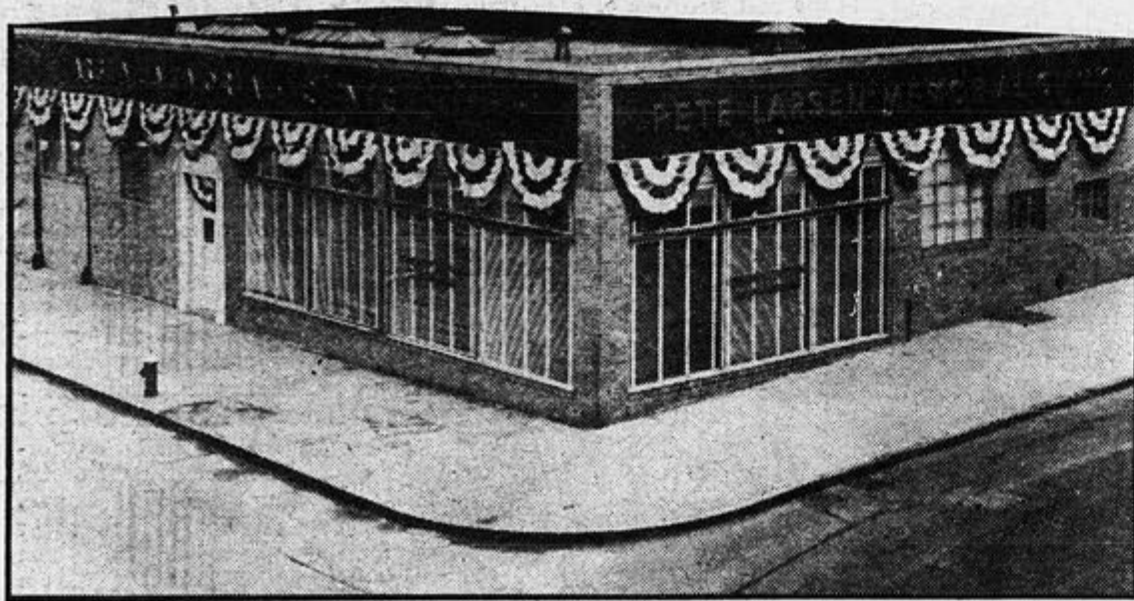


BALT. TUGS GO SIU IN LANDSLIDE WIN

—Story On Page 3



Open 1st Medical Center

—Story On Page 3



Dedication Of SIU Center

Senator Warren Magnuson cuts ribbon formally opening first seamen's medical center as SIU Sec.-Treas. Paul Hall (left) and Dr. Aaron Kottler of Kings County Medical Society look on. Above, Dr. Joseph Logue, director of center, speaks at ceremonies. (Story on page 3. Other photos on back page.)



J. K. McLean, president, presents plaque to Capt. Emanuel Patronas (right) of the Wild Ranger for running the safest ship in the Waterman-Pan Atlantic fleet in the 1956 Safety Sweepstakes. The Wild Ranger had one lost-time accident during January, but completed the rest of the year unblemished.

Wild Ranger Wins Award As Safest Waterman Ship

The SS Wild Ranger is by no means as reckless as her name makes her out to be. The Waterman-Pan-Atlantic C-2 has just been cited as the safest ship of the fleet for 1956.

She had only one lost-time accident during a full year of operation totalling 382,704 man-hours of work, and that was in January, 1956. For the rest of the year, the Ranger had a spotless safety record among all the 39 SIU-manned ships in the company's combined fleet.

News of the Wild Ranger's achievement comes in the wake of a "world's record" claim by the Robin Tuxford, also manned by an SIU crew. Until last December, the Tuxford had rolled up a record of 502 consecutive days without a single lost-time accident aboard. The ship's crew claims this topped all previous safety marks anywhere in the world for freight ships.

Recognition for the Wild Ranger came in the form of a plaque awarded to the ship by company president J. K. McLean. The plaque will be fixed in the ship's companionway permanently. The Ranger will also have the privilege of flying a white safety flag all the rest of the year to attest to its record among Waterman-Pan-Atlantic ships for 1956. Capt. Emanuel Patronas was master of the Ranger for most of the period involved. He is now commanding the Beau-regard.

Lk. Charles Machinists Win Strike

LAKE CHARLES — The two month Machinist Union strike against the Columbia Southern Chemical Company has been settled with the signing of a new contract embodying better wages and conditions. Talks are now on with Cities Service Refinery, but no difficulty over their contract is expected.

Shipping in this area, reports Port Agent Leroy Clarke has been very good during the past period. Quite a few men also shipped on SUP vessels.

The Chiwawa, Bradford Island, CS Norfolk, Royal Oak, CS Miami, Government Camp (Cities Service), Rion (Actium); Val Chem (Valentine), and two SUP vessels hit the port during the past period.

MEBA Vows Continued Coal Fight, Hits Curran

WASHINGTON—Again expressing determination to fight the American Coal beef to a finish in conjunction with the deck officers union, Herbert Daggett, president of the Marine Engineers Beneficial Association, has denounced NMU President Joseph Curran's distortions of the facts of the case.

In a letter to AFL-CIO President Meany, Daggett declared "NMU President Curran's statements as published in the press . . . again attempt to distort the facts in the dispute of the AFL-CIO licensed officer organizations with American Coal, a dispute which commenced long before the SIU entered the picture. The efforts of the national MEBA and MM&P to combat the large scale attempted invasion of our long established jurisdiction by a company union set up by District 50 are brushed aside by Curran who refers to the picketing of American Coal ships by the MEBA and MM&P as 'only incidental to the effort of SIU to bust NMU's legitimate contract with the company'."

The Daggett letter, as quoted in MEBA's official publication, "The American Marine Engineer" declared that Curran's distortions of fact were a challenge to the "integrity and good judgement" of the AFL-CIO president. It character-



MEBA President Herbert Daggett

ized Meany's letter to Curran as "correct in every detail . . ." as to the facts of the Washington meeting of marine unions and further called Meany's proposals "in the best tradition of basic trade union principles."

"It was at this meeting that Meany made proposals which

would have involved SIU withdrawal from the field and recognition of exclusive jurisdiction for the NMU provided the latter supported the AFL-CIO officers unions. All of the unions present, including the SIU, accepted the Meany proposal, but the NMU rejected it, apparently because of its prior commitments to District 50 of the United Mine Workers. The latter is part owner of the company and also has contracts for the coal ship officers.

Fear Slash In Foreign Aid Money

WASHINGTON—Merchant Marine spokesmen here are keeping a watchful eye peeled as the Administration's foreign-aid program faces possible sharp cuts in a Congressional economy drive. The US Chamber of Commerce, which has been a vocal spokesman for Government budget-cutting, led off the attack against foreign aid by calling for an \$800 million reduction in the program. President Eisenhower's budget called for \$4.4 billion for this purpose.

A recent Senate study on foreign aid pointed out that the US maritime industry and of course, US seamen, are heavily dependent on foreign aid for cargoes. The cargoes provided by this program and by the agricultural surplus disposal system are moved under the "50-50" law. With US ships' share of foreign cargoes shrinking to a new low, just about 18 percent, the Government-generated business has become an increasingly large percentage of US ship cargoes.

The Chamber of Commerce position was taken at hearings before a special Senate committee. Other testimony critical of the program was given by an ILO representative who told the committee that the program had disregarded the need to improve labor conditions in many areas. Some projects, he said, totally ignored the conditions of the workers involved and as such reflected unfavorably on the US.

Foreign aid has been slated as the number one target of opponents of the President's budget. So far, most of the budget-pruning has been in the House of Representatives which initiates money bills. The House has not yet acted on the foreign aid issue.

Joe Curran—Man Out Of Step

For a fellow who was shouting he would "fight to the death" a couple of weeks ago, NMU President Joseph Curran has switched his pitch innumerable times since then. It was in the course of one of his diatribes against the SIU that Curran rose solemnly and proclaimed in capital letters "WE ARE PREPARED TO FIGHT TO THE DEATH." Hollywood never filmed a more stirring drama, but offhand it doesn't seem to have much bearing on trade union issues.

Curran started off originally belaboring SIU for daring to assert that it might claim a new shipping company. Then his watchword was that SIU was for "hiring off the dock." He worked that phrase thoroughly all the while that he was supporting District 50's company officers union which hired off the dock. Of course, every unlicensed man who has been hired for the American Coal ships was a union veteran from a union hiring hall, NMU and SIU.

Tantrums Don't Work

When he found that his tantrums weren't frightening off the SIU and the AFL-CIO officers unions Curran called on George Meany and demanded that something be done. Meany took action accordingly; in fact he offered Curran the whole coal fleet if he would just live up to trade union principles and support the officers. Curran's answer was an evasion to cover up his obligations to District 50 and the company.

That called for him to whistle a new tune, and this time it was an "AFL-CIO Palace Guard" that was "scheming" against him. (Before that, he boasted the AFL-CIO would surely "call the SIU to account.") The AFL-CIO suddenly became allies of the devil as part of an "SIU swindle," and as for George Meany—well in Curran's book he is guilty of "prejudice, disregard for facts and personal rancor."

In the next scene we find Joe Curran, bristling with anger and defiance and getting ready to "whip the SIU." But suddenly the setting changes. Just in case the SIU isn't agreeable to being



whipped, Curran has to have an alibi in advance. The SIU, which was so whip-able the day before, "is fighting it dirty all the way." Curran snivels further . . . "they are following through in the same unscrupulous underhanded manner . . . Their officials showed no inclination for taking on NMU in a fair fight."

Even the judiciary can't escape without an attack on its integrity, so the courts are accused of "anxiety to please the SIU."

Then Curran shines up his counterfeit halo and piously proclaims "NMU will play the game straight . . ." His idea of "playing it straight" is to stooge for the company and its company union.

The officers' unions are also alternately wheedled and scorned. According to Curran, it's okay for District 50 to hire off the street, but the MEBA and MM&P are "party to the effort to sabotage the union hiring hall" when they refuse to be bulldozed by Joe Curran. Somehow, the audience is sup-

posed to get the impression that the AFL-CIO, the SIU, the SUP, the MEBA, the BME, the MM&P, the courts, the Labor Board and anyone else you might want to throw in are all playing dirty against clean, fair-playing Joe Curran. The only honorable ones in this Curran fantasy production are American Coal, the company union (which owns one-third of American Coal), and a fellow named Joe Curran.

Of course, this isn't the first time Curran has found himself out of step with the labor movement and at loggerheads with the facts. There have been times before when he deliberately aligned himself with hostile forces against the interest of the labor movement. In his treatment of trade union issues he has constantly employed the Stalinist technique. In this pattern he is a "militant trade unionist" in Washington conferences and the shipowners' boy down on the waterfront. This is just another occasion in the same vein.

(See coal story, page 8)

SEAFARERS LOG

April 26, 1957 Vol. XIX No. 9



PAUL HALL, Secretary-Treasurer
HERBERT BRAND, Editor, BERNARD SEAMAN, Art Editor, HERMAN ARTHUR, IRVING SPYACK, AL MASHKIN, JOHN BRAZIL, Staff Writers, BILL MOODY, Gulf Area Representative.

Published biweekly at the headquarters of the Seafarers International Union, Atlantic & Gulf District, AFL-CIO, 675 Fourth Avenue, Brooklyn 32, N.Y. Tel. HYacinth 2-4600. Entered as second class matter at the Post Office in Brooklyn, N.Y. under the Act of Aug. 24, 1912.

SIU SWEEPS BALT. TUG VOTE

Port Total Almost Unanimous; Another NLRB Win Expected

BALTIMORE—Towboat and harbor craft workers of the Greater Baltimore area went to the polls this past week and registered a smashing, near-unanimous vote for SIU representation. An announcement by the National Labor Relations Board, which conducted



Senator Warren Magnuson watches as SIU Sec.-Treas. Paul Hall unveils plaque dedicating clinic in memory of Seafarer Pete Larsen. The plaque was placed on the wall behind the counter in the lobby of the clinic.

the balloting, revealed that employees of five companies had voted 127 to 9 in favor of the SIU Harbor and Inland Waterways Division, with five ballots voided. A sixth company will be voted today, with indications that the results will follow the same pattern.

Approximately 45 tugs and other harbor craft are involved. The five companies whose employees went SIU in the NLRB balloting are Curtis Bay Towing, Harper Towing, Baker and Whitely, Baltimore Towing and Lighterage, and Atlantic Transport, the last named

a subsidiary of United States Lines. Mechanics at the Curtis Bay maintenance shop and carfloatmen in Atlantic Transport were included in the polling. The latter voted in separate balloting. The sixth company to be voted today is Arundel Sand and Gravel.

Negotiations for a first-time SIU HIWD contract are expected to begin with the companies shortly.

Year-Long Campaign

The NLRB voting climaxed an intensive, year-long organizing campaign by the SIU among the Baltimore area's towboat and harbor craft workers. At the same time, intensive SIU organizing campaigns have been carried on among tugboat workers in Gulf

ports and among workers in the tidelands oil industry. Major SIU victories have been scored recently in both of these areas.

A victory was also scored in the Baltimore area last month when bargemen and bridgemen of the Western Maryland Railway Company voted 28 to 0 for the SIU.

SIU Baltimore port agent Earl Sheppard hailed the outcome of the voting as "convincing proof that harbor workers want representation by an established seaman's union. Lack of such representation in the past has resulted in Baltimore area harbor workers lagging behind other ports on all aspects of their wages and working conditions."

'Closing The Gap'

"Our first order of business here," Sheppard said, "is to start closing this gap. We intend to continue our efforts and to support the Greater Baltimore harbor workers in their fight for decent wages and working conditions, just as we have successfully done among workers in other areas."

The SIU was the only union on the ballot in the six-fleet vote. Another organization in the field, District 50 of the United Mine Workers, could not qualify for a place on the ballot, but attempted to get the Baltimore harbor men to vote for "no union." The District 50 campaign was able to muster only nine votes against the SIU.

A factor in the vote was un-
Continued on Page 15

First Sea Union Medical Center Now Open In NY

With Senator Warren Magnuson cutting the ceremonial ribbon, the Seafarers Welfare Plan medical center, first seamen's health center in maritime, was officially opened in Brooklyn on Tuesday, April 16. The next morning the center was functioning in full swing, giving complete physical examinations to Seafarers and

The following is the text on the plaque dedicated to Pete Larsen:

"The first to be established under provisions of the Seafarers Welfare Plan, this medical center is dedicated to the memory of the late Pete Larsen (1924-1956) who was representative of the thousands of Seafarers playing a vital role in the functioning of the American merchant marine. Like them, he contributed to the improvement of conditions achieved for all Seafarers. This center stands as an example of these achievements.

"The Union and management are jointly sponsoring this medical center—first in the maritime industry—to advance further the health and well-being of the seafaring man."

recommending treatment where necessary by private physicians or the Public Health Service.

Dedication ceremonies for the center, which is named the Pete Larsen Memorial Clinic, drew an audience of more than 500 guests from the ranks of the industry, various Government agencies including the US Public Health Service and the Coast Guard, the medical profession, and the trade union movement, plus Seafarers themselves off nearby ships and from the headquarters hall. The center is located at 3rd Avenue and 21st Street, Brooklyn, just one block from the headquarters hall and a few steps from the Bull Line docks.

Before the ribbon-cutting, the audience heard brief dedication speeches. In his remarks to the audience, Senator Magnuson, chairman of the Senate Interstate and

Foreign Commerce Committee, cited the center as an example of "union responsibility" and union maturity. Recalling the days when merchant ships were considered a dumping ground, Magnuson pointed to the center as an example of the tremendous progress achieved by marine unions and the maritime industry as a whole.

Turning to industry problems, the Senator indicated he would press strongly for some kind of limitation on ship transfers. He staunchly defended Government aid to the merchant marine as essential to the national economy and national defense.

"The whole cost of shipping subsidy for one year," he pointed out, "is not more than the cost of a single Navy cruiser."

'Good Union Man'

SIU Secretary-Treasurer Paul Hall also spoke at the dedication to pay tribute to the late Pete

Larsen in whose honor the center was named. Larsen was so honored, Hall said, "not because he was a hero, but because the mem-
Continued on Page 15

Well-Wishers Laud Center As Milestone

Heralded as a major achievement in maritime, the launching of the Seafarers Welfare Plan Medical Department in Brooklyn was also greeted by a flood of congratulatory messages sent to the Union from AFL-CIO headquarters in Washington and trade union, Government and shipping officials from all over the nation.

Among the messages received was one from David Dubinsky, president of the International Ladies Garment Workers Union: "Delighted to extend heartfelt congratulations on important occasion of dedication of your union's medical department. This marks another step forward by your union in bringing to your members added services so essential to the health and well-being of the Seafarers.

"May you continue on the progressive road along which you have come."

A similar wire came from Morris Brand, medical director of the Sidney Hillman Health Center operated by the Amalgamated Clothing Workers. Dr. Brand is also president of the Association of Labor Health Administrators. "Congratulations to the Seafarers Union," he wired, "for making available medical service to members in your own center, which will add greatly to health and well-being of membership."

"Warmest congratulations" also came from Bill Ross, manager of the Philadelphia Dress Joint Board



ILGWU Pres., David Dubinsky

of the ILG, which maintains its own health center in that city.

A message from David Siegal, president, New York Dining Room Employees Local 1 of the Hotel and Restaurant Workers, said in part: "When I consider . . . the forward strides made by your union, I feel justified in saying the Seafarers are deserving of the greatest praise . . ."

Dr. Leona Baumgartner, New York City Commissioner of Health, lauded the "excellent facilities" of the center.



A few of the many Seafarers and guests who attended the dedication of the health center jam the lobby of the clinic after the ceremonies.

Stoking's Not A Lost Art Yet



Fireman Bishop Creech of the SIU Great Lakes District throws bucketful of coal on fire of the Huron, a bulk carrier. Huron was slated for conversion to oil, but rising price of fuel has kept her on a coal diet.

SIU Men Making Log Limit Work

NEW YORK—Negotiation of logging limits in the SIU contract has paid off, Claude Simmons, New York port agent declared. Last year, he said, the operators fought strenuously when the Union negotiated the

clause to do away with two for one loggings in the contract. Some of them claimed the performance of many of the ships' crews would get worse because there would be less disciplinary control.

There has been no indication of this development. On the contrary, Simmons announced, most of the crews have shown themselves very competent in disciplining themselves and in improving their performance. "It all goes to show," he said, "that if you give a man his

just rights, he will in turn give you your just due."

Shipping Up Strongly

Shipping during the past period has picked up notably in this port. Besides 20 vessels paying off, 4 signing on, and 17 in-transit, Waterman's SS Warrior came out of the shipyard and took on a full crew.

The Kathryn, Hilton, Beatrice, Angelina, Frances (Bull); Alcoa Roamer, Alcoa Partner, Alcoa Ranger, Alcoa Puritan, Alcoa Pegasus (Alcoa); Topa Topa, Yaka (Waterman); Steel King, Steel Vendor (Isthmian); Robin Wentley (Seas); Cantigny, Royal Oak, CS Norfolk (Cities Service), and Sea Monitor (Excelsior) all paid off. The Robin Kettering, Robin Kirk (Seas), Topa Topa and Yaka signed on.

The Sea Monitor has been sold by Excelsior Steam Ship Company to Grainfleet Steam Ship Company, both SIU-contracted operators. It should be taking on a full crew within the next few days.

2 Contracts Granted For Atom Ship

WASHINGTON—Two contracts for the plan, design and engineering of the newly proposed nuclear-powered passenger-cargo vessel have been granted to the firms of George G. Sharp, Inc., and Babcock and Wilcox.

Clarence G. Morse, Maritime Administrator, announced that the contract for the preparation of the specification and associated engineering work had been awarded to the Sharp organization, well-known designers in the maritime industry. They have designed such vessels as the Del Norte (Mississippi), the Panama, Cristobal, and Ancon (Panama).

A \$9 million contract covering the design, and development of a nuclear reactor and components of the ship's propulsion plant was awarded by the Atomic Energy Commission to Babcock and Wilcox. The plans call for a pressurized water reactor of an advanced type capable of a continuous output of 20,000 shaft horsepower. The reactor will be unclassified and the technology developed in the project will be available to American industry.

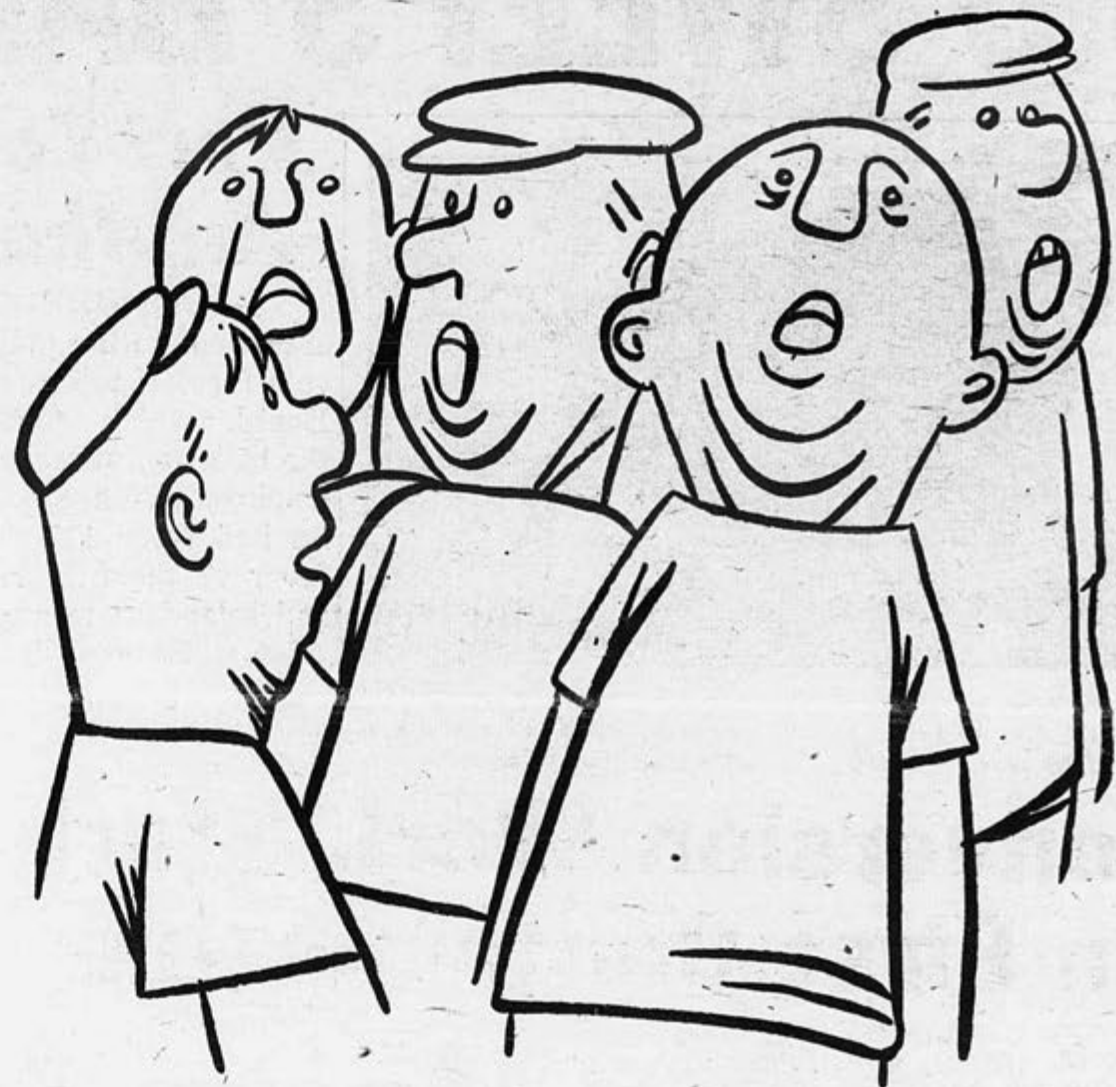
The new vessel, the first American built merchant vessel to be propelled by a nuclear energy, is scheduled for completion by early 1960.

Notify Union On LOG Mail

As Seafarers know, copies of each issue of the SEAFARERS LOG are mailed every two weeks to all SIU ships as well as to numerous clubs, bars and other overseas spots where Seafarers congregate ashore. The procedure for mailing the LOG involves calling all SIU steamship companies for the itineraries of their ships. On the basis of the information supplied by the ship operator, three copies of the LOG, the headquarters report and minutes forms are then airmailed to the company agent in the next port of call.

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

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



They're
all
talking
about
it . . .

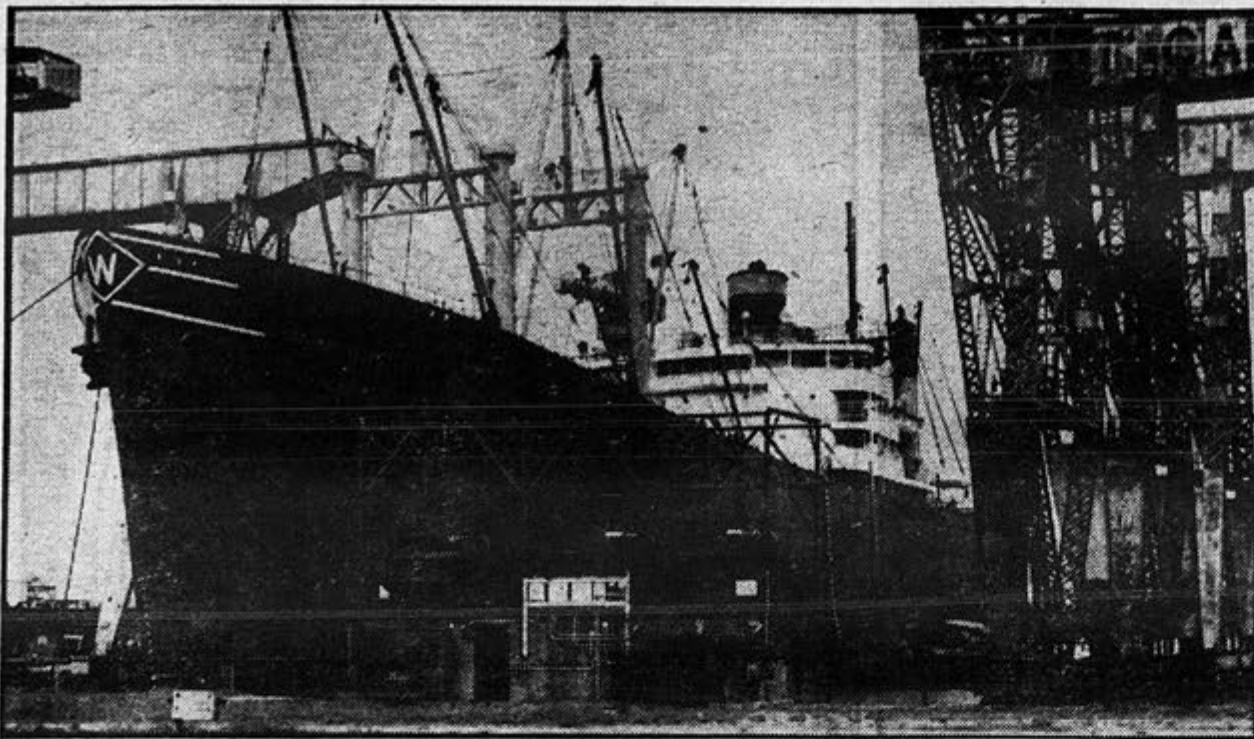
Of course they're all talking about it, for safety should be everyone's immediate concern. A Seafarer out at sea is far more susceptible to accident than a shore-side worker because a ship is a more dangerous place to be. What's more, he finds it much more difficult to receive proper care than while he's ashore.

That's where the shipboard safety committees come in. It's their job to translate the talk into action, to see to it that everything is as shipshape as humanly possible and that everyone does his job properly.

The easiest, and fastest, way of letting your shipmates know of accident areas and of safer ways of working is to talk it up at the safety discussions. Help your shipboard safety committee make your ship the safest one afloat.



An SIU Ship is a Safe Ship



The SS Gateway City at Mobile shipyards where she is now being converted into a trailership. The former C-2 is the first of four Pan Atlantic vessels, scheduled for sea-land trailer operations by the end of the year. Ship will carry 204 loaded trailer bodies.

Conversion Work Starts On First Containership

MOBILE—Work is already underway converting the SS Gateway City into a containership, the first step in Pan Atlantic Steamship Company's revolutionary sea-land trailership program.

The Gateway City is the first of four C-2's the company plans to convert into trailerships and have in operation by the end of the year. The Azalea City is due in the Mobile shipyard by April 26, the Bienville sometime in early July, and the Fairland in mid-July. They will mark the beginning of a new type of coastwise service to be offered by Pan-Atlantic.

The conversion program consists, in part, of the addition of sponsons amidship each vessel. These sponsons, which will cover some 370 feet, will add about 72 feet to the width of the vessel, and will help stabilize the ship while loading and unloading. The yard will also remove the conventional cargo booms from the vessels and add two special traveling cranes, fore and aft.

These cranes, which stand on legs that roll on tracks along the edge of the vessel. They have two extensions overhanging the sides of the ships. The trailers will be hauled up under the cranes which will pick them from their chassis, carry them laterally across the deck, and deposit them in the hold.

Each trailer will be specially fitted with four corner posts to enable them to be safely stacked, one on top of the other, without danger of their crumpling. There will be five layers of trailers below deck, and one trailer on top of the hatch cover. The ships will be able to carry 204 trailers apiece.

A spokesman for the Skagit Steel Company, builders of the cranes, said all of the cranes, will be fully rigged on the plant ground

tracks. These tracks are tested at any angle, or degree of list, thereby simulating conditions that can be expected in the loading and unloading at the docks.

Pan Atlantic plans eventually to convert more vessels under their long range program. In order to accomplish this, the Pan-Atlantic breakbulk coastwise service will be suspended at the completion of the voyage of the SS Warrior in early May.

Okay Isthmian's Bid For 8 Victory Ships

WASHINGTON—Isthmian's application to charter eight Government-owned Victory ships for the India and Persian Gulf runs has been approved by the Federal Maritime Board. The first of the ships is expected to go into service by June 1.

Under terms of the Board's announcement, the SIU-contracted operator will carry commercial cargo outbound on its regular berth service. The homeward cargo

will include strategic materials like manganese and other ores from India. The ships are expected to be under charter for 18 months.

In approving the breakout, the FMB noted that Isthmian ships on the two runs have been sailing fully loaded since last summer, and that the company has had to refuse cargo for the areas because it could not charter private tonnage. It also observed that cargo offerings on the runs have increased by 50 percent in recent months. Additional cargo is expected as the Government's Middle East aid program goes into full swing.

Doubt Runaway Ships Available For US Needs

WASHINGTON—Strong doubts that ships transferred to runaway flags would be available for American use in time of emergency have been voiced by Sen. Warren Magnuson, chairman of the Senate Commerce Committee.

Highlighting Senate hearings into the transfer program, the Washington Democrat expressed himself as "exceedingly skeptical as to the promised availability" of the runaways. He indicated that if the ships were not available, the Administration's transfer policy "could invite disaster should war come upon us suddenly."

In stating his views, Magnuson virtually rejected the opinion of the Maritime Administration and the Defense Department that ships transferred to Panama, Liberia and Honduras would remain under "effective United States control." The opinion rests on the view that these are "friendly" nations. Magnuson pointed out that ships transferred to Panamanian registry are legally and technically under the control of the Government of Panama as well as manned by foreign crews.

Magnuson's view that runaways would not be available to the United States has long been supported by the SIU. A spokesman for the AFL-CIO Maritime Trades Department is expected to present similar views to the committee next week, when hearings are resumed.

Magnuson's remarks came at a time when there isn't a single tanker left in the Government's lay-up fleet, and the Military Sea Transportation Service has to rely on chartered tankers for military services.

They also came only a few days after the House Merchant Marine Committee learned that the Government does not have effective control of runaway-flag shipping, even if it is owned by American citizens. The Maritime Administration also admitted that it can not be sure that companies authorized to transfer ships are really American-owned.

In the last analysis, the Government's transfer policy appears to rest on the faith that American owners of transferred vessels would be able to retain control of their ships, and would put them at the disposal of the Government in time of war or other emergencies.

The companies' record of transferring their ships as a means of evading American taxation, safety standards, and wages, casts great doubt on the responsibility of these companies, and on their likelihood of complying with Government policy.

A bill to restrict ship transfers

has been introduced by Sen. Magnuson, and is being considered by the Senate Commerce Committee. Opposition has been voiced by the Maritime Administration, by various shipowner groups, and by the American Merchant Marine Institute, spokesman for the major subsidized operators on the East and Gulf Coasts.

Support for the measure has come so far only from the SIU and other maritime unions.

Balt. Drive Gets Aid Of Membership

BALTIMORE—With the NLRB election coming up on Baltimore tugs, most Seafarers in this area, reports Earl Sheppard, port agent, have been taking advantage of the slack in job activity and have been busy helping in the SIU organizing campaign.

(The successful results of these campaigns are reported in another article in this edition of the LOG.)

Although there were 35 vessels in port during the past two weeks, job activity was slower than in the prior period. The Steel Architect, Steel Rover (Isthmian); Jean, Emilia (Bull); Santore, Chilore, Oremar, Baltore (Ore); Young America (Waterman); Ocean Ulla (Ocean Trans.); Oceanstar (Dolphin) paid off while the Steel Architect, Steel Rover (Isthmian); Marymar, Portmar, Bethcoaster (Calmar); Chilore, Oremar, Baltore (Ore) signed on.

Some 16 vessels pulled into port during the past period to be serviced. They were the Bethcoaster, Kenmar, Flomar, Portmar (Calmar); Oremar, Baltore, Cubore, Feltore (Ore); Alcoa Partner, Alcoa Roamer (Alcoa); Steel King (Isthmian); Catherine (Drystrans), Edith (Bull); and Robin Kirk (Seas Shipping). All were reported in good shape with all beefs settled at payoff.

SEAFARERS IN ACTION

Highly recommended by the ship's safety committee on the Antinous was the following procedure suggested by engine department safety representative John Brady.



Brady

Brady suggested that cluster lights be picked up each day in port when used and checked by the electrician. Bad ones would then be taken to the electrical locker for repairs and good ones would be kept in the mast locker. Following this procedure, he said, the rest of the crew would be assured that any light found in the mast locker would be in good working condition. This would also cut down on the number of cluster lights which have bad plugs which could cause a flashback when plugged in, severely burning the one handling it.

The Asiatic cooking of George Mi Chang, reports ship's delegate John Jelletto, is converting the crew of the Ideal X into real curry eaters.



Chang

George is loading the boys up with some mighty fine egg foo young and other assorted Far East dishes. You couldn't find any better this side of Hong Kong, the gang says.

In appreciation of a fine job done, the crew of the Barbara Fritchle extended a vote of thanks to J. W. Corcoran as he resigned as ship's delegate. James "Seabiscuit" McFarlin was elected to the post by acclamation. Thanks were also given to F. Hipp of the "Mae" and C. Nelson, his successor as ship's delegate.

SEAFARERS

PORT O' CALL

New York and Baltimore
 675-4TH AVENUE • 1216 E. BALTIMORE
 BROOKLYN. BALTIMORE

SCHEDULE OF SIU MEETINGS

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

- May 1
- May 15
- May 29
- June 12
- June 26



Three sets of triplets were born to SIU families, but just two survived. Above (left) are Doretta Colleen, Doreen Colette and David Merlin, children of Seafarer Robert Long, born December, 1953, in New Orleans. At right are Lars Valdemar, Kirk Alexander and Hans Neal Nielsen, born December 31, 1956. Seafarer Lars Nielsen is the father.

Maternity Benefit Five Years Old; Thousands Aided

Now starting its sixth year, the maternity benefit payment of the Seafarers Welfare Plan has passed the half-million mark in cash benefits paid to Seafarers. Since the benefit's inception in April, 1952, a total of \$555,800 has been paid to Seafarers involving the birth of 2,779 children. In addition, the Union itself has presented a \$25 US Government bond to every child covered by the Welfare Plan. More than \$69,000 has been paid out in this form.

The SIU Welfare Plan was a pioneer at the time in recognizing the

inadequacy of existing maternity coverage. Under most hospitalization programs then existing, the maximum benefit payable was in the vicinity of \$80 and this was allowed only after the insurance had been in force for a minimum of ten months to a year.

The SIU Welfare Plan added the \$200 maternity benefit in June, 1952, and made it retroactive to April 1 of that year. Seafarers Joseph A. Cave, of New Orleans, and John Rivera of New York City were the first of many to obtain these benefits. Joseph Cave Jr., and Ermelenda (Linda) Rivera were both born on April 2, 1952, just one day after the effective date of the plan.

Included in the total of 2,779 children born to Seafarers, are 16 births of twins and two sets of triplets. In cases such as these, the SIU plan has the advantage of paying benefits for the birth of



April 2, 1952, was birth date of Linda Rivera, 24 hours after the maternity benefit program went into effect. She's shown at left as she appears today, with her father, Seafarer John Rivera; at right, a few months after her birth. She shared limelight with her mother.



Union Has Cable Address

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

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



Now five years old, Texas Will Rogers Clamp points to birthday on calendar which qualified him for maternity benefit back in 1952. At right, he's just a babe in arms to dad, Seafarer John Clamp, in the original 1952 photograph.



each child, regardless of the number of children born. Seafarers who fathered triplets collected \$600 in benefits, and \$75 in bonds from the Union.

In order to be eligible, a Seafarer must have one day of seetime in the ninety days immediately preceding the birth of the child and ninety days of seetime in the previous calendar year. A copy of the marriage license and of the birth certificate must be sent in with the application for the benefit.

Mayflower II Sails; Expect 6-Week Trip

PLYMOUTH, England—Virtually becalmed on her first day out, the Mayflower II got off to a slow start on her good-will voyage to the US.

The 180-ton squarerigger is duplicating the historic voyage of the Pilgrim Fathers to Plymouth, Mass., 337 years ago. She left here Saturday on the first leg of an estimated six-week voyage. It took the original Pilgrims 65 days to make the trip in 1620.

Manned by an Australian skipper, Capt. Alan Villiers, and 31 other "fellows with a spirit of adventure," including a gynecologist, the Mayflower II has no women aboard. It does have a radio, modern navigational instruments and an inflatable liferaft aboard, unlike its historic namesake.

The tiny vessel was built by skilled craftsmen who labored 18 months to put the ship together at a cost of \$100,000. The cost was underwritten by popular subscription to further British-American relations.

It had union clearance during the recent shipbuilders' strike in Britain so that it could be completed in time for sailing this month. The launching produced a further mishap when the ship developed a dangerous list to starboard, which was finally trimmed with ballast.

The voyage got underway with proper pomp and ceremony when skipper Villiers donned a Pilgrim costume—high black hat, white lace collar, black jacket, trousers,

gaiters and slippers with big silver buckles to go ashore in a longboat to meet the Lord Mayor of Plymouth, who wore a feathered hat and a scarlet robe. After the Mayflower received divine blessing it was towed past Drake Island, just as the original Mayflower was three centuries ago.

Fourteen miles out a stowaway—a 27-year-old London baker's salesman—was discovered, but he was put off in a photographer's launch riding alongside. He had probably assumed that the present ship's company would have the same compassion for a fellow adventurer seeking a ride to the New World as their historic counterparts in 1620.



YOUR DOLLAR'S WORTH Seafarer's Guide To Better Buying

By Sidney Margolius

The 1957 Auto Situation

May is one of the best months to find cut prices on many necessities from clothes to cars. This spring especially it's worth shopping the sales for things you need, because we're approaching the peak of the latest inflation, with living expenses scheduled to hit a new high.

Important sales this season which give you an opportunity to fill in needs at temporarily-reduced prices include spring clothing clearances, May white sales (sheets and towels), lingerie and housecoat sales, clearances of this year's television models at reductions, price cuts on cooking ranges and washing machines, and—increasingly large discounts on 1957 cars. In clothing, note that rising prices of wool mean you will pay more next fall for suits and coats.

Better Car Values

The auto industry has met its day of reckoning on price, and for people who need cars, better values are going to be available the next several months. The spring upsurge makers and dealers had been hoping for has not materialized. The result is competition is getting more intense, and larger discounts are being offered.

Dealers believe one reason for lagging 1957 sales is resistance to this year's higher prices. Ward's Automotive Reports estimates the average standard equipped 1957 model is \$2,749, not including taxes, compared to \$2,553 in 1956 and \$2,300 in 1955. Significantly, more people are buying the lower-priced makes this year. The big three

Can't Tell Prices Without Scorecard

With 300 individually-priced US made cars on the market, and the auto industry following a policy of not publicizing suggested list prices of cars and accessories, it's become almost impossible for buyers to know how much a car actually costs. This situation has made it possible for dealers to "pack" prices in various ways, so that the fringe of less scrupulous sellers can give a discount or seemingly-generous trade-in allowance with one hand, and take it back with the other. For the first time to this writer's knowledge, a complete guide to cars is now available for \$1 at newsstands or from the Car Fax Company, 550 Fifth Ave., New York 36. "Car Fax" warns that "There are no set resale prices. Any dealer may ask whatever he wishes. It is a fact that many dealers pack their prices in amounts ranging up to \$500 and even more over the factory-suggested retail prices." One of the best helps this guide provides is a complete price list for all accessories and special features for each car, such as two-tone paint, white sidewalls, etc. These can run into real money. If you bought all the extra accessories offered for a typical popular-price car in the \$2,000 bracket, your cost for accessories alone would total \$1,011.

Lower-priced makes have accounted for about 60 percent of all purchases this year, compared to 57 percent last year.

Another reason for the lag in sales, bankers say, is that many people are still paying for all the cars they bought in 1955, when easy terms sold a record number of cars.

Styles Meet Resistance

But also, and possibly for the first time, the public is showing some actual resistance to the styling of cars, especially to the low height of 1957 models, garage men report. The low, road-hugging modern design has added to the difficulties of climbing in and out of cars. On some models, it also is responsible for more rain leaks because the door opening now is cut partly into the roof. In models where the rear seat protrudes beyond the door opening, passengers have to "angle" into the car.

If the 1957 cars are harder to get into, once you're in, the lower, wider design gives you a more stable ride, with less sway on curves and corners. The 1957 models in general are safer, more stable cars on the highway. In city traffic, the story is different. The new longer cars when used as cabs are responsible for more traffic accidents, the New York Taxicab Bureau reports.

The public is also showing signs of resenting the many model changes and the confusing number of models made, which adds to the cost of cars. Ward's reports there are three hundred 1957 models, even though there are now fewer manufacturers, compared to 272 in 1956 and 260 in 1955.

Among the popular-priced cars, 1957 Fords and Plymouths have made comebacks. For the time being, Ford has become the most widely-bought car, closely followed by Chevrolet, which had been top bird-dog for the two previous years. Plymouth has regained its old place as the third leading make. Significantly, Ford and Plymouth were most drastically restyled and enlarged in size this year.

Cheaper Wiring

If recent models are more expensive, they have also proved to have been cheapened in one important respect, servicemen report. Not only the 1957, but even some earlier models are arriving in shops with short circuits, faulty ignition and even records of fires due to cheaper plastic wiring now used.

Plastic wiring appears to be unable to stand overheating (the traditional wire with cotton and rubber covering could to some extent) and car manufacturers are using it in too-small gauge. They are using 16-gauge wire where 12-gauge is necessary, and in the case of the powerful sealed-beam headlights, even 12-gauge wiring is proving inadequate. Thus on some late-model cars, not only are the lights underpowered, but the resistance of the inadequate wiring causes the wires to get hot with a greater frequency of short circuits and fires. Some service experts now are installing such safety devices as fuses and circuit breakers on late-model cars. The circuit breakers are more satisfactory than fuses because they make it easier to trace the short, even by the car owner himself if he gets stuck at night away from service facilities.

Problems also are being encountered with spark-plug wires. Ignition experts point out some now have a graphite core instead of a copper core. The graphite hardens and causes resistance.

US Seeks Tourist Ships, Okays Bernstein Subsidy

WASHINGTON—An open invitation to US ship operators to get into the transatlantic passenger business has been issued by Maritime Administrator Clarence Morse. Morse recommended that new passenger ship services be opened between the Chesapeake Bay area and European ports. He also

cited a serious over-all deficiency in US flag passenger accommodations.

Meanwhile, the Maritime Administration completed signing of construction and operating subsidy contracts with Arnold Bernstein to cover the operation of the low-cost passenger-ship Badger Mariner on the New York to Rotterdam run.

Up until now, there has been no passenger service out of the Chesapeake Bay area to Europe either under US or foreign flags. The tentative findings of the Maritime Administration are that a Baltimore-to-Europe passenger service should operate on trade routes five, seven or nine with a combination passenger-cargo ship accommodating about 600 passengers and 2,500 to 3,000 tons of cargo.

Of interest in the Morse report is the call for additional passenger accommodations in tourist and cabin class. Up until now, US passenger operators have been running three class ships in this service. The SEAFARERS LOG has repeatedly pointed out that foreign ship operators are getting the jump on Americans by providing tourist class ships in this trade.

The Badger Mariner, which will be a tourist class ship with just 50 first class berths, is now undergoing conversion in the Ingalls Shipyard, Pascagoula, Miss., at a cost of \$13 million. She will run between New York and Zeebrugge, Belgium and Amsterdam, the Netherlands, beginning some time in March or April, 1958.

The ship will accommodate 900 passengers two or three to a room with full air-conditioning and private bath for all cabins.

Bernstein's schedule calls for a

seven day trip to Zeebrugge at a 20-knot average cruising speed. Arrangements have been made for a non-stop 3½ hour boat train to run into Paris from Zeebrugge which is faster than the existing Paris-Cherbourg service.

As part of the subsidy contract,

the Maritime Administration can call on Bernstein to build at least one more ship for this service. The company itself is hopeful that it will be able to add two new vessels to the run within the next five years in order to offer a weekly sailing schedule.

ILO Group Asks 8-Hour Day For World's Seamen

Recommendations calling for an eight-hour day for seamen all over the world and for an increase in internationally-recognized wage minimums have been made by the seafarers' representatives at the recent International Labor Organization meeting in Geneva. John Hawk, secretary-treasurer of the Seafarers International Union of

functions, recommendations such as these have to be approved subsequently by the member nations of the organization.



John Hawk, SIUNA Sec.-Treas.

North America, participated in the meeting as the labor representative of the United States.

The proposed increase in international minimums would be from the existing \$64 monthly level to \$70.

Commenting on the recommendations, Hawk declared: "Of course, the major maritime nations are already providing wage scales above this minimum and in many instances the eight-hour day is in effect. However, some of the less-developed maritime powers have lagged behind in this respect and it is hoped that the new proposals will result in improvement of conditions for thousands of seamen sailing the ships involved."

Hawk pointed out that "the conference took steps to provide that nothing in the recommendation would prejudice provisions of contracts which are superior to these recommendations, such as we have on US ships."

The Geneva conference, which met April 11 to 17, consisted of a working party of 18 members, six Government, six shipowners and six seafaring. Their recommendations will be submitted to the ILO governing body for action and recommendation to the member nations involved.

In addition to Hawk, the seafaring representatives were Omar Becu of Belgium, head of the International Transportworkers Federation; I. Haugen, Norway, accompanied by Johan S. Thore, Sweden; T. Nishimaki, Japan; P. de Vries, Netherlands; T. Yates, accompanied by D. S. Tennant, United Kingdom.

The recommendations represent an improvement on Convention 93 which was originally adopted in 1946 and was later revised.

Under the terms by which ILO

SIU Tanker Plans More Israel Trips

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

Reporting on the historic trip into the Gulf of Aqaba, Throp wrote: "We were all pretty nervous until we went through the straits that lead into the Gulf of Aqaba, whereupon we saw the good old United Nations flag flying. From then on we felt pretty much at ease." UN troops are presently occupying hills overlooking the narrow entrance into the Gulf.

For pictures of Eilat, the new Israeli port, see page nine.

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

The voyage of the Kern Hills was the first by any US-flag vessel into Eilat. The T-2 tanker was chartered by the Israeli government to bring oil supplies and more importantly, to establish that the Gulf of Aqaba is an international waterway.

Egypt and Saudi Arabia, both of which border on the Gulf, have insisted that it is territorial water and as such, not open to shipping into Eilat.

Suez Near Normal

On the other side of the Sinal peninsula, shipping is gradually resuming normalcy through the Suez Canal. US ships have been informed by the Government that they are free to use the canal at their own risk. Meanwhile, discussions are still going on between the United States and Egypt to determine just how the canal is to be operated.

Bean Revolt In Beantown

BOSTON—A four day diet of franks and beans proved just too much for the stomach of a crew-member of a New York tug. The unnamed seaman bitterly complained about the steady fare and then assaulted the cook, William Jones. The assault, which occurred during a lunch of frankfurters and beans, took place on board the tug Aladdin while tied up in East Boston. The tug is under contract to another union.

Job activity has been fair during the past two weeks in this area. Although the outlook is uncertain, it is expected to continue to be as good as it has been. The Michael (J. M. Carras); Arickree and Stony Point (USPC) paid off and signed on while the Pan Oceanic Transporter (Pan Ocean); Steel King, Steel Vendor, Steel Navigator (Isthmian); and Robin Wentley (Seas Shipping) were in-transit.

Quitting Ship? Notify Union

A reminder from SIU headquarters cautions all Seafarers leaving their ships to contact the hall in ample time to allow the Union to dispatch a replacement. Failure to give notice before paying off may cause a delayed sailing, force the ship to sail short of the manning requirements and needlessly make the work tougher for your shipmates.

SUP Votes Full Support To A&G In Coal Beef

SAN FRANCISCO—Some 1,000 Sailors at a headquarters meeting of the Sailors Union of the Pacific here voted enthusiastically Monday to provide full support to the SIU A&G District in the American Coal beef.

The action by the SUP membership was in line with the traditional policy among SIU of NA affiliates on all coasts to give 100 percent support to each other in every beef.

Last Two Coal Ships Crew Up

SAVANNAH—Crewing of the last two ships of the American Coal Shipping Company was completed here Wednesday, and as on all previous vessels, all men were supplied by seniority from the SIU and the NMU. The two vessels, the Martha Berry and the Harry Glucksman, are the last of seven Libertys operated by the company to go into service.

Still remaining to be crewed under terms of the Federal Court order are seven jobs aboard the Casimir Pulaski. The latter was the first ship to pull in after the order went into effect, and seven men were allowed to stay aboard her for another trip until the machinery for hiring could be established. The Pulaski is due in the States sometime around the tenth of May.

According to the unofficial figures at last report, the SIU still held an edge in terms of total crewmembers aboard the seven vessels. However, any figures are subject to change in terms of replacements for the last seven men plus any men getting off the ships for illness or other reasons.

Of the jobs which were put up for competition 96 SIU men placed aboard ships to 87 from the NMU. Another six jobs on the Coal Miner were reserved to NMU by the court order giving them 93 jobs to 96 for SIU.

The SIU has found a number of instances of company hiring discrimination against Seafarers. The Union has documentation for all of these occurrences.

Once all the jobs are filled, the way will be cleared for further action by the National Labor Relations Board to determine which union shall represent the crewmembers and hold bargaining rights for an American Coal contract.

Oldest Discharge

Under the provisions of the court order, the jobs aboard these ships go to seamen showing the oldest US merchant marine discharge plus a minimum of 200 hours' seetime for 1954, 1955 and 1956. The result has been that the ships have been crewed by some of the real oldtimers in the industry, with some discharges going back before the first World War. Members of the SIU and other SIUNA affiliates have responded strongly to appeals that they throw in for the coal ship jobs.

Originally, American Coal was to have gotten 30 ships from the Government. The outbreak of the dispute between the AFL-CIO marine officers unions and NMU plus District 50, United Mine Workers, and the entry of the SIU into the field prompted the Maritime Board to halt the breakouts.

The SUP membership's action came in a motion adopted unanimously "to give our affiliate, the SIU Atlantic and Gulf District, all possible assistance in helping them to muster the type of manpower that is needed for these ships."

SUP Secretary-Treasurer Morris Weisberger assured the SUP membership that its support was deeply appreciated by the A&G District. Acting on Weisberger's report the SUP membership voted to go on record to give its traditional financial, physical and moral support, whenever and wherever needed, to help carry the beef to a successful conclusion.

Many well-known, old-line SUP members are already taking an active part in the beef. In addition to the SUP, other SIU affiliates have given full backing to the A&G District. Tremendous help has been given by the Marine Cooks and Stewards Union, which has aided by providing experienced steward department oldtimers for the coal ships, and by the Marine Firemen's Union as well.

The A&G District is acknowledging to each of its affiliates its deep appreciation for their support in the beef.

Hospital \$\$ Okayed By House Vote

WASHINGTON—Resisting pressure from professional budget cutters, the House of Representatives has voted to appropriate the full sum recommended for the Public Health Service Hospitals. The \$44,399,000 allocation had been recommended earlier by the House Appropriations Committee and requested by President Eisenhower.

The House vote, which ran counter to a strong economy drive that has cut into other maritime legislation, virtually assures Senate passage of the measure. The bill has been sent to the Senate Appropriations Committee and will be considered after the Easter recess.

The Public Health Service appropriation also fared better than other parts of the general appropriation bill for the Department of Health, Education and Welfare, which was sharply cut by the House. It provides for a \$5 million increase over what was given to the marine hospitals last year, and is expected to result in restoration of first-class medical services.

The increase is slated for restocking the hospitals' supply of drugs, which have been running low as a result of previous budget cuts, for modernizing equipment and for increasing medical and technical staffs.

Stay Put For Idle Pay

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

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

Shipping Round-Up & Forecast

April 3 Through April 16

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	15	7	6	5	6	5	27	17	44
New York	40	5	34	11	28	8	102	24	126
Philadelphia	17	2	16	4	15	4	48	10	58
Baltimore	47	21	26	17	32	10	105	48	153
Norfolk	7	4	5	9	1	5	13	18	31
Savannah	7	2	10	2	1	1	18	5	23
Tampa	4	7	1	6	3	0	8	13	21
Mobile	32	3	20	6	19	10	71	19	90
New Orleans	41	26	33	13	33	10	107	49	156
Lake Charles	12	10	12	4	5	3	29	17	46
Houston	28	5	24	7	19	7	71	19	90
Wilmington	19	11	10	8	13	5	42	24	66
San Francisco	15	10	7	10	11	3	33	23	56
Seattle	26	14	16	15	13	10	55	39	94
Total	310	127	220	117	199	81	729	325	1054

Port	Shipped									Total A	Total B	Total C	Total Ship.
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C	Stew. A	Stew. B	Stew. C				
Boston	10	3	2	6	3	4	8	1	4	24	7	10	41
New York	56	13	4	56	14	16	54	10	4	166	37	24	227
Philadelphia	14	1	0	10	0	4	3	2	1	27	3	5	35
Baltimore	36	9	4	26	5	4	21	7	0	83	21	8	112
Norfolk	1	1	0	7	2	0	4	0	0	12	3	0	15
Savannah	3	0	3	5	2	3	2	1	1	10	3	7	20
Tampa	8	3	0	4	3	0	5	2	2	17	8	2	27
Mobile	23	6	2	11	9	4	15	3	3	49	18	9	76
New Orleans	59	5	1	35	7	5	33	4	5	127	16	11	154
Lake Charles	13	8	1	12	9	6	8	5	4	33	22	11	66
Houston	32	12	2	32	12	4	24	6	12	88	30	18	136
Wilmington	16	8	8	10	13	9	16	5	7	42	26	24	92
San Francisco	19	5	0	11	2	0	9	3	0	39	10	0	49
Seattle	23	19	13	23	21	14	9	11	19	55	51	46	152
Total	313	93	40	248	102	73	211	60	62	772	255	175	1202

SIU shipping this period reversed a steady downward trend after a month of relative quiet on the job front. The total number of men dispatched to jobs, 1,202, also ran ahead of the registration figures.

Seven port improved their showing over the previous two weeks, especially Houston, Seattle and Wilmington on the West Coast. New York, Boston, Lake Charles and San Francisco also showed some gains, while Savannah and Tampa remained fair, about the same as before.

Philadelphia, Baltimore, Norfolk, Mobile and New Orleans all declined somewhat. However, Louisiana's "Crescent City" still shipped over 150 jobs during the period.

The welcome upturn comes after an unusually slow few weeks at a time when job activity should be at its best. A similar spurt that lasted through this past winter started about the same time a year ago.

Black gang rates are still the hardest to fill, due to the wide spread between the number of men registered and shipped in the engine department.

By seniority groups, a breakdown of the total jobs shipped gives class A 64 percent of the total, class B 21 percent and class C the rest. This represents a slight decline for class A and B men, which translates into a gain for class C. However, Norfolk and San Francisco shipped no class C men at all.

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

Other Docs Stall; USPHS Saves Day

No one could be more pleased over the favorable House vote on the US Public Health Service hospitals than Seafarer Pat Marinelli. After two other hospitals failed to give him emergency service, Marinelli was saved from possible strangulation by the prompt action of doctors and technicians at the Staten Island PHS facility.



Seafarer Pat Marinelli smiles as he holds up his recovered denture (circled). He had swallowed the tooth while eating a banana.

Marinelli's accident was one of those freaks which sounds like it came out of a comic strip, but it was deadly serious while it lasted. He was eating a banana in his home when an upper front false tooth came out, lodged in the fruit and was accidentally swallowed. The denture lodged in his chest making it difficult for him to breathe.

Since he lives in Brooklyn, Marinelli rushed immediately to a

nearby private hospital. He was told it would be \$25 for an x-ray there but as he was having choking and fainting spells, he figured he wouldn't quibble. However, when he went up to the x-ray room he was told he would have to get in line as there were eight other patients ahead of him.

Fearing that he would conk out before he got attention, he then rushed over to a city hospital where he was also told he would have to wait as they were "busy." In desperation his brother bundled him in a car and sped him down the Gowanus Parkway to the Staten Island Ferry. They were stopped en route by a traffic cop who then escorted them under a full throttle to the ferry landing.

By the time they arrived at the Public Health hospital it was after hours, but the hospital called up a surgeon and technician who showed up within minutes. He was rushed into the operating room, where efforts to remove the denture failed. Instead they pushed it down into his stomach, giving him immediate relief.

A couple of weeks later the trouble-making denture passed through his digestive system, saving him from an operation.

He is now having a new bridge made, but this one, unlike the old one, is going to be firmly hooked into the adjoining teeth.

"All I can say," he concluded, "is that the people at Staten Island deserve all the praise in the world for the quick treatment they gave me. They're attitude certainly was a lot better than what I found in the other hospitals."

SIU SHIP TESTS FREEDOM OF SEAS

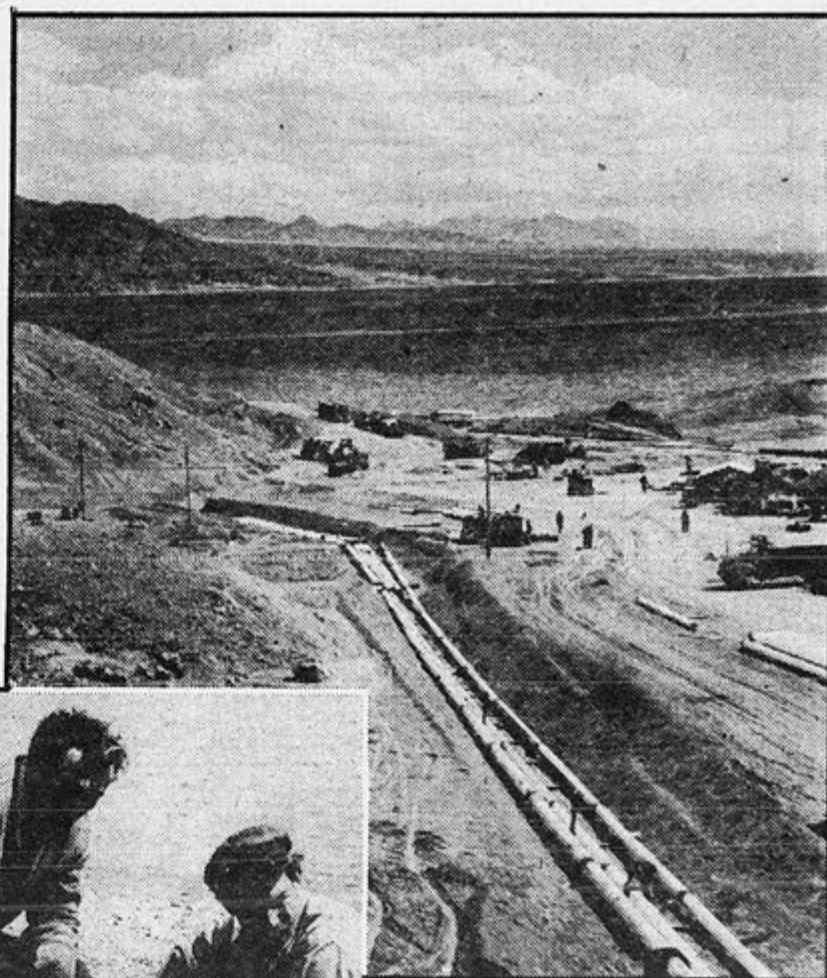
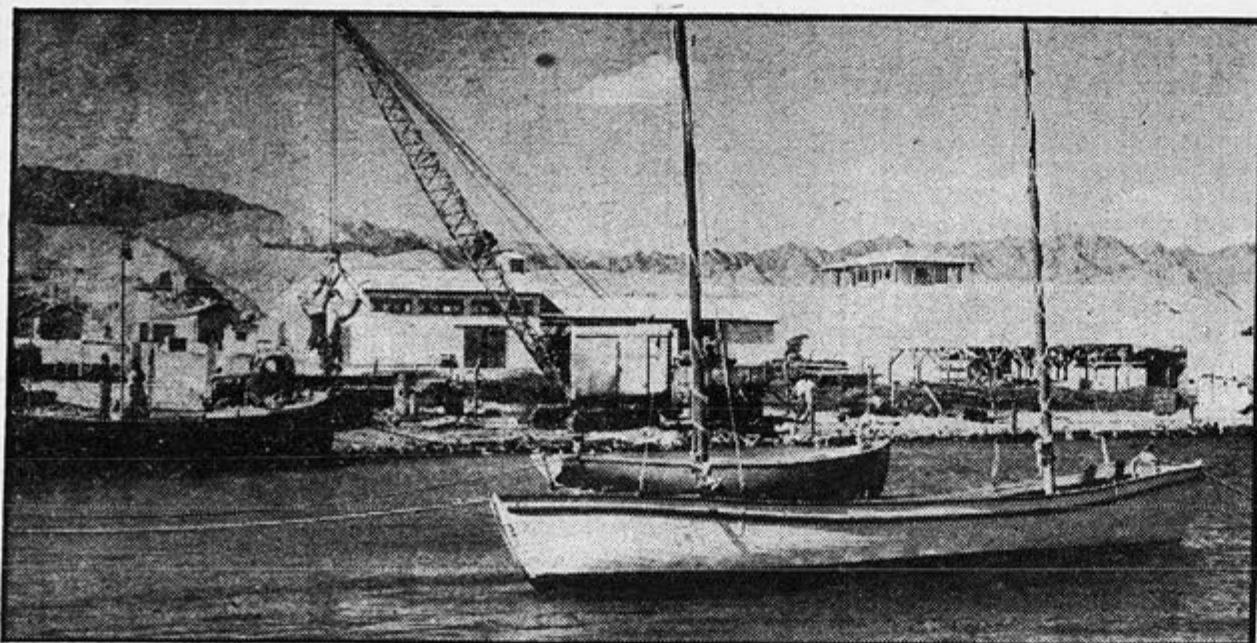
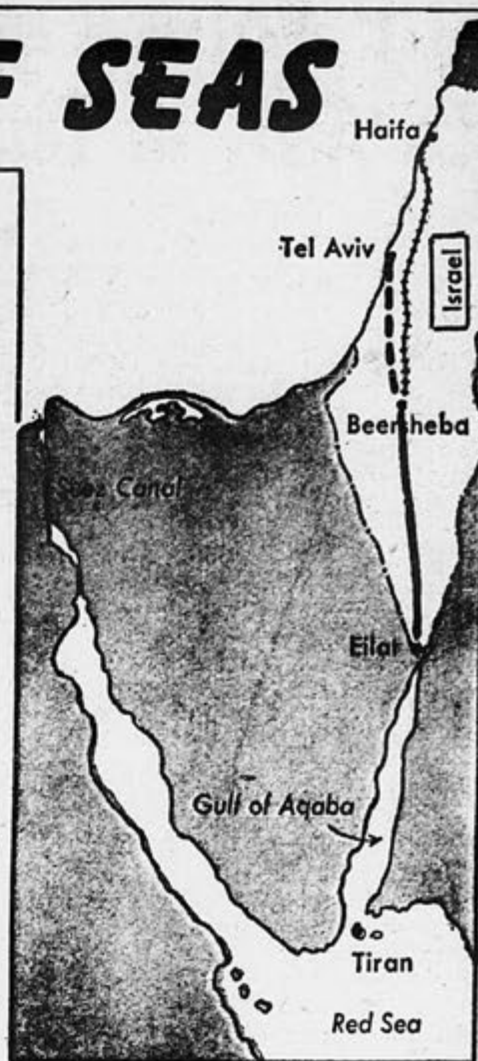


Israeli troops man machine gun at Eilat as SIU-manned tanker Kern Hills lies offshore to pump oil to new pipeline.

World attention focussed on the tiny Israeli port of Eilat recently, when the SIU-manned tanker Kern Hills delivered the first oil cargo to a new Israeli pipeline that bypasses the troubled waters of Suez.

The voyage dramatized efforts to win unrestricted passage for all shipping through Suez and the Gulf of Aqaba. It highlighted a "freedom of the seas" resolution adopted by the SIUNA convention a few weeks earlier.

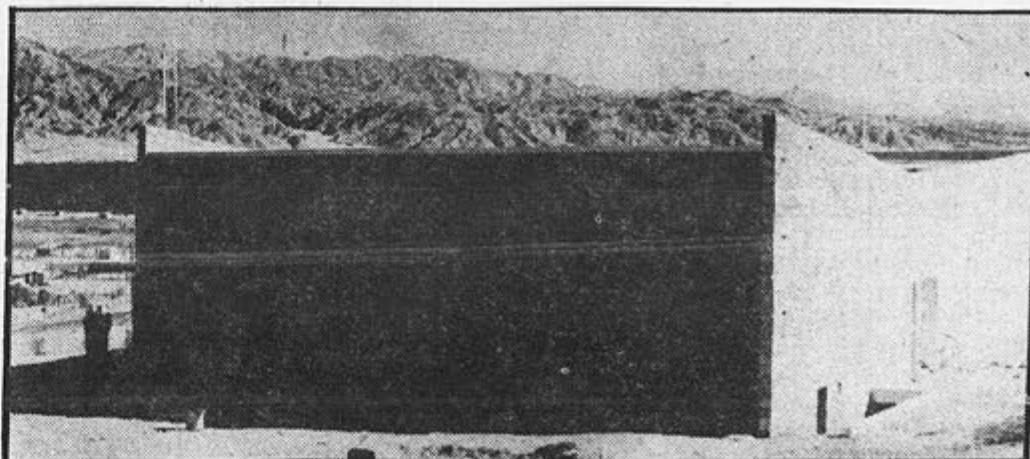
In 1954, Egyptian shore batteries at Tiran, now silenced, fired on the SIU-manned Albion, on the suspicion it was going to Israel. The Albion was carrying famine relief to the Jordanian port of Aqaba across the border from Eilat. In 1952, Egypt refused a supply of fresh water to the Anniston City because it had once stopped at Haifa. Thus the voyage of the Kern Hills may go a long way toward establishment of freedom of the seas in the Middle East.



Completion of new pipeline from Eilat to Beersheba gives desert wasteland new value. Oil now goes to Haifa by rail, but will eventually be piped direct to Tel Aviv.



Small craft (top photo) dominate Eilat harbor today under Arab blockade. Greek ship unloads cement right at breakwater.



View of Phillip Murray House, cultural center for Eilat's 2,000 workers, opened in 1955 under US-Israeli labor sponsorship.

INQUIRING SEAFARER

QUESTION: Seafarer Fred A. Olson recently won \$2,000 in a Portland, Ore., raffle. What would you do with the money if you won, and have you ever won one?

Thomas Danbeck, OS: Get married to the prettiest girl in Coney Island. With that money we could set up an apartment, get furniture and all the things a newly married couple would need. But I've never won a raffle or drawing in my life. Guess I'll have to furnish it the way every one else does.

Karl Knudsen, deck: If I ever hit a sweeps or a raffle like that I would take a trip back to Denmark to see my father. He is now 83 years old and I have not seen him in some 13-14 years. As for my luck, for the last 30 years I've tried the sweeps, but it's always the other guy who wins.

John F. Santos, carpenter: There are many things I would do. First I would pay off my debts and fix up my home. Then, if there is anything left, I would take it easy and rest on the beach for awhile. The only thing that I ever hit were the numbers, and then only when I had pennies on them.

Bob Brewer, OS: If I were in Olson's place I would use that money as a down payment on the house that the wife has been wanting for the last ten years. Then I would sit on the beach for awhile, taking it easy. I've never won a raffle, just a few on the horses, but only small ones.

H. C. Mora, chief cook: The first thing I would do with the money would be to help pay my daughter's dental bills and to furnish her home. If there was some left over, I would probably bank it, or take time out of sailing and help the SIU in organizing or in some other type of work.

Dick Riley, steward: The first thing I would do is to buy a washing machine for my mother, then put a down payment on a car for myself, and finally take it easy for a few weeks. But I'm only kidding myself, the only thing I ever won was a \$75 war bond four years ago, and that's still in the bank.

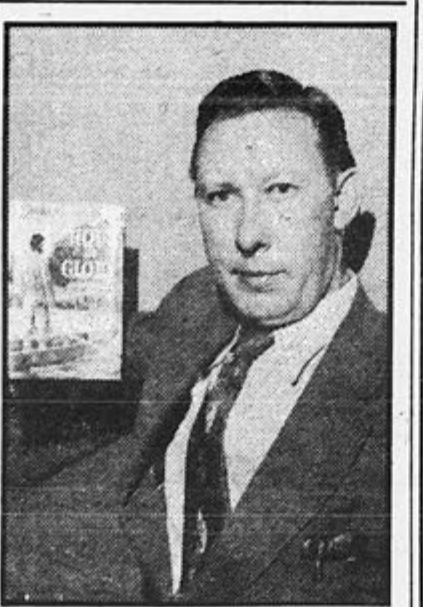
Ex-SUP Man's Book Satires 'Wild West'

A former member of the Sailors Union of the Pacific, now a MEBA engineer, on the Great Lakes, has just had his third novel, "The Odyssey of Thaddeus Baxter," published.

The theme of the book deals with the humorous adventures of a good-looking young cowboy from the parched Pecos country of Texas who wanders across the Southwest and Utah in search of the green countryside of Wyoming. The cast of characters include Thad and his horse Hundred Dollar, a half-hung horse thief; a Mexican Delilah who wants Thad to stay with her and run her hotel in Santa Fe; an Apache chief; a Mormon elder, his three wives and brood of beautiful daughters, all dead set on making Thad a Mormon and marrying him—individually or collectively—and many other assorted comic types of the old west.

Lund drew on his background as a native of Utah and the descendant of Mormons for much of the material in his novel. The book has been published by the John Day Company of New York, which printed Lund's first two novels.

Lund started going to sea out of Seward, Alaska in 1935 and later sailed on steamships, American President Lines and other SUP ships. A bout of eye trouble forced him to quit sailing on deck and he became an engine room man, getting his engineer's license just before the second World War. He holds a chief engineer's ticket and sailed on the United States before



Bob Lund, author, engineer and ex-SUP member, is pictured with one of his books.

going ashore as an MEBA staff organizer on the Great Lakes. He now makes his home in Cleveland.

Lund came to a sea-going career by a round-about route. His great grandfather, Christian Lund, was a shipping man in Copenhagen who operated three ships. His grandfather was a devout Mormon with seven wives who made the trek from Illinois to Utah and helped found Salt Lake City.

Senate Gets New Bill On Alien Crews

WASHINGTON—Easing of the present penalties and expenses for American ship operators forced to detain aliens aboard their vessels has been proposed by Sen. John M. Butler of Maryland.

Under present law, the ship-owners are saddled with the responsibility of maintaining aliens unable to land in the US because of "undesirability" or a lack of papers. The aliens have to be kept on the same ship until they can be landed in their country of origin or in another country that will accept them. The provisions apply to passengers and crewmen, as well as stowaways.

In some instances, so-called "stateless" persons have been kept aboard the same ship for up to three years because a ship was not scheduled to return to a port where the alien could legally be put ashore. As a result, they had to be kept aboard, under guard, both in US and overseas ports.

Several Seafarers were affected in recent years due to difficulties with US Immigration authorities either because they were originally nationals of Soviet satellite countries or lacked the proper papers for clearance in the US. Most of them had been sailing American ships for many years.

The Butler amendments would enable the operators to transfer an alien to another ship of the same company which might eventually land him ashore in a foreign port. Thus, if an alien was on a ship suddenly routed to the coastwise or intercoastal run, on which aliens cannot legally be carried, the company could shift him to another of its vessels that might be heading back overseas. Right now, the shipping company is confronted by a two-headed monster. It can't put the alien ashore here but it also can't carry him on domestic voyages. The practical result has been that the authorities had to look the other way.

What affect the amendments, if adopted, will have on maritime union shipping procedures, in cases where alien crewmen may be shifted from one vessel to another, remains to be worked out.

Percy Has That Caviar Touch

Percy the Pig, mascot of the SS Transatlantic, has made the International press.

A British shipping magazine has reported on Percy's idyllic (to date) career as a sort of afterthought to an account of a recent luxury voyage by the Cunard liner Caronia.

The Caronia left from New York on a 108-day luxury cruise with 501 passengers aboard who paid fares of from \$3,000 to \$33,000 per suite. It boasted such vintages as 10,000 bottles of champagne and aged wines, 11,000 bottles of liquor, 60,000 bottles of beer, no less than three million cigarettes and 35,000 cigars (that's an awful lot of money going up in smoke) and "huge quantities of caviar, pate de foie gras, fresh lobster and snails."

"On the other side of the picture" the magazine remarks snidely "is the SS Transatlantic's mascot." Come now, Percy is more fun than anybody's snail. Besides, he's going to taste better too.

CAROLYN (Bull), March 24—Chairman, J. Pratts; Secretary, A. Aragonces. Ship's fund \$27. Crew requests more cold drinks with meals. Need more screens for portholes. Fine food served by excellent cooks.

COALINGA HILLS (Pan Atlantic), March 31—Chairman; R. Arnold; Secretary, P. Sheldrake. Repair list submitted. Some disputed overtime. Reports accepted. Recreation room to be painted without payment of overtime.

ALCOA CORSAIR (Alcoa), March 3—Chairman, T. Costello; Secretary, J. Prestwood. Cab company to have cabs for crew upon docking in Mobile. Laundry man to pick up soiled laundry on arrival in Mobile. Movie fund \$166.60. Three men leaving ship after three trips. Report accepted. New

Digest Of SIU Ship Meetings

delegate elected. Radio antenna to be repaired. All new men to check with Immigration on arrival in Mobile.

MAE (Bull), March 24—Chairman, C. Hostetter; Secretary, J. Bond. New ladder to be purchased. Ship's fund \$27.99. TV set repaired. Plug for radio and noise eliminator to be obtained. Reports accepted. New delegate elected. Crew to use caution when stepping out on deck when hatches are being lowered and raised.

RAYVAN (Stevenson), Feb. 2—Chairman, M. Sikorski; Secretary, G. Schmidt. Ship's fund \$20. Discussion on longshore work in Baltimore. New delegate and treasurer elected. Linen to be returned. Discussion on stories being taken topside, noise in passageways and drinking in port. Captain complains about crew having more food than topside.

March 10—Chairman M. Sikorski; Secretary, G. Schmidt. All beefs to be discussed at meetings not in bar rooms ashore. Ship's fund \$20, donated to LOG. Ship sold to foreign country. Discussion on dirty coffee cabinet, damaging new coffee urn, breaking door in messhall, keeping laundry, and recreation halls clean; dirty silverware; repair list.

DEL VALLE (Delta), March 16—Chairman, B. Wright; Secretary, R. Irizarry. Ship's fund \$208.68. Radio and phonograph to be repaired. Books and magazine to be purchased. Treasurer thanked for promotion of beer parties. Some disputed overtime. Delayed sailing disputed. TV set to be adjusted. Repair list to be submitted.

ALMENA (Pan Atlantic), March 24—Chairman, W. Snell; Secretary, A. Wilburn. Discussion on safety program. Matter concerning chipping machines on ship. Beef regarding man who was fired. Some disputed overtime. Reports accepted. To see patrolman concerning dirty water. Tanks to be cleaned. Dirty linen not to be left in passageways; wipers and ordinaries agreed to pick up all linen. Vote of thanks to delegate.

DEL NORTE (Miss. Shipping), March 10—Chairman, J. Verel; Secretary, W. Kaiser. All hands to be aboard one hour before sailing time. Several articles and money stolen. Stewardess injured in accident. Two members sick—one repatriated and given \$10 from fund. All items declared for customs to be locked up. Spent \$54 for flowers and message for deceased mother of member. Ship's fund \$154.18. Few hours disputed overtime. Few men logged. Reports accepted. Plaque presented to Buenos Aires baseball team as token of friendship. Motion to collect \$5 from all brothers for bronze bust of Harry Lundeberg for SIU and SUP halls. Any member disrupting meeting to be referred to patrolman. \$43 collected for movie fund. Members urged to be quiet so others may sleep. Strip bunks when leaving ship. Brother asks return of seaman's papers taken with wallet. One member claims it is unfair to be laid off week-end day because no passengers are aboard.

OCEANSTAR—(Triton), March 10—Chairman, S. Holden; Secretary, R. Perry. Allen with no visa or American papers to get visa and return to States to join Union. To see patrolman about same. Rumor that ship is going under foreign flag—to check and advise. Delegate to see about shift in port Norfolk. Domestic tanks cleaned. Forecasts, showers and bathrooms to be painted on return to States.

ALCOA CORSAIR (Alcoa), March 24—Chairman, T. Costello; Secretary, J. Prestwood. Few men fouled up. Movie fund \$133. Collection of \$154 to be split between two brothers who had deaths in family. Discussion on wiper missing ship. Suggestion to get "Safety" films to show instead of attending safety meetings. Company to donate softball equipment and uniforms for crew.

CHIWAHA (Cities Service), March 31—Chairman, W. Tatum; Secretary, L. Hegmann. Delegate to find out if

brother paid personal debts to shipmates. Ship's fund \$8. One member missed ship. Report accepted. New delegate, reporter and treasurer elected. Radio in messhall not to be played during meal hour. Milk to be served with each meal while in port. Fresh apples to be put out. Delegate to prefer charges against any reformers.

DEL NORTE (Miss.), March 24—Chairman, H. Crane; Secretary, G. McFall, Jr. \$50 to brother per agreement last meeting. One major beef concerning butcher—patrolman settled same. All repairs made. Mate to check. New LOGs on board. New laundry cleaning schedule posted. Letter issued about working in port when no passengers are on board. All hands to be on board one hour before sailing time. Ship and movie fund are voluntary. Stewardess injured last trip, left ship. Ship's fund \$154.18. Spent \$55 on baseball equipment. Will run pools as usual. All players to pay \$100 to winner and \$20 to fund. Reports accepted. To give \$50 to disabled brother. New delegate elected. New movie films to be purchased in NO. \$73 collected last trip—insufficient—only rented two movies.

SEAMONITOR (Excelsior), March 17—Chairman, J. Thomas; Secretary, J. Abernathy. Need new parts for washing machine. Some painting to be done. New delegate elected.

CALMAR (Calmar), March 5—Chairman, T. Jackson; Secretary, A. Bryant. New delegate, reporter and treasurer elected. Discussion on fans for messroom; washing machine to be repaired; fan in laundry.

SEATRAN GEORGIA (Seatrains), March 31—Chairman, S. Charles; Secretary, A. Lambert. Some disputed overtime from last payoff, paid. Soiled linen to be turned in; keep extra soap. Day per day pay to be negotiated by Union and company. All stores not received last trip. Safety committee's progress report to be heard periodically. Tile missing from deck bathroom. Cots and benches to be returned after using. Jacks and wires to be removed from walking aisle after docking. Suggestion made to have duckboards on gangway in port. Ship's fund \$196.96. Report accepted. New food program explained. Should try to get away from waste, but no cutting of stores. Coffee to be in vacuum tins. Need more frozen vegetables, fresh fruit in season. Do not overload on stores. Good job done by steward and cooks. Report all accidents. Division of overtime as much as possible. Vote of thanks to steward.

CHIWAHA (Cities Service), March 10—Chairman, H. Waller; Secretary, I. Hagmann. Letter received from J. Ainsa on report made to headquarters. Delayed sailing in Port Everglades, Fla. No good as was no fault of company. Ship's fund \$8. One brother missed ship in LC. Report accepted. Deck to be repaired. Fresh rolls should be warmed before serving. Food to be served more attractively. N/T doors should be kept dogged while loading or discharging.

TRANSATLANTIC (Tak), March 31—Chairman, T. Barry; Secretary, J. Kessel. All repairs completed with exception of new butcher sink—to be installed in port. New insulation for steam line in galley to be purchased and installed in port. Explanation on subsistence. To be paid on vouchers. All disputed overtime settled. 220 hours disputed overtime for inside painting by shore-side labor. Accident report on 12-4 ordinary. Overtime beef regarding division of wages. Messman ill two days. No LOGs or headquarters reports received for entire trip of 73 days. Suggest headquarters check with Tak SS Co. on this beef. Delegate to check stores for next voyage for name-brand commodities. Procedure on paying off explained; foibles to be left clean; linen turned in; pick up health shot-cards.

ALCOA CAVALIER (Alcoa), March 31—Chairman, L. Gullifot; Secretary, E. Lynch. Two men left ship. One injured and one for illness in family. Report accepted. New delegate elected.

NATIONAL LIBERTY (Nat. Lib), March 10—Chairman, F. Bruggner; Secretary, F. Simmons. Ship's fund \$8.59. Report accepted. New delegate elected. Laundry to be kept clean. Hot water heater to be cleaned out. General discussion of ship's welfare.

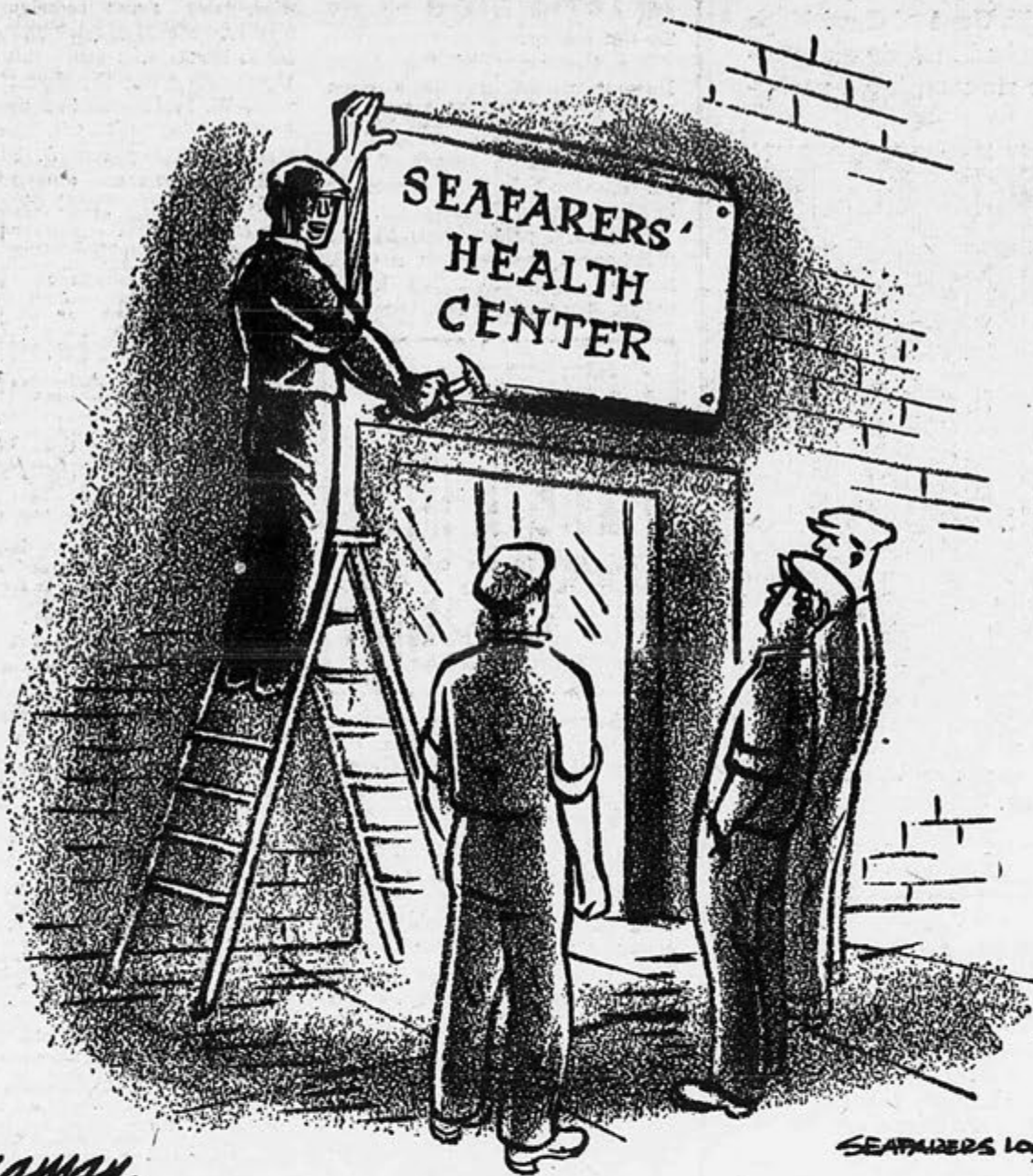
ARICKAREE (US Petroleum), Feb. 1—Chairman, J. Pyk; Secretary, H. Leiby. Water situation discussed. New delegate elected. No US money for draws in foreign ports. Ship's fund used for reports on injured men to headquarters and ship's mail. Water tanks to be cleaned before sailing. All men promoted during trip, to go back to original status upon arrival in port. New mattresses ordered. Rooms to be left clean when leaving ship. Vote of thanks to steward dept.

BENTS FORT (Cities Service), March 22—Chairman, A. Herbert; Secretary, R. Coe. Ship's fund \$5. Few hours disputed overtime. Place all cups in sink. Repair list to be submitted. Fumigate ship for roaches.

STEEL DESIGNER (Isthmian), March 9—Chairman, B. Winborne; Secretary, C. Dixon. Ship was exterminated in NO. Need new wringer for washing machine. Crew warned that captain is Coast Guard happy.

FLOMAR (Calmar), March 24—Chairman, B. Browning; Secretary, A. Meshefski. All major beefs settled on ship. Repair list submitted. Request for lava soap instead of pumice soap. Need more tea bags; new hot water tank—or old one to be repaired.

'Open For Business'



SEAMAN

SEAFARERS LOG

Fire Scars Phila. Hall; Loss Slight

PHILADELPHIA—The SIU hall here had one of its busiest Saturdays in years last week, reports A. Cardullo, port agent. Men were coming and going so fast it was hard to keep count. Trouble is, they were firemen, and not Seafarers.

It seems a fire broke out about 6 PM in the clothing store located on the ground floor of the hall. It took firemen some five hours to get the three-alarm blaze under control. Although the fire itself did not reach the hall, there was some damage from smoke, water, and the firemen's axes.

"The firefighters get-together was not quite according to the dictates of Emily Post," he said, "as walls were crashed in and windows broken."

Although temporarily out of commission, the hall was not out of business. In no time a clean-up crew and repair gang had things back into good working order.

Taking a conservative outlook, Cardullo adds "all in all, things are relatively quiet here in the port."

Make Checks To 'SIU-A&G'

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

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

This issue of the SEAFARERS LOG contains many photos and stories of the dedication of the first Seafarers health center, which also marked the beginning of operations of the Seafarers Welfare Plan Medical Department.

Naturally, we feel that a project of this scope rated the rousing sendoff it was given. It was a red letter day in SIU history, and deserved to be marked as such.

However, Seafarers should remember that the excitement surrounding the dedication was only the prelude to the quiet, unobtrusive, day-to-day services which the health center already has begun to provide for the membership. The speeches are over and the banners and bunting have been removed. Now the center is engaged in the serious business of protecting the health of Seafarers. Three others to be opened in Baltimore, Mobile and New Orleans will assure fullest possible safeguards for every Seafarer's health.

'How To' For Runaways

The runaway business is getting so good lately that Harvard University has put it all down in a book. The book is called "Tax Factors in Basing International Business Abroad." Translated into English, it reads, "How To Dodge US Taxes and Get Away With It."

The book is one of a series on world taxes that is being published out of a \$175,000 fund set by American industry. For anybody who is interested, it explains in detail where you go and what you do to find a tax-free corner of the world to set up business in.

Many ship operators and oil companies have long since learned the score of the tax-free game. Sea unions have been complaining about these dodges for years without much effect. Here's hoping it doesn't take a wholesale runaway by American business to get Congress action on this pressing problem.

Proof Of The Pudding

It can be done. Shipboard accidents can be prevented. During the past year Seafarers on two ships have disproved the old saw that accidents are unavoidable in maritime. First, the crew of the Robin Tuxford set a "world record" for freight ship safety by going 502 days without a single lost-time accident on board. Then members of the Wild Ranger crew went through 1956 with only one such accident.

There is nothing miraculous about these records. They can be equaled with the proper approach through the shipboard and shoreside safety program. Safety is every man's job, and if all join in, the crippling toll of accidents can be reduced sharply.

Poland Seeking Million Tons Of Surplus Grain

WASHINGTON—See-sawing diplomatic talks between US and Polish representatives are expected to eventually produce an agreement for US shipments of about \$100 million in farm surpluses to Poland starting this year.

This figure is likely to be the meeting point between the Polish "minimum" request of \$120 million and a new US offer of \$75 million. Agreement on the amounts and types of foodstuffs and bulk materials to be shipped would clear the way for the first visit by

American ships to Poland since 1939.

The Senate recently voted to approve the sale of farm surpluses to so-called "unfriendly" nations in an attempt to sway them from the Soviet bloc. Poland and other satellite countries have long sought this aid.

It would be part of the \$4.3 billion farm surplus disposal program authorized through June 30, 1958. The House still has to act on the legislation, but is expected to approve it.

A key item in the Polish request involves one million tons of US grain, plus much smaller amounts of cotton and fats. Drilling machinery is also sought by the Warsaw government.

Originally it had indicated refusal of any offer below \$300 million because of the necessary political risks involved in taking US aid. However, the Poles have since scaled down their requests and the US has come up a bit from its initial offer. All of the shipments to Poland would have to be made under the "50-50" law.

LABOR ROUND-UP

Negotiations for the merger of the state AFL-CIO bodies in Pennsylvania were progressing very satisfactory and should be completed in the near future, Joseph A. McDonough, President of the State Federation of Labor declared. In his address to some 1,600 delegates to the 55th convention of the federation, McDonough said that "there has been demonstrated by all concerned a real desire to complete these negotiations and to write a constitution which will deal equitably with all the problems that are involved."

South Carolina became the 21st state of the Union to complete the merger of the AFL and CIO central labor bodies. Sinway Young, business agent of the International Brotherhood of Electrical Workers and secretary-treasurer of the former State Federation of Labor was elected president of the newly formed South Carolina Labor Council, AFL-CIO, at a founding convention.

Delegates to Louisiana's one-year-old State Labor Council, AFL-CIO, re-elected into office all of the federations' top officers. Among them were President Victor Bussie, Sec.-Treas., E. J. Bourg, Sr., and first VP Louis P. Sahuque. A major accomplishment of the council during its young life was its successful campaign for the repeal of Louisiana's right-to-work law.

The United Rubber Workers and US Rubber Company signed a two-year contract covering some 30,000 employees in 11 states just a few hours before a strike deadline. The contract, the result of seven weeks of negotiations, covered vacations, military make up pay, and days off for funerals. Wages were also discussed but action on them was deferred until later. One of the agreements reached was that the company would restore the 25-cents an hour wage cut accepted by employees at the Washington, Ind., plant.

Bates Manufacturing Co. announced that it will close down its big York division combined-cotton mill at Saco, Maine, because of the refusal of the Textile workers Union of America to accept a "temporary" 8½ cents-an-hour wage cut. The closing will affect 1,250 employees. At present, the Company is closing its Androscoggin plant in Lewiston, and will cut back on production in its other three Maine plants. The wage cut was necessary, it maintained, in order to compete with Southern mills, and to relieve itself of overstocked inventories.

EVERY SUNDAY
DIRECT VOICE
BROADCAST

"THE VOICE of the MTD"

To Ships in Atlantic South American and European Waters

- WFK-39, 19850 KCs Ships in Caribbean, East Coast of South America, South Atlantic and East Coast of United States
- WFL-45, 15850 KCs Ships in Gulf of Mexico, Caribbean, West Coast of South America, West Coast of Mexico and US East Coast
- WFK-95, 15700 KCs Ships in Mediterranean area, North Atlantic, European and US East Coast

Meanwhile, MTD Round-the-World Broadcasts continue . . .

Every Sunday, 1915 GMT (2:15 PM EST Sunday)
WCO-13620 KCs Europe and No. America
WCO-16908.8 KCs East Coast So. America
WCO-22407 KCs West Coast So. America
Every Monday, 0315 GMT (10:15 PM EST Sunday)
WMM 25-15407 KCs Australia
WMM 81-11037.5 Northwest Pacific

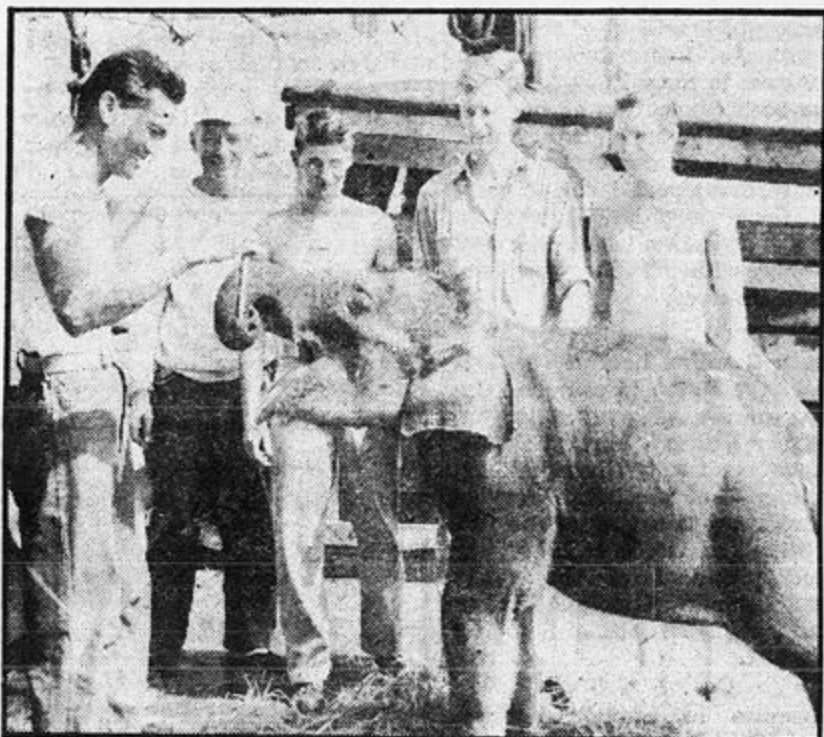
MARITIME
TRADES
DEPARTMENT
AFL-CIO

Movie Star Travels First Class

The center of attraction on the Steel Maker's latest run around the Capé of Good Hope from Calcutta to Savannah was Sally the seagoing elephant. She had first-class accommodations in a stall on the ship's deck during the long trip. The six-month-old pachyderm was enroute to Hollywood for a movie.



Welcomed aboard in Calcutta, Sally poses for the traditional life-ring shot while her trainer (right) puts her through her paces. Company agent Lee, Capt. Stanley, chief engineer Benny Upchurch and SIU crewmen watch the shenanigans. Taking her morning constitutional, Sally dons headgear (right) in rehearsal for some epic jungle picture.



Seafarers get into the act with Sally, as Jack Gillis, crew MM, feeds her a snack of sugar cane. Looking on (l to r) are Tom Peacock and J. Morris, wipers; "Whitey," saloon pantryman, and Ed, saloon MM. Sally, who was only animal cargo on the vessel this trip, was flown to Hollywood on arrival in Savannah. Photos submitted by Vic Sayo, 2nd electrician, and Arved E. Avers, reporter.

Runner's Galley Is Top-Rated

To the Editor:

We the crew of the Alcoa Runner would like this open letter printed in the LOG. We would like our brothers to know what a wonderful bunch of men we have on this ship, especially in the steward department.

Our first praise goes to the chief cook, Brother Pete Actuga, for the wonderful job he is doing. We think he is the best

NCB was none other than G. Obery, who bakes delicious pies, pastries and puddings. We also had a crackerjack messman in V. Douglas.

Rounding out the department were W. Matthews, 3rd cook; R. Lewis, galley utility; H. Scheard, BR; J. Petusky and J. Blanco, topside messman and utility, and yours truly pearl diving in the crew pantry.

Duska "Spider" Korolla
Steward delegate

✚ ✚ ✚

SIU Experience Comes In Handy

To the Editor:

This is just a word to let you know how much I enjoy the LOG.

At the present time I'm working with an electric company as a lineman, under a "nut" whom the company calls a superintendent. But thanks to the training I received with the SIU and SUP I am keeping the old man on the right road.

In the past, the boys wouldn't attempt to tackle the old man; they just quit the job and left town. He respects and abides by the union rules of IBEW (International Brotherhood of Electrical Workers, AFL-CIO) Local 846, although he is dead against them.

It is hell sometimes, but it will be a good job for the next man who comes along.

Please let me know if it is possible for me to order some of the white caps I used to wear.

Frank Chance Jr.

(Ed. note: You can order the white caps through the Sea Chest; they're 65c each.)

✚ ✚ ✚

Medical Center Seen Great Gain

To the Editor:

Our new health center near headquarters is really a dandy place. Although I haven't taken an exam over there yet, I did go in to look the place over and see what it's all about.

From the looks of it, this center will give us a real edge as far as medical examinations are concerned, because it has everything from A to Z. I know it would cost us a bundle to get this type of thorough medical check-up.

Seeing this center and every new SIU gain as it develops constantly reminds us of the changes our Union has made on behalf of the seaman as well as his family. We have a great deal to be thankful for, brothers. In less than 20 years, the SIU has made seagoing jobs among the most popular and rewarding professions there are these days.

Thanks to the SIU, on top of the good wages and conditions aboard the ship, and the welfare plan and all its benefits, we now have a place where we can get regular check-ups to help keep us in shape to enjoy all these great improvements.

Ben Tata

✚ ✚ ✚

LOG'S Glad To Oblige A Fan

To the Editor:

A gentleman in the Houston Fire Department, Capt. William R. Hines in the station here on Sampson St., must be a great reader.

It seems every time I receive the LOG and he is around, it disappears. How about sending him the LOG so I can get a chance to read my own copy for a change?

Robert E. Ayers

(Ed. note: We'll be glad to. We admire the captain's reading tastes.)

LOG-A-RHYTHM:

Sea Dreams

By J. F. Wunderlich

*I am just a seaman
Sailing the seven seas,
But my heart gets soft and longing
When I feel a tropic breeze.*

*Just a vagabond from the ocean,
Education, I have none;
Roaming all around the globe
To me is more than fun.*

*The thrill in kissing a maiden
On a moonlight cruise down South,
Or racing a "fifteen meter"
In a gale, then come about.*

*The midnight sun in the Arctic,
Or the Northern Light shining
bright,
Makes my thoughts fly up to
heaven,
While on lookout in the night.*

*I am in love with the roaring surf
That is breaking on the coast,
To the small little home on the
island,
I raise my glass in a toast.*

*Stormy nights in the winter
When the pilot is needed outside
I take him out to the freighter
That is bucking the flowing tide.*

*After doing my job as a seaman
And the ships are safe in the bay,
I draw my chair to the fireside
I'm content for the rest of my day.*

*As they say I'm just a seaman,
But at that I'm happy to be,
Ever restless, wandering, footloose,
As all men who follow the sea.*

Crewmembers,
SS Alcoa Runner

✚ ✚ ✚

Azalea Blooms On Good Chow

To the Editor:

The Azalea City has arrived in Long Beach on the return trip from the Far East after stopping at three ports in Japan, via Korea.

We ran into hurricane weather for 20 days on the way out from San Francisco, so that it was a pretty miserable time. All hands were kept busy dogging down watertight doors and portholes, leaving very little air circulating.

The ship took a terrible beating due to the angry seas. The catwalks were broken and we lost quite a bit of deck cargo.

One good thing must be said, though. Due to all the oldtimers aboard it's a pleasure to sail on here. All hands are agreeable and cooperate with one another.

We had Brother E. A. Auer heading the steward department, and he's one of the best in the business. He was followed by chief cook H. White, who kept the crew as happy as possible by sending out excellent chow from the galley. The

THE SEAFARERS PUZZLE

ACROSS	5. Nights before	21. Hit on head	33. Fork tines
1. Kind of tide	6. Man's nickname	22. Mixture	34. Sign
4. Seaweed	7. Good news to a girl	23. Man from Galveston	36. Parts of rigging
8. Big name in steel	8. Balto player	25. Prayer	37. File
12. Spoil	9. Chicago district	26. Recalled	38. Girl's name
13. Finished	10. Be overly fond of	27. Something to avoid	39. A fruit
14. Kind of beer	11. Trademark of a ship line	28. Line 180 degrees from Greenwich	40. Bearing of Nassau from Andros
15. Port in Mexico, 1,600 miles from NY.	16. Goes to right	30. Layer	44. Period of time
17. Small bit	20. Decays		45. A color
18. Pipe joints			
19. Appropriate			
21. Kind of black tea			
23. Instrument			
24. Brews			
25. Bothered			
29. Man's title			
30. Its capital is Austin			
31. Girl's name			
32. Shelter for the sick			
34. Leave out			
35. Part of a harness			
36. Look cheery			
37. Disclose			
40. Unrestricted			
41. Gulf on Arabian Sea			
42. He lives away from coast			
45. Obstacle			
47. —ous, meaning burdensome			
48. Before			
49. Golf scores			
50. Newcomers			
51. Pop			

DOWN

- Empire: Abbr.
- Obstruct
- SIU members
- Far East stop

List Details In Cables To Union

When notifying headquarters by cable or wireless that a Seafarer has paid off in a foreign port because of injury or illness, ships' delegates should include the following information:

The man's full name, his SIU book number, name of the ship, the port of payoff and the hospital where he is being treated.

The response of ship's crews to the Union's request for these notifications has been very good. Sometimes though, not all of the above information has been included. Be sure to list all of this data so that the SIU can act as promptly as possible.

SEAFARERS IN THE HOSPITALS

USPHS HOSPITAL NEW ORLEANS, LA.
 John E. Adams Leo Lang
 C. D. Anderson William Lawless
 William Borgone Lowell McNabb
 Louis Bourdonnay Alois F. Mauffray
 Philip M. Cajiao Michael Muzio
 Virgil Coash J. S. O'Byrne
 Cloise Coats Faustino Orjales
 Roscoe Dearmon John Pennington
 Ray DeShong Junest Ponsion
 Serio M. DeSosa Randolph Ratcliff
 William Driscoll F. Regalido
 Alfredo Duarte Harold P. Scott
 Joe Fazio Toefil Smigielski
 Crisanto Garfin Wirt A. Spencer
 Leon Gordon Gerald L. Thaxton
 Horace Gray Patrick Thompson
 Sigurd Halvorsen Lonnie R. Tickle
 Earl T. Hardeeman Pedro Villalob
 William Havelin James E. Ward
 James Hudson Richard S. Worley
 Charles Johnson D. G. Zerrudo
 Edward G. Knapp Jacob Zimmer

USPHS HOSPITAL GALVESTON, TEXAS
 James C. Baudoin H. E. Roundtree
 John S. Capps Warren W. Smith
 George Howard

VA HOSPITAL LAKE CITY, FLA.
 Edward B. Bliss

USPHS HOSPITAL MEMPHIS, TENN.
 Claude F. Blanks

VA HOSPITAL ALBERQUERQUE, NM
 Charles Burton

USPHS HOSPITAL FORT WORTH, TEXAS
 B. F. Delbler John C. Palmer
 Siegfried Gnitke Rosendo Serrano
 James Lauer

USPHS HOSPITAL SAVANNAH, GA.
 C. G. Barrineau Jimmie Littleton
 Albert Birt Billie Padgett
 L. A. DeWitt A. H. Schwartz
 George E. Kitchens

USPHS HOSPITAL NORFOLK, VA.
 Rudolf Avilo Daniel A. Hutto
 Francis J. Boner John J. Kearney
 Douglas A. Clark L. B. Merriam
 C. D. Crowder Clifford Vaughan
 Fred M. Harrell Jessie Voliva

USPHS HOSPITAL BOSTON, MASS.
 William E. Berry Chas. A. McCarthy
 William Davey George D. Rourke
 August F. Eklund

USPHS HOSPITAL BALTIMORE, MD.
 George Amblard Edw. F. McGowan
 Victor B. Cooper William Millison
 James R. Dayton Lionel D. Peat
 Guy G. Gage Wm. W. Rowland
 Dan Gentry Edw. P. Scherzer
 Gorman T. Glaze Carl J. Spurck
 W. V. Gontarski Harry C. Sullivan
 Percy Harrelson Arnold Tildo
 John A. Hoffman Albert Willis
 Robert Littleton

MONTEBELLO CHRONIC DISEASE HOSPITAL BALTIMORE, MD.
 Francisco Bueno

USPHS HOSPITAL STATEN ISLAND, NY
 Phillip Ackroyd James Lippincott
 C. Bonafont Ahmed Meshsin
 Edw. T. Campbell Thomas Moncho
 J. E. Cuelles R. E. Phillips
 James H. Fisher Elias Ramirez
 Arthur J. Fortner Eustaquio Rivera
 R. V. Godfrey Jose Rodriguez
 Estell Goffrey J. S. Simmons
 Burl Haire Richard Suttle
 John W. Johnson P. Tsimisiris
 Alfred Kaju Clarence Wallace

BELLEVUE HOSPITAL NEW YORK, NY
 Loyd McGee

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

USPHS HOSPITAL SF. LE, WASH.
 Patrick J. Lynch Juan Mojica

USPHS HOSPITAL SAN FRANCISCO, CALIF.
 Julian B. Arraga Alexander Leiner
 Edward Becker A. M. Milefski
 Noah C. Carver George R. Nichols
 Leo A. Dwyer Louis Rosen
 William H. Howell Fred D. Stagner
 Virgil H. Jordan R. A. Statham
 Frederick M. Leeds

Tanker May Sprout Ivy Waiting To Get Home

Things being what they are, the Ivy is just about ready to start sprouting some greenery as she winds her way back and forth from the Persian Gulf to Japan, still getting nowhere nearer home.

According to the latest report from the tanker, from Singapore, "if the boys only know by which Christmas they'd be home, they would feel better."

It's not that the monotony, heat and limited shoretime of the shut-

tle run is all bad, either, says ship's delegate Orville Arndt. "We still have that top-notch skipper Peter H. Bamberg with us. All the gang thinks he's tops and understanding, and as good as they come."

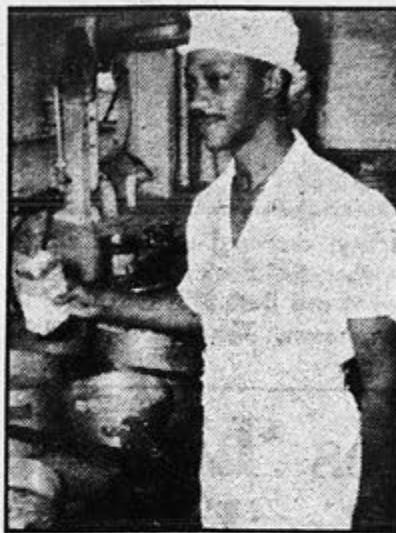
Arndt intimated, however, that the shuttle is still having its effects. "We even have our own Groucho Marx aboard. For five days his tasks consist of electrical duties, and then he spends the other two days trying to get his cook's endorsement. He's that well-known fellow "Wild Bill" Evitt from down New Orleans way—the only man who can snatch feathers from a bird in flight."

As far as the full-time feeding is concerned, Arndt added a good word for steward Bob Elliott and chief cook Stoke Harrison for providing a well-rounded menu.

And when they do get ashore in Japan, the Ivy can always count on its former bosun, now the 2nd mate, formerly known as "Blackie" Jim Merrell. Currently tagged as "Doctor Needles" by the boys who have encountered difficulties ashore, he hasn't found anybody who's puncture-proof yet, perhaps because "the line always seems to form at the rear in these cases."

Charles J. Johnson, Billy J. Brewer and Lewis C. Morton occupy the deck, engine and steward delegate spots, in that order, along with Arndt.

Spicy Job



Third cook Grant Marzelt was adding a bit of extra flavoring to some of the food steaming on the galley-range of the Jefferson City Victory when a photographer looked in. Those extra touches often make the difference.

Yaka's Name No Mystery

On the heels of the LOG story (Mar. 28) about the origin of the Indian names for some of Waterman's C-2s, a faithful reader has come up with the answer to the one remaining puzzle.

"Sea-Notes," a Waterman-Pan Atlantic publication, last month reported how the present-day Topa Topa, Kyska, Madaket and Wacosta were given their Indian tags by Mrs. Woodrow Wilson. But it pointed out that nobody has been able to explain the "Yaka."

However, this mystery is now cleared up also, thanks to M. Dwyer of Brooklyn, whose poetry has appeared in the LOG from time to time. "Yaka," according to the "Handbook of the American Indian," means "the corn clans of the Keresan Pueblos." The Keresan Indians were one of the Pueblo tribes of the Rio Grande valley and neighboring areas in the southwestern US.

Now that they're fortified with that knowledge, our correspondent hopes the gang aboard will go on to have a good, safe trip. Amen to that.

ANGELINA (Bull), Feb. 25—Chairman, G. Walter; Secretary, J. Gallagher. All vaccination cards returned. Ship cleared by customs in PR. Draw to be handed out before payoff. Repair list to be posted in recreation room. Ship's fund \$22.50. Reports accepted. Discussion regarding washing machine wringer; roaches on ship; cleaning behind refrigerator; poor grade of bread; repair list; cleaning gear for engine department. Delegate to see patrolman about steering gear.

ANNISTON (Ace), March 17—Chairman, Hargrave; Secretary, T. Balton. Foc'sles to be painted. Repair list to be turned in. Beef on OT working in halls. Some other disputed overtime. Question on lodging in shipyard. Need new mattress for third cook.

BALTORE (Ore Nav.), March 17—Chairman, J. Arnold; Secretary, C. Harris. Some disputed overtime in engine room. Repairs made. Ship's fund \$7.25. Include motion on \$5 fine at every meeting and also read letter stating crew's views. New delegate elected. Recreation room to be kept cleaner.

TMT CARIB QUEEN (TMT), No date—Chairman, J. Floyd; Secretary, E. Sobczak. Ship and company on organizing status, white cards and permits can remain aboard until further notice. No books involved. Men to turn in keys and linen when leaving ship. Some disputed overtime. One man missed ship, rejoined in Bremerhaven. Patrolmen to square away overtime. All cargo to be safely secured before leaving port. Suggest catwalk be placed on top of trailers so deck gang can get aft instead of crawling under trailers. Vote of thanks to steward dept.

CITIES SERVICE MIAMI (Cities Service), March 12—Chairman, M. Sikes; Secretary, P. Gzic. Menus not legible on blackboard. Crew requests typed menus. Two men paid off in Lake Charles due to illness; no replacements. Report accepted. Complaint about cheap brand of soap. Request for Lux or Camay soap; also change coffee brand; toilet tissue.

CITIES SERVICE NORFOLK (Cities Service), March 21—Chairman, W. Brightwell; Secretary, S. Kollins. Pantry man paid off sick. Report accepted. Crew requests typed menus. Vote of thanks to galley crew. Paint to be removed from chairs in mess-hall. To see steward about required stores.

GEO W. LAWSON (Pan Oceanic), March 16—Chairman, F. Otvos; Secretary, L. Schmidt. Small repairs taken care of. Ship's fund \$13.40. Reports accepted. All rooms to be sougeed.

DEL MONTE (Miss.), March 9—Chairman, K. Winsley; Secretary, J. Picou. Ship's fund \$80. New treasurer elected. 35 hours disputed overtime. One man left in hospital. Need more ice

and cold water; new type water cooler. Request more variety of cakes and pastry. To purchase books and checker board. Request midnight lunches and 9 PM and 3 AM lunches.

JEAN (Bull), March 18—Chairman, D. Dickson; Secretary, D. Forrest. Topside dissatisfied with performance of part of crew and warned of repercussions. Vessel to be paid off in Baltimore. Four replacements in Phila. Some disputed overtime. New delegate elected. Motion that elections be bi-partisan and voted by machine if possible. Repair list to be

made up. Showers in poor condition. Vote of thanks to steward dept. for excellent performance.

JOHN B. WATERMAN (Waterman), Feb. 12—Chairman, J. Pulliam; Secretary, A. Aronica. Ship's fund \$16. Few hours disputed overtime. Letter from Tampa concerning disputed days' wages. Report accepted. Discussion on use of washing machine. Repair list to be made up. Hospital to be cleaned up. Request more fresh bread; magazine rack; close doors quietly.

March 10—Chairman, J. Pulliam; Secretary, A. Aronica. Ship's fund \$13.02. Few hours disputed overtime. Report accepted. Ice tea to be made stronger. Vote of thanks to steward and deck departments.

JOSEFINA (Liberty), March 14—Chairman, J. Kirchner; Secretary, B. Wenworth. Few hours disputed overtime. Reports accepted.

LAWRENCE VICTORY (Miss.), March 17—Chairman, S. Stevens; Secretary, S. Rivers. Few repairs to be made. Some disputed overtime. New delegate elected. Request wind chutes for port holes. Coffee grounds and trash not to be thrown in sink or scuppers.

LONGVIEW VICTORY (Victory), March 10—Chairman, W. Kohut; Secretary, M. Caddy. Members to be sober at payoff. Recommend special meeting with agent or patrolman about cutting incident aboard ship. Ship's fund \$16.13. Some disputed overtime, to be settled at payoff.

Captain to hold safety meeting with delegate. Motion that safety committee members of unlicensed personnel be composed of all delegates, chief electrician, bosun and steward. Check sloop chest for cigarettes; and medicine chest for proper supplies. Foc'sles to be left clean.

OCEAN DEBORAH (Maritime Overseas), March 3—Chairman, G. Harding; Secretary, W. Cary. One man logged. One man hospitalized. Some disputed overtime. Lack of cooperation from steward. Fire extinguisher empty. Overtime claimed for carpenter work done by steward in meat box. To be referred to patrolman.

MURRAY HILL (Fairfield), March 9—Chairman, E. Legang; Secretary, S. Benjamin. \$50 draw in arrival. Ship's fund \$9.01. Vote of thanks to baker for fine job.

STEEL AGE (Isthmian), March 23—Chairman, J. Samsel; Secretary, R. Obidos. One member missed ship in San Pedro, gear checked, book and papers held by delegate. Minor beefs squared away. Ship's fund \$15.50. Suggestion to serve hot cocoa and to replace chairs in messhall with new ones in storeroom.

BARBARA FRIETCHIE (Lib. Nav.), March 11—Chairman, R. Simpkins; Secretary, R. Clark. Ship's fund \$4.25. New delegate elected. Vote of thanks to delegate for fine job.

DEL CAMPO (Miss.), March 17—Chairman, J. Lapapie; Secretary, J. Geisler. All repairs made in NO. New delegate elected. Laundry room to be kept clean.

EVELYN (Bull), March 31—Chairman, W. Trolie; Secretary, M. Kaminski. Ship's fund \$91. Three hours disputed overtime. Report accepted. Complaint about captain calling cook name. Discussion on repair lists; linen to be turned in. Vote of thanks to steward dept.

ALCOA RUNNER (Alcoa), March 24—Chairman, C. deHospitales; Secretary, T. Wasiluk. Old books to be exchanged. Repair list submitted. Ship's fund \$9.35. Thanks to members in bringing furniture to San Juan. Few hours disputed overtime and delayed sailing overtime. Report accepted. Steward dept. complimented on efficiency and cleanliness. To have new gangway for use in port. Washing machine not to be overloaded, motor not powerful enough.

HASTINGS (Waterman), March 31—Chairman, H. Suits; Secretary, J. Wells. Repairs to be made at sea. Some disputed overtime. Tidelanders pact read to membership and American Coal Shipping beef. Membership commended headquarters for winning Tidelanders pact and beef with ACS. Discussion on sloop chest. Draws to be made in American currency instead of traveler's checks. Repair list to be made up. More water pressure required in bathrooms. Need hamps

in lockers. Clothes to be removed from line after dry.

ALICE BROWN (Bloomfield), March 9—Chairman, T. Zielski; Secretary, C. Murray. Ship's fund \$24.72. Tapes for recording machine to be paid for from fund and wire to run recordings to mess hall. Discussion on food.

ALCOA PARTNER (Alcoa), March 24—Chairman, C. Wright; Secretary, D. Missimer. One man missed ship in NY. Patrolman to be notified; gear packed and turned over to chief mate. No logs. Discussion on food—night lunches to be fresh; scuttlebutt to be kept clean; cots to be ordered.

IDEAL X (Pan Atlantic), March 24—Chairman, H. Huston; Secretary, S. Pickett. New washing machine received. Safety meeting to be held monthly. Captain to give 80% of wages coming on draws. Request all delegates be on hand at payoff; have books and permits checked for patrolman. Adhere to one hour before sailing clause. New men to get patrolman's ok before paying off. Two hours disputed overtime. Reports accepted. Washing machine to be used with care. Order cigarettes in advance from steward and also sea chest for Port Newark delivery. Check stale milk put aboard in Houston.

STEEL APPRENTICE (Isthmian), March 22—Chairman, A. Anderson; Secretary, F. Perez. Need lumber for screen doors. Writing on blackboard against steward dept. to be stopped. Doors to be closed quietly. Benches to be built on each side of ship. Library to be kept clean and orderly. Three men ill. One hour disputed ot. Complaint about food, equipment and management in steward dept.

CHARLES C. DUNAIF (Orion), March 3—Chairman, J. Zieris; Secretary, J. Morrison. Four men missed ship in Honolulu. One man hospitalized in

Chile. Few hours disputed overtime—to be taken up with patrolman at payoff. Steward and baker doing missing men's work in galley.

PACIFIC OCEAN (World Carriers), March 9—Chairman, A. Spaza; Secretary, F. Paylor. Ships fund \$5. Two men sick with colds. One man missed ship. Report accepted. Night lunch to be improved; steak to be served at least twice a week, fried chicken to be put out immediately. Repair list to be submitted. Galley to be exterminated. Put pastry out at coffee time.

STEEL VOYAGER (Isthmian), March 8—Chairman, E. Eiland; Secretary, J. Jacobsen. Ship's Fund \$27.62. Report accepted. New delegate and treasurer elected. Discussion on cleanliness of laundry. Stevedores to be kept out of midship house.

PORTMAR (Calmar), March 16—Chairman, J. Smith; Secretary, H. Eddy. Ice box door handle to be repaired.

MARORE (Ore), March 24—Chairman, C. Just; Secretary, D. Carey. One man logged. Poor laundry service. Ship's fund \$5.02. One man missed ship; replaced before sailing. Need new washing machine; coffee urn, toaster. Fruit to be put out before spoiling.

ANGELINA (Bull), Jan. 20—Chairman, G. Walter; Secretary, J. Gallagher. Ship's fund \$20. Some disputed overtime. Messroom to be kept clean. Observe quiet in alleyways so members may sleep.

FORT HOSKINS (Cities Service), Feb. 9—Chairman, A. Van Dyke; Secretary, E. Iverson. New treasurer elected. Report accepted. Members to donate \$1 towards ship's fund. Discussion on very poor sloop chest put on board for one year's voyage.

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

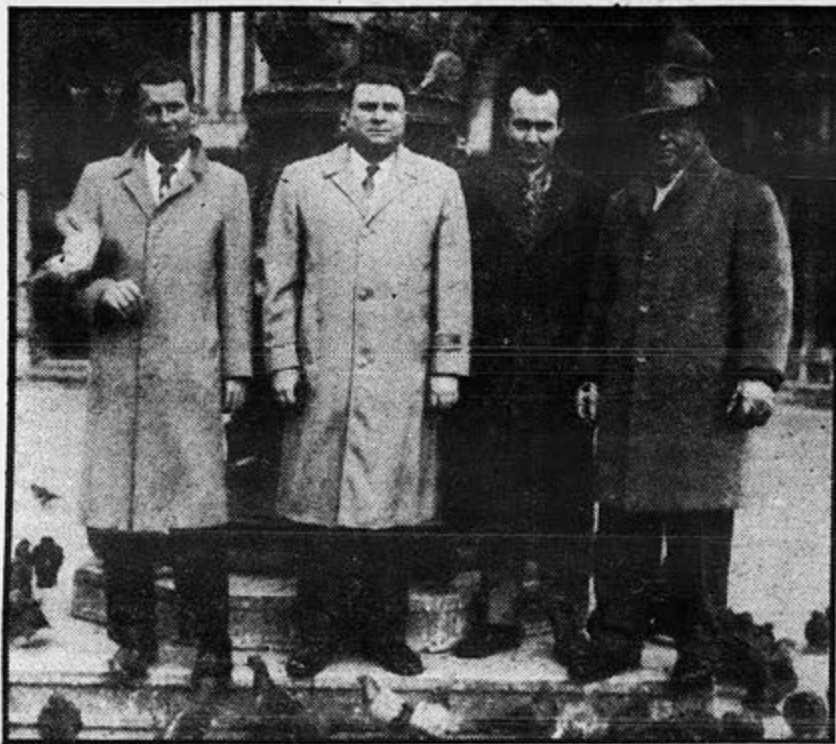
CITY ZONE STATE

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

They Really Got The Bird



Venetian pigeons (the feathered variety, anyway) snuggled up close to an SIU trio and their guide when the Sunion visited the Italian port last winter. Pictured (l to r) are Best, AB; Cox, OS; the Italian guide, and Walter Butterson, bosun. The steward, Fred Hicks, turned in the photo.

Oldtimer Gives 'Life' Lesson On Ship Types

At least one SIU oldtimer was among a group of "Life" readers who recently tripped up the editors of the national magazine on a nautical matter.

A retired member of the SIU since 1946, Henry E. Kramer chided "Life" for calling a Victory ship a Liberty in one of its picture captions last February 11. The magazine wrote back that "many other readers called our attention to this. Thanks again for keeping our nautical records straight."

Apparently ship photographs get a good working over from retired and active seamen, who have a certain fondness for those seagoing workhorses of World War II, the mass-production Liberties and Victories.

Most non-nautical newspapers and magazines, despite careful research, tend to overlook considerations like an extra kingpost or mast but to a seaman, whose live-

lihood is so minutely concerned with these details, every item is important. It may mean an extra spot to hang his laundry or something.

For the record, "Life" conceded, "according to the Maritime Administration of the US Department of



Liberty



Victory

Commerce, the ship pictured has a raised foremast head extending to the after part of No. 1 hatch. This immediately distinguishes her from a Liberty, which is a flush deck vessel.

"A Liberty also has three masts on which her cargo gear is rigged, whereas the Victory has two masts and, in addition, has a king post at No. 1 hatch, and pairs of king posts at the forward part and after part of the midship house," the magazine added. "This, together with the shape of the house and stack, distinguishes her from the Liberty, which has no king posts, the stack being the only structure that would be silhouetted above the midship house."

See?

Puzzle Answer

EBB	KELP	OLDS
MAR	OVER	ROOT
PROGRESO	IOTA	
TEES	PROPER	
BOHEA	TOOL	
ALES	PESTERED	
SIR	TEXAS	EVA
HOSPITAL	OMIT	
REIN	SMILE	
REPORT	OPEN	
ADEN	INLANDER	
SNAG	ONER	ERE
PARS	NEOS	DAD

Calls Welfare Aid Wonderful

To the Editor:

I wrote a letter last January which apparently never reached you, so I hope you will print this as soon as possible.

I want to thank the SIU for the extra check sent last Christmas for those receiving disability benefits. I know it came in mighty handy for me.

The doctors, nurses and all the personnel here at St. Vincent's Hospital, New York City, are wonderful and have been very kind. Thank God the SIU has such a wonderful welfare plan. We couldn't get along with it.

I would also like to get in touch with the following members: Eugene Ceccato, Eddie Polise, Citizen Joe, Dewey Parsons and Steve Massaros.

Joseph Pilutis

Nobody Gets By Without Union

To the Editor:

I've gained quite a bit of experience since I left the Alcoa Polaris last March in New Orleans. I've been senior cook in charge of the afternoon shift for the consolidated messhall here at Brookley Air Force Base in Mobile.

There's about five of us "ex-seamen" there, two SIU and three NMU. We've sure found out that there is a hell of a lot of difference working without a union.

The years I spent in the SIU were something I can't forget, and believe me I won't forget them. Without a Union the working man is a dead duck!

Print this if you like. It might help someone to see there's nothing like the SIU at sea or ashore.

Smooth sailing to all my friends.

"Red" Palmer

The Situation's Well In Hand

To the Editor:

The John B. Waterman is now substituting for the Arizpa on the European run. You can be sure that while our buddies on the Arizpa are being entertained by the almond-eyed beauties of the Far East, the crew of the John B. will keep the home fires burning.

Of course, we don't know whose girl we will meet in the different ports, but we will try to keep our reputations intact. The boys will say hello to Jack Dubersky's gal who works at the Coney Island Bar, and also to Dave Nunn's true love at the Penguin, as we know that they will be lonesome.

We also have a number one steward department, featuring

lots of good Southern cooking. Tony Sosa is the chief steward, C. Hiers is chief cook, Bob Shepard mans the 3rd cook's spot, George Burns is pearl diver and Bill Wermack is serving in the capacity of crew waiter.

The majority of the crew is from Tampa and Mobile. Some of the fellows are Ray Queen, Bob Parker, Lester Clark (bosun), Ed Morris and, last but not least, Larry Tiff, the international lover and ambassador of good will.

Anthony C. Aronica
Ship's reporter

Safety Program Well Underway

To the Editor:

In accordance with the joint SIU-shipowner safety program, we can report excellent cooperation from the entire crew and officers on board the Angelina.

Many items have been brought up at the meetings for a solution. When possible, these have been corrected. Others are being taken care of as time per-



The SIU crew's safety representatives S. Boguski, deck (left), and J. Devine, engine (right) gather with 3rd mate C. Lobbregt for a photo. Steward safety rep. Ed Marsh missed the picture-taking.

mits and those items which cannot be handled aboard have been turned in on a repair list to the company.

Safety signs have been stencilled at conspicuous places all around the ship and we all feel that, with the continued cooperation of all hands, accidents aboard can be brought to a minimum.

Steve Boguski, AB, is ship's safety representative for the deck department; John Decine, deck engineer, is the black gang safety man, and Edmund Marsh, NCB, represents the steward department.

John Gallagher
Ship's delegate

Calls Welfare 'Greatest Gain'

To the Editor:

We feel that the Welfare Plan is the greatest step our Union has made in the past ten years.

Although we received the maternity benefit for our first son, we are sad to say that our second son was born while I was in the service and we couldn't qualify for SIU benefits. In fact, it cost us \$10.75 to have our child born in an Army hospital, besides our transportation of 20 miles each way from where we resided.

I know that if I had been sailing I would not even have had this cost which I could not afford at that time. I was just discharged from the Army on March 22.

We are certainly hoping that our sons will qualify in the future for the scholarships that the SIU offers. You can be sure we greatly appreciate the benefits we have already received.

Best wishes for the future success of the SIU.

Robert & Catherine
Bannister

Appreciates Aid Of Wild Ranger

To the Editor:

I would like this letter in the LOG to show my appreciation for the crew of the Wild Ranger. They took excellent care of me while I was being repatriated from Inchon, Korea.

Right now I am on the Fairland on the intercoastal run, but it won't be for long. The ship is scheduled to be converted for the trailer service in July.

We have a fine gang on here, with none other than Pat Murphy as chief steward, so we are assured plenty of good feeding. We expect to pay off in Baltimore on May 15.

Well, thanks again to the crewmembers of the Wild Ranger. Incidentally, I got my gear and papers as soon as I got back to Seattle. They were waiting for me right at the SIU hall.

Eddie Eriksen

Crew Applauds Coe Skipper

To the Editor:

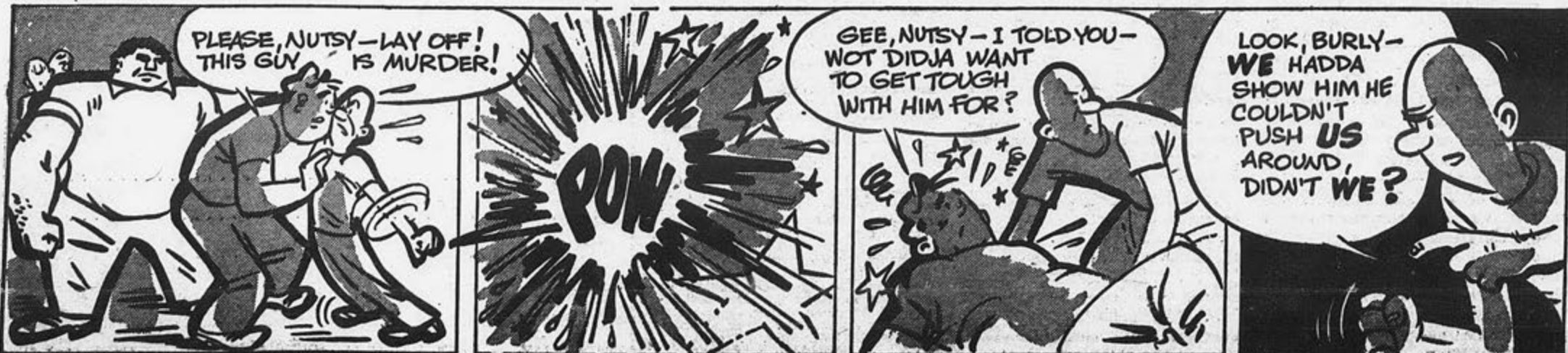
Things are running pretty smoothly on this ship. There aren't too many serious beefs to upset the ship or the crew.

The mate here on the Coe Victory is a real spook, though. He is on deck all the time, getting in the deck gang's hair. However, the captain is a real swell guy. Hansen is his name. He does his best for us, and the crew appreciates it.

Dave Barry

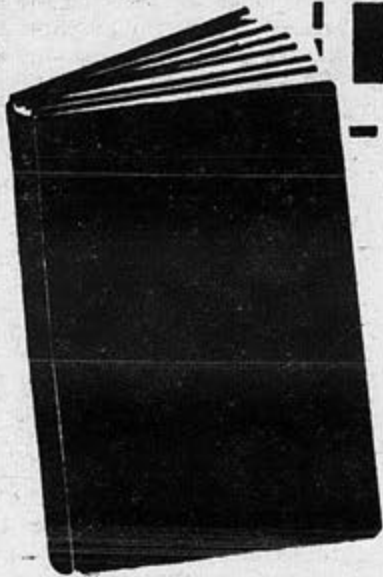
Burly

By Bernard Seaman



at cost price **\$8.50** per copy

Now on Sale



1956
BOUND VOLUME
of the

SEAFARERS LOG

RECENT ARRIVALS

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

- Cynthia Marie Cole, born March 28, 1957, to Seafarer and Mrs. Lonnie C. Cole Jr., Asheboro, NC.
- William Peter Doyle, born March 4, 1957, to Seafarer and Mrs. James J. Doyle, Phila., Pa.
- Connie Fay Marriner, born April 3, 1957, to Seafarer and Mrs. Clyde W. Marriner, Portsmouth, Va.
- Henry Joseph Shepeta Jr., born April 9, 1957, to Seafarer and Mrs. Henry Shepeta, Baltimore, Md.
- Patricia Marie Pierce, born April 1, 1957, to Seafarer and Mrs. John Pierce, Drexel Hill, Pa.
- Shella Diane Griggers, born March 5, 1957, to Seafarer and Mrs. Ira W. Griggers Jr., Evergreen, Ala.
- Debra Celeste Pederssen, born March 15, 1957, to Seafarer and Mrs. Sverre R. Pederssen, Brooklyn, NY.

- George Anthony Wolinski, born January 5, 1957, to Seafarer and Mrs. Frank Wolinski, Kenner, La.
- Linda and Phyllis Peragallo, born March 19, 1957, to Seafarer and Mrs. Joseph Peragallo, Levittown, NY.
- Bert Dawson Gillispie, born March 12, 1957, to Seafarer and Mrs. Golder B. Gillispie Jr., Beaumont, Texas.
- Pamela Elaine Blalack, born March 26, 1957, to Seafarer and Mrs. Charles O. Blalack, Springhill, Ala.
- Michael Charles Perna, born March 12, 1957, to Seafarer and Mrs. Augustine Perna, Baltimore, Md.
- Perry Manuel, born March 28, 1957, to Seafarer and Mrs. Warren Manuel, Mamou, La.

Health Center Opens

(Continued from page 3) bership thought he was typical of the good sailor and the good union man." Therefore, Hall added, the center stands as a tribute to the entire membership of the SIU who have worked and fought together to further the progress of all seamen.

Others who addressed the group were Dr. Aaron Kottler, president of the Kings County Medical Society, and Charles Logan, of Mississippi Shipping Company, a trustee of the Welfare Plan. Brief remarks were also made by Hulan Jack, Manhattan borough president; Harry O'Reilly, secretary of the Maritime Trades Department, AFL-CIO; James Quinn, secretary of the New York Central Trades and Labor Council; Frederick Billhardt, vice-president, Alcoa Steamship Company, and Dr. Joseph Logue, director of the center. The invocation was delivered by Monsignor Thomas Sala of the Churches of St. John and St. Rocco. Robert C. Creasey, administrator of the Seafarers Welfare Plan, presided.

After the speeches and ribbon-cutting, Magnuson and Hall unveiled a memorial plaque to Larsen which is on the wall in the lobby of the building.

The Brooklyn center is the first of four planned. The other three will be located in Baltimore, New Orleans and Mobile. Each center has diagnostic facilities including x-ray, fluoroscope, electro-cardiograph, lab tests, eye examination and other aspects of a head to toe physical.

Once all the information on the physical has been correlated and examined by the staff, men who are in need of treatment for any ailment or physical defect are referred to the Public Health Service facilities. The procedure is designed to detect such ailments and defects before they become serious enough to invalid a Seafarer and keep him from being fit for duty.

Other guests present included Dr. John S. Wilson, chief officer of the Staten Island Public Health Service Hospital; Rep. Francis Dorn, who represents the District in which the Union hall is located; Rep. Isadore Dollinger; Charles Zimmerman, International Ladies Garment Workers Union; John Strong, president, Teamsters Local 807; C. E. Hughes, Deputy State Commissioner of Labor, and guests from the Coast Guard, Army, Navy, the American Merchant Marine Institute and the shipping industry.

Union Wins Balt. Tugs

(Continued from page 3)

doubtedly the news of the SIU HIWD strike victory against G&H Towing in the Gulf. The successful strike ended just a few days before the voting was scheduled to start in Baltimore, with the SIU winning the best tug pact in the area after a 33-day walkout.

One of the SIU's objectives, in launching its organizing campaign, was to raise the low level of wages and conditions under which Greater Baltimore harbor men have worked for many years. The Baltimore area is notorious for having the lowest hourly pay rate and the worst overtime provisions of any Atlantic coast port. In addition, the men here lack any kind of welfare and pension protection such as exists in SIU contracts.

A key demand in the SIU-HIWD negotiations with the companies will be the establishment of welfare-benefits, along with substantial improvements in wages and working conditions.

FINAL DISPATCH

John Crowley, 32: Brother Crowley was lost at sea following an explosion on the Mission San Francisco, on March 7, 1957. He joined the Union on January 23, 1945, in New York. He is survived by his wife, Mrs. Mary Bernadette Crowley, and a son who reside in Allison, Pa.



Kenneth L. Bewig, 58: Brother Bewig died from pneumonia in the USPHS Hospital in Baltimore, Md., on March 12, 1957. He joined the Union in New York on August 13, 1947. He is survived by his wife, Loretta B. Bewig of Baltimore. Burial took place in Moreland Memorial Park, Baltimore.



William W. Wilson, 67: Brother Wilson died in the USPHS Hospital in New Orleans on March 28, 1957 because of a malignant tumor. He joined the Union on August 2, 1955, and sailed in the steward department. He is survived by his son, Arthur D. Wilson of New Orleans. Burial took place at Rose Lawn Cemetery, Baton Rouge, La.

Charles J. Fetter, 57: Brother Fetter died in New Orleans on March 3, 1957, as a result of a malignancy. He had joined the Union on November 10, 1947, and sailed in the engine department. He is survived by his wife, Mrs. Laura L. Fetter of Mobile, Ala.



James K. Brooks, 38: Brother Brooks died at sea on board the SS Cubore, on March 1, 1957, from a hemorrhage. He had been sailing in the steward department since joining the Union on September 22, 1955. There was no beneficiary designated.

William Zietz, 44: On March 15, 1957, Brother Zietz died in the USPHS Hospital, Baltimore, Md., of a respiratory failure. He had joined the Union in Baltimore on Sept. 2, 1954, and sailed in the engine department. He is buried in Philadelphia cemetery, Philadelphia. No beneficiary was designated.



PERSONALS AND NOTICES

The following Seafarers are requested to pick up baggage belonging to them left on Isthmian vessels and deposited by the company with the SIU Hall, 523 Bienville Street, New Orleans, La. Rudolph Himel, 3rd cook, Steel Designer; Bernard Buster, ch. cook, Steel Designer; Daniel Bisset, FWT, Steel Rover; John Ramiszewski, engine, Steel Architect; Donald E. Bull, oiler, Steel King; John B. Tierney, DM, Andrew Jackson; Chester Holtz, AB.

Kenneth Lopez
Please contact Richard Pardo's family in Tampa, Fla.

Robert Lee Green
John W. Tinker would like you to contact him at 17-11 1/2 4th Street, Bremerton, Washington.

Clyde Cahill
Your Coast Guard discharge from the SS Ocean Eva (8-4-56 to 8-16-56) was found aboard the SS Stony Point and is being held for you in the Boston hall.

James C. Glisson
Mail, vacation checks, and withholding statements are being held for you at the Anchor Hotel, 612 E. Pratt St., Baltimore, Md. Please send them your forwarding address.

Eric Madsen
Please contact your former landlady, Mrs. Campagna, concerning baggage which she has been holding for you. She is located at 422 13th St., Brooklyn, or phone HY 9-0831.

ELLIS S. SAMIA
Contact William O. Euton, 55 Bay 7 St., Brooklyn, re: automobile insurance.

DIRECTORY OF SIU BRANCHES

SIU, A&G District

- BALTIMORE 1216 E. Baltimore St. Eastern 7-4900
- BOSTON 276 State St. James Sheehan, Agent Richmond 2-0140
- HOUSTON 4202 Canal St. J. Michelet, Agent Capital 7-6558
- LAKE CHARLES, La. 1419 Ryan St. Leroy Clarke, Agent HEMlock 6-5744
- MOBILE 1 South Lawrence St. Cal Tanner, Agent HEMlock 2-1754
- MORGAN CITY 912 Front St. Tom Gould, Agent Phone 2156
- NEW ORLEANS 523 Bienville St. Lindsey Williams, Agent Tulane 8626
- NEW YORK 675 4th Ave., Brooklyn HYacinth 9-6600
- NORFOLK 127-129 Bank St. Ben Rees, Agent MADison 2-9834
- PHILADELPHIA 337 Market St. S. Cardullo, Agent Market 7-1635
- PUERTA de TIERRA PR 101 Pelayo Sal Colls, Agent Phone 2-5696
- SAN FRANCISCO 450 Harrison St. Marty Breithoff, Agent Douglas 2-5475
- SAVANNAH 2 Abercorn St. E. B. McAuley, Agent Adams 3-1728
- SEATTLE 2505 1st Ave. Jeff Gillette, Agent Elliott 4334
- TAMPA 1809-1811 N. Franklin St. Tom Banning, Agent Phone 2-1323

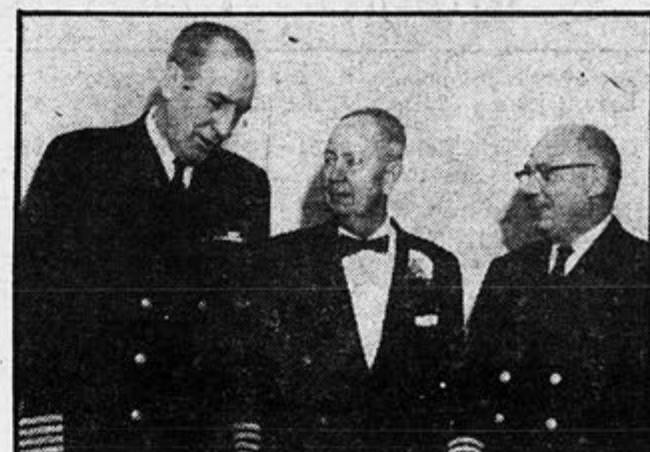
- WILMINGTON, Calif. 505 Marine Ave. Reed Humphries, Agent Terminal 4-2874
- HEADQUARTERS 675 4th Ave., Bklyn. SECRETARY-TREASURER Paul Hall ASST. SECRETARY-TREASURERS J. Algina, Deck C. Simmons, Joint J. Volpian, Eng. W. Hall, Joint E. Mooney, Std. R. Matthews, Joint
- SUP
- HONOLULU 16 Merchant St. Phone 5-8777
- PORTLAND 211 SW Clay St. Capital 3-4336
- RICHMOND, Calif. 510 Macdonald Ave. BEacon 2-0925
- SAN FRANCISCO 450 Harrison St. Douglas 2-3363
- SEATTLE 2505 1st Ave. Main 0290
- WILMINGTON 505 Marine Ave. Terminal 4-3131
- NEW YORK 675 4th Ave., Brooklyn HYacinth 9-6165
- Canadian District
- HALIFAX, N.S. 128 1/2 Hollis St. Phone 3-8911
- MONTREAL 634 St. James St. West PLateau 8161
- FORT WILLIAM, Ontario 130 Simpson St. Phone: 3-3221

- PORT COLBORNE 103 Durham St. Ontario Phone: 5591
- TORONTO, Ontario 272 King St. E. Empire 4-5719
- VICTORIA, BC. 617 1/2 Cormorant St. Empire 4531
- VANCOUVER, BC. 298 Main St. Pacific 3468
- SYDNEY, NS. 304 Charlotte St. Phone: 6346
- BAGOTVILLE, Quebec 20 Elgin St. Phone: 545
- THOROLD, Ontario 52 St. Davids St. CANal 7-3202
- QUEBEC 85 St. Pierre St. Phone: 3-1569
- SAINTE JOHN, NB 85 Germain St. Phone: 2-5232
- Great Lakes District
- ALPENA 1215 N. Second Ave. Phone: 713-J
- BUFFALO, NY. 180 Main St. Phone: Cleveland 7391
- CLEVELAND 734 Lakeside Ave., NE Phone: Main 1-0147
- DETROIT 1038 3rd St. Headquarters Phone: Woodward 1-6857
- DULUTH 531 W. Michigan St. Phone: Randolph 2-4110
- SOUTH CHICAGO 3261 E. 92nd St. Phone: Essex 5-2416

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

First In Maritime:

Gala Fete Opens SIU Health Center



US Sen. Warren G. Magnuson, featured speaker, hailed SIU for pioneering first maritime union health center. Others on platform (l to r) included Robert Creasey, SIU Welfare Plan administrator; Charles Logan, trustee; Dr. Aaron Kottler, president, Brooklyn Medical Society, and Msgr. John Sala who delivered the invocation.

Dr. J. B. Logue, health center director (center), greets Capt. John Wilson (left) and Capt. R. H. Moore, chief medical and dental officers at SI PHS hospital.



Reception followed outdoor ceremonies. At left, Jack Baker (right), secretary, American Merchant Marine Institute, chats with Dr. Kottler. Bottom (left), Hans Scheelen of center staff and Seafarers Frank Teti, Russell Lund and Oscar Blain make a foursome. Below, Sen. Magnuson (left) and SIU Secretary-Treasurer Paul Hall.



Over 500 Government and trade union officials, shipping leaders and Seafarers attended ceremonies, which began with singing of National Anthem (top). Center is dedicated to the memory of the late Pete Larsen, who was praised at the gathering as a "good seafarer and good union man."