



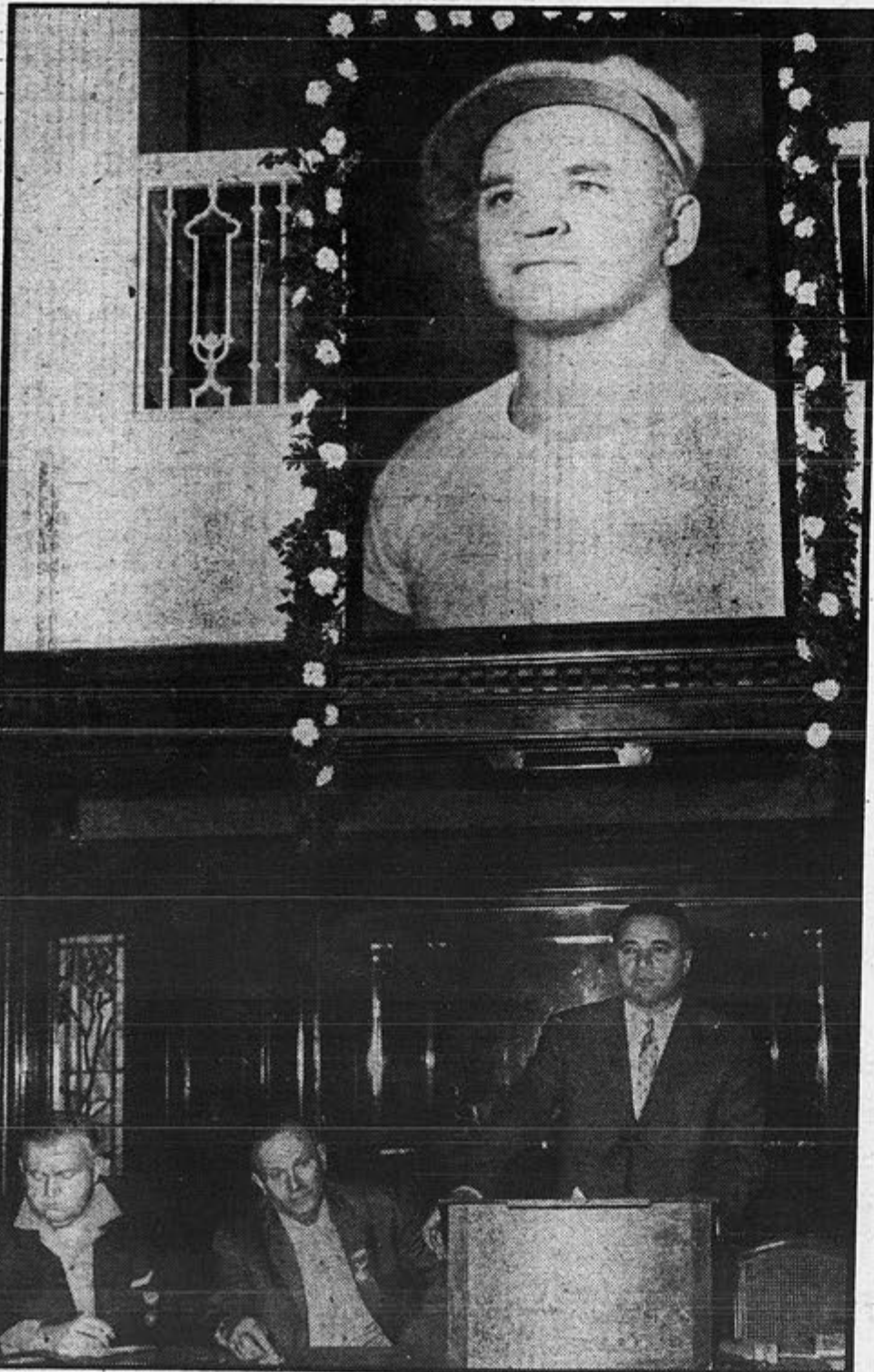
• OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • AFL-CIO •

# SIU SCORES MAJOR GULF TUG VICTORY

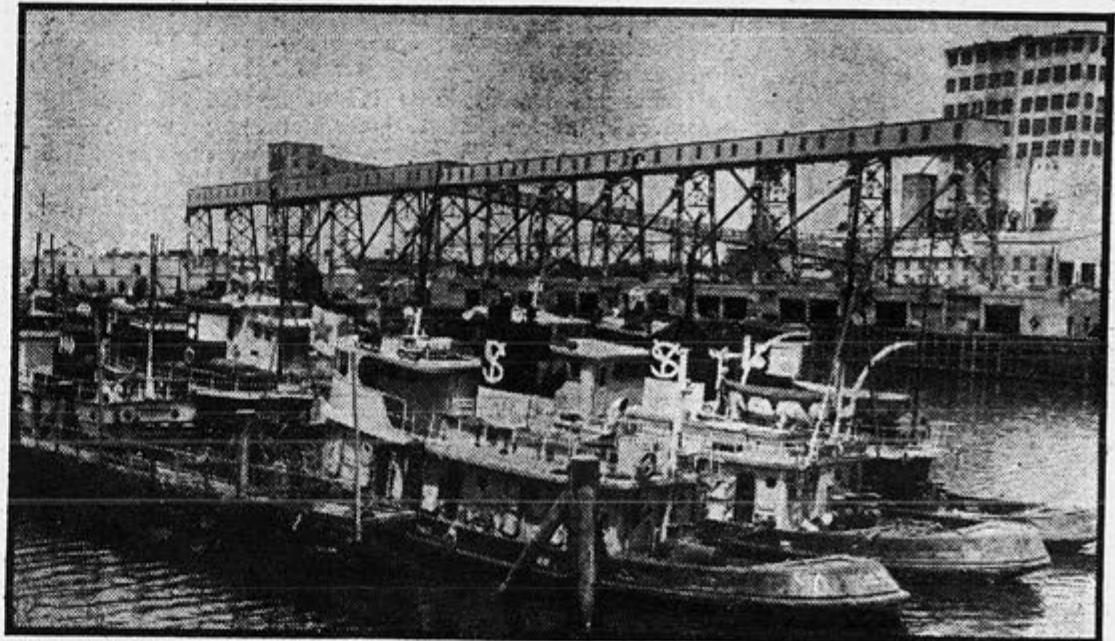
—Story On Page 3

## Balt. SIU Set For 7-Fleet Vote

—Story On Page 2



**Hail And Farewell.** Missing from the chair at an time, the late Harry Lundeberg gained lasting tribute from Mayor George Christopher (standing), who welcomed delegates to San Francisco. Seated are SIUNA Pres. Paul Hall of the SIU-A&G (left) and SIUNA Secretary-Treasurer John Hawk. (Story on Page 3.)



**All Wrapped Up.** Ending a 33-day strike by the SIU's Harbor and Inland Waterways Division which tied up the 26-boat G&H fleet in Houston (above) and all along Gulf Coast, tugboatmen crowd ballot box to vote enthusiastic approval of top contract terms. Voting (l to r) are J. F. Seesholtz, tug J. R. Guyton; B. Fitte, tug Lucy Haden, and J. Kelly from the Guyton. (Story on Page 3.)



# SIU Set For 7-Fleet NLRB Ballot On Balt. Harbor Craft

BALTIMORE—An intensive organizing campaign by the SIU among local towboat and harbor craft workers will be climaxed in seven separate representation elections here starting early next week. SIU Port Agent Earl Sheppard said the drive is just one phase of efforts by the SIU's Harbor and

## District 50 Norfolk Pact Under Fire

NORFOLK — Dissatisfaction among tug workers on Curtis Bay and McAllister boats covered by the latest United Mine Workers District 50 contract is spreading throughout this key port area.

The contract stipulates agreement by the companies to the "principle" of seniority by departments "where fitness and ability (of the men) are relatively equal."

"However, the employers' determination as to relative fitness and ability shall be final," it adds. "The tug men fear that the companies can lay off a full crew, and then re-hire anyone it pleases. This means there is no seniority protection.

On the pension-disability question, a key concern is what will happen to men with long-term service who suddenly become disabled. The present pension provision authorizes retirement on pension at age 65 after ten years' service. However, those disabled at any age before 65 have to wait until they're 65 to get benefits. A 20-year man who is disabled at 45 would have to wait 20 years for benefits.

Inland Waterways Division in conjunction with rank and file workers, to bring Baltimore up from its position as the lowest-paid harbor on the East Coast.

The SIU-HIWD will be the only union on the ballot in the voting ordered by the National Labor Relations Board. Major organizing efforts by the SIU have been concentrated in this port for more than a year.

Voting will be conducted among several hundred unlicensed crewmen on the 40-odd boats operated by Curtis Bay Towing, Harper Towing, Arundel Corp., Baker and Whiteley, Baltimore Towing and Lighterage and Atlantic Transport, a US Lines subsidiary. In addition, mechanics at the Curtis Bay maintenance shop and carfloatmen in Atlantic Transport will be polled in a separate election.

Won Vote 28-0

A hint of the enthusiastic support among Greater Baltimore harbor workers for the SIU-HIWD came last month when it unanimously swept an election for bargemen and bridgemen of the Western Maryland Railway Company. The SIU won hands down, 28-0.

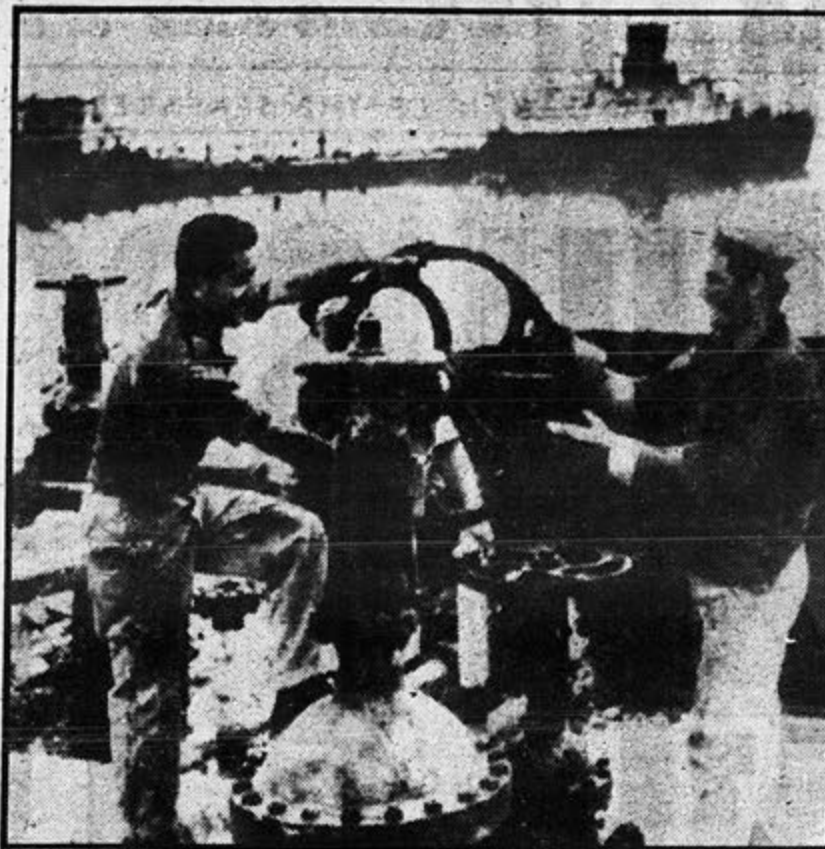
Last Saturday's major victory covering Texas coast operations of the 26-boat G & H Towing Co. in Houston is also expected to add impetus to the SIU drive here and

in other parts. The SIU-HIWD won what is recognized as the best union pact in the towboat industry along the Western Gulf coast after a 33-day strike in that area.

Abused by miserable conditions for many years, Greater Baltimore harbor men work under the lowest hourly pay rate and worst overtime set-ups on the entire Atlantic coast. They have no welfare coverage other than a pension plan which has been inoperative for over a year.

"These men have many grievances" (Continued on page 5)

## SIU-Manned Tanker In Israel



Workers at Israeli port of Elath open valves for first flow of oil to storage tanks from SIU-manned tanker Kern Hills (background). The ship sailed through the disputed Gulf of Aqaba Saturday.

# Seafarers Haul 1st Oil Cargo To Israel Via Gulf Of Aqaba

Dramatically underscoring a "freedom of the seas" resolution passed by the SIU of NA convention, Seafarers aboard the T-2 tanker Kern Hills discharged the first oil cargo ever to be delivered to the Israeli port of Elath on Sunday, April 7. The Kern Hills was

Egypt warfare last fall, the Israelis overran and destroyed the guns. The area is now under the control of United Nations forces.

Israel has maintained that both the Suez Canal and the Gulf of Aqaba are international waterways which should be open to all shipping, while the Egyptians have insisted the contrary.

By running a US ship through

the Gulf, the Israelis, with the approval of the US State Department, are attempting to establish that the Gulf is international water in practice as well as in theory.

At the recent SIU of NA convention delegates approved a statement on "Preservation of Democracy—Freedom Of the Seas—In the Middle East" which read in part:

... "Our nation as the leading force and hope of the democratic world, must take positive action to insure Israel's survival.

"Therefore we urge the government of the US to deal forthrightly with the most immediate challenge to Israel's position and security. It is essential that Israel enjoy freedom of the seas . . .

"As American seamen concerned with freedom of the seas we must insist upon freedom of passage through the Suez Canal and the Gulf of Aqaba for all Israeli flag vessels . . . We call upon our government . . . to encourage shipping through the Suez Canal and the Gulf of Aqaba to the Israeli port of Elath . . ."

Events broke fast all week in the Middle East, for in addition to the Kern Hills run into Elath, salvage gangs completed clearance of the Suez Canal, opening it to all shipping but the very large super-tankers. A political agreement on how the canal is to be run is still in the dispute stage.

# 'WORKER' APPLAUDS CURRAN

For a variety of reasons, all of which seem to elude Joe Curran, all of the unions in maritime, plus AFL-CIO headquarters, are on one side in the American Coal beef and Joe Curran sits in lonesome splendor on the other side . . . almost all alone that is. For on April 13, the "Daily Worker," for the second time since the coal beef began, has seen fit to embrace Curran wholeheartedly with both bear-paws.

Once again it is George Morris, veteran Party functionary (and one who remembers Joe way back when in the Party's palmy days) who does the embracing. Morris devotes his "World of Labor" column to enthusiastic replay of Curran's pitch in the "NMU Pilot." He notes with great satisfaction, "The current "Pilot," paper of the National Maritime Union, is a throwback to 1937."

For those who weren't around in 1937, a little review of history is in order. 1937 was the year that the "Pilot" was run by the waterfront section of the Communist Party, lock, stock and barrel. The managing editor was an active and open party member. 1937 was the year that Joe Curran, Ferdinand Smith, Josh Lawrenson and Blackie Myers were perfecting the Communist-front organization that soon throttled the NMU and ousted all those non-Communist activists who had gone along with Curran and then discovered, too late, that they were under the Stalinist thumb. And, of course, it was the year that Harry Bridges now and then had his personal column in the "Pilot." Good old 1937!

Why does George Morris say the "Pilot" looks like a throwback to 1937? Because as the SIU has said time and again, Joe Curran today is using the same Stalinist tactics he and his Party cohorts employed twenty years ago.

As part of the Stalinist pattern, as the MEBA paper, "American Marine Engineer" points out, Curran accuses the SIU of attacking the hiring hall while he aids and abets destruction of the mates and engineers hiring hall; he shrieks "Taft-Hartley" at SIU while he supports an American Coal attack on the rights of marine unions to picket ships at shipyards, terminals and other properties not directly owned by the company. Curran, after ordering his men through MM&P and MEBA picket lines for five months, weeps crocodile tears for the engineers because Seafarers are now taking jobs on coal ships!

Finally there is the "big lie" technique which Curran employed so generously in distorting the facts about the Washington meeting with George Meany. When caught flatfooted in his distortions, Curran's only recourse is to distort some more. For example, he accuses the SIU of deliberately postponing a showdown meeting with



'But I'm For You'

Meany when, in fact, the meeting was postponed because of the sudden death of Harry Lundeberg. When SIU officials left Miami on the eve of the meeting to pay their respects to the memory of the international president, that gave Curran an opportunity to lie and distort some more.

No wonder the "Daily Worker" embraces Curran so ardently. No one else in any section of the labor movement comes so close to the Stalinist ideal the "Worker" seeks.

(For latest coal ship news, see page 5.)

## SEAFARERS LOG

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# MAJOR SIU TUG WIN IN SOUTH

## 33-Day Walkout Ends In Best Gulf Tug Pact

HOUSTON—The SIU's campaign to bring top conditions to maritime workers forged ahead this week as striking G&H tugboatmen unanimously approved the best Union agreement ever negotiated in the Texas coast area.

The tugboatmen voted to return to work under an SIU-HIWD contract after the rank and file and the Union negotiating committee hammered out a pact with the towing company covering wages, hours, welfare benefits and working conditions for licensed and unlicensed personnel aboard the 26-ship fleet.

The successful wind-up of the strike was just one aspect of the SIU's continuing drive for establishment of top notch union conditions in the harbor field. Much of this drive is concentrated in the deep South, particularly in the tidelands area, where the SIU recently won a first-time agreement with Phillips Oil, one of the largest oil companies in the offshore industry.

### Rank and File Committee

Following the past SIU pattern in operations of this kind, a rank and file negotiating committee of G&H workers was elected by the crewmembers in the fleet. The committee then drafted contract proposals which were subsequently presented to the company by the SIU.

When the company rejected these rank and file demands and the strike was called, arrangements were made to pay strike benefits and provide emergency aid for strikers and their families. When it was all over, G&H crewmembers expressed their appreciation

for these benefits and the all-out support given them by the SIU. As a consequence, they said, none of the strikers or members of their families suffered any serious inconvenience or severe hardship during the course of the 33-day walkout.

The significance of the victory is emphasized by the fact that G&H is the biggest tugboat operator in the Gulf. The company has exclusive harbor towing rights in several Texas ports, including Houston, Baytown, Texas City, Galveston and Corpus Christi. It also does a sizable deep sea towing business and is the largest operator serving the tidelands oil exploration and producing industry.

SIU New Orleans Port Agent Lindsey J. Williams, who directed the strike operation for the SIU, hailed the G&H workers as "as solid a bunch of good union men as you would find anywhere. They stood up for themselves and the Union all the way for 33 days. With that kind of support the operator had to come to terms with the men and their designated Union."

The 286 men in the fleet were called out on strike at 9:30 PM, March 4, by the negotiating committee. The committee, headed by SIU Assistant Secretary-Treasurer Bob Matthews, had been empowered by a unanimous vote of the G&H tugmen to take such action if necessary. Within a matter of hours, the crews had hit the bricks and the entire G&H fleet was tied

up in ports along the Gulf Coast from New Orleans to Corpus Christi.

The tugboat fleet remained shut down for the duration of the dispute. Eighteen of the 26 boats went back into operation at midnight April 6, and the remainder of the fleet was expected to be working on schedule by the end of the week.

### SIU Will Go Ahead

SIU Secretary-Treasurer Paul Hall added his congratulations to the G&H men and Seafarers in the area for the excellent job done in the strike. He emphasized that the Texas campaign was "in line with the organizing program set down by the Union. We intend to go ahead in the ports, in the tidelands and in any area where harbor workers are looking for strong union representation."

"We are heartened by the G&H men's desire for top union representation through the SIU. The tremendous gains won by them now proves harbor workers can improve their conditions under the SIU banner."

The agreement, which runs for three years and provides for annual reopenings for wage negotiations, includes the following benefits:

- A substantial wage increase providing the following pay rates:

**Harbor Scale (30-day month)**—captains, \$809; mates, \$713; chief engineers, \$788; assistant engineers, \$713; deckhands and oilers, \$514; cooks, \$531.

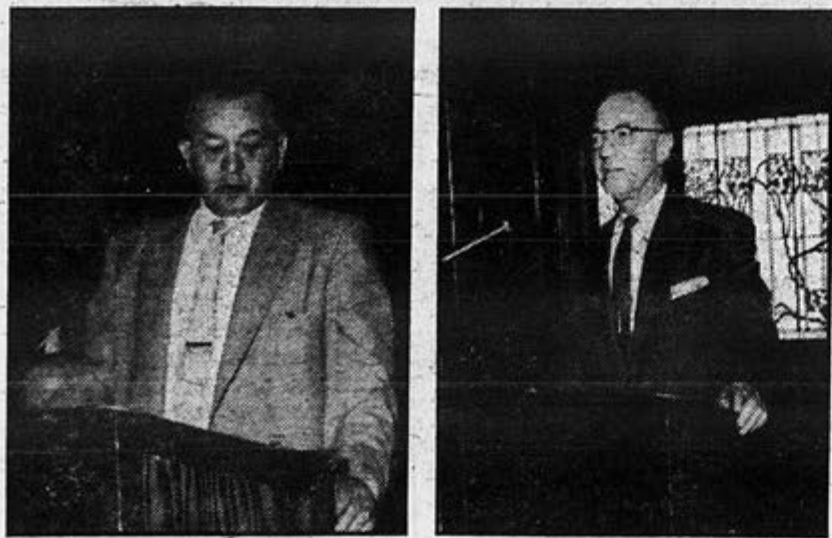
**Tidelands-Intracoastal Canal (30-day month)**—captains, \$898; chief engineers, \$873; mates and assistant engineers, \$758; deckhands and oilers, \$576; cooks, \$590.

**Deep Sea (30-day month)**—captains, \$960; chief engineers, \$915; chief mates and first assistant engineers, \$750; second mates and second assistant engineer, \$660; A/Bs and engine daymen, \$570; cooks, \$600.

**Hourly overtime rate**—Licensed men, \$2.75; unlicensed men, \$1.65.

- Establishment of the eight-hour day. (The sharp reduction

(Continued on page 15)



Addressing SIUNA convention in San Francisco, Capt. Tommy Atkins, national president, Masters, Mates and Pilots (left), and Neil J. Haggerty, secretary of the California Federation of Labor, shared rostrum during week-long session.



California's Gov. Goodwin J. Knight (left) welcomed delegates to SIUNA convention, which elected SIU Secretary-Treasurer Paul Hall (right) as international president. Gov. Knight hailed SIUNA efforts to improve the merchant marine and its record in the labor movement.

# SIU of NA Acts On Key Issues

SAN FRANCISCO—Delegates representing 100,000 seamen, harbor workers, fishermen and allied crafts concluded a fruitful week-long convention in the Whitcomb Hotel here with renewed determination to press ahead on a coordinated basis. The eighth biennial convention of the Seafarers International Union of North America closed on March 29 after acting on numerous major issues facing the international's membership.

The theme of mutual effort was emphasized and reemphasized throughout the week-long session. Several steps were taken providing for closely-dovetailed action by two or more districts on issues common to the industry. The net effect will be to bring the strength of the international to bear on situations where individual

Districts are in need of reinforcement.

For the first time, the convention met without the union's founder, Harry Lundeberg, presiding. A large photo of Lundeberg overlooked the proceedings and all delegations paid tribute to his immense personal contribution to the well-being of their respective districts.

### Hall Named President

The death of Lundeberg last January made election of a new president an important order of business. SIU A&G Secretary-

Treasurer Paul Hall was elevated to the presidency. He had been acting president under the provisions of the SIUNA constitution. Another SIU & A&G representative, Cal Tanner, was chosen vice-president, while Morris Weisberger, secretary of the Sailors Union of the Pacific, was elected first vice-president of the International.

Of major interest to Seafarers was the convention's action in approving the report brought in by the Seamen's Organizational and Grievance Committee dealing with a wide variety of issues. (See summary of committee's report on Page 4.)

In its contents, the report restated traditional SIUNA positions in support of the "50-50" law; against MSTs' competition with private shipping; in favor of the Public Health hospitals, and for restraints on transfers foreign. It also called for federal legislation to guarantee the hiring hall and for defense of seamen's legal rights under the Jones Act and other statutes.

### Reappraisal Of Subsidies

Also on the shipping end, the report urged additional Government aid for the domestic trades and a

reappraisal of the US subsidy program which, it charged, has been funneling Government aid into a few favored channels. It repeated long standing opposition to Coast Guard controls over American seamen and called for vigilance against Communist infiltration in

(Continued on page 15)



Report of the Marine Firemen's Union to the SIUNA convention was presented by Baltimore Agent Tom Meyer (left). At right, Nathan Bar-Yaacov, representing Israeli Embassy, hailed SIUNA support for his country's merchant fleet in the past.



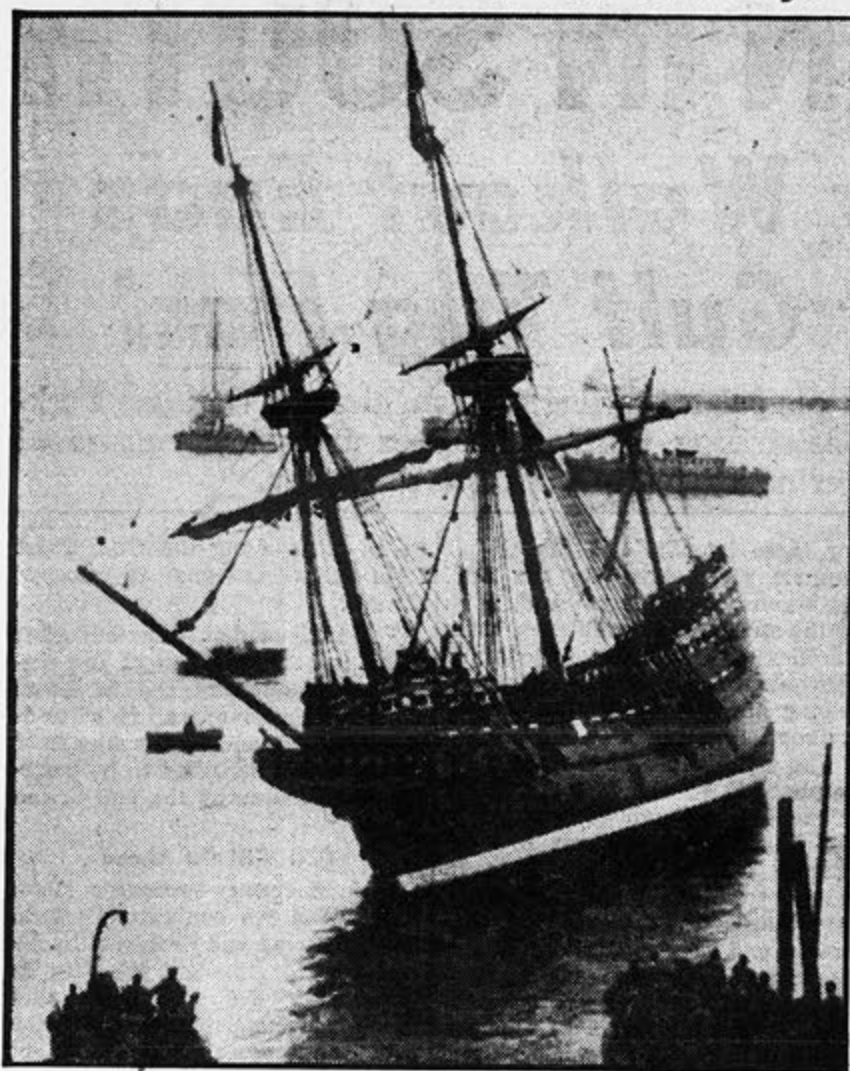
## SIU Clinic To Open

Formal ceremonies officially opening the first SIU Health Center in Brooklyn will take place on Tuesday, April 16, at the center and at the New York headquarters hall. A large turnout of industry, medical and Government representatives is expected.

The center, to be known as the Pete Larsen Memorial Clinic, will provide diagnostic facilities for all Seafarers. The facilities will consist of complete head to toe physical examinations including x-rays, blood tests, eye examinations, and for older men, electro-cardiograph tests.

No treatment will be given at the center itself. Its purpose is to detect health ailments before they reach the stage of putting a man flat on his back. Seafarers in need of treatment will be referred to the US Public Health Service.

## 'They Did It Better In The Old Days'



While crowd watches spellbound, Mayflower II takes a dangerous list after her launching. List was later trimmed by adding and shifting ballast. Ship will leave shortly to duplicate voyage of the Mayflower in 1620.

## AFL-CIO Suspends Beck, Files Charge

WASHINGTON—The executive council of the AFL-CIO has voted unanimously to suspend Dave Beck as vice-president of the Federation and as a member of the council itself, and to file charges of malfeasance and maladministration against the teamster leader.

## Tampa's Jobs Still Climbing

TAMPA—Shipping has continued to improve for the third straight period in this area, reports Port Agent Tom Banning.

There were seven ships in port during the last two weeks. Cities Service's Cantigny paid off and signed on while the Beauguard, LaSalle (Waterman); Alcoa Partner, Alcoa Roamer (Alcoa), Bienville (Pan Atlantic) and Chiwawa (Cities Service) were serviced. All ships were in good shape.

## 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 17  
May 1  
May 15  
May 29  
June 12

tion against the teamster leader.

AFL-CIO President George Meany called a special meeting of the council after Beck pleaded the fifth amendment during his appearance before a Senate investigating committee. The committee is investigating improper activities in the labor-management field.

The council also passed a resolution directing the AFL-CIO Ethical Practices Committee to launch an investigation into charges of corruption among the executive officials of the International Brotherhood of Teamsters.

### Constitutional Basis

The action against Beck was based on section II, article VIII of the Federation's constitution which states that "the executive council shall have the power to file charges and conduct hearings . . . (against any executive officer) . . . on the ground that such person is guilty of malfeasance or maladministration."

Although the decision to file the charges against Beck, Meany said, came after his failure to explain the many charges against him regarding the mishandling of teamster funds, they were based on his position as a vice-president of the AFL-CIO and did not refer to his capacity as president of the Teamsters.

### Question Fund Use

Beck pleaded the fifth amendment as he was being questioned by the Senate committee on the disposal of some \$320,000 in funds belonging to the Western Conference of Teamsters. Other testimony heard by the committee indicated that some of these funds had gone for his personal use without authorization by the membership.

# Seamen's Organization And Grievance Committee Report

The following is a summary of the Report of the Seamen's Organization and Grievance Committee which was approved by the 8th biennial convention of the SIU of NA. This committee dealt with a wide variety of important matters affecting the seamen's field. The findings of the committee are presented in abbreviated form under the various headings which the committee listed. In addition, this report notes the resolution on ethical practices brought in by the resolution committee.

## Marine Pursers

Formerly three charters existed, the Staff Officers Association on the Atlantic and Gulf Coasts; the Marine Pursers of the Pacific, Seattle, representing Alaska Steamship pursers; the Pacific Coast Staff Officers Association, inactive.

The convention voted to revoke the charter of the Pacific Coast Staff Officers Association and extend the jurisdiction of the Marine Pursers of the Pacific to cover the entire West Coast. If MPP is successful, convention recommends that it and Staff Officers consider merger.

## MSTS

The convention reaffirmed traditional SIUNA opposition to Government competition with private industry. It pointed out MSTS is uneconomic, far more costly than comparable private shipping and a duplication of existing private shipping services.

## '50-50' Law

The convention criticized enforcement of the law declaring "the record indicates that the law is not rigidly enforced, with the result that substantially less than that percentage is transported in American bottoms. . . ." It pledged continued efforts to preserve the law.

## Anti-Union Legislation

Delegates urged a "vigorous campaign on a national and local level" to protect union members' rights and oppose "right to work" laws, wage freezes and compulsory arbitration moves.

## PHS Hospitals

The need for strengthening and improving the hospitals was reaffirmed with the resolution pointing out that maritime ranks as the third most dangerous industry.

## Hiring Halls

The maritime hiring hall was lauded as "the best method to insure fair and equitable distribution of work. The convention called for "federal legislation . . . to guarantee that the hiring hall be recognized as the proper medium for employment in all industries in which its use has been an accepted practice."

## Domestic Shipping

More Government support to revive these trades was urged, with special attention to "roll-on, roll-off" and similar operations. The convention asked amendment of the 1936 Merchant Marine Act to provide for construction subsidies "as an inducement to new companies to enter these services."

## Runaways

The convention strongly supported the current Congressional investigations into foreign transfers and warmly endorsed the Magnuson Bill, S-1488, which would severely restrict transfers of US ships.

## ILO

Delegates endorsed the ILO maritime conventions as constructive work in the interests of workers throughout the world.

## Legal Rights Of Seamen

Attention was called to the fact that from time to time, US agencies, operators and insurance companies have attempted to weaken seamen's legal protection enjoyed under the Jones Act and other statutes. It urged that steps be taken to see to it that these laws are vigorously enforced.

## Unemployment Insurance

New York and California unemployment insurance programs were lauded as examples for other states to follow. The International and its affiliates were pledged to work for improvement in administration of unemployment programs to obtain fair treatment for all seamen.

## Subsidies

The Senate committee currently investigating the transfer problem was asked to extend its investigations to the subsidy program. The convention charged that the program has been administered "to funnel government aid into a few favored channels . . . such as US Lines . . . US Lines has utilized the strength realized from Government support for . . . establishing strangleholds on lucrative trade routes and ousting other American flag operations from such routes."

## Coast Guard

The SIUNA's long-standing opposition to Coast Guard controls over American seamen was repeated, with the convention calling for return of maritime functions to the Department of Commerce.

## US Screening

In light of the breakdown of the Government's screening program, the convention called on its affiliates to "keep constant vigilance . . . Because of the breakdown of this program . . . it would appear that as a result many Commies, screenos, etc., might now attempt to infiltrate this industry. We should be on our guard to prevent this." Delegates also approved proposals to "cooperate in the development of a proper security program" which will bar Communist infiltration and give full protection to the American seafarer from discrimination of any sort.

## Can-Shaking

Long-standing opposition of the international to can-shaking organizations was repeated with the convention emphasizing that American seamen enjoy the best of conditions and protection. Under such circumstances, the convention saw no need for can-shaking organizations whose ostensible purpose is to protect seamen.

## Middle East

The convention declared that it viewed with alarm the threat of the Soviet Union and some Arab nations to the security of Israel. It urged the US to deal forthrightly with the problem and added: "As American seamen concerned with freedom of the seas we must insist upon freedom of passage through the Suez Canal

and the Gulf of Aqaba for all Israeli flag vessels."

## Organizing

The various affiliates of the international were called on to "initiate and intensify" organizing activities and to cooperate with each other to that end.

## MTD

The growth of the MTD, the official AFL-CIO maritime body, was noted and its growth and services lauded. MTD now consists of 11 international unions. All affiliates were urged to participate in MTD port councils and utilize the services of the national MTD office.

## Great Lakes

Establishment of a three man committee to develop organizing on the Great Lakes was approved. The committee will consist of the heads of the A&G, Canadian and Great Lakes Districts. The resolution pointed out that the Lakes area will become increasingly important with the opening of the St. Lawrence Seaway.

## Minimum Wage

Proposals to extend Federal minimum wage coverage to seamen and allied workers were strongly endorsed. The convention noted that while organized seamen enjoy excellent wages and working conditions, the inclusion of seamen under the Act "will be of benefit to those who do not yet enjoy trade union protection."

## Ship Mergers

Strong exception was taken to the position of large shipowner groups seeking exemption from legislation which would require advance notice to the Attorney General of plans to merge major companies.

"We must look with suspicion," the convention report said, "on any such big management request for exemption from a law which is intended to apply equally to all industry . . . inasmuch as changes in maritime corporate set-ups could . . . dislocate the employment of many seamen and . . . result in labor unrest"

## Ethical Practices

The Resolutions and Officers Committee brought in a resolution, approved by the convention which declared that the SIUNA in theory and practice subscribes to the AFL-CIO's Codes of Ethical Practices dealing with four points. They are, issuance of local charters, administration of health and welfare funds, racketeers, crooks, communists, fascists and other subversives, and conflicts of interest.

(Subsequently, the SIU Atlantic and Gulf District's membership endorsed the convention's action at membership meetings in all ports, April 3. The membership also endorsed a headquarters recommendation to give a vote of thanks to AFL-CIO President George Meany "for the courageous and forthright position he has taken on the difficult question of instituting and enforcing an ethical practices code . . ." The SIU A&G recommendation added that the AFL-CIO's action "will in the long run be of tremendous benefit to every American worker.")

# Crew 5 Coal Co. Vessels

Crewing of seven American Coal Shipping vessels was well under way this week with Seafarers and NMU men going aboard five of the company's ships. The other two vessels remaining, the Martha Berry and Harry L. Glucksman, will be crewed in Savannah around the end of this month.

The crewing was conducted under the terms of a Federal court order that paves the way for organizing aboard the ships by both the SIU and the NMU. In effect the original order by Judge Lawrence Walsh recognizes both union hiring halls as the source of manpower. It requires hiring on the basis of industry-wide seniority until the National Labor Relations Board acts on the question of representation.

### SIU Edge Indicated

As the SEAFARERS LOG went to press, it appeared, according to unofficial estimates, that the SIU had an edge in the total of men shipped aboard the five ships. Old time Seafarers and members of other SIUNA affiliates were, as expected, responding strongly by throwing in for the coal jobs and will, of course, continue to do so.

In order to meet requirements, applicants for ACS jobs must show the following:

- Discharges showing at least nine days' seetime in 1954, '55 and '56 and

- Their oldest discharge.

The legality of the hiring system has been upheld, in effect, five times by three different courts, the District Court, the District Court of Appeals and finally by Justice John M. Harlan of the US Supreme Court. Justice Harlan informed NMU attorneys that he saw no reason to stay the application of the order.

Vessels crewed so far are the Casimir Pulaski, which still has seven positions to be crewed when the ship returns; the Cleveland Abbe, the Walter Hines Page and the Coal Miner, all in Norfolk; and the Thomas Paine, crewing in Brooklyn. The Paine had been in a Brooklyn shipyard until now.

The SIU entered the dispute when it filed unfair labor practice charges against the company for ACS' refusal to hire any of 300 Seafarers who applied to it for jobs. The company had no ships at the time.



SUP secretary-treasurer Morris Weisberger is newly-elected California State AFL V.P.

## Calif. State AFL Elects Weisberger Vice-Pres.

SAN FRANCISCO—The California State Federation of Labor has elected Morris Weisberger, secretary-treasurer of the Sailors Union of the Pacific, as a vice-president of the state body.

One of the largest and most active state federations in the nation, the California Fed has played an aggressive role in the state's labor and legislative affairs for many years.

Weisberger's election to the State Fed post came after he had been named first vice-president of the SIU of North America at the recently-concluded SIUNA conven-

tion here. He was named two months ago by the SUP to succeed the late Harry Lundeberg as secretary-treasurer of the Sailors Union.

State Federation president Thomas L. Pitts presided over last week's sessions of the state AFL's executive council, which adjourned with a moment of silence in tribute to Lundeberg. The council also adopted a resolution praising the late SUP secretary's contributions to American trade unionism.

Lundeberg had served as a vice-president on the executive council of the state body for the past 18 years.

## MSTS Cuts Down 'Dew Line' Ships

WASHINGTON—Merchant seamen will man only about one-sixth of the ships slated to take part in this summer's "DEW-Line" supply mission.

Under present plans, only 16 privately-operated ships, ten of them already in service, will actually participate in the invasion of the Arctic from the Atlantic and Pacific coasts to stock up US radar and other military bases for another year. The rest of the ships will be Navy-manned vessels in the Military Sea Transportation Service fleet.

Altogether, 15 Victories now chartered to private companies will be diverted for the supply project. Six shallow-draft CI-M-AVIs to be broken out have also been allocated to two West Coast operators, Olympic Steamship and Alaska Steamship.

However, five of the 15 Victories will not make the actual Arctic supply run. They will be used to fill in for MSTS vessels pulled off their regular runs to join the supply fleet.

The joint MSTS-Maritime Administration operation plans the use of 96 ships all told. Last year 122 ships were used.

Vessels in the supply fleet will thread their way north to service the string of Distant Early Warning radar installations as well as bases in Greenland, Baffin Island and the Pribilof Island sealing stations. They must move into Arctic area waters as soon as they become accessible to navigation and leave before the ice closes in again for the winter late in September.

The operation usually reaches its peak during August.

## Among Our Affiliates

The Marine Firemen's Union is sponsoring two measures before the California State Legislature which would help protect seamen when they are taken sick or injured in the service of a ship. The first proposal would enable seamen to institute actions in their own names for wages, salvage or in the enforcement of health laws without advance payment of court fees or bonds. The second bill would make it a misdemeanor for any employer to neglect, after 10 days notice, to pay for the care and maintenance of any seamen unfit for duty as a result of an illness or injury sustained while in service of a ship. It also provides for the payment of legal fees by the employer in such an action.

A Canadian conciliation board has recommended a general wage increase of 10 percent for uncensored personal on eight vessels of the Government-owned Canadian National Steamships plying between eastern Canadian ports and the West Indies. The Canadian District SIU had asked for an average increase of almost 50 percent for these men.

Full employment of all its members is still the prevailing situation in the Brotherhood of Marine Engineers which can supply jobs for any BME man ready and willing to work. The BME anticipates a tight job squeeze with the onset of warmer weather and the vacation season and urges qualified engineers to apply at its various port offices.

# Subsidized Owners Gang Up Against Ship Transfer Limits

WASHINGTON—Opposition to a Senate bill restricting ship transfers has been voiced by the American Merchant Marine Institute, spokesman for the major subsidized operators on the East and Gulf coasts. Opposition to the bill introduced by Sen. Magnuson is also expected from other shipowner associations and the Maritime Administration.

Public hearings on the measure were called by the Senate Commerce Committee for April 9 to 11. Testimony was filed by the Government, shipowner groups and the maritime unions, including the SIU.

AMMI support for virtually un-

restricted transfers came after the House Merchant Marine Committee recessed two weeks of hearings on the transfer program. The committee uncovered evidence that profiteering and huge tax losses figure heavily in transfers, and that

The Bureau of Foreign Commerce reports that US shipping's share of foreign trade dwindled to 22.5 percent for the first nine months of 1956 compared to 23.4 percent for 1955.

The deputy director of the bureau, Ernest A. Van Es, attributes the decline directly to the loss of 113 vessels in the year 1956 via the runaway route.

the Government has no effective control of runaway-flag shipping, even if it is owned by American citizens. These facts have been publicized repeatedly in the SEAFARERS LOG.

### Favor Tanker Companies

The AMMI's position was seen as reflecting the interests of its oil company members, who have taken the lead in transferring their ships, and have refused subsidies because transfers are more profitable.

It may also indicate that subsidized operators, who are commonly thought of as the hard core of American shipping, may be considering the possibility of transfers, particularly if federal construction funds should be cut. The AMMI move has also raised the possibility that owners of subsidized ships may have indirect interests in "runaway-flag" shipping, and may be trying to protect their commercial interests at both ends.

One possibility is that subsidized operators may be supporting transfer as a means of weakening unsubsidized American competition. Under present conditions, subsidized lines receive federal aid toward new ship construction, while unsubsidized operators must set aside their replacement costs exclusively from their earnings. With lower revenues forced on them by cut-throat foreign competition, a number of unsubsidized lines have difficulty in replacing their tonnage.

### Over 300 Ships Lost

The ship transfer program has cost the American fleet more than 300 ships and about 12,000 jobs since 1954. It has also cost the Government large direct and indirect tax losses on operation, and in capital gains.

An SIU statement presented to the Senate committee pointed out that the tax-free income earned by

American-owned runaway-flag ships amounts to hundreds of millions of dollars annually. The figures were based on a report in Business Week (summarized in the LOG for March 15) showing that a 20,000-ton tanker hauling oil from the Persian Gulf around Africa to Europe nets \$750,000 a trip before depreciation. On the basis of five to eight trips a year, this adds up to \$4 million profits a year per ship before depreciation.

Earnings in capital gains are of the same high order. Reports of ship sales indicate that the spread between what a T-2 sells for in the United States and its sale cost for foreign operation has ranged upward of \$2 million per ship.

### Transfer Not Needed

The high return on tanker operations, the SIU statement continues, proves that new tankers would have been built even without transfer privileges. With a big shortage of foreign ways, they would have to be built in American yards.

The only people who gain from the transfer program, the SIU re-

## Runaways Win Anti-Union Suit

The need for legislation like the Magnuson bill has been highlighted by a Supreme Court decision virtually barring American maritime unions from protecting themselves against runaway-flag competition.

By a 7 to 1 vote, the Court ruled last week that maritime unions can't picket runaway-flag ships without exposing themselves to damage suits. The decision virtually assures runaway-flag operators the right to sail in and out of American ports and to maintain any conditions they please with perfect freedom from job action.

The case arose from a 1952 strike in Portland, Ore., when the crew of a Panamanian freighter consisting principally of German and British seamen went on strike.

The crew designated the SUP as their bargaining agent and the SUP and the MM&P picketed the ships. The picketing was eventually stopped by court order and damages were assessed against the unions. The decision, from which only Justice Douglas dissented, supports the owner's damage suit.

port concludes, are the owners, who are allowed a huge profit in capital gains. Chief among the profiteers are the major American oil companies.

Under the Magnuson bill (S.1488), an owner seeking to transfer his ships would have to meet stipulations that the ship would have no value to US defense, that it would be useless to US commerce, that its transfer would further US foreign policy, that it could not compete with American vessels or release other ships for competition with American tonnage, and that it would maintain the highest prevailing international standards on safety, manning scales and crew accommodations.

Passage would virtually prevent the transfer of the C-type ships that form the backbone of the nation's present-day cargo fleet.

## Vote Balt. Tug Fleets

(Continued from page 2)

ances and a pressing need for improvements in their working conditions," Sheppard declared. "The SIU is determined to fight on their behalf with all its resources, just as it did in the case of the G & H tug workers who scored a smashing victory in Texas last week. (See story on Page 3.)

"The Texas workers gained the best conditions in the Gulf area. Baltimore harbor workers, by voting SIU can become the best paid and best protected workers in this industry."

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## A&G Report To Convention

The SIU A&G District, at the SIUNA convention in San Francisco, reported that it had been active in all areas of its jurisdiction since the previous convention in Montreal, and that considerable progress had been made in strengthening the District and solidifying the security of the membership. Following, is a summary of the A&G report:

### Harry Lundeberg

The A&G District records its deep sorrow over the passing of Harry Lundeberg. It regrets also the departure of Morris Weisberger from the New York area, but wishes him success in his new position as SUP secretary-treasurer.

### Welfare, Vacation

Since the last SIUNA convention, A&G welfare and vacation benefits have been broadened and increased in value. Here are the major gains.

**Death benefit.** Raised on October 15, 1956, to \$4,000.

**Hospital benefit.** Raised on May 1, 1955, to \$21 a week, payable as long as a member is hospitalized.

**College scholarships.** Increased in 1956 from four to five annual grants, each worth a total of \$6,000.

**Dependents' Hospital and Surgical Benefits.** Provided on June 1, 1955, to members' wives and unmarried children, later extended to step-children and dependent parents and liberalized in scope.

**Old age and disability benefits.** Increased on May 1, 1955, to \$35 a week.

**Training program.** Training school facilities set up in Mobile in 1955. Expansion of New York and Baltimore facilities approved in 1956.

**Vacation payments.** Raised on October 15, 1956, to \$260 a year.

In addition to the above, the Seafarers Welfare Plan also provides maternity benefits, meal and lodging benefits for unemployed seamen, recreational benefits both in SIU halls and USPHS hospitals, and an interest-free loan program, for unemployed members.

The welfare fund has total assets of nearly \$6½ million, while the vacation fund has assets of over \$1 million.

### Contracts

Since the last SIUNA convention, the A&G District has negotiated major contract improvements in wages, working conditions, and welfare and vacation benefits. On October 3, 1956, the following gains were incorporated into SIU contracts: wage and overtime rate increase of 7.1 percent for all shipboard ratings; limitation on loggings; requirement that members who die on shipboard must be returned to a US port at company expense; increase in vacation payments to \$260 a year; increase in death benefit to \$4,000 a year, liberalization of hospital and surgical benefits, and extension of all welfare benefits to men drawing disability pension benefit.

The A&G District believes it has established the precedent that logging is a proper subject for collective bargaining.

### Finances

In terms of financial stability, the A&G District has sufficient cash and other assets to allow it to carry on an increasing number of functions and services as well as to continue its widespread organizing activities. Since the last convention in 1955, the total net worth of the District has increased from \$2,854,898.11 to \$3,126,095.42 as of March 18, 1957.

### Legislation, Legal Affairs

The A&G District has continued to actively press for legislation affecting the well-being of

seamen and workingmen. In the maritime field the District continued its fight to preserve the vital "50-50" law, while in the area of general labor legislation, it fought vigorously to prevent the passage of new "right-to-work" laws and win the repeal of those already in effect.

Internally, the District membership adopted amendments to the Union constitution to provide additional safeguards to the election procedure.

### Health, Safety

The problem of Seafarers' safety is one with which the District has been concerned for a long time. Early this year the contracted shipowners agreed to participate in a joint shipboard safety program advanced by the Union, and apparatus was set up to get the project going.

Of equal concern to the Union has been the problem of its members' health, and coincident with establishment of the shipboard safety program, the Union succeeded in instituting a health program calling for the establishment of medical centers in the major A&G ports.

Another Union innovation has been the establishment of a new shipboard feeding program. This has simplified the working rules for steward department personnel and also improved methods of feeding aboard ship.

### Organizing

Since the last convention, the A&G District has signed 16 new deepsea companies to agreements, although some of the Union's contracted companies have become inactive in that period.

The District has also established three new divisions, known as the Harbor and Inland Waterways Division, Marine Allied Workers Division, and Seafood Workers Division. The HIWD and MAWD have already attained successes in their respective areas—for instance, in the offshore oil industry—and have won the benefits of a welfare fund for about half of their 3,000 members. The SFWD organizing campaign will get under way very soon.

In the area of inter-union relations, the District has continued to work closely with affiliated unions in the International as well as with others in the general labor movement. Among the organizations the Union has supported in the past two years have been the International Union of Electrical Workers, in its fight against the Westinghouse Company, and the American Guild of Variety Artists, in its battle with the Ringling Brothers' Circus.

### Publicity, Education

The A&G District has devoted much attention to the problem of education among Union members. The Union's official publication, the SEAFARERS LOG, is widely distributed every two weeks, and there are many supplementary communications sent both to the seagoing and shore-side members, via mail, Morsecasts and direct voice broadcasts sponsored by the MTD. The Union has been developing shipboard meetings as an important medium of democratic expression.

### Longshoremen

Since the last convention the A&G District has continued to

give vigorous support to the International Brotherhood of Longshoremen, AFL-CIO. During this period the NLRB conducted another election in which the IBL received approximately 40 percent of the votes cast. This was regarded as a tremendous accomplishment, since the IBL was forced to wage an underground campaign to protect longshore workers against reprisals, and since NMU President Joe Curran, on the eve of the election, condemned the AFL-CIO's policy and urged longshore workers to support the ILA.

Curran's letter, which was addressed to President Meany, was released to the press even before President Meany received it. On October 23, 1956, Meany answered Curran in a letter clearly exposing Curran's deceptive role and tactics.

The A&G District will continue to give its full support to the IBL in: (1) protecting the longshore worker at the dock level; (2) protecting the IBL and its interests, and (3) upholding the position of the AFL-CIO.

### American Coal

A beef with American Coal Shipping began last fall when the company—formed by coal companies, railroads and the United Mine Workers—received approval to charter 30 Government Liberties.

Even while it was negotiating with the Marine Engineers Beneficial Association and the Masters, Mates and Pilots, the company signed an agreement for officers with District 50 of the UMW, and it also signed with the NMU for unlicensed personnel although it still had no ships.

Curran's refusal to support the MEBA and MM&P beef led the MEBA to break a 20-year tie with NMU and withdraw from the Curran-dominated AFL-CIO Maritime Committee.

The SIUNA then entered the picture and filed an unfair labor charge because the company had refused employment to some 300 Seafarers.

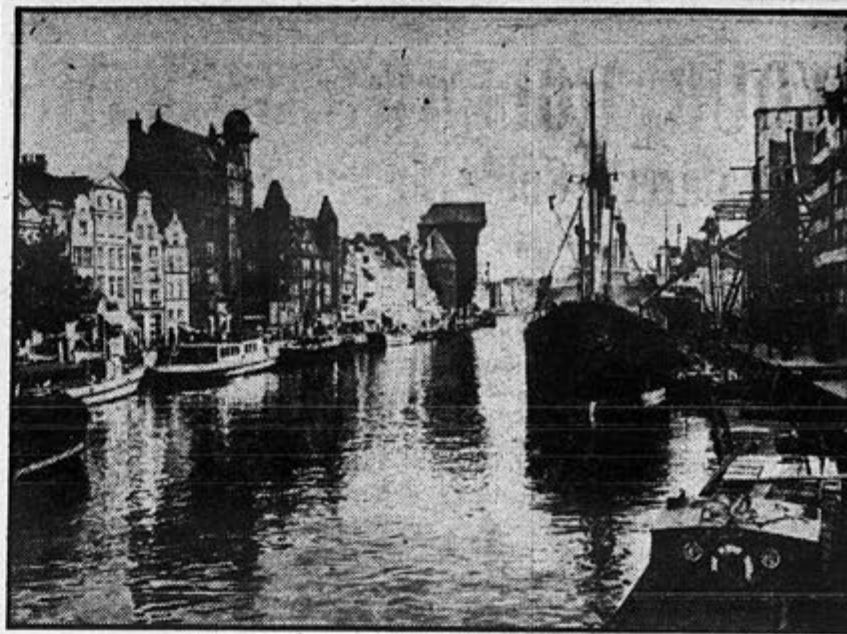
The dispute between Curran and the other unions involved came to a head when President Meany called a meeting in Washington in an attempt to find a resolution. Meany's proposals—that the NMU respect the MEBA and MM&P picket lines, and that the SIU withdraw its charges and honor the NMU contract—were accepted by the SIU despite the difficulties entailed.

Curran rejected Meany's proposals; then, in a totally distorted article in the NMU "Pilot," he tried to make it appear that the SIU had turned down the plan.

Curran's action here is part of his lifelong trade union pattern, for he has always been an opportunist, a turncoat, and a man whom not even his closest associates could trust.

### Conclusion

In the opinion of the A&G District, the maritime industry will continue to follow its characteristic up-and-down pattern, and this condition will continue to present a challenge to maritime unions. We are confident, however, that in the days ahead the SIUNA, aided by the coordinated effort and close inter-union relationship of the affiliates, will continue to strengthen its position in the industry.



Bustling Baltic seaport of Danzig may soon be visited by American ships with farm surplus cargoes for the first time in almost 20 years. The Senate has voted to lift ban on trade with so-called unfriendly nations, easing way for possible grain shipments to Poland. The port is shown in pre-war photo.

## More Surplus Aid Voted; Ships May Visit Poland

WASHINGTON—In the next few months American merchant vessels may be entering "closed" Polish ports for the first time since pre-World War II days.

Following the recommendations of its Agriculture Committee, the Senate has voted to extend the surplus disposal program until June 30, 1958, and to increase the amount of sales by \$1 billion 300 million.

The Senators rejected an attempt to retain the ban on trade

with unfriendly nations, and approved the use of these surpluses in barter with Iron Curtain countries.

The Administration had sought the repeal of the ban in order to liberalize its economic powers in dealing with "unfriendly" nations in an attempt to sway them from the Russian bloc. At present, Polish delegations are conferring with US officials on possible barter agreements for farm surpluses which that nation surely needs.

Poland, although not the first of the Communist-dominated countries to ask for US aid, is considered the most independent of the Soviet satellites. Recent uprisings and strikes have told of the discontent of the people and the Polish government has been treading cautiously in the direction of independence.

Under the proposed bill, the Federal Government can sell or barter food and other agricultural surpluses to foreign nations. Since most of the products are in bulk, such as wheat, rice, cotton and corn, this will involve a considerable quantity of cargo shipments to Europe and Asia.

Under the "50-50" law, at least 50 per cent of surplus products must be shipped in American owned and operated vessels.

Farm bloc delegates made no effort this year to impose any restrictions on the operation of the "50-50" principle.

The proposed legislation will now face a test in the House of Representatives but is expected to be approved.

## Crew Hailed By CS Head

The president of the Cities Service Oil Company got a first-hand view recently of how an SIU crew handles one of the company's new supertankers—and expressed himself well pleased.

The occasion came about when Cities Service president Burl Watson, together with Mrs. Watson, made a trip south on the Cities Service Miami, to Lake Charles.

Watson said the trip was very pleasant and expressed himself very well pleased with all operations aboard the ship.

## Crews' Aid For Safety Urged In NY

NEW YORK—Response from the membership and cooperation from most of the contracted companies on the safety program has been very good. Now, with many more of the companies taking an interest in the program, headquarters again requests that all the ships' crews also participate in the shipboard safety meetings and voice their suggestions on the matter.

Shipping continued to lag during the last period, Claude Simmons, port agent, reports, but indications are that the next period should be much better. A number of ships are expected in from long trips and the Waterman vessel Warrior, in shipyard undergoing a survey, will be taking on a crew during the coming week, he said.

There were 31 ships in port during the last two weeks. Of them, 21 paid off, one signed on and 9 were serviced. The George Lawson, Pan-Oceanic Transporter (Pan-Oceanic); Seatrain New Jersey, Seatrain New York, Seatrain Texas, Seatrain Savannah, and Seatrain Louisiana (Seatrain); Maxton, Almena, Ideal X, Coalinga Hills (Pan-Atlantic); Beatrice, Elizabeth, Evelyn, Francis (Bull); Alcoa Pilgrim, Alcoa Runner (Alcoa); Robin Kettering, Robin Kirk (Seas); Steel Seafarer (Isthmian); and Cantigny (Cities Service) all paid off. The Robin Doncaster (Seas) signed on.

Simmons commended the membership for its support of the SIU feeding program which has resulted in better union-management relations and which has "helped us in organizing and bringing new companies under the SIU banner."

# YOUR DOLLAR'S WORTH

## Seafarer's Guide To Better Buying

By Sidney Margolius

### What To Do About Motor Oil

Buying motor oil is not the simple decision it used to be. There are numerous brands and types on the market, and motorists are confused about the conflicting claims for the various kinds, and the contradictory advice about when to change oil.

The problem is not so much the difference in price, although one type or brand can cost twice as much as another. More worrisome is the question of whether you are buying the right kind and changing often enough, or are doing some hidden injury to your engine.



Despite the advertised names and conflicting claims, oil generally now comes in three types:

**Regular oil** is cheapest. It's generally suitable only for light-duty driving, or for an older car that's burning a lot of oil. Otherwise, experts say, it's not advisable to save by using the "regular" grade. Regular oil is sometimes designated "ML", the "L" standing for light duty.

**Premium oil** now is the medium-price type. It's also sometimes designated "MM" type, meaning for moderate use. It has chemicals added to prevent corrosion. This type is generally suitable for normal operating conditions. For most cars, especially those that have had several years' use, it is a safe choice at medium cost.

**Heavy-Duty oil**, which may carry the designation "MS" (severe service) on the can, is a more expensive higher-detergency oil for heavy-duty driving. Most car manufacturers recommend heavy-duty oil for new or fairly new cars. Such oils contain detergents which keep carbon and sludge in suspension, and prevent them from settling and clogging up engine parts, which are especially close-fitting in modern high-compression engines. High-detergency oils also can be used in cars with recently rebuilt or reconditioned engines, but engineers warn against their use in older cars, especially those over the 40-50,000 mile mark. The reason these expensive oils may actually do an older car more harm than good is that they may loosen already-accumulated sludge and carbon, with possible damage to engine bearings and other parts.

Besides the type of oil, you need to be sure to use the proper winter or summer grade. At this season of course, you need to switch to heavier oil. There are also all-season or multi-grade oils on the market. These have the advantage of flowing freely at low temperatures but resist thinning out in warm weather. They are most useful in variable climates and for owners who make a lot of short trips. But unless you have such special problems, it may not be worth paying extra for all-weather oil. It costs ten cents and more a quart than heavy-duty oil.

The designations ML, MM and MS can be a great help to motorists in cutting through the claims of various brands. Look for these letters on the can to see what quality you are actually getting, and to help select the type for your needs.

How often should you change oil? As this department previously has pointed out, oil companies recommend changes at 1,000 miles generally, and sometimes as often as 500 miles in cold weather or when driving over dusty roads.

But manufacturers of many popular-price cars suggest in their manuals that oil changes are necessary only every 2,000-3,000 miles for cars driven under normal conditions.

The fact is, the motorist who travels mostly on the open highway can get away with less-frequent changes than a city driver. Stop-and-go traffic engines develop more carbon and make frequent oil changes advisable, even sometimes at fewer than 1,000 miles. Some mechanics also say it's safer to change oil at least every 1,000 miles if you use a detergent oil. On the other hand, frequent oil changes are not as imperative in mild weather as in winter.

It's dangerous to let the oil level get too low, but it doesn't pay to overfill either. If the dipstick shows the level is between the "add" and "full" marks, you don't need any more oil. If the level is at or near the "add" mark, add only one quart. Watch the level especially carefully if your car has only a four or five-quart capacity, as each quart of oil then becomes more important to the engine, experts advise.

The spring oil change is the most vital one because of the amount of sludge, corrosive acids and tiny grit particles that accumulate in the oil from winter driving. It's also vital to change your oil-filter cartridge when you change your oil in the spring. Not only can a clean filter save oil changes at very small expense to you, by keeping oil clean, but it will help protect your engine from harmful deposits and sludge accumulation. Many car owners don't realize the filter has a built-in bypass. A clogged filter won't filter the oil. One authority says you may be able to tell if the filter is clogged by observing whether the filter housing feels cool when the engine itself is hot. If so, the filter probably is clogged.

Nor does it pay to buy cheap cartridges for your filter. Better-grade cartridges cost only \$1-\$1.50 for most cars. They generally have more and finer perforations which provide more thorough filtering, and also have higher-quality filling materials. Also beware incomplete filter changes, in which you or your mechanic simply drop in a new cartridge without cleaning out sludge accumulation in the container.

### San Juan SIU Hall Open For Business



Seafarers from ships in San Juan area make use of modern furnishings at brand-new SIU hall in Puerto Rico to catch up on the news in the LOG. The building is located at 101 Payelo, on the ground floor of the Maritime Building, only three doors down from the old hall. A major conversion job, which Seafarers aided, helped get the place into shape. The hall is fully air-conditioned and easily able to accommodate meetings of 100 or more persons.

## Tuxford 'World's Champ' In Safety

Seafarers and officers of the Robin Tuxford are claiming a new "world's championship" for freight ship safety. The Tuxford rolled up 502 days without a single lost-time accident on board.

As far as the records show, the 502 days is an all time high for freight ship operations, unless somebody can come along and prove otherwise.

Captain Kenneth Chambers, the skipper of the Tuxford, declared that the reason for the outstanding record was the "full cooperation and excellent spirit" of the entire gang from topside on down.

Robin Line officials pointed out that the usual experience in the industry, the third most dangerous in the US, was that a single trip seldom passed without a lost-time accident. They described the Tuxford achievement as remarkable in

the light of the past pattern in maritime.

Commenting on the record achievement, an SIU headquarters spokesman declared: "The Tuxford case proves what we have believed since the start of the joint Union-industry safety program, that it is possible to prevent disabling accidents and loss of life at sea through use of time-tested safety

methods. What was achieved by the Tuxford is something for every SIU ship to shoot at in the future."

Actually, the Tuxford's record dates back before the start of the joint safety program, since the company has had such a program of its own prior to the industry-wide set-up. Robin Line currently is participating actively in the Union-industry plan.

## Book Lauds 'America At Sea' Theme

"If there is an exception to the rule (that a single ship can help to shape history) the story of the Seatrain Texas fits the bill. Under extraordinary circumstances and against great odds she delivered a cargo which stopped Hitler's advance in Africa . . ."

So begins the account of the Seatrain Texas' historic solo run of July, 1942—one of the many fascinating accounts of maritime exploits, in peace as well as war, in the book, "Famous American Ships," by Frank O. Braynard.

Braynard, formerly ships' news reporter for the New York Herald Tribune, is now director of information for the American Merchant Marine Institute. He is also a skilled artist, and his own pen-and-ink drawings depict all the vessels featured.

Braynard's book is subtitled "An Historical Sketch of the United States as Told Through Its Maritime Life." It spans the entire maritime history of this country from the earliest voyages of the Vikings.

"Famous American Ships," published by Hastings House, of New York, is now in its second printing. It retails for \$5.

## LABOR ROUND-UP

"A 30-hour workweek with no loss in take home pay" is the answer to the increasing unemployment problem caused by automation, reports the International Association of Machinists. A second industrial revolution, based on automation, is in its initial stage, said IAM President Al Hayes, and with our present increasing population, unemployment is inevitable.

A Supreme Court ruling has limited State intervention in labor disputes affecting interstate commerce where the National Labor Relations Board has refused to assert jurisdiction. The NLRB has sole jurisdiction over these cases, said Chief Justice Earl Warren. Congress, he added, has clearly expressed itself in favor of a uniform Federal regulation of labor-management relations and the decision of the NLRB not to rule in such a dispute did not leave the door open for the state to accept jurisdiction.

The International Chemical Workers Union scored a 2-1 victory in an Ontario Labor Relations election over the United Chemical Workers to win representation of employees of the strategic UDY Metallurgical and Chemical Processes Ltd. The UCW had been ousted from the old Canadian Congress of Labor in 1949.

The Administration has approved a recommendation asking for a Congressional amendment to the Taft-Hartley Act clarifying the

rights of labor unions and employers in all industries to bargain on an area-wide or national basis. Although such contracts have been consistently upheld in the past by the NLRB, a recent Federal court decision noted that they never had the express sanction of Congress. The legality of the contracts was not affected by the decision but Labor Secretary James P. Mitchell thought it best to get Congressional approval.

Reminiscent of the technique used by John L. Lewis against the AFL in 1947, mill employees at the West Virginia Pulp & Paper Co. mill announced that they had "disaffiliated" themselves from Lewis' catch-all district 50. In strict conformity with the "Lewis disaffiliation method," the message was sent on brown wrapping paper. The workers had recently voted to join the merged United Papermakers and Paperworkers, AFL-CIO. In another NLRB election, the Oil, Chemical & Atomic Workers replaced District 50 as bargaining agent for the 2,100 employees of Wyandotte Chemical Corp.

The Meat Cutters and Butchers Workmen's Union announced that applications are being accepted for apartments in the \$6.5 million union-sponsored Earl W. Jimerson cooperative housing development in Brooklyn. The apartments, named in honor of the union's international president, represent the latest in modern design and comforts.

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

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

The temporary disabling of the Feltore was reminiscent of the accident which involved the Steelore, a sister ship in January, 1955. In that instance, the Steelore was totally disabled and had to be towed into port, but the Feltore was more fortunate in being able to get its power plant and engines operating again.

According to information received from Seafarer John C. Green, deck delegate, the Feltore started taking water in the engine room when a pump intake broke. The rising water, which reached a depth of nine feet, shorted out the power and crippled the vessel. This was on February 5.

A call for help was put out and the Chilore proceeded to the scene with spare parts. Meanwhile,

Green reported, the engine room gang was working frantically to close valves and get pumps working. For a while, he said, the "2nd engineer, and Manuel Rendueles, FWT, were diving into water to stop the water from coming in. For 2½ hours both men were working mostly under water and losing all kinds of wrenches, nuts and bolts until they finally secured the rest of the line." Cargo pumps and bilge suction pumps were put to work until finally the water started to recede.

For the next 48 hours, he said, the wipers and daymen worked around the clock to keep pumps operating and replace those under water.

### Lifeboat Sinks

On February 8th, three days later, the Chilore showed up at 4:30 AM with spare motor equipment. The No. 2 lifeboat was lowered in heavy seas. "It took us from 6:45 to 8:45 AM to attempt to get the armature . . . at 8:45 the armature was lowered into the No. 2 lifeboat and we attempted to row back to our ship but we could not make any headway."

In the course of the struggle, the lifeboat rammed the side of the vessel and started shipping water. The crew was taken off, "but we had to let her go and sink with the armature the engine room needed badly." Finally, the necessary repairs were completed and on February 9 she got underway again. "We should give credit to the engine department," Green concludes, "for a good job well done."

Members of the deck gang who manned the lifeboat included Howard Webber, bosun; Green, Jack Wise, AB; and Jack Carson, DM. Green also cited William Tellez, OS; who volunteered to attempt to remove the armature from the lifeboat but was ordered not to by the captain because of the danger involved.

Subsequently the Feltore went into the shipyard where after a week's repair she was put back into service again.

The Steelore was less fortunate since it was never restored to service.

### NY State Tax Refund? Maybe

A ruling by New York State tax authorities on sickness pay exemption may open the way for Seafarers paying the state tax to collect refunds on previous years' payments.

The ruling provides that sickness pay received from an employer from the years 1954 onward can be deducted from tax returns, provided such pay is part of an established sickness pay plan.

On the face of it, the ruling would seem to exempt pay received from a shipowner in the form of unearned wages where a Seafarer is removed from a ship sick or injured before articles are broken.

Seafarers who think they are entitled to a return can get more information from state tax offices. They can also get a refund form on past years' taxes from the state offices.

# Ala. Leases Tidal Lands Oil Fields

MOBILE — Bids are being accepted by the State of Alabama for the leasing of offshore oil lands for exploration and drilling. So far, several thousand acres have been leased to various oil companies who are taking advantage of the tidelands, one of the nation's few remaining sites of large oil deposits.

Promising developments in Louisiana tidelands are spurring oil treasure hunts on the Gulf.

Port Agent Cal Tanner reports that with the acceptance of these bids, there will be increased numbers of small boats, barges, rigs and other development equipment for the Harbor and Inlands Waterways Division to organize. The SIU is the first maritime union to sign an agreement covering workers in this expanding industry. At present the union has a contract covering the employees of the Phillips Petroleum Company, one of the leading producers in the offshore oil field.

It also just concluded a successful strike at G&H towing, the largest tug operator in the offshore industry. (See story on page 3.)

### Shoreside Jobs Open

Tanner also reports that job activities in port have been very good. Many Seafarers on the beach are finding relief jobs in the shipyards while waiting to sign on. He expects some 350 jobs to be open in the yards very soon. Activity has also picked up, he said, in the tug area. Most of these are outside towing jobs which are good paying and run from five days to three weeks.

On the shipping front, there were nine vessels in port during the past period. They were the Catherine (Drytrans); Claiborne, Monarch of the Seas (Waterman); Alcoa Corsair, Alcoa Cavalier, Alcoa Pioneer, Alcoa Partner, Alcoa Polaris (Alcoa). Next period promises to be just as good, if not better, with some 13 ships expected in so far.

# Shipping Round-Up & Forecast

March 20 Through April 2

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	10	5	7	4	2	0	19	9	28
New York	63	12	51	19	40	10	160	41	201
Philadelphia	27	3	20	4	10	2	57	9	66
Baltimore	67	17	27	18	26	12	120	45	165
Norfolk	20	5	20	9	13	9	53	28	76
Savannah	6	4	6	2	2	2	14	8	22
Tampa	7	4	5	5	8	1	20	10	30
Mobile	17	8	20	4	21	8	58	20	78
New Orleans	51	9	47	10	49	11	147	30	177
Lake Charles	15	7	10	6	13	11	38	24	62
Houston	27	12	19	8	9	8	55	28	83
Wilmington	9	6	8	7	7	4	24	17	41
San Francisco	16	6	12	7	9	4	37	17	54
Seattle	17	17	16	11	5	8	38	36	74
Total	352	115	268	112	220	90	840	317	1157

Port	Shipped									Total A	Total B	Total C	Total Ship.
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C	Stew. A	Stew. B	Stew. C				
Boston	6	1	0	2	5	0	1	1	0	9	7	0	16
New York	49	11	4	43	8	13	41	4	7	133	23	24	180
Philadelphia	17	4	0	10	0	2	11	4	2	38	8	4	50
Baltimore	55	16	0	29	16	4	22	17	3	106	49	7	162
Norfolk	6	3	1	3	2	2	1	0	5	10	5	8	23
Savannah	4	1	2	5	1	3	2	2	3	11	4	8	23
Tampa	8	1	1	3	5	2	2	1	1	13	7	4	24
Mobile	16	5	0	23	5	13	11	9	4	50	19	17	86
New Orleans	45	9	0	46	11	8	39	6	7	130	26	15	171
Lake Charles	9	7	1	9	7	1	7	3	2	25	17	4	46
Houston	20	13	6	21	11	11	10	9	7	51	33	24	108
Wilmington	7	2	3	5	3	6	8	1	0	20	6	9	35
San Francisco	10	3	0	8	6	0	5	0	0	23	9	0	32
Seattle	13	5	3	6	3	1	5	1	1	24	9	5	38
Total	265	81	21	213	83	66	165	58	42	643	222	129	994

Shipping dropped below the 1,000-job mark last period for the first time in 12 months. The steady decline is a "freak" for this time of year, but is still continuing.

At the same time, new ship transfers are adding to the problem by swelling the number of men on the beach.

## INQUIRING SEAFARER

QUESTION: Are you satisfied with the reading matter that's put aboard ships in the form of the SIU ship's libraries?

**N. J. McKeven, AB:** I find that ships have very good libraries with fine reading material in them. Since most of my reading is done when I am at sea, I especially appreciate the old magazines which help me catch up on what's going on.

Another favorite of mine is the Reader's Digest.

**Louis Torres, AB:** The books on board ship are very good and a great help in passing the time when we are off duty. I do think that there should be more of them, especially the hardboiled detective ones, and the action true type story magazines. We could do with less of those love books.

**Glenn Darling, AB:** I am not satisfied with the books on ship. There is not enough of a variety. If there is one copy on ship there must be five more. Every time we get a new package of books, they are always copies of the ones already on board, especially on long trips where we can't change them often.

**John N. Abrahamsson, OS:** They should have less of the political and "mush" type of books. My complaint is against all the outdated magazines. We should get more current ones. Also I have a grudge against men who hoard a pile of the books all trip and prevent the rest of us from reading them.

**Carlos Morales, bosun:** I think putting books on ships for the men to read was a very good idea. I am very satisfied with the libraries I find on them. While off duty I read a lot, especially the historical and murder type stories. I usually find enough on any ship to keep me happy for the whole trip.

**George LeStrange, FOW:** Reading is good for the mind and I think that there should be more of the educational books on ship. Most of them are fictional and I get nothing out of them. Usually I bring some technical books on engineering on board with me. Why waste the time with the other kind.

Registration has kept well ahead of shipping for several weeks.

Six ports missed out on the general decline by showing increases during the past two weeks. A seventh, New Orleans, maintained the same pace as before. The ports which showed gains were Boston, Baltimore, Savannah, Lake Charles, Houston and Wilmington.

Among those which declined were New York, Philadelphia, Norfolk, Tampa, Mobile, San Francisco and Seattle. The last two mentioned, both on the West Coast, reported the worst drop, although Wilmington had relatively fair shipping on its own.

In all likelihood, shipping will break out soon the same way it did a year ago when the industry was in a slump. The increased activity that resulted continued well into this past winter.

The widest spread between manpower registered and shipped was in the deck department, although shipping for class C men in that department was the slowest of all.

In terms of seniority shipping, class A handled 65 percent of the total jobs, class B 22 percent and class C the rest. The figures showed an increase in the proportion of class A jobs and a decline to the lowest point in a year for class C. Boston and San Francisco shipped no class C men at all.

Following is the forecast port by port: Boston: Slow . . . New York: Fair . . . Philadelphia: Fair . . . Baltimore: Good . . . Norfolk: Good . . . Savannah: Fair . . . Tampa: Fair . . . Mobile: Good . . . New Orleans: Good . . . Lake Charles: Fair . . . Houston: Good . . . Wilmington: Fair . . . San Francisco: Fair . . . Seattle: Fair.

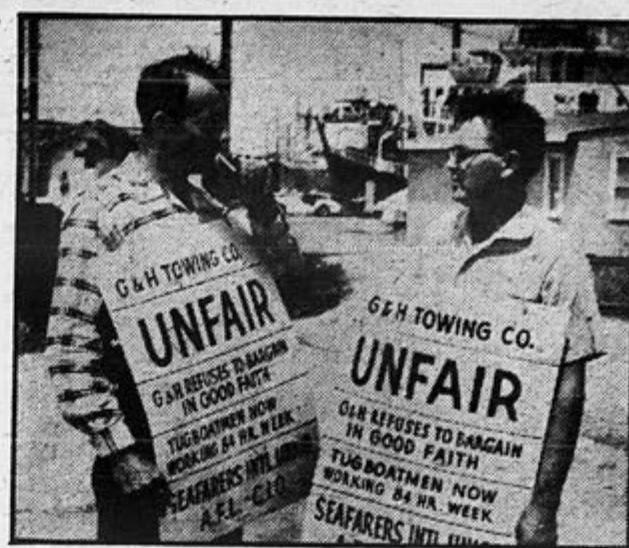
LET 'EM KNOW!  
Write TO THE LOG





# SIU TUGBOAT VICTORY!

Half of the 26-ship G & H fleet was tied up in Galveston during entire beef. Strike headquarters was in Houston.



Talking it over on Houston picketline are Alton F. Roberts, from the tug Propeller (left), and John F. Stineff of the H. O. Weatherby. Pact won 8-hour day.



Arthur L. York, mate on the Pike, who cast first ballot in vote on strike settlement, makes no secret of his jubilation over the SIU-HIWD win.



Sharing turn on Galveston picketline (l to r) are A. L. York, mate on the tug Pike; Bill Thuerwacher, captain, Messenger; E VanBenthuisen, chief engineer, H. O. Weatherby, and SIU representative R. F. "Mickey" Wilburn.

**A** HARD-HITTING 33-day strike by the SIU's Harbor and Inland Waterways Division won the top union agreement in the entire Gulf tugboat industry Saturday when the biggest operator in the area signed up for a new contract. The 26-boat fleet of the G & H Towing Company had been tied up tight since March 4 from New Orleans to Corpus Christi.

The pace-setting settlement won the unanimous approval of the 286 men in the fleet after an SIU-HIWD negotiating committee hammered it out. The pact establishes a base monthly wage of up to \$576 for deckhands and oilers, an 8-hour day, 9 paid holidays, two weeks' paid vacation, full job security guarantees and a company-paid health and life insurance program for the tugmen and their families.



Rank-and-file strike committeemen (l to r) D. Doherty, J. Matejek, H. Palmer, J. G. Caudle, F. Freeman, C. C. Nyberg, and A. L. York cheer end of the beef.



Listening intently to the SIU-SIWD negotiating committee's report on contract at special meeting in the Houston SIU hall are some of the tugboatmen who tied up the G & H fleet for 33 days. They adopted the contract by a secret ballot vote.



Explaining a point during special meeting on new G & H agreement in Houston SIU hall, New Orleans Port Agent Lindsey Williams (at mike) served as chairman of the meeting and directed strike operations. Other officers of meeting are SIU rep. R. F. "Mickey" Wilburn (left) and Assistant Secretary-Treasurer Bob Matthews, who led the negotiating team.



## MTD Voice Broadcasts In 2nd Yr.

The second year of weekly direct voice broadcasts to ships' crews will start this Sunday under the continuing sponsorship of the AFL-CIO Maritime Trades Department.

Representing another MTD "first" in maritime, the union voicecasts are supplemented by weekly 'round-the-world wireless broadcasts which began 20 months ago. The two series of broadcasts by the MTD, of which the SIU is a member, provide up-to-minute news on union and general maritime developments for members of MTD's deep-sea affiliates.

Increasingly popular with ships' crews, the voice broadcasts are beamed to ships in Atlantic, South American and European waters on three different frequencies at 1620 GMT (11:20 AM EST) each Sunday. They can be picked up clearly by shortwave radios aboard ships in those waters.

The wireless broadcasts blanket the globe in separate Sunday and Monday transmissions to cover all waters. They go out Sundays at 1915 GMT (2:15 PM EST Sunday) to all areas except Australia and the Northwest Pacific. These areas get the same transmissions on Mondays at 0315 GMT (10:15 PM EST Sunday), due to time differences west of the International Dateline.

Following approval by the Federal Communications Commission, the direct voice broadcasts got underway last April 15. Listeners who have comments and suggestions on the broadcasts can address them to MTD, Box 525, General Post Office, Brooklyn 1, New York.

Testimony at now-recessed House committee hearings has focussed attention on an old problem: ship transfers and their affect on US shipping. Now the scene is shifting to the Senate Commerce Committee, which has a bill before it to deal effectively with the problem.

The issues in the case are clear. Every ship transferred foreign idles more seamen on the beach and creates more cheap competition for the remaining US vessels. It also produces an endless cycle, with shipowners seeking the transfer escape route because they cannot keep up with the growing competition.

On the other hand, the transfer program is defended by Government officials, who claim that only by allowing transfers can they get new US vessels built, and by the shipowners. The operators are concerned solely with profits. Each transfer gives them a "subsidy" which can be applied against the cost of the new tonnage.

This leaves thousands of unemployed seamen holding the bag, waiting for a trickle of new construction in the future. The US, in turn, is left with a shrinking merchant fleet. This creates the spectacle of the greatest nation in the world having to turn to foreign fleets, built up with American aid funds and former American tonnage, to carry more and more of its own foreign trade.

### Sanctuary For Runaways

US maritime unions have tried to organize the runaway fleets and bring them up to American standards with some success. But on Monday, the US Supreme Court ruled against these activities, making American ports a legal sanctuary for the runaways.

Still another element is the subsidy question. Washington is reluctant to offer cash subsidy assistance to more than a few favored operators. Instead, in one instance, a huge \$62 million subsidy is recommended for just one new super-liner which may someday be useful as a troop carrier. House leaders, bent on economy in the budget, have turned this down.

And as if transfers to runaway flags weren't enough several foreign nations are seeking to build up their fleets with ships from the US reserve fleet. This means still greater competition for US shipping, though the ships are supposed to be used solely in the coastwise services of the countries involved. But the authorizations for these sales carry a loophole. With the full approval of the Secretary of Commerce, five ships sold to the Philippines for the island trade last year are now conceded to be engaged in offshore operations.

The only remaining solution, then, seems to be a set of rigid safeguards against the indiscriminate trading away of US ships, coupled with a thorough reappraisal of the subsidy situation. As a first step, the Magnuson bill now before the Senate committee would insure the necessary safeguards. It has the hearty endorsement of every seaman, all maritime unions and every supporter of a strong US merchant fleet.

# Manning Scales Face FMB Cuts

WASHINGTON—A possible Government attack on US ship manning scales with consequent loss of seamen's jobs has been indicated in hearings before the House Appropriations Committee.

Maritime Administrator Clarence Morse has told the committee that in the opinion of the Federal Maritime Board, subsidized steamship operators are employing more crewmembers per ship than Maritime thinks necessary.

Morse said that the FMB has before it a staff recommendation which would establish maximums for manning of subsidized ships. Individual ship companies would have to justify carrying of larger crews if they wished to have the additional manpower figured in on subsidy payments.

### Squeeze On Unions

He indicated that the board would approve the recommendations of the study, putting the squeeze in turn on maritime unions which have contracts with the subsidized operators.

Under SIU and other union contracts manning scales are the subject of negotiation between the shipowner and the Union. However, if the Government were to cut down on manning scales, it would put the pressure on unions in future negotiations to conform with the Government's recommendations.

Further, since manning scales are roughly similar from one company to the next, any reduction in manning for subsidized companies would certainly affect the non-subsidized segment of the industry.

The subject of manning scales was raised two years ago by the House Merchant Marine Committee at a time when it was discussing proposals to impose a wage control plan on maritime. At that time, union representatives testified to the effect that manning on US vessels was actually lower than on ships of principal competing maritime nations.

The 1955 Government moves to interfere with free collective bar-

gaining and impose arbitration on sea unions were dropped after very strong opposition from SIU of NA and its affiliates as well as other maritime unions. The NMU, on the other hand, accepted the principle of a referee with power over shipping contracts.

Having been defeated on the wage limitation plan, Government officials seeking to cut down on payments to maritime are apparently taking another tack toward that same end with the proposed manning scale reduction.

## MEBA Raps NMU Attack On Officers

The Marine Engineers Beneficial Association has put out a special issue of its publication, the "American Marine Engineer" to denounce NMU President Joseph Curran's refusal to support AFL-CIO unions in the American Coal beef.

Further, the MEBA accuses Curran, while posing as defender of the hiring hall, of fostering an attack on the officers' hiring halls and the rights of sea unions to picket.

The MEBA points out that American Coal, with Curran's apparent approval and support, has a legal proceeding going which would deprive maritime unions of picket rights where a ship was at a pier, repair yard or other facility not belonging to the shipowner. "Since ships have no permanent sites, they must always be picketed at the premises of another company. Should the NLRB rule such picketing to be an illegal secondary boycott, it will henceforth be impossible for a maritime union to picket effectively."

Turning to Curran's account of the Washington meeting with President Meany, the MEBA says:

"President Meany asked only one thing of Curran, that he honor the picket lines of the MEBA and MM&P.

"President Meany asked far more of the SIU. He asked not only that the SIU withdraw its charges filed with the NLRB, but that it recognize the NMU contract for all the ships that AMCOS might eventually put into service..."

## Final Dispatch

Alfred Hancock, 53: Brother Hancock died from a circulatory condition on March 1, 1957. He joined the Union on June 25, 1955, and was sailing in the deck department. Brother Hancock is survived by a niece, Beatrice L. Knox of West Bridgewater, Mass. Burial took place in Melrose Cemetery, Brockton, Mass.

Robert L. Allen, 30: Brother Allen died on March 4, 1957, as a result of an intestinal disorder. He joined the Union on February 17, 1945, and was sailing in the steward department. Burial took place in Greenlawn Cemetery, Portsmouth, Ohio.



Shirley Poole, 47: On March 14, 1957, Brother Poole died in the USPHS Hospital in Galveston, Texas, as a result of a tumor. He joined the Union on December 20, 1955, and sailed in the deck department. Brother Poole is survived by his wife, Mrs. Jewell Poole, of De Quincy, La. Burial took place in Goodhope Cemetery, Galveston, Texas.

## Moving? Notify SIU, Welfare

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

### C'mon Dan, Drop The Gun!



Mrs. Alfred Chambers chides son Danny, 4 1/2, to put down his gun so a LOG photographer can take his picture. She and the children visited the New York SIU hall to check on welfare benefits. Baby Brian is unconcerned by it all.

## House Pole-Axes Funds For New US-Flag Ships

WASHINGTON—Stepping up its economy drive, the House Appropriations Committee voted last month to slash ship construction and operating subsidy funds for the coming fiscal year. A hot fight over the cut is expected on the House floor, with industry lobbyists going all-out to have the funds restored.

Chief target of the committee's axe was a \$62 million request for construction of a new luxury liner for US Lines. The vessel, which would replace the S/S America, has been supported by the Government because of its defense value and the presumed prestige it would bring the nation. Like its sister ship the United States, it would concentrate heavily on first-class passengers.

Late Wednesday, the full House

voted to uphold the committee's action on funds for the new liner. The Senate has not acted on it yet.

Also affected by the \$94.5 million cut are plans for construction of an ore carrier for Central Gulf SS Co., a passenger liner for American President Lines and two freighters for Moore-McCormack.

The committee also lopped \$20 million off the \$120 million budget for operating differential subsidy funds, and reduced the number of subsidized voyages from 2,146 to 2,100. The voyage cut may affect some unsubsidized operators who have asked for operating differential subsidies within the past year. These include Arnold Bernstein Line, Isbrandtsen, T. J. McCarthy, State Marine Lines, States Steamship and Isthmian.

#### Some Funds Available

If the funds are not restored, the Maritime Administration will still have \$95 million available for ship construction projects. Of this sum, \$3 million has been approved by the committee for the coming fiscal year, and the other \$92 million has been left over from previous appropriations.

## Shipping Up In Seattle

SEATTLE — Contrary to Port Agent Jeff Gillette's predictions, shipping in this area picked up during the past two weeks and promises to continue to improve.

The Longview Victory (Victory Carriers) signed on while the Wild Ranger (Waterman), Penmar and Massmar (Calmar) stopped into port to be serviced. Next period, Gillette announced, should be even better for Seafarers on the beach. So far there are three pay offs expected. They are the Transatlantic (Pacific Wat.); Ocean Joyce (Ocean Trans.); and the Coe Victory (Victory Carriers). There were no beefs reported during the past period.

## 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:

Paul Sidney Toler, born March 15, 1957, to Seafarer and Mrs. Richard L. Toler, Vineland, NJ.

~ ~ ~

Victoria Badyk, born October 6, 1956, to Seafarer and Mrs. Joseph Badyk, Union City, NJ.

~ ~ ~

Angela Marie Cuevas, born January 24, 1957, to Mrs. Mercedes Pitre Cuevas, widow of Seafarer Maximiliano Pitre, New Orleans La.

~ ~ ~

William Arnold Roberson, born March 20, 1957, to Seafarer and Mrs. Charles V. Roberson, Mobile, Ala.

~ ~ ~

James Cabral, born March 19, 1957, to Seafarer and Mrs. John Cabral, Brooklyn, NY.

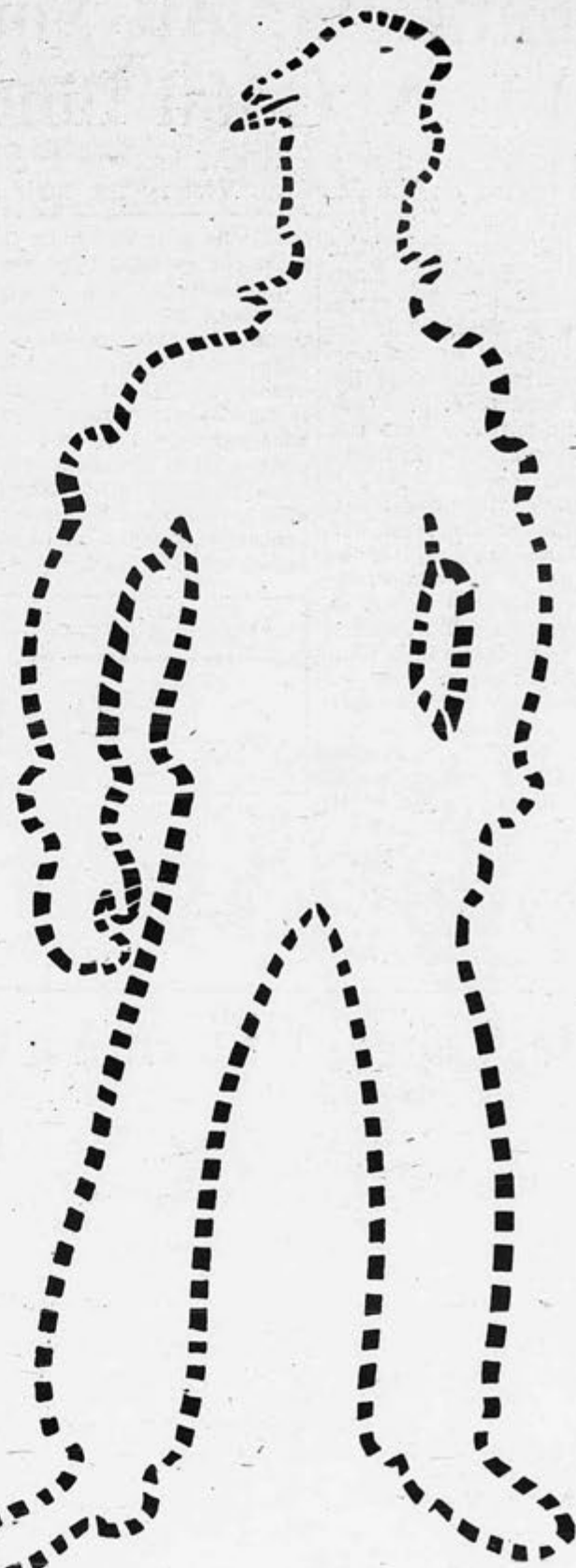
~ ~ ~

Everette Keith Richards, born March 1, 1957, to Seafarer and Mrs. Alber H. Richards, Baltimore, Md.

# LIVES

# AND

# LIMBS . . .



That old saying about self-preservation being the first law of nature is familiar to all hands. If that's the case, then shipboard safety should be the first consideration of every man in the crew.

For shipboard safety is nothing more or less than the preservation of life and limb. It's as simple as all that.

It is especially true when you consider that what would be a minor accident ashore can easily be magnified into something serious at sea for two reasons: the erratic motion of the ship and the absence of medical facilities.

To sum it up, if you value a sound, healthy body and want to keep it that way, you should put personal emphasis on following the safe way.

**An SIU Ship is a Safe Ship**

# Iceland Cold? All You Need Is A 'Good Line'

It would take more than a couple of icebergs to cool the ardor of crewmen on the Mankato Victory for their North Atlantic "lovers run."

The ship has been plying the route linking Iceland, England, and Holland for some time and, apparently, with no regrets. Undaunted by icebergs and rough weather that gave the deck cargo a hard time, they took Reykjavik by storm and were due to wind up a ten-day stay in Liverpool this week.

As far as Reykjavik is concerned, the ship's reporter conceded that a lot of seamen don't rate it too high, "because it takes a really good man to 'make out' there. A good line, rather than the common dollars-and-cents approach, is what you need," he confided.

Meanwhile, the outlating of the world's oldest profession in another part of the globe is forcing a revamping of entertainment standards in Japan. An estimated half million women theoretically joined the ranks of the unemployed on April 1st when criminal penalties went into effect. They had been part of what was regarded as a major industry in Japan since

1945, one that had been legalized there for perhaps 1,000 years.

This month the government set up about 75 consultation offices throughout the country to encourage the women to seek a new means of obtaining a livelihood. It rejected their demands for severance pay amounting to 180,000 yen (\$500), which the girls said represents six months' earnings. What effect all this will have on the popularity of Japan for tourists and sailors remains to be seen.

### LOG-A-RHYTHM:

## The Hasty Word

By M. Dwyer

*"You must change your ways  
End carefree days,  
And settle down for life,  
Renounce your pleasure,  
Save your treasure  
And remember who's your wife."*

*These were the words of a seaman's woman  
Who spoke in haste and fear,  
In anger, unkind words were said  
Which she'd give her life to clear.*

*A jealous woman who could not share  
His life in ev'ry port,  
She pictured him carousing and gay,  
With women of every sort.*

*She had let him sail, bereft of cheer  
Perhaps for a week, a month or year;  
But she planned to say that she was wrong,  
How the nights were lonely,  
The days were long.*

*Tomorrow, she thought,  
I'll write, with a grin,  
And try to explain I still think of him;  
But tomorrow came, and tomorrow went,  
Her time was consumed,  
No letter was sent.*

*I'll ask forgiveness, she said, you'll see,  
Then the message came "Lost at sea."  
Oh, foolish woman, she'll curse the days  
She would not learn a seaman's ways.*

*Her hasty words are ringing clear,  
As she recalls them with a tear;  
For he's in the port of no return  
And she's alone, left to yearn.*

## Wife Takes A Stern View

We were sipping lemonade one day, watching the various shapes as they strolled down the street.

The subject of our conversation was the stern of a woman dressed in slacks, who had just passed by.

"If women who are broad astern would only glance in a rear view mirror before allowing others to view them in slacks," he said, "I'm sure they would have sense enough to do something about it. They would take them off."

Now in all fairness, I agreed with him, but since a woman is supposed to have the last word, I countered:

"My pet, I will tell you about my pet peeve." (He didn't realize then that he too was one of the offenders.) "The male starts the day. He shaves very carefully and combs his hair slick. He dons all the necessary clothing, winding up with a neat pair of slacks and a good looking shirt that he tucks very carefully into the slacks.

"Then," I continued, "he cinches in the belt and, with a self-satisfied smile as he looks in the mirror, he throws back his shoulders and struts out to be admired.

"Five minutes later, you look but don't swoon. His belt is pushed down under the bay window and his pants are now at half-mast. It's really revolting."

He eyed me sheepishly, attempted a bow (here his pants slipped another notch) and conceded right there.

Jeanne Granberg

## THE SEAFARERS PUZZLE

ACROSS

- Pour
- Pacific Coast Union
- Dinner checks
- Actress Shirley
- Man's name
- Heroic
- Newfoundland Cape
- Shipmate
- Part of church
- Closet pest
- Part of sailing race
- Actor Colman
- Cat on the pier
- TV network
- Pronoun
- Little drink
- Open, as a keg
- Make an entree
- Galley item
- Neither black nor white
- Portugese area in India
- Swine
- de France
- Word in a Verne title
- Romania; abr.
- Goddess of dawn
- Deal out
- So be it
- Western Indian
- Light breezes at sea
- Actor Clark
- Vessel Measure
- In—(in all)
- Heraldic bearing
- Owened
- Part, as a hawser

DOWN

- Trinidad export
- Ardent love
- What fans give a team
- Comes together
- Take little drinks
- Russian mountain range
- Grew white
- Ceylon export
- Money set apart for special use
- Buffalo
- What a skunk has lots of
- and Chickens
- Channel
- It cleans the deck
- Kind of tide
- Girl's nickname
- How the weasel went
- Over there
- Nervous twitch
- Province of Canada
- Yes vote
- Chow of whales
- Barter
- Opposite of man
- The best years
- Places to sit
- Greek portico
- Born
- Land's —
- Soak up

Answer On Page 14

1	2	3	4	5	6	7	8	9	10	11
12				13				14		
15				16				17		
18			19		20		21		22	
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58					59				60	
61					62				63	

## Sixth-Graders 'Adopt' Wacosta

Geography lessons for 6th grade students at the Warren Lane School, Inglewood, Calif., are probably taking on a whole new flavor since the youngsters "adopted" the SS Wacosta. The ship, according to delegate T. N. Scott, is now returning to San Francisco from Inchon, Korea. The adoption was arranged under the "adopt-a-ship" program launched 20 years ago to familiarize American youngsters with shipping and merchant seamen. Last fall, the Maxton came under the wing of physically handicapped youngsters from New Jersey's Branch Brook Public School.

## LOG Helps Him Keep In Touch

To the Editor:

Please accept a small LOG donation in appreciation for sending the LOG along to me these past few years.

I have enjoyed being kept abreast of the activities of my former shipmates. I sailed SIU from 1947 until I went into the Marine Corps in 1951. Since my discharge in 1954, I have been studying at the Uni-

versity of Hawaii. I expect to graduate this June with a major in industrial relations.

## Letters To The Editor

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

I have been a real pleasure to receive the LOG during this time, and I have found valuable source material for several research papers in it. You can always be assured that the paper is well circulated and well read. Found in some of the most remote parts of the world, the LOG is read by seamen and others until its pages are tattered and torn.

Seafarers can well be proud of their newspaper. Few labor papers, even among the unions with more members, cover their trade as well, nor provide as much general interest and family news as the LOG does. I would be very glad to hear from any of my former shipmates, at 2185-A Ahe Street, Honolulu. Please continue sending the LOG, too.

George A. McDonald

## Welcomes LOG For Ship News

To the Editor:

I would like to take this opportunity to express my sincere thanks and appreciation to you and all concerned in sending me the SEAFARERS LOG.

I just received my first issue and was glad to catch up on the latest news. I also speak for the men to whom I pass on the LOG. I know it is also deeply appreciated by them, though they may not be in a position to write and voice their thanks.

Thank you again for your consideration.

C. Van Orden

## Got Food Beef? Try This Menu!

To the Editor:

I was invited down to a Norwegian tanker, the M/T Melanie, for dinner while in Baltimore recently. When you check that crew's menu, you can appreciate all the more the fine working rules and conditions on American union ships.

I was eating in the officers' mess, and we started out with clam chowder, then some fish (I think it was trout) and only one vegetable, a boiled potato. There was no dessert or beverage. They only have coffee at coffeetime.

It seems a shame conditions are that way, as there was a nice crew aboard her, guys just like us, who deserve a better break. I hope to see the day

## Portland Raffle Winner Wanted

To the Editor:

One of your members, Fred A. Olson, contributed a dollar toward the building of a new parochial high school here in Portland and was given a chance on either \$2,000 cash or a Chevrolet station wagon.

He has won this right but we cannot locate him. Olson paid off the SS Ocean Dinny on January 20, 1957 as a messman but, since the ship did not sign on here, we don't know if he is still on that vessel.

Please pass the word on to this man so he can either present himself here at Portland for his car or write us.

Our address is Immaculatta Academy, 5704 NE 27th Avenue, Portland 11, Ore.

Margaret Grady  
Senior Class Member

## Josefina Seen In Fair Shape

To the Editor:

These are just a few lines to let you know that we on the Josefina are having a fairly nice trip, with no beefs that can't be straightened out before we get back to the States.

We have been out now five months and it looks like about four to five more months on the ore shuttle from India to Japan. Keep the LOGs coming. That's the only way we have of knowing what's happening.

Roland A. Wiman  
Ship's delegate

## Crew's Kindness Hailed By Bosun

To the Editor:

I hope all my shipmates on my last ship see this as I am very grateful to all of them.

Please express my thanks to the officers and the crew, especially the members of the deck department, for the kindness they showed when I was hurt on the vessel. They really demonstrated the true brotherhood of the sea.

F. G. Barnett  
Bosun

## Seafarer Now In Tavern Biz

To the Editor:

All brothers who have sailed with Brother Bernie Snow in the black gang will be glad to know that he is now a partner with Duke Sommers in the Lorraine Tavern, under the old SIU hall at 14 North Gay Street in Baltimore.

Everyone can be assured that Bernie and Duke will do their best to give them a good time if they drop in.

Harry J. "Popeye" Cronin

## Youngster Seeks Foreign Stamps

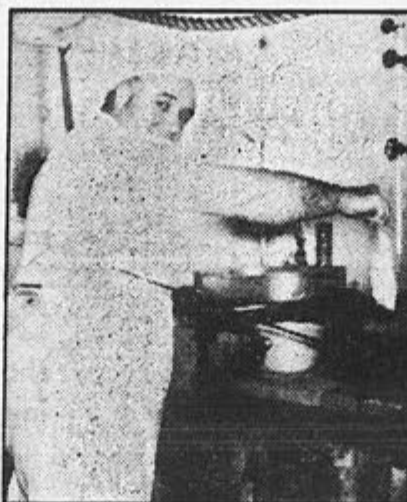
To the Editor:

My name is Warren Colvin and I am ten years old and a Cub Scout. One of my achievements is collecting stamps.

My daddy gets the LOG every month. Would you please publish my letter in the LOG asking some of the Seafarers to write me from foreign countries? My address is 2607 Joan Avenue, Gulfport, Miss.

Floyd Warren Colvin

## Cooks' Tour



Shipboard photog catches action in the galley on the Andros Legend, with chief cook Fred Drew getting ready to submerge somebody's fish dinner into a pan. The photo is by D. D. Gaskill Jr. We hope it came out alright.

# 'Red' Goes 'Legit,' Tries Art School

A ten-year veteran in the SIU, Seafarer Robert "Red" Fink had ample time to get to know the ways of life aboard ship and of seamen ashore.

During all this time, he was a steady contributor of cartoons to the LOG, compensating for his lack of formal art training with a good comic touch. As he would be the first to admit, where else but in a seaman's union could a guy named "Red" find solace and still keep a sense of humor?

A two-year stint in the Army from 1953-55, didn't dampen his ardor for the seagoing life one bit.

Now a full-time student at the School of Visual Arts, New York City, "Red" decided to go "legit" last fall, when he enrolled in a three-year course with the aid of the GI Bill. He still keeps in touch, attending SIU meetings and shipping during holiday periods.

Here are some of his latest creations, which should ring a bell with everyone who's ever gone to sea.



"Wot do you guys mean you didn't know the coffee was for the watch...?"



"Who's got the key now?"



"Honey, what's a 'good' port?"

# Good-Will Deed Earns French Dockers' Praise

Supplementing the work of the striped-pants diplomats and foreign aid emissaries from the US, SIU "ambassadors in dungarees" on the Irenestar scored another mark for American-French relations recently.

The incident earned high praise and compliments from French port workers for the Irenestar crew after news of their goodwill gesture got around, according to ship's delegate F. J. Johnson.

It developed after a longshore boss at Rouen was killed the night before sailing in an accident in the number two hold. Meeting the need, the crew acted quickly to ease things for the longshoreman's widow.

A collection aboard the ship produced a purse of 35,000 francs for the widow, Mrs. Queual, which at the even higher unofficial exchange rate amounted to a considerable sum for the bereaved family. The official exchange rate is 350 francs to the dollar.

Responding to the generosity of the crew, Mrs. Queual subsequently wrote to thank one and all for their friendly gesture. She was joined in this by the chief of longshoremen at Rouen.

The letter translated as follows:

"To the Captain, and the SIU Crew, Mates and Engineers:

"We thank you very sincerely for the noble gesture you and the members of the crew made at the time of the mortal accident in the number two hold of your ship.

"We were very touched by your remarks of sympathy at this time. We beg you, dear Captain and all crewmembers of the SS Irenestar, to accept our sincere gratitude for your kindness."

## On Their Toes



Keeping things running smoothly on the Maxton, this trio is part of the black gang on the "piggyback" tanker. Pictured (l to r) are Fred Morrison, wiper; Charles Eagleson, oiler, and Chris the Turk, fireman. Eagleson, the engine delegate, sent in the photo.

## Tunesmith Wanted

Apparently Seafarer William Willdridge is turning out tunes and lyrics faster than he can handle them now. Willdridge has sent out a hurry-up call for a collaborator to work on the songs and help him round out the loose ends. A frequent contributor of poetry for the LOG, he has had a couple of songs played on radio stations in Boston and has some more on the fire. Anyone who's interested can contact him c/o the SIU hall in Lake Charles, at 1419 Ryan St.

**MARYMAR (Calmar), March 3**—Chairman, W. Cogg; Secretary, M. Flood. OS and chief steward left ship due to injury. Discussion on coffee shortage and stores.

**SEATRAN NEW JERSEY (Seatrains), March 17**—Chairman, Wayne-Ogle; Secretary, Rundblad. Motion made to get air conditioner repaired. Steward asks crew to turn in all surplus linen as he runs short.

**ORION STAR (Orion), Feb. 24**—Chairman, Bissonet; Secretary, Manning. Report on the men that have left the ship, report has been sent to New York.

**PAN OCEANIC TRANSPORTER (Penn. Nav.), March 16**—Chairman, Robert High; Secretary, Marion Beeching. Ship's fund at present is \$11. The mail situation on the scow is plain stinko. Ship's delegate contact boarding patrolman to see if something can be done about it. Water tanks on the bucket are in bad shape and require cleaning.

**SANTORE (Ore), Feb. 6**—Chairman, W. C. Byrd; Secretary, H. A. Augina. The bosun who was injured by a fall of iron ore in Cruze Grande, Chile while loading, was hospitalized.

**SEA CLOUD (Pegor), Feb. 3**—Chairman, Gage; Secretary, Yarborough. Due to a storm No. 1 life boat smashed up and the depth sounder torn loose from its moorings.

**SEA COMET II (Seatraders), March 3**—Chairman, W. A. Harper; Secretary, H. D. Carney. Motion made to have the ship fumigated.

**SEASTAR (Trilon), Feb. 17**—Chairman, G. Lawson; Secretary, M. Bugawan. Vote of thanks to steward and the whole steward department for job well done. Ship's delegate was instructed by chief mate that public drinking on passageways won't be tolerated and anyone caught will be brought up to the authorities. There will be no fighting or performing on the ship and those who fight or perform will be turned over to the boarding patrolman.

**SEATRAN GEORGIA (Seatrains), March 16**—Chairman, W. Jones; Secretary, A. Lambert. Mop bucket needed for black gang. Discussion was held on the purchase of magazines out of ship's fund. Result, everybody should buy his own.

**STEEL SEAFARER (Isthmian), Dec. 16**—Chairman, R. F. Grant; Secretary,

J. T. Welch. Request keys for heads while in port to keep out people that are not supposed to use them. \$5 in ship's fund. Urge cooperative effort among members of crew.

**VAL CHEM (Valentine), Feb. 3**—Chairman, J. D. Halpin; Secretary, W. Nesta. Would like the captain or the chief mate to let them know when there is going to be a late meal.

**WILD RANGER (Waterman), March 3**—Chairman, S. Andersen; Secretary, D. Ruddy. \$13.89 in ship's treasury. Words of appreciation to steward dept.

V. T. Nash. To change flavor of drinks and to bring cups back to messhall, and not to put cigarettes in cups. Ship's delegate resigned. New delegate elected.

**LONGVIEW VICTORY (Victory), Feb. 17**—Chairman, J. Lewis; Secretary, M. Caddy. Drinking and fighting aboard. Some disputed overtime. New delegate, secretary-reporter and treasurer elected. Bosun stated he has only 4 or 5 men to turn to for securing gear at each port.

**OCEAN EVELYN (Ocean Trans.), March 17**—Chairman, B. Laffoon; Secretary, R. Masters. Ship's fund \$10. Delayed sailing disputed. Delegates to check repairs and keep list up to date. Vote of thanks to steward dept.

**OREMAR (Ore Nav.), March 21**—Chairman, J. Shaw; Secretary, F. Popovich. One man missed ship in Baltimore; two men missed ship in Chile and charged with desertion. Ship's fund \$38.35. Some disputed overtime. Need more cots, fruit juices, silverware, new refrigerator; better preparation of food.

**ROBIN KETTERING (Seas Shipping), March 17**—Chairman, H. Denton; Secretary, J. Hannay. Two men missed ship; rejoined later. Ship's fund \$20.50. Few hours disputed overtime. Reports accepted. Crew warned not to discuss business in bar rooms. Request better grade of sausage and bologna. Cots and extra linen to be turned in.

**SEAMONITOR (Excelsior), Feb. 24**—Chairman, J. Garber; Secretary, D. Babcock. Three men missed ship. Some disputed overtime—to be settled at payoff. Picked up one NMU man. Motion to call meeting in presence of patrolman; find out if shipping rules were broken when steward was shipped. Investigate quality of penicillin. Check welfare benefits of member's family.

**STEEL ARCHITECT (Isthmian), March 3**—Chairman, E. Ott; Secretary, C. Ritter. Report on safety program. Repair list to be submitted. Ship's fund \$12.32. Some disputed overtime. Ship to be fumigated for rats and roaches.

**SEATRAN LOUISIANA (Seatrains), March 23**—Chairman, V. Whitney; Secretary, E. Lanier. Ship's fund \$9.54. Some disputed overtime. One

man missed ship. New delegate and secretary-reporter elected. Crew warned to take care of washing machine and TV set. Out rooms to be sougeed. All outside doors to be closed to keep rooms quiet and warm. Vote of thanks to cook for job well done in absence of steward.

**STEEL ADMIRAL (Isthmian), March 19**—Chairman, D. Keddy; Secretary, J. Resinoso. All foci'sles, bathrooms and showers to be painted. All repairs checked. Laundry room to be locked at Singapore. Slop chest time to be posted in advance. Fire & boat drill station cards to be issued by mate soon as possible.

**TOPA TOPA (Waterman), March 17**—Chairman, P. Van Wygerden; Secretary, F. Kustura. Repair list to be made up. Arrival pool to be made up and \$20 to be put in ship's fund. Return all cups and glasses to pantry.

**YORKMAR (Calmar), March 17**—Chairman, J. Manard; Secretary, J. Archie. Ship's fund \$16.22. One man injured—taken off ship. Beefs to be discussed with delegate. Washing machine to be left clean after using. Coffee mug and cups to be returned to pantry. Return cots.

**WACOSTA (Waterman), March 3**—Chairman, S. Alpedio; Secretary, T. Scott. Repairs being made. Reported

tentative voyage itinerary; delegate advised careful perusal of contract clarifications pertaining to overtime. New secretary-reporter and treasurer elected. Report accepted. New delegate elected. Minor repairs being made in foci'sles and bathrooms.

**YORKMAR (Calmar), Feb. 2**—Chairman, V. Paine; Secretary, B. Slaid. Four replacements in steward dept., 2 in engine dept. and 1 man reshipped in deck dept. Ship's fund \$16.22. Some disputed overtime. Carpenter reshipped in Northwest. Discussion on better cooperation on orders from galley; more juices and fruit to be put out; better seasoning on vegetables; check ice boxes.

**WARRIOR (Waterman), March 17**—Chairman, J. Ward; Secretary, M. Elliott. Sanitary system corrected somewhat. Good trip so far. Few hours overtime. Electrician ill. Reports accepted. Water tanks for wash water and drinking water to be cemented and painted out while ship is undergoing repairs. Sample of wash water and drinking water to be turned over to US Coast Guard. Showers, bathrooms, recreation and laundry to be painted. Vote of thanks to steward department for fine sweets and job well done. Suggestion to have water spigot placed on deck for stewards; bunks to be reinforced—springs & straps too loose.

# Digest Of SIU Ship Meetings

partment personnel. Suggest collection for workaway who missed ship.

**YAKA (Waterman), March 3**—Chairman, Jo. Touart; Secretary, S. Joseph. Safety meeting to be held Monday 4th. Vote of thanks to the stewards dept.

**STEEL ROVER (Isthmian), March 10**—Chairman, C. Reyes; Secretary, T. Gaspar. All hands to cooperate in using the washing machine properly. Suggestion to have exterminator in rooms, pantry and messhall.

**JOHN C. (Atlantic Carriers), March 16**—Chairman, S. Szantos; Secretary, R. Aguilar. Suggest each department will take care of cleaning washing machine room, slop sink, library.

**CHOCTAW (Waterman), March 3**—Chairman, M. Carlin; Secretary, R. Johnson. The food is very poor and ship is a 2nd rate feeder. Use of leftovers carried to extremes. Steward says see patrolman but crew desires improvement in meantime.

**ALCOA PENNANT (Alcoa), March 11**—Chairman, L. Joyner; Secretary,

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 .....

# Was This Dip Really Necessary?

Among other things, the ships' minutes reports that pass through the LOG office every day are noteworthy for a certain quality of understatement.

Whether they concern the rescue of a hundred people from a sinking ship or a blown-out lightbulb, the record in the minutes is always brief. This doesn't mean it's to the point, for the conventional "who, what, when and where" is not always observed. The matter is usually left hanging in the air until someone comes along who can put the pieces together.

Such is the case so far with a report from the Seatrain Texas, though our man of the hour wasn't even lucky enough to be left hanging. He got a good dunking, in fact, because "while painting over the side, someone cut [the] staging line, dumping [a] man in [the] water. (Much discussion.)"

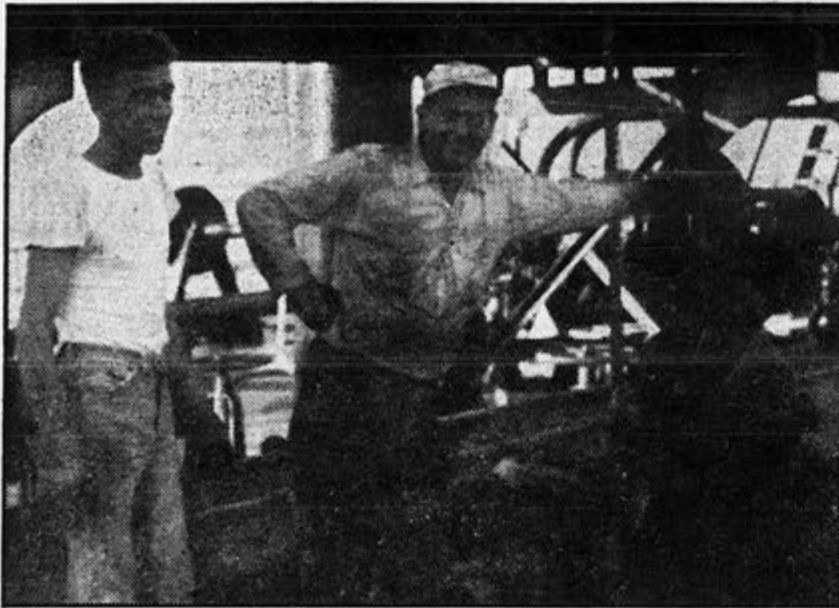
**Brevity—In Spades**  
The quoted portion above represents the full text of the reference in the minutes of the Texas. This is true economy of expression. (The words in brackets are ours—Ed.)

Taking things over from there, we can assume the mishap got a good working over at the meeting. We don't know for sure whether the victim was ever hauled out of the water, but we have to assume he was. We can also assume nobody is going to encourage the practice of cutting guys adrift while they're hanging over the side. Life aboard ship is hazardous enough without adding anything to its burdens.

But we can't even let the matter rest there. Where did it happen? Was the culprit uncovered? Was the paint job ever finished?

Come on, Texas, give us the word!

## Mission Accomplished



Getting ready to knock off for the day, "Whitey" Hardaman, wiper (left), and Malcolm Launey, engine maintenance, wind up repairs to pipes on the deck of the tanker Fort Hoskins. Chester Coumas caught the pair with his camera.

## SEAFARERS IN THE HOSPITALS

### USPHS HOSPITAL SAN FRANCISCO, CALIF.

Orville E. Abrams T. E. McCaffrey  
Edward Becker A. F. Martinez  
Noah C. Carver Alonzo M. Milefski  
Peder Espeseth George R. Nichols  
Andrew Harvilla Otta H. Palsson  
Floyd W. Haydon Louis Rosen  
William H. Howell Fred D. Stagner  
Virgle H. Jordan R. A. Statham  
Alexander Leiner Shlo H. Sun

### USPHS HOSPITAL SEATTLE, WASH.

Linsyl Bosley Wm. McLaughlin  
James Brown Juan Mojica  
Leo A. Freundlich Waldo Oliver  
John Kananansaul John Reksin  
Patrick J. Lynch Walter G. Stucke

### VA HOSPITAL LAKE CITY, FLA.

Edward B. Biss

### USPHS HOSPITAL MEMPHIS, TENN.

Claude F. Blanks

### VA HOSPITAL ALBERQUERQUE, NM

Charles Burton

### USPHS HOSPITAL FORT WORTH, TEXAS

B. F. Deibler John C. Palmer  
Siegfried Gnitke Rosendo Serrano  
James Lauer

### USPHS HOSPITAL BALTIMORE, MD.

Omar O. Ames Henry Karpowicz  
Ralph Armstrong George S. Lowe  
Alfred Bokan Roy L. McCannon  
Victor Cooper Edw. F. McGowan  
Lynwood Fitzgerald William H. Maxie  
Dan Gentry Francisco Mayo  
Gorman T. Glaze R. S. Nandkeshwar  
Eugenie Gonzales Wm. W. Rowland  
George Graham Charles T. Scott  
Carroll Harper Ople C. Wall  
John A. Hoffman

### USPHS HOSPITAL BOSTON, MASS.

Dominic DiSanto Charles Dwyer  
Chas. A. McCarthy John E. Powers

### USPHS HOSPITAL STATEN ISLAND, NY

Edward Anderson Ahmed Mehssin  
Robert Beliveau John Minnahan  
A. Dokeris Thomas Moncho  
John Fancutt Francis Napoli  
Arthur J. Fortner Edward O'Rourke  
Richard V. Geiling Eustaquio Rivera  
Estell Godfrey Jose Rodriguez  
Sam Jonas J. S. Simmons  
Alfred Kaju Richard Suttie  
James Lippincott Clarence Wallace  
Pasquale Marinelli

### BELLEVUE HOSPITAL NEW YORK, NY

Loyd McGee

### USPHS HOSPITAL GALVESTON, TEXAS

William C. Brown Art Schell  
George Howard Warren W. Smith  
Thomas J. Mooney

### USPHS HOSPITAL NORFOLK, VA.

Rudolf Avila G. W. Culpepper  
Francis J. Boner Frederick T. Hall

Fred M. Harrell Roscoe T. Tillett  
Leonard B. Merriam Clifford Vaughan  
Henri J. Robin

### USPHS HOSPITAL MANHATTAN BEACH BROOKLYN, NY

Manuel Antonana B. J. Martin  
Eladio Aris Albert Martinelli  
Fortunato Bacomo Vic Milazzo  
Frank T. Campbell Joaquin Miniz  
John J. Driscoll Norman J. Moore  
Robert E. Gilbert W. P. O'Dea  
William Guenther Ben Omar  
Bart E. Guranick George C. Phifer  
John Haas James M. Quinn  
Howard Halley George E. Renale  
Taib Hassen Samuel B. Saunders  
Billy R. Hill G. E. Shumaker  
Thomas Isaksen Kevin B. Skelly  
Ira H. Kilgore Henry E. Smith  
Paul Koenig Stanley F. Sokol  
Ludwig Kristiansen Michael Toth  
Frank J. Kubek Harry S. Tuttle  
Frederick Landry Virgil E. Wilmoth  
Leonard Leidig Pon P. Wing  
Archibald McGulgan

### USPHS HOSPITAL SAVANNAH, GA.

C. G. Barrineau Jimmie Littleton  
Albert Birt Clarence Murray  
L. A. DeWitt John O'Connor  
Carl F. Kumrow A. H. Schwartz

### USPHS HOSPITAL NEW ORLEANS, LA.

Jacob Buckalew Alois F. Mauffray  
Virgil Coash August Meyers  
Cloise Coats Michael Muzio  
Serio M. DeSosa Harold D. Napier  
William Driscoll J. S. O'Byrne  
Ben D. Foster Faustino Orjales  
Cedric Francis William Paris  
Crisanto Garfin Junest Ponson  
Leon Gordon Randolph Ratcliff  
William Havelin F. Regalado  
Sam Henry Harold S. Scott  
James Hudson Hubert Seymour  
Charles Johnson C. J. Shartzler  
Edward G. Knapp Toadl Smiglelski  
Walter J. LaCroix Edward Smith  
Leo Lang Wert A. Spencer  
William Lawless Lonnie R. Tickle  
Louis Ledingham James E. Ward  
L. Llenos D. G. Zerrudo  
Alexander Martin Jacob Zimmer  
Frank Martin

## Puzzle Answer

TEEM SUP TABS  
ANNE IRA EPIC  
RACE PAL APSE  
MOTH LEG RON  
MOUSER DUMONT  
OUR NIP TAP  
PRAY POT GRAY  
GOA PIG ILE  
TWENTY CASABA  
ROM EOS METE  
AMEN UTE AIRS  
DANE TON TOTO  
ENTE HAD SNAP

## Sees Unions Key To US Shipping

To the Editor:

It is the seamen who organized themselves into unions who have preserved America's maritime power. Thanks to these men, the gateways to the seven seas are open coming and going.

In fact, were it not for the SIU and kindred unions the American flag would be a rare sight in foreign ports. Yes, Old Glory's up there — because

Union and the best conditions in maritime history.

As ship's delegate, I wish to state that we have a fine crew aboard here. However, we have some AK's on topside in the form of the mates. The chief is all over the ship and the 2nd and 3rd remind me of school-boys as they try to make it hard for us.

It has otherwise been a nice, enjoyable trip, so if any of you fellows want to make the romance run, well, this is it.

The captain is a very nice, understanding fellow. He doesn't drink, but holds nothing against anyone who does as long as it doesn't interfere with the work.

Lewis R. Williamson  
Ship's delegate

(Ed. note: Brother Schorr urged an all-out "ship US" drive by unions to acquaint American businessmen with the advantages of using US rather than foreign vessels.)

## Letters To The Editor

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

American seamen organized and stuck together through thick and thin! Congratulations, men, one and all!

Bill Vissaris

## Says Reports Go 'Like Hotcakes'

To the Editor:

I am writing to you to ask if you can include an extra copy of the SIU Headquarters Report to Seafarers with the copies of the LOG you now send.

As soon as the LOGs come aboard the Del Mar, all 97 in the crew want to read them and the headquarters report. So far it has been practically impossible to post the report and then still have it to read at a meeting.

Someone always takes it down and takes it to his room to get his glasses or something. Then at the meeting the ship has to be searched to find it.

If you could send us an extra copy we could keep one in the files and post one. Then everybody could acquaint themselves with the contents and it could be properly acted upon at the meeting.

C. M. Dowling  
Ship's Reporter

(Ed. note: Your suggestion has been put into effect for future mailings to the Del Mar and similar ships. Nine LOGs already go to these vessels.)

## Backs 'Ship US' Union Campaign

To the Editor:

We wish to compliment Harry N. Schorr for his article in the LOG (Feb. 1, 1957). We on the Del Rio agree with him 100 percent.

We'd also like to see more letters of that kind published. We feel we have the greatest

## Hails News Of Union Gains

To the Editor:

Happy to hear through the LOG that all hands are enjoying fair shipping and that new gains are being made for us seamen.

All hands aboard the Orion Clipper were sorry to hear of the unexpected death of Harry Lundeberg. We all appreciate the battles he led for good labor conditions aboard ship.

We wish to put in a boost for the United Seamen's Service in Yokohama. Miss Jean Trisko, port director, is a person who will go out of her way to be of service. She was very helpful on a couple of items of ship's business and did not give us the "I don't know for sure" routine. She made several phone calls and typed up letters which could be useful to us. The restaurant, bar and recreation facilities here are the best also.

We are having our rough spots on this run but intend to bring her in SIU-style and do the straightening up at the pay-off.

Richard C. Ranly

## Retired, Still Wants The LOG

To the Editor:

I am now residing in Brooklyn and would like to have the LOG mailed to me here. You have been mailing the LOG to my dad at Eagleton, Ark., and he appreciates it very much.

But now though I have retired my SIU book, I would still very much like to keep up with Union affairs.

I am working at St. Peters Hospital in Brooklyn and enjoy the work as well as my fellowship with my fellow workers. But please keep me on that mailing list in the future.

Thurston Lewis

## Burly

By Bernard Seaman



# G&H Strikers Win Best Pact In Area

(Continued from page 3)

in hours means an increase in the work force and greater take home pay.)

- Nine paid holidays.
- Two weeks' paid vacation annually.
- A manning scale calling for 11-man crews with a double watch system on tidelands-canal and deep sea work.
- Non-occupational illness and injury benefits ranging from 15 to 45 days with pay annually depending upon length of service in the fleet.
- Payment of wages, transportation and subsistence to men transferred to tugs away from home port or relieved at points other than the home port.
- A \$15 monthly differential for deck and engine officers who obtain licenses.
- Job security guarantees including a seniority system governing promotions, transfers and layoffs.
- Maximum union security provisions permissible under Texas state laws.
- A health and life insurance program paid for entirely by the

company and including the following benefits:

- Death benefit, \$5,000.
  - Hospital room and board for employees and dependents, \$12 a day up to a maximum of 70 days in private hospitals; \$6 a day in USPHS hospitals.
  - All hospital extras up to a maximum of \$300 and 75 percent of additional charges up to \$5,000.
  - Surgical fees ranging up to \$350 maximum, based on schedule set out in policy.
  - Doctors' calls before surgery, \$5 a day up to maximum of 70 days.
  - Supplementary accident expenses, \$300.
  - Weekly disability income, \$25 weekly up to 52 weeks.
  - Maternity benefit, \$200 maximum.
- Negotiations for the SIU were conducted by Matthews, Williams and rank and file tugboatmen Harry L. Coker, George Jordan, Van H. Court, Jr., Jack Kelly, Morgan Childers, Robert W. Wix and Edward E. Morris. Serving in an advisory capacity throughout was SIU attorney Marion C. Ludwig, of the firm of Dixie, Ryan and Schulman, who was highly commended by the negotiating committee for his assistance.

## Another day

## Another \$9,000



At the end of November, 1956, the SIU Welfare and Vacation Plans passed a significant landmark when they paid out their ten millionth dollar. In four months since then, the Plans have paid another \$1 million to Seafarers.

Impressive figures? Sure. But it looks even better this way: At that rate the two Plans pay close to \$9,000 each day in benefits, which Seafarers never received a few years ago. It's further proof of the value of these Plans to the working seaman.

# SEAFARERS • VACATION PLAN WELFARE PLAN

## SIU of NA Acts On Major Issues

(Continued from page 3)

light of the breakdown of the screening program.

On the organizing front, the committee urged intensification of organizing by all affiliates and also set up a three man committee to develop organizing potential on the Great Lakes.

Of general interest was a strong

statement on freedom of the seas particularly as the principle applies to the Suez Canal and the Gulf of Aqaba. Efforts of shipowner groups to evade Justice Department jurisdiction over company mergers were assailed and extension of minimum wage coverage to seamen sought.

On the labor scene the conven-

tion went on record as fully endorsing the ethical practices code adopted by the AFL-CIO. Subsequently the A&G District's membership in meetings up and down the coast unanimously endorsed the convention's action.

Reports were presented from the various affiliates of the international detailing developments over the past two years.

The A&G District's report is summarized on page 6.)

### Guest Speakers

Delegates heard addresses from a number of prominent public figures, including Governor Goodwin Knight of California; Mayor George Christopher, San Francisco; Einar Johnsen and Harald Eriksen of the Norwegian Seamen's Association; Larry Long, president of the International Brotherhood of Longshoremen; Harry O'Reilly, director of the Maritime Trades Department, AFL-CIO; Captain C. T. Atkins, national president of the Masters, Mates and Pilots, and Captain George Decker of Seattle, first vice-president of MM&P; Neil Haggerty, secretary-treasurer of the California State Federation of Labor and many others.

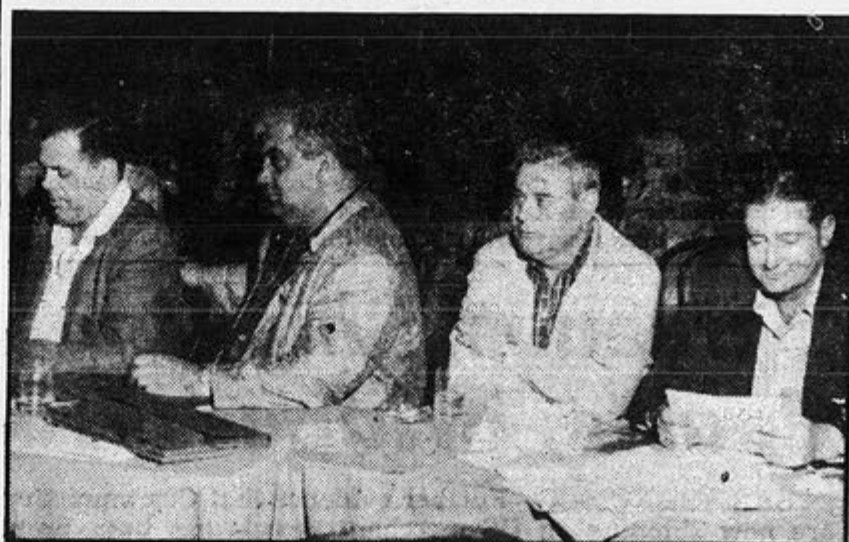
### Officers Elected

Elected as officers in addition to Hall, Weisberger and Tanner were the following: John Hawk, secretary-treasurer; and vice-presidents Andrea Gomez, Lester Caveny, Lester Balinger, Ed. Turner, Capt. John M. Fox, Hal C. Banks, S. E. Bennett and Ramond T. McKay.

It was agreed that the next convention will be held in Montreal, Canada, in 1959, which will make it coincident with the opening of the St. Lawrence Seaway.

## Bay State Still Quiet

BOSTON — Things have been very quiet on the shipping front for the past two weeks. Although job activity has picked up somewhat since the last period, the outlook for this port is still uncertain. The Bradford Island and Council Grove (Cities Service) both paid off and signed on. Bents Fort (Cities Service); Robin Kettering, Robin Kirk (Seas); and Jefferson City Victory (Victory Carriers) put into port to be serviced.



Among A&G delegates to the SIU of NA Convention were: (l-r): Lindsey Williams, Steve Cardullo, Cal Tanner and Marty Breithoff. Others (not shown) were Earl Sheppard and Paul Hall.

## Personals

**Anthony Korlok**  
Please contact your sister Pat on business matters. Contact her care of Mrs. Louis Qualtiers, 1425 W. 35 St., Erie, Penn.  
Ex-Stony Creek  
Ship's fund of \$8.30 was donated to the LOG after ship transferred foreign. A. Goldsmit.  
**Kenneth Lewis**  
Thomas McGuigan would like to get in touch with you. His address is 16 N. 24 St., Camden 5, NJ.

## Keep Draft Board Posted

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

## DIRECTORY OF SIU BRANCHES

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- BALTIMORE ..... 1216 E. Baltimore St. Earl Sheppard, Agent Eastern 7-4900
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- FORT WILLIAM ..... 130 Simpson St. Ontario Phone: 3-3221

- PORT COLBORNE ..... 103 Durham St. Ontario Phone: 5591
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- VANCOUVER, BC ..... 296 Main St. Pacific 3468
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## Major Progress Since '51 Marks MCS Birthday

Just two years ago this month, seamen on the West Coast paved the way for firm establishment of the Marine Cooks and Stewards Union by voting in favor of the SIU Pacific District, 3,931 to 1,004. The election climaxed a four-year organizing drive by the MCS with the support of the Sailors Union and other SIU affiliates, to oust the Communist-dominated National Union of Marine Cooks and Stewards from West Coast ships.

When the ballot count was completed on April 4, 1955, it marked the end of 20 years of Communist operations aboard US merchant ships. It also established a single bargaining unit, the SIU Pacific District, for the first time, representing sailors, firemen and cooks on the West Coast.

That arrangement is now bearing fruit with representatives of the three West Coast unions moving towards merger of their pension funds, which will result in increased benefits for the membership and more efficient administration.

The MCS was chartered by the SIU of North America just four years ago this coming Sunday, back on April 15, 1951.



Head of the now-defunct NUMC&S, Hugh Bryson helped maintain last Communist foothold on WC ships.

In the cooks union itself, the two years have brought considerable progress, organizationally and otherwise. Currently, the membership is voting in referendum ballot on the adoption of a constitution which will govern the conduct of union affairs if approved. The voting began on March 18th and will continue for 90 days.

### Set Election Procedure

Provisions of the proposed constitution call for the election of a secretary-treasurer, assistant secretary-treasurer and port agents and patrolmen for three year periods. The document also provides for rank and file trials and appeals committees and appeals procedure, and rank and file quarterly finance committees. It spells out the duties of officers, election of meeting chairmen, negotiating committee members and other committees, amending procedure, controls over expenditures and other items of importance.

MCS already has constructed a

new headquarters hall in San Francisco and opened a training and upgrading center offering 90 day courses for all ratings, both freight and passenger ship. The training center is located on 350 acres of ranchland near Santa Rosa, Calif. Board, room and tuition is free to students who qualify.

### Followed Party Line

For years before the vote victory of the Pacific District, the steward departments on West coast ships had been seagoing strongholds of Harry Bridges and the Communist Party. Under the leadership of Hugh Bryson, the now-defunct National Union of Marine Cooks and Stewards had worked hand in glove with Bridges and followed every twist and turn of the Communist line.

In 1950, NUMC&S was expelled by the CIO for its endorsement of the North Korean invasion of South Korea as well as its consistent record of participation in Communist causes. That opened the door toward organization of a non-Communist union in the field.

### NMU Quit Field

The National Maritime Union made some tentative gestures to organize on the West Coast but quickly withdrew when it found it would have to buck Harry Bridges'



Jubilant scene at San Francisco MCS hall two years ago (above) heralded 4-1 victory of SIUNA forces over Harry Bridges in a three-department West Coast ship election. The win ended a 20-year fight against the remnants of Communist-dominated unionism in WC maritime. At right, MCS member Juan Morales (standing) casts ballot at union's NY hall in the current membership referendum on MCS constitution. Polls committeemen are Pao Sam Nwe and David Ladesman. Chartered six years ago this Monday by the SIUNA, the MCS has established itself as a major ship union since 1955.



apparatus. On the other hand, the late Harry Lundeberg gave a group of non-Communist cooks and stewards a charter as the Marine Cooks and Stewards and along with the

Marine Firemen's Union backed them solidly in a four-year fight to oust the Bridges-Bryson combine.

Once MCS started organizing in

earnest, the counter-pressure was put on by the waterfront Communists. Men suspected of SIU sympathies were expelled from the union, forced off the ships and in many instances dumped and worked over soundly.

### Sanctuary With Bridges

In 1954, MCS filed a petition for a National Labor Relations Board election. Bridges countered by organizing "Local 100" of his longshore union as a haven for the discredited NUMC&S. MCS was prevented from winning a clear majority by Bridges' strategy of calling for a "no union" vote.

The following year saw the SIU Pacific District petition for a new election and overwhelm "Local 100" by 3,931 to 1,004.

## 'Screenos' Shipping From All Coasts, Bridges' Front Boasts

SAN FRANCISCO—Further evidence that Communist sympathizers and other "screenos" are now shipping on US merchant vessels has been provided by the Committee Against Waterfront Screening. The Committee, which is a front organization backed up by

Harry Bridges, lists numbers, dates and places in its latest information bulletin, spelling out where it has gotten its members aboard American flag ships.

Last month in Washington, Vice Admiral Alfred C. Richmond, commandant of the Coast Guard, told Congress that the screening program had broken down and that 169 suspected subversives are currently sailing aboard US ships.

In its bulletin, the Committee Against Waterfront Screening reports men shipping out of both West and East Coast ports.

In New York, for example, the committee bulletin says, "Some of the brothers who were screened lately, '53-'55, went to the NMU hall and were registered in Group 1 because they had enough sea time to qualify. These men have been in and out already."

In Seattle, the committee reports, men are shipping group 1 and Group 2 from the NMU hall, but "it takes a two to four month card to get out." Group 1 is the NMU's top seniority group.

Among the men who have shipped is Walter Stich, the secretary of the Committee against Waterfront screening, who went out as an officer from San Francisco. Stich was ousted from the Marine Engineers Beneficial Asso-

ciation, in September, 1947. Subsequently he was arrested in connection with a fund-raising benefit at his home for the "People's World," official Communist Party paper in San Francisco. He pleaded guilty to the charge at the time.

The committee adds that the Marine Firemen's Union in San Francisco is being sued by one of the screened seamen, because it allegedly refused to dispatch him to a ship. In effect then, the "screenos" are using the Taft-Hartley law against the unions to force them to register all comers.

### Must Produce Witnesses

The breakdown of the screening program came after a series of court decisions which, in effect, said that the Coast Guard cannot screen men unless it brings forth witnesses and gives the accused their traditional right to cross-examine these witnesses.

As a SEAFARERS LOG editorial pointed out in the March 15 issue, the unavailability of witnesses is probably due to the traditional refusal of the Federal Bureau of Investigation to reveal informants except where it considers a case of great importance.

Consequently, the editorial concluded, the Government seems to

feel that it is more important to protect its witnesses than to root out subversives, if any, on US ships.

## Bare US Ship Giveaway For Offshore Operation

WASHINGTON—Five government owned C-1s, sold to the Philippine Government for inter-island trade, have been found operating in the South China trade and elsewhere in Asia.

Although the sale of these vessels was conditioned by their use solely in inter-island or intercoastal trade, permission was given by Commerce Secretary Sinclair Weeks for the Philippines to use them in international trade.

Mr. Weeks based his authority to grant such permission on an overlooked phrase in the enabling act which had specified limitations on the use of these vessels, but which continued "... or within such other limits as the Secretary of Commerce may in the future find reasonable and just."

The SIU and other maritime unions have long been opposed to the sale of Government reserve ships to foreign nations on the

grounds of unfair competition. They have held that these vessels, even where actually "limited" to domestic operations, release other ships of that nation for international trade.

The news about the C-1s comes at a time when several other nations are pressing for sale of US Government reserve tonnage, including India, Turkey, Mexico and Peru. Most of these nations have found sponsors for bills in Congress which also pledge that the ships purchased will be used solely in that nation's domestic trade.

Other countries on line are Ecuador, West Germany, Trieste, Japan and South Korea.