



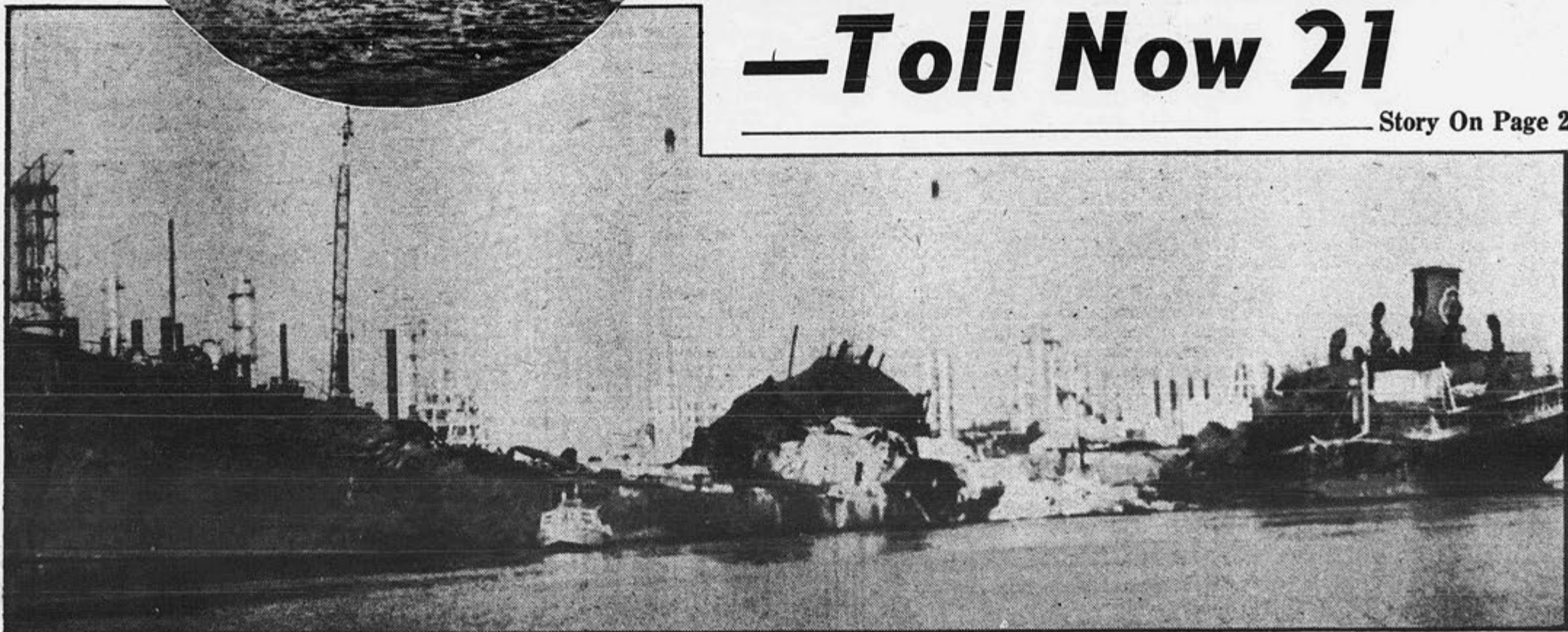
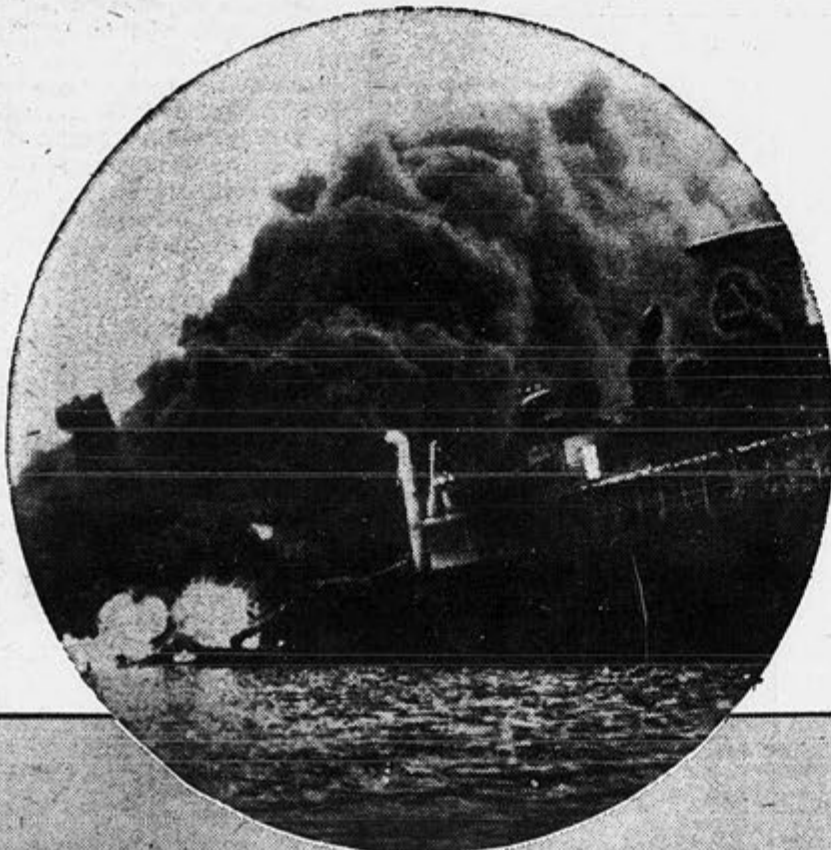
Seafarer Fred Gentry (2nd from left) testifies at hearing into Salem Maritime disaster. Also participating is attorney I. G. Seeger (front), of firm of SIU General Counsel Seymour W. Miller, who represented Seafarers' next of kin.

HEARINGS OPEN ON SURVIVAL OF '50-50'

Story On Page 3

Tanker Blast Cause Unknown —Toll Now 21

Story On Page 2



Disaster Aftermath. Twisted remains of the Cities Service tanker Salem Maritime (above) bare witness to the fury of the explosion and fire which ripped the ship while loading dockside at the Lake Charles refinery last month. The disaster claimed 21 lives, including 13 Seafarers. Testimony at Coast Guard hearing indicated blast may have been caused by a gas leak while the ship was completing loading. Photo (inset) shows fire raging the morning after the blast. (Stories on Pages 2 and 6.)

Probe Cause Of Ship Blast --Death Toll Rises To 21

LAKE CHARLES—As the death toll in the explosion of the SIU-manned tanker Salem Maritime rose to 21, a US Coast Guard Board of Inquiry heard testimony pointing to a gasoline leak as a possible cause of the blast. A report of a leak through the bulkhead into the empty No. 8 starboard wing tank was the most concrete evidence turned up thus far to account for the disaster.

The Cities Service tanker exploded on Tuesday, January 17, at 10:25 PM as she was taking on the last of a load of kerosene, gasoline, heating oil and bunker fuel for the East Coast. Thirteen Seafarers lost their lives in the explosion, with Michele Candelieri the last to perish from burns suffered in the resultant fire. Eight others died including three shoreside workers, the captain, chief mate, second mate, radio operator and bosun. (Revised and up to date casualty list appears at right.)

Eleven Seafarers have been positively identified thus far. There is no doubt that the still missing men are lost.

The death toll might have been higher but for the fact that a number of crewmembers who were off watch were "up the highway" at the time. Other members of the crew escaped the inferno by fleeing from the port side of the ship

Revised Casualty List

Twenty-one men, including 13 SIU men, are presumed dead in the Salem maritime disaster of January 17. Besides the SIU men, the bosun, four officers of the ship and three shoreside workers have been named in the casualty list. SIU men whose bodies have been identified are:

- Dallis Rushing, AB maint., 50, Pontchataula, La.
- Fred Fall, OS, 58, Cornick, Pa.
- Joe Morgan, AB, 31, Holland, Va.
- Leo J. Kennedy, 2nd cook, 57, Lynn, Mass.
- Ernest P. Belkner, chief cook, 61, Farmington, Me.
- Purvis M. Blackwell, FWT, 51, Gulfport, Miss.
- Joseph S. Kornek, AB, 47, New Orleans, La.
- Milton Karlovec, AB, 45, Midland, Mich.
- Jan Sidor, oiler, 42, Columbus, Ohio.
- Wilmer Clark, AB maint., 42, Mobile, Ala.

Michele Candelieri, AB maint., 30, Fort Worth, Texas, died in a hospital of burns.

SIU men listed as missing and presumed to be lost are:

- Lawrence J. Aquilina, MM, 28, Port Arthur, Texas.
- James Small, MM, 56, Cambridge, Mass.
- Other members of the crew listed as missing and presumed dead are:
- John Rugman, captain.
- Everette A. Alanne, chief mate, New Orleans, La.
- E. L. McDonald, second mate, Denton, Md.
- W. B. Jardine, radio operator, Framingham, Mass.
- Robert B. Halvosa, bosun, Ruthersford, N.J.

while three engine room members were rescued after four hours in the double bottom.

Safety-Minded Ship

Whether or not the tiny stream of gasoline leaking into the number 8 tank actually touched off the explosion may never be answered fully. Expert witnesses, including a refinery chemist, agreed the leak was a distinct possibility. Carelessness seemed ruled out by testimony from many witnesses to the

effect that the officers were particularly safety-conscious.

Testimony given thus far indicated that at least two and possibly three separate blasts shattered the ship. Most witnesses agreed that the explosions took place on the starboard side in or near the No. 8 starboard wing tank which had the gasoline leak, and most of the damage was confined to that side of the vessel.

At the time of the blast the forward tanks, numbers 1 through 4, were fully loaded with heating oil. Tanks 5, 6 and 7 held gasoline. The No. 8 wing tanks, port and starboard, were empty and the center No. 8 tank was taking on kerosene at 10,000 barrels an hour. No. 9 tank was already full of gasoline. There were 27 men on the ship all told; 25 crewmembers, a Cities

(Continued on page 6)

Seafarers Express Sympathy To Kin

Ships' crews, individual Seafarers and membership meetings in all ports have joined in expressions of shock and grief over the loss of 13 Seafarers' lives in the Salem Maritime disaster. Union headquarters has received large numbers of calls and messages from the membership asking that the callers' sympathies be conveyed to the next of kin.

In addition, radiograms have been received from SIU ships, including the Del Alba, Steel Architect, Massmar and Seatrains Texas in sympathy to the families of men lost on the tanker.

Lax Loading Rule Hinted By CS Aide

LAKE CHARLES, La. — A past history of explosions during kerosene loading operations at the Cities Service docks here was revealed in testimony of company witnesses at a US Coast Guard inquiry into the tragic explosion of the Salem Maritime.

In recent years, three explosions occurred aboard tank barges being loaded with kerosene.

Kerosene was being loaded in Salem Maritime's No. 8 center tank at the time of the explosion which occurred in that vicinity.

Before loading barges with kerosene, the company required the tanks to be washed out with water and then lined with a layer of dry ice in the bottom. W. R. Casey, Hollywood, La., testified.

The company also placed a maximum limit of 25 pounds of pressure on cargo lines at the dock while loading kerosene on barges and slowed down the loading rate. The maximum limit for tankers was 70 pounds.

Similar special precautions were not observed aboard tankers, Casey observed, because of the amount of labor involved in placing dry ice in the larger shipboard tanks. "Besides," he said, "we never had any trouble with tankers before."



Among several Seafarers who testified at CG hearing, Fred Gentry, FWT, told of escape after 4-hour ordeal trapped in engine room.



Wiper Frank Albano, awakened by blast, escaped over fantail.



John Klepadlo, FWT, swam river after leap from blazing ship.



Blown from bunk by blast, Ralph Rice, machinist, tells of escape.



Edward O'Connell, AB, saw gas leak before blast took place.

Union Help On The Spot In Disaster

LAKE CHARLES, La. — SIU representatives converged quickly on the scene of the Salem Maritime disaster to give all possible aid to Seafarers and their distressed families.

Leroy Clarke, Lake Charles SIU port agent, was at the scene within a matter of minutes after the explosion to participate in rescue operations.

Lindsey J. Williams, New Orleans SIU port agent, left New Orleans by automobile immediately after Clarke telephoned him the tragic news. Williams arrived several hours later to direct the SIU's efforts on behalf of the Union's members involved.

Notified Kin

Williams was accompanied by Bill Moody, SEAFARERS LOG Gulf representative, who was able to release the first list of casualties to correspondents representing major news wire services, newspapers, radio and television stations. This and other information, which had been withheld by the company, was of vital interest to families and friends of SIU members in the Salem Maritime crew.

I. G. Seeger, attorney associated with Seymour Miller, SIU general counsel, left New York by the first available plane and arrived the next day to protect the full legal rights of Seafarers and their next of kin and to assist in a three-day hearing conducted by a Coast Guard investigating board to inquire into the cause of the explosion and to ascertain the identities of those lost in the disaster.

Hearing On Ship Tips In Idle Pay

A public hearing was held by the Division of Employment, New York State Department of Labor, to give passenger ship steward ratings full credit for tips in figuring unemployment pay. Section 517 of the Unemployment Insurance Law provides that tips are to be included for this purpose.

The Division presented an average tip list for men on ships carrying more than 12 passengers. The list is based on figures submitted by Alcoa, Grace, Farrell, Moore-McCormack, US Lines and United Fruit.

Figuring in these tips may result in higher unemployment benefits, particularly if a man's employment is limited in any one year.

The SIU was represented by Joe Algina, assistant secretary-treasurer, and Herbert Brand, SEAFARERS LOG editor.

No National Maritime Union representatives were present. The Director announced that the NMU had requested a postponement several weeks before, but since nothing had been heard from them in the intervening time, he decided to go ahead with the hearing.



New Orleans Seafarers and SIU port officials assist in carrying body of Seafarer Joseph S. Kornek, AB, 47, one of 13 SIU victims of the Salem Maritime disaster, to final resting place after funeral services in that city last Sunday. Serving as pallbearers were Lindsey J. Williams, SIU port agent (left foreground), and (right), C. J. Stephens, SIU patrolman, and Seafarers John McCaslin, Melvin Schrade, C. W. Galt and J. C. Carolan. Man in front was undertaker's aide.

Brazilian Unionists Visit Savannah



Delegation of Brazilian trade unionists on a US Labor Dept.-sponsored tour is shown during visit to SIU hall in Savannah. Group (l to r) includes M. Carvalho, E. J. Lessa, E. A. Cardoso, J. Campello, Labor Dept. aide Joseph Pitcher and M. Cabecas. They represent dockworkers, chemical and editorial workers in the South American country.

Farm Bloc Leads Attack On '50-50' As Hearings Open

WASHINGTON—The opening blast in a new farm attack has been launched against the "50-50" law amid growing indications that US shipping is caught in the middle of a war between domestic and foreign agricultural interests. Testifying on the first day of "50-50" hearings, Gwynn Garnett of the US Department of Agriculture urged that "50-50" be amended to exempt \$1.5 billions of agricultural surplus from its provisions. If the amendment were to carry it would mean untold quantities of cargo lost to foreign ship operators with consequent loss of jobs by US seamen.

Indications were that any such proposal would get short shrift before the House Merchant Marine Committee, currently conducting the hearings. However, it may be a different story in the Senate where the Senate Agriculture Committee will take up legislation exempting agricultural surplus from "50-50." Several members of this committee are openly hostile to the "50-50" law.

Deep Problem

Farm bloc spokesmen and State Department representatives have argued all along that "50-50" is hampering disposal of surplus because foreign nations object to any cargo preference for US ships. The real problems of surplus disposal seem to go much deeper than that.

John Hollister, head of the foreign aid program, told a news conference that surplus disposal is running into difficulties because foreign countries do not want surplus under any conditions "50-50" or not. Every attempted sale is protested by nations producing competing agricultural products.

For example, the "Pacific Shipper" of January 30, 1956, reports that Denmark, New Zealand, and The Netherlands all protested vigorously when the Agriculture Department offered 10 million pounds of surplus butter at 33.5 to 35.5 cents a pound. These countries complained that the offering was

unfair competition for their own output.

Denmark is one of the countries cited by the Agriculture Department as having withdrawn from the surplus disposal program, ostensibly because of the "50-50" law. The real reason for Denmark's attitude, maritime observers believe, is that she is a major agricultural exporter in her own right and does not want US surplus reducing prices of her exports. If in the process of blocking surpluses, Denmark can also help kill the "50-50" law, it means two birds with one stone and so much gravy for Danish shipowners.

If such is the case, by arguing for modification of "50-50" the Agriculture Department is indirectly pleading the cause of foreign agricultural interests who are anxious to throw a monkey wrench into surplus disposal for good reasons of their own.

House Merchant Marine Committee chairman, Representative Herbert Bonner, strongly challenged the testimony of the Agriculture Department as did other committee members. Thus far, Bonner pointed out, a contract for only \$7-million of the total export program of \$1.5 billion has been withdrawn by foreign nations.

Electric Strikers Applaud SIU Aid

BALTIMORE—A warm letter of thanks for help Seafarers have given and are giving Westinghouse strikers has been received by the SIU here from the Baltimore local union of the International Union of Electrical Workers, Local 130, IUE, wrote the SIU expressing "heartfelt and sincere appreciation for the wonderful way the members of your union aided us during this strike... we can truly say without it our fight may have been lost."

Seafarers in Baltimore have been helping out on picket lines at two Westinghouse plants in the area during the course of the 3½-month struggle. The Baltimore plants have been targets of a company-inspired "back to work" movement in efforts to break the spirit of the strikers.

Host To Kids

In addition, the SIU Baltimore hall was host to Westinghouse strikers and their children at a Christmas Party. Meanwhile, SIU headquarters representatives in New York are participating in plans made by New York AFL-CIO unions to give further assistance to the striking union.

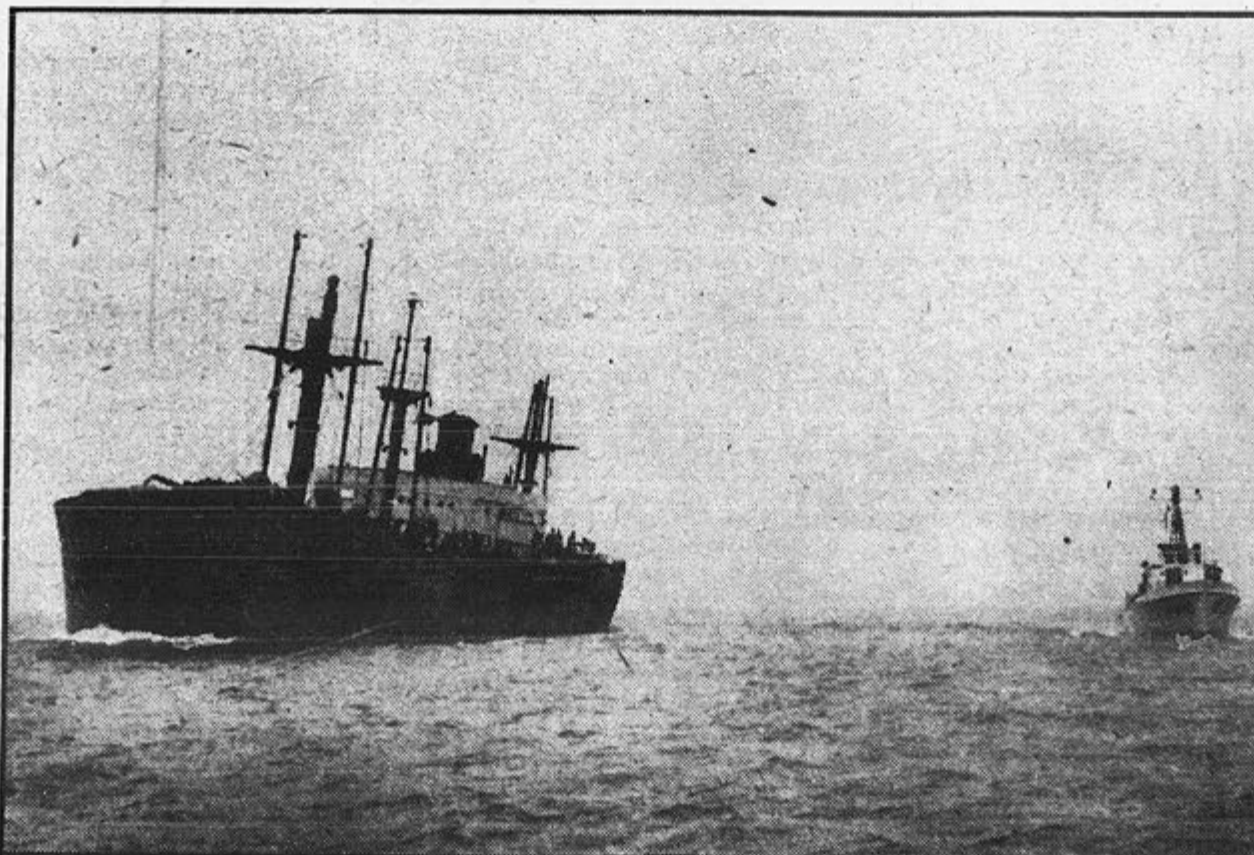
The letter thanks Seafarers for helping make a brighter Christmas

for children of the strikers and adds: "The officers and members of Local 130 hope that they may return some means of help in some way. Please don't hesitate to ask at any time."

Award Winners In Next Issue

Reports from the judges of the First Seafarers Award contest indicate that they will soon complete their work and prepare their report of the winners. Full details will be carried in the February 17 LOG.

Gulfwater Makes It On Her Own



Entering Hampton Roads, Va., under her own power after going aground enroute to Norfolk, the SIU-manned freighter Gulfwater (left) is shown as a Coast Guard patrol vessel escorted her into port. A shift in her deck cargo of lumber caused a 15 degree list to port.

PHS Funds Seen Safe This Year

WASHINGTON—It looks like smooth sailing for the US Public Health Service hospitals in Congress this year as the administration put in a request for the full amount of USPHS funds plus an increase for the coming year.

The budget request calls for \$35,811,000 as compared to \$34,326,000 voted last year. It means that the hospitals will be able to maintain all their present services and possibly expand services in some areas.

The increase in hospital funds requested by President Eisenhower in his message to Congress is part of a general increase in all Government health and welfare serv-

ices. The administration is asking for more money for research in various major diseases and for other aspects of the program of the Department of Health, Education and Welfare.

Government Switch

News of the fund request was cheered in maritime circles as indicating that the Government has abandoned the Hobby - Dodge - Hoover approach to seamen's hospital facilities. When Mrs. Oveta Culp Hobby was secretary of the Health Department she and Budget Director Joseph Dodge attempted to close all the USPHS facilities for seamen. Even when these attempts were defeated by aroused opposition from the SIU and other sea unions, she persistently requested less money than was needed to run the hospitals.

Congress Restored Funds

It was necessary for Congress to act to restore hospital funds in the face of Mrs. Hobby's opposition.

Subsequently the Hoover Commission, headed by former US President Herbert Hoover, also recommended that the hospitals be closed.

Since practically all the attacks on the hospitals came from a segment of the Republican Party, the Administration's fund request means that the advocates of reduced services for merchant seamen are now in a small minority.

Meeting Night Every 2 Weeks

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

SEAFARERS LOG

Feb. 3, 1956 Vol. XVIII, No. 3

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

Final DispatchPage 9
Hospitalized MenPage 12
Inquiring SeafarerPage 5
Labor Round-upPage 11
LettersPage 14
Shipping FiguresPage 16
SIU Hall DirectoryPage 16
Your Dollar's WorthPage 6

Published biweekly at the headquarters of the Seafarers International Union, Atlantic & Gulf District, AFL-CIO, 675 Fourth Avenue, Brooklyn 32, NY. Tel HYacinth 9-4400. Entered as second class matter at the Post Office in Brooklyn, NY, under the Act of Aug. 24, 1912.





Elected chairman of the committee by his fellow-committee members, chief steward Pete Loleas opens first session of 15-man rank and file body which will draft steward department report in final form.

Std. Committee Drafting Final Work Rules Report

Members of a newly-elected rank and file steward committee are now putting the final touches to a proposed set of rules and procedures for operation of shipboard steward departments. The 15-man committee—elected by the membership in a special meeting on Jan. 30—is incorporating worthwhile suggestions from shipboard steward departments into the draft report which will be submitted to the membership for approval.

Prominent among issues being ironed out by the committee are the duties of steward department men on ships which vary from the standard type. Tankers and Liberties, for example, have one less man in the galley than C-types and the committee is dealing with the duties of the combined 3rd cook-galleyman on these ships as compared to the separate jobs on ships with passenger facilities. Other special ship problems are also being dealt with.

Upgrading Discussed

Coming in for much discussion is the question of time requirements to upgrade and certify ratings in the department.

The committee has already agreed that there should be a change in the chief cook's working hours as specified in the original draft of the report.

The new 15-man committee elected this past week is the second to deal with the question of standardizing steward department procedure. The first committee, elected in September, drew up an interim report in three parts—shipping and upgrading procedure, shipboard working rules, and the "to order" feeding program on the ships.

The first draft was printed in the LOG and sent out to all steward departments of SIU ships to be voted on. The majority of returns were overwhelmingly in favor of the report as a whole, with questions and suggestions being limited to individual items in the report.

The second draft now being worked up by the new committee will be submitted to the membership in all ports for action. If approved it will become the guide for SIU steward department operations.

Also in the offing, are a standard minimum stores list for all SIU ships and standardized set of instructions to steward departments from the companies. These matters have to be dealt with in talks with the operators. The committee's chairman is Peter Loleas.

Seafarer Modifies Rig Of Safety Bosun Chair



Seafarer Serafin Lopez demonstrates his new modified rig for a safety bosun's chair aboard the Kathryn. Looking on are (l to r) Roberto Zaragoza, bosun, and Bill Ekins, carpenter.

A modified design of a safety bosun's chair is now being offered by veteran Seafarer Serafin G. Lopez. The new chair is designed to permit deck gang men to work aloft with both hands free in safety.

The chair has already been sold to several steamship companies and shoreside operations where rigging is used. Other operators have indicated interest in the chair as a potential reducer of shipboard accidents.

Among advantages claimed by Lopez for his design are elimination of twisting, tilting or splitting and prevention of falling due to loss of balance or consciousness.

Safety-Sure

The wood seat of the chair is made 24 inches long and 11½

inches wide, big enough to accommodate a 200-pounder in comfort. It has a safety belt worn high up, right under the ribs, positioned so that a seaman can lean back against it without fear of tipping his seat. Paint buckets, tools and other gear can easily be hung from the chair. With both hands free manipulation of tools is greatly simplified.

A key to the design is the safety-hook cleat combination which Lopez says always remains firm and makes it easy for the operator to fasten or release the rope by which the chair hangs.

YOUR DOLLAR'S WORTH

Seafarers Guide To Better Buying

By Sidney Margolius

Check Car-Maker's Guarantee

A reader bought a new car several months ago and encountered a nightmare of difficulties. The doors leaked, the steering linkage was faulty, he couldn't shift into first gear without first moving the car slightly in high gear, and over 35 mph the front end bounced around like a rubber ball. Quite apparently he had gotten a lemon.

Despite the fact the dealer was one of the country's largest, with big outlets in Miami and New York, and the car itself one of the most widely sold, he couldn't get these defects properly adjusted. He sent numerous letters and wires to the factory, made expensive phone calls to the manufacturer's zone office and put up a real battle to get the car put into the top condition a family should expect when it pays out a couple of thousand dollars.

Given a Run Around

But he got no place. Factory representatives simply referred him back to the dealer. Finally, after 2,900 miles, during which time the front tires had to be replaced three times, apparently because of the faulty front end, he traded the car in on another make. He lost about \$600 on the deal and went \$800 deeper in debt.

This department has gotten complaints about defects on most of the widely-sold makes, so defects cannot be attributed to just one factory or dealer in particular, although we are keeping a box score on the various makes. But it is time to point out that car manufacturers actually get away with one of the poorest guarantees of any mechanical product the public buys, with the possible exception of TV sets.

If you buy a \$50 vacuum cleaner you get a year's guarantee. But you pay \$2,000 or more for a new car and get a guarantee of only 90 days or 4,000 miles. And in this department's experience, the appliance manufacturer who gives you a year's guarantee is more likely to provide more wholehearted service than the car manufacturer with his 90-day warranty. About a year ago this writer bought a vacuum cleaner for \$40 and paid cash. The very last week before the year's guarantee expired, the motor burned out. It would cost \$28 to replace. The factory's authorized service shop replaced it without question or debate.

Car Buyer Can Protect Self

There are certain steps a car buyer should take to make sure he gets defects corrected before the short warranty period expires. It's important to do this. For one thing, modern cars are increasingly complex. Thus they need thorough testing. But they are not tested before delivery even as thoroughly as they used to be when production was centered at the factory. Now production is decentralized, and the assembly and branch plants don't have the proving facilities of the factory itself. Another current reason why defects may appear in new cars is that price-cutting by dealers is leading some to skimp on both preparation for delivery, and on the warranty service. The dealers claim the factories don't pay them enough to get a complex modern car into proper shape for delivery, nor enough for adjustments during the warranty period. One leading specialist tells this writer many recently-bought cars brought into his shop particularly don't have the carburetor properly calibrated.

Some people write us that they prefer to buy on time rather than pay all cash for goods in case anything goes wrong. This is no protection, in cars or appliances either, because the dealer simply turns your note over to a finance company and you owe this lender the money. The dealer gets his money from the finance company, and isn't concerned whether you pay the balance or not.

Check Up Before Delivery

When you buy a new car, here's how to make sure you get what service you can under the skimpy warranty:

1—Check over the car and take a short drive before accepting delivery. The dealer may say any defects will be corrected at the 1,000 mile checkup. But that checkup is for the purpose of eliminating problems arising during the first 1,000 miles, not those existing at delivery.

2—When you do take possession, take the car to a reliable independent mechanic. Have him check it and especially check body bolts, electrical connections, carburetor calibration, wheel alignment, steering and gas throttle linkage and brakes. Make a list of defects he finds and bring the car back to the dealer for adjustment of these items.

3—If the car then is in good shape drive it, preferably on a long trip, until the 1,000 mile point. Before bringing it in for the checkup, take it to a body shop and pay it to inspect the car for paint defects, and body and trunk and door alignment. Also put the car under a hose or through a car laundry to locate leaks. Again make a list of defects to be corrected at the 1,000 mile checkup. Give the dealer sufficient time to take care of everything. Among vital points to have him check is wheel alignment, as free play often develops during the first 1,000 to 3,000 miles.

4—When you call for the car, re-check your list to see if all defects are adjusted. Tell the service manager about any still unsatisfactory items before you leave the shop.

5—If any defects still exist after the 2,000 mile checkup, you can be sure they either cannot be corrected and the parts should be replaced, or the dealer is avoiding further work. Then only a complaint to the zone office, the Better Business Bureau, local district attorney, your auto club, or the threat of legal action, may get the dealer's cooperation. If the dealer has promised to make a correction even after the warranty period, or if for some reason a repair can't be made immediately, send him a registered letter noting that the complaint was reported while the warranty was still in effect.

MARITIME TRADES DEPARTMENT

NEWS REPORT

DIRECT-TO-SHIPS



SHIPS' WIRELESS

ROUND-THE-WORLD

EVERY SUNDAY 1915 GMT

EVERY MONDAY 0315 GMT

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

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

Baltimore SIU To Aid Tavern Union In Drive

BALTIMORE—Full support by the SIU branch here has been pledged to a drive by the AFL-CIO Hotel and Restaurant Employees International Union to organize various bars and ginmills in this city.

An energetic organizing campaign in this field has just gotten underway, paralleling on a smaller scale a similar effort by the same union to bring a score of open shop Miami Beach hotels under the HREIU banner. Noting the local drive, Port Agent Earl Sheppard said we have offered them "our whole-hearted support in attaining their goal."

He pointed out that the SIU's Port O' Call Bar in the Baltimore hall was not involved, since it has been a "union house" from the day it opened.

The SIU has also aided the International Union of Electrical Workers on strike at two Westinghouse plants here.

Seek Teamster Backing

Other local beefs include the still-continuing picketing by the Marine Allied Workers, with SIU assistance, at the Old Bay Line, to win recognition from this outfit. Sheppard said meetings with officials of the International Brotherhood of Teamsters are promised, at which time the drivers' active support in the beef will be requested.

Only one outstanding shipboard beef presented itself during the past two weeks of slow shipping, concerning the question of crewmembers bailing water out of midships spaces on the Chlore (Ore). The beef is being handled by SIU headquarters officials in New York on behalf of the Seafarers involved.

The quiet shipping, both past and present, produced a word of caution from Sheppard to Seafarers waiting around for a particular ship or run. He urged them to play it safe by taking whatever comes up on the board.

Over the past two weeks 14 ships paid off, 11 signed on and 19 stopped over in transit. Most of them, with the exception of the Chlore, were handled in quick order.

Act Now On Safety Quiz

Headquarters urges all ship's crews who have not yet done so to meet on the shipboard safety program and send in their suggestions on the forms provided for that purpose.

Early response to the Union request will promote early action on the problems of shipboard safety. Each ship's department is provided with a separate form dealing with the safety problems involved in their work.

Those ships' crews who have not received the forms as yet should get in touch with headquarters or the nearest SIU port office to get their copies.

Greeting 1956 In Philadelphia



Seafarer William Davies, his wife and three children were among a large group of Seafarers who welcomed 1956 at a New Year's Day party in a restaurant not far from the Philadelphia SIU hall.

'Will Oppose Any Future Bargaining Limits' — SIU

The SIU served notice it will fight efforts to impose restrictions on free collective bargaining, as SIU Secretary-Treasurer Paul Hall informed the chairman of the House Merchant Marine Committee of the Union's disagreement with several committee recommendations. The committee proposed a number of modifications of present labor-management relations in maritime in a report issued last week but backed off from proposals for legislative controls over seamen's earnings.

Writing to Rep. Herbert Bonner, committee chairman, Hall reiterated the Union's position as stated in previous hearings before the committee by himself, SUP secretary-treasurer Harry Lundeberg and Vincent Malone, president of the Marine Firemen's Union. At

these hearings the SIU of NA spokesmen all strongly opposed the wage control plan put forth by Bonner and supported by several major steamship organizations. Hall's letter dealt with three major items in the committee's report.

1.) It took exception to the Committee's approval of Maritime Administration participation, through an observer, in recent collective bargaining between unions and subsidized operators. On the basis of experience, Hall said, "it

is my opinion that an observer in active negotiation sessions would constitute an impediment... every bargaining session would be a mediation meeting...

Sees Obstructions

"Third parties are useful where two parties cannot agree; but they are superfluous and obstructive when the principals are bargaining in good faith."

2.) A proposal by the committee to establish an "umpire," who would in effect, be a czar of the maritime industry, was attacked in the letter as setting up an "officious meddler." Hall again pointed to the SIU's good labor relations record based on the intangible ingredients of good faith and fair dealing which cannot be legislated into existence.

3.) The report's recommendation that the Federal Maritime Board examine monetary items in determining subsidies, to find out if these labor costs are "fair and reasonable." The SIU secretary-treasurer declared this would in effect be a wage ceiling, as any FMB findings would tend to set a pattern and restrict collective bargaining. "A wage ceiling, like a price ceiling" is "repugnant" to American principles of collective bargaining, he observed.

The original Bonner proposal had gone far beyond this, calling

(Continued on page 16)

NY Dockmen Get IBL Pledge Card

The International Brotherhood of Longshoremen, AFL-CIO, has begun distributing pledge cards to New York longshoremen as the first step towards a new election in New York harbor. The IBL reported a strong response to its drive from all sections of the port in the first days following the distribution of the cards.

This action by the longshore union came after it had received pledges of full support from the Maritime Trades Department AFL-CIO and from the SIU, which is an MTD member. A resolution passed at the last MTD convention put the MTD squarely on record in favor of an IBL bid for a new election to take the longshoremen out of the hands of the International Longshoremen's Association.

Expelled From AFL

The ILA was ousted by the AFL in September, 1953, for failure to act on racketeering in its ranks and major abuses of its membership. The new longshore union was chartered at the time and a five-man board of trustees was chosen to govern an organizing campaign in New York harbor.

SIU Secretary-Treasurer Paul Hall was a member of the trustees and the SIU took an active part in support of the AFL drive, the outcome of which was a narrow victory for the ILA by a margin of less than 200 votes in 20,000.

Since then, the IBL has received

its autonomy and has reentered the field. It reports heavy defections among ILA supporters because of the failure of ILA to improve conditions in the harbor and to fulfill any of the promises it made to its membership.

As a result, pledge cards are coming in at a faster rate than in the last election.

INQUIRING SEAFARER

Question: The SIU and the companies are currently initiating a new safety program. Do you have any suggestions for the safety committee?

Louis Corne, chief steward: The emphasis should be on the supplying of adequate equipment for the ships and the maintenance of the equipment in first rate condition. Most accidents seem to come from defective gear and so they could be prevented if the gear was in good shape.

Monserrate Saliva, AB: They should put strict limits on having men chip and paint over the side. On one ship I was on, the mate had the men chipping over the side in drydock, which is very dangerous. Also, men shouldn't work over the side in shark-infested waters.

Marcos Fortes, FOW: Many accidents come from neglecting the proper securing of the ship for rough weather. When we have a storm and there is anything unsecured it is very bad. The committee should instruct the officers and the crews on how to secure properly for sea.

Bob Kurz, 3rd cook: When ships come into port they should be made to put up a decent gangway instead of a flexible ladder. Sometimes the ladder is greasy and slippery and if you are wearing good clothes you have to keep a rag in your hand to grasp with. It's not very safe.

Leopoldo Colon, oiler: I think a system of bonuses or awards should be set up for crew safety suggestions. Then the crew would take an interest in seeing to it that the ship is safe. An award system would be cheaper than paying the cost of accidents and injuries.

Tommy Thompson, MM: Quite a few ships have no lights back aft at night which is a hazard for the messman when he goes aft to dump garbage. There should be a switch in the midship house so a man could turn lights on aft and see if the vessel was taking seas or if there were hazards on deck.



Probe Tanker Explosion

(Continued from page 2)

Service loading inspector and a shoreside watchman. The captain, 2nd assistant engineer and radio operator were in the officers' lounge catching television, and the 8 to 12 watch was on duty. Other crewmembers were in their foc'sles.

Second engineer M. Mizens had just picked up the loading report and returned to the lounge when the explosion took place. The radio operator, W. B. Jardine, ran into the passageway and was engulfed by flame. Captain John Rugman was last seen on the captain's deck. Mizens escaped by sliding down a line to the forward main deck, jumping to the dock and then into the river.

Pump Pressure Normal

Shoreside pumpman James E. Collins and J. M. Sutherland were handling the pumping of the kerosene. Both reported that pressure and temperature gauges registered

Seafarer Raced Fire To Shore

Flames spreading from the explosion of the Salem Maritime licked within 15 feet of the spot where Seafarer John Klepadlo, Avoca, Pa., lay exhausted on a mudbank after swimming the Calcasieu River to escape the blazing tanker.

Relating his story to a Coast Guard Board of Inquiry, Klepadlo said he was asleep in the room he shared with Seafarer Purvis M. Blackwell, fireman, of Gulfport, Miss., when the ship exploded.

Klepadlo, also a fireman, ran out of the room with Blackwell when the explosion jarred them awake.

Went Over Fantail

Blackwell followed Klepadlo out onto the fantail, but for some unknown reason he didn't follow his roommate over the side. One of four charred bodies recovered in the officers' mess subsequently was identified as Blackwell.

"I didn't think I could go any further when I hit the mud bank," Klepadlo said. "The mud was knee deep. I was so tired I just stood there in the mud and water. I saw the fire coming after me. Somehow I floundered up onto the mudbank. I just lay there. I was exhausted."

Klepadlo was taken off the mudbank a little while later by a tug.

Klepadlo at first was reported critically burned, but it turned out he suffered from minor burns, shock and exposure. He was able to appear at the CG hearing on the second day following the explosion.

Notify Union About Sick Men

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

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

Beneficiary Cards Lacking...

As an aftermath of the loss of the Salem Maritime, trustees of the Seafarers Welfare Plan have called on all Seafarers to make sure that they have an up-to-date beneficiary card on file. In examining the records, the trustees found that fully half of the men who lost their lives on the ship did not have a card in the files of the Welfare Plan. In at least one instance, the card was not up to date, inasmuch as the Seafarer had since acquired a wife and family.

All Seafarers are urged to make sure they have a card on file designating their beneficiary, so as to protect their families in the event of an unforeseen accident.

The Welfare Plan is now in the process of speeding death benefits payments to the Salem Maritime victims' next of kin.

normal at the time with pump pressure well within the capacity of the lines. The lines themselves were new ones and in good condition.

A number of Seafarers told the Coast Guard hearing that officers rigidly enforced safety regulations. Only non-sparking tools and special safety flashlights were permitted. There was no "hot work" going on and "no smoking" rules were rigidly enforced at all times. Several refinery men agreed it was commonplace to load mixed cargo and pointed out that all of it was aboard except the kerosene.

Since all the loading operation appeared routine, considerable importance was attached to the testimony of Seafarer Ed O'Connell, AB, of Salem, Mass. O'Connell was one of three Seafarers who had gone ashore at nine o'clock to get a few beers, thus escaping the blast. He told the inquiry that while on the 12 to 4 watch that afternoon, 2nd mate E. L. McDonald "heard an oil leak in the No. 8 starboard wing tank." The mate sent O'Connell for a wrench to open the tank top.

AB Saw Leak

When the tank was open, the 1st mate, E. A. Alanne, Captain Rugman, Howard Reynolds, the CS inspector, and others gathered round. Reynolds went down into the tank a few feet to survey the situation. O'Connell said he could see the leak which was in the bulkhead separating the No. 9 tank from the empty No. 8 wing tank. A stream of gasoline "about as big around" as a man's index finger was pouring out of the leak near the top of the tank. "You could hear it

splashing on the bottom." Subsequently, Reynolds instructed the chief mate to leave No. 8 wing tanks empty and load only the center tank. Other witnesses substantiated O'Connell's testimony.

The Board then asked Thomas L. Kirby, refinery chemist, whether the leak could have caused the explosion. He agreed it could. Gasoline, like any petroleum product, tends to vaporize, he explained. When the vapor-air mixture reaches a certain proportion, between two and six percent vapor to air, it is the explosive range. Somewhere in the tank, this could have occurred.

Gasoline Produced Static

The spark that set off the explosion, he theorized further, could have come from static electricity generated by the friction of gasoline droplets rubbing together as they fell. He could not say whether such static electricity would bleed off into the sides of the tank or accumulate sufficiently to produce arcing from one droplet to another.

There was some disagreement among other witnesses whether the blast was on the starboard or port side, but all were agreed it was unusually violent. A section of deck plating, 20 to 25 feet long and 10 feet wide, was blown ashore 1,000 feet from the ship. Coast Guard board members agreed that the plating came from the deck over No. 8 port wing tank.

Whatever the cause of the explosion, there was no question of its impact. That was presented in a cold statistic: of 27 men who were on board, 20 are dead, and missing or presumed dead, and one man on shore also died.

Refusal to Separate Saved Lives of 3 Trapped Men

A dramatic example of the spirit that binds seafaring men together aboard ship and often holds them to share a common fate occurred on the Salem Maritime during the tragic explosion and fire that claimed the lives of 18 crew members.

For four hours, Seafarer Fred Gentry, fireman; George Emley, first assistant engineer, and Frank Toto, third assistant engineer, were trapped below decks while a blazing inferno raged above them and explosions wracked the ship. (A short report of the narrowing experience was carried in the Jan. 20 LOG.)

Emley and Toto had a chance to escape through a port hole, but Gentry, a big man, was too bulky to make it and couldn't swim. So, Emley and Toto stood fast with Gentry, refusing to leave the shipmate who had shared with them the worst of the fear-ridden hours of imprisonment in the fire-ringed engine room.

Incidents that punctured those hours and some of the thoughts that raced through their minds as they sweated it out below were described by the three men in testimony they gave to a US Coast Guard Board of Inquiry.

Jolt Rocked Ship

Gentry, Oiler Jan Sidor and Toto were on watch when, as Toto

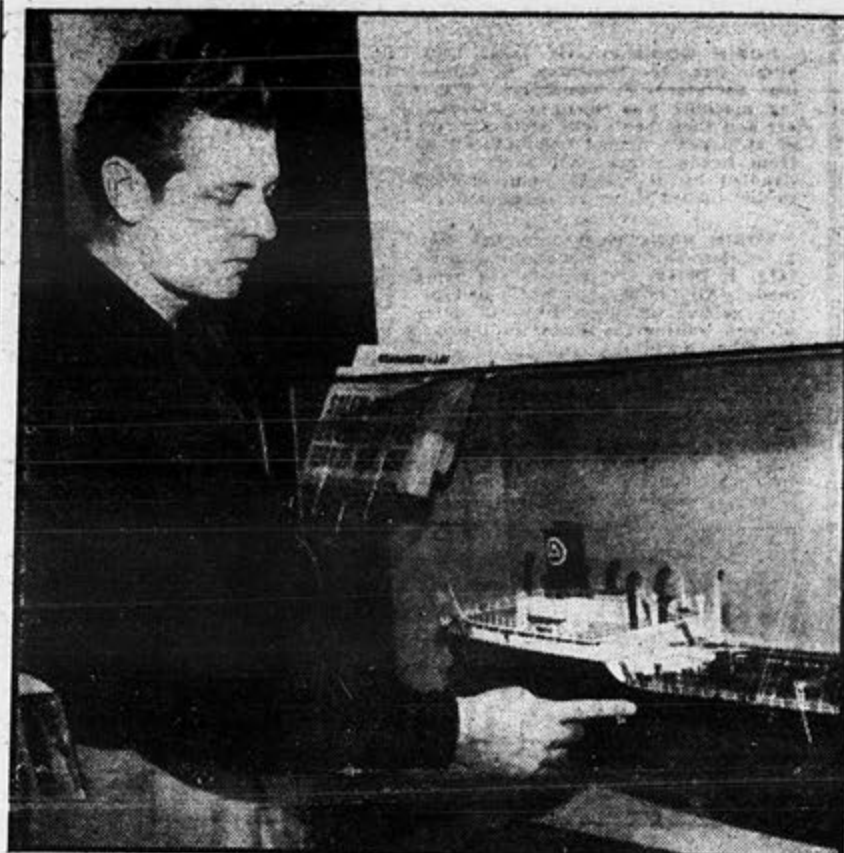
described it, "a tremendous jolt rocked the engine room."

Toto hurried to make a quick check of the fire room and had just completed it when Emley came in.

"The 'first' told us what had happened," Toto said. "He reported the entire ship was on fire. He said there was no chance to escape; that our best chance was to get into the double bottom tank."

Emley had kept this idea in the back of his head, he testified, since some years ago when at Galveston he visited a burned out tanker, the Esso Greensboro, which had caught fire in the Gulf. The only man who survived, he said, was one who had stayed in the double bottom until the fire burned out.

Of the four men trapped below, only Sidor talked of leaving. Emley said he and the rest tried to reason with him, but while they were busy removing the top from the tank in the double bottom of the ship, Sidor dashed up the ladder lead-



Arriving back in New York, Seafarer Thomas J. Cox, AB, one of several crewmembers of the ill-fated Salem Maritime who were ashore in Lake Charles at the time of the explosion, points to approximate location where blast is believed to have started, on a model of Cities Service tanker Bents Fort at SIU headquarters. Cox's foc'sle was in the after housing.

'One Last Beer' Saved Deck Trio

A chance decision by three Salem Maritime deck department men to go into town for a couple of beers probably meant the difference between life and death for Seafarers

Thomas Cox, Harry Cole and Ed O'Connell. Instead of being in their foc'sle on the starboard side near the location of the blast, they were seven miles away in a bar when the ship blew up at 10:25 PM, Tuesday, January 17.

Still on edge from his experience, Cox told how he and his watch partners were relaxing over their beers when suddenly "the whole building shook. I thought the place had been hit by a trailer truck, but when I looked out the window it was as if night had been turned into day. I turned to my watch partners and said 'I hope that's not what I think it is.'"

The three men had been scheduled to go on the 12-4 watch when they made the snap decision to go to town. It was nine PM and time was hanging heavy on their hands. They decided they might just as well kill their free time in town instead of sitting in idleness. Cox got dressed, but the other two were still wearing their work gear.

"If I had known it was drizzling out," Cox recalled, "I probably would have given up the idea and stayed on the ship." But since he had gotten dressed he decided to go anyway.

When they saw the ship had exploded they started back to the dock, but didn't get very far as local police put up roadblocks to keep bystanders and curiosity seekers away. In any case, there was a danger that the high octane tanks would go with possible disastrous consequences for onlookers.

It wasn't until Saturday afternoon that Cox was able to board the ship again. One look at his foc'sle showed how lucky he had been. A heavy steel-based table had been welded to the floor by the heat of the flames. His locker which had been so crammed with gear "that I had to put my shoulder to the door to close it" contained nothing but dust and ashes. The bunks had been blown off the walls and a section of the main deck on the starboard side had been peeled off and blown onto the starboard boat deck.

By contrast, many engine room foc'sles on the port side of the vessel had been untouched by the flames as the wind had been blowing from that quarter.

Cox, who has been sailing eight years, had boarded the Salem Maritime in Perth Amboy on December 27, and was on his second trip. He served in the Navy in World War II and his ships survived a number of Japanese suicide plane attacks.

"I used to take them as they came, tankers or freighters, it did not matter. But it's no more tankers for me from now on."

(Continued on page 15)

ROBIN GOODFELLOW (Seas Shipping), Dec. 18—Chairman, E. Goulding; Secretary, F. Van Dusen. Washing machine was repaired. Performers and their beefs will be taken care of at payoff. Accept communications from headquarters. All beefs to be handled by delegates. Painting beef to be turned over to patrolman.

ROBIN GRAY (Seas Shipping), Dec. 11—Chairman, J. McCollom; Secretary, J. Dolan. All repairs are being made. All foc'sles to be cleaned before getting off ship. Beef on delay of men waiting for doctor in Durban. No other beefs.

SANTORE (Ore), Dec. 18—Chairman, L. Biondo; Secretary, John St. John. Repair lists have been distributed to department heads and boarding patrolman at payoff. Concur in communications from headquarters. Crew of Santore extend their best

service disputed. Concur in communication from headquarters.

ALCOA PURITAN (Alcoa), Dec. 11—Chairman, none; Secretary, none. Some disputed overtime. Concur in communication from headquarters. New locks to be put aboard for screen doors on crew deck. Discussion held on unsafe condition in passageway.

ALCOA RUNNER (Alcoa), Dec. 14—Chairman, A. Wasiluk; Secretary, M. Laurano. Ship's fund—\$20. Concur in communication from headquarters. Ship's treasurer and secretary-reporter elected. Better grade of apples to be put aboard.

ANGELINA (Bull Lines), Dec. 26—Chairman, Larsen; Secretary, J. Engles. Beef about food and poor condition of quarters. Not enough sanitary supplies aboard. Ship's fund—\$14. Concur in communications from headquarters. Discussion held on poor variety of food. Ship's fund to be built up to buy TV aerial.

AFOUNDRIA (Waterman), Dec. 17—Chairman, L. Moore; Secretary, S. Duda. Captain will pay crew two days' wages. Deck delegate to be elected. Motion made and carried to accept and concur with communications from headquarters. Ship's delegate elected. Each man to receive his own linen.

CATHERINE (Dry-Trans), Dec. 16—Chairman, W. Newberg; Secretary, F. Puglisi. Deck department foc'sles have been painted. Ship's delegate report accepted. One man repatriated back to the United States because of illness. Ship's fund contains \$23. Concur with communications from headquarters. Mixing machine in galley has not been repaired. No hot water in showers. Vote of thanks to steward department for excellent Thanksgiving Day Dinner.

DEL RIO (Mississippi), Dec. 4—Chairman, M. Casneua; Secretary, R. Stough. No beefs other than man performing aboard. Number of hours disputed overtime.

FAIRLAND (Waterman), Dec. 11—Chairman, J. Blissett; Secretary, G. Seeberger. No beefs. Black gang showers to be repaired.

FLOMAR (Calmar), Dec. 19—Chairman, F. Baron; Secretary, H. Simons. Everything running smoothly. Concur with communications from headquarters. Discussion held on payoff procedure.

GATEWAY CITY (Waterman), Dec. 17—Chairman, J. F. Gouda; Secretary, D. Collins. No beefs. No draw will be put out until arrival in port. Few men getting off. Concur with communications from headquarters. Vote of thanks to steward department.

ROBIN MOWBRAY (Robin Lines), Dec. 11—Chairman, P. Guozdick; Secretary, A. Smith. Ship's treasurer and secretary-reporter elected. Motion made and carried to collect \$1 from each crewmember for ship's fund.

SEATRAN TEXAS (Seatrains Lines), Dec. 23—Chairman, L. LaSaya; Secretary, G. Goldstein. Ship's fund—\$144. No beefs. Concur with communications from headquarters. Motion made and carried that men with time off in New York be paid off first. Vote of thanks to steward department.

STEEL KING (Isthmian), Dec. 18—Chairman, J. Procell; Secretary, G. Thrasher. No beefs. Ship's fund—\$38.86. Concur in communication from headquarters. Men to be certain they pick up their seamen's papers before boarding ship in Beirut. Vote of thanks to baker for extra pastries put out.

ARIZPA (Pan Atlantic), Dec. 3—Chairman, B. Collins; Secretary, D. Nunn. Everything running well. Concur with communication from headquarters. Motion made and carried that all repairs and replacements be taken care of before signing on next voyage. Discussion held on necessity for new washing machine and water cooler in engine room.

BALTORE (Ore), Dec. 9—Chairman, B. Earl; Secretary, R. Pevey. No major beefs. Ship's fund contains \$16.50. Concur with communications from headquarters. Suggested to buy cleanser for laundry, so that crewmembers may clean washing machine and sinks after use.

BENTS FORT (Cities Service), Dec. 6—Chairman, L. Melanson; Secretary, L. Hagmann. Men staying on for foreign voyage are to refuse to sign articles until new washing machine is received aboard. Concur with recent communications from headquarters. Patrolman is to speak to mate regarding the way he yells at crewmembers.

CAROLYN (Bull Lines), Dec. 10—Chairman, J. Selby; Secretary, H. Thrash. Steward department rooms to be painted—to be taken up with patrolman. Few hours disputed overtime.

DEL ALBA (Mississippi), Dec. 3—Chairman, E. Vorel; Secretary, W. Gels. No beefs, everything in order. Ship's fund—\$30.43. One man in hospital in Brazil. Concur with recent communications from headquarters. To have New Orleans SIU representative aboard before payoff to square away painting, sanitary conditions, food and general welfare of ship.

ALCOA POLARIS (Alcoa), Dec. 17—Chairman, R. Schwarz; Secretary, J. Danzy. No chocolate milk. Shortage of fresh fruit aboard. Motion carried to concur in communications from headquarters. Motion made and carried to get a new brand of coffee aboard. Merry Christmas and Happy New Year to all Seafarers.

Digest Of SIU Ship Meetings

wishes to Brother Tilley and earnestly hope that the New Year finds him in good health, and also extend best wishes to all for Christmas and New Year.

SEANAN (Stratford), Dec. 24—Chairman, R. Ayers; Secretary, E. Pappas. Cigarettes were put out in port once a week. Few men were logged; no disputed overtime. Sougeeing of engine department foc'sles was completed.

SEASTAR (Triton), Dec. 18—Chairman, D. Albright; Secretary, R. Morissette. Everything okay. Few hours disputed overtime. Ship's treasury—\$19.40. Vote of thanks to steward department.

SEATRAN NEW YORK (Seatrains), Dec. 21—Chairman, E. Emanuel; Secretary, S. Butler. No beefs. Some disputed overtime. Concur in communications from headquarters. Discussion held on daymen not doing his work and about deck department foc'sles not being painted.

SEATRAN SAVANNAH (Seatrains), Dec. 24—Chairman, J. Constantini; Secretary, E. Hansen. Repairs will be taken care of. Vote of thanks to steward department. Ship's fund—\$40.11. Vote of thanks to deck engineer and steward for good decorations of messhall. Discussion held on union matters.

ARCHERS HOPE (Cities Service), Dec. 28—Chairman, H. Mescham; Secretary, D. Nelson. Washing machine was repaired. TV set to be returned this trip south. Ship's fund—\$55.65. Discussion held on food.

BRADFORD ISLAND (Cities Service), Dec. 21—Chairman, Thompson; Secretary, I. Peacock. Delegates elected. Ship's fund—\$8.75. Discussion held on deck maintenance's overtime.

CANTIGNY (Cities Service), Dec. 24—Chairman, W. Smith; Secretary, B. Stald. Ship's treasury contains \$5.47. No beefs. Ship's delegate elected. Discussion held on repairs.

CHICKASAW (Pan Atlantic), Dec. 25—Chairman, P. Patterson; Secretary, D. Mitchell. No beefs. Vote of thanks for a good Christmas Dinner prepared. Vote of thanks to ship's delegate.

CHILORE (Ore), Dec. 23—Chairman, R. King; Secretary, J. Johnson. No beefs. Ship's fund—\$2.98. Library to be put aboard. More fruit needed aboard.

CITY OF ALMA (Waterman), Nov. 25—Chairman, E. Stanton; Secretary, L. Pepper. Repairs needed not being taken care of. Ship's delegate will give boarding patrolman repair list. Excellent food service.

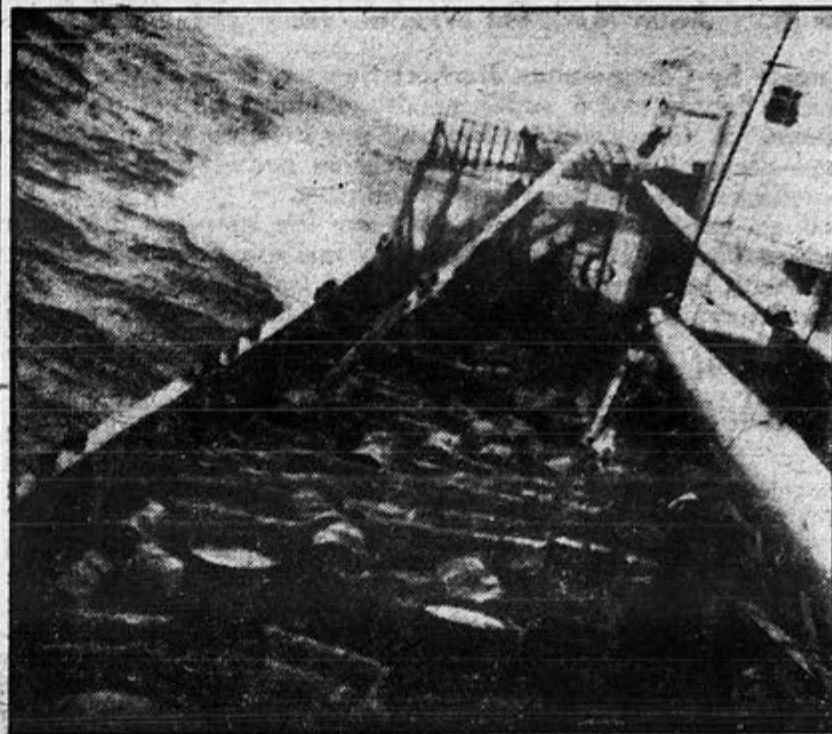
Dec. 18—Chairman, G. Bales; Secretary, L. Pepper. No beefs. Pantry and messhall to be kept clean.

COEUR D'ALENE VICTORY (Victory Carriers), Nov. 14—Chairman, W. Fisher; Secretary, N. McGuire. Letter was sent to headquarters concerning beef on fats and mattresses. Ship's fund—\$26.65. Concur with communications from headquarters. Vote of thanks given to radio operator. More cooperation requested from first assistant.

ALCOA PATRIOT (Alcoa), Dec. 28—Chairman, E. Grady; Secretary, E. Auer. Everyone to put in for launch service at Barbados and Trinidad since there were no company launches for the crew. Ship's fund—\$121.50. Few hours disputed overtime. Concur in communications from headquarters. Motion made and carried to get new converter for television set. Vote of thanks to steward department.

ALCOA PIONEER (Alcoa), Dec. 18—Chairman, B. Mitchell; Secretary, J. Pursell. One man missed ship in Mobile. Delayed sailing and launch

No Day For A Seasick Sailor



The North Atlantic was in one of its mean winter moods, so the Marie Hamill and its crew took a beating. Photo shows some of deck cargo that was broken loose and battered by the force of the storm.

Mobile MAW Wins Shipyard Pay Raise

MOBILE—Negotiations covering hundreds of shipyard and shoring workers here have been concluded by an agreement providing a 12-cent hourly across-the-board for all hands.

The pact was reached following talks between the SIU-affiliated Marine Allied Workers and the companies. Bargaining on behalf of tugboat workers is still in progress and should be completed within a few days to wind up the current round of negotiations for local marine crafts.

The contract activity easily over-

shadowed the shipping picture, which has been slow with only six ships in the port for payoff and replacements during the last two weeks. These included the Alcoa Clipper, Pointer and Pioneer (Alcoa); Monarch of the Sea and Claiborne (Waterman), and Steel Recorder (Isthmian). The Steel Recorder was the lone in-transit visitor to the port; all the rest were payoffs.

Should Be Better

Expected to be somewhat better in the shipping department, the coming two weeks will offer six offshore and four coastwise ships either for payoff or in transit.

Meanwhile, the sympathy of Agent Cal Tanner, branch officials and local Seafarers was extended to the wife and family of Seatarer Fred Havard, former SIU steward, who died last week following a heart attack. At the time of his death Brother Havard was on the SIU disability benefits' list and had been receiving benefits regularly for about six months.

Itemize Dr. Bills, Tampa Men Hear

TAMPA—A discussion about practical ways to speed payment of SIU medical and hospital benefits to Seafarers' dependents highlighted last week's branch membership meeting here.

Several Seafarers hit the deck to join in the discussion. It was agreed that the best procedure to follow was to make sure that all claims submitted to the Welfare Plan are itemized for simplicity. Bills from a doctor or surgeon for medical or surgical care should list the type of operation performed and specify the number of visits made to the patient's home or hospital.

In this way, Agent Tom Banning pointed out, payment can be approved quickly and checks sent out to the families involved without delay.

Slow Shipping

The slack shipping of recent weeks, meanwhile, show no signs of letting up, as the port went through a full two-week period without a single payoff or sign-on.

Only sign of life on the shipping front was caused by the arrival of eight in-transit vessels, including the DeSoto, Chickasaw, Iberville (Pan Atlantic); Alcoa Runner and Pointer (Alcoa); Chiwawa (Cities Service), and Del Valle and Del Viento (Mississippi). They took only eight replacements between them, however, averaging one man per ship. The outlook is equally poor.

Appeals Bd. Reports On Hiring Rule

A report has been issued on the decisions of the Seafarers Appeals Board dealing with the shipping rules of the SIU contract since the promulgation and first printing last spring.

The board was set up in March, 1955, when the SIU and the operators jointly agreed to establish a seniority hiring system which would govern hiring operations under the contract.

The Actions of the Appeals Board are on Page 10.

Representatives of the Union and the operators sit on the board which issues rulings whenever necessary to clarify and interpret the seniority hiring clause and settle any problems that might arise.

Examination of the actions of the board in the first ten months shows that they are routine in nature. Most of them involve definitions and formal addition of new steamship companies, as they are signed, to the hiring agreement.

Copies of the board's actions are posted in the various SIU union halls. In addition, the LOG will continue to report the actions of the board from time to time.

Harding Men Praised By Ex-Skipper

Resigning his command of the Chester Harding, SIU-manned dredge in Venezuela, Captain Marvin W. Howard lauded the crew for their cooperative spirit. The captain expressed regret at having to leave the vessel at farewell ceremonies during



Captain Marvin Howard

which crewmembers presented him with an Omega watch. The ship has been in Venezuela for one year.

The crew's gift to the captain was, as Keith Forster, ship's delegate put it, "in appreciation of his patience and kindness. It is our belief that of all the captains that have sailed the seven seas, no one can excell him for his humanity."

Channel Dredger

The Harding is one of two Construction Aggregates dredges which have been cutting a deep sea channel for tankers which will permit them to go directly to Maracaibo for their oil cargoes.

Honor Admiral Shephard

Industry, government and union representatives in maritime joined in honoring Rear Admiral Halert C. Shephard, US Coast Guard, at a testimonial dinner in New York recently. Admiral Shephard is retiring from active duty. He has been associated with the maritime industry in various phases since 1919.

Admiral Shephard has had a lengthy record of interest in and concern with merchant marine safety matters. He was in the Steamboat Inspection Service from 1924 until 1942, and when the Coast Guard took over maritime matters, he became chief of merchant marine safety activities.

The admiral has been long popular with all sections of the maritime industry. It is widely agreed that his services will be missed at the Office of Merchant Marine Safety and on the Merchant Marine Council of the Coast Guard.

Digest of Bonner Committee Report

During 1955 a proposal was made by Congressman Herbert Bonner, head of the House Merchant Marine Committee, that sea wages be frozen and a super maritime board be set up to boss the industry's labor-management relations. A Congressional hearing was held on the proposal. The SIU—and all other maritime unions—stepped forward immediately in protest and offered instead its position on the matter of labor-management relations in this industry.

The committee has now issued an interim report, shelving for the moment the proposed wage freeze and calling for more hearings later. The committee also made a sizable number of recommendations. These have been dealt with by Secretary-Treasurer Paul Hall in a letter to the committee chairman. (See page 5.) Here are excerpts from testimony by SIU officials and committee's report.

From the report's comments on the testimony of SIU of NA president Harry Lundeborg:

Mr. Lundeborg voiced objection to the staff proposal to establish a labor disputes board for the maritime industry. Basically, the objection was that the legislation would insert the Government as a party in all bargaining negotiations and that the Government would be forcing adjustments of disputes. Reference also was made to the existence of the Federal Mediation and Conciliation Service which should accomplish the results aimed at in the staff proposal.

Mr. Lundeborg also expressed opposition to HR 5734, principally on the grounds that the proposed bill was an infringement on the free collective-bargaining rights granted to American workers by Congress. He denied also the right of the Federal Maritime Board to determine that the wage item in the subsidy bill was fair and reasonable, on the grounds that whatever was determined between labor and management in the collective bargaining process was by its very nature fair and reasonable.

From the report's comments on the testimony of Paul Hall, Secretary-Treasurer, SIU, A&G District:

Mr. Hall emphasized the fact that relations between his particular union and the employers served by that union were extremely good. Generally speaking, these particular steamship companies indicated satisfaction with existing labor relations involving their companies and expressed the view that additional legislation was not necessary. The basis ingredient of good maritime labor relationships, said Mr. Hall, is good faith on both sides.

Questioned Government's Right

He opposed the bill which would authorize the Maritime Board to establish wages for subsidy purposes on the grounds that it was in violation of principles of democracy. He expressed the belief that Government was no more justified in fixing the amount of wages for subsidy purposes in the maritime industry than it would be in prescribing amounts which a farmer could pay for his necessary expenses in connection with the grant by the Government of farm subsidies.

Mr. Hall was particularly critical of the subsidy program as it is presently prescribed by law and administered by the Maritime Administration.

"I personally think that in many instances subsidies themselves, as they are now applied, have done nothing in some instances but put a premium on incompetence. I think subsidies in many instances have either made or allowed some people who receive them in the present system to become either very weak or very careless."

At the same time, Mr. Hall did support the theory of subsidy. In general, he seemed to favor subsidizing all shipping companies on the basis of the minimum amount of Government money necessary to keep an efficiently-run company operating at a profit.

From the conclusion in the committee's report:

The American merchant marine today does not meet the standards nor possess the characteristics set forth in the Merchant Marine Act of 1936. The committee is convinced that these deficiencies are the result of a combination of factors and that neither labor costs nor labor relations are the sole causes.

The committee does believe that much can be done to effect improvement in the field of labor costs and labor relations. The obligation to do this does not, however, rest solely with any one group. Management, government and labor each have a large stake in this industry and each have a proportionate share of responsibility.

See Start Toward Solution

Of course, the job is not finished. A start has been made and some of the problems to be solved have been brought into focus. The conclusions and recommendations adopted in this report are designed to carry the effort one step forward. . . . The Merchant Marine Committee is pledged to do its part.

Report's Comments on Government

(a) The Maritime Administration and its predecessor agency have failed to devote adequate attention to labor-management relations in the maritime industry.

Blame Maritime Administration

(b) The Maritime Administration has failed to carry out its responsibility with respect to the determination that items for which subsidy is paid are "fair and reasonable." It is the duty of the Administration under section 603 (b) of the 1936 act to disallow for subsidy purpose any excessive amounts included in bills sub-

mitted by the lines in connection with payment of operating subsidy. This obligation extends to all items for which subsidy is paid, wages, subsistence, repairs, insurance, and maintenance. The mere fact that the item of expense is covered by a contract or collective bargaining agreement does not ipso facto, make it fair and reasonable.

(c) In the absence of a proper job evaluation study by the Maritime Administration pursuant to obligations imposed upon it by section 603 (b), the committee finds it difficult to reach any firm conclusion with respect to the level of wages in the maritime industry. The evidence now of record would indicate that base wages for the various classifications of officers and crews and the hourly rates for longshore work are not excessive. However, the area which seems to be open to question involves the matter of overtime and penalty pay provisions of the contracts.

See MSTs Favoritism

(d) The civilian marine personnel of the Military Sea Transportation Service are in a particularly favored position by reason of receipt of benefits both under the industry collective bargaining agreements as well as under the civil service and other laws applicable to Government employees.

(e) Legislative measures to correct the basic deficiencies outlined in this report may eventually become imperative in the public interest, whether with or without the support of labor and/or management. However, considering the relatively recent beginning of collective bargaining in the maritime industry, the interruption caused by the war, the sincerity displayed by both sides in appearances before the committee, and the measures which legally can be—but have not heretofore been taken administratively under existing law—it is the conclusion of the committee not to report out or take other action at this time on the several proposals which were considered and discussed during the hearings.

Report's Comments on Management

(a) A lack of cooperation and cohesion among management, particularly on the west coast, has resulted in giving labor an imbalance of power that is neither justified nor conducive to a healthy industry.

The circumstances leading up to and obtaining during the 1948 and 1952 strikes are illustrative. Divergence of economic interests is not the real cause nor sufficient justification for the backbiting, side dealing, and independence of action which is, and for years has been, prevalent on the west coast. When shipping company officials fail to act with good faith in dealing with each other, they can hardly expect to gain the confidence and respect of labor.

Management Called Shortsighted

(b) Many top management officials of shipping companies have failed to appreciate the tremendous importance of good labor relations to the successful and efficient operation of their companies.

(c) There is some evidence of a lack of foresight and long-range planning on the part of management in the negotiation of collective bargaining agreements.

(d) The weakness of some management and management groups has been the prime factor in permitting unions successfully to whipsaw the companies as between rival unions on the same coast.

(f) The maritime industry has lagged far behind other major industries in the development of a sound collective-bargaining process. The fact that some companies operate with the aid of a Government subsidy while others do not may have contributed to the inability of the industry to adapt itself to a proper wage negotiation procedure.

Report's Comments on Labor

(a) Some union leaders have permitted personality conflicts and animosities to influence decisions to the detriment in the long run of not only the American merchant marine and the national defense of the United States, but even the welfare of their own membership.

(b) Many union leaders are beginning to exercise tolerance and moderation in the discharge of their responsibilities.

(c) The lack of ships and jobs for American seamen raises the question as to whether union leaders have insisted upon overmanning and other featherbedding practices. The longshore industry is in the same position, at least in some areas. This policy, if it obtains, must be regarded as unsound.

Labor Can Provide Stability

(d) While the maritime labor picture does have flaws and deficiencies, the union leaders with the help of Government and the cooperation of management are today in a position to perform a great service to the country. They have it within their power to strengthen the merchant marine not at the sacrifice of their membership, but

Union Calendar No. 567

64TH CONGRESS } HOUSE OF REPRESENTATIVES { REPORT
2d Session } } No. 1855

LABOR-MANAGEMENT PROBLEMS OF THE AMERICAN MERCHANT MARINE

JANUARY 19, 1956.—Committed to the Committee of the Whole House on the State of the Union and ordered to be printed

Mr. BONNER, from the Committee on Merchant Marine and Fisheries, submitted the following

REPORT

[Pursuant to H. Res. 118, 84th Cong.]

The Committee on Merchant Marine and Fisheries has adopted and ordered reported the following report on the subject of labor-management problems of the American merchant marine.

INTRODUCTION

Pursuant to the authority conferred by House Resolution 118, 84th Congress, 1st session, the Committee on Merchant Marine and Fisheries conducted an investigation and study of the problems of the American merchant marine. Public hearings were held by the committee beginning on June 20, 1955, and ending on July 21, 1955.

by providing stability, certainty and continuity of service. A sound American merchant marine can exist and thrive with the united help of responsible union leaders, enlightened management, and intelligent Government assistance.

(c) It is recognized that serious problems exist in connection with the longshore situation in New York Harbor.

Digest of Recommendations by the Committee

1. The president of the AFL-CIO should exert all possible and proper influence to work out a unified labor approach on the part of the seagoing unions.
2. The Maritime Administrator should call a conference of labor and management leaders in the maritime industry. Specific consideration should be given to:

Seek Industry Umpire

(a) Proposing the establishment of an umpire system in the industry. Maritime should not attempt to dictate or even to suggest the appointee or the functions to be performed by him. This should be strictly a matter of mutual agreement between labor and management.

(b) Securing the consent of labor and management to the eventual establishment of common termination dates for collective-bargaining agreements in the industry.

3. The Maritime Administration should immediately establish an office devoted to maritime labor costs and labor relations.

4. Immediate steps should be taken by the Federal Maritime Board to establish procedures under which determinations will be made that amounts paid out by the Government pursuant to operating-differential subsidy contracts are "fair and reasonable" within the meaning of section 603 (b) of the Merchant Marine Act, 1936, as amended.

Want Study Of Subsidy Pay

5. In its consideration of amounts reimbursed under subsidy contracts for wages paid to officers and crews, the Maritime Board shall make a completely independent determination that the amounts paid are fair and reasonable under the statute. Particular attention should be directed to penalty or overtime payments.

6. Maritime should institute at once a job evaluation study designed to appraise the existing level of wages for officers and crews aboard American-flag vessels.

7. Maritime should also undertake a thorough study of the longshore situation throughout the United States.

Compilation Of Wage Statistics

8. The Maritime Administration should gather, compile, and release periodically wage data pertaining to longshoremen and seamen similar to that released for shore-side industries by the Bureau of Labor Statistics.

9. The Federal Mediation and Conciliation Service should undertake to strengthen that part of the staff concerned with labor disputes in the maritime industry. It should be recognized that this particular industry is beset with conditions and problems requiring personnel with training and experience in the maritime field.

10. The Military Sea Transportation Service should re-study the pay and allowances of its civilian marine personnel and make such recommendations to the Congress for legislative action as may be deemed warranted and appropriate.

11. The management officials of the shipping industry on all three coasts of the United States should give thorough consideration to measures designed to effect closer cooperation and liaison in connection with the negotiation of collective bargaining agreements.

Revamp Management Attitude

12. Each major steamship company should have an official on the high executive level whose duties will be concerned primarily with labor relations.

13. Maritime union leaders should make a renewed effort to adjust their differences in the interest of the American merchant marine.

SIU Family Life In New Orleans



A greater sense of security for herself and the children while her Seafarer-husband is away at sea is what makes the hospital-surgical benefits "the most wonderful part" of the SIU Welfare Plan, in the view of Mrs. Lloyd L. Blanchard of New Orleans. With her (l to r) are Lloyd, Jr., 6; Leslie, 5; Lisa, 1, and Laraine, 11. The Blanchards recently collected \$156 under the plan when Laraine had to undergo an emergency appendectomy.



The whole family joined in the holiday festivities enjoyed by Seafarers in New Orleans when Mr. and Mrs. Al Nasser, and Al, Jr., 1, attended the SIU dinner. Junior had eyes only for the photographer, however.

'Still Best In West' Is Seattle Shipping Boast

SEATTLE—Running true to form, this port proved to be one of the few SIU branches that held its own in the shipping department during the last two weeks, as district-wide shipping slumped.

The fact that it was able to do this in spite of the diversion of a couple of expected payoffs to other ports was all the more encouraging. The diversions to San Francisco and Wilmington, although expected, made no dent in the good shipping currently being enjoyed here.

Extra Payoffs

Two unannounced payoffs combined with the scheduled arrival of the Alice Brown (Bloomfield) to bolster local activity, which also included six in-transit vessels. Both the Western Trader (Western)

and Raphael Semmes (Waterman) paid off and signed on again, along with the Alice Brown.

The in-transit visitors were the Alamar, Yorkmar, Calmar (Calmar); Afoundria, Maiden Creek (Waterman) and Coeur d'Alene Victory (Victory Carriers).

On the docket for the present period are two payoffs, the Manakato Victory (Victory Carriers) and Robin Kettering (Seas Shipping), as well as several ships in transit. Shipping for men registered in group one of the steward department remains slow, however, Agent Jeff Gillette cautioned.

Seafarers In Action

An on-the-ball ship's delegate is Seafarer Neill Abernathy on the Alcoa Roamer. Abernathy has handled the delegate's job on a few trips and has been rated very highly by his shipmates for his efficient services.



Abernathy

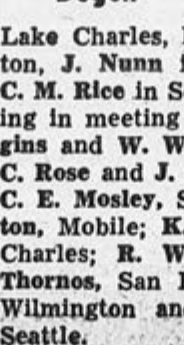
The number of compliments lavished on SIU steward departments during the holiday season is legion, but it would be hard to top the Stony Creek's estimate of chief steward Paulos Vourderis and his crew. "This ship is one of the finest feeders in the fleet," a crewmember writes about Vourderis.

Among departments who are content to rest their laurels on their cookery are the men on the Steel Worker who put out a "splendid outlay of abundant and delectable holiday vittles"; chief steward Dave Furman of the Ocean Nimet who rated a hand for "excellent menus and good service; and Carlos Diaz, chief steward, and Frank Judah, chief cook of the Oceanstar for their "excellent food."

Last but far from least is chief steward Joseph Powers of the Western Trader for the "wonderful" Christmas menu and Eddie Caudill, baker of the same ship.

Getting back to shoreside, the January 11 membership meetings saw rank and file Seafarers handling the gavel in a number of ports. J. J. Levine was chairman in Baltimore, A. H. Smith in Savannah, A. G. Alexander in Lake Charles, E. Degen, in Houston, J. Nunn in Wilmington and C. M. Rice in Seattle. Others serving in meeting jobs were C. Wiggins and W. Whitford, Boston; G. C. Rose and J. E. Rose, Baltimore; C. E. Mosley, Savannah; A. Houston, Mobile; K. G. Sanford, Lake Charles; R. Wilbur, Houston; E. Thornos, San Francisco; R. Graf, Wilmington and A. D. Williams, Seattle.

Degen



MA Amends Easy Transfer Policy

WASHINGTON—Under fire for its new easy transfer policies on tankers, the Maritime Administration has issued a new ruling to make it slightly harder for owners to transfer their tonnage to run away flags. However, it refused to order a halt to the runaways.

Under the new policy statement issued by Clarence G. Morse, Maritime Administrator, a tanker will have to be in the possession of any one owner for six months before it can be transferred. The ruling is designed to put a stop to tanker "sales" to dummy corporations for the purpose of transferring more tonnage than allowed by the MA.

Must Let Contract

In addition, the owners must commit themselves to construct a new vessel and cannot transfer their old T-2s until such time as a contract has been let for a new US ship. The policy will apply to all applications now under consideration.

Previously the Maritime Administration had permitted a number of operators to transfer two T-2s

immediately for a promise to build a new US-flag ship.

The new policy does not stop the outflow of tankers to runaway flags where they will offer low-cost competition to US-flag ships. Even new US supertankers will be forced to lay-up ahead of foreign-flag T-2s if the tanker market slackens.

Final Dispatch

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

Richard Lowitz, 55: Brother Lowitz was taken off the American in Hamburg, Germany, suffering from a heart attack while serving as wiper, and died in the General Hospital there on December 12, 1955. He is survived by his wife, Elvera Lowitz, of Baltimore, Md.

Joseph G. Thornton, 57: Brother Thornton died of asphyxiation in the Mercy Hospital in Baltimore, Maryland, on December 27, 1955. Burial took place in the Oak Hill Cemetery in Newman, Georgia.

Brother Thornton had been a member of the Union since 1955, joining in the Port of Baltimore and sailing in the steward department. He is survived by his sister, Mrs. Ina Elizabeth Yates, of Newman, Ga.

Eugene C. Brundage, 65: On the 25th of December Brother Brundage died in Jamaica, New York. Burial took place in the Long Island National Cemetery, Pinelawn, New York. Brother Brundage had been sailing under the SIU flag in the engine department since 1943 when he joined the union in New York. He is survived by his wife, Sophia C. Brundage of Jamaica, New York.

SF Shipping Holding Up

SAN FRANCISCO — Although no payoffs are scheduled here right now, Seafarers should still be able to enjoy good shipping out of this area for the next few weeks.

Since the arrival of shipping from the Far East is generally unpredictable, few can say with any certainty what the West Coast shipping picture will be at a given time. But it is safe to say that the future looks fairly bright in this port, Port Agent Leon Johnson added. In-transit shipping always holds the balance here, he pointed out.

During the past two weeks, both the Beaugard and Wild Ranger paid off and signed on for Waterman, taking quite a few replacements, and the remainder of the shipping was accounted for by a flock of in-transits, nine all told.

These were the Steel Vendor, Steel Navigator (Isthmian); Calmar (Calmar); Kyska, Bienville, La Salle, Maiden Creek, Wacosta (Waterman), and Alice Brown (Bloomfield). Beefs were at a minimum on all of them.

AMONG OUR AFFILIATES

An agents conference will be held by the Marine Firemen's Union in San Francisco, beginning February 6th. The conference will take up the question of locating a new headquarters building for the union, to replace the existing building which will come down under a highway construction program.

Ore Transport Lines has concluded a wage reopener with the Brotherhood of Marine Engineers calling for another week's paid vacation and a \$1 a day contribution to the BME's new pension fund. The agreement follows the pattern set in BME negotiations with its other contracted operators.

A strike has been called by the Inlandboatmen's Union of the Pacific in San Francisco harbor

against a dozen towing and barge operations. The strike followed 2½ months of fruitless negotiations on a new agreement. It is being supported by all SIU affiliates in the bay area.

New tanker talks are getting underway between the Sailors Union of the Pacific and major tanker operators including Union Oil, Standard Oil, Tidewater, General Petroleum and Richfield. The SUP has already signed the Joshua Hendy tankers to a new agreement.

Demands for an hourly wage system have been placed before the Canadian Lakecarriers Association by the SIU Canadian District in the opening of 1956 contract negotiations. The Canadian Seafarers have already won the hourly wage in some West Coast deep sea operations.

Actions By Seafarers Appeals Board

The Seafarers Appeals Board, which was established as part of the contract between the SIU and its contracted operators, has met and taken the following actions since the promulgation and first printing last Spring.

ACTION NUMBER 2

The Seafarers Appeals Board, acting under and pursuant to the authority contained in the collective bargaining agreements between the Union and various Employers, hereby takes the following action:

(a) In order to clarify the intent of the parties with respect to the accumulation of seniority, rule 1 (d) is amended to read as follows: "(d) Seniority shall be calculated on the basis of employment without regard to department (deck, engine or steward), without prejudice, however, to the application of any other rule contained herein."

(b) The annexed application blank is to be given to all applicants who appear to be within the Class "C" seniority rating, the final determination, however, to be made upon the appropriate filling out of the questionnaire, submission of two passport photos, and reasonable verification of the contents thereof.

(c) The Arthur Steamship Corp. of 120 Wall Street, New York City, is hereby added to Exhibit A annexed to the collective bargaining agreement.

(d) The action taken pursuant to letter of Max Harrison, dated March 7, 1955, is hereby labelled action No. 1.

(e) Max Harrison is unanimously designated as Chairman of the Seafarers Appeals Board.
Dated: March 18, 1955.

ACTION NUMBER 3

The Seafarers Appeals Board, acting under and pursuant to the collective bargaining agreement between the Union and various employers, hereby takes the following action:

(a) Ship & Freight, Inc., 17 Battery Place, New York City, New York, is hereby added to Exhibit A annexed to the collective bargaining agreement, pursuant to Art. I, Sec. 8 (f) of the said agreement.

(b) The Board construes the provision in the agreement and shipping rules with respect to "service with the armed forces of the United States" as not intended to include actual service for which less than a discharge under honorable conditions was given.

(c) The Board further construes the aforesaid military service clause as requiring an appraisal of what seniority the seaman would have had but for the performance of his military obligations, this in a manner consistent with the liberal purpose of the statute.

(d) The Seafarers Appeals Board will recognize, with respect to a particular company, specific provisions set forth in the contract between such company and the Union.

(e) The Board construes that part of Sec. 8 (f) 5 of Art. I, dealing with transportation, not to preclude the collection of transportation moneys, in the event these moneys are properly earned under the transportation clause of the agreement, by seamen with a Class "B" or Class "C" rating. It is only when Class "B" and Class "C" seamen leave a vessel for seniority reasons that transportation shall not be payable.

(f) Rule 2 (F) of the shipping rules is amended to read as follows: "F. No seaman shall be allowed to register on more than one list (department), and in not more than one group, as hereinafter set forth. No seaman shall be shipped out on a job off a list (department) other than that on which he is registered, except under emergency circumstances, such as insuring against a vessel sailing short in a department. No seaman shall be shipped out on a job outside the group in which he is registered, except as specifically set forth herein.

The following are the groups within the lists (departments), in which classified seamen may register. Within one list (department), those possessing a higher seniority rating may take priority in the obtaining of jobs over those with lesser seniority rating even when not registered in the same group, subject, however, to the provisions of Rule 4 (c).

The following is a breakdown of the list (department) group:

DECK DEPARTMENT

Group I—Day Workers

Bosun, Bosun's Mate, Carpenter, Deck Maintenance, Watchman—Day Work, Storekeeper.

Group II—Rated Watch Standers

Quartermaster, Able Seaman, Car Deckman, Watchman—Standing Watches.

Group III—Ordinaries on Watch

ENGINE DEPARTMENT

Group I

Chief Electrician, 2nd Electrician, Unlicensed Jr. Eng'r.—Day Work, Unlicensed Jr. Eng'r.—Watch, Plumber-Machinist, Chief Refrigeration Eng'r., 1st, 2nd, 3rd Refrigeration Eng'r., Chief Storekeeper, Evaporator Maintenance Man, Pumpman, 1 and 2, Engine Maintenance.

Group II

Deck Engineer, Engine Utility, Oiler—Diesel, Oiler—Steam, Water-

tender, Fireman-Watertender, Fireman.
Group III.

Wiper.

STEWARDS DEPARTMENT

Group I—Rated Men

Chief Steward-Passenger, 2nd Steward-Passenger, Steward, Chef, Chief Cook, Night Cook and Baker, 2nd Cook and Baker.

Group II

Second Cook and 3rd Cook.

Group III—Messmen

Utility Messman, Messman.

(g) All disputes placed before the Board shall be given an appropriate file number, in the following form:

SAB-1-NY, to represent the Seafarers Appeals Board, the number of the dispute, and the initials of the port in which it arose.

All other matters involving individuals shall be designated in accordance with the following example, "SAB-Jones-Misc." to indicate the last name of the person involved and that it is a miscellaneous Seafarers Appeals Board matter.

All application for information, for advisory opinions or rules, and all other miscellaneous matters, requiring Seafarers Appeals Board attention, shall be referred to the Chairman of the Seafarers Appeals Board, who shall make such replies as he deems appropriate. All actions taken by the Board shall be displayed on all Union bulletin boards, and request made for the Seafarers Log to publish the same therein.

As soon as mimeographed copies of the rules and actions taken by the Board, are available (the Union having agreed to furnish same, as soon as possible), the Chairman shall notify the companies of this availability and shall dispatch copies thereof when so requested.
Dated: April 8, 1955.

ACTION NUMBER 4

The Seafarers Appeals Board, acting under and pursuant to the collective bargaining agreement between the Union and various employers, particularly Section 8(f) thereof, hereby takes the following action:

The phrase, "employment taken at the behest of the Union," appearing in Section 8(f) of the standard hiring clause, shall be construed so as to include within the scope thereof, schooling taken by seamen at the behest of the Union.

All seamen who receive scholarships from the Seafarers Welfare Plan and who attend school pursuant thereto shall be deemed to have taken schooling at the behest of the Union.
Dated: May 13, 1955.

ACTION NUMBER 5

The Seafarers Appeals Board acting under, and pursuant to, the collective bargaining agreement between the Union and various employers, hereby takes the following action:

(a) Exhibit A, attached to and part of the new hiring clause of the standard agreement, omits, by virtue of a stenographic or other unintentional error, the name of the Calmar Steamship Corporation. Quite obviously, Calmar Steamship Corporation should have appeared on Exhibit A. As a matter of fact, it is one of the largest companies under contract to the Union; it is a party to the Seafarers Vacation Plan; it is a party to the Seafarers Welfare Plan; and it has been in contractual relations with the Union for a considerable number of years. Further, there is no question but that typographical and human errors in compiling the list were not intended to result in an exclusion, and the consequent need for a renegotiation of the contract to remedy such errors. For these reasons, the Seafarers Appeals Board construes Exhibit A, annexed to the hiring clause, as containing the name of Calmar Steamship Corporation ab initio and will take the same action should other unintended omissions appear.

(b) The Board construes that part of Sec. 8 (f) 5 of Art. I, dealing with transportation, not to preclude the collection of transportation moneys, in the event these moneys are properly earned under the transportation clause of the agreement, by seamen with a Class "B" or Class "C" rating. It is only when Class "B" and Class "C" seamen leave a vessel for seniority reasons that transportation shall not be payable.

(c) The Board construes that part of Sec. 8 (f) 5 of Art. I, dealing with transportation, not to preclude the collection of transportation moneys, in the event these moneys are properly earned under the transportation clause of the agreement, by seamen with a Class "B" or Class "C" rating. It is only when Class "B" and Class "C" seamen leave a vessel for seniority reasons that transportation shall not be payable.

(d) The Board construes that part of Sec. 8 (f) 5 of Art. I, dealing with transportation, not to preclude the collection of transportation moneys, in the event these moneys are properly earned under the transportation clause of the agreement, by seamen with a Class "B" or Class "C" rating. It is only when Class "B" and Class "C" seamen leave a vessel for seniority reasons that transportation shall not be payable.

(e) The Board construes that part of Sec. 8 (f) 5 of Art. I, dealing with transportation, not to preclude the collection of transportation moneys, in the event these moneys are properly earned under the transportation clause of the agreement, by seamen with a Class "B" or Class "C" rating. It is only when Class "B" and Class "C" seamen leave a vessel for seniority reasons that transportation shall not be payable.

(f) The Board construes that part of Sec. 8 (f) 5 of Art. I, dealing with transportation, not to preclude the collection of transportation moneys, in the event these moneys are properly earned under the transportation clause of the agreement, by seamen with a Class "B" or Class "C" rating. It is only when Class "B" and Class "C" seamen leave a vessel for seniority reasons that transportation shall not be payable.

(g) The Board construes that part of Sec. 8 (f) 5 of Art. I, dealing with transportation, not to preclude the collection of transportation moneys, in the event these moneys are properly earned under the transportation clause of the agreement, by seamen with a Class "B" or Class "C" rating. It is only when Class "B" and Class "C" seamen leave a vessel for seniority reasons that transportation shall not be payable.

(h) The Board construes that part of Sec. 8 (f) 5 of Art. I, dealing with transportation, not to preclude the collection of transportation moneys, in the event these moneys are properly earned under the transportation clause of the agreement, by seamen with a Class "B" or Class "C" rating. It is only when Class "B" and Class "C" seamen leave a vessel for seniority reasons that transportation shall not be payable.

(i) The Board construes that part of Sec. 8 (f) 5 of Art. I, dealing with transportation, not to preclude the collection of transportation moneys, in the event these moneys are properly earned under the transportation clause of the agreement, by seamen with a Class "B" or Class "C" rating. It is only when Class "B" and Class "C" seamen leave a vessel for seniority reasons that transportation shall not be payable.

(j) The Board construes that part of Sec. 8 (f) 5 of Art. I, dealing with transportation, not to preclude the collection of transportation moneys, in the event these moneys are properly earned under the transportation clause of the agreement, by seamen with a Class "B" or Class "C" rating. It is only when Class "B" and Class "C" seamen leave a vessel for seniority reasons that transportation shall not be payable.

(k) The Board construes that part of Sec. 8 (f) 5 of Art. I, dealing with transportation, not to preclude the collection of transportation moneys, in the event these moneys are properly earned under the transportation clause of the agreement, by seamen with a Class "B" or Class "C" rating. It is only when Class "B" and Class "C" seamen leave a vessel for seniority reasons that transportation shall not be payable.

(l) The Board construes that part of Sec. 8 (f) 5 of Art. I, dealing with transportation, not to preclude the collection of transportation moneys, in the event these moneys are properly earned under the transportation clause of the agreement, by seamen with a Class "B" or Class "C" rating. It is only when Class "B" and Class "C" seamen leave a vessel for seniority reasons that transportation shall not be payable.

(m) The Board construes that part of Sec. 8 (f) 5 of Art. I, dealing with transportation, not to preclude the collection of transportation moneys, in the event these moneys are properly earned under the transportation clause of the agreement, by seamen with a Class "B" or Class "C" rating. It is only when Class "B" and Class "C" seamen leave a vessel for seniority reasons that transportation shall not be payable.

(n) The Board construes that part of Sec. 8 (f) 5 of Art. I, dealing with transportation, not to preclude the collection of transportation moneys, in the event these moneys are properly earned under the transportation clause of the agreement, by seamen with a Class "B" or Class "C" rating. It is only when Class "B" and Class "C" seamen leave a vessel for seniority reasons that transportation shall not be payable.

(o) The Board construes that part of Sec. 8 (f) 5 of Art. I, dealing with transportation, not to preclude the collection of transportation moneys, in the event these moneys are properly earned under the transportation clause of the agreement, by seamen with a Class "B" or Class "C" rating. It is only when Class "B" and Class "C" seamen leave a vessel for seniority reasons that transportation shall not be payable.

(p) The Board construes that part of Sec. 8 (f) 5 of Art. I, dealing with transportation, not to preclude the collection of transportation moneys, in the event these moneys are properly earned under the transportation clause of the agreement, by seamen with a Class "B" or Class "C" rating. It is only when Class "B" and Class "C" seamen leave a vessel for seniority reasons that transportation shall not be payable.

(q) The Board construes that part of Sec. 8 (f) 5 of Art. I, dealing with transportation, not to preclude the collection of transportation moneys, in the event these moneys are properly earned under the transportation clause of the agreement, by seamen with a Class "B" or Class "C" rating. It is only when Class "B" and Class "C" seamen leave a vessel for seniority reasons that transportation shall not be payable.

(r) The Board construes that part of Sec. 8 (f) 5 of Art. I, dealing with transportation, not to preclude the collection of transportation moneys, in the event these moneys are properly earned under the transportation clause of the agreement, by seamen with a Class "B" or Class "C" rating. It is only when Class "B" and Class "C" seamen leave a vessel for seniority reasons that transportation shall not be payable.

(s) The Board construes that part of Sec. 8 (f) 5 of Art. I, dealing with transportation, not to preclude the collection of transportation moneys, in the event these moneys are properly earned under the transportation clause of the agreement, by seamen with a Class "B" or Class "C" rating. It is only when Class "B" and Class "C" seamen leave a vessel for seniority reasons that transportation shall not be payable.

(t) The Board construes that part of Sec. 8 (f) 5 of Art. I, dealing with transportation, not to preclude the collection of transportation moneys, in the event these moneys are properly earned under the transportation clause of the agreement, by seamen with a Class "B" or Class "C" rating. It is only when Class "B" and Class "C" seamen leave a vessel for seniority reasons that transportation shall not be payable.

(u) The Board construes that part of Sec. 8 (f) 5 of Art. I, dealing with transportation, not to preclude the collection of transportation moneys, in the event these moneys are properly earned under the transportation clause of the agreement, by seamen with a Class "B" or Class "C" rating. It is only when Class "B" and Class "C" seamen leave a vessel for seniority reasons that transportation shall not be payable.

(v) The Board construes that part of Sec. 8 (f) 5 of Art. I, dealing with transportation, not to preclude the collection of transportation moneys, in the event these moneys are properly earned under the transportation clause of the agreement, by seamen with a Class "B" or Class "C" rating. It is only when Class "B" and Class "C" seamen leave a vessel for seniority reasons that transportation shall not be payable.

(w) The Board construes that part of Sec. 8 (f) 5 of Art. I, dealing with transportation, not to preclude the collection of transportation moneys, in the event these moneys are properly earned under the transportation clause of the agreement, by seamen with a Class "B" or Class "C" rating. It is only when Class "B" and Class "C" seamen leave a vessel for seniority reasons that transportation shall not be payable.

(x) The Board construes that part of Sec. 8 (f) 5 of Art. I, dealing with transportation, not to preclude the collection of transportation moneys, in the event these moneys are properly earned under the transportation clause of the agreement, by seamen with a Class "B" or Class "C" rating. It is only when Class "B" and Class "C" seamen leave a vessel for seniority reasons that transportation shall not be payable.

(y) The Board construes that part of Sec. 8 (f) 5 of Art. I, dealing with transportation, not to preclude the collection of transportation moneys, in the event these moneys are properly earned under the transportation clause of the agreement, by seamen with a Class "B" or Class "C" rating. It is only when Class "B" and Class "C" seamen leave a vessel for seniority reasons that transportation shall not be payable.

(z) The Board construes that part of Sec. 8 (f) 5 of Art. I, dealing with transportation, not to preclude the collection of transportation moneys, in the event these moneys are properly earned under the transportation clause of the agreement, by seamen with a Class "B" or Class "C" rating. It is only when Class "B" and Class "C" seamen leave a vessel for seniority reasons that transportation shall not be payable.

tion thereof) of duly constituted courts and administrative agencies to the extent applicable to its functions, without prejudice, however, to any legal right to contest the same. Within these limits, actions taken by the Union or the Employers, as a result of proceedings to which any governmental body or agency is a party, will be presumed to be permitted through the exercise of this Board's power and right to make elaborative rules and regulations, in which event, however, notification of the action taken shall be sent to the Board, which reserves the right to take other, further and different action thereon as may be appropriate.
Dated: June 29, 1955.

ACTION NUMBER 10

The Seafarers Appeals Board acting under, and pursuant to, the collective bargaining agreement between the Union and various employers, hereby takes the following action:

(a) Trans Oceanic Marine, Inc., 39 East 51st Street, New York, New York, is hereby added to Exhibit A annexed to the collective bargaining agreement.
Dated: July 18, 1955.

ACTION NUMBER 11

The Seafarers Appeals Board acting under, and pursuant to, the collective bargaining agreement between the Union and various employers, hereby takes the following action:

The Seafarers Appeals Board considers that its jurisdiction, pursuant to the contract made between the Union and the various employers, is limited, in the case of individual seamen, to hearing and deciding appeals by seamen from a claimed deprivation of shipping rights or seniority at the hiring hall level. It considers that it does not have jurisdiction to take action with respect to depriving an individual seaman of his right to ship, regardless of the source of the request to do so and the grounds set forth in the said request. However, this action is to be deemed in no way to prejudice any company under its contract with the Union.
Dated: September 8, 1955.

ACTION NUMBER 12

The Seafarers Appeals Board acting under, and pursuant to, the collective bargaining agreement between the Union and various employers, hereby takes the following action:

(a) A new rule 4(d) shall be added to the joint shipping rules as follows:

"(d) The five major ports are declared to be New York, Baltimore, Mobile, New Orleans, and San Francisco. In halls other than those therein located, if three (3) calls for a job do not produce a qualified seaman possessing a Class "A" or Class "B" seniority rating, the job shall be placed in suspense but only with respect to Class "A" and Class "B" personnel who are registered for shipping, and not with respect to Class "C" personnel. The nearest major port shall be notified, and the suspended job offered there. A qualified Class "A" or Class "B" seaman (in that order) in the major port so notified shall have the right to bid for these jobs but only within the remaining five (5) job calls. In the event these jobs are not bid for, that seaman with a Class "C" seniority rating, otherwise entitled under these rules and registered in the notifying port, shall be assigned the job. This rule shall not be applied so as to cause a vessel to sail short-handed or late, and shall not be deemed to require any Employer to pay transportation by virtue of the transfer of the job call. The provisions of Rule 4(c) shall be subordinate hereto."
Dated: October 4, 1955.

ACTION NUMBER 13

The Seafarers Appeals Board acting under, and pursuant to, the collective bargaining agreement between the Union and various Employers, hereby takes the following action:

(a) Rule 5F is redesignated Rule 5G.

(b) A new rule 5F shall be added to the shipping rules as follows:

"F. (1) Within each class of seniority, preference for the job of Bos'n shall be given those seamen who have sailed as AB for at least 3 years with one or more of the companies listed in the aforementioned Appendix A.

(2) Within each class of seniority, preference for the job of Chief Electrician shall be given those seamen who have sailed for at least 3 years in the Engine Department, including at least one year as Second Electrician, with one or more of the companies listed in the aforementioned Appendix A.

(3) Within each class of seniority, preference for the job of Steward shall be given those seamen who have sailed for at least 3 years in the Steward's Department in a rating above that of 3rd Cook, with one or more of the companies listed in the aforementioned Appendix A."
Dated: November 29, 1955.

ACTION NUMBER 14

The Seafarers Appeals Board acting under, and pursuant to, the collective bargaining agreement between the Union and various Employers, hereby takes the following action:

"The Seafarers Appeals Board considers that its jurisdiction under the collective bargaining agreement in effect between the Seafarers International Union of North America, Atlantic and Gulf District and various Employers, does not encompass jurisdiction to take action with respect to disputes over discharges of seamen by Employers, and that such disputes can be dealt with upon compliance with the conditions set forth in the said agreement, in accordance with the grievance procedure therein set forth."
Dated: January 6, 1956.

SEAFARERS

Sea Chest

NOW IN BOTH

NEW YORK-BALTIMORE

675-4th Ave. 1216 E. Balt.
BROOKLYN BALTIMORE

Digest

Of SIU Ship Meetings

New washing machine was received in New Orleans. Concur in communications from headquarters. Ship's delegate elected. Old washing machine to be kept for greasy clothes.

CALMAR (Calmar), Dec. 11—Chairman, J. McGlone; Secretary, T. Jackson. Food beef aboard. Ship's delegate thanked crew for money donated to Brother Jack Saret who was injured by car. Ship's fund—\$7.88. No beefs, some disputed overtime. Concur with communications from headquarters. Motion made and carried to contact patrolman and straighten out chow beef.

DEL MAR (Mississippi), Dec. 10—Chairman, G. Callahan; Secretary, L.

ALCOA ROAMER (Alcoa), Dec. 4—Chairman, N. Abernathy; Secretary, R. Klenast. Crewmembers to make list of desired items from slopchest. Chief mate will order same. Any man with medical slip from USPHS may pay off in San Juan. Concur with communications from headquarters. Ship's delegate elected.

ARIZPA (Pan Atlantic), Dec. 17—Chairman, B. Collins; Secretary, M. Olivera. Everything running smoothly.

MICHAEL (Carras), Jan. 2—Chairman, J. P. Schilling; Secretary, W. Lansford. Contracted patrolman in Boston about mattresses to be picked up in Corpus Christi, Texas.

STEEL RECORDER (Isthmian), Dec. 12—Chairman, Bruton; Secretary, E. Johnston. One AB taken off vessel for medical treatment. No beefs. Disputed delayed sailing—Singapore.

STEEL WORKER (Isthmian), Nov. 24—Chairman, E. Smith; Secretary, M. Watson. Pictures of crew on last trip mailed to headquarters. Departments going along smoothly. Motion carried to concur in communications from headquarters.

SUZANNE (Bull Lines), Dec. 18—Chairman, R. Broomhead; Secretary, H. Orlando. No beefs. Some disputed overtime. Motion carried to concur in communications from headquarters. Delegates elected.

ALCOA PILGRIM (Alcoa), Dec. 18—Chairman, L. Brihartz; Secretary, M. Sedgeway. No beefs. Ship's fund—\$7.90. Everything okay. Ship's delegate elected. Discussion held on washing machine.

ALCOA PLANTER (Alcoa), Dec. 31—Chairman, G. Fargo; Secretary, R. Graham. Ship's delegate is to see about launch service and late draws. Ship's fund—\$1.75. No beefs; some disputed overtime to be taken care of in New York. Concur in communications from headquarters.

MC KETRICK HILLS (Western Tankers), Jan. 3—Chairman, S. Fulford; Secretary, B. Padgett. Everything running smoothly with exception of one beef. Ship's fund—\$3.60. Vote of thanks given to steward department.

Question of lodging and subsistence was discussed. Delegates was asked to separate items to be requisitioned from repair lists.

ALCOA RANGER (Alcoa), Dec. 22—Chairman, W. Jenkins; Secretary, E. Tesko. Ship's treasurer elected. No beefs. Ship's delegate elected. Steward requested that all soiled linen be turned in.

ALGONKIN (Marine Transport), Dec. 20—Chairman, Fleming; Secretary, Schiavone. Water shortage aboard. Some disputed overtime. Committee to write a letter to SIU headquarters about general condition aboard ship. Captain complained of poor laundry; rest of the vessel is filthy because of water shortage. Beef about draw to be brought up at payoff.

ALMENA (Pan Atlantic), Dec. 21—Chairman, E. Hariss; Secretary, W. Welch. Few minor beefs. Live steam issuing forth from hot water spigots was considered extremely hazardous. To inform patrolman of this situation.

ANGELINA (Bull Lines), Dec. 26—Chairman, T. Larsen; Secretary, J. Engles. Ship's treasury contains \$14. Discussion held on food; requested some changes to be made. Repair list to be turned in.

ATLANTIC WATER (Metro), Dec. 18—Chairman, D. Stone; Secretary, J. Hollen. Most repairs had been completed. Patrolman to clarify some sections of the agreement. Letter from SIU headquarters regarding American money was read. Travelers checks being placed aboard next trip. To start ship's fund by donating \$1. Medicine chest to be inspected by someone who is competent.

BRADFORD ISLAND (Cities Service), Dec. 4—Chairman R. Lyle; Secretary, T. Dohy. Repairs to be taken care of. Disputed overtime will be cleaned up. Ship's treasurer elected. Motion made and carried that \$1.50 be donated to ship's fund. Vote of thanks given to

steward department for fine holiday chow.

CAROLYN (Bull Lines), Jan. 1—Chairman, M. Gross; Secretary, W. Ludlam. Everything running smooth. No beefs except for few hours disputed overtime. Discussion held on delayed sailing. To check on getting TV set.

CHESTER HARDING (Const. Aggreg.), Dec. 18—Chairman, E. Tirelli; Secretary, D. Mullvany. Report from company that ship will go to Maracaibo for 24 hours for Christmas holiday. Verbal message relayed from slop chest, that all members having outstanding accounts try to settle same. No beefs. Motion made and carried that no further shipboard premissions from one department to another be allowed.

COUNCIL GROVE (Cities Service), Dec. 19—Chairman, H. Shortess; Secretary, W. Cunningham. Discussion held on repair list. Ship's delegate elected. Ship's fund—\$14.40.

DESOTO (Pan Atlantic), Dec. 15—Chairman, D. Mann; Secretary, V. Varn. Everything running okay. Ship's fund—\$29. Some disputed overtime. Concur in communications from headquarters. Ship's delegate elected. Repair list to be completed and turned in at payoff.

DOROTHY (Bull Lines), Jan. 2—Chairman, C. Collins; Secretary, P. Magro. No beefs. Few hours disputed overtime. One man missed ship. Concur in communications from headquarters. Vote of thanks to steward for nicely served meals during trip and holidays.

INES (Bull), Dec. 31—Chairman, J. Slaven; Secretary, C. Taylor. One man missed ship in Bremerhaven. Ship's fund—\$70.40. No beefs. Motion made and carried to see patrolman about washing machine. Each delegate to compile repair list. Vote of thanks for steward department.

'Again ...'



The hazards of the maritime industry, the second most dangerous in the US, have been brought home sharply once again by the catastrophic explosion of the Salem Maritime. Thirteen Seafarers lost their lives in this disaster, and few of these had the slightest chance of escape.

The sympathies of every Seafarer and of the Union go to the families of the victims who are deprived in most instances of their breadwinner. Whatever can be done by the Union under the circumstances is being done so that the devastating blow can be softened.

The Salem Maritime is the third major disaster suffered by Seafarers in the last five years. There was the Southern Isles in the fall of 1951, and the Southern Districts last year, both of which foundered with heavy loss of life. Nor were these the only losses in recent years. There was the SUP ship Pennsylvania which disappeared with-

out trace in the North Pacific and the Mormackite which went down off the East Coast. All of these, and many others have cost the lives of numerous seamen.

These are the major disasters, but for every one of these, there are the dozens of personal misfortunes that take place largely unnoticed aboard ship. The toll of injuries and death is a continuing one on board ship and one which cannot be eliminated easily.

It was a coincidence that the Salem Maritime explosion came the same week in which the SIU started sending safety questionnaires to the ships under the Union's new health and safety program. No one could say with assurance that a safety program could have prevented the loss of the tanker. But the very real probability exists that a stronger emphasis on safety and a study of safety problems will save very many men from injury and loss of life.

Reprieve For Hospitals

It is certainly welcome news to men facing the hazards of maritime to know that the US Public Health Service hospitals will not have to fight for their lives this year. The administration has put in a request for hospital funds which is better than a million dollars over last year's appropriation. For once, there are no proposals that one or more of the hospitals be shut down.

It would be nice to count on this as a semi-permanent state of affairs, but the suspicion arises that perhaps the appropriation request is one of those election year political moves. Traditionally, presidential election years are times when less is said about cutting social services than in other years because of politicians' fears of reaction from voters at the polls.

While Oveta Culp Hobby, former Secre-

tary of Health and Welfare, and Joseph Dodge, former Budget Director, are no longer in the administration, there is no indication that the present Director of the Budget, Rowland Hughes, is any more sympathetic to the hospitals than they were. It was during the Hobby-Dodge era that the hospitals came closest to the brink, and were only saved by vigorous rescue operations undertaken by the SIU and other SIU of NA affiliates. Otherwise, seamen today would no longer have a PHS hospital to turn to.

The fact that the pruning knife has been put in its sheath temporarily is no assurance that the self-styled economizers will never use it again. Seafarers should keep their fingers crossed and wait until next year for a severer test of the hospital's ability to survive random budget-cutting.

Homelike Formosa Pleases Seafarers

Despite the ever-present Communist danger lurking on the mainland less than 200 miles across the Formosa Straits, Seafarers on the City of Alma who spent the lull between Christmas and New Year's in the port city of Keelung on the northern tip of Formosa found the city very much like home.

"After spending the big day at sea," Seafarer Luis Ramirez recalls, "Keelung was like a touch of home, and was the Chinese territory with the most Christian population I have ever seen. We did not have to look hard to see Christmas trees which, with all kinds of decorations, still occupied the leading spaces in stores, clubs and many private homes."

Since this was his first visit to Formosa, Ramirez, always a careful recorder of detail, took pains with his observations. "There are no bargains here, as prices are not very inviting.

Drinks Expensive

"Trying to have a good time also can become very expensive, if one takes his pleasure at a bar. A popular drink costs 20 Taiwan (Formosa) dollars and the barman usually has the next one there before the empty glass of the last one leaves your mouth," he said.

"But this city rates a long way better with us than Pusan or Saigon. For one thing, no one bothers you in the streets, and everything looks clean and decent. Very few of the boys would risk wearing a watch ashore in Saigon—and not even a hat in Pusan, but here I had both items with me while walking alone through the downtown area and came back with both of them intact."

Beautiful Scenery

Aside from the transportation facilities, which are still very primitive, Keelung boasts some beautiful scenery. "Mountains encircle the city which surrounds the bay like a giant horse-shoe," he recalled.

"Here many a man doubled as man and animal, pulling and pushing rickshaws, carts, tricycles and pedicabs of all descriptions . . . It is not that they do not know much about mechanized transportation. It is, according to most opinions, much cheaper this way. A one-man load of 15 sacks of grain weighing anywhere from 145 to 180 pounds each was, as they

called it, 'an easy load to handle.'

"I have been assured it would take the efforts of six average men elsewhere to pull and travel the distance these cart drivers manage."

"I saw one rickshaw driver pedaling happily at a good normal speed while carrying a full family consisting of man, wife and three



Reporter on many faraway places for the LOG, Seafarer Luis A. Ramirez peers shoreward from a porthole on the City of Alma to get a bird's eye view of Keelung. Shipmate A. Hamm took the photo.

children in their laps, plus a heavy bundle on his own head."

While there, Ramirez added, the ship was visited by sailors from the US cruiser St. Paul, "mother ship" for the US 7th fleet in the Pacific and a constant reminder of the war danger lurking in the area. "Red," our always alive and ready engine delegate, showed them around ship, which is hard to compare to their aristocratic floating hotel. Yet they managed to see something much better on our ship, when one of them spied the innerspring mattresses on our beds. One of the sailors told his buddy, "See that. These guys have it made."

"This was enough to give some importance to our everyday cargo ship, and from then on 'Red' was on his own with them."

LABOR ROUND-UP

About 9,000 middle-income families in New York will get new housing under a program approved by the New York Building and Construction Trades Council. The Council, representing construction unions, and the Building Trades Employers Association, have agreed to invest \$90 million of welfare and pension funds in five cooperative housing projects. Most of the apartments would go to families of union members.

Organizing in Puerto Rico's garment industry made new progress as the International Ladies Garment Workers Union signed an agreement with a number of corset and brassiere shops calling for a 75-cent wage minimum. The new rate is 20 cents more than the legal Puerto Rican minimum wage of 55 cents an hour. About 3,000 workers are affected. Other benefits include vacation and holiday pay.

A one-day stoppage by New York taxi drivers highlighted demands of Teamsters Local 826 for collec-

tive bargaining recognition among New York's 25,000 fleet drivers. The drivers authorized further strike calls, if necessary, at their first mass meeting.

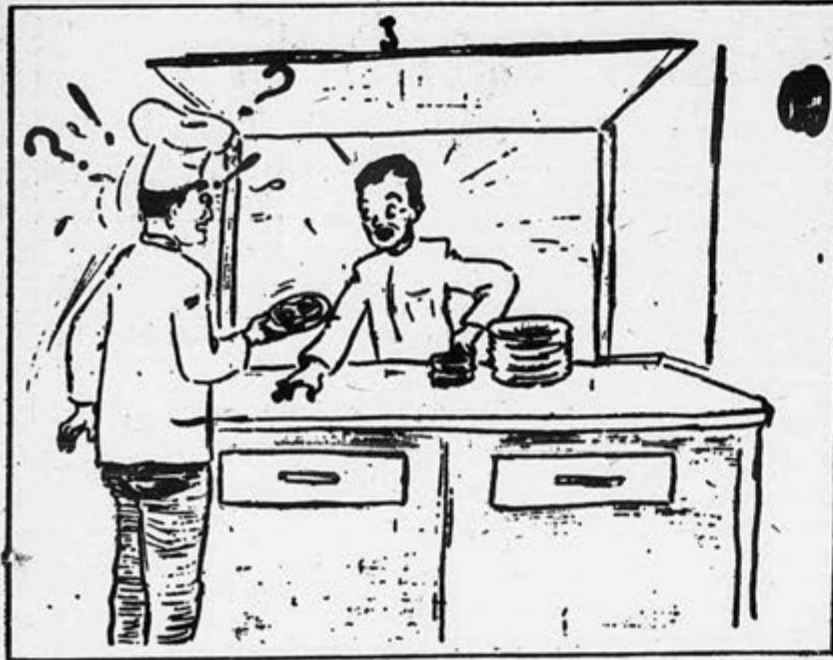
Teletype and teletypewriter operators for United Press have won moderate wage increases and fringe benefits in a two-year pact negotiated by the Commercial Telegraphers Union. Starting salary for operators will go to \$112 a week next January 15.

All Detroit newspapers are publishing again after being shut down for several weeks. The closing came originally with a strike of stereotypers. Contracts with eight different craft unions were involved before all issues were settled.

Oil and coal drivers in New York, members of Teamsters Local 553, won a 30-cent an hour package increase after a five day strike. The package consisted of 12½ cents in wages, 14 cents in a pension fund and 3½ cents for hospitalization coverage.

The Galley Gang

—By A Seafarer



"Give me . . . three 2-minute eggs, two 3-minute eggs, four 2-minute eggs, one 3-minute egg and two 2 1/2-minute eggs . . ."

This cartoon comment on why ships' cooks get gray was sent in from the Oceanstar without further comment. Since it's unsigned no credits are given. But we hope the cartoonist comes out of hiding—with more of the same—before long.

Can't Keep Good Man Down When Home Team's On TV

True to his home state, Seafarer C. M. Wagenfer wouldn't let anything stand in the way of his TV viewing last New Year's Day, while Maryland's "Terrapins" tangled with Oklahoma in the annual Sugar Bowl game in Miami.

Quarterbacking later from a seat in front of the crew's television set on the Mae, Wagenfer watched the carnage to his heart's content. Earlier, crewmembers cooperated by turning their linen in to him in the morning.

In this way, he was able to collect and sort the stuff before the gridiron action got underway and didn't miss any of it. This departure from normal ship's routine made for one happy BR at the time.

Born in Maryland, Wagenfer joined the SIU in the port of Bal-

timore in 1941 and still makes his home in that city with his wife, Ginger.

Of course, the story might have a better ending if the "Terrapins" had come out on top in the bowl classic, but unhappily for him, they wound up on the short end of a 20-6 score. Ship's secretary T. Schultz provided the details.



Wagenfer



Letters to the Log... ARE WELCOME!

BIENVILLE'S ON GAY TRIP TO FAR EAST

Working her way back from the Far East and then to Europe, the Bienville is now proceeding merrily on the way out to the Orient again with "just about the finest collection of crackpots ever gathered on one ship."

The above assessment of his shipmates comes from Louis E. Meyers, ship's reporter, who notes a "thoroughly enjoyable trip, with a good crew and fine food," despite (or perhaps due to) his earlier-quoted remark.

Actually, his critique may even be excused, since it was written as "another period of enforced semi-religious inactivity was drawing to a close." The ship was due in Panama the next day.

His picturesque reference, of course, exposes the fact that the Bienville had already been at sea for quite a while without pause to satisfy that variety of inner hungers common to seamen on long trips. As Meyers points out, for example, "we have been eating and sleeping regularly and in large quantities of each . . . What more could a poor seaman ask for?"

Meyers does offer some evidence to substantiate his original estimate such as a note about Danner, OS, who has "figured out a pogo stick with an anti-gravity device which will enable him to leap into the air and stay up while the world revolves around him until the place where he wants to go passes by."

There are also "three deck maintenance men who can be seen working daily on an atomic-powered jet rocket for a trip to the moon . . . (and) . . . Smitty, the saloon MM, who spends his nights cutting out Octagon soap coupons in the linen locker. This, as he puts it, 'so I can get ahead on household utensils for my future marriage'."

All in all, Meyers, added, "there are almost 30 more like these boys, and they help keep things from getting dull."



Meyers

Urges SIU Help Kids' BB League

To the Editor:

Many Seafarers are faithful followers of all sporting events, and usually baseball in particular.

All bona fide fans must be aware of the fact that due to a talent shortage, owing to a large extent to the folding of many minor league franchises, the calibre of the game, as played today, is in jeopardy. Thus it

leave this place. Also, please publish my address so some of the boys can drop me a line once in a while.

I am about 11 miles south of the 38th parallel demilitarized zone, the furthest north of any American outfit in Korea, and got here right after Christmas.

Say hello to all my friends around Baltimore and let them know that my wife and I are expecting a little "Smitty" about the last of July or first of August.

I'll tell all the boys one thing though. I wish to hell I was sailing instead of with this army. This is strictly for the 20-year men.

My address, by the way, is Pvt. Edward V. Smith, US 52406026, Hq. Co., 1st Bn., 17th Inf. Regt., APO 7, San Francisco, Calif.

Edward V. Smith

✚ ✚ ✚

Hails SIU Agent On Disaster Aid

To the Editor:

I wish to express my thanks and those of my shipmates, through the columns of the LOG, for the many services and unstinting efforts Leroy Clarke put into looking after the interests of all US Seafarers who were members of the crew of the Salem Maritime.

He was without sleep for three and a half days to make things easier for the families of the Seafarers aboard and all others involved. We think that the SIU is fortunate to have, as Lake Charles port agent, one who gave of his energies so generously.

Reuben "Big Joe" Ruttkay

✚ ✚ ✚

Likes Isthmian Mail Service

To the Editor:

I would like to take this opportunity to thank the staff of the mail room at the Isthmian Steamship Company for the splendid job they are doing in seeing that ships' crews get all the mail sent to them.

They not only give prompt service, but also try to eliminate any losses. This is not an easy job, when you consider how busy a mail department can get.

Besides, I have always received the utmost courtesy and consideration whenever I've called. They really go out of their way to give you whatever information they can.

I think these fellows are doing a fine job and I want it brought to the attention of all LOG readers.

M. Dwyer

✚ ✚ ✚

He's Proud Dad Of A Baby Girl

To the Editor:

I'd like to announce to the world at large (but will settle for the readers of the LOG—which is quite enough) that I have become a father for the first time.

My wife, June, gave birth to a six pound five ounce baby girl on December 20, 1955. We have named her April Lynn.

I haven't had a ship since January 17, 1955, but hope to back soon. I stayed home with my wife during her confinement, but I sure missed the ships and the men on them.

My last ship was the Cities Service tanker Bents Fort. I was cook and baker and was elected ship's delegate the whole time I was on there. Until I can see them again, regards to all my friends.

Robert M. Hammond

Letters To The Editor

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

falls to "sandlot" baseball, of an organized nature, to supply the bulk of the potential future "DiMaggio's," "Musials," and others necessary for a healthy game.

In the "Little League" and "Babe Ruth League," we have such organizations. However, they need support.

Sponsor Teams

My suggestion is that each SIU port sponsor such teams, chiefly by voluntary donations. Sons of Seafarers might rate some preference on these teams, that is, in eligibility for the squad. Of course the first team would be based on merit alone.

Such a set-up would not only serve the purpose of stimulating sandlot ball, but would also create goodwill for the SIU, a commodity we can always use. Most important, it would give a lot of underprivileged kids an opportunity for good, clean fun.

Seafarers on the beach, who own cars, could help out by providing transportation for "away" games, and some of the frustrated potential major leaguers (aren't we all?) could assist in running the clubs.

Various benefits could be held to assist in purchasing equipment. We also could probably induce some current major leaguers to make guest appearances for the benefit of the youngsters and perhaps a few of the "oldsters" also.

What do you say we get behind this, brothers?

And P. S. Don't forget to ask for my donation.

E. N. McInis

✚ ✚ ✚

Appreciates Aid From Marymar

To the Editor:

On Christmas Day, 1955, my husband was seriously injured at sea on the SS Marymar. I would like to take this opportunity to thank all of the fellows on the Marymar for the two contributions which were given to us at our home.

I thought it was very generous and want to thank them all very kindly for their help, which amounted to \$190. My husband is still in the hospital and was very glad to hear about this when I told him.

Mrs. Alfred Johnson

✚ ✚ ✚

Asks For Mail While In Korea

To the Editor:

I would like to have the LOG sent to me up until March, 1957, as it will be that long before I

SEAFARERS IN THE HOSPITALS

- USPHS HOSPITAL STATEN ISLAND, N.Y. E. C. Anderson, Jim Barbaccia, Joseph S. Barron, George Carlson, O. Coleman, Vito D'Angelo, John DeAbreu, Layson Evans, Jack Fecko, Estell Godfrey, J. G. Gulledege, L. E. Gutierrez, Charles Hall, William R. Horne, F. R. Kazlukewicz, USPHS HOSPITAL BALTIMORE, MD. Newton Baker, Harry C. Bennett, William Carey, Francisco Casasco, H. Castelino, Carl Chandler, Jessie A. Clarke, Louis Firlie, Donald Forrest, C. E. Foster, William French, Jack Gardner, Gorman T. Glaze, Albert Hawkins, John C. Henriksen, Edward Huizenga, Hakan Janson, USPHS HOSPITAL SAVANNAH, GA. Maximino Bernes, Ignazio D'Amico, Austin Kitchins, Jimmie Littleton, Israel Lopez, USPHS HOSPITAL BOSTON, MASS. Ronald Nohe, Allen J. North, VA HOSPITAL BALTIMORE, MD. Leonard J. Franks

- USPHS HOSPITAL MANHATTAN BEACH BROOKLYN, N.Y. Edmund Abusly, Manuel Antonana, Eladio Aris, Fortunato Bacomo, B. Baterna, Nils Beck, Frank Bemrick, Robert Booker, Tim Burke, William Connors, E. Cunningham, Walter Davis, Walter Denley, John Driscoll, Robert Gilbert, Bart Guraniak, Taib Hassen, Joseph Isits, Thomas Isaksen, John Keenan, John Klemowicz, Ludwig Kristiansen, Frederick Landry, USPHS HOSPITAL SEATTLE, WASH. E. Anderson, L. Bosley, F. J. Bradley, B. P. Burke, Thomas Connell, USPHS HOSPITAL GALVESTON, TEXAS W. O. Cunningham, William Hightower, Thomas F. Hill, Robert Kehry, John E. Markopolo, USPHS HOSPITAL SAN FRANCISCO, CALIF. Marcelo B. Belen, William Clegg, Charles Dwyer, Max Felix, VA HOSPITAL WICHITA, KAN. Frank S. Stevens

- USPHS HOSPITAL NEW ORLEANS, LA. John Abadie, Thomas Bach, William Barnett, Joseph Barroco, Nicholas Bastes, Merton Baxter, Claude Blanks, Wallace Boyce, J. L. Bucklew, Chas. Cunningham, A. N. Fernandez, Jaime Fernandez, Charles Fishel, Ben D. Foster, Joseph Gehringer, John C. George, Louis Guarino, Julius Hale, Charles Hanners, William Howland, Charles Jeffers, Tommy Jenkins, E. G. Knapp, Duska Korolla, Leo H. Lang, Marion Lohr, Henry Lowery, Earl McCollam, James Mason, Gilbert Milsap, John Mitchell, Alfonso Olaguilbel, Kenyon Parks, Donald Pool, Randolph Ratcliff, Edwin Rhoads, John Samsel, Henry Sosa, West Spencer, Emile Stevens, G. St. Germain, Rufus Stough, Alfred Throne, Lonnie Tickle, Luciano Toribio, Louis Vecchiet, Dirk Visser, James Ward, Ernest Webb, Charles Webborn, George Weldy, Milton Wells, James Wilkie, David Wright, Tadashi Yatogo, USPHS HOSPITAL NORFOLK, VA. Francis J. Boner, Charlie Culppepper, Louis K. Gordon, William H. Howell, Marshall Shankle, Edwin Thompson, USPHS HOSPITAL FORT WORTH, TEXAS Frank Anderson, Benjamin Deibler, Joseph Fusella, 6th DIST. TB HOSPITAL MOBILE, ALA. David M. Baria, Charles Burton, USPHS HOSPITAL MEMPHIS, TENN. Charles Burton, VA HOSPITAL KERRVILLE, TEXAS Billy R. Hill

WESTERN TRADER (Western Navigation), Nov. 20—Chairman, J. Powers; Secretary, E. Caudill. Everything okay. Ship's secretary-reporter elected. Motion carried that no unnecessary noise be made around midship house while at sea. Deck department to take care of laundry room and steward and engine departments take care of recreation room.

STONY CREEK (American Tramp), Jan. 2—Chairman, M. Ohstrom; Secretary, K. Goldman. No disputed overtime. One man missed ship in Beaumont. Balance of ship's fund is \$17.51. Accept communication from headquarters. Motion carried to try to secure one additional fo'ble for firemen and oilers so that there will

Digest Of SIU Ship Meetings

be watch fo'bles, instead of three men in each room. Ship's treasurer elected. Vote of thanks to steward department for a job well done during the holidays.

ALCOA POINTER (Alcoa), Jan. 13—Chairman, G. Gallant; Secretary, J. Hannay. Some disputed overtime. Motion carried that a cargo net be under gangway in all ports. Books are to be distributed to all, not to be held by one person. Bulk ice cream wanted aboard. Vote of thanks to steward department for good Christmas Dinner.

ALCOA RUNNER (Alcoa), Jan. 15—Chairman, Gonzales; Secretary, T. Wasiluk. Everything going along well. Communications from headquarters accepted unanimously. Received MTD news bulletins and crew is very happy. Rooms to be souged; laundry room to be kept clean. Delegate to see patrolman in Norfolk about unsafe conditions aboard ship.

ANTINOUS (Pan Atlantic), Jan. 8—Chairman, L. Blanchard; Secretary, L. Billek. All decks in crew's quarters to be painted plus recreation room and crew mess. Some disputed overtime. Motion carried that until general repair list is satisfactorily completed to suit crew, we should not sign foreign articles. Better grade of cookies wanted.

BIENVILLE (Waterman), Jan. 15—Chairman, H. Halley; Secretary, J. Graff. Four men were logged. To check on bonus at Formosa. Some disputed overtime. Engine department beef to be presented to patrolman. Discussion held on galley, card players, repair list. Steward requested bulk sausage.

CITRUS PACKER (Waterman), Jan. 14—Chairman, H. Thomas; Secretary, J. Mansell. Ladders for top bunks needed and foul weather gear also. New rules for steward department to be read. Ship's fund—\$127. Motion carried to concur in communications from headquarters. Drain pipe for deck department to be cleared. Vote of thanks to steward department.

DEL ORO (Mississippi), Dec. 27—Chairman, P. L. Whitlow; Secretary, R. B. Hunt. All repairs done, except for painting. No beefs. Communications from headquarters posted. Ship's delegate elected.

EUGENIE (Oro), January 8—Chairman, J. Wilasak; Secretary, A. DeForest. Ship to be turned over in especially good order. No funds in treasury. Everything okay. Accept communications from headquarters. Discussion held on storm door and repair is needed.

HASTINGS (Waterman), Jan. 15—Chairman, O. C. Bailey; Secretary, J. Wells. No beefs. Concur in communications from headquarters. Ship's delegate elected. Captain will log anyone who fouls up.

OCEAN EVA (Ocean Trans.), Jan. 18—Chairman, W. Collard; Secretary, C. Churko. No beefs. Wiper died of heart attack. Ship's treasury—\$12.50. Concur in communications from headquarters. Vote of thanks to steward department.

ORION STAR (Orion), Dec. 21—Chairman, B. Stark; Secretary, M. Stupin. Few hours disputed overtime. New ship's delegate to be elected. Canned milk is getting thick, steward instructed to destroy bad ones.

PONCE (Ponce Cement), Jan. 18—Chairman, M. Bodden; Secretary, G. Knowles. Ship's delegate in hospital. New delegate elected. No beefs. Accept communications from headquarters. Any changes requested in menu to be brought to the ship's delegate.

ROYAL OAK (Cities Service), Jan. 15—Chairman, N. Okray; Secretary, D. Beard. Coffee is stale. Some disputed overtime. Accept communications from headquarters. Ship's delegate and ship's treasurer elected.

WESTERN TRADER (Western Navigation), Jan. 15—Chairman, B. Story; Secretary, E. Conrad. Crewmember missed ship in Honolulu. Trouble with hot water, mostly in deck department showers. Several beefs regarding draws from captain. Motion

carried to turn in for three days lodging for not having hot water in showers. Motion carried to finish painting aboard ship. Vote of thanks to steward for wonderful Christmas Dinner.

SEATRAN GEORGIA (Seatrain), Jan. 15—Chairman, W. Jones; Secretary, A. Lambert. Slight improvement in washing water, but it is still dirty. Concur in communications from headquarters. Motion carried to have supper in port. Blowers to be repaired. Everyone to stay out of one another's room.

SEATRAN NEW YORK (Seatrain), Jan. 17—Chairman, C. Emanuel; Secretary, I. Peacock. Ship's delegate elected. Minutes were mailed in. Concur in communications from headquarters. Ship's delegate elected.

SEATRAN TEXAS (Seatrain), Jan. 22—Chairman, E. Lasoya; Secretary, L. Reiner. Better ice cream to be put aboard. Steward claims he ordered items crew had requested. Two minutes of silence for brother's lost aboard the SS Salem Maritime. No beefs.

STEEL WORKER (Isthmian), Jan. 16—Chairman, C. Weimer; Secretary, G. Reyes. No beefs. Report made about run-in with Saudi Arabian Customs officer. Concur in communications from headquarters. Repair list turned in. Poor quality of stores aboard.

WARRIOR (Pan Atlantic), Jan. 19—Chairman, J. Madden; Secretary, M. Elliott. Deck department meeting held. Ship's delegate elected. Motion carried that the Union issue a photo-identification card to be paid for by seaman for use when identification must be surrendered at pier gate. This would eliminate possible loss of seaman's papers. It was suggested that crew messman have bread and other things on table before feeding time and he feed watch first.

YAKA (Waterman), Jan. 7—Chairman, L. Gardier; Secretary, C. James. Slopchest is in very poor condition. Repair list from last trip not taken care of before leaving last port in USA. Ship's treasury contains \$20.43.

ALCOA PILGRIM (Alcoa), Jan. 8—Chairman, R. Fraizer; Secretary, M. Sedgeway. Ship's delegate to see captain regarding several men fouling up. Concur in communication from headquarters. Convention and conference reports as carried in the SEAFARERS LOG read. Motion carried that all beefs be discussed at shipboard meetings before being brought to patrolman. Rule on shifting to Port of Spain to be straightened out by patrolman.

GULFWATER (Metro), Nov. 20—Chairman, C. Gibbs; Secretary, H. Ridgeway. Report on saloon messman taking food and coffee to captain's stateroom to be turned over to patrolman. No beefs. It was suggested to contact patrolman as soon as ship docks regarding repairs and drinking water.

IBERVILLE (Pan Atlantic), Jan. 14—Chairman, McCorvey; Secretary, Rundblad. Ship's fund contains \$53. Check on heating system on board.

MASSMAR (Calmar), Jan. 17—Chairman, J. Eichenberg; Secretary, R. Walton. Ship's delegate elected. Good officers aboard this vessel. Ship's fund contains \$14. This is a clean ship and there are no beefs. Accept communications from headquarters. Any man getting off on the West Coast is to let delegate know so he may notify the captain. Men who go into messroom at night should try to keep their voices down.

PENNMAR (Calmar), Jan. 21—Chairman, T. Collins; Secretary, V. Monte. One man went to hospital. All repair lists must be compiled. Good crew aboard this vessel. Ship's fund—\$15. No beefs. Accept communications from headquarters. It was suggested that ship's delegate see Sparks about MTD news being posted. Vote of thanks to steward department for job well done.

SEATRAN NEW YORK (Seatrain), Jan. 22—Chairman, C. Emanuel; Secretary, I. Peacock. Everything is shipshape. Ship's treasury contains \$35. No beefs.

WILLIAM A. M. BURDEN (Western Tankers), Jan. 16—Chairman, C. Saranthus; Secretary, J. Grimes. One man hospitalized in Sasebo. Ship is well stored this trip. Fans and mattresses will come aboard. Some disputed overtime. Everything running okay. Ship's delegate elected. Discussion on men missing watches was held. Stores will be checked in Singapore.

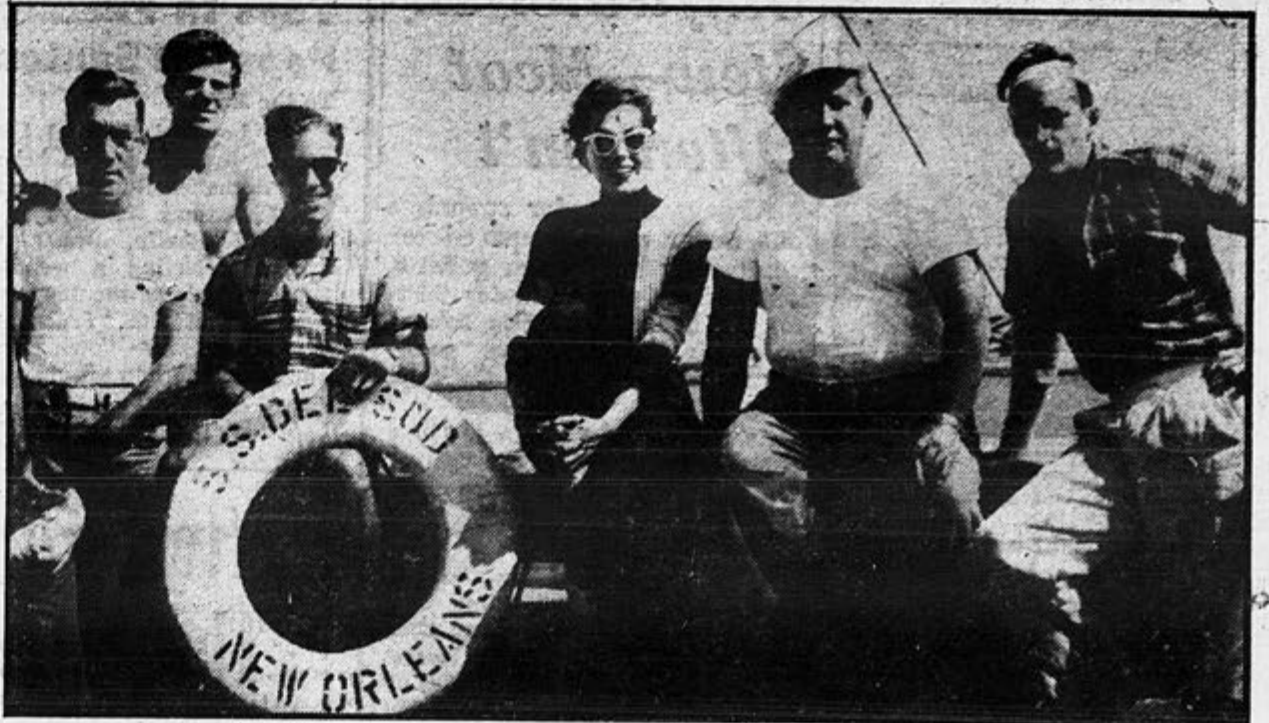
DEL MUNDO (Mississippi), Dec. 11—Chairman, J. Tilley; Secretary, L. Franklin. Fresh fruit will be purchased in Santos. Shifting ship was in excess of 4 hours and was declared good by patrolman at coastwise pay-off. Ship's fund—\$48. Suggestion that all hands be aboard on time when ship is to depart from ports.

ALCOA CORSAIR (Alcoa), Dec. 11—Chairman, G. Chandler; Secretary, M. Costello. No beefs. Captain said that crewmembers may bring wives aboard on visiting days. Ship's delegate elected. Discussion held on draws.

ALCOA RANGER (Alcoa), Dec. 22—Chairman, W. Jenkins; Secretary, E. Tesko. Ship's treasurer and secretary-reporter elected. No beefs. Men on watch to be served first.

ALMENA (Pan Atlantic), Dec. 6—Chairman, E. Harris; Secretary, C. Houchins. Few minor beefs. Some disputed overtime. Steward to see captain about having pantry souged.

Seafarers Host To Actress On Del Sud Cruise



Del Sud Seafarers flank movie actress Jarma Lewis and her husband, B. E. Bensinger III (holding life ring), during couple's honeymoon cruise to South America on the SIU-manned cruise ship. Pictured (l to r) are Seafarers Richard Chaisson, Frank Ruffino, Bensinger, Miss Lewis, Louis O'Leary, Mike Burns. The photo by Maurice "Duke" Duet was submitted by ship's reporter C. M. Dowling. Miss Lewis is in the current MGM film "The Tender Trap".

Ships Lick Boredom In Many Ways

Routine at sea is pretty straightforward for Seafarers between ports. Under ordinary circumstances, the problem for the experienced seaman is not what to do on the job, but how to handle his time after hours.

Sacktime and mealtime account for some of it, but there's usually some left over. To fill the void, ships can run occasional movie or, on coastal runs, boast a working TV set. Some ships, like the Ocean Nora, feature a gang of competent anglers, who pass some of the time



Burke 320 pounds." It isn't often that you run into

LOG-A-RHYTHM:

God Given Sea

By William A. Dauphney

Oh, what nights there could be
Out there on the sea
Out there on the ocean blue,
With the stars in the sky
Not a cloud drifting by,
And your dreams are alone with you.

While you stop, just to stare
A the moon's bright blue glare
So to feel the strength of its ray
Then your head starts to reel
Like a giant ferris wheel
At the sight of the Milky Way.

Should you listen real close
When the wind blows the most,
You will find there are songs in the air,
What sort of man could compose
Any songs such as those,
I am sure there are none in this sphere.

Should you wait through the night
For the breaking of light
And another new day to be born,
You will awe at the sight,
Feel the thrill of delight
As you gaze at the colorful dawn

Yes! There's beauty at sea
As God made it to be,
A beauty that one won't forget,
So when you're out on the foam
And are sailing for home,
To him, give that thought of regret.

anybody who can tell you the weight of the "ones that got away," so this inevitably brings up what appears to be a key pastime on the Seagarden: tall tales.

John S. Burke, ship's reporter, writes that the trip "seems to be getting monotonous . . . but if it wasn't for Brothers 'Jughead' Chandler and 'Killer' Caine with their tall tales to keep all hands laughing, we wouldn't have much to say about the sanity of the gang on here."

Athletics aboard ship are also fine, but the cramped confines of the vessel rule out most of the possibilities in this field. Still, on the Wild Ranger, ship's cook Al Gurspie was equal to the occasion.

Gurspie, says reporter Leo Wills, brought aboard a trunk full of those rubber muscle builders that stretch and sold them at \$4 per. "Nobody had better get fresh with this crew. We've got muscles now where we never had any before."

Battle Rock Plows Ahead, Drops Troubles Along Way

Skimming through the minutes of the tanker Battle Rock, the casual observer might get the idea that all was not exactly well on the ship and that its crew was suffering from what might be described as a mild case of "Battle (Rock) fatigue".

For despite the often-stated "all's well" in the reports of most of the SIU ship's officers, here's what they also had to say:

Secretary-reporter: "Everything's alright . . . the captain says he will not buy stores in Japan . . ."

Treasurer: "All's well . . . we have no money in the treasury so far . . ."

Steward delegate: "Everything's alright . . . the chief cook is beefing that the captain won't buy seasoning or vegetables in Japan . . ."

Ship's delegate (the clincher): "Everything as usual . . . He wishes to resign . . . No one else wants

the job . . ."

This situation-normal (but-sort-of) fouled-up approach to ship's living apparently didn't faze the intrepid Seafarers on the "Rock," however, in spite of the indications to the contrary.

Ship's delegate Henry Martin was talked into keeping his post, a committee was elected to see the captain about buying stores in Japan and the ship continued on its plodding course.



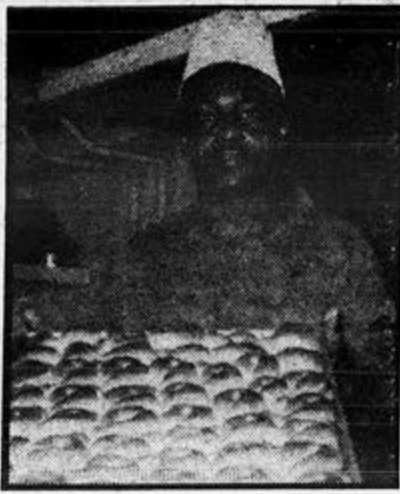
Martin

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

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

NAME
STREET ADDRESS
CITY ZONE STATE
Signed
TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below:
ADDRESS
CITY ZONE STATE

Runner Rolls



Proud of that batch of rolls, James Temple, night cook and baker, shows them off in the galley of the Alcoa Runner. Crew liked 'em too, said A. W. "Tony" Wasiluk, steward and photog.

Monkey Rules Roost, Cheers Orion Comet

Getting fatter all the time, the monkey mascot aboard the supertanker Orion Comet appears to be thriving as well as the rest of the crew on the shuttle run between Japan and the Persian Gulf.

Writing from Ras Tanura, Saudi Arabia, ship's reporter James "Red" Fisher relates that the simian, a male, is "big" on sweets and hard candy, "but especially enjoys getting into everybody's coffee cup and drinking out of it."



Meares

The monkey, yet unnamed, is equally promiscuous in his sleeping habits and will siesta with anybody who will share a bunk with him. He was bought in Formosa by James Meares, one of the Comet's ABs. Loyal to the deck department, he has also latched on to the bosun and tags along after him all over the ship. "All the rest of the crew is also fat and healthy these days, thanks to the efforts of steward Larry Santa Ana and the steward department. Everyone particularly appreciated the holiday meals which meant long hard hours of work by the whole gang," Fisher added.

Originally loaded at Long Beach, Calif., last November, the Comet is due to return to Baltimore around June for shipyard work.

**LET 'EM KNOW!
Write TO THE LOG**

Gulfwater In Stew—Meat Often Isn't

Always eager for surprises but never quite prepared for what they have been getting, Seafarers on the Gulfwater (Metro) are finding their trip livened up somewhat by a kind of "guessing game" practiced by the company.

As related by the minutes of a recent ship's meeting, the "game" can be played by the entire crew. It stems from the company's habit of substituting meats.

Thus, the contents marked on the box will be one thing, "but when you get out to sea and open up the box it will contain something else entirely." It's murder on menu-planners, of course, but that's all part of the game.

Lots Of Surprises

The steward may think he's got 50 pounds of veal chops in a crate and put the cooks to work on "veal a la scalloped" or something like it, only to find that when they bring the so-called veal out in the open that it's ham or, worse yet, ox-tail. This is very unsettling for the taste buds as well as the cooks.

Besides, what are they supposed to do with all that sauce?

There is something to say for the "surprise" element in all this, of course, but if "beef" comes up as "pigs' knuckles" five times running, it's not unfair if somebody gets suspicious. One thing is sure, however. Company officials are going to wish they went through the meat grinder instead of showing up for the payoff.

Fairland Gang



Concentrating on getting the davits and boats on the Fairland into shape, two Seafarers in the ship's deck gang didn't even know the camera was on them. Lensman Tom Ulisse returned the favor, didn't recall their names when he developed the film.

Tops In Feeding Peps Del Santos

To the Editor:

The boys of the Del Santos got off in high spirits here on the "Romance Run." We spent the Christmas holidays in the port of Recife, Brazil, with everyone having a wonderful time, especially the lovers and senioritas at the "Texas Bar." The drinks were flowing freely and everyone had his share.

We would like to extend a vote of thanks to Frederick

seamen's paper ever printed in maritime history," and that the SIU is the "only pacesetter union he knows."

I certainly enjoyed reading the LOG, as it helped keep me informed on all the latest happenings in the maritime industry. It is a pleasure to read such a wonderful paper about a great and pacesetter union.

I used to sell papers on every SIU ship that came into Liverpool, but the one I remember most is the Coe Victory of Victory Carriers, which came into Liverpool on Coronation Day.

Souvenirs To Crew

I was sent to get coronation postcards, stamps, miniature coronation coaches, etc., and never stopped running backward and forward up to town. This lasted about two weeks while the ship was in port. I think it had more souvenirs than cargo aboard.

I still remember some of the crewmembers and would like to get in touch with them, men like Frank Tamburino, who I know left the sea and joined the fire service in Chicago, Luis Ramirez and Mick Kennedy.

I am now writing a book about the sea and the SIU so if you have any literature about the Union and how it first started, I would be much obliged to receive it.

John Kelly

(Ed. note: We have revised our mailing list in accord with your requests. The material you asked for is also being sent under separate cover.)

He's Thankful For SIU Start

To the Editor: I would like to take time out to thank the men who made it possible for me to get my start in the SIU several years ago.

I was a member of the Teamsters, with Local 463 in Philadelphia, for 15 years before I took up sailing. They were a fine bunch of fellows and it was a fine union, but the benefits were nothing like those in the SIU. I have so many fine things to say for our Union that it would be impossible to write them all down.

We have a fine leadership in our Union.

I remember some of their names, such as Wally Lopez, ship's delegate; Paul Whitlow, deck delegate; "Frisco," the steward department delegate, and Joe Madrid, steward. I sail in the steward department and am a Waterman "stiff" by now. I am on the SS Citrus Packer right now on the way to the Far East.

I would like to hear from some of the boys if they get a chance as I have not met any of them since I left the ship in 1951. Once again, thanks a million to all.

Frank B. McCollan

Letters To The Editor

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

Neely, steward; Jack "Gator Mouth" Bates, chief cook; Lionel "Shadow" Antoine, baker; Andy Kennedy, 2nd cook, and the whole steward department for their combined efforts in making the past holiday season a very cheerful one. Their cooking skill can hardly be excelled anywhere.

This ship previously was pretty much fouled up on its feeding, but now everything has changed for the better with "Gator Mouth" holding down the galley.

Captain Elwood Miller paid the steward department a personal compliment for turning out "a fine Christmas dinner which was out of this world. And any of you brothers who really like to stow away the groceries should come down to New Orleans and try to catch this "Culinary Cruiser."

All in all, it's been smooth sailing on board the Del Santos with no beefs. All the delegates, including ship's delegate Eldred L. Bates, Lee Snodgrass, deck; George C. Foley, engine, and Laurence A. Mitchell, steward, join me in signing this letter.

A. J. Clement
Ship's reporter

Recalls Visit Of Coe Victory

To the Editor: I am an old subscriber to the LOG and would like to receive it at my new address in Hull, England. I moved from Liverpool about six months ago but I expect the LOG is still going there.

My father, who is a fireman on an old English ship, would also like to get the LOG. He claims the paper is the "best

Offers Tribute To Pete Larsen

To the Editor:

I would like to express through the LOG my sincere and deepest sympathy to the survivors of my late friend, Pete Larsen.

I had the pleasure of knowing and working with Pete for many years. He was one of the most solid Union men I have ever met. Pete knew that the Union was important to a seaman and in anything he did the Union was first. That was his way of helping his Union brothers keep strong.

Pete was a fine Union man, and I know of no greater tribute anyone could pay to a working man. I will miss Pete Larsen, and I know many other SIU men feel the same way.

Pat McCann

Seafarer Opens New Bar In NO

To the Editor:

Just a line to let you know that another one of our brothers has just opened a bar and restaurant here in New Orleans. It's very handy to the docks and easy to find as the street is only one block long.

It's located on Crossman Street, one block from Canal and half a block from the post office.

The name is "Little Gould's Bar," owned by none other than George "Brother-in-Law" Gould himself. Seafarers will also find another well-known SIU man behind the bar, Bob "Little Brother" Johnston. The food is excellent, drinks cheap, service unsurpassed.

Remember, Seafarers, when in New Orleans, visit "Little Gould's Bar" where brother-in-laws meet. Well, that's what the sign outside says.

Douglas "Smiley" Claussen

Lauds Memory Of Pete Larsen

To the Editor:

I don't need to tell you how shocked I was to learn of the recent death of Brother Pete Larsen. He must have been one of the best-known, best-liked regulars at the New York hall.

In tribute to him, I must confess, I admire his record as one of the oldtimers in our fine organization. To the best of my knowledge, he was in on all the beefs which led to the attainment of our position as one of the top labor unions in the nation and therefore in the world.

I can only say that all that he had to give, in my estimation, he gave in the service of his adopted country and the SIU. This country and this Union were indeed fortunate to have his service during his lifetime.

Clarence L. Cousins

Burly



Sure Thing

By Bernard Seaman

GOVERNMENT CAMP (Cities Service), Dec. 27—Chairman, W. Conartz; Secretary, W. Hand. Safety measures were discussed, and all members urged to use extreme caution at all times. Ship's fund—\$11.39. No beefs.

KYSKA (Waterman), Jan. 1—Chairman, A. Hammick; Secretary, H. Krohn. Not enough certain food put aboard before sailing. One man left behind in Yokohama. Ship's fund—\$2.05. Some disputed overtime. Not sufficient slopchest put aboard. More medicine needed. Hospital to be painted. Better grade of soap powder to be put aboard. Fresh water tanks have not been thoroughly cleaned.

GOVERNMENT CAMP (Cities Service), Dec. 10—Chairman, D. Haynes; Secretary, A. Schwarz. Ship's fund—\$11.39. To have letter to headquarters referred to patrolman for payoff. Discussion on washing machine.

GEORGE A. LAWSON (Pan-Oceanic), Nov. 27—Chairman, C. Lawson; Secretary, Prokopuk. Ship's delegate elected. Vote of thanks to steward department for wonderful Thanksgiving Dinner.

MONARCH OF THE SEAS (Waterman), Dec. 5—Chairman, W. Smith; Secretary, A. Dams. Washing machine was repaired. To compile repair list. Concur in recent communication from headquarters. Screen needed. Spray bombs to be ordered.

NORTHWESTERN VICTORY (Victory Carriers), Dec. 23—Chairman, E. King; Secretary, W. Rinehart. No beefs, some disputed overtime. Concur in all recent communications from headquarters. Slopchest to be checked. Steward to check supply of milk before leaving port.

QUEENSTON HEIGHTS (Tankship), Dec. 26—Chairman, S. Johnson; Secretary, H. Powers. Ship's delegate saw captain about draw in Azores and he refused. Some repairs completed. Ship's fund—\$10. Concur in communications from headquarters. Messhall to be painted. Vote of thanks to steward department.

ROBIN TUXFORD (Seas Shipping), Dec. 18—Chairman, J. Miser; Secretary, F. Napoli. Two men left ship because of illness. Ship's fund—\$21.45. No beefs, some disputed overtime. Ship's delegate only to see patrolman about beefs.

ROYAL OAK (Cities Service), Sept. 25—Chairman, J. Merrell; Secretary, D. Beard. Several minor beefs ironed out by department delegates. Repair list was posted. All Union and ship's business in order. Ship's fund—\$31.85. Concur in communication from headquarters. Forward doors of the after-house to be kept closed.

Oct. 11—Chairman, W. Lane; Secretary, D. Beard. Mate ordered padlocks for every fo'c'sle and hasps will be in stalled on all doors. Captain is working on repair list. Cigarettes to be ordered in Baltimore. New York will rule on delayed sailing. One man short in engine department. Concur in communication from headquarters. Vote of confidence to ship's delegate.

Oct. 23—Chairman, D. Livingston; Secretary, D. Beard. Disputed overtime squared away in favor of crew. New mattresses requested.

Nov. 19—Chairman, D. Livingston; Secretary, D. Beard. Funeral wreaths sent to family of M. Olson. Ship's fund—\$24.68. Concur in communications from headquarters. Motion carried to have a condensed list of steward department working rules drawn up by headquarters committee for manning scale of T-2 tankers. Ship's delegate elected. Poor menus, this matter to be turned over to patrolman.

STEEL EXECUTIVE (Isthmian), Jan. 2—Chairman, P. Hellebrank; Secretary, E. Mishanski. Delegate's elected. Concur with communications from headquarters. Ship's fund to be established for iron and board. Ship to be fumigated. Question as to why milk and bread were not put on board in Baltimore.

STEEL ROVER (Isthmian), Dec. 14—Chairman, R. Daniels; Secretary, F. Goff. Collected \$32 for TV set to be repaired. Accept communications from headquarters. Ship's delegate elected. Crew to help keep messhall clean. Better night lunch needed aboard.

ALCOA POLARIS (Alcoa), Jan. 4—Chairman, J. Danzey; Secretary, J. Hannon. Name brand of coffee requested. Everything okay. Repair list to be made up. Vote of thanks to steward department.

Nov. 30—Chairman, R. Schwarz; Secretary, R. Palmer. To see patrolman about getting chocolate milk. No other beefs. Motion made and carried to accept and concur in communications from headquarters.

BALTORE (Ore), Jan. 2—Chairman, O. Bell; Secretary, R. Pelley, Jr. Washing machine will be repaired. Ship's fund—\$16.50. No beefs. Concur in communications from headquarters. Ship's delegate elected. Discussion held on nominating and electing delegates.

BETHCOASTER (Ore), Jan. 3—Chairman, C. Cousins; Secretary, R. Tyree. New chair stops for crew messrooms too large, they are to be exchanged. No beefs. Concur in communications from headquarters.

SEA GARDEN (Pan Nav. Corp.), Oct. 20—Chairman, C. Lee; Secretary, J. Burke. Concur in communications from headquarters. Ship's delegate elected. All hands to try to keep messhall and recreation room clean.

Dec. 4—Chairman, W. McNeil; Secretary, J. Burke. Ship's delegate elected. Question on captain interfering with deck department to be referred to patrolman. Vote of thanks to steward department.

Dec. 26—Chairman, C. Lee; Secretary, J. Burke. Everything okay. Some disputed overtime. Repairs from last voyage to be taken care of. Vote of thanks to steward department.

BIENVILLE (Waterman), Dec. 25—Chairman, N. DuBois; Secretary, J. Craft. Repair list turned in to captain. Rooms to be left clean. No beefs reported. Ship's fund—\$3.05. Clarification needed as to whether or not fresh milk may be obtained in Canal Zone. Duties of ship's secretary reported discussed.

CHILORE (Ore), Jan. 4—Chairman, R. King; Secretary, J. Johnson. Everything running okay. Ship's fund—\$2.98. Accept communications from headquarters. Convention and conference reports in LOG were acted upon and accepted unanimously. Storm doors, porthole gaskets and doors keys to be placed on repair list.

HASTINGS (Waterman), Dec. 25—Chairman, U. Sanders, Jr.; Secretary, J. Wells. Trip has been very pleasant. Concur in communication from head-

Digest Of SIU Ship Meetings

quarters. Motion made and carried that night cook and baker is to attend school and then ship in this capacity. Baker claims poor quality of food aboard.

OCEAN DEBORAH (Maritime Overseas), Jan. 3—Chairman, Wilkins; Secretary, E. Martell. Ship's fund—\$17.58. Delegates elected. Motion made and carried that headquarters be contacted regarding work men at the wheel. Ship's fund to be increased by voluntary donations.

OCEAN NORA (Maritime Overseas), Jan. 2—Chairman, H. Haffhill; Secretary, E. Kaznowsky. Ship's delegate elected. Painting needed. Ship's delegate to see captain about this. Improvements suggested regarding washing machine.

STEEL AGE (Isthmian), Dec. 26—Chairman, J. Clark; Secretary, P. Carpovich. Everything is fine, no beefs. Ship's fund—\$24.44. Vote of thanks to steward department. Suggestion made to get a movie projector, and also to see about getting a new washing machine.

STEEL ARTISAN (Isthmian), Jan. 2—Chairman, J. Levine; Secretary, R. Grant. Vote of thanks to steward department. Ship's fund—\$10. No beefs, some disputed overtime. Ship's delegate to try to get a new library.

SUNION (Kea), Jan. 1—Chairman, J. Elliot; Secretary, G. Parker. Discussion of SIU accomplishments and thanks for same from crew. No beefs. Concur in communications from headquarters. Thanks to all delegates and departments for contributing toward a smooth voyage.

VAL CHEM (Valentine), Jan. 2—Chairman, J. Parker; Secretary, M. Eschenko. Messhall to be kept clean. To take care of washing machine. Ship's fund—\$22.05. Ship to be fumigated. Motion made and carried to have fresh water tanks cleaned.

DEL RIO (Mississippi), Jan. 6—Chairman, L. Carney; Secretary, R. Hannigan. Some disputed overtime in engine department. Repair list made and turned over to captain and patrolman. Vote of thanks to steward department.

MARGARET BROWN (Bloomfield), Dec. 8—Chairman, V. Riddle; Secretary, E. Thibodeaux. Ship's fund—\$9.04. Ship's delegate elected. Vote of thanks to steward department. Pantry and messhall to be kept locked in all ports. Vote of thanks to previous ship's delegate.

OCEANSTAR (Trifon), Dec. 4—Chairman, T. Moriant; Secretary, C. Diaz. Repair list will be taken care of. One brother left in hospital in Antwerp. Laundry machine to be checked. Vote of thanks to chief steward and chief cook.

3 Stay On Ship -- And Live

(Continued from page 6)

ment of tugs taking the ship away from the dock. They feared that the vessel would be headed into the wind and the mass of flame—so hot it melted the midship house down to the deck—would be blown back over the engine room.

These fears were groundless, however. The ship remained alongside the dock until the fire resulting from the explosion died out two days later. Meanwhile, a provident eight-knot wind blew the flame and smoke forward and toward the starboard side.

But Gentry, Emley and Toto were unaware of these circumstances. Trying to gain attention from the outside, they attempted to blow the air whistle, but there wasn't enough pressure. They had 50 pounds of steam left in the boiler so they hooked up a rubber hose from the steam line to the whistle. That didn't work either. The steam condensed inside the hose. Then they dismantled the whistle and tried to blow it with their lips. They beat on the bulkhead. Finally they gave up and returned to the shaft alley.

Beaten Back By Heat

They made repeated attempts to return to the upper level of the engine room, but when they left

the relatively cool depths below the waterline, they were beaten back. Eventually, the upper level cooled enough for the men to reach it and enter the steering engine room.

"We talked about going out through a porthole," Emley said. "We looked for a piece of line to tie around Gentry because he couldn't swim. It wouldn't have done any good if we had found it. Gentry was too big to get through the porthole. It worked out for the best. We thought we would try to hold Gentry up in the water, but we probably would have lost him and he would have drowned."

Faced with the prospect of saving themselves by leaving Gentry behind, Emley and Toto decided to stick it out. "We had been together too long to split up then," Emley said.

Some one brought out a flash light which they waved out the porthole and blinked on and off until SIU Lake Charles port agent Leroy Clarke and a group of Cities Service shoreside personnel saw the signal.

A tug was sent out from shore and the three men went out from the steering engine room onto the fantail and were taken off the ship on the port side.

RECENT ARRIVALS

Charles H. Williams, born December 23, 1955. Parents, Mr. and Mrs. Charles H. Williams, Plateau, Ala.

Mark Ashley Bishop, born December 19, 1955. Parents, Mr. and Mrs. Henry J. Bishop, Mobile, Ala.

Kimberley A. Hess, born December 18, 1955. Parents, Mr. and Mrs. Oliver A. Hess, Bellaire, Tex.

Shana Maureen Smith, born August 3, 1955. Parents, Mr. and Mrs. Benedict L. Smith, Everett, Wash.

Donald Eugene Crews, born September 10, 1955. Parents, Mr. and Mrs. Yulee H. Crews, Salem, NC

Jan Ellyn Kaust, born January 2, 1956. Parents, Mr. and Mrs. Casmier A. Kaust, New York, NY.

Debra Kay Kendricks, born January 2, 1956. Parents, Mr. and Mrs. James W. Kendricks, Mobile, Ala.

Terry Anthony Gradick, born December 29, 1955. Parents, Mr. and Mrs. William H. Gradick, Prichard, Ala.

Keith Robert Winsley, born December 8, 1955. Parents, Mr. and Mrs. Keith Winsley, Algiers, La.

Larry Kenneth Little, born December 22, 1955. Parents, Mr. and Mrs. William A. Little, Fairhope, Ala.

Paul William Hayes, born December 16, 1955. Parents, Mr. and Mrs. George Hayes, Vancouver, Wash.

Dawn Marie Gilas, born January 3, 1956. Parents, Mr. and Mrs. Walter Gilas, Brooklyn, NY.

Paula Sue Ruffino, born December 20, 1955. Parents, Mr. and Mrs. Frank S. Ruffino, New Orleans, La.

Leon Ward Penton, born November 16, 1955. Parents, Mr. and Mrs. Leon J. Penton, New Orleans, La.

Terrence Keith McNeil, born December 31, 1955. Parents, Mr. and Mrs. Wilton N. McNeil, Mobile, Ala.

Helen Agnes Wilkins, born December 16, 1955. Parents, Mr. and Mrs. Thomas F. Wilkins, Mobile, Ala.

Frances Anna Czosnowski, born December 1, 1955. Parents, Mr. and Mrs. Edward Czosnowski, Baltimore, Md.

David Kent Marshall, born January 5, 1956. Parents, Mr. and Mrs. Frank Marshall, Jr., New Orleans, La.

Sylvie Ellen Lewis, born December 16, 1955. Parents, Mr. and Mrs. Julian D. Lewis, Greenville, SC.

Windy Lovett, born December 14, 1955. Parents, Mr. and Mrs. William Lovett, New York, NY.

John Michael Gallagher, born August 11, 1955. Parents, Mr. and Mrs. John Gallagher, Philadelphia, Pa.

Cheryl Ann Jackson, born October 25, 1955. Parents, Mr. and Mrs. Clifton H. Jackson, Baltimore, Md.

Betty Ann Banasckiewicz, born December 11, 1955. Parents, Mr. and Mrs. John W. Banasckiewicz, Baltimore, Md.

Louis L. Kristan, born December 1, 1955. Parents, Mr. and Mrs. Louis L. Kristan, Butler, Pa.

Carmen Dolores Irizarry, born November 18, 1955. Parents, Mr. and Mrs. Antonio Irizarry, Brooklyn, NY.

Larry James Burch, born October 2, 1955. Parents, Mr. and Mrs. George A. Burch, Tickfaw, Ala.

Teresa M. Berryman, born December 28, 1955. Parents, Mr. and Mrs. Robert Berryman, Newark, NJ.

Jack Scott Joplin, born December 20, 1955. Parents, Mr. and Mrs. Roy W. Joplin, Dickeson, Tex.

Roy Medrano, born December 19, 1955. Parents, Mr. and Mrs. Florenio Medrano, Galveston, Tex.

Janis E. Johnson, born December 27, 1955. Parents, Mr. and Mrs. Claud N. Johnson, Springhill, Ala.

Elizabeth Cruz, born January 4, 1956. Parents, Mr. and Mrs. Juan Cruz, New York, NY.

Sonia Gay Carter, born December 4, 1955. Parents, Mr. and Mrs. Courtney R. Carter, Savannah, Ga.

John Clifford East, born January 5, 1956. Parents, Mr. and Mrs. Harry K. East, San Francisco, Calif.

Cara Lynn DeLoach, born December 11, 1955. Parents, Mr. and Mrs. Lee B. DeLoach, Chickasaw, Ala.

Mary Yvette Scramuzza, born January 4, 1956. Parents, Mr. and Mrs. Joseph Scramuzza, New Orleans, La.

Mark Kostegan, born December 15, 1955. Parents, Mr. and Mrs. Stefan Kostegan, Everett, Mass.

Brenda Carol Gibbs, born December 2, 1955. Parents, Mr. and Mrs. Kenneth E. Gibbs, Yuma, Ariz.

Margaret Karen Abrams, born January 1, 1956. Parents, Mr. and Mrs. Abner A. Abrams, Mobile, Ala.

Lewis Eugene Hartley, born November 7, 1955. Parents, Mr. and Mrs. Lewis E. Hartley, Mobile, Ala.

Elaine Marie Buzalewski, born January 3, 1956. Parents, Mr. and Mrs. Joseph Buzalewski, Reading, Pa.

Luz Garcia, born December 26, 1955. Parents, Mr. and Mrs. Armando Garcia, Brooklyn, NY.

Personals

Anthony Czczemski
Your sister wishes to let you know that her new address is 176 Carolina St., Buffalo 1, NY. The phone number is CL 8534.

Ralph Booth
Arthur W. Madsen
Letters are being held for you at the SEAFARERS LOG office in SIU headquarters.

Elmer Lamb
Write your sister Marion.

William Stewart
Get in touch with your mother as she would like to hear from you.

Donald Hicks
Contact Walter Anthony or Frank Burcell at Buckie's in Staten Island, NY. Important.

George J. Baka
Get in touch with your kid sister at the Reception Co., WAC Tng. Bn., Ft. McClellan, Ala.

Rudolfo Diaz
Contact your family in Los Banos, Laguna, Philippine Islands. They are worried about you and anxious to know your whereabouts.

C. R. Johnson
Get in touch with Mrs. Irene Seban, 135 Garfield Ave., Clementon, N. J.

John Savitsky
Contact Rose Pierchalski, 177 Smith St., Canonsburg, Pa. Your mother is ill.

Norman Elliot Butters
Ronald Ryan
Contact Seamen's Church Institute, 25 South St., New York. Messages for you are being held there.

Louis M. Deckelman
Important mail is being held for you by Mrs. W. H. Frye, 311 Tremont, Galveston, Texas.

Friends of Vic Litardi are asked to visit or write him at 13th Floor West, Veterans Administration Hospital, 23rd St. & 1st Ave., New York, NY. Visiting hours are 3-8 PM daily.

AWARDED FIRST PRIZE • GENERAL EDITORIAL EXCELLENCE • 1955 • INTERNATIONAL LABOR PRESS OF AMERICA

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

Probe Shakedown Of Seamen's Kin Via Mail Appeal

BOSTON—US postal authorities here are looking into the revival of an old racket which seems to be flourishing in the hands of chiselers preying on local seamen's families.

The gimmick used by these sharpies is to write to a man's wife or mother saying that her husband or son is very sick or in bad trouble, and needs \$50, \$75 or \$100 right away. Invariably they will say they are a friend of the husband or son and that the

money should be sent to them so that they can take care of him.

One such case was uncovered here during the last two weeks after one chiseler learned of a man's home address and wrote his wife that her husband was sick and needed \$50 right away. She sent the money, but when she didn't hear anything further, asked authorities to check.

Standing Guard



Seafarer Julian D. Delgado, AB, stands the gangway watch on the Kathryn while she is docked in New York.

Urge Caution

They found that her husband wasn't even on the ship mentioned and turned the case over to the Post Office Department on the ground that the guy had used the mail to defraud.

In this connection, SIU Port Agent James Sheehan noted, Seafarers are urged to advise their families to contact the nearest Union hall immediately if they are approached and asked to send money to a stranger. Those concerned can probably avoid financial loss as well as unnecessary heartache by taking this precaution.

Mourn Local Seafarers

Three Seafarers who were aboard the ill-fated Salem Maritime when it exploded in Lake Charles, La., have returned here still badly shaken up. Although neither Ralph Rice, Edward O'Connell or Frank Albano were seriously injured, they are suffering from shock, nervousness and minor injuries.

O'Connell and Albano have applied to the hall for new Union books and will also have to wait until the Coast Guard issues them a new set of seamen's papers before they can ship out. Rice is still at home under a doctor's care.

Ernest Belkner, Leo Kennedy, Fred Fall and James Small, all of whom generally shipped out of this hall, were among the 13 Seafarers lost in the disaster. The ship ran into this port regularly.

'Will Oppose Pact Curbs'

(Continued on page 5)

for establishment of a maritime board with full authority to impose its own terms in any maritime labor contract matter. It was this proposal which came under strong SIU fire from the start.

The committee also indicated that it would look into the operation of the subsidy program in line with SIU criticism of the present administration of subsidies. The SIU held that subsidies were being used for the benefit of a limited number of operators instead of the industry as a whole, and in some instances, Government funds were being used to shore up incompetent and inefficient operators.

The committee declared, in this respect, that "it is incumbent upon the Maritime Administration to see to it that sound and efficient management is in control of all subsidized companies."

Copies of the SIU letter have been sent to Chairman Bonner and to all the members of the Merchant Marine Committee.

Shipping Round-Up & Forecast

January 11 Through January 24

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	2	2	2	2	3	1	7	5	12
New York	81	19	45	18	67	13	193	50	243
Philadelphia	9	3	7	6	6	3	22	12	34
Baltimore	42	22	33	20	27	14	102	56	158
Norfolk	16	10	9	8	3	11	28	29	57
Savannah	3	3	0	3	2	5	5	11	16
Tampa	5	1	6	1	10	2	21	4	25
Mobile	23	4	14	3	18	4	55	11	66
New Orleans	48	14	33	16	47	11	128	41	169
Lake Charles	14	8	11	14	6	5	31	27	58
Houston	19	8	18	8	22	11	59	27	86
Wilmington	4	10	5	5	2	5	11	20	31
San Francisco	10	9	12	7	13	12	35	28	63
Seattle	14	14	9	17	9	6	32	37	69
Total	290	127	204	128	235	103	729	358	1087

Port	Shipped						Total A	Total B	Total C	Total Ship.
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C				
Boston	5	0	0	5	1	0	2	0	0	12
New York	59	11	3	28	10	2	42	6	1	129
Philadelphia	21	0	0	11	2	0	18	2	0	50
Baltimore	32	16	4	14	10	12	22	4	8	68
Norfolk	9	5	1	3	4	2	3	1	4	15
Savannah	1	1	0	3	1	0	0	0	0	4
Tampa	3	1	0	1	1	0	1	1	0	5
Mobile	6	3	0	4	1	0	7	0	0	17
New Orleans	40	5	3	21	12	7	27	8	1	88
Lake Charles	16	8	0	8	18	2	2	5	6	26
Houston	13	6	0	8	12	2	10	5	1	31
Wilmington	3	7	2	4	2	3	3	7	0	10
San Francisco	19	9	2	11	10	0	25	7	0	55
Seattle	13	11	7	13	17	3	8	11	7	34
Total	240	83	22	134	101	33	170	57	28	544

Shipping slumped during the past two weeks. The result was 868 jobs were dispatched over the counter in SIU ports, while 1087 men were registered. No appreciable change was forecast for the current period.

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.

The number of jobs shipped reflected a drop of over 300 jobs from the total of the previous two weeks. In turn, only one port, Houston, showed a real increase over its last performance, and three others, Boston, Philadelphia and Seattle, improved only slightly. Baltimore, Lake Charles and San Francisco, however, still held to a fair pace despite the overall dip.

Transfers Contributed

Foreign-flag transfers, sales of a number of ships to non-SIU companies and the added loss of one through the disaster at Lake Charles involving the Salem Maritime accounted for most of the slump.

On the basis of a seniority breakdown, class A men took 63 percent of the total jobs, class B another 28 percent and class C, which has no seniority in the SIU, grabbed the remainder. Five of the 14 ports shipped no men in class C at all.

Port Forecast

Following is the forecast port by port: **BOSTON:** Still on slow bell . . . **NEW YORK:** Very slow . . . **PHILADELPHIA:** Very little relief in sight . . . **BALTIMORE:** Quiet . . . **NORFOLK:** Slow . . . **SAVANNAH:** Remains very quiet . . . **TAMPA:** No activity . . . **MOBILE:** Should improve . . . **NEW ORLEANS:** Should stay slow . . . **LAKE CHARLES:** Good; needed help to fill jobs . . . **HOUSTON:** Fair . . . **WILMINGTON:** Holding its own . . . **SAN FRANCISCO:** Continues good . . . **SEATTLE:** Good.

DIRECTORY OF SIU BRANCHES

SIU, A&G District

BALTIMORE . . . 1216 E. Baltimore St. Earl Sheppard, Agent Eastern 7-4900
 BOSTON . . . 276 State St. James Sheehan, Agent Richmond 2-0140
 HOUSTON . . . 4202 Canal St. C. Tannehill, Acting 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
 NEW ORLEANS . . . 523 Bienville St. Lindsey Williams, Agent Magnolia 6112-6113
 NEW YORK . . . 675 4th Ave., Brooklyn HYacinth 9-6900
 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 . . . Pelayo 51-La P Sal Colls, Agent Phone 2-599F
 SAN FRANCISCO . . . 450 Harrison St. Leon Johnson, Agent Douglas 2-5475
 MARTY Breithoff, West Coast Representative
 SAVANNAH . . . 2 Abercorn St. E. B. McAuley, Acting Agent Phone 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 4-2374
 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 2-8363
 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. . . . 122 1/2 Hollis St. Phone: 3-8911
 MONTREAL . . . 634 St. James St. West PLateau 8161
 FORT WILLIAM . . . 130 Simpson St. Ontario Phone: 3-3221

PORT COLBORNE . . . 103 Durham St. Ontario Phone: 5591
 TORONTO, Ontario . . . 272 King St. E. EMPire 4-5718
 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 . . . 53 St. Davids St. Canal 7-3202
 QUEBEC . . . 85 St. Pierre St. Phone: 3-1569
 SAINT JOHN, NB . . . 85 Germain St. Phone: 2-3232

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