



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

CURRAN DISTORTS FACTS -- MEANY

Demands Retraction In Coal Beef

Story On Page 2, Editorial On Page 3

This proposal... the SIU had indicated that... return for NMU support of the MEBA and... obtain its contract for the 4 ships presently in operation... that the SIU would expect to put up a fight to have its members... on any additional ships that this company would put into service.

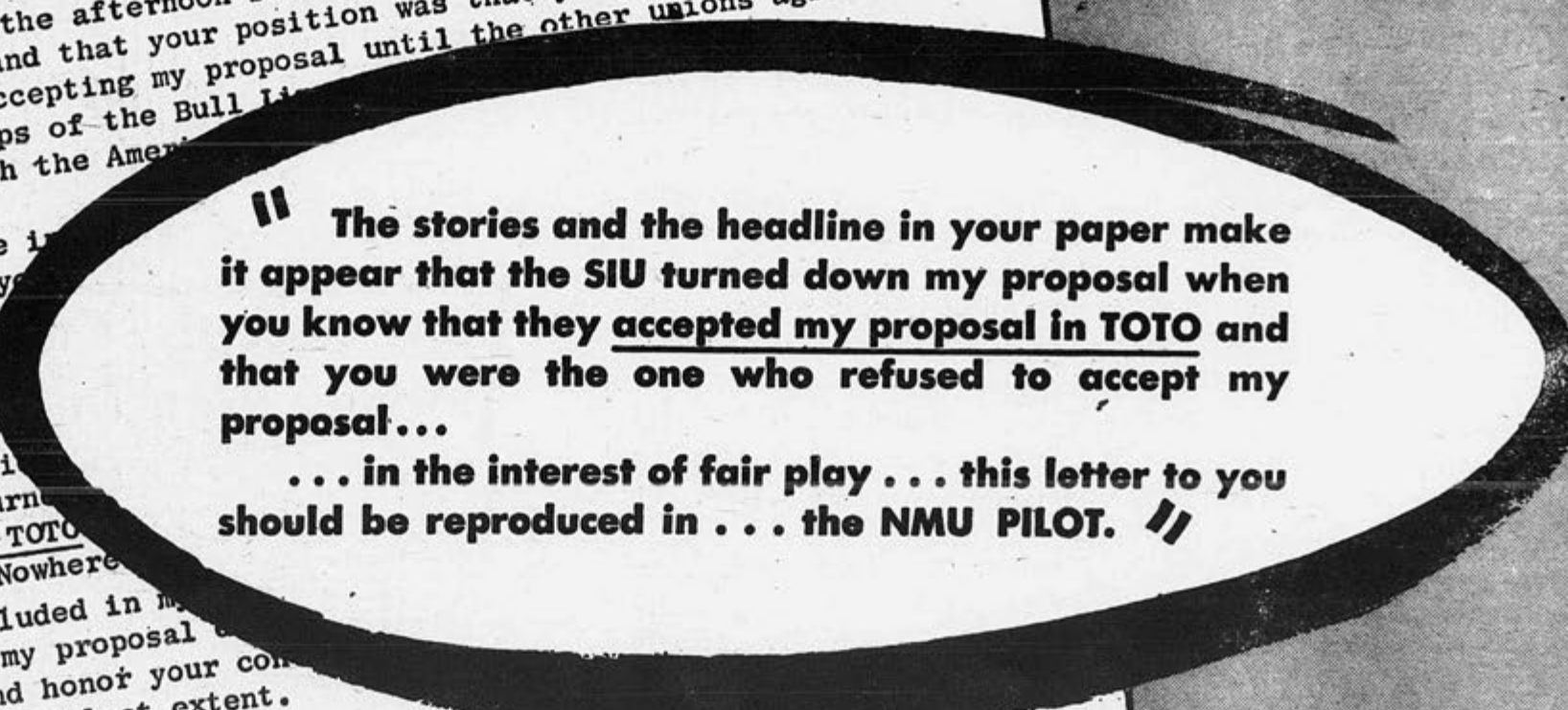
I am referring now to Brothers Thomas... at the opening of the afternoon session... package proposal and that your position was that you wouldn't... even talk about accepting my proposal until the other unions agreed... to strike the ships of the Bull... I understand, with the American...

At no time in... February 21 did you... matter, December... situation did not... reason you used...

The story... that the SIU turned... my proposal in TOTO... my proposal. Nowhere... which were included in... indicate that my proposal... SIU respect and honor your... Company to its fullest extent.

I think, in the interest of fair play... to you should be reproduced in a very early issue of... organ, The NMU Pilot.

Very sincerely yours,
Joseph Meany
President



The Shameful Story of Joe Curran's Deception of the Trade Union Movement!

Meany Hits Curran Distortion Of Coal Beef, Asks Retraction

AFL-CIO President George Meany has sent a letter to NMU President Joseph Curran castigating his distorted report in the "NMU Pilot" of what took place at the meeting of maritime unions in Washington, February 21, relative to the settlement of the American Coal beef.

President Meany said in part, "The stories and the headlines in your paper make it appear that the SIU turned down my proposal when you know that they accepted my proposal in TOTO and that you were the one who refused to accept my proposal."

As reported in the SEAFARERS LOG, March 1, the SIU accepted a proposal by President Meany that it withdraw from the coal ship case, and that the NMU in turn, give its fullest support to the efforts of marine engineers and deck officers to organize the company and eliminate District 50 from the field. Curran rejected this proposal, asking instead that Bull Line ships be involved.

Mr. Joseph Curran
President, National Maritime Union
Dear Sir and Brother:

I am writing to you at this time to clear up the record for you and your membership on the account of a meeting held in my office on February 21, 1957, which is given in the February 28th issue of your official organ of the NMU known as the Pilot. In this issue, you give the definite impression that the failure to reach an agreement between the various maritime unions in regard to the American Coal Shipping Company case rests on the SIU.

On page 3 of this copy of the PILOT there is a headline which states the "SIU snubs Meany plea to end hiring hall attack." On page 2 you have a long article signed by yourself which also carries the impression that the SIU refused to go along with my proposal for settling this dispute.

I have discussed this matter with you on a number of occasions both in Washington and in Miami and I have a long letter from you in regard to this matter under date of December 11, 1956. You give me the impression all along that you would be willing to cooperate with the MEBA and the MM&P in their dispute with the American Coal Shipping Company if (1) the SIU would withdraw their action before the NLRB in regard to the hiring hall and (2) if the SIU would agree not to scab on your people if they refused to man the ships of the American Coal Shipping Company in support of the MEBA and the MM&P.

At a meeting held in my office on February 21st, I made a package proposal after there had been much discussion by the principals representing the various unions who were represented. My package proposal was in three parts.

(1) That the SIU should withdraw charges filed with the NLRB in reference to the NMU and the American Coal Shipping contract.

(2) That the SIU should respect and honor the contract negotiated by the NMU and the American Coal Shipping Company to its fullest extent regardless of the number of ships that the company would put into service.

(And I specifically mentioned that the number of ships contemplated might go as high as 70.)

(3) That the NMU should honor the picket line of the MEBA and MM&P in the American Coal Shipping Company dispute.

The proposals, if accepted by both sides, would have guaranteed to you everything that you have had previously requested as a condition of full support and cooperation with the MEBA and the MM&P. They would have provided for withdrawal of the charges filed by the SIU with the NLRB without qualification or equivocation. They would have provided that the SIU give up all idea of putting any of their members on any of these ships of the American

Curran's stand in refusing to take the ships and to act in conjunction with his fellow AFL-CIO unions, the Marine Engineers and the Masters, Mates and Pilots, has convinced the marine unions that he is irrevocably committed to support John L. Lewis' District 50 against the interests of the Federation.

In addition, Curran printed a distorted account of the meeting in the February 28 "Pilot" to give the impression that it was the SIU, and not he, who rejected President Meany's offer.

He also distributed his distortions to various AFL-CIO groups in efforts to steam them up against the marine unions and disrupt and weaken the AFL-CIO to Lewis' advantage.

These actions prompted President Meany to write the letter, the text of which follows:

Coal Shipping Company regardless of the number of ships put into service by that company.

This proposal was made by me after the representatives of the SIU had indicated that while they were willing to consent, in return for NMU support of the MEBA and MM&P, that the NMU could maintain the contract for the four ships presently in operation, but that the SIU would expect to put up a fight to have its members on any additional ships that this company would put into service.

I am informed by the representatives of the AFL-CIO from my office who attended the afternoon session on February 21st, I am referring now to Brothers Thomas and McGavin, that the SIU at the opening of the afternoon session accepted completely my package proposal and that your position was that you would not even talk about accepting my proposal until the other unions agreed to strike the ships of the Bull Line, which is an affiliated line, I understand, with the American Coal Shipping Company.

At no time in the discussion I had with you prior to February 21st did you mention the Bull Line. Your letter on this matter of December 11th which went in great length into the situation did not mention the Bull Line. Still this was the reason you used for turning down my proposition.

The stories and the headlines in your paper make it appear that the SIU turned down my proposal when you know that they accepted my proposal in TOTO and that you were the one who refused to accept my proposal. Nowhere in your paper do you list the three steps which were included in my proposal. Nowhere in your paper do you indicate that my proposal demanded, among other things, that the SIU respect and honor your contract with the American Coal Shipping Company to its fullest extent.

I think, in the interest of fair play, that this letter to you should be reproduced in a very early issue of your official organ, THE NMU PILOT.

Very sincerely yours,

George Meany

SIU Accepts, Curran Rejects Meany Plan In ACS Dispute

Joseph Curran, National Maritime Union president, has rejected proposals by AFL-CIO President George Meany to resolve the dispute over representation on American Coal Shipping Company vessels.

Curran turned down a bid by President Meany for the NMU's full support of the Masters, Mates and Pilots and the Marine Engineers Beneficial Association beef against ACS. Instead, he chose to stand with the unaffiliated, catch-all District 50 of the United Mine Workers and against AFL-CIO marine unions. The UMW is part owner of the company and District 50 was given a contract for the ships' officers. The NMU president's rejection of the Meany recommendations came after SIUNA representatives accepted them "in the interests of the Federation," although they pointed out that the SIU had a "sound legal and trade union" basis for its action against American Coal.

Meany's letter proves SEAFARERS LOG reported meeting accurately.

Bars Trade Union Solution to Coal Ship Beef

SIU Snubs Meany's Plea To End Hiring Hall Attack

SIU officials last week turned down a direct request by AFL-CIO President George Meany to withdraw their Taft-Hartley case against the union hiring hall. Just prior to this development, the National Labor Relations Board used the SIU

complaint to obtain a court order requiring the American Coal Shipping Co. to do further shipping off the docks.

NMU Pilot
Feb. 28, 1957

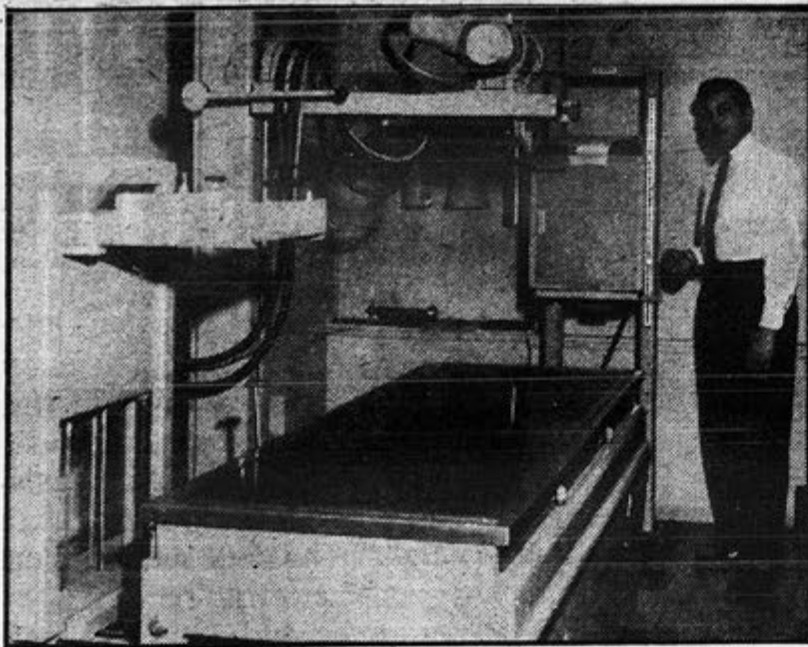
Meany's request was made on behalf of the merged labor movement in the course of a meeting in Washington attended by all maritime unions involved in the American Coal dispute. He indicated his belief that all maritime union hiring halls were threatened by the SIU action. It developed that SIU officials were

willing to withdraw the case if they were assured a piece of present and future coal carrying operations. The meeting had been called to discuss means of aiding MEBA and MM&P obtain contracts with American Coal.

For full report on the Washington meeting see SEAFARERS LOG.

Curran's total distortion of the facts was used by him to rouse up AFL-CIO organizations against the marine unions on behalf of John L. Lewis.

'X' Marks The Spot



X-ray technician checks out shiny new lab equipment at SIU health center in Brooklyn. The center should be complete in two weeks.

Joe Curran—Menace At Work!

NMU President Joseph Curran now stands branded as a man who will not hesitate to lie in print to his own membership for his own personal gain. He has confirmed what the SEAFARERS LOG said—that he has "a record of inconsistency and unreliability probably unparalleled in the labor movement."

No one less than AFL-CIO President Meany has pinned the distortion label on Curran for his deliberate twisting of the truth as to what happened in Meany's office on February 21. It became necessary for Meany to set the record straight after Curran had fogged the issues.

Curran's action here is part of his lifelong trade-union pattern. In the SIU's book he has always stood as an opportunist, a turncoat, a man who is so untrustworthy that nobody, not even his closest associates, dares turn his back, figuratively speaking, in Curran's presence.

This latest treachery of Curran's, using a bald-faced lie to steam up his own membership, is no surprise to the SIU. It is part of his traditional Stalinist technique which he learned so well as a ten-year professional in the club. The SIU has maintained many times that he has not discarded the Stalinist pattern of action. After all, he did mount a Moscow podium and proclaim, "Hail . . . the great and wise leadership of Comrade Stalin" (NMU "Pilot," Oct. 19, 1945).

Just as it was opportune then for Curran to out-Stalin Stalin, so it



is opportune for him now to run interference for John L. Lewis against the AFL-CIO in a blatant demonstration of his support for dual and hostile unionism.

It is a known fact that following the Washington meeting Curran hustled over to the United Mine Workers and faithfully reported what happened, to prove his loyalty to Lewis and to show he was capable of stabbing in the back not only the Marine Engineers Beneficial Association and the Masters Mates and Pilots, but the AFL-CIO and George Meany as well.

When the time was ripe, Curran did not hesitate, at the orders of his Stalinist masters, to call the same John L. Lewis an ally of Hitler; or, when a different set of orders came through, to call him a "greater and stronger figure than ever." When the Stalinists were out to wreck Walter Reuther, Curran said Reuther and the "Trotskyites" were willing to "play Hitler's game." Later Reuther was the "best fitted man" for the CIO. Franklin Roosevelt was "bent on destroying . . . unions" or was "the greatest friend of seamen" depending on the Stalinist line at the moment. And so it went.

What makes Curran any different today? There is no difference that the eye can see. It was opportune then to be an open Stalinist, it's opportune today not to be one. It was no pang of conscience, but his personal foot race with Harry Bridges and the cold war that made Joe Curran decide it was better to speak an anti-Communist line.

Curran has tried to be all things to all men. But who in maritime—the shipowners, the unions, or even John L. Lewis, can truthfully say they can trust him? Those who do are making a serious mistake.

Farm Bloc Drops Fight On '50-50', Boosts Cargo \$\$

WASHINGTON—Faced with a world-wide shipping shortage, the Senate farm bloc has dropped its expected attack on the "50-50" shipping law. In a heartening about-face for Seafarers and the maritime industry, the Senate Agriculture Committee, spearhead of last year's fight against the bulwark of the shipping industry, has voted to increase sales of farm surplus products overseas next year, and to shelve any attack on "50-50" for this session of Congress.

The result is that there will be no serious move this year to exempt any more farm products from the provisions of the "50-50" shipping act.

The dramatic reversal came last week when the committee voted to increase surplus agricultural sales by \$1 billion, and to extend the farm legislation for another year.

In the bill it reported to the Senate, the committee voted to increase the farm surplus sales program from \$3 to \$4 billion, and to extend the act from June 30, 1957 to June 30, 1958.

Possible Polish Pact

It also knocked out a provision prohibiting the sale of farm surpluses to countries that are not "friendly" to the United States. The amendment could result in an agreement to export surpluses to Poland, which has sought American farm products, but was unable to receive them under the provisions of the law. A Polish delegation is now in Washington negotiating for US assistance. They are vitally interested in obtaining farm surpluses.

In the past, the "50-50" act and its application to farm surplus products came under attack in the Senate Agriculture Committee at every session of Congress. The farm bloc opposed the provision because it believed the law would hinder the sale of surpluses abroad.

Last year, extensive hearings showed that the bill had not prevented surplus sales, while it did protect the US tramp fleet and provide jobs for thousands of American seamen.

Reversal Foreseen

The possibility that there might not be an attack on "50-50" was foreshadowed earlier this year when spokesmen for the Scandinavian countries, which had spearheaded foreign attacks on the legislation, acknowledged the need for a strong American merchant marine.

The committee's action virtually assures the "50-50" provision smooth sailing in this session of Congress, and guarantees cargoes for the tramp and liner fleets for another year.

Agricultural surplus is a particularly valuable cargo for US shipping since it consists very largely of bulk commodities like wheat or rice. It has been one of the mainstays of US tramp operations in the past two years.

SIUNA CONVENTION OPENS IN 'FRISCO

SAN FRANCISCO—Delegates are at work here on the various problems facing seamen, fishermen and allied crafts represented at the 8th biennial convention of the Seafarers International Union of North America. The convention, which is expected to wind up at the end of this week, also heard from a number of distinguished guests in Government and the labor movement, including Governor Goodwin Knight of California, efforts to bring democratic unionism to longshore workers. Haggerty spoke of his long and intimate relationship with Lundeberg and the SIU west coast affiliates in furthering labor's gains in California.

A complete report on the proceedings and decisions of the convention will be carried in the next issue of the SEAFARERS LOG.

Mayor George Christopher of San Francisco, Larry Long, president of the International Brotherhood of Longshoremen and Neil Haggerty, secretary-treasurer of the California State Federation of Labor.

Lundeberg Praised

Uppermost in the delegates' minds was the fact that the convention was meeting for the first time without the late Harry Lundeberg in the chair. Appropriate memorial ceremonies were held, and speaker after speaker alluded to Lundeberg's contributions to the growth of the international and its affiliates.

Representatives of the three west coast sea unions, the Sailors Union of the Pacific, Marine Firemen, and Marine Cooks and Stewards, announced that they were working on a program to combine and improve their existing pension plans. Other programs under discussion include the convention's attitude on subsidies, ship transfers, the "50-50" law and other matters of considerable interest to seamen.

Vital To Community

In his remarks, Mayor Christopher stressed the vital contribution Seafarers have made to the economy and prosperity of the community, particularly in port cities like San Francisco. Governor Knight also praised the seamen's role and the union's achievements.

Long thanked the delegates for the support his union received in

The convention was also addressed by Nathan Bar-Yacov, representing the Israel Embassy in Washington, who praised the role of Seafarers in helping trade unions in Israel.

Several other speakers were scheduled to address the later sessions of the convention.

COAL BEEF: ROUND BY ROUND

The beef with American Coal Shipping Company began last fall when the company, formed by the coal industry, coal railroads and the United Mine Workers, received approval to charter 30 Libertys from the US Government. Here is a step-by-step account of what has happened:

- The Marine Engineers Beneficial Association and Masters, Mates and Pilots were in negotiations with the company for a contract, when the company announced that it had signed an agreement for ships officers with District 50 of the Mine Workers union. The company also signed with the National Maritime Union for unlicensed men although it had no ships yet.

- The officers unions started picketing and asked Curran to support their beef. He refused. MEBA then quit the AFL-CIO Maritime Committee which was dominated by Curran, ending a 20-year tie with NMU.

- The SIU then entered the picture. An unfair labor charge was filed with the NLRB because 300 Seafarers were refused employment by the company. Seafarers also started picketing.

- Curran unleashed a hysterical attack to cover up his crossing the officers' picket lines, screaming that SIU was "attacking the hiring hall."

- A meeting of all marine unions involved was called by AFL-CIO President Meany in efforts to resolve the beef. President Meany offered a program which consisted of (1) SIU withdrawal from the picture, and a guarantee of the NMU's contract, (2) full NMU support for the officers' unions.

- The SIU accepted this proposal out of respect for President Meany, even though it had a good beef. But Curran rejected it and created side issues to cover up his ties with District 50. He then printed a totally distorted account of the meeting in the "NMU Pilot" to make it seem as if the SIU had rebuffed Meany.

- The NLRB obtained a court order requiring that crews for American Coal ships be hired via NMU and SIU hiring halls according to seniority until the SIU charges are acted on.

House Group's Vote Hints Clear Sailing For More US \$

WASHINGTON—A major step toward restoring the Public Health Service Hospitals to first-class condition has been taken by the House Appropriations Committee. Reversing the Hobby-Hoover policy of cutting the ground from under the PHS program, the committee voted to appropriate \$44,399,000—an increase of \$5 million—for the marine hospitals. The increase, which was asked by President Eisenhower, is expected to go toward new equipment and added manpower.

The appropriation vote puts the Democratically-controlled committee alongside the Republican Administration as favoring action to improve the hospital program, and virtually assures passage of the legislation by Congress.

The one danger standing in the way of the hospital funds is the outcry for cuts in President Eisenhower's budget. Since it is difficult to get Congress to vote cuts in defense funds, which are the largest part of the budget, the usual targets are the welfare services, such as the hospitals.

Urges Approval

In bringing the appropriations to the floor, Rep. Fogarty (Dem. RI) wrote a strong report urging favorable Congressional action. He pointed out that the hospitals were in danger of becoming second-rate medical institutions, unless Congress acted promptly to see to it that they had sufficient funds for equipment and personnel.

One of the immediate benefits of the new funds will be to build up an inventory of medical supplies, which have run short in recent years because the hospitals did not have funds for restocking. Part of it will also go for replacing obsolete equipment. Additional help in the laboratories and more clerical help will be hired.

The Hobby-Hoover program, product of ex-president Herbert Hoover's commission studies, and Mrs. Oveta Culp Hobby, former secretary of Health, Education and Welfare, aimed at the closing down of all federal medical facilities for seamen. In 1953 the hospitals in Fort Stanton and Mobile were closed, and the Savannah hospital

was saved only after widespread protests by Seafarers and maritime unions.

Later in the year proposals for a complete shutdown were advanced. Once again, strong protests by the SIU, and in particular, a meeting on the subject between SIU of NA president Harry Lundberg and President Eisenhower, succeeded in preventing the closings.

But one result of the attack on the hospitals was the paring down of budget appropriations to rock-bottom levels. The result was that the hospitals were caught in a squeeze between rising costs of operation and reduced appropriations.

The Appropriations Committee's action carries out a complete about-face expressed this year by the Department. It recognizes the need for the hospitals and authorizes funds to increase their staffs, provide new equipment, and generally, bring them up to first-class standards.

Besides serving seamen, the PHS hospitals care for Coast Guardsmen and certain civilian civil service employees. The \$44 million request also covers the expenses of the Carville Leprosarium, the narcotics Hospital in Lexington, Ky.; and the mental hospital at Fort Worth, Texas.

Coastwise Run Invasion Asked

WASHINGTON—Legislation has been proposed by Representative Prince Preston for the temporary authorization of foreign ships to participate in shipping between Georgia and Puerto Rico.

The proposed bill would permit foreign ships to engage only in the carrying of lumber from Savannah to Puerto Rico. A lack of American ships prompted the legislation, which is designed to provide an outlet for the production of Georgia lumber mills.

Almost unanimous opposition to the bill is expected from both the maritime unions and the steamship companies to prevent foreign ships from competing in American coastal shipping, which has been reserved traditionally for US flag vessels.

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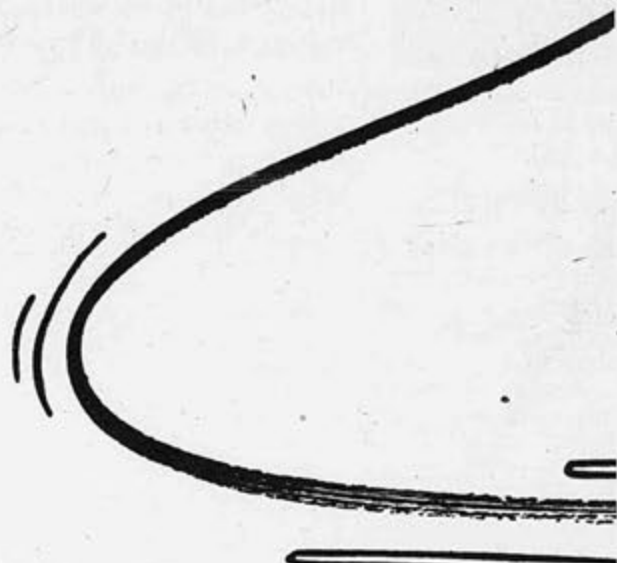
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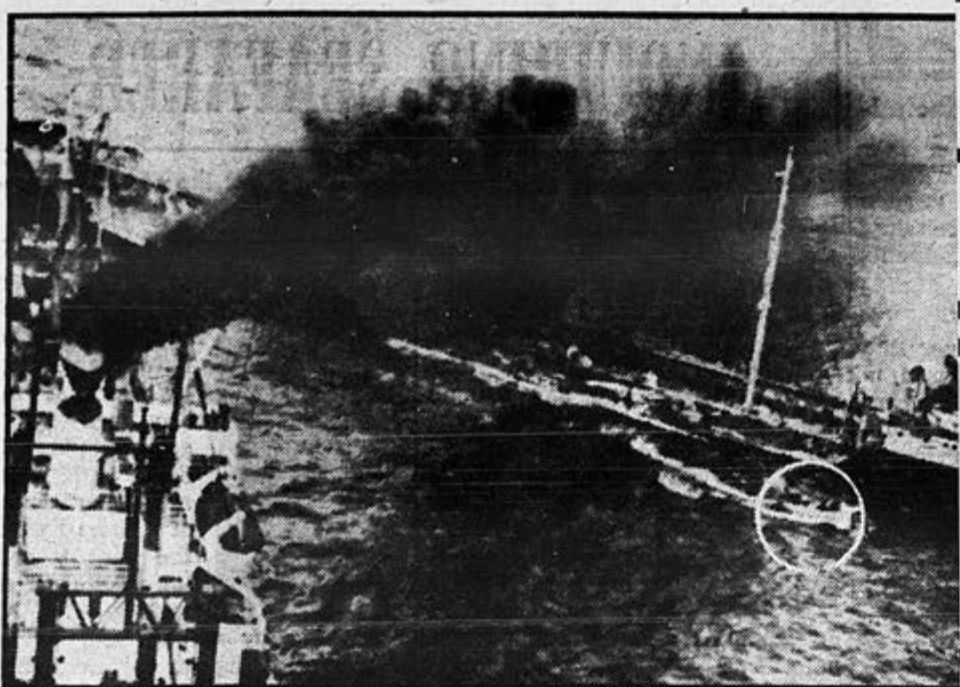
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Seafarers in lifeboat (circled) try to attach a second towline to the floundering after the first one snapped. All 43 crewmen from the tanker were rescued by two explosions from a soybean cargo rocked the Liberian ship.

SEAFARERS SAVE TANKE

MOBILE—The 43-man crew of a Liberian tanker were rescued Claiborne after a fire and two explosions flooded the vessel, causing h of Mexico.

The tanker Perama had reported that she was sinking fast after an explosion in her pumproom caused her to ship water heavily. The Waterman freighter Claiborne went to the aid of the stricken vessel and picked up her crew. Members of the Claiborne gang manned a lifeboat and succeeded in attaching a towline to the sinking ship. However, the line later broke and further attempts to salvage the quickly sinking vessel and her cargo had to be abandoned.

Two Explosions

The Liberian tanker, en route from Thomas Haven, England, to Galveston, Texas, with a cargo of soybean oil, radioed at 3:45 AM March 18 that she was afire some 150 miles southwest of St. Petersburg, Florida. At 4:33 she wired that there had been an explosion in her pumproom and that she began to take on water. The second explosion occurred at 4:38 and the crew were forced to take to the lifeboats.

The last message received from the Perama was at 5:45 when the radioman reported that all hope of saving the ship had failed. He said that the vessel was sinking rapidly after the second violent explosion and that they were abandoning ship.

Captain Paul Heller of the Claiborne reported later that he had picked up the master and crew and that he had the tanker in tow. When the line broke further attempts to attach another were tried

but later given up because of the flooded condition of the tanker. Officials of the Alabama Dry Dock & Shipbuilding Co., who had handled repairs for the Perama in Mobile last January, said that her owners are the Edison Steamship

Corp. of N. Commissioners granted the Edison's ship. The Claiborne voyage between Mobile and New Orleans and



House Probin

WASHINGTON—A full-scale investigation will be launched this week by the House of Representatives under which more than 300 men have lost their jobs will

be open April 9 in the Senate Commerce Committee. The Senate group will also study a bill introduced two weeks ago by Sen. Warren G. Magnuson (Dem., Wash.) that would place strict restrictions on transfers.

Chairman Herbert C. Bonner (Dem., NC) of the House Merchant Marine Committee said his group is especially interested in the controversial principle that ships transferred to Panamanian and Liberian registry are under "effective US control." This principle is the heart of the Government's transfer program.

Even as the committees scheduled their investigations, the Maritime Administration continued to approve ship transfers. The latest announcement authorized three operators to transfer four Libertys and two T-2's in return for commitments to build two bulk carriers and a tanker.

The Magnuson bill, which is expected to face stiff opposition from shipowners and the Administration, has been strongly supported by the SIU and other maritime unions. The proposed measure (S. 1488) would virtually close the door to the transfer of any usable US-flag vessel.

Under its provisions, a ship operator seeking to transfer his vessel would have to meet the following stipulations:

- The vessel would have to be certified as having no value to the defense of the US.
- It would have to be certified as being useless to US foreign commerce.
- Its transfer would have to be in furtherance of US foreign policy.
- It could not be operated in competition with any US-flag ship.
- It could not release another foreign-flag vessel to compete with US shipping.
- It would have to maintain the highest prevailing international

standards of and crew a. Though it not have a drain of 1 T-2's from passed, en transfer of type ships of the nation's fleet.

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ers Vacation Plan provides can collect vacation money they have 90-days worth of seatime or eligible port

rule means then, that Seafarers have to wait a full year for pay, but instead can step window as often as four

Investigation Plan also provides that good for one year from payoff. But why carry a dis-

on possibly losing money the time limit? on Plan payment—now at of \$260 a year—is yours. Don't wait, apply now!

THE BALTIMORE AND NEW YORK SIU CAFETERIAS

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

10 Seafarers Cafeteria

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:

- April 3
- April 17
- May 1
- May 15
- May 29



tanker Perama (right) by the Claiborne after

R CREW

by the SIU-manned er to sink in the Gulf

New York. The Maritime Commission has just recently granted the transfer of more of ships to foreign registry. The Claiborne was on a scheduled voyage between Mobile, New Orleans and Puerto Rico.

Court Order Paves Way For Organizing Aboard Coal Ships

The SIU and the NMU will start from scratch on American Coal organizing, if the terms of a Federal court order go into effect on ships of the company. However, NMU attorneys have indicated that they will appeal the order, which instructs American Coal to hire on the basis of strict seniority without discrimination against members of either union.

The order, issued by Judge Lawrence Walsh, provides as follows:

- All crewmembers on the four ships now operating, with the exception of original crewmembers of the Coal Miner, to get off the ships.
 - The company to call on both the NMU and SIU hiring halls to supply new manpower for the vessels, and also to advertise for manpower. The man having the most seatime to get the job no matter which union he comes from, or if he does not come from a union.
- The practical effect of the order is to recognize union hiring halls as the source of manpower for the company with no discrimination between Seafarers and NMU men. It would clear the way for organizing efforts by both unions to win majority representation on American Coal ships and then be free to sign a union agreement with the company.
- The order did not go into effect on the Casimir Pulaski, first ship to come into port since the injunction was issued, as it was agreed that the time was too short to set up machinery. Instead, agreement was reached that crewmembers could stay on if they so chose, and that the twenty-one men who were getting off would be replaced on a non-discriminatory basis.
- The other three ships are slated to come in over the coming weekend. Originally the order was to have applied to them, but at the request of the NMU, it would be stayed for the first trip pending action on NMU's appeal. The court agreed that the order would not apply to any other ship coming in before April 1 if the NMU met the March 27 appeal deadline.
- Also affected by the order would be three ships now in repair yards. One of them, the Thomas Paine, is due out of the yard within the next few days and would be crewed under the seniority terms.
- The injunction order would apply until the National Labor Relations Board acts on charges of unfair labor practices filed by the SIU against the company. The SIU accused American Coal of refusing to hire any of 300 Seafarers who applied at the company's offices for jobs after the company won a grant of 30 Liberty ship charters from the Government.

g Ship Transfers

stigation of the Government's ship transfer policy House Merchant Marine Committee. A second probe ships have been transferred foreign and 12,000 sea-

a safety, manning scales accommodations. he bill would probably effect on the current Libertys, Victories and the US flag, it would, if actively prevent the the more modern C-hat form the backbone on's present day cargo

use Merchant Marine will also probe a number between the Administration and Greek shipowner nassis. The hearings o charges by Rep. Herko (Dem., NY) that ie a windfall of \$100 n ship transfers and to construct new ton-

ions will also be

Suez Ready For Shipping; Political Delays Remain

Opening of the Suez Canal was still delayed this week, although the chief United Nations salvage expert said it could be ready for normal operations on "10 minutes notice" if Egypt gave the word.

One of the two remaining obstacles, a sunken tug, was cleared from the waterway Monday.

day. The other, the sunken frigate Abukir, was due to be removed late this week. Diplomatic wrangling is now the main obstacle to full reopening of the canal to traffic.

Lt. Gen Raymond Wheeler, the UN's salvage chief, said Egypt was now in a position to open the canal to ships of up to 20,000 tons and 30-foot draft. Once Abukir is cleared, he added, ships of 30,000 tons could go through.

Egypt, on the other hand, has so far authorized passage only for vessels up to 4,000 tons. It said it will give shipowners 15 days' notice before the waterway is completely opened.

The canal was shut down following the Israeli-British-French attack on Egypt last fall. Ships of under 1,000 tons have been able to go through for more than a month.

The procedure under which the canal will be operated is still up in the air. Egyptian president Gamal Abdul Nasser says his country will fix and collect all toll rates, reserving some for canal improvements. The Western Governments want to restrict Egypt's "take" to 50 percent of the tolls until a full solution of the canal problem is reached.



'it for a Seafarer!
FOOD AND PRICES AT OUR OWN
ORE AND NEW YORK SIU CAFETERIAS
E GEARED FOR SEAFARERS—
MEMBERS OF OUR UNION. DROP
HE NEXT TIME YOU'RE AT THE HALL.
10 Seafarers Cafeteria

More Breakouts Recommended

WASHINGTON—A new round of breakouts of Government-owned tonnage—including 11 ships for SIU-contracted operators—has been recommended by a Federal Maritime Board examiner.

Rejecting a tramp owners request for a halt in the breakout program, the examiner urged the Board to charter ships to Isthmian Lines and Mississippi Shipping for liner services, as well as to five other operators for use in hauling bulk cargoes. At the same time, he turned down bids from three other operators for Government-owned tonnage. Isthmian has asked for 8 Vic-

torys for use in runs to the Persian Gulf and to India. Mississippi seeks 3 Victorys or Libertys for its regular berth service.

Extended Charters

In his report, the examiner said the ships should be chartered in accordance with the policy announced by the Board last month. Under its terms, the Government pays breakout and lay-up costs on ships used in berth service and for hauling Government-aided cargoes, like surplus grain and other "50-50" cargoes. In return, the operator must agree to keep the Victorys for 18 months, and the Libertys for two years.

Breakout expenses on ships chartered to carry commercial cargoes—like coal and scrap—are paid by the operator. He then has the right to cancel the charter on 15 days notice.

SIU Companies Bid

Both SIU-contracted companies bid for the vessels after the Government announced its new charter policy. A West Coast operator seeking three ships for its berth service also seems likely to obtain the charters.

Prospects for the other operators, who are seeking 28 ships to haul scrap and other bulk cargoes, are more doubtful. Even if the Board approves their bids, a number have indicated that they will refuse to accept the tonnage unless the present chartering policy is changed. Unless the Board revises its policy, the breakout boom may be at an end for all but the berth lines and operators carrying Government-financed cargoes.



Seafarers on one of two coal ships crewed up in Savannah pose for photo before taking her out on first trip under SIU banner. Kneeling (l-r) are Barney Swearingen, AB; Ralph Burnsed, AB; Claude C. Lanier, AB; Aubrey Smith, bosun; rear, Shorty Akins, AB; Star Wells, carpenter; Marvin Forrester, AB; Henry Bacon, OS; Fred Buckner, deck engineer. (Other photos on Page 16.)

Mayflower II 'Signs On'

With few concessions to modernity, Captain Alan Villiers and his crew of "fellows with a real spirit of adventure" are preparing for their historic sailing of the Mayflower II from England to Plymouth, Massachusetts.

The Mayflower II, a copy of the ship which carried the Pilgrims to this country in 1620, will be put on permanent exhibition at Plimouth Plantation, in Plymouth, on completion of her trip.

Capt. Villiers has given in to modern sailing precautions by allowing a radio, some navigation instruments, and an inflatable life-raft to be stowed on board. His all-male adventurous crew consist of some English speaking sailors

who are able to understand the rigging of a barque, a jet pilot, a spear fighter, a gynecologist (that's what he said), and a group from the Oxford University Yacht Club.

At present the captain, an internationally known author on sailing ships, is touring the nation on a fund raising campaign to complete plans for the coming trip. The Mayflower II will come to New York in June and stay through Thanksgiving before being put into her final berth.

Get That SS Number Right

Seafarers filing vacation money claims should make sure that they use their correct Social Security number. Use of the wrong number means a clerical headache for the Vacation Plan office and slows up the handling of payments.

Also, a Seafarer who uses the incorrect Social Security number is crediting his tax deductions to some other US worker.

INQUIRING SEAFARER

QUESTION: Would you work ashore if you got the same pay you receive for going to sea?

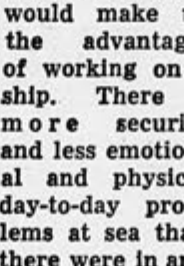
Patrick H. Key, fireman: Sailing is in my blood and I cannot stay ashore in a job for more than one day without getting the urge to ship out. I would not take a job ashore for the same money that I am making now. I am a seaman and that's my life. I can't see myself working ashore.



Anthony Pujol, AB: Money could not make me leave the sea and work ashore. I first came here by working my way on a ship. I got \$1 for 28 days' work. Right now I am more at home when the deck is rolling than I am on solid ground. All I have is my seabags and civvies and am waiting for my next ship.



Harry Schorr, MM: We receive good pay now and I can't see how the same amount would make up the advantages of working on a ship. There is more security and less emotional and physical day-to-day problems at sea than there were in any land job I have held, and I have worked ashore for some 20 years.



George Pappadoulis, engine dept: Working ashore is too boring and monotonous for me. I am not sailing for money but rather for the interest and intrigue that the sea and foreign ports offer. When I am older I may prefer a job ashore for the same money, but not right now when I am enjoying the world.



Angelo Romero, cook: No, there are more advantages in sailing than working ashore. The people are more interesting and understanding and there is no traveling to and from work. If they offer me the same conditions that are aboard ship, with the same money, I might be interested.



Nicholas Bechlivanis, deck dept: I would rather go to sea than take a job ashore for the same money. We have more overtime, and if you know your job, there is no one to continually bother you. I like to travel and would not want to be held to one place by a job ashore.



'Early' Iceberg Drifts Menace Atlantic Ships

Transatlantic shipping is said to be confronted by the worst ice hazards in a half century this year. The early break-up of the ice pack around the Newfoundland Grand Banks is rated "very unusual" by the Coast Guard.

One ship, a small French coastal freighter, sank off Cape Breton Island last month after a reported collision with an iceberg. The ten-man crew of the 308-ton Petit Bras d'Or was subsequently picked up by a Canadian ship.

This sinking represented the first one by an iceberg since 1944, when the International Ice Patrol was not functioning because of the war. The Coast Guard has been responsible for the ice patrol from the time it was established in 1914, following the sinking of the Titanic and the loss of 1,517 passengers and crewmen.

Detour Urged

Last month, the Navy Hydrographic Office recommended a detour from Ocean Track Charlie for ships travelling between US ports and northern Europe because of ice conditions. It reported at least a dozen icebergs in the Grand Banks area, endangering ships entering or leaving the Great Circle route to Europe. Under normal conditions, track C is in effect from July to April.

A week ago, the master of the Cunard liner Queen Elizabeth said ice conditions forced him to steer the giant vessel 40 miles off her normal course into New York.

He said the descent of ice upon the Newfoundland coast was earlier and heavier than at any time in the last 50 years.

Because of the situation, a Coast Guard cutter is standing guard over an iceberg a bare 15 minutes longitude away from the normal starting point of track Charlie. A spokesman said this was the first time in several years that surface-vessel observation of icebergs had become necessary, but that the ice this season is several months early.

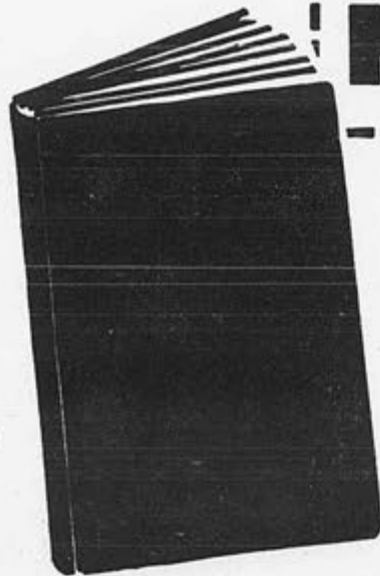
The eastward shift of track C adds steaming time to both east-bound and westbound voyages but is strongly supported as a safety measure.

If the situation remains hazardous, the Ice Patrol will probably stay in operation beyond June, when it normally secures until the following winter. Generally by mid-June the warm currents of the Gulf Stream have travelled far enough north to neutralize the broken-up icepacks drifting down into the shipping lanes.

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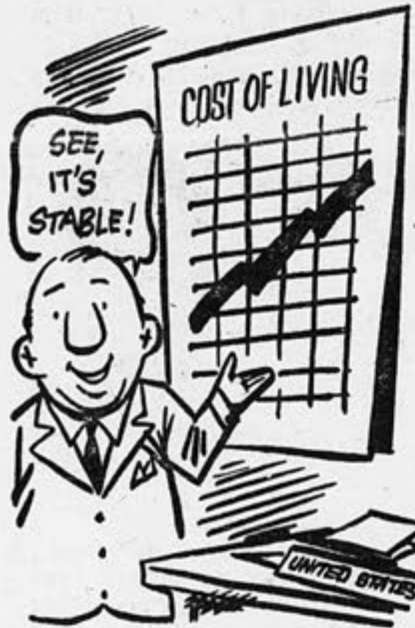
Living Cost Index Inaccurate?

The US Bureau of Labor Statistics has to fight a defensive battle on two fronts. Its price index, which measures changes in the cost of living, is one of the most important statistics affecting your personal well-being. It is widely used to help set wages and farm prices, and, it also influences what action the Government may take to fight inflation, and deflation, too.

Wage earners and consumers currently are criticizing this index because it doesn't include finance charges, and thus doesn't fully reflect the current rise in living cost. BLS officials have also been criticized for their recent actions and dismal record as prophets in depreciating the price jumps by bragging about the "remarkable stability" of the cost of living just before it started to jump, and predicting prices would drop this winter. They didn't.

But it is from industry that the index really draws potshots. Industry spokesmen complain the index includes "luxury" goods, which they think makes it too high. They don't think it should include such items as new cars, private homes, radios and television sets.

This criticism is baseless because the so-called "cost of living index" merely measures changes in prices. The index wouldn't necessarily be lower if it merely measured changes in the price of bus rides instead of changes in tags on cars, too. In fact, it might even be higher.



Industry critics also charged the index makes the cost of living look higher because it doesn't include "weekend" sale prices of foods. This charge too, is inaccurate for the same reason that the index merely measures changes in prices. Whether the change is from Tuesday to Tuesday, or Friday to Friday is not decisive.

But what families really would like to know is, do you really save by shopping for weekend food specials? Every Thursday and Friday the papers are crowded with ads featuring "specials." Are the savings enough to make it worth doing the bulk of your shopping weekends? BLS made a special survey of weekends compared to early-week food prices, and turned up substantial facts which can help alert shoppers save money:

1—BLS found only a small percentage of food items actually priced lower for the weekends. An average of only three out of 200 items were special-marked in markets of the 10 cities surveyed.

2—But those items special-priced offered sizable reductions. For example, reductions on the several weekend meat and poultry specials ranged from 14 to 25 percent. Reductions on fruits and vegetables ranged from 20 to 36 percent. Reductions on dry groceries such as shortening and soda crackers were fewest and smallest (11-12 percent) but still worth while where available. Specials on dairy products are infrequent, but stores sometimes do offer sale prices on eggs.

Plan Menus Around Specials

The real answer for modern income families, is that weekend specials, while few in number, can save you money if you plan your menus around those specials. If you don't, it doesn't make much difference what day of the week you shop.

The money saving technique is to check the food ads before you go down to the store, and plan meals for several days around the items on sale. That way you out-merchandise the merchandizers with their three specials for every 200 items. Generally you will find at least two or three good meat and poultry specials. For example, at the time BLS made its survey in October, chuck roast, hamburger and chicken were really slashed in price for the weekend. In fact, these three items are generally the most frequent price leaders. Round steak also is a frequent cut-priced item.

Its also significant that the hottest weekend price cuts in produce are on the seasonal items, and this is the time to stock up. For example, when potatoes are coming into the market in the fall, stores will cut the price for a weekend special by an average of 24 percent, this survey found. Similarly on canned goods and dry groceries, it pays to check your own inventory to see what you will need soon and can find now among the specials.

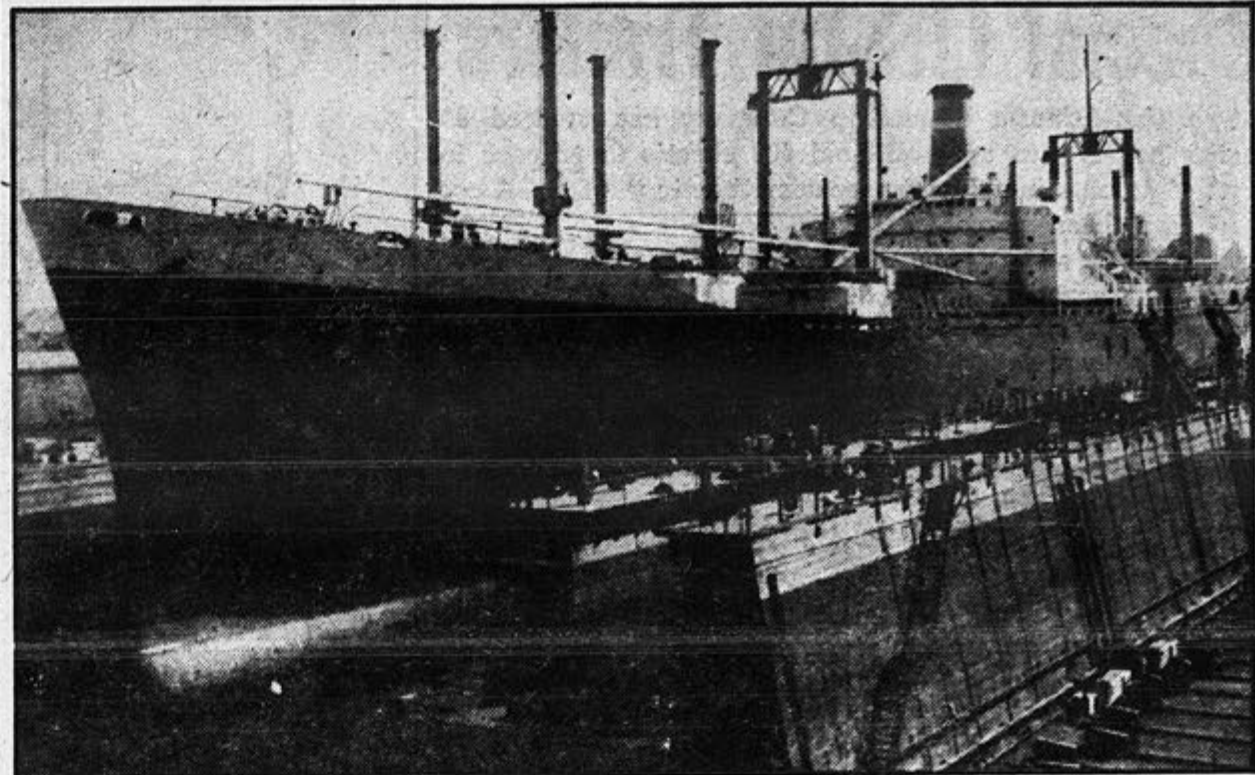
Bananas and frozen orange juice are also frequent price leaders. In dry groceries, besides shortening, you're most likely to find cut-price specials on tomato soup, coffee and sugar.

There is some difference in local custom. In some towns the stores cut prices more heavily at the weekend than in others. Also, a few markets do offer early-week specials to encourage more shopping on Monday, Tuesday and Wednesdays. But that the best savings have been on weekends has been proved.

Send In Your Suggestions!

During the year "Your Dollar's Worth" discusses a great variety of subjects of interest to readers seeking to get the best value for their money. If you have any suggestions on subjects you would like to see discussed in future columns, pass them along to the SEAFARERS LOG office. Questions on your buying problems are also welcome.

Bernstein Ship Conversion Set



Destined to go into a new US transatlantic service, as a low-cost passenger ship, the Badger Mariner is shown at Todd's shipyard, Hoboken, NJ. She was inspected there before proceeding under tow to Pascagoula, Miss., where she will be converted to accommodate about 900 passengers, mostly in tourist class. The ship will be operated by the Arnold Bernstein interests when she's ready next spring.

The Badger Mariner, last of the Mariner ships available for private operators, is now headed for Pascagoula, Miss. under tow where it will be converted into a low-cost passenger ship for the Arnold Bernstein shipping interests. The Ingalls yard in Pascagoula will handle the conversion job.

When the ship is completed it will mark the entry of a new shipping operator in the North Atlantic passenger service, the first new company in this field since before World War II.

Bernstein's plans call for the ship to carry about 900 passengers, all except about 50 of them being in tourist class. As such the vessel would conform to the popular trend toward one-class accommodations, getting away from the three-class ship which has dominated North Atlantic service until recently. In addition, the vessel, as presently planned, would offer cafeteria-style service, further reducing the ticket cost to the passenger. It is expected the ship would carry a crew of about 300 men.

The ship will run between New York and the low country ports of Rotterdam and Antwerp. At present this run is serviced exclusively by Holland-America Line, with no US-flag passenger ship in this service.

Bernstein's contract with Ingalls

calls for the ship to be completed in 11 months, which would put the vessel in service sometime in the spring of 1958. The cost of the conversion is between \$12 and \$13 million.

Bernstein has negotiated a construction and operating subsidy with the Federal Maritime Board as well as a sale contract. The terms of his agreement provide that the FMB can require him to put a second ship in the service at a later date.

Originally, Bernstein won ap-

proval back in 1950 for conversion of an Army passenger transport for this service. However, with the outbreak of the Korean War the Navy took the transport back to haul troops and Bernstein's plans were set back several years accordingly.

A new application last year again met success, despite heavy opposition from US Lines to a new trans-atlantic passenger operation. US Lines said it already served the route adequately, but the board ruled otherwise.

Foreign Aid Cuts Peril Shipping: Senate Report

WASHINGTON—Responding to widespread criticism and misunderstanding of US foreign aid, a special Senate committee has issued a strong warning against any severe cuts or wholesale destruction of the program.

It cited the twin dangers which would arise not only from further crippling of a US merchant fleet already beset by many "basic ills," but also the double-barrelled affect any foreign aid cuts would have in the area of national security.

The committee report, prepared by the National Planning Association, said that if foreign aid were greatly reduced "... only Government-subsidized operation would be possible ... which means that the American merchant marine actively engaged in foreign trade would be reduced to less than 500 ships. This, in the opinion of the Defense Department officials, would endanger national security.

"Not only would the United States lack the nucleus of an operating merchant marine in time of national emergency, but we would lose trained shipboard and shipbuilding personnel. Just as for the foreign aid program as a whole, its impact on the shipping industry should not be considered apart from the problem of national security."

The chairman of the special committee, Sen. Theodore Green of Rhode Island, anticipated there would be a public hearing on the group's findings. Various groups,

both in and out of the Senate, are renewing efforts to whittle down foreign aid funds in a major attempt to slash the Administration's record budget for the coming fiscal year.

Shipping Falls Off In Seattle

SEATTLE — Job activity has calmed down somewhat for the past period in this area with 80 Seafarers getting off the beach, a sizable number but less than this port has been accustomed to.

The Ocean Deborah (Maritime), Longview Victory (Vic.) and the Murray Hill (Fairfield) paid off during the past two weeks. The Murray Hill was later purchased by North American Marine Co., Inc., and transferred to foreign registry. The Ocean Deborah and Longview Victory also signed on.

Waterman's Kyska and Maiden Creek, De Soto (Pan-Atlantic), and Flomar (Calmar) were in transit. The outlook for the future is not too good/right now, port agent Jeff Gillette reports. There are no pay-offs scheduled and only a few vessels expected in transit.

Pan-Atlantic Buys 900 Special Lift-On Trailers

The Pan-Atlantic Steamship Company has ordered 900 trailer bodies plus an additional 500 chassis to prepare for start of its containership service sometime in the fall. A contract has been placed with Fruehauf Trailer for the equipment, specially designed for loading onto containerships.

The trailers are designed to be easily removed from their chassis and will have reinforced corner posts to permit stacking one atop the other in the ship's holds. The bottom box will be supporting better than 115 tons' weight.

Meanwhile, Mobile Ship Repair, Inc., is scheduled to start work next week on the Gateway City, first of four C-2s which will be converted for this service. The C-2s will be equipped with special traveling crane gear which will be powerful enough to pick loaded trailer bodies off the dock and lower them into the holds.

Each of the containerships will have a capacity of 204 fully-loaded trailers.

Four More Planned

In addition to the first four ships, James McLean, president of Pan Atlantic, announced that the company hopes to convert another four freighters before the end of the year. These eight ships will be in addition to four combination tanker-trailerships — the Almena, Ideal X, Maxton and Coalinga Hills — now operating between New York and Houston carrying both oil and trailer loads of cargo.

Originally, Pan Atlantic had planned roll-on, roll-off ships, but later switched to containerships. One of the arguments in favor of the container-type operation is that eliminating the undercarriages

permits stowage of greater amounts of cargo in a given space.

Features of the containership will include addition of sponsons which will make the vessels 72 feet wider for more stability during loading and unloading. The conventional cargo booms will be removed and replaced by the two traveling cranes, while below deck spaces will be altered to provide for stacking of trailer bodies five deep below and one on the hatch.

Each of the cranes will be able to lift 30 short tons. They will be able to overhang the dock at their fullest extension so that the trailer body can be lifted straight up and then be moved in a horizontal plane over the hatch to be deposited below decks.

Confer On Ala. Inland Barge Trade

MOBILE—The possible development of shipping on inland waterways of the Tombigbee and Alabama Rivers has been the subject of conferences between the governors of Alabama and neighboring states.

The development of the waterways between these states could eventually lead to the transportation of such bulk cargoes as steel and iron ore and coal in barges down the rivers to this port for final shipment in offshore vessels.

Shipping Very Good

Shipping in the area has been very good during the past period, reports Cal Tanner, port agent. Some 103 Seafarers shipped in regular jobs while about 162 more were taken off the beach for various relief jobs. The future, he said, also looks very good with some 13 ships expected to hit the port so far.

During the past two weeks eleven ships were in port. They were the Sea Cloud, (Am. Mer.); Alcoa's Patriot, Cavalier, Clipper, Pennant, and Pilgrim; Del Viento (Miss.); Arizpa (Pan Atlantic), and Madaket and Claiborne (Waterman).

Seafarers in this port were saddened to hear of the death of Brother Joe Stringfellow in Jacksonville, Fla., of a heart attack. Stringfellow, who has been a member since the inception of the SIU, is well known in the port of Mobile. He had once served there as port steward for Alcoa.

He is survived by his mother, wife, and four children, and his brother, Charlie Stringfellow, who also sails in the steward department. At the time of his death, Joe, was serving as steward on the Dry Tortugas.

Job Activity Slows Down In NY Area

NEW YORK—The prior period's spurt of activity proved to be shortlived as shipping in this area took a dip during the last two weeks.

Port Agent Claude Simmons said that he assumed class A seniority men were not too worried over this drop since the port was still shipping class B and C men. During the past period 15 ships were paid off, four signed on foreign articles and 17 ships were serviced. He also announced that two tankers were lost when the Olympic Games (Western Tankers) and the Republic (Trafalgar) transferred to foreign registry.

The ships paying off were the Edith, Elizabeth, Dorothy, Frances, Kathryn (Bull); Alcoa Ranger, Alcoa Partner, Alcoa Puritan, Alcoa Planter (Alcoa); Robin Doncaster (Seas); Andrew Jackson (Waterman); Seatrain Georgia (Seatrain); Royal Oak (Cities Service); Republic and Olympic Games.

All the ships in port were in good shape, with only minor beefs. Both the crews and delegates should be commended, Simmons said.

Stay Put For Idle Pay

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

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

WEARING GOGGLES IS
MORE COMFORTABLE
THAN WEARING
DARK GLASSES
AND BEING LED...



Undoubtedly there will always be a degree of discomfort associated with wearing safety equipment. Industrial design hasn't yet reached the point that a pair of safety goggles, a breathing mask or a life jacket, to cite a few, are as light and comfortable as everyday clothing.

Nevertheless, as the Seafarers on the Topa Topa have pointed out, the momentary annoyance is far less severe than having to live with the scars and disabling injuries that can result when elementary safety precautions are ignored.

For example, it takes only one errant flake of steel, driven by the impact of a chipping hammer, to partially or completely destroy the sight of an eye. Even if sight is not affected, the discomfort of carrying a steel splinter in the eye is far more acute than that involved in using appropriate safety gear.

So whatever the situation, when the job calls for use of safety equipment, don't think of the annoyance. It counts far less than the assurance that you are protected against crippling injury.



An SIU Ship is a Safe Ship



Among Our Affiliates

Kaiser Gypsum Company has proposed taking the name off the present SS Harry Lundeberg and transferring it to a new vessel. The new ship, now under construction in Japan, is expected to join the gypsum fleet on or about March 28. It will be crewed by the Sailors Union of the Pacific.

A two year agreement calling for increased wages and vacation benefits has been accepted by the SIU Great Lakes District members aboard ships of the Wisconsin-Michigan Steamship Company. The contract allows vacation benefits of one day of pay for every thirty days after the 120 day qualifying period for the first year, and two days of pay for every thirty for the second year.

Voting has started on the proposed constitution of the Marine Cooks and Stewards Union. The constitution, which is the result of more than two years of study, calls for more officers for each branch, revised voting, election and committee procedures, and initiates a broader appeal procedure for the greater protection of its members. All full book members in good standing have until the middle of June during which to vote.

USPHS Has Last Say On Duty Slip

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

Since the SIU of North America was established almost 19 years ago, it has progressed steadily to become—and remain—the largest single maritime force in the AFL-CIO today. Seamen, fishermen, harbor and marine craft workers of all kinds have flocked to the SINUA banner down through the years.

This week, the SIUNA convention in San Francisco again took a vigorous, forthright stand on the key issues confronting maritime. Though Harry Lundeberg was absent from the chair for the first time, his basic policies will continue to bring new gains to all segments of the membership and greater stability to the industry. "Steady as she goes" is still the watchword.

Foreign Ships First?

President Eisenhower's recent request for a \$25 million cut-back in Government ship construction subsidy funds again points up the paradoxical nature of the Administration's attitude toward the US merchant marine.

On the one hand, Government spokesmen frequently pay lip service to the idea of a strong merchant marine. On the other hand, the Government frequently takes steps which are detrimental to the existence of the merchant marine.

The Administration says the US should cut down its ship-building because there is no space in US shipyards. Yet foreign-flag ships, mostly tankers, are building here, and taking up a good many of the 77 ways now available. Construction of these foreign-flag ships has been approved by the Maritime Administration.

The situation doesn't seem to make much sense.

Progress Report

Dormant for years, the US shipping industry finally began to show some interest in new ventures about a year ago. Today, at long last, new ships and new enterprises are well beyond the talking stage. Some are already in operation.

One of the pioneers of this "renaissance" is the SIU-contracted Waterman-Pan-Atlantic Steamship Corp., which gambled its future on coastwise "piggyback" tankers, and expanded intercoastal services, and has apparently made it pay.

A government report just released shows that Pan-Atlantic's coastwise service almost doubled its 1955 fourth-quarter revenue in 1956. A huge 235 percent increase in intercoastal freight revenues was also rolled up for all of 1956. All of this has been done with no special Federal assistance and despite opposition from many segments of the industry.

Now P-A plans conversion of up to eight C-2 freighters into boxships, convinced that the lift-on or roll-on ship is the "comer" of the industry.

For seamen and the rest of maritime, this means there still is life in the old shipping business yet, but that prosperity lies ahead only for those willing to plan and try something new.

Safer Ship's Bridge Design Urged By MA

Spotlighting the current rash of ship collisions, Capt. Hewlett R. Bishop, Atlantic Coast director of the Maritime Administration, has called on the shipping industry to take a tip from today's automobile designs.

While car manufacturers are producing automobiles with less and less obstruction to open vision of the road, he said, ship designers seem "to lay awake nights thinking how they can put obstacles in the way of proper vision" from a ship's bridge.

He contended that the watch should be able to see from wing to wing through the wheelhouse "and be able to get to the opposite wing without having to hurdle telegraphs, repeaters, compasses, radar or log desks."

The MA official said the industry must learn some lessons from accidents in the past. "I think we have had our warning, and I believe the insurance men, safety engineers and especially the ship operators should endeavor to find out not only what is right, but what can be done about it," he pointed out. Lloyd's has listed a total of 6,110 ship collisions in the last six years, roughly three a day throughout the world.

Besides suggesting the design of an "uncluttered" bridge, he urged having a "distinctive colored light" fixed to ship whistles which would show up in daylight as well as at night, since whistle signals can't always be heard or distinguished from ship to ship. He also advised having ship's phones placed at the fore part of the wheelhouse so that the watch officer could use them without having to take his eyes off traffic.

At hearings on the Andrea

'Frisco Has Busy Period

SAN FRANCISCO—Good shipping has men in all seniority categories moving out of this port. In fact, during the last two weeks 44 class A men and 34 C cards shipped out as compared with 67 A and 19 C men for the prior period.

Ships calling included the Maiden Creek, Jean LaFitte, Wild Ranger (Waterman) and Steel Scientist (Isthmian) paying off while the Kyska, Jean LaFitte, Wild Ranger (Waterman) and the Steel Scientist signed on. The Hurricane Young America, Yaka (Waterman) and Jefferson City Victory (Victory) hit port to be serviced.

Seafarers In Action

Excellent work on the part of the galley force, reports ship's delegate Fred Ryder, has kept everyone aboard the Louisiana very happy. The crew extended their thanks to chief cook Vasser Szymanski, Kriess, baker, and Johnson, third cook. Many other reports state high praise for their steward departments. Among them were votes of thanks to the cooks of the Alcoa Puritan, Bradford Island, Olympic Games, Catharine, Royal Oak, Maiden Creek and the Gateway City.



Szymanski

Doria - Stockholm disaster, the Stockholm's 3rd mate testified that he had to turn his back to traffic to answer the telephone shortly before the collision last July. He also said he could not distinguish the Doria's whistle signals.

Better training in the use of radar equipment was also recommended by the MA official. Too much reliance on radar instead of careful adherence to the rules of the road has been suggested as a major cause of recent shipping mishaps.

Capt. Bishop spoke at a meeting of the marine section of the National Safety Council in New York last week.

Lakes SIU Nears Vote On Oreboats

DETROIT—The SIU Great Lakes District is planning renewal this spring of one of its biggest organizing campaigns in the past ten years.

District Secretary-Treasurer Fred Farnen said that special emphasis would be placed on four of the big Lakes companies—the Cleveland Cliffs Iron Co., the M. A. Hanna Co., Oglebay-Norton-Columbia Co., and the Kinsman Transit Co. Between them they operate a total of 52 ships, which at present are under a contract to the Lake Sailors Union, a company-dominated organization.

Late last year, SIU organizers had obtained a sufficient number of pledge cards to petition for election among these four companies. Hearings were held in Cleveland and the case was referred to NLRB headquarters in Washington. It is expected that the elections will take place sometime in May.

Balto Clarifies Ten-Day Rule

BALTIMORE—Seafarers in this area have been raising questions concerning the ten day rule on ships laying up. The issue came up over shipping a crew to the SS Losmar.

The rule is as follows: When men are called back within ten days and report to work on the tenth day, the men registered for the ships are entitled to go back. But if the company calls on the tenth day to report to work on the eleventh day, jobs will be open.

The post-strike shipping spurt seems to be leveling off in this area with only a slight increase in activities noted for the past two weeks.

There were ten vessels paying off, eight signing on and fourteen ships in-transit. The Fairland (Waterman); Chilore, Venore, Santore (Ore); Evelyn, Emilia (Bull); Winter Hill (Cities Service); Losmar, Seamar (Calmar), and Seastar (Traders) paid off while the Bethcoaster, Alamar (Calmar), Chilore, Fairland, Venore, Santore, Evelyn and Seastar signed on.

Turkey, Mexico Join Rush For US Ships

WASHINGTON—Turkey and Mexico are joining the stampede to extract ships from that bottomless well known as the US reserve fleet. Between them, they are seeking up to 19 of the 100 or so C1-MAV-1-type vessels laid up in Government anchorages.

Earlier this month, India moved to get a dozen Libertys, and Peru prepared to ask for some also. Senate resolutions authorizing the sales have been introduced in all cases except Peru so far.

Most of the proposed sales are grounded on the pledge that the ships purchased from the US would be used solely in the coastwise trade by the nations involved. Opponents of the giveaways have pointed out that any additions to the coastwise fleets of these countries would free other ships now in that trade to compete anywhere in the world.

Of further concern to maritime unions is the fact that each sale approved creates a precedent for more and more proposals to buy.

Past Sales

In the past, there have been proposals for ship sales to Ecuador, West Germany, the Philippines, Trieste, Brazil, Japan and South Korea. Brazil got the green light to buy 10 C-1s last year and South Korea has also obtained some under various foreign aid programs.

About 1,100 US ships were originally sold to foreign buyers under the 1946 Ship Sales Act. Periodic reopenings and amendments of the law have added considerably to that number, while the size of the US fleet has deteriorated appreciably since the end of World War II, through transfers, casualties and obsolescence. At the same time, foreign nations have been rebuilding—and modernizing—much of the time with US foreign aid funds.

There are about 2,000 ships of all types still in the reserve fleet.

On March 1, 1957, the privately-owned active fleet totalled 1,025 vessels and the Government-owned fleet included 95 more.

Tax 'Expert' Costs SIU Man \$629

Since this is income tax season, it is as good a time as any to bring up the sad tale of the Seafarer who got a \$629 bill from Internal Revenue.

It seems the Seafarer in question, who shall be nameless, has had a tax "expert" filling out his returns for him. Year by year, the expert managed to produce a refund, which undoubtedly made the Seafarer feel happy.

Then last week Internal Revenue tapped him on the shoulder and said "Brother, you owe us \$629, right now!" or words to that effect.

When the astonished Seafarer pleaded that his returns had been filled out by a tax "expert," Internal Revenue pointed out where the "expert" had made a slip. It seemed he had been putting the Seafarer's mother down as a dependent all these years and as the Seafarer explained, "My mother died back in 1931."

The same "expert" incidentally, had been pulling this scheme with quite a few other clients. Well, those refunds were good while they lasted.



While dad Nick Bechlvianis sails SIU, Marie, 3 (left), plays in native costume at home in Pasara, Greece. At right, Mrs. Salvatore Frank Jr. is with Harvey, 9, and Richard, 6, in Providence, R.I.

SIU Family Album



Family of Albert Velez (rear, with Samuel, 1) includes Edward, 6; Albert Jr., 8; Lucy, 4, and mom, with Maritza, 6 weeks. Right (top) is John Young's charmer, Linda, 1, in Mobile. Ejvind Sorensen's gal Denise, in Brooklyn, is 1 1/2.

British Talk Of Canals Via Israel

Some British spokesmen, feeling down at the mouth over Suez, are talking up a proposal to build a new canal which would bypass Egypt entirely.

The project would involve a passage via the Dead Sea and Jordan River then turning eastward through a fault in the Judean hills to the port of Acre.

The British shipping magazine, "Nautical Gazette" points out that the canal route was suggested about 100 years ago and actually considered by the British Government then but was dropped in favor of Suez. It was estimated at the time that a 25 mile ditch would have to be cut from Acre through to the Jordan to make the canal possible.

1,300-Foot Drop

The biggest drawback in the plan would be the fact that the canal would require locks since there is a 1,300-foot drop from the Mediterranean to the Dead Sea making the whole business a very costly operation. However, as the British magazine puts it, "this final obstacle could be quickly solved with the aid of American dollars and sterling."

Possibly a more realistic point of view was taken by the Suez Canal Company whose spokesman remarked, "technical difficulties and the considerable cost price which they would involve, apparently render unlikely the realization of such a canal in the near future."

A "more-likely-to-succeed" project is the one calling for construction of a new pipeline through Iraq and Turkey, terminating at Iskenderun. The pipeline, of course, would not solve the dry cargo problems.

LABOR ROUND-UP

The 1957 AFL-CIO Union Industries Show will be staged at the Municipal Auditorium in Kansas City May 16-21. The exhibition will feature displays from many AFL-CIO national and international unions. Expert craftsmen will introduce visitors to the potters wheel, bricklaying, glass blowing and many other specialized techniques. The show is sponsored by the Union Label and Service Trades Department.

An emergency fact finding panel has recommended a three-year 26.5 cents increase for railroad employees. The panel, called in an attempt to prevent a nationwide rail strike, made its recommendation to Federal mediators after 18 of the 21 rail unions involved accepted its findings. It is hoped that the acceptance of the agreement will set a pattern in the transportation industry.

Labor Secretary James P. Mitchell announced that the administration has pledged its support to the building trades' proposal for revision of the Taft-Hartley Act. The amendment, agreed to by labor and management, would legalize trust funds jointly administered by employer and union for apprenticeship and training programs, allow union bargaining with groups of employers, and put into effect "pre-hire" agreements in the construction industry.

A proposal for the merger of the four unions in the glass industry into one international was overwhelmingly adopted by the 627 delegates to the Glass Bottle Blowers Association at their 61st annual convention. The consolidation would unite some 150,000 persons in the industry under one union.

and Paperworkers Union has voted unanimously "to hold open the door for further unity of paper industry workers through consolidation of existing trade unions" and authorized its executive board to undertake a merger of the many unions in the industry. The UPP, itself a merger of the Brotherhood of Paper Makers and the United Paperworkers, opened its membership drive at a constitutional convention in Chicago.

SEAFARERS

Sea Chest
NOW IN BOTH

NEW YORK-BALTIMORE



675-4th AVE. 1216 E. BALT.
BROOKLYN BALTIMORE

The new United Papermakers

See Tankship Shortage Continuing Into 1958

WASHINGTON—The current shortage of ocean-going tankers is expected to last at least another year, assuring a steady high rate in tanker profits.

A forecast by the board chairman of Socony Mobil Oil indicated a continuing tanker pinch no matter when the Suez Canal reopens, since the key Iraq-Mediterranean pipeline won't be back in full operation for 12 more months. It is operating at little more than a third of capacity right now.

At the same time, oil industry officials testifying before a Senate

anti-monopoly committee continued patting themselves on the back for "a pretty good job" in moving oil to Europe while Suez is closed down. The Socony executive estimated that Europe was getting 88 percent of its normal oil deliveries under the emergency program set up by US companies.

Hints At Tanker Profits

A measure of the rate of oil and tanker profits was hinted in testimony by an official of the Arabian American Oil Company (Aramco). He said Aramco would be paying \$280 million to Saudi Arabia in taxes and royalties covering its \$750 million in gross income from operations last year.

The US Treasury, however, will net a meager \$280,000 in income taxes from Aramco for 1956. The official defended this by pointing out that Aramco's parent companies would pay about \$100 million in US taxes for last year. Senate investigators are expected to look into the situation very closely.

Aramco was formed by Standard Oil of California, the Texas Company, Standard of New Jersey and Socony Mobil to handle operations under a special oil treaty with Saudi Arabia.

Notify Union About Sick Men

Ship's delegates are urged to notify the Union immediately when a shipmate is taken off the vessel in any port because of illness or injury. Delegates should not wait until they send in the ship's minutes but should handle the matter in a separate communication, so that the Union can determine in what manner it can aid the brother.

It would also be helpful if the full name, rating and book number was sent in. Address these notifications to Welfare Services at headquarters.

Hiring Hall Draws Attention



SIU Assistant Secretary-Treasurer Eddie Mooney (2nd from right) discusses operations at headquarters with some European unionists visiting the hall on tour sponsored by US Labor Department. The 14 men and women in the group represented seamen, transport and production workers in eight countries. Hiring hall was chief source of interest.

Budget Slash Slows Start On New Ships

WASHINGTON—A \$25.5 million cut in the Government's request for new ship construction funds has been recommended by President Eisenhower. One of the reasons for the recommendation is that US yards are currently full up on shipbuilding—and some of that construction is for the runaway flags.

In an amendment to next year's budget estimate the President asked Congress to slash the Maritime Administration's request for construction subsidy funds from \$120 million to \$94.5 million, and to transfer the difference to the Civil Aeronautics Administration for new navigation equipment.

Eisenhower based his recommendations on the "heavy demands for labor and equipment in the shipbuilding industry," which is short of steel and almost solidly booked with orders to construct tankers to replace ships transferred to foreign flags. The yards are also building a number of tankers for foreign registry.

The President's request is almost certain to cut the number of

contracts for ship construction that the Government will sign this year. Originally the MA had planned to provide construction subsidies on 22 ships. Most of the vessels would be built for subsidized operators, but a number were slated for unsubsidized lines.

Politicos Hold La. Spotlight

LAKE CHARLES — Seafarers on the beach here, reports Port Agent Leroy Clarke, are well entertained by the coming elections and the speeches by the candidates who are very busy "telling how good they are."

And 'tis remarkable that they talk most who have the least to say.

—Prior, Alma II

On the shipping front, job calls fell off for the past period. Ten ships pulled into port to be serviced. They were the Government Camp, Chiwawa, CS Miami, Bradford Island, CS Norfolk, Bents Fort (Cities Service); Val Chem (Valentine); Andrew Jackson (Waterman); Pan Oceanic Transporter (Penn.) and the Margaret Brown (Bloomfield), all reported in good shape.

The membership in this port was sorry to hear of the passing away of Brother Shirley Poole, in the Galveston USPHS Hospital on March 14th. Poole sailed in the deck department.

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.

Shipping Round-Up & Forecast

March 6 Through March 19

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	9	2	6	6	6	0	21	6	29
New York	59	21	45	17	48	9	152	47	199
Philadelphia	29	7	23	7	11	4	63	18	81
Baltimore	51	12	29	10	21	11	101	33	134
Norfolk	8	11	4	16	6	8	18	35	53
Savannah	7	4	8	1	6	2	21	7	28
Tampa	6	1	3	5	15	3	24	9	33
Mobile	30	4	26	4	17	3	73	11	84
New Orleans	48	11	36	14	56	13	140	38	178
Lake Charles	9	8	14	7	7	4	30	19	49
Houston	26	10	21	10	18	3	65	23	88
Wilmington	14	8	8	7	10	4	32	19	51
San Francisco	33	14	27	13	28	13	88	40	128
Seattle	18	11	15	17	9	8	42	36	78
Total	347	124	265	134	258	85	870	343	1213

Port	Shipped						Total A	Total B	Total C	Total Ship.			
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C							
Boston	1	0	0	1	1	0	0	2	1	0	3		
New York	52	14	8	45	15	10	35	12	6	132	41	24	197
Philadelphia	22	5	2	9	7	4	7	1	0	38	13	6	57
Baltimore	54	7	2	20	9	5	22	10	1	96	26	8	130
Norfolk	6	9	4	5	10	1	0	2	0	11	21	5	37
Savannah	4	1	1	1	2	1	1	1	0	6	4	2	12
Tampa	13	2	4	5	0	3	10	1	5	28	3	12	43
Mobile	29	6	5	18	4	12	19	4	6	66	14	23	103
New Orleans	48	4	4	44	8	4	50	10	5	142	22	13	177
Lake Charles	8	3	0	8	6	0	7	1	0	23	10	0	33
Houston	22	11	1	25	5	4	5	4	3	52	20	8	80
Wilmington	0	0	0	7	6	2	0	1	1	7	7	3	17
San Francisco	22	13	16	12	13	10	10	6	8	44	32	34	110
Seattle	13	12	7	15	7	7	5	9	5	33	28	19	80
Total	294	87	54	215	93	63	171	62	40	680	242	157	1079

SIU job activity fell off again during the last two weeks as the shipping figures reflected a temporary seasonal lull. The total number of jobs dispatched was 1,079; registration, 1,213, declined also.

The drop emphasizes the mounting effect of ship transfers in recent weeks, while the rate of breakouts from the reserve fleet has been less than anticipated. Falling charter rates in the past month has also meant less hectic ship activity than was evident throughout the fall and winter. With the official arrival of spring, the rates have begun to come around again, however.

Tankers will continue to be busy regardless of the expected early reopening of the Suez Canal, since oil stockpiles in Europe are low and need constant replenishment. Coal and surplus grain cargoes are also still moving in quantity.

All ports with the exception of Tampa, Mobile, New Orleans and San Francisco were affected by the slow-up. The three Gulf ports showed increases, and the Golden Gate City held the same comfortable job level as before. New Orleans had been slow for weeks previously, but seems busy again.

Class A Jobs Rise

The boxscore by seniority groups showed class A accounting for 63 percent of the total jobs, class B for 22 percent and class C, 15 percent. Percentage-wise, more A and B men took jobs this period than the last one, as the class C proportion dropped three points. This points up the advantages of the seniority hiring system, which gives the professional seaman first call on jobs at all times, especially when shipping slows up.

Here is the forecast port by port:

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

US Wage-Hour Benefits Urged For All Seamen

WASHINGTON—Federal legislation to include US seamen in the minimum wage and maximum hours provisions of the Fair Labor Standards Act has won support from the SIU and other marine unions.

Such a bill, introduced in February by Senator Wayne Morse, is now pending in the Senate and is under fire from shippers' groups, including American Merchant Marine Institute and the Pacific Maritime Association, which is the collective bargaining unit for US-flag operators on the West Coast.

The shippers maintain that present collective bargaining agreements provide US seamen with better wage-and-hour conditions than the law calls for, and that seamen therefore should continue to remain exempt from the provisions of the Federal act of 1938.

Supporters of the bill, while agreeing that collective bargaining agreements have bettered the wage and hour provisions of the Federal law, point out that this situation is true only for organized deep sea sailors.

Many unorganized seamen on harbor craft and in certain sections of the coastwise trade, as well as allied workers in shoreside establishments, are still obliged to work under substandard wage-and-hour conditions even though they may be skilled or semi-skilled.

On many non-union harbor craft, for example, there are situations existing where men work a spread of as much as 80 hours a week at a flat salary that comes out to far less than the \$1 minimum plus overtime provisions of the Fair

Labor Standards Act. Some of these operations are now under organization by the SIU's Harbor and Inland Waterways Division in various ports on the Atlantic and Gulf coasts.

Topa Topa Is Autumn Song

The secret is out on the Topa Topa. About the name of the ship at least. "Sea Notes," the Waterman-Pan-Atlantic publication, reports that Topa Topa is American Indian (language unspecified) for "falling leaves."

Mrs. Woodrow Wilson was responsible for the Indian tag on this and several other Waterman ships when the original vessels were built after World War I. Other Indian-named Waterman ships are the Kyska, Madaket, Wacosta and Yaka.

Of course the present C-2s are the second generation Topa Topas, etc., since German torpedoes and bombs disposed of the original fleet of post World-War I ships during the years of World War II.

"Sea Notes" says nobody yet has come up with the meaning of Yaka, but one thing seems certain. It was not named for the yackety-yak of any sea lawyers who might have trod her decks.

MEET YOUR OLD SHIP MATES AT THE SIU'S OWN

Port O'Call

IN THE BALTIMORE AND N.Y. HALLS, SWAP YARNS AND WATCH THE FIGHTS ON TV. NEW LOW PRICES AND YOU'RE ALWAYS WELCOME HERE AT YOUR OWN PLACE. OWNED AND OPERATED BY THE SEAFARERS INTL UNION-A&G-AFL

LOG-A-RHYTHM:

Sea Stores

By William Willdridge

Sometimes I stop and wonder
What kind of life there would be,
If we could explore,
From shore to shore,
The place they call the sea.

She must hold things of beauty
Silks and diamonds and pearls,
Too bad she cannot show the way
To the jewels she could unfurl.
Many ships have gone down in
that vast space,
Great galleons laden with gold,
And fortunes in laces and spices
From pirates' loot of old.

Yes, the sea could tell us many
tales,

Of great men who lie in her wake,
Men who vowed to conquer her
Trying to make a stake.

But when she gets her anger up
And some may try to mock her,
For anyone who is in her path
It's down to Neptune's locker.

Yet when things are in her favor
You can note as you look beyond,
She'll remind you of a quiet lake
Or a large stillwater pond.

Perhaps someday, not too far off,
Wise men will find the key
That can open up the secrets
Of that place they call the sea.

Til then,
Leave well enough alone, I'd say
Let her waters roll on free
As long as she will treat me right
Why I'll just let her be.

For time will tell, in future years
And when they'll bury me,
I'll get my chance to know, for
sure,
The secrets in the sea.

They're Having A Ball



Relaxing on the Alcoa Runner during shipboard party (l to r) are Seafarers George John, Sidney Bernstein and Pete Gusman. The boys look about ready for the floor show to begin.

Challenges All Comers
On Dinner Or Diamond

A challenge to all comers on land and sea—on the baseball diamond or behind the cooking range—has been issued by the rejuvenated Alcoa Corsair.

According to Maurice "Duke" Duet, the ship is back running smoothly after one trip "to get the wrinkles out" following a three-month lay-up for repairs. An engine room fire killed one engineer and injured 11 SIU crewmen in New Orleans last October.

"Everything on board is now very much in Seafarers-style, brothers. You will have to go far to find a

better, more united ship," he says. The double-barrelled challenge arises as an after-thought, because Duet's main purpose in writing apparently was to applaud the feats of the galley staff. But since he has played with and managed several championship ship's nines, he can be pardoned his exuberance and interest in the baseball department.

On the culinary end, he says, "I'm sure many Seafarers have seen some items I've written to the LOG about galley greats like Bob Wells, Paul Carter, Bill Varn and others. Well, brothers, we have a few more here on the Corsair who belong in this category, such as Frank Palmer, John Hals, Billy Wells, James Prestwood and Bill Niheim. I've yet to see any men who can compete with these chefs.

"This is a challenge to any restaurant or hotel in the U.S. Our cooks are also willing to teach or compare . . . I would also like to remind one and all that our ship is getting up a baseball team for the coming season in Mobile and New Orleans. Anyone who desires to play us can contact our ship's delegate and we will try to accommodate them."

Bride At 18



That "little girl" whom shipmates of Henry C. Wirtz have met from time to time has come a long way, says her proud dad. Now 18, Janet is shown marching back up the aisle with her husband after their wedding in Pittsburgh recently. Wirtz is now on the Chiwawa.

Says Del Campo Shapes Up Fine

To the Editor:

I've just returned from a trip to South America on the Del Campo. Since she has been raked over the coals right heartily recently in the hall as well as in the LOG, I thought you might be interested in some fresh news on the subject.

I had heard so many unpleasant rumors about the ship's personnel in general and the steward in particular that I actually

running very high, but the cash and draws are at the limit, so the banker is pulling his hair and is beginning to talk to himself.

We have a very good skipper, Capt. Peter T. Bamberg, who is known by many Seafarers, and we of the Ivy want to thank him for his consideration. The same goes for the rest of the licensed personnel. A vote of thanks to Fred Lamb, the radio operator, for his cooperation in handling radi messages for the brothers. We are looking forward to a happy voyage, unless some of these homesick short-trippers from New Orleans figure they have to rush back to check what the other men are doing and to see the sights on Bourbon Street.

Alex A. Andershak
Bob Elliott

Three decorative symbols

Lauds Kindness On Steel Rover

To the Editor:

My husband has been a member of the SIU, which he considers the best union, for several years. I'd like to express my appreciation for the SIU also.

After a severe heart attack, my husband was taken off the Steel Rover in Honolulu Oct. 17, and taken to Tripler Hospital, where he received wonderful care. He is now at home and is an out-patient at the marine hospital in New Orleans.

Your welfare man at the New Orleans hall, Bill Fredericks, was so very courteous and showed me much consideration at this time that I am at a loss for words to express my gratitude.

We likewise appreciate the kindness of the captain and chief officer for the consideration they showed my husband at the time of his illness. I also want to thank the two shipmates who helped the chief officer take my husband's gear off the ship when it came back to New Orleans. He was still at Tripler Hospital at this time.

Mrs. Benjamin Parkinson

Three decorative symbols

Are High Prices A Phantom, Too?

To the Editor:

In reference to an item in the LOG of January 4, 1957, regarding the "extreme high prices" charged to the crew of the SS Margaret Brown by the Economical Laundry in Rotterdam I beg to inform the Seafarers that there is no such laundry in Rotterdam.

The undersigned boarded the ship when 1957 was only 20 minutes old and remained on board as watchman until the ship sailed. Please permit me to express my gratitude for the excellent meals served. They were in true SIU style.

L. Pleysler

Three decorative symbols

Family Thanks Arickaree Gang

To the Editor:

The family of the late Annie L. McCarthy wishes to express its deepest gratitude to the crewmembers of the SS Arickaree for the flowers sent to her services.

Mrs. McCarthy's son, John, was a cook on this vessel, and was notified of his mother's death while the ship was paying off in Providence. He left the ship to return home and it was then that the crew donated money for the flowers.

James Sheehan
Boston Port Agent

Ivy's Straying Far From Home

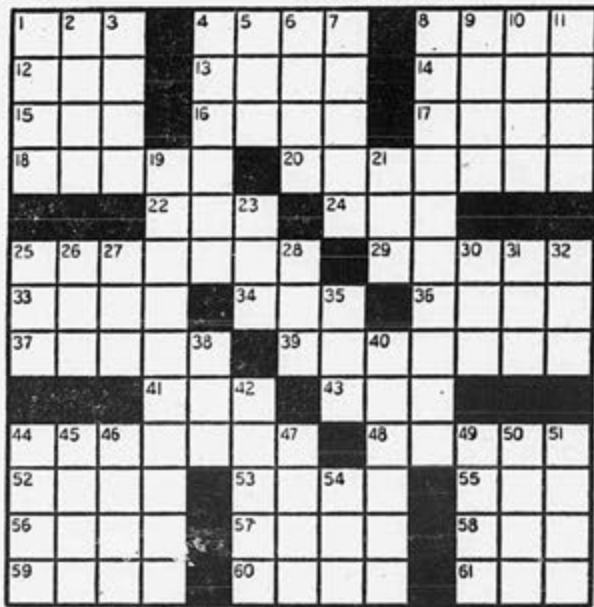
To the Editor:

For the information of yourself and the rest of the brothers, this rust bucket is on its way to the Persian Gulf-Japan run as far as we can learn at the time.

We have quite a few Gulf boys aboard as we signed on in New Orleans for the European trip. Although most of us figured the ship would be back in the Gulf in about six weeks, times have changed and now it looks like these short-trippers will be long trippers for quite a while. The articles are for nine months anywhere in the world. The jawbone poker game is

THE SEAFARERS PUZZLE

- ACROSS
1. Part of a ship
4. Saint - Rocks, off Brazil
8. Gulf of Indian Ocean
12. Go astray
13. Part of church
14. Bird of peace
15. Bull ship
16. Funny look
17. Region
18. Cancel
20. Not active
22. A number
24. Ceylon export
25. Taken down a peg
29. Shoot from ambush
33. Above
34. Got the best of
36. Ripped
37. Classic language
39. Grumbled
41. Objective
43. Make leather
44. Wander
48. Above sea -
52. One opposed
53. Source of the Blue Nile
55. Be in debt
56. Natives of
57. Man's name
58. Meadow
59. Hearth for birds
60. Value
61. Bird seen at sea
DOWN
1. Part of an Eastern church
2. North African port
21. Things, in law
23. Fresh
25. Dalmatia: Abbr.
26. Greek letter
27. Bon -
28. Kind of beetle
30. Charged particle
31. Before: prefix
32. Land's - England
35. After taxes
38. Make a nest
40. King's home
42. It's more than a yard -
44. Spanish -
45. Part of a shield
46. The sweetsop
47. - avis
49. Burrowing animal
50. Serving cup
51. Thin
54. Louse egg
Answer On Page 14



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

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

(Print Information)

NAME

STREET ADDRESS

CITY ZONE STATE

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

ADDRESS

CITY ZONE STATE

STEELE AGE (Isthmian), Jan. 5—Chairman, F. Carpenter; Secretary, M. Burns. Cut down noise. Lockers to be kept locked in port. Pantry and library keys to be held by Gangway watch. More fresh fruit. Not enough baking. Watch the drinking.

COE VICTORY (Victory Carriers), Feb. 10—Chairman, N. Leone; Secretary, G. Hargimisis. Something should be done about the mail situation they do not forward it when vessel has change of orders. Mail could have been forwarded to Yokohama, Japan, but agent thinks it is too much trouble. Request that headquarters look into this.

WILD RANGER (Waterman), Feb. 3—Chairman, S. Anderson; Secretary, D. Ruddy. Suggest individual wooden lockers for each deck hands gear, be installed in lower starboard pass-

presently worked out to be mailed to headquarters by ship delegate.

MONARCH OF THE SEAS (Waterman), Feb. 24—Chairman, Thomas H. Sanchez; Secretary, J. Stewart. Boarding patrolman to check all books and permits for \$20 assessments. Motion made to redact union meetings at 3:00 pm and 6:30 pm.

CHILORE (Ore Nav. Corp.), Feb. 23—Chairman, W. Messenger; Secretary, A. Nash. Discussion made on keeping dirty clothes out of drying rooms. New cups needed, also new coffee pot for night pantry. Shortages of dishes and glasses throughout ship.

ALCOA PLANTER (Alcoa), Oct. 14—Chairman, J. Mehalou; Secretary, H. Solak. All crew members to be aboard one hour before sailing time. Payoff not necessarily in Mobile. Ships' fund \$4.18. Several hours disputed overtime. Report accepted. Anyone paying off to give captain 24 hours notice so ship will not sail short-handed. Sailing board to be displayed more prominently. Coffee urn leaks. Ship to be fumigated. Question as to edible meat purchased in Trinidad. Steward to supervise cooking and menus; variety of foods. To use powdered milk when fresh milk runs out. Recreation room to be kept clean.

RAYVAH (Ships & Freights), Dec. 22—Chairman, J. McElroy; Secretary, J. McElroy. New delegate elected. Members cautioned about drinking. Ship's fund \$18.23. 52 books, checker board pinocchle board, new volume control for messroom speaker purchased. Report accepted. Discussion on salty drinking water. Situation remedied. Crew reminded of French customs regarding cigarettes. Peddlers to be kept off ship.

OCEAN JOYCE (Ocean Trans.), Feb. 24—Chairman, Bruce Hubbard; Secretary, C. H. Andrews. Lack of cooperation from chief engineer. New delegate elected. Entire crew was asked to help keep messhall and pantry clean.

MAIDEN CREEK (Waterman), March 3—Chairman, W. J. Brown; Secretary, A. Packert. Fire alarm to be fixed in engine room. A ringer is needed for washing machine. Request that all men who are leaving the ship to leave their rooms in a clean condition.

STEEL CHEMIST (Isthmian), Feb. 22—Chairman, J. Norgaard; Secretary, W. L. Gillespie. Night lunch is very bad. Stores put aboard ship were not enough for this long voyage. Captain has rationed cigarettes to one carton a week per man. Be properly dressed when entering messhall or pantry.

SUZANNE (Bull), Feb. 10—Chairman, M. Barton; Secretary, R. Prota. General complaint that no LOGs or hdqrs. reports were received on this voyage.

ROBIN MOWBRAY (Seas Shipping), Feb. 24—Chairman, N. S. Turey; Secretary, A. Goncalves. One member complained about too much noise in morning. Clean washing machine after using. No drinking aboard ship.

CITY OF ALMA (Waterman), Feb. 19—Chairman, A. Sirignano; Secretary, J. Dyer. Steward should provide soap for all departments. 1st Asst. engineer has been issuing Rinso to licensed personnel while crew received inferior brand. Flush toilets after using. Also do not place beer cans and trash in the commodes.

ALCOA PURITAN (Alcoa), Feb. 22—Chairman, L. Larkin; Secretary, J. Byrne. Bosun asked delegate to see the chief mate with regard to having door of toilet reversed, so it would not knock out an eye of someone.

TRANSATLANTIC (Pacific Water.), March 2—Chairman, T. Muncie; Secretary, A. Bergline. Too much noise in messhall at night. All card playing should be played in recreation room. Sanitary gear should be put in locker after using.

BEATRICE (Bull), Jan. 27—Chairman, A. Ferrara; Secretary, P. Dunphy. New delegate elected. Silverware being taken in port. Pantry to be sprayed for roaches.

ARICKAREE (USPC), Feb. 10—Chairman, S. Cieslak; Secretary, G. Faircloth. Request to repair door locks, shelves in lockers need painting, washing machine needs repairs.

MANKATO VICTORY (Victory Carriers), March 3—Chairman, J. Meehan; Secretary, J. A. Long. Beef with chief mate: Makes accusations about some of the men. Threatens to fire them. Suddenly changes his mind and claims he was not serious. New delegate elected. Liverpool to Norfolk via Iceland—10 hours through pack ice. Some chunks very thick also sighted icebergs. SIU crew still afloat. Wiper is to clean laundry, OS to clean recreation room.

DOROTHY (Bull), March 3—Chairman, A. Byornsson; Secretary, A. Fedele. Meeting held for better supply of food. Patrolmen to see captain about soups in the mess room, recreation room and crew pantry.

JEAN LAFITTE (Waterman), March 3—Chairman, M. Deland; Secretary, F. Amora. Five crew members missed ship in Yokosuka. Recreation room should be cleaned by wipers and OS. Water is sometime steaming and sometime too cold.

LAKE GEORGE (USPC), Feb. 24—Chairman, H. Buckner; Secretary, J. Breen. Baker to get on the ball. Chief engineer won't do electric work. Mates smoking on wing of bridge. Lockers to be repaired.

Digest Of SIU Ship Meetings

ageway. Everybody asked to do their share in keep messroom clean and keep natives out of crew quarters.

BRADFORD ISLAND (Cities Service), Feb. 9—Chairman, J. Parker; Secretary, M. McNabb Jr. Request that more jams, jellies and sauces be available on messhall tables

STEEL RECORDER (Isthmian), Jan. 20—Chairman, J. Thompson; Secretary, A. Harrington. Ran out of lava soap. Hospital needs new mattresses, (preferable innerspring). Ship is in bad need of silverware, dishes and glasses. Feb. 10—Chairman, D. Zwicker; Secretary, V. La Barrere. Request LOGS be sent more frequently. Request to baker to make pies instead of cobblers.

FORT BRIDGER (USPC), Feb. 2—Chairman, B. Harrison; Secretary, J. Haynes. Brothers warned that Senegalese money is not good in France, also about carrying stories to bridge and smoking in prohibited areas.

ALCOA POINTER (Alcoa), Feb. 10—Chairman, Daniel Butts; Secretary, Canonizado. All members have equal right and privileges even the B and C men while on board ship, no discriminating. All lockers removed and replaced by new ones.

ROBIN LOCKSLEY (Robin Line), Feb. 17—Chairman, R. Charrelin; Secretary, M. Sterne. Suggestion patrolman should clarify type of transportation repatriated SIU seaman should receive. Steward suggest all repairs should be listed. Brothers paying-off should strip bunks.

GOVERNMENT CAMP (Cities Service), Feb. 12—Chairman, W. Thompson; Secretary, John Smith. Ship delegate to write Joe Algina about recreation room.

Jan. 7—Chairman, J. Higgins; Secretary, N. R. Thomson. Ship's been painted and all hands urged to keep it clean. Motion to hold Union meeting at sea or in port once a month.

MARORE (Ore Navigation), Feb. 18—Chairman, T. Yablonsky; Secretary, D. Carey. Need crank handles for lift boats. Need focsles fumigated, or DDT bombs.

ROYAL OAK (Cities Service), Jan. 27—Chairman, Walter Beyeler; Secretary, Dan Beard. General discussion on the lack of necessary repairs and unsafe conditions. Engine department not satisfied with sanitary work.

Feb. 17—Chairman, W. Beyeler; Secretary, Dan Beard. Captain says he will give watertight doors a hose test. Deadlights will be installed, gas masks will be in shelter deck. The pump-room will be adjusted to suit the pumpmen. He will personally inspect any work areas thought unsafe before work begins. \$7.62 in ships fund.

ORION CLIPPER (Orion), Feb. 10—Chairman, H. Braunstein; Secretary, E. Manuel. One man was hospitalized in Okinawa, 3 men short. Two men logged. No shore leave time at Bahrain. The captain and the mate say that the deck dept's is goofing off during working hours and are not producing at all. As deck delegate I want to report that we have gone overboard to get along with these two, but have been unsuccessful. Also I think the dept's has been doing a very good job and will continue to do so until the pay off.

ALCOA CORSAIR (Alcoa), Feb. 10—Chairman, M. Tecestello; Secretary, J. Nelson. Ship doctor invited with membership agreeing, to explain what to do in case of emergencies. The doctor also gave very interesting talks on first aid and what to do till the doctor arrives, what to do in case of broken bones, etc., cuts etc. Talk well received.

ALICE BROWN (Bloomfield), Feb. 9—Chairman, T. Fleming; Secretary, E. W. Carter. Motion to provide a blood bank for seamen by contributions of one pint yearly by SIU members. A letter covering all details as

Nice Work



There's plenty of good fishing on the intercoastal run, and the gang on the Texmar misses no opportunity to make the most of it, say Mickey Harris (left) and Ken Adams.

"The Sky Is Falling," Said Henny-Penny . . .

But Everyone Has Good Appetite, Says Steward

Reducing a series of different items to one common denominator is one way to put things in order.

You take one-half a banana, two-thirds of a pineapple, a quarter of an apple and three-eighths of a mango, and you have the beginnings of a fruit salad along with a mathematical mumbo-jumbo.

Aboard the Seacloud, at least, the system is about the same. "There have been three trips on here, all noteworthy," says our correspondent. "On the first one, we had to replace our number two lifeboat, and the ventilators supplying the storerooms with air cracked up. This resulted in flooded store spaces.

"Voyage number two we had about \$20,000 worth of repairs,

partly from storm damage. It also took us 26 days to get from Amsterdam to Baltimore. Now, so far this trip, the number one lifeboat has been smashed up and the depth sounder was torn loose from its moorings.

"But everyone has a good appetite though," says Steward Guy G. Gage right at the end of this report, and that would seem to make all things come out okay.

"Anyway, there certainly are no casualties in the chow-up department," adds reporter Samuel G. Hudgins. "We are still ringing the bell with George Wolf as chief cook, Joe St. Marie as baker and Gene Stinehelfer as 3rd cook. The messmen and pantrymen are helping by doing a fine job."



Wolf

Going To Japan? Bring Your Dictionary Along

A well-thumbed Japanese-English pocket dictionary is becoming standard equipment in the foc'sles these days, says Robert N. Walton on the Afoundria.

"The amount of shipping to Japan seems to have decreased in the last year or so and you don't find so many of the younger girls speaking English. The dictionary has become a 'must' when you go ashore," he points out.

A more hopeful note (for whom?) is that "Korea is really getting

For a rebuttal of this boost for the Far East run, see Page 14.

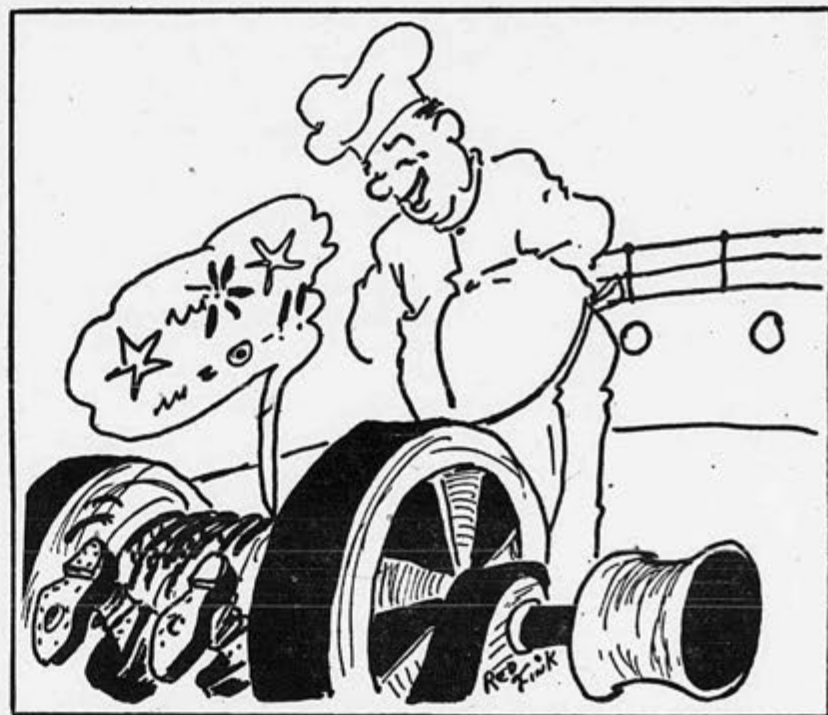
Americanized. The gals are getting better with each passing trip . . . After we hit three ports in a row in Japan and spent a total of only 30 hours' time, it was sort of a relief to spend a little longer in Korea, even though we had ten days at Inchon and only one in Pusan."

Pusan rates a little higher than Inchon for the quantity of diversions.

He ends with the comment that "the only guys who make it tough for the seamen are the GIs, who get paid once a month and go wild for a few days each time." Aw, so what, fellas. Think what they can accomplish in a few days . . .

'Sea-Spray'

—By Seafarer Robert 'Red' Fink



"Wot happened? You beat the bosun at cribbage again . . .?"

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Alexander Marter



Galley gang, like turkey, looks worse for wear after a big dinner on the Marymar, but there certainly was no complaint about the chow. Pictured (l to r) are Simon Chaban, baker; Albert Richards, steward; Jose Pacheco, chief cook, and T. Tolley, 3rd cook. Arthur H. Thompson sent in the photo by way of thanking steward department for its good work.

Backs 'Coastal Ports— Sees FE Run Overrated

The food and fishing are not the only interesting diversions on the Calmar intercoastal run, according to Seafarer Bill Clegg who's been ship's delegate for two trips.

After a five-year spell of shipping from the West Coast, Clegg concedes that he "had been under the impression the Orient run was the romance run of them all." But with only two voyages on the Marymar under his belt, Clegg says the Far East run is just plain over-rated. "I don't want you to get the idea that I'm a Calmar stiff, either," he comments. "This is the first Calmar ship I've been on since 1948."

'See America First'

Backing up his view that the "see-America-first" routine provides the best opportunities for amatory advancement, he cites the case of two shipmates "who have two of the Northwest country belles meeting them in all the ports we make up thataway. I can't understand it, but they won't let me in on the secret . . ."

Meanwhile, he adds, "all this port time is costing me plenty. You should see my draws for the trip . . . To give you an idea, last time

we were in Baltimore I went ashore with a few oldtimers, Scotty and Larry. Well, they, being good shipmates, introduced me to one of the local belles. So what happens? After about two hours and \$50 later (for liquor), Larry and the babe take off and I go back to the ship.

"The next day I see Larry and tell him he owes me 25 bucks. After all, since it was his girl and she did drink up \$50 of my coin, don't you think he should at least split the cost with me . . . ? As I said before, this run is just too much."

Clegg is now looking forward to a speedy return to Los Angeles and San Francisco. "They're the greatest," he says.

What's In An Egg?

After sailing as a cook for 15 years and having broken open countless cases of eggs, C. Dowling on the Del Mar has come up with a real winner. "Believe it or not, on the morning of Feb. 17, 1957, while breaking eggs for breakfast, I found one that had another egg complete with shell inside it. The inner egg was about one inch in diameter and an inch and three-quarters long. Have seen many with double yolks but never one like this." A careful reporter even over the breakfast cooking, Dowling added: "Unable to get picture . . ." Okay, but how did it taste?

Puzzle Answer

BOW	PAUL	ADEN
ERR	APSE	DOVE
MAE	LEER	AREA
ANNUL	DORMANT	
	TEN	TEA
DEMOTED	SNIPE	
ATOP	WON	TORN
LATIN	REPINED	
	AIM	TAN
MEANDER	LEVEL	
ANTI	TANA	OWE
ITES	ERIC	LEA
NEST	RATE	ERN

Warns Against Bad Loan Risks

To the Editor:

Now while I'm waiting to ship out would be an appropriate time to warn the brotherhood of certain characters. They put the bite on you for a loan, no matter what the amount, and then conveniently (for them) "forget" to pay it back at the time mutually agreed upon.

I had this happen to me twice, both times by well-known

operating with us on this problem and his assistance helped relieve a great financial burden. I am deeply grateful. Thank God she's well now.

Thomas F. Keller

§ § §

Thanks Donors For Blood Gift

To the Editor:

I would like it very much if you would print this thank-you letter for my wife and I concerning the great services rendered us by the crew of the Florida State last January while my wife was taken to the hospital.

My wife had given birth to a baby girl on December 17. After leaving the hospital she was home two weeks, then had a hemorrhage and lost almost all of her blood. She was quite weak on arrival at the hospital and had to have eight pints of blood.

Next morning I went down to the ship. Before I could even get off the gangway and had a chance to speak, Don Wagner, the gangway watch, wanted to know if she needed blood.

Well, I went up to see the captain and he said the whole ship could take off after dinner

members (notice I do not refer to them as brothers, for obvious reasons) who were supposedly in good standing. Naturally, in my estimation, and I'm sure I speak for all the rest of the brothers, these men are abusing the privilege of borrowing between Union brothers by not meeting their obligations.

They may be likened to the hitchhiker who is picked up along the highway and then attacks, overpowers and victimizes his benefactor.

What they don't seem to care about is the fact that other brothers whose intentions to fulfill their obligations are sincere and who find themselves in need of aid will be the real sufferers in the long run.

We have a good welfare plan set-up and there is no excuse anymore for borrowing between the brothers. I know that no good can come of this sort of thing. I don't care so much for the money I lost in the transactions, as I know I am well rid of these false so-called "brothers" who would pull a petty confidence scheme (that's what it amounts to, anyway) on a sincere Union brother.

I can also assure them that in time they'll hang themselves as do all phoney who try to victimize the poor slob who comes by his money honestly, and meets his obligations to the rest of his Union brothers.

C. L. Cousins

§ § §

Welfare Assist Is Appreciated

To the Editor:

May I take this opportunity to express my thanks to Bill Fredericks of the SIU welfare department in New Orleans for the interest he showed during my mother's recent illness.

He was very gracious in co-



Well again, Seafarer and Mrs. George Stanley hail shipmates.

as long as there was one man left for the gangway watch. Every man responded and offered to give blood, including topside.

I have never sailed with such a sincere crew before. When a shipmate is in trouble they really come to the rescue. We will never be able to thank them enough as long as we live but I hope someday, somewhere we will ship together again.

I'm now in the VA Hospital, Coral Gables, Fla., and in a couple of weeks hope to head for home in Maine. I won't be able to work for a couple of months due to a liver infection but if any of the SIU brothers get up to Maine this summer, they're urged to stop in and say hello. We're in Harrington, Me. No other address is needed.

George Stanley

Quack Doctors Are Cashing In

To the Editor:

The column "Your Dollar's Worth" is a fine feature. There are so many gyps these days that a seaman, being somewhat isolated, has a hard time keeping up with all of them.

One seaman I know, for example, got cancer. He went to a cancer quack, paid \$488 for a fake treatment and then died in a marine hospital. The doctors say he might have been cured if he had come in sooner instead of going to the quack.

Quack doctors are a pestilence all over the country, and they make huge fortunes and buy favorable legislation from the same kind of quack politicians who pass "right to work" laws.

One cancer quack was found to be making \$16,000 a day, which is even more profit than a T-2 tanker can make in the present market. It developed in Federal Court in Pittsburgh that this man bought cheap pills at \$1.73 per thousand, and gave them out in little boxes of 120 pills for a treatment that cost over \$400. You can figure out the profit for yourself.

I have a letter from K. L. Milstead, director of the Division of Regulatory Management, Bureau of Enforcement, Federal Food and Drug Administration, which states: "Our investigations show that a very large number of the patients live but a few days to several months after starting the treatment."

In some states licenses are given to "naturopaths" simply upon the payment of a fee of about \$10. Then the man becomes a "doctor" although he lacks even the qualifications of a good horse doctor.

Quack doctors are among the most vicious gyms in the country, and their political power is growing through their deals with cheap quack politicians.

Morris Horton
Radio Operator
SS Fruitvale Hills

§ § §

Lauds Assist On Hosp. Bills

To the Editor:

I wish to express my gratitude for the wonderful help I received from your welfare plan. I was in the hospital twice for surgery and treatment for a total of 42 days.

First I was hospitalized for 16 days last June, and then again for 26 days in November and December. After that I had to be away from work for two months.

But I'm back working again and, thanks to the SIU Welfare Plan, my bills are paid and my mind is at ease. I just wanted you to know I received prompt attention on my claim. My doctors did also.

Mrs. Richard H. Shaffner

Burly

By Bernard Seaman



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Australia WMM 25-15607 KCs
Northwest Pacific WMM 81-11037.5

Co's Hold That Withholding \$

WASHINGTON — Senator John J. Williams (Rep.-Del.) reports there has been an increase in the number of tax delinquents, especially among employers who have been holding back income and social security taxes of employees. Figures released by the Treasury Department, he said, show that some employers have been continually withholding payments to the Government for a number of years and have been utilizing them for their own personal use. There was a reported total of \$1,619,629,000 in delinquencies outstanding. The taxes are withheld on a weekly basis, and are supposed to be turned into the Government monthly. However, if an employer needs ready cash for his business he finds it easier to use the withholding tax than to get a loan. What it amounts to is an interest-free loan from the worker to the boss, that is, until Uncle Sam catches up with him.

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RECENT ARRIVALS

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

- William Stroupe Brabham, born February 6, 1957, to Seafarer and Mrs. William L. Brabham, York, SC.
- Mary Charlotte Griffith, born January 16, 1957, to Seafarer and Mrs. Thomas B. Griffith, Indian Head, Md.
- Kathryn Annell Brown, born February 15, 1957, to Seafarer and Mrs. Woodrow A. Brown, Tampa, Fla.
- Francina Patrice Smith, born December 9, 1956, to Seafarer and Mrs. Francis E. Smith, Baltimore, Md.
- Raul Cruz, born December 13, 1956, to Seafarer and Mrs. Juan Cruz, Jr., New York City.
- Wayne David Sollberger, born February 19, 1957, to Seafarer and Mrs. Fred O. Sollberger Sr., New Orleans, La.
- Dana Stephen Cieslak, born February 19, 1957, to Seafarer and Mrs. Stanley J. Cieslak, Revere, Mass.
- Toni Cerese Jackson, born September 8, 1956, to Seafarer and Mrs. Stonewall Jackson, Baltimore, Md.
- Elizabeth Christina Smith, born February 6, 1957, to Seafarer and Mrs. James M. Smith, Cordova, Alaska.
- Gary Michael Osse, born February 25, 1957, to Seafarer and Mrs. Jack Osse, Jr., Mobile, Ala.
- Derand Blake Luther, born January 31, 1957, to Seafarer and Mrs. John Luther Jr., Pearl River, La.
- Paul Edward Smith, born January 16, 1957, to Seafarer and Mrs. John F. Smith, Covington, La.
- Patricia Ann Banks, born February 18, 1957, to Seafarer and Mrs. Lawrence A. Banks, Mobile, Ala.
- John Wayne Batson, born November 18, 1956, to Seafarer and Mrs. Charles W. Batson, Pensacola, Fla.
- Michael Paul Johns, born February 22, 1957, to Seafarer and Mrs. Stanley T. Johns, Williamsport, Pa.
- Henry Earl Young, born February 25, 1957, to Seafarer and Mrs. Cecile G. Young, Mobile, Ala.
- Manuel Maldonado Jr., born March 11, 1957, to Seafarer and Mrs. Manuel O. Maldonado, Galveston, Texas.
- Reuben Patrick East, born March 12, 1957, to Seafarer and Mrs. Harry K. East, Orange, NJ.

Personals

- Edward P. Achee
Write your mother concerning the land you bought. Urgent.
- John Poluchovich
Your brother Alex wants you to contact him.
- Clarence "Tex" Jacks
An important letter is being held for you at the Wilmington SIU hall. Joseph M. Worsley.
- Charles E. "Chuck" Collins
Contact your old shipmate Sam Cooper at 2316 Gentry St., Houston, Texas. Have good news for you.
- John W. Bigwood
Get in touch with your wife.
- James B. Dyess
Contact your wife at once.
- Frank Paylor
You are asked to get in touch with your mother in Durham, NC. She is very ill.

Tampa Jobs Still Rising

TAMPA—The crystal-ball proved right again as shipping continued to improve in this area. Port Agent Tom Banning reports that they were busy in port for the last two weeks with one ship paying off and eight vessels in transit. The J. B. Waterman paid off while the Bienville, Madaket, Andrew Jackson, Morning Star, Chickasaw (Waterman); Arizona (Pan-Atlantic); Edith (Bull), and Alcoa Pilgrim (Alcoa) stopped in to be serviced. All were reported in good shape with no major beefs. Banning was confident about future job possibilities for the port.

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

SEAFARERS crew a coal ship



Aboard the John Kendall, Bosun Aubrey Smith makes up a heaving line.



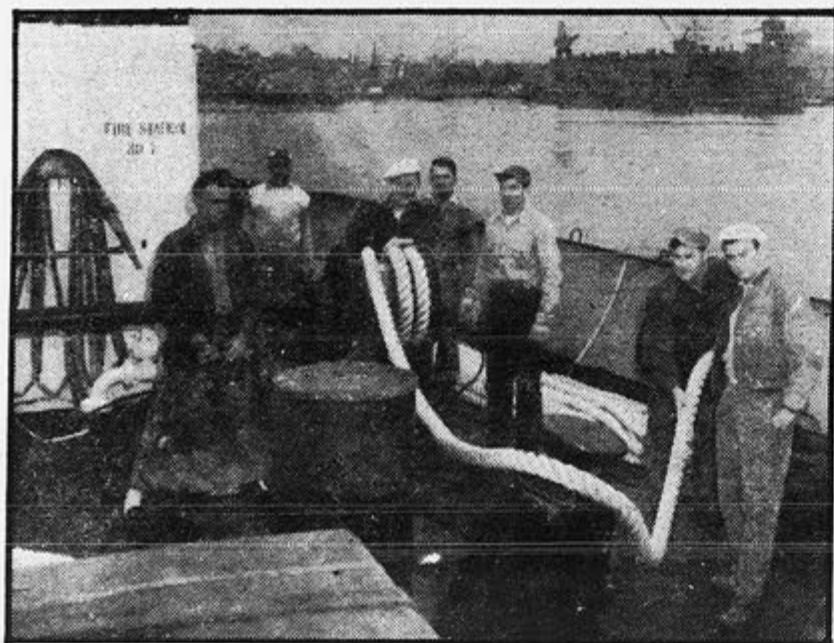
Here C. C. Lanier, AB, places one of Kendall's life rings in rack.



Taking ham from chill box on James Bowdoin is NC&B Leo Behm.



Freddie Buckner, deck engineer, and C. W. Goodwin, oiler, bring their gear aboard Kendall as Bull ship is crewed by SIU in Savannah.



L-r are: "Star" Wells, carp.; "Shorty" Akins, AB; M. Forrester, AB; B. Swearingen, AB; R. Burnsed, AB; H. Bacon, OS, and "Rags" Smith, bosun.

SMOOTH was the word for the SIU crewing of the first two ships which Bull Line has obtained from the Government for the European coal run. Aside from a few repairs, all was ship-shape on both vessels.

The two Libertys, the James Bowdoin and the John Chester Kendall, were crewed in Savannah a couple of weeks ago.

SIU crewmen immediately went to work to make these ships operate SIU-style.

The Kendall and the Bowdoin were among the first nine Libertys allocated in mid-January when the Federal Maritime Board decided to put 50 ships on the coal run to Europe. The SIU-contracted Waterman Company was assigned two ships at the same time.

Bull already has four of its own Libertys on the coal run—the Angelina, Arlyn, Carolyn and Dorothy.

The Edith, Mae, Evelyn and Jean are also suitable for the coal run, although they are not being used on it at present.



Fire and boat drills on the James Bowdoin are (l to r): Harold White, AB; James J. Cronin, deck engineer, Robert Myers, OS.



Preparing Kendall's first meal, in SIU style, are (l-r): James Knight, 3rd cook; Charles Kirkland, NC&B, and Ernie Sims, chief cook.



Checking gear as they stow it in Bowdoin lifeboat are Jack Nelson, carpenter; Francis Segio, AB, and Jack Henley, bosun, in background.