle took the honors in the fishing sweepstakes last trip, and by as neat a trick as you could imagine. They tell us he managed it while doing a little chipping with a 45-pound mall up in the cross-trees. "Windy" succeeded in dethroning Swede Regner while he was at it.

Things got underway when Regner began talking up the fish he had caught on the previous trip. Up in the cross-trees, Gayle apparently overheard this conversation and hustled down to challenge the champion. What Swede found out later to his dismay was that "Windy" had already spotted his prey from up high. Meanwhile, the lines went out and the fish got on.

The unexpected result was that Gayle's fish "weighed" in at 75 pounds, which was five pounds more than Swede had pulled in. Our reporter admits that there was some disagreement for a time between the combatants over the size of their respective entries. However, even though the scales were broken and there was no real way to tell what was what, "Windy" took the prize. He told the Swede that if he could swing a 45-pound mall up in the cross-trees to knock off rust, why then no one could really dispute his word on the fish, either.

Unable to punch a hole in all that logic, Regner conceded defeat. He confided that "you can't pick a winner all the time anyway." We figure maybe next year will be different, too.

Similarly, the seamen's clubs get various quantities of LOGs at every mailing. The LOG is sent to any club when a Seafarer so requests it by notifying the LOG office that Seafarers congregate there.

As always the Union would like to hear promptly from SIU ships whenever the LOG and ship's mail is not delivered so that the Union can maintain a day-to-day check on the accuracy of its mailing lists.



It looks like fish for dinner on the Massmar after a day's work by "Windy" Gayle, Bill Saylor, Juan Rodriguez, Swede Regner and Burl Hair. Nobody's sure how it came about, but "Windy" is the new champion. Photo by ship's delegate Pete Loik.

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

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Time Marches On For Tony



A few of the gang on the Del Sol toast Brother Anthony J. Dugas, DM (center), on his 57th birthday. Baker Jose Leston even produced a birthday cake for the occasion. Pictured (l to r) are A. P. Esteven, OS; "Whitey" Alsobrook, AB and deck delegate; L. P. Trahan, wiper; Dugas; Vic Brunell, chief electrician; Geo. Dvoronich, bosun, and A. E. Hawkins, OS. Photo and data by ship's delegate J. M. Patterson and steward "Red" Simmons.

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LOG-A-RHYTHM:

Moon Passage

By HARRY WOLOWITZ

The moon of romance shines tonight
From every knob and door,
Its magic light reflects itself
From coral on the ocean floor.
Its rays embrace a sailing ship
The passenger liner and tramp.
Also over the lovers' lanes,
The people to enchant.
Now, like some large, bright silver disk
It hangs on earth suspended;
Then it's gone, like a magic wand,
For its night on earth is ended.
--SS Del Mar

Benefits Cheer SIU Pensioner

To the Editor:
I wish to express my sincere thanks and appreciation for the special \$25 Christmas bonus from our welfare plan. Words cannot explain the feeling of gratitude and contentment attached to receipt of said bonus, especially at this time of year, and early enough in advance to bring cheer that

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.

would otherwise be somewhat less.

Undoubtedly there are others among our disabled brothers who, like myself, are enjoying the wonderful feeling of absolute and lasting security being derived from our Seafarers Welfare Plan. They must often, as I do, talk with pensioners from our industries, who are astonished when informed of the true picture regarding the benefits from our Seafarers Welfare Plan.

I often detect an expression of doubt on some faces. Furthermore, when they learn that said benefits have been achieved in a comparatively short span of years, they do not hesitate to admit that our plan is positively the finest they have ever heard about, and wish that their own welfare plan could be considered even a "close second."

I am able to navigate, with the aid of a cane, and enjoy visiting the Boston hall whenever possible, usually meeting some of the oldtimers with whom I once sailed but can't hope to ship with anymore.

In closing, best wishes to the entire membership and to all my friends.

Charles A. McComiskey

Sees All-Out Drive On Labor

To the Editor:
One of the absurdities of our time is the existing all-out effort to destroy labor organizations by brainwashing the US citizenry with a barrage of clever propaganda. This actually seeks to convince people that unity for the common good of working men and women is unnecessary and, in fact, almost un-American.

All of this is being done by shrewd industrial gamblers who owe all of their success to the very unity which they deplore for the masses. Through unity,

in "unions" of their own, they have gained control of all profitable industry, including radio, television and news publications. This has served to further their program of reducing many wage-earners to the state of poverty that existed not too many years ago, and that will exist again if we forget the misery of those times and allow the organized labor movement to lag.

The press has used the word union in such close connection with communism on so many occasions that many people consider the very word union un-American. Yet it is a fact that a union of these 48 states in which we live, and hope to preserve for our children, has become the world's greatest and most envied nation. Besides, knowing full well that unity and organization is the answer to successful planning in our homes, on our jobs or in any undertaking, it is difficult to understand how anyone could be naive enough to allow his thinking to be distorted by those whose assets are over-swollen to the extent that a normal life span would end without their consuming a fractional part thereof.

Labor's fight for benefits is not a fight to deprive anyone of anything. It is a fight to overcome greed and selfishness, the result of which could provide a substandard existence for the families of those who toil. Union members will be wise to observe the actions of their Congressmen during the current investigations of labor leaders and be ready to pounce upon them with threats of defeat at the polls should they dare to propose legislation designed to cripple or retard trade union progress in any way.

There is hardly an institution, including our churches and Federal Government, that has not had its crooks to deal with. The labor movement is also dealing with them, but we shall also keep our unions, just as we kept our churches and our government, because they are good and necessary to the unparalleled American way of life.

Frank Reid

SIU Service Draws Thanks

To the Editor:
The office of the Coast Guard Representative, together with the Coast Guard personnel at the USPHS Hospital, Brighton, Mass., would like to take this opportunity to thank Port Agent James Sheehan and your organization, the SIU, for the various gifts and special services rendered by your group to the Coast Guard patients throughout the past year.

Your generosity and kind consideration is greatly appreciated by all. Thank you again for your fine work.

L. F. Inconiglio, HMC, USCG

Higher Return Asked On Funds

To the Editor:

Although I'm single, I'm concerned about those of our brothers who are heads of large families. Is there not some possible way in which the capital in our welfare plan could be invested so as to gain larger dividends?

This could provide subsistence for members of a Seafarer's family, according to their number, while the brother is competing for a job on the shipping board. It would be in addition to the pitifully small amount provided by unemployment compensation which, especially when filed out of state, is sometimes a long time in coming.

I see where the "Sire Plan" pays seven percent dividends and similar plans pay even more on an annual basis. It seems to me that if the capital in our welfare fund were maneuvered in such a way as to gain more dividends, we couldn't fail to gain more advantages from the flock of new benefits it would bring. It seems that the dividends of such a plan would snowball if invested at a good rate of interest which is compounded quarterly or semi-annually.

As it now stands, single Seafarers, meaning the unmarried men, haven't too much to gain in the way of benefits other than vacation or death. And you have to lose to win the latter. Perhaps more consideration can be given the single Seafarer in future benefits provided by the plan.

Clarence L. Cousins

(Ed. note: Investments of Welfare Plan funds are in what are known as "legals" — those stocks and bonds invested in by savings banks and insurance companies. These "legals" serve as guides for investment. Some so-called high interest rate plans are considered risky and can be subject to violent fluctuations whereas welfare trustees have a responsibility to make investments on the basis of stability and legality which involves a lower rate of return. In other words, the Seafarers Welfare Plan is guided in its investment policy by the same principles followed by banks, insurance companies and trusts.)

Pacific Ocean Crew Lauded

To the Editor:

I wish to thank the members of the crew of the SS Pacific Ocean for their sincere and thoughtful kindness at a time when it was deeply appreciated by the family of Seymour K. Grose.

Elmer H. Gross Boston, Mass.



JOSEFINA (Liberty Nav.), Jan. 1—Chairman, M. Ramsey; Secretary, J. Lundy. Saw captain concerning articles who stated they will be back dated to Dec. 28 and all allotments will start as of date joined vessel. Collected \$25 for magazines and books. Crew urged to return all books and magazines after reading. Report accepted. Vote of thanks to steward dept. for good chow during holiday season. Suggestion to have deck dept. meeting to regulate gangway watches, etc.

CITIES SERVICE BALTIMORE (Cities Service), Jan. 18—Chairman, B. Mager; Secretary, L. Hagmann. Ship's fund \$20. Report accepted. No beefs, everything running smoothly.

STEEL EXECUTIVE (Isthmian), Dec. 28—Chairman, A. Bjornson; Sec.

about working others in port on week days but not on week-ends. New delegate elected. Try to obtain watch for each focus; chill deserts before serving.

STEEL ADMIRAL (Isthmian), Dec. 28—Chairman, J. Kramer; Secretary Y. Cunningham. Submit repair lists before arrival. One man missed ship in Honolulu. Reports accepted. Shortage of milk. Close box door. Repair door stays. See patrolman in NY to square away beef. Suggest donation of \$1 for library.

OCEAN DEBORAH (Ocean Trans.), Dec. 28—Chairman, D. Story; Secretary, R. Hernandez. New delegate elected. New reporter and treasurer elected. Ship's fund \$27. One fireman missed ship. Motion that officials of Union, in future negotiations seek establishment of the retirement plan with certain stipulations and requirements. Discussion about poor grade of coffee, etc. Keep pantry clean, return cups. Turn in soiled linen.

WILLIAM H. CARRUTH (Penn.), Dec. 22—Chairman, E. Erinson; Secretary, R. Powell. Some disputed of report accepted. Vote of thanks to steward dept. and SIU men aboard Robin Line ships.

ELIZABETH (Bull), Jan. 14—Chairman, M. Dombrowski; Secretary, L. Ramirez. Reports accepted. Lock ice box in port. Keep messhall clean.

GOVERNMENT CAMP (Cities Service), Jan. 16—Chairman, J. Swatshoff; Secretary, J. Kavanagh. Three men missed ship. Report accepted. Doors to be watertight and all focus to be painted.

ALCOA RANGER (Alcoa), Jan. 11—Chairman, J. Jones; Secretary, J. Rueda. Few hours disputed of. Passageway to be painted. Need more variety of night lunches, such as meats and buttermilk. See patrolman about mattresses.

MAXTON (Pan-Atlantic), Jan. 19—Chairman, J. Lamb; Secretary (none). Most repairs made. Ship's fund \$18.15. Report accepted. All members to be aboard one hour before sailing time. Glasses and cups to be returned to messhall.

STEEL ARTISIAN (Isthmian), Jan. 11—Chairman, D. Grant; Secretary, F. Buhl. One man hospitalized. Welfare notified. Ship's fund \$22. Some disputed of. Reports accepted. Purchase timer for washing machine. Take better care of washing machine. Vote of thanks to steward dept. for various services performed beyond regular duties. Galley force commended. Good voyage. Vote of thanks to Robin Line crews for job well done.

MASSMAR (Calmar), Jan. 5—Chairman, J. Weiss; Secretary, A. DeForest. Repair lists to be prepared. Few disputed of. Robin Line jobs now back on SIU board. Members not wanting last allotment should go home, contact captain and have it stopped. Discussion on water fountain—cannot get cold drink. Overflow partially stopped—cup too small and stream too thin. To be repaired. Lack of pressure in shower, hot water line. Patrolman to settle oil spill beef. Deck dept. expected to clean up same without of. Presumed to be duty of eng. dept.

NATALIE (Maritime Overseas), Jan. 5—Chairman, M. Hoggie; Secretary, P. Jakubsek. Discussion on welfare of union members and any transportation involved when getting off. Letter from Maryknoll Orphanage in Pusan thanking crew for Xmas gifts for orphans. Few hours disputed of, referred to patrolman. Reports accepted. One man from each dept. to be elected for safety committee next trip. Check to see that all repairs are completed. Ship to be fumigated for roaches. Determine why slop chest is not open more often. Order new washing machine, mattresses. Keys needed for all quarters and messhalls. Vote of thanks to steward dept. for holiday meals and decorations; also to member giving time to buy toys for orphans.

WILD RANGER (Waterman), Jan. 24—Chairman, P. Hellebrand; Secretary, D. Ruddy. New delegate elected. Ship's fund \$12.10. Donations will be solicited this pay-off. Request made for Yale locks to be installed on all focus doors; cots machines. Quarters to be painted.

YORKMAR (Calmar), Jan. 19—Chairman, W. Zaleski; Secretary, W. Morris, Jr. Ship's delegate elected. Too many cans of milk being opened at a time. Suggest saloon messman be a little more quiet when giving orders to cooks. Coffee situation will be squared away in few days.

STEEL RECORDER (Isthmian), Jan. 15—Chairman, S. Zeigler; Secretary, O. Winfield, Jr. Steward to order 15 mattresses, 6 for engine dept and 5 for hospital. Crew warned about not fulfilling Union obligations. Department duties concerning laundry room, slop sink and library to be rotated. Ship's fund \$55. Wash room to be kept clean. Napkins not to be taken from messhall. Change clothes line in front of steward storeroom. Foreign longshoremen to be kept out of passageway. No food to be given away by anyone; guards to eat after crew.

Digest Of SIU Ship Meetings

retary, A. Brodie. Discussion of ship's fund. Beef with chief engineer. Some disputed of. Need new washing machine. All engine dept. rooms need painting. All repair lists to be ready by Dec. 22. Discussion on launch service. Steward to see that galley does not run short of food.

Jan. 18—Chairman, Y. Genco; Secretary, A. Brodie. Eng. dept. rooms painted. Most repairs made. Draw in Halifax to be in US dollars. Some disputed of. Need baking oven in galley; new ice box for pantry; new washing machine. Beef to be brought to patrolman's attention. Steward complimented on Christmas and New Year's Day dinners and quality of food.

STEEL MAKER (Isthmian), Dec. 2—Chairman, J. Lee; Secretary R. Mand. No beefs; everything running smoothly. Ship's fund \$12. Three hrs. disputed of. Reports accepted. Screen doors to be placed by messhalls and galley to keep out flies and other pests. Vote of thanks to baker. Repair list to be given each delegate and posted in messhalls. Eng. dept. focus to be souaged. Bathroom and pantry to be painted.

JEFFERSON CITY VICTORY (Victory Carriers), Oct. 28—Chairman, L. Schmidt; Secretary, J. Manville. New delegate elected. Laundry to be cleaned by sanitary ord. Recreation by BR utility. Clean linen to be issued every Friday morning.

Dec. 12—Chairman, R. Stough; Secretary, J. Manville. No mail received since Nov. 21. New reporter elected. To build up funds from donations from crew. \$98 collected for brother whose mother passed away—money used for expenses and wreath. Brother paid off at Norfolk.

ALCOA POINTER (Alcoa), Jan. 5—Chairman, D. Buffa; Secretary, P. Carpovalch. Do not hang clothes in Eng. room space. Ship's fund \$21. Ship sailed shorthanded due to injury of OS in NY. Wiper transferred to deck dept. Not signed on as yet. Will be signed on in first port as wiper—difference in pay will be taken up at payoff. Lock to be fixed on messman's door. Keep longshoremen out of midship house. Pantry and messroom to be kept cleaner. Suggestion to box all old books and dispose of them. Safety meeting held with officers and delegates. Some suggestions taken care of. All suggestions to be referred to company office.

ALCOA POLARIS (Alcoa), Jan. 2—Chairman, C. Hanson; Secretary, J. Hannon. Need new washing machine.

DEL RIO (Miss), Dec. 22—Chairman, J. Marzeller; Secretary, V. Fitzgerald. All repairs completed from Voyage \$2; all beefs taken care of. Post all communications from hdqtrs. Discussion on keeping bulkheads and bathrooms clean; wipe greasy hands after leaving eng. room. Discussion on members taking beefs topside; launch service in South American ports.

PACIFIC OCEAN (Transp. UMI), Dec. 29—Chairman, B. Brown; Secretary, J. Donovan. Repair list submitted. Focus painted. Messhall to be painted. New washing machine to be put aboard next trip. No payoff without patrolman. Gang to strip bunks, leave focus clean and be sober at payoff. Some disputed of. Steward lax about checking stores in Boston. Port steward sent inferior and inadequate stores. No lava soap per agreement. Four mos. stores depleted in three mos. Stores to be checked for quality and quantity. Ship to be fumigated for roaches and bed bugs.

MARORE (Ore. Nav.), Dec. 18—Chairman, D. Stone; Secretary, I. Glass. Ship's fund \$31.03. Some disputed of. Discussion on food—insurance. Short on ice cream, crackers, pickles, etc.

Dec. 38—Chairman, D. Stone; Secretary, I. Glass. Ship's fund \$31.03. One man short—ll. See patrolman

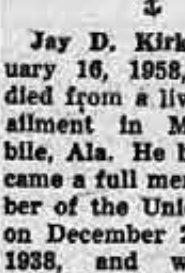
FINAL DISPATCH

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.

Edmond S. Mislosky, 39; Brother Mislosky was lost at sea while sailing on the SS Government Camp. He became a full member of the Union on December 5, 1938, and sailed in the engine department. Brother Mislosky is survived by his mother, Anna Mislosky, of Boston, Mass.



Jay D. Kirkland, 62; On January 16, 1958, Brother Kirkland died from a liver ailment in Mobile, Ala. He became a full member of the Union on December 26, 1938, and was sailing in the engine department. Brother Kirkland is survived by his brother, Thurman Kirkland, of Montgomery, Ala. Burial took place in Mobile Memorial Gardens, Mobile, Ala.



Vic Milazzo, 43; Brother Milazzo died of natural causes on January 15, 1958, in the USPHS Hospital, Brooklyn NY. He is survived by his mother, Theresa Milazzo, of Warwick, RI. Burial took place in St.

Joseph Cemetery, West Warwick, RI.

Clifford W. Doggett, 60; Brother Doggett died on December 31, 1957, in Galveston, Texas. He became a full member of the Union on September 17, 1948, and sailed in the steward department. Brother Doggett is survived by his daughter, Mary E. Thibodaux, of Luling, La. Place of burial is unknown.



David B. Fields, 33; On November 16, 1957, Brother Fields died of a heart ailment in San Juan, PR. Brother Fields became a full member of the Union on September 15, 1955, and sailed in the steward department. His father, O. D. Fields, survives him. Burial took place in Baptist Church Cemetery.



'Pullman Ship' Act Proposed In Congress

WASHINGTON—A bill has been introduced by Rep. John H. Ray (R-NY), authorizing the construction of two 6,000 passenger "Pullman" style superliners for operation in the trans-Atlantic service. The two 90,000-ton vessels would be operated by New York hotel magnate H. B. Cantor, who has been pressing his plans for some time now. Passengers would pay \$50 travel fare each way, and would pay separately for their meals, in cafeterias, restaurants and lunch bars. The 1,152-foot long vessels would also contain a shopping center, swimming pools and other attractions. The vessels would be capable of an average speed of 34 knots.

The estimated cost of construction is \$270,000,000. With subsidy and national defense requirements Cantor would pay approximately \$140,000,000 for the two ships, under the terms of the 1936 Merchant Marine Act.

One special provision of the bill is that the vessels may be equipped with nuclear propulsion in order "to remain competitive." The bill has been forwarded to the House Merchant Marine Committee.

British Launch Square-Keeler

GOUROCK, Scotland — Unconventional to begin with, the British freighter Weybridge has been designed by Edmund H. Watts, a London ship-owner, for quick conversion to nuclear power. Working in cooperation with the British Atomic Energy Authority, Watts has equipped the vessel with a special duct keel.

This duct keel, he explained, is a hollow square keel which can be flooded easily. When converted, the vessel could cruise along, taking her hydrogen fuel from the seawater by means of a special reactor.

Although not resembling a fish, the Weybridge adopted many of her novel designs from them. A study of the blue tunny convinced Watts of the practicality of adding fins to both sides of the propeller's hub. This, he said, added an additional half knot to her speed with great fuel savings.

Salmon Helps, Too

The salmon also contributed to the design of the Weybridge. This fish, which normally has a curved underside, actually is flat on the bottom when swimming its best and strongest. So, the Weybridge has a flat bottom just like the salmon.

Watts also denounced present naval trends toward streamlining as "rubbish." The Weybridge has salmon-like shoulders built into her bow so that instead of trying not to disturb the laminar flow, as streamlining does, it actually breaks it up. "There is less friction that way," Watts said.

Watts said he was eager to test the vessel under the North Atlantic's severe winter weather. He expects to sail with the vessel when she leaves for Halifax for a cargo of grain in the near future.

PERSONALS AND NOTICES

Steve Szantos
Andy Lawrence
Please contact George Ward at 5619 1st avenue, Brooklyn. He has important news for you.

Jake Longfellow
Phil Adkins
Get in touch with Pat Hamer at 3702 Ola Ave., Tampa, Fla.

Eugene O. Salvador
Your wife, Mrs. Margie Salvador, wants you to contact her at 1609 Mt. Vernon Street, Philadelphia 30, Pa.

John Kruse
It is important that you contact your wife, Mrs. Lydia Kruse, in care of General Delivery, Rayne, La.

Angele Giovani
Will you contact relatives in Miami, Fla. regarding sickness in your family.

Henry M. Connell
Get in touch with your stepson, Clifford Hill, at 116 South Everton St., Houston, Texas, telephone, CA-20851 or CA-75191. It is very urgent that he hears from you.

Pete Potorski
Mrs. Dora Lietz is holding your withholding tax statement from the SS Beaugard. Contact her at 2907 E. Howell St., Tampa, Fla.

Jack M. Johnson
Contact your wife at 6410 Howe St., Groves, Texas.

John P. Brown
Mr. Brandon of Cities Service wants you to contact him regarding a check.

William Dennis White
Please contact your sister, Mrs. R. Phillips, at 5 Fleet Walk, Brooklyn, apt. 7B.

Joseph Carlson
It is important that you contact William J. Snyder, Sr., at 23 Wall Street, Huntington, Long Island.

Joseph Padelfsky
Contact your wife Lillian at 312 W. Fayette Street, Baltimore, Md.

Paul Hellebrand
Please contact your wife immediately. It is very important.

ex-Alcoa Partner
July, 1956
Will the Seafarer who took Mitchell V. Mobley's gear off the ship by error please contact him at 3613 E. Wilder Avenue, Tampa 10, Florida. It is urgent that he get it back. He will take care of any expenses involved.

Charles Klinke
Your niece, Mrs. Lydia Evanco, has important news for you. Get in touch with her at 1119 Louisa Street, New Orleans 17, La.

Recent Arrivals

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

Noel William McLaughlin, born December 5, 1957, to Seafarer and Mrs. Noel W. McLaughlin, Coden, Alabama.

Efrain Landron, born December 24, 1957, to Seafarer and Mrs. Jesus Landron, Brooklyn, NY.

Janet Lee Schroeder, born November 6, 1957, to Seafarer and Mrs. James Schroeder, Jr., Woodstock, Md.

Angel Rafael Vegas, born November 22, 1957, to Seafarer and Mrs. Abraham Vegas, Brooklyn, NY.

Deborah Jan Nauman, born January 6, 1958, to Seafarer and Mrs. Allen R. Nauman, Baltimore, Md.

Elizabeth Ann Leach, born January 9, 1958, to Seafarer and Mrs. George A. Leach, Norfolk, Va.

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

'Fortune' Raps Union-Busting Scheme

Calls Sears, Roebuck Creator Of Shefferman 'Labor' Agency

A stinging indictment of the "covert, and perhaps sometimes illegal" activities of Sears, Roebuck which kept 93 percent of its 205,000 employees non-union is offered this month by "Fortune" magazine, a leading business publication.

The headline in the current issue reads "Nate Shefferman, Union Buster," but the story really details the lengths to which Sears, Roebuck created and used Shefferman's agency to buck union advances. Shefferman's manipulations as head of a labor relations outfit used by big business to fight union organization were exposed at Senate committee hearings last summer. The same Senate hearings hastily passed over Sears' responsibility for Shefferman's career, while concentrating on misdeeds in labor's ranks.

"Fortune" makes no bones about its obvious distaste for the whole affair. This does not prevent the magazine from detailing for its business readers the blueprint successfully employed during the long Sears-Shefferman alliance. "Right to workers" and other anti-union specialists use the same methods today.



The article points out that the exposure of the Sears-Shefferman combine "has given business its worst publicity since the days of the LaFollette hearings twenty years ago . . . The full story reveals a rough nether world—which many persons thought had vanished long ago—of union-busting 'sweetheart deals,' now camouflaged by the trappings of 'human relations,'"

Cannot Expunge Record

"Fortune" says that although Sears "abruptly dropped and repudiated" Shefferman last August, "the record cannot be so easily expunged, nor the problem of responsibility so quietly evaded." It also contrasts the company's often-proclaimed self-righteousness with the "extraordinary encouragement" it gave Shefferman in everything he did.

Over the years, from the time in 1935 when the son of one of the company's founders recommended Shefferman to the firm, the Sears-Shefferman axis featured the following:

- Sears made Shefferman "labor-relations manager," reporting directly to the firm's operating vice-president (who later became president).

- Sears helped him start "Labor Relations Associates" so he could take on outside clients, but kept him on in the company. A Sears executive, who was just retiring and was a West Point classmate of General Wood, boss of Sears, became president of LRA.

- Sears' "top management recommended him to other firms." (He eventually "had an active list of clients that averaged 300 companies a year".)

- Sears gave him "the right to make large wholesale purchases for clients at discount." This built his

reputation as a man who could "get it for you wholesale" and enabled Sears, through Shefferman, to do favors for certain now-repudiated union officials and keep tabs on union activities affecting its own operations.

- Sears also allowed him "to charge to Sears an extraordinary range of entertainment expenses



that by logic should have been borne by Sears." (Undoubtedly they were charged off against Sears' taxes).

- Sears kept him on as a "consultant" when he reached the compulsory retirement age in the company. It used him as "a behind-the-scenes, freewheeling agent," reporting only to a vice-president who later became a director of the firm.

When Sears cut loose from Shefferman last year, it blamed his freedom of action on this official, now retired, "who, having suffered some coronary attacks, has been unavailable for comment," the magazine notes.

The Shefferman blueprint for fighting unionization was well laid out and is summarized by the magazine:

- "Find a lawyer and a guy who will set up the 'Vote No' Committee.

- "Find the leaders on the outside and inside and sway them.

- "Give the American Legion material we have and let the 'Vote No' Committee get it from the American Legion.

- "Keep rotating committee going." Ostensibly a labor-management grievance group, the committee was changed regularly so that every worker in the plant eventually served. Pro-union sentiments could be determined easily.



- "Keep your foremen meeting.
- "Save merchants and clergy for final drive.
- "Build up a case against the union and get them thrown out of their building.
- "Get 'Vote No' Committee to visit homes. Pay them for lost time."

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Sears fought the unions hardest in Boston, from 1938 on, in line with the Shefferman technique. Although Sears always made much of the autonomy allowed branch managers, the head office overruled the

Boston manager when he protested LRA's excesses in 1953. "In the choice between management ideology and expediency, Sears repudiated its own philosophy and chose expediency," the magazine article emphasized.

Thus, in Boston, Shefferman and aides had a free hand. Sears encouraged formation of an "Employees Council" to fight off the AFL Retail Clerks in 1938. It "bought off" the pro-AFL "council" head with a \$20 raise, had his tires icepicked in a maneuver for which the Clerks were blamed and then provided him with new tires. It "persuaded" a Clerk's organizer to take a job with another union which then "loaned" him back to the company to fight the Clerks. Subsequently, his "home was provided with air-conditioning by Sears and the bill was paid by Shefferman."

The Clerks finally lost out in their campaign and the other unions didn't pursue the matter. The role of the Teamsters and the Laundry Workers in the affair was one of the causes for their expulsion from the AFL-CIO last December. In turn, most of Shefferman's big-name clients have since grudgingly parted from him, fearful of the publicity of any continued alliance.

Despite the protestations of innocence by Sears' top command today, "Fortune" says of Shefferman,



"He will only say, if he were so terrible, would Sears have kept him for 22 years up until 1957; and would Caldwell, the vice-president, have been made a director." Shefferman's earlier direct contact man with management, it will be remembered, even became president of the firm.

For its part, Sears emerged from the affair with its piety exposed, but little other damage. It has enjoyed immunity from the searching inquiry and penalties directed at its lesser partners on the union side. Predominantly non-union, it is still the "largest general merchandise chain in the country." Its major competitor, Montgomery-Ward, is right now confronted by a nationwide strike of the AFL-CIO Retail Clerks. Thus despite all its transgressions, Sears will probably profit as a result of the Clerk's beef.

Further irony is provided by the McClellan investigating committee. It continues to hold unions under the gun because of the wrongdoing of some corrupt organizations and individuals but is taking no action against the business and management officials who not only made the wrongdoing possible but suggested and encouraged it.

Seafarer-Student On 'Field Trip'



Seafarer George Butenkoff (center) and John M. Stochaj, instructor in personnel relations, Newark College of Engineering, stop in to see IBM operation in SIU headquarters. Butenkoff is studying engineering under the SIU Scholarship Plan.

Why Bills Don't Get Passed

WASHINGTON—If you are wondering why some apparently worthwhile bills never get anywhere in Congress and others take months to advance at a snail's pace, the SIU of NA's Washington office has a ready explanation. The average legislative proposal in the average year has upwards of ten thousand other bills to compete with in the long slow road through sub-committee, full committee, rules committees, House and Senate and the White House. Here's how the Washington office puts it:

"The legislative process is a prodigious one. More than 3,000 bills have been introduced in the Senate (ed. note—as of January 31) and more than 10,000 in the House of Representatives during this Congress. Except for tax bills, legislation on any subject can be introduced in either House. The constitution provides that tax bills must originate in the House.

"Immediately after introduction, every bill is referred to a committee. For the majority of bills, that is the last action taken. If a bill is to be acted on, the committee usually refers it to a subcommittee and requests the appropriate executive agency to make recommendations regarding it. Thus, a bill in the House relating to the merchant marine is referred to the House Committee on Merchant Marine and Fisheries; it is referred by the chairman to an appropriate subcommittee; and the Maritime Administration and other agencies affected, are requested to make recommendations regarding it.

"Normally, either the subcommittee or the committee holds hearings, and witnesses are invited to make statements. If a majority of the subcommittee approves, the bill is reported favorably to the

committee. If the committee approves, the bill is reported favorably to the House or Senate as the case may be.

"It is then placed on a calendar, and when reached is voted on. (Special rules affect this procedure, particularly in the House.) If the House passes a bill, it is then referred to the Senate, or vice versa. Normally, the Senate will then refer the bill to its appropriate committee.

"If a bill passed by the House is reported out favorably by the Senate committee, it is then placed on the Senate calendar and voted on in turn. If the Senate passes it in the same form as passed by the House, the bill then goes to the President for his approval or veto. If the Senate changes the bill, then normally each house appoints a number of its members to a conference, the joint conference considers the bill, endeavors to iron out differences and then each conference committee reports back to its own house.

"Either house may accept or reject the bill as approved by the conference. If both houses accept the conference report, then the bill is passed and goes to the President for his approval or veto. After the President vetoes a bill, the both houses must again pass it, this time by a two-thirds majority, before it becomes law.

"It will be seen," the report concludes, "that any bill is apt to have a rocky road."