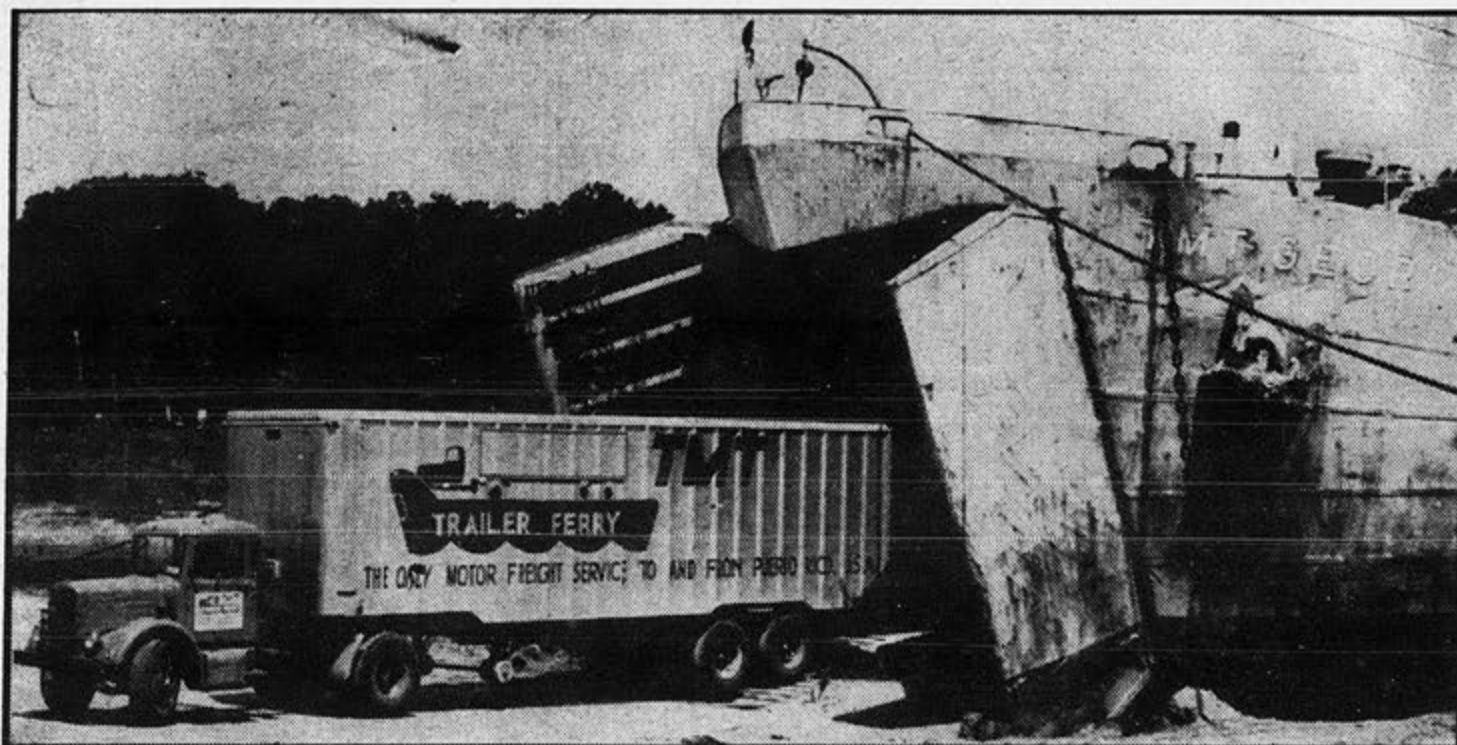


TANKER CO'S SIGN 7.1% PAY PACKAGE

—Story On Page 3

5 Hurt In Gov't Camp Explosion

—Story On Page 2



First Roll-On Service.

Just signed to SIU contract, TMT Trailer Ferry, Inc., will launch the first true "roll on-roll off" US flag shipping service next month, when Seafarers man a converted LSD, the *Carib Queen*. The ship will haul loaded truck trailers between Jacksonville, Fla., and the Caribbean islands. At left, photo shows TMT trailer-truck coming off one of the converted LST's now being used in the operation. The LST's are towed by deepsea tugs to the Islands, but the *Carib Queen*, and a sister ship to follow, will be self-propelled. SIU men will man one of the tugs next week. (Story on Page 3.)

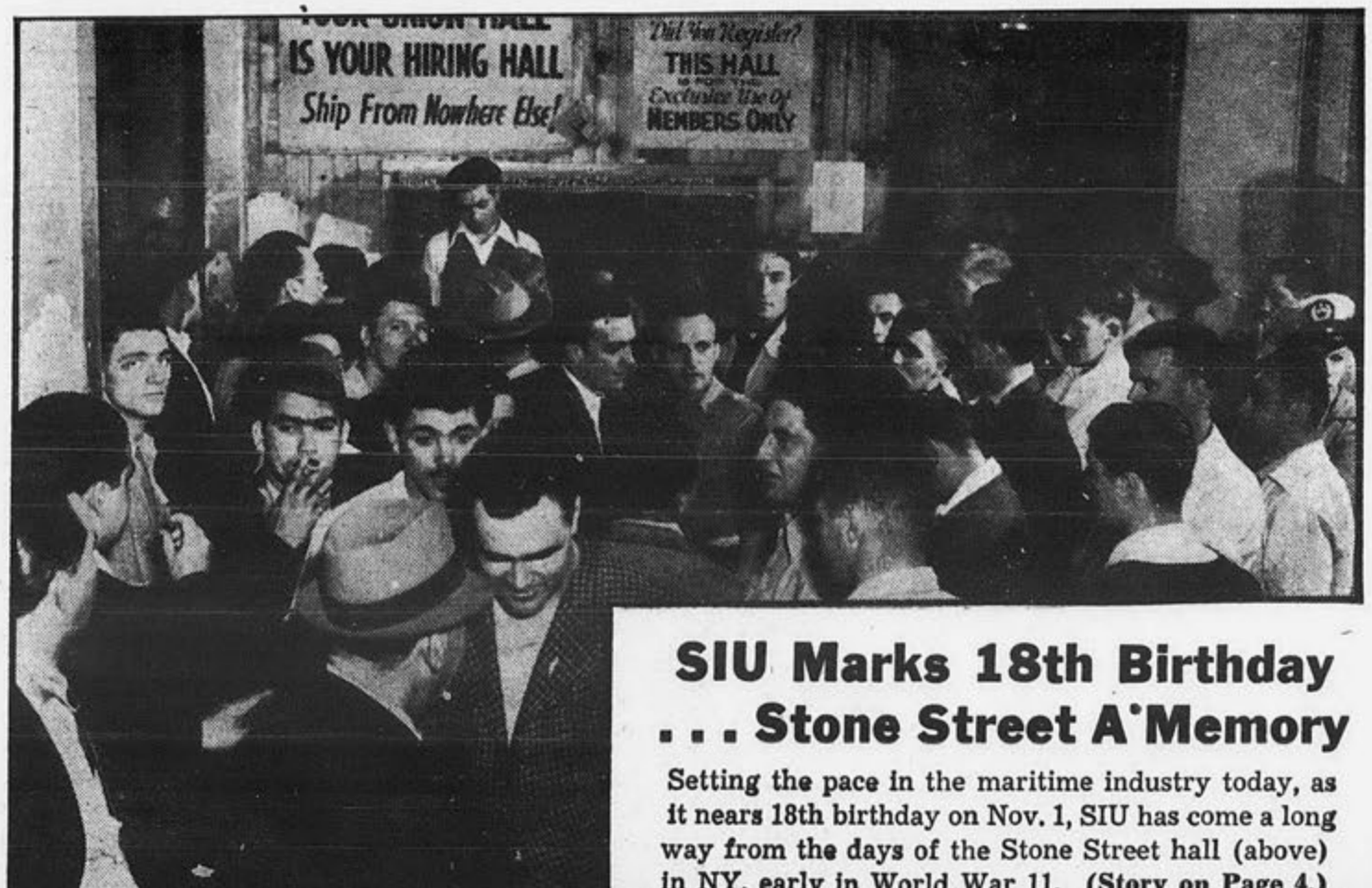
REVISED SUMMARY:

SIU Welfare Plan Benefits

For Seafarers
& SIU Families



(See Centerfold)



SIU Marks 18th Birthday ... Stone Street A'Memory

Setting the pace in the maritime industry today, as it nears 18th birthday on Nov. 1, SIU has come a long way from the days of the Stone Street hall (above) in NY, early in World War 11. (Story on Page 4.)

ILA Admits Plot To Rule SIU

HACKENSACK, NJ—ILA President William Bradley and attorney Benjamin Sterling have admitted, under oath, delivery of large cash contributions to Ray White, former SIU Tampa port agent, and Bill Higgs, expelled member of the SIU, in efforts to unseat SIU Secretary-Treasurer Paul Hall in the 1954 SIU elections. Bradley and Sterling's admissions accounted for a minimum of \$40,000 put up by outside interests to take over the control of the Union and run it for benefit of ILA and its allies.

The testimony on funds was put into the record at White's trial in Hackensack on a charge of conspiracy to murder Hall. The confessed triggerman in the case, James Cobb, is already serving a seven-year sentence in this case. White himself was acquitted last week after the jury deliberated for almost ten hours.

Cobb was the chief prosecution witness in the case, declaring that White offered him \$15,000 to shotgun Hall in his Montvale, New Jersey, home. Cobb was later arrested while cruising around Hall's home, fully armed.

Sterling, in his testimony, said he had delivered \$27,000 to White at a New York hotel to which he was driven by ILA president Bradley. In turn, Bradley said that during the period between October 1 and December 23, 1954, he met White on several oc-

casions in Tampa, Jacksonville, and at the Governor Clinton Hotel in New York. He said he arranged in the neighborhood of \$40,000 in contributions to help defeat Hall. Some of the funds came from the Marine Engineers Beneficial Association under a "mutual aid" pact with the ILA.

Among those receiving the payments, Bradley said, was Tommy Hodges, also known as Carmine Priore, who got \$3,000. Priore and Edward Taffe are still awaiting trial on the conspiracy charges as go-betweens in the murder conspiracy.

Another \$10,000, Bradley said, was given to William Higgs, who had been expelled from the SIU for aiding the International Longshoremen's Association after it was ousted from the American Federation of Labor. There were no restrictions on any of this money, Bradley said, and he never got an accounting of the funds, although one of the contributions was his own personal check for \$6,000.

Bradley was also questioned about the use of his airline credit card. At the time of Cobb's trial, the confessed triggerman said that he had traveled to New York on Bradley's card. The ILA President said he had given the card to White and his allies for use in his election campaign.

White was overwhelmingly defeated by Hall in the election, garnering a bare 266 votes despite a heavy broadside of campaign material to the ships and the ports.

White Backed By ILA Funds, Says Bradley

NEWS, THURSDAY, OCTOBER 18, 1956

Capt. William V. Bradley, president of the International Longshoremen's Association, testified yesterday at the murder conspiracy trial of Raymond White that his union contributed about \$40,000 toward White's campaign to win Paul Hall's post as secretary-treasurer of the Seafarers International Union.

While his own union fought for waterfront survival, Bradley took the stand at White's trial in Bergen County Court, Hackensack, N. J. He conceded knowing White for a number of years and admitted openly supporting White's candidacy against Hall. Hall easily won the election.

Triggerman Testifies

White, of Tampa, Fla., now car washer, had been charged with advocating, soliciting and

Delivered 27G To Defeat Hall, Says Attorney

DAILY MIRROR WEDNESDAY, OCTOBER 18, 1956

By CLAIRE CURRAN and WILFRED ALEXANDER

Labor attorney William Sterling testified Tuesday that he acted as "errand boy" and delivered a \$27,000 campaign fund to Ray White, a Seafarers International Union official, to defeat the union's secretary, Paul Hall, but he denied knowledge of any scheme to murder Hall.

He was driven to the rendezvous, Sterling said, by Capt. William V. Bradley, head of the racket-ridden International Longshoremen's Assn., who is scheduled

Reproduction of stories on White trial in NY papers last week.

Another CS Tanker Explodes; Five Injured On Gov't Camp

LAKE CHARLES, La.—Five Seafarers were injured, three of them seriously, when an explosion ripped the Cities Service tanker Government Camp at the refinery pier here. The explosion took place in No. 3 tank, ironically enough, as the Seafarers were loading dry ice into the empty tank as a safety measure.

Damage to the vessel has been estimated at \$500,000. The ship left under its own steam for a Beaumont, Texas, yard the following day.

The following are the names and condition of the injured:

Joe Wallace, AB, of Norfolk, Va., fractured heel and burns. Now in Lake Charles Memorial Hospital.

Harvey Trawick, AB, Mobile, Alabama, the most seriously injured. Trawick suffered 2nd degree burns on the face and neck, 2nd and 3rd degree burns on the hands and arms and possible fractures of the ribs and right leg. He is in Memorial Hospital.

William Owens, AB maintenance, of Warwick, Va., fracture of both heels, fracture of left foot and 2nd degree burns. He is in St. Patrick's Hospital.

Manuel Sanchez, AB, of New Orleans, released from hospital after treatment for shock and burns. Now in USPHS hospital, Staten Island, for further check-up.

J. B. Thomasson, AB, of Mobile, Ala., released from hospital after treatment for shock and burns. Ever since the Salem Maritime disaster last January in which 21 men were killed, all Cities Service tankers carrying kerosene have dry



ice placed in the tanks as a precautionary measure. The CO2 emitted by the dry ice is supposed to stabilize the kerosene.

Thrown Into Water
According to Sanchez, the five men were loading the dry ice into the empty tank. Sanchez was on the dock when the explosion came, but its violence was such that he was thrown into the water. Trawick was blown off the ship into the water between the dock and the hull and the others were blown into the air, accounting for the injuries.

The tank in question had been carrying gasoline on the previous trip, raising the question as to whether or not it was gas free at the time the CO2 ice was being loaded.

While nowhere near as severe as the Salem Maritime explosion, the blast on the Government Camp raises anew the question of proper handling of tankers while loading and unloading volatile oil cargoes.

SCHEDULE OF SIU MEETINGS

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

- October 31
- November 14
- November 28
- December 12
- December 26

Bloomfield Ship Swap Under Way

NEW YORK—The swap of Victories and C-2s arranged between the SIU contracted-Bloomfield Steamship Company and States Marine Line got underway last week.

First ship affected was the Marie Hamill, which paid off her SIU crew last week and was turned over to her new owners. Bloomfield is getting four C-2s for its five Victories and will wind up with a fleet of five C-2s when the trading is completed.

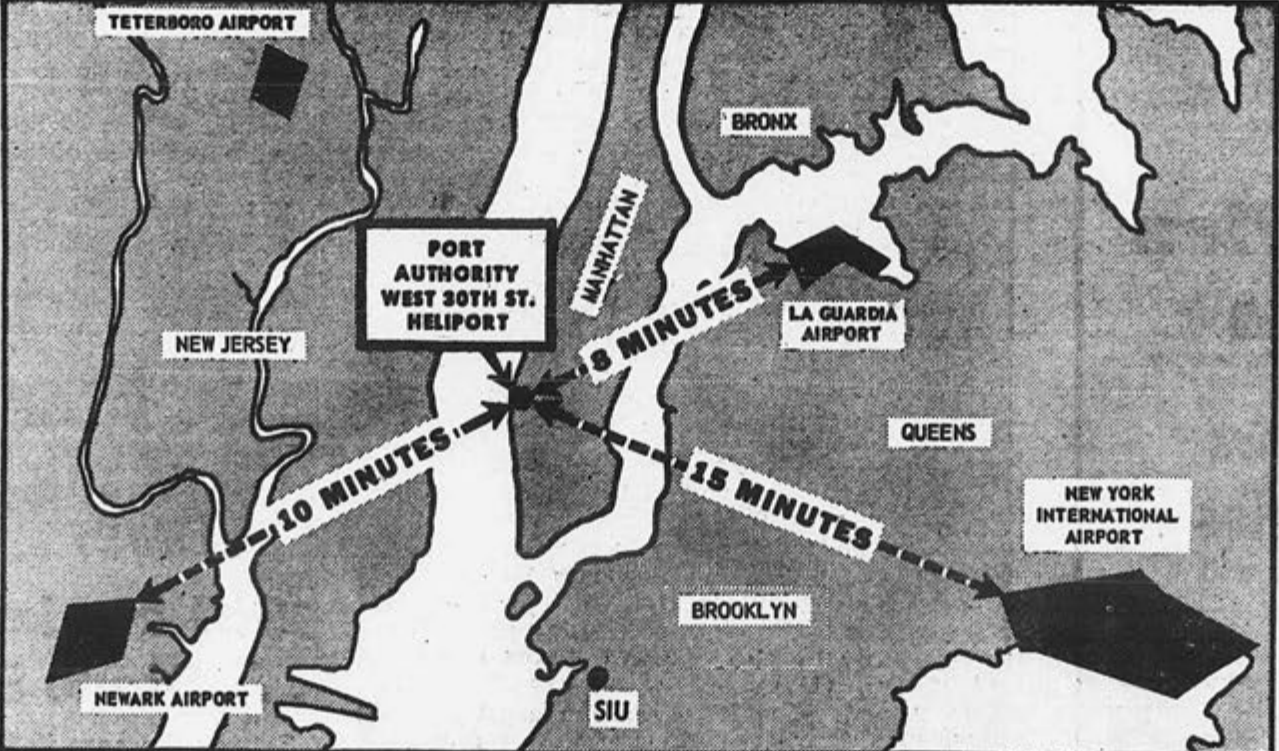
Still slated to go are the Alice Brown, Genevieve Peterkin, Margaret Brown and Neva West. Bloomfield already has one C-2, the Lucille Bloomfield.

Two New Victories
Two other Victory ships are being acquired by SIU companies at the end of this month and will pick up full crews here. They are presently manned by the National Maritime Union, SIU Assistant Secretary-Treasurer Claude Simmons pointed out, "so we'll wind up ahead on the trading anyway."

The boom in shipping that had been running strong here for months fell off considerably during the past two weeks, but the decline was expected to be only temporary.

In addition to the extra Victories, a number of other ships are due in from long runs this period and will probably pick up the slack. Seventeen ships were paid off, eight signed on and ten stopped off in transit during the last two weeks.

NY Heliport Beats Traffic Jams



Map of the New York City area showing flying time to major airports from the new Port Authority heliport, at West 30th St., Manhattan. Giant S-58 helicopters are used in the service, which cuts down long rides from airports to mid-Manhattan and rail or local transit connections. SIU hall in Brooklyn is about 15 minutes away.

SF Shipping In Good Shape

SAN FRANCISCO—Shipping is moving at a good pace in this port, about the same as the previous two weeks.

Two ships paid off from long runs, while a third, the Jean LaFitte (Waterman), signed on. The payoffs were the Wild Ranger (Waterman) and the Sea Garden (Peninsular Nav).

Ships in transit to the port, according to Port Agent Leon Johnson, were the Steel Advocate, Steel Age (Isthmian); Beauregard, Madaket, Antinous (Waterman); Lawrence Victory (Mississippi); Calmar, Alamar (Calmar), and the Ocean Eva (Ocean Trans).

SEAFARERS LOG

Oct. 26, 1956 Vol. XVIII No. 22

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

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New Tanker Wage Scale

DECK DEPARTMENT				
Rating	Old Scale	Increase	New Scale	New Over-time
Bosun	\$412.09	\$29.26	\$441.35	\$2.10
AB Maintenance	354.37	25.16	379.53	2.06
Quartermaster	324.79	23.06	347.85	2.06
Able Seaman	317.87	22.57	340.44	2.06
Ordinary Seaman	250.99	17.82	268.81	1.60
OS Maintenance	294.30	20.90	315.20	1.60
ENGINE DEPARTMENT				
Electrician	499.25	35.45	534.70	2.10
Chief Pumpman	432.99	30.74	463.73	2.10
2nd Pumpman/Eng. Maint.	432.99	30.74	463.73	2.10
2nd Pumpman/Machinist	432.99	30.74	463.73	2.10
Engine Utility	359.80	25.55	385.35	2.06
Oiler	317.87	22.57	340.44	2.06
Fireman-Watertender	317.87	22.57	340.44	2.06
Wiper	294.30	20.90	315.20	1.60
STEWARD DEPARTMENT				
Chief Steward	412.09	29.26	441.35	2.10
Chief Cook	380.32	27.00	407.32	2.10
Cook and Baker	375.32	26.65	401.97	2.10
Third Cook	331.20	23.52	354.72	2.06
Messman	242.32	17.20	259.52	1.60
Utility Man	242.32	17.20	259.52	1.60

SIU Completes Contract Talks; Tankship Co's Okay 7.1% Raise, Logging Cut

Acting rapidly on the heels of the new dry cargo agreement, the headquarters negotiating committee has already signed up the great majority of SIU tanker companies. The new tanker agreement provides for the same wage gains percentage-wise as the freight

agreement, 7.1 percent. But since the tanker ABs, firemen, oilers and some other ratings started from a slightly higher base, the dollars and

cents increase is greater. (See chart on this page.)

Signing of the tanker companies completes the SIU's negotiating business for the year. Dry cargo and passenger ship operators were wrapped up two weeks earlier without difficulty, and the tanker operators quickly fell in line.

The quick agreement on the tanker contract, in contrast to some of the hassles of previous years, reflects growing optimism on tanker shipping prospects and the healthy shipping outlook for SIU companies generally. New additions to the SIU tanker fleet are expected in the near future as evidence of the tankers' growth in importance. The signing was wrapped up in a hurry even though the SIU contract is superior in many respects to other East Coast agreements.

Included in the tanker contract are the logging limitation, the provision for the return of bodies of deceased Seafarers, increases in overtime, penalty and standby pay and all the other new clauses.

Among companies which have already signed the tanker agreement are Cities Service, US Petroleum Carriers, Trafalgar Steamship, Western Tankers, Pan Oceanic Navigation (operators of former Atlantic Refining tankships), Oil Carriers Joint Venture (Orion) and Pan Atlantic for its coastwise combination ships. The Pan Atlantic ships pay tanker rates while carrying oil.

These operators represent the

overwhelming majority of tankships under the SIU agreement. The great majority of freightship operators have already returned their signed contracts and the remainder are expected to come in within the next few days.

On the tankers, the basic wage for oilers, firemen-watertenders and ABs is \$340.44, a differential of \$3.71 over the freight agreement. Overtime rates are the same as in freighters, \$1.60, \$2.06 and \$2.10, with entry ratings getting the lowest rate and the great majority of crewmembers receiving \$2.06.

Of course, like all other Seafarers, tankermen benefit from the increases in vacation pay and improvements in the Seafarers Welfare Plan benefits.

Frank Bose Succumbs To Heart Attack

A sudden heart attack on Sunday morning, October 14, proved fatal to Frank Bose, New York patrolman and active veteran of many Union beefs. The 48-year-old Seafarer was stricken in his Seaford, Long Island, home and died before medical aid could be summoned.

News of his death was received with disbelief by Seafarers and coworkers at headquarters. One of the hardest workers on the headquarters staff, Bose was noted for his energy and persistence in handling any assignment that came his way.



Bose

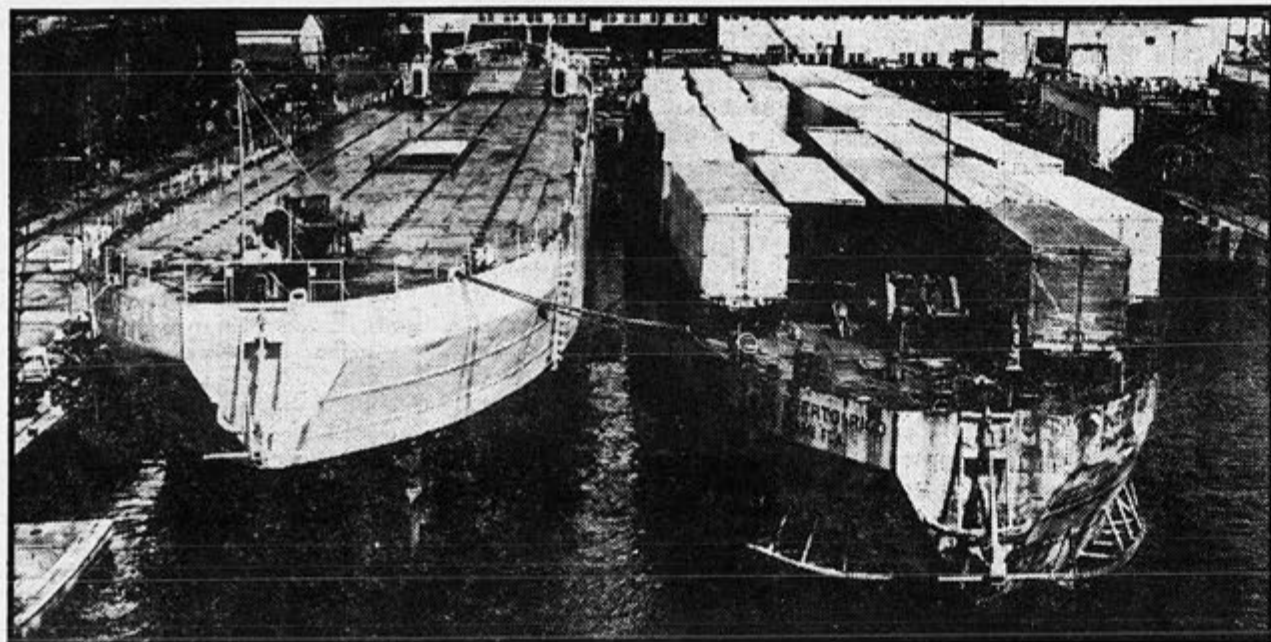
A group of about 150 Seafarers and friends attended funeral services which took place on Wednesday, October 17 at St. William of Abbot church in Seaford. Burial was at the Holy Rood Cemetery in Westbury, Long Island.

Bose was an active SIU member virtually from the day he joined the Union in 1944 in Baltimore. He participated personally in many of the beefs the Union had in subsequent years including the 1946 General Strike, the Wall Street Strike, the Coos Bay beef and others. When the Union undertook an organizing drive at the Cities Service company, Bose worked on the organizing staff and shared the credit for bringing this company into SIU ranks after a difficult campaign.

In addition to his organizing assignments at Cities Service and elsewhere, Bose served in various capacities at headquarters. He was elected as New York joint patrolman in 1955. Bose sailed in the engine department as electrician.

He is survived by his wife, Mrs. Edna Bose, and a seven-year-old son. Another child is expected in January.

Seafarers Help To Start 1st True 'Roll-On' Run



Two of TMT Trailer Ferry's LSTs are shown at dock, one fully-loaded with trailer vans. LSTs are taken under tow between Jacksonville and the islands. Self-propelled trailer-ship, the *Carib Queen*, will enter service next month. Each LST handles 55 trailers and 30 automobiles.

MOBILE—The SIU has the distinction of starting the first true roll-on operation under the American flag as members of the Harbor and Inland Waterways Division of the SIU are going aboard the V-4 *Sombrero Key* this week. The *Sombrero Key* is one of two V-4 tugs chartered by TMT Trailer Ferry Inc. to haul LSTs loaded with trailer trucks between the US and Caribbean ports.

About a month from now, A&G Seafarers will go aboard the *Carib Queen*, the first deep-sea trailer-ship under the deep sea section of the Union's agreement with TMT. The *Carib Queen*, a converted Landing Ship Dock, will make an initial experimental run to Bremerhaven on behalf of the Military Sea Transportation Service. Except during World War II when Seatrains carried tanks across the seas, no piggyback type ship has ever operated in transatlantic service.

Actually TMT has been operating for the past three years, but its LSTs have not been self-propelled. Until it chartered the V-4 tugs from the Maritime Administration the company was getting haulage from a commercial tug operator, not under contract to a deep sea union.

The two V-4s, *Sombrero Key* and *Dry Tortugas Key*, now going into service, are huge deep-sea tugs, 194 feet long and capable of a 12-knot tow. In addition, the company recently launched a small prototype trailer-ship, the *Seatruck Lloyd*, which is going on an inter-island run.

The company is betting its future as a major dry cargo operator on two converted LSDs, the *Carib Queen* being the first to come out.

SIU Voting Starts Nov. 1

Voting in the SIU elections will get under way next Thursday morning, November 1, and continue for a two-month period. Seafarers will be able to vote in all ports until New Year's Eve, December 31.

Sample ballots and biographies of the candidates appeared in the last issue of the SEAFARERS LOG. Extra copies of this issue are available in all SIU halls for the convenience of the voters.

As provided in the SIU constitution, the ballots voted will be mailed each night by registered or certified mail to a bank vault in New York.

A headquarters tallying committee will be elected at the first membership meeting after December 31 to count the votes. The committee will include two representatives each from Baltimore, Mobile, New Orleans and San Francisco.

The 8,000-ton ship will be able to carry 92 trailers, and 97 automobiles as well as 500 tons of package cargo and some tank cargo. Smaller vessels patterned after the *Seatruck Lloyd* are also in the planning stage.

The initial charter to MSTs will be a test of the ability of a true roll-on, roll-off trailer-ship to deliver goods in competition with conventional vessels. In theory at least, the *Carib Queen* should be able to carry 2½ times the cargo load of a C-2 in one year's time, because of its much faster turnaround.

Normally the *Carib Queen* will also operate in the nearby offshore trade, including South American runs.

Supplied Shore Gangs

In addition to manning the V-4s, the Harbor and Inland Waterways Division has supplied shore gangs for TMT in both Jacksonville and Puerto Rico. Approximately 226 men are employed in the shore gangs.

The TMT system includes shore-side trucking operations in Florida, Puerto Rico and the Virgin Islands. It has about 500 trailers in operation as well as tractors and trucks. The company has its headquarters in Miami.

Logs Limit Now Applies Aboard Ship

The one for one limit on loggings for missing work or watch has gone into effect on SIU ships as of October 15. Seafarers now paying off ships are advised that the loggings limit applies to that portion of the voyage taking place after the October 15 date. The SIU is currently the only union in the industry which has such a limitation.

If a Seafarer has been logged more than one for one since the effective date, such loggings are in violation of the SIU agreement. The boarding patrolman should be notified immediately so that the excess log can be lifted.

The specific clause of the agreement covering loggings reads as follows:

"Section 68. Logging. Where the master exercises his prerogative under maritime law by logging a man for missing his regular work on watch, he shall not log the man more than 1 day for 1 day. This section shall not be deemed to prejudice the authority of the master or the requirement of obedience of the crew, described elsewhere in this contract, except as specifically herein provided."

Major SIU Gains Mark Union's 18th Birthday

Approaching the Union's 18th birthday on November 1, Seafarers can look back on another year of pioneering progress on the part of the SIU. As in the 17 years that preceded the past 12 months, the SIU has not been content to stand still but has forged ahead in new areas of security and benefits for working seamen. A healthy shipping outlook for Seafarers comes as a birthday present which augurs well for the future.

Fittingly enough, the anniversary year began and ended with a number of such new advances. In November, 1955, the Union negotiated the first industry-wide health and safety program in the field. In October, 1956, the Union broke further new ground when it wrote in the contract a limit on the master's authority to impose loggings on Seafarers, and also brought the protection of hospital and surgical benefits to the dependent parents of Seafarers.

Typical Of SIU

These advances are typical of the forward-looking outlook that has characterized the SIU's operations from its earliest days.

It was actually on October 15, 1938, that the AFL convention issued an international union charter to Harry Lundeborg, secretary-treasurer of the Sailors Union of the Pacific. The SUP became the West Coast affiliate of the new international union, while the A&G District started functioning as the East Coast affiliate with a nucleus of a few hundred members transferred from the AFL Seamen's Un-

ion, a federal charter group. November 1 is usually taken as the anniversary date on this coast because that was when the A&G District started functioning.

Fought Communist Control

In its first years, the A&G District was concerned largely with basic pork chops and simple survival as a non-Communist union in conflict with the powerful waterfront apparatus of the Communist-dominated National Maritime Union.

By the time World War II began, the SIU had firmly established itself with a nucleus of major shipping companies under contract. During the war it stood firmly against ever-growing Government controls over seamen. The Union's losses were heavy in wartime—over 1,200 dead, many of them the pioneers of the organization. But the losses did not slow the SIU's momentum.

No sooner were the guns silenced than major organizing drives were launched, bringing to heel the Isthmian Steamship Company and the Cities Service Oil Company among others. The post-war era also saw major improve-

ments in the Union's shoreside facilities, culminating in the new Brooklyn headquarters in 1951 and the new Baltimore hall in 1954. Other ports also got improved facilities.

Pioneering in other areas included the first industry wide vacation plan in 1951 assuring paid vacations for every Seafarer, establishment of the Welfare Plan in 1950, since greatly expanded to provide security and protection for Seafarers and their families, and the formation of a Union-owned slopchest service in 1952.

Working on that solid base, the Union has moved ahead steadily in the past 12 months. Vacation pay, which stood at \$176 a year ago, has been increased twice to the present level of \$260. Over \$6 million has been paid out in vacation benefits, whereas seamen got next to nothing before the SIU plan went into operation.

Welfare benefits have been increased and coverage expanded. Recent gains in this area include an increase in death benefits to \$4,000, removal of the 31-day limit on hospital benefits for family members and benefits for Seafarers' parents.

'50-'50' Victory

On the legislative side, the Union scored several major victories. First was its participation in the successful fight to defend the "50-50" law. Then there was the startling upset of the Louisiana "right to work" law in which Seafarers played a major role. Passage of a 100 percent ship mortgage bill followed vigorous intervention in its behalf by the SIU. Under this bill Arnold Bernstein Lines will shortly let a contract for construction of its first low-cost passenger liner.

Also in this area was the Union's success in winning unemployment insurance benefits for class B and C seniority men. As a result of Union legal action in the past year, two states, Delaware and Alabama, have liberalized their interpretations of the 60-day clause of the contract. A third case is pending in Louisiana.

Internally, the Union made significant headway in its shipboard feeding program and won approval for a revision of steward department working rules to eliminate many grievances in that department. First steps were taken toward a constructive shipboard safety program with crews of all SIU ships submitting their suggestions on safety. Seafarers also voted new amendments to the constitution designed to strengthen safeguards around Union balloting.

INQUIRING SEAFARER

Question: The port agents conference asked the membership to express opinions on the following: (a) Should the time of the meeting be changed from the present 7 PM hour? (b) Should the meetings be on a once-a-month basis? What do you think?

Al Triano, MM: Twice a month is okay, and I'm also satisfied with the present arrangements on the time. The average member doesn't get to too many meetings as it is. If meetings are only once a month, things will come up and special meetings will have to be called.



Edgar Anderson, AB: I figure about 6 PM would be the best hour as it would allow enough time to set up the chairs and get things ready. Once a month would be all right too, because past experience has been that there's not enough new business every two weeks to justify a meeting.



Ed Derhak, 2nd cook: I think we should have meetings in the afternoon. Anytime after the 4 PM job call would be satisfactory, so men don't have to hang around for three hours. Otherwise, I feel we need the meetings every two weeks to take care of Union business.



James F. Byrne, MM: The present system of every two weeks is satisfactory. Meetings are needed that often to take care of Union affairs. I find the 7 o'clock hour reasonable because I have time to have dinner before the meeting starts. It also ends early enough to do anything you want.



Harry Baum, OS: I would leave the time of the meeting as it is, at 7 o'clock. However, I think the meetings should be changed to once a month. If that was done, you wouldn't have so many men missing meetings because a man would figure on being there for that particular night.



John Abraham, AB: Meetings once a month would be better. That's often enough to take care of all the usual business. An earlier hour would be an improvement, say around 5 o'clock, so men don't have to go home and come back later for the meetings.



Early Atom Ship Start Ordered; Ready In 1960

WASHINGTON—A speed-up in construction of the atom merchant ship has been ordered by President Eisenhower.

The president directed the Department of Commerce and the Atomic Energy Commission to proceed "as rapidly as possible" on the project, for which Congress has already appropriated the necessary funds.

To be built jointly by the AEC and Maritime Administration, the ship will be capable of carrying 12,000 tons of cargo and 100 passengers. It will be 595 feet long, 78 feet in the beam, draw 30 feet of water, and have a service speed of 21 knots.

The ship will be powered by a 20,000 HP pressurized water reactor which will cost more than half of the \$46½ million limit which Congress has set for the vessel's construction. The reactor, to be built by the AEC, is expected to be completed in 39 months.

Since the reactor will not be classified as secret, it will be possible for engineers and others all over the world to study it. Thus the ship will be a floating showcase as well as a floating laboratory for the

study of atomic power use in ocean transportation.

Certain to revolutionize the shipping industry when it finally gets into mass production, the atomic merchant ship will have these advantages over the conventional type:

- It will be able to operate on longer runs at higher sustained speeds.
- It will be able to carry more cargo because of less fuel space.
- It will have to spend less time in port because it will be able to operate for longer periods without refueling.

The US has been talking about construction of the vessel since the spring of 1955 but it was not until this year that Congress appropriated the funds.

The only atom-powered ships now in existence are the Nautilus, which was launched in January, 1954, and its sister submarine, the Sea Wolf.

Quick Crew Action Nips Republic Fire

Two crewmembers were hospitalized with serious burns and a third was also singed when fire broke out aboard the Trafalgar tanker Republic during the early morning hours of October 7, while the ship was in the port of Santos, Brazil.

Chief mate Joseph Sawaska and chief pumpman Lester P. McHugh both suffered first, second and third degree burns and were hospitalized in Santos for an indefinite period. AB Robert A. Eaton suffered third degree burns about the arms. He was briefly hospitalized and then returned to the States.

Damage Is Slight

Thank to quick action by the SIU crew, damage to the ship was confined to a few charred bulkheads. She was able to proceed to Curacao after only a slight delay. She had been taking on ballast in Santos

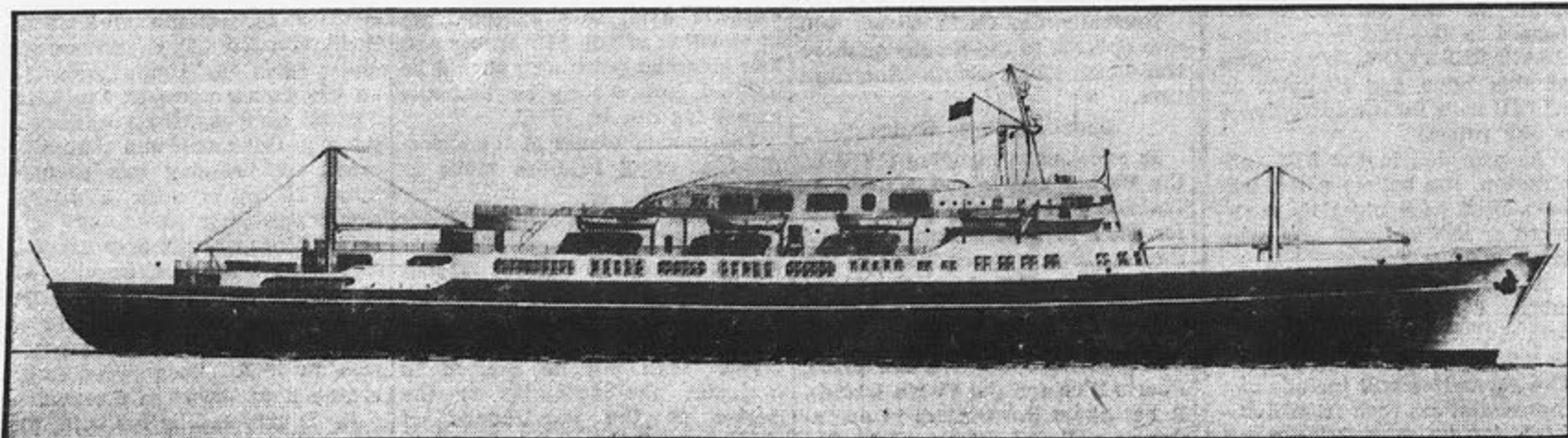
after discharging oil from the Venezuelan fields.

In a first-hand report of the episode, chief steward Juan S. Rueda wrote to the LOG: "It was about 3 AM when I heard the bell ringing and when I got to the deck I saw the ship afire. The first thing I did was to get the boys to get the hoses out, and they really stood their ground and fought the fire like true SIU members. It makes me very proud to be a member of a crew like this—a real SIU crew."

Crewmembers who participated in the fire-fighting were: William R. Berryhill and Luke Easter, ordinaries; Charles Copeman, AB; Steward Stag, wiper; Richard Doren, bosun; Manuel L. Paz, FWT;; Paul Zolubos, oiler; Ramon Perez, 3rd cook; Leonides Lopez, chief cook, and Rueda.

Be Sure To Get Dues Receipts

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



Lack of smokestack is major outward distinction of the atom-powered passenger-cargo ship which US will build. Vessel will be 595 feet long, 78 feet in the beam and have a 21-knot service speed.

MEET THE DELEGATE

The backbone of every SIU ship is its delegates. These Seafarers, elected by the crew, are volunteers who represent the crew to the officers, defend the Union agreement and shoulder the responsibility of keeping a crew happy and beefs to a minimum during a voyage. The success of a voyage often hinges on these efforts.

FRANK PANETTE, FWT

When it comes to being a delegate Seafarer Frank Panette's experience is of pretty recent vintage. As a matter of fact, he confesses he was a bit bewildered when the job of engine delegate was first tossed into his lap. But he sank his teeth into it and by now, according to those who've seen him in action, he handles it with dispatch. Panette started sailing with the SIU back in 1946. He had just emerged from a two year Army hitch in 1953 when he was handed the engine delegate's job on the Steel Artisan because "nobody else wanted it." While he was in service an entirely new agreement was signed, one that was virtually rewritten from start to finish. "I had to start all over again learning the agreement. I hung onto the job for a while and then turned it over to another crewmember."

He firmly believes that delegate's jobs should be rotated frequently—not just from trip to trip but even in the middle of long offshore runs. "It keeps anyone from

getting the idea he's a wheel," he said, and in turn, it keeps the crew from depending too heavily on any one person to represent them.

A calm, level-headed personality is the most important asset any delegate can have, he thinks, more important than knowing every "p" and "q" in the agreement. If there is any dispute about a clause of the agreement, he points out, the patrolman can always take care of the disputed OT at the payoff. But if a delegate is constantly at loggerheads with the officers and his shipmates, it makes for a miserable voyage all around.

A delegate, he agrees, also has to toe the line just a trifle better than the rest of his shipmates if he is to command any response.

Panette ships regularly out of New York, usually on the Robin Line runs to South and East Africa. Liner runs like these, he finds, are a lot easier on a delegate because the mates and engineers have been living with the SIU agreement a long time and know the score.

The trouble comes when a new company is signed and Seafarers have to deal with officers who are unfamiliar with the contract. That's where the need for calmness and patience becomes most important on the part of delegates and other crewmen.



Panette

P-A To Lengthen C-2s For Trailership Fleet

WASHINGTON—Seafarers may be riding a whole fleet of "lift-on" ships under a revolutionary plan for converting part of the Waterman C-2 fleet to piggyback operation. A spokesman for the Waterman-Pan Atlantic Steamship Corp. has announced that the plan would involve the rebuilding of at least eight C-2 hulls. As many as 20 of the C-2s may be affected, in the long run virtually putting an end to Waterman's offshore runs with the exception of the Puerto Rico service.

The new Waterman program, as outlined by L. A. Parish, company general manager, would set aside, for the time being, plans for construction of seven new roll-on, roll-off ships previously contemplated by the company. Instead the C-2s would become "lift-on" ships, in a fashion similar to the four piggyback tankers Pan Atlantic already operates in the coastwise trade.

Parish told an Interstate Commerce Commission hearing that each C-2 would be cut apart and a new section added, making the ships 60 feet longer. The conventional deck booms would be replaced by movable cranes. Cargo holds and tween-deck spaces would be modified so that trailer bodies could be lowered through oversize hatches by the cranes and then locked into place as is now done on the decks of the converted tankers. Other trailers would be locked into place on top of the first layer of trailer bodies.

The advantages seen for this system are a considerable cost saving over building new ships and a re-

duction in cargo moving costs. Also, a "lift on" service would not require the special terminals needed for roll-on ships.

For example, Parish said, each C-2 could be converted at an estimated cost of \$1½ million. Therefore seven of the C-2s could be made over for the price of one new ship.

Speedy action is planned by the company on the new program. The first of the C-2s should go into the shipyard within 90 days and be ready for operation in six months. Most of the ships will be ready for service within a year. Each ship will be able to carry 240 35-foot trailer-bodies compared to 286 bodies which would be carried by true roll-on ships.

Trailerships Stymied

The trailership program has been stymied for some time now, and one of the reasons has been the increase in construction costs over the past year. Steel price rises also threw a monkey wrench into the new construction program.

Construction of new ships also would have left the company with its aging C-2s on its hands. As presently operated, they do not fit into the company's plans for major emphasis on coastwise and inter-coastal service.

Before coming up with its C-2 conversion program, the company had sought Congressional approval for a proposal to charter 20 tankers from the Government and to trade in 20 of its C-2s toward the construction of ten supertankers. The tankers would have had flight decks for carrying truck trailer bodies. This bill died in the last session of Congress.

While it was working on plans for roll-on and piggyback ships, the company put into service two converted T-2 tankers, capable of carrying either oil, truck trailer bodies, or both on the coastwise run. Apparently the service offered by the first two ships, the Almena

and the Ideal-X, has been successful because two more ships, the Maxton and the Coalinga Hills, have been added to the run.

Waterman's present offshore runs consist largely of MSTs charters and voyages under charter to other shipping companies. There have been many indications that the company's new owners would like to get out of the offshore business.

US Studies Souping Up 400 Ships

WASHINGTON—As a result of the successful trials of the recently-reconditioned John Sergeant, the Maritime Administration is considering similar face-lifting treatment of 400 other Government-owned Libertys now in reserve fleets on all three coasts.

The John Sergeant, with the aid of a redesigned bow and a gas turbine engine, did 18 knots at her recent trials. The MA feels this shows that Libertys are a long way from the scrap heap stage.

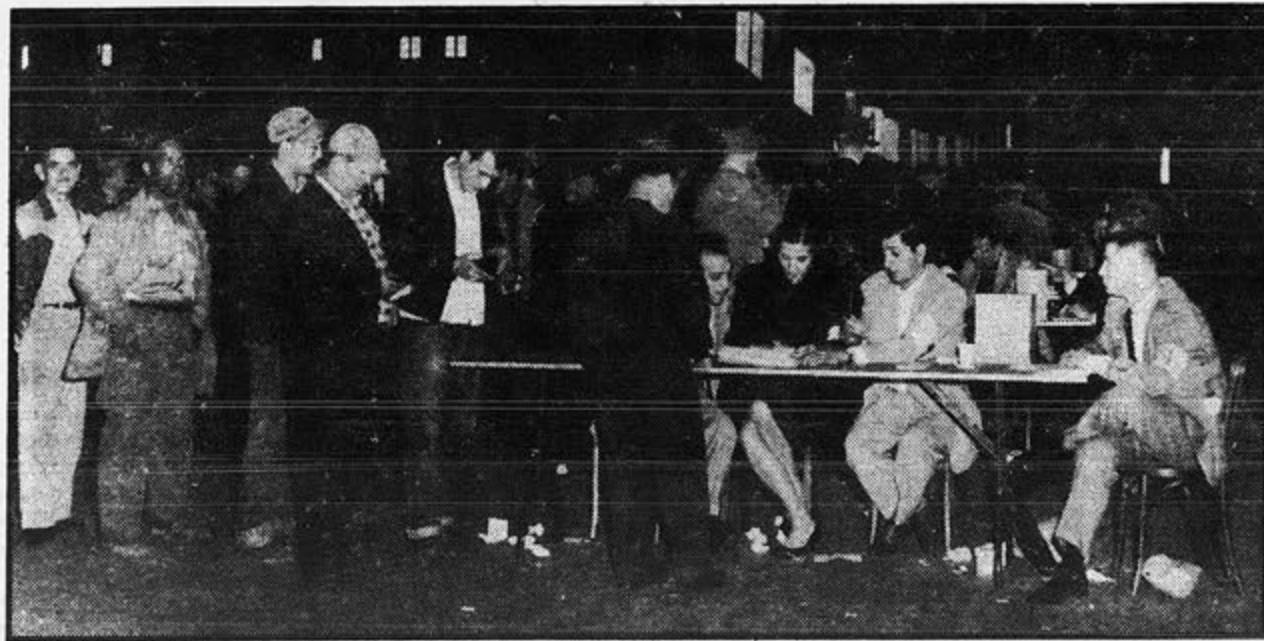
At present the 1,400 Libertys in the reserve fleets can make only 9-10 knots, and therefore would have little wartime value since the speed of any convoy must be cut down to the speed of the slowest ship.

Under present plans, the MA would give 30 to 40 Libertys a year more modern propulsion plants, and in 10 years have a fleet of laid-up freighters suitable for meeting a national emergency.

The MA is experimenting with other ways of hopping up the old Libertys, but so far the working over of the John Sergeant has been the most successful. However another Liberty, the William Patterson, is now being given a free piston gas generator-turbine, and the MA is waiting to see if this ship will better the John Sergeant's record.

Two other reconditioned Libertys failed to make the John Sergeant's speed. These were the Benjamin Chew, which did 15 knots after a steam turbine installation, and the Thomas Nelson, which did 17½ knots after new geared diesel engines were installed.

'Will Continue Fight For Decent Dock Union,' Meany, IBL Declare



Longshoremen show their voting cards to National Labor Relations Board employees before entering voting booths in Brooklyn armory. It was only true secret ballot election men have had in past 2½ years.

AFL-CIO President George Meany has announced the merged labor movement's continuing support of the International Brotherhood of Longshoremen in its long-range fight to give decent trade unionism to longshore workers. President Meany made his position clear immediately after results of the October 17 National Labor Relations Board bargaining election became known. The IBL showed substantial strength by taking 40 per cent of the vote. The IBL got 7,428 votes to 11,827 for the AFL-expelled International Longshoremen's Association. Not yet counted are 1,170 challenged ballots.

Meany said: "One thing is certain—that the AFL-CIO will never desert the longshoremen who want a decent trade union, nor will we ever consider reaffiliation of the old ILA until it has met the conditions laid down at the time it was expelled."

The AFL-CIO president said

that the vote showed that "a substantial portion of the membership of the ILA are so fed up with the way the ILA conducts itself that they are willing to vote against the union to which they pay dues."

The Meany statement was made simultaneously with the announcement by Larry Long, IBL President, who said that "despite every obstacle presented by a coalition of the mob and the shipowners and the deliberate last-minute stab in the back by the head of the National Maritime Union (Joe Curran) who aligned himself with this coalition to defeat the interests and welfare of the longshore worker, 40 percent of the men demon-

strated their determination to have a union—the IBL."

Long's reference to the Curran "stab-in-the-back" resulted from a public statement by the NMU head two days before the election in which he openly supported the ILA. Although he had been quietly serving in the ILA camp, Curran's open endorsement of the racket-ridden ILA shocked the AFL-CIO organization because it was a direct break with policy laid down by the Federation. It was particularly shocking because of Curran's position as a member of the AFL-CIO Executive Council

(Continued on page 13)

Need More Men To Fill Seattle Jobs

SEATTLE—Shipping here remains good, although a low backlog of men registered for jobs is making itself felt.

An equal number of men registered and shipped during the last period. In the previous period, three times as many men were shipped as registered, thus practically clearing the beach. Only 50 Seafarers were on hand for the last membership meeting, Port Agent Jeff Gillette pointed out. As a result, job calls for replacements have been sent on to San Francisco and Wilmington.

The shipping picture itself looks good, with the payoffs of the Afoundria (Waterman) and the Ocean Dinny (Ocean Trans) due this week, and the Lewis Emery, Jr. (Victory Carriers) slated for next week, plus the usual Waterman and Calmar in-transit ships.

Payoffs during the last two weeks were the Kyska (Waterman) and Natalie (Intercontinental Trans), both of which signed on again. The Flomar and Calmar (Calmar), as well as the Wild Ranger and Madaket (Waterman) arrived in transit. All of them came in clean.

Speak Out At SIU Meetings

Under the Union constitution every member attending a Union meeting is entitled to nominate himself for the elected posts to be filled at the meeting—chairman, reading clerk and recording secretary. Your Union urges you to take an active part in meetings by taking these posts of service.

And, of course, all members have the right to take the floor and express their opinions on any officer's report or issue under discussion. Seafarers are urged to hit the deck at these meetings and let their shipmates know what's on their minds.

With SIA families..



Happy to be here is Felis Vito, 9 months, of Shubuta, Miss. Dad Felix is on the Barbara Frietchie



Astello Ann, 6 months, says hello from New Orleans. Dad is A. D. Muentes.



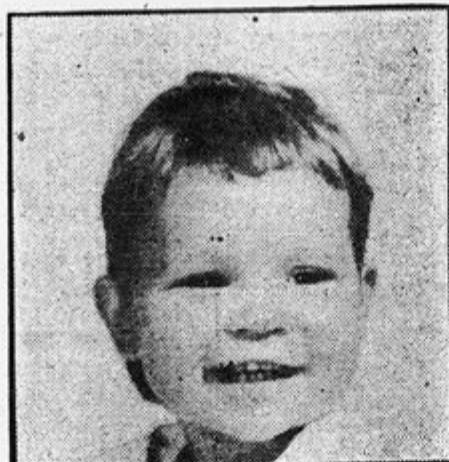
Actions speak louder than words with Debra, 1, of Jersey City. Dad is Geo. Butenkoff.



A proud horseman is Johnny Baxter, 4 1/2, son of Merton Baxter of New Orleans.



Greetings from Puerto Rico, says Mrs. Genaro Lopez, with daughters Olga, 2, and Mirta, who's almost 4.



Jolly smile identifies Jean Ellen Eckerl, 1 1/2, of New York. Brother, Francis, is below, left.



Joanne, 2 1/2, takes good care of sister, Cheryl, 1, while dad Joe B. Brown is away from NY.



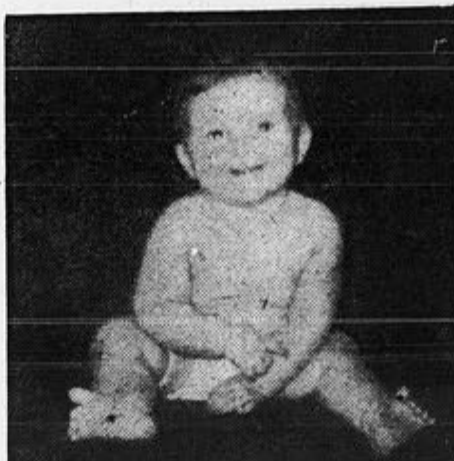
Pearl River, La., is home for this cowgirl, Maria Ann Swilley, 11. Dad is on the Del Mundo.



This smiling 5-year-old is Francis E. Eckerl, son of Raymond Eckerl, who's now on the Steel Rover.



A belle of Virginia is Susan Elaine Blevins, 3 1/2, of Richmond. Ed Blevins is her dad.



You can't miss that smile when Debra Lae, 1, pours it on. Dad is L. D. Lae of NO.



Sis and dad, Billy B. Darley of Brunswick, Ga., present newcomer Billy F., 6 months, to the world.



Nina Marie Fontenot, 1 1/2, strikes a serious pose at home in Mamou, La. Dad is Clement A. Fontenot.



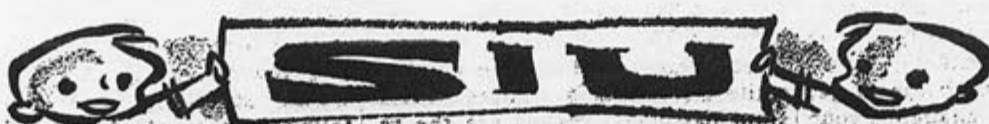
Meet Bruce Baxter, 1, brother of Johnny (top, far right).



Outdoor boy Dennis, 2 1/2, of NYC, is John Rivera's son.



Cute-looking twosome are Idalia, 4, and Edwin, 3, both youngsters of Julio Torres of Caparra, PR.



YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

Money Squeeze On Homes, Rentals

Looking for a roof to cover your family's head? Then you're in a real squeeze between scarce mortgage money, the slow-down in home building and rising interest rates on the one hand, and steadily-increasing rents on the other.

Moreover, bankers and builders are demanding that the Administration again raise the interest rate on VA and FHA mortgages from the present 4½ and 5 per cent respectively, even though the rate was raised three years ago. The country's biggest builder, William Levitt, who has been urging another boost to loosen up mortgage money, recently sounded out Government officials and reported his impression the Administration would raise the rate again after the election.

At the same time, rents are reaching for the sky. The nationwide vacancy rate is at a low 2.2 per cent rate and landlords are demanding still more money. In Detroit, Chicago, Cleveland and Minneapolis, average rents already are from 40 to 50 per cent higher than before the Korean war. In Houston, Los Angeles, San Francisco, Portland and several other towns, they are up to 30 to 40 per cent. (In comparison, rents in New York and Philadelphia, which still have controls, are up only 16 to 18 per cent.)



But a family seeking a house of its own now finds that (1) fewer lenders will give a mortgage at the Government-guaranteed 4½-5 per cent rate, but want 5 to 6; (2) lenders are willing to give mortgages for more than two-thirds of the appraised value of already-existing homes (resales); (3) thus more buyers are under pressure to take out second mortgages which carry effective interest rates of 8 per cent and higher; (4) fewer moderate-price new homes are available because builders, unable to get large-scale financing, devote their facilities to fewer but costlier homes. In fact, builders threaten that only about half as many houses will be built next year as in recent years.

Builders like Levitt who are pressing for a raise in interest rates are doing you no favor. They have made huge profits through Government-guaranteed home financing because the inflated tags on their houses have been masked by long mortgages. If the tag on a house rose from \$12,000 to \$15,000, stretching the mortgage from 20 years to 30 kept the monthly payments near the same level.

Unless the Government takes more energetic and less-costly steps to relieve the money shortage than it has, a home-seeker is in a dilemma. Let's canvass the potential financial strategy a family in urgent need of a house might use in this situation.

1—Existing houses on the market are moving slowly because of the scarcity of mortgage money. Thus, a buyer is in a better bargaining position if he can arrange the financing. The likelihood is that you may have to do some extra looking to get a mortgage for more than two-thirds of the value, and at a rate under 6 per cent. It will pay you to try as many savings institutions, mortgage and insurance companies as you can reach, because lending policies and availability of funds vary.

If you can raise the sizable down payment required on older houses, through personal or family resources, your chances of getting a moderate interest rate are even better. You may be able to take over the existing mortgage with its lower rate not now obtainable, without refinancing. If not, see if the seller will take a short-term second mortgage for part of the down payment at a rate under 6 per cent. But avoid any second mortgage requiring a "discount"; meaning, you sign a mortgage for \$5,000, say, but get only \$4,500.

2—Your mortgage prospects are improved if you can undertake larger monthly payments and a shorter repayment period. Lenders are more likely to insist on discounts on 30-year mortgages than for those which will be repaid in 20 years. Shorter-term mortgages also reduce the total interest you pay. An increased payment on your house actually is the most profitable safe investment a moderate-income family can make. Your savings invested in your own home earn you 5 to 6 per cent, compared to the 3 or 4 earned by bank accounts, bonds, insurance policies, etc. Figure that each \$1,000 of down payment saves you \$800-\$900 interest on a 30-year mortgage. Or by undertaking larger monthly payments and a 20-year mortgage instead of 30, you can save \$3,600 to \$4,200 on the interest cost of a \$12,000 mortgage.

3—Some insurance companies arrange mortgages if you buy a life-insurance policy. Their interest rate is comparatively reasonable, but you must undertake an insurance policy which you may or may not need. Moreover, some insurance companies won't sell you plain term insurance with a mortgage, but insist you take a costlier straight-life or an even more expensive endowment policy.

4—As well as the interest rate and discount fees, watch out for excessive closing costs, increasingly used by lenders as a concealed interest-rate rise. Families who earlier bought homes with 4-5 per cent mortgages should realize they now have an extra value in that low rate. It is wise to avoid refinancing at a higher rate. Some lenders, as insurance companies, promote the idea of refinancing your home to get extra cash for other purposes. If you are considering changing your home, note that you may have to pay a higher rate on another house.



Covered with oil, Seafarer Thomas C. Deale, fireman, (right) is treated by doctor after being burned in Alcoa Corsair fire. Above is group of injured Seafarers shown at Charity Hospital. Kneeling (l to r) Edward Smith, Cyril Sawyer; seated, Remberto Duo. Standing (l to r) Maurice McCatty, Gaspar Noto and Edward Gilbert.

Corsair Faces Month Lay-Up

As a result of the explosion and fire which ripped her on October 6, killing one engineer and injuring 11 Seafarers, the Alcoa Corsair will be laid up for at least another month.

So far the complete extent of the damages has not been determined, but is estimated by the company to be in the neighborhood of \$500,000. The ship is being repaired in New Orleans by the Charles Ferran Company but just how long the job will take will depend on the extent of damages and the ability to obtain replacement parts.

Meanwhile, the Coast Guard has held a preliminary hearing on the disaster and has questioned the hospitalized crewmembers, master, chief engineer and third assistant. The explosion, believed caused by a faulty fuel line, ripped the ship while she was docked in New Orleans seven hours before sailing time. The resulting flames were brought under control within an hour, and although the holds did not catch fire and some 5,000 barrels of crude oil were untouched, damage to the ship was heavy.

No passengers were aboard the ship at the time and only one-third of the regular crewmembers. Of these, most of the 11 Seafarers who were hospitalized were released by the following Monday.

Unemployment in Michigan has reached a ten year record high of 273,000, according to state Employment Security Commission records. A slowdown in 1956 auto-

LABOR ROUND-UP

A new 2½-year contract, agreed to by the Metropolitan Life Insurance Company, is now being ratified by locals of the AFL-CIO Insurance Workers of America. The contract, covering the company's agents in New Jersey, Pennsylvania and metropolitan New York, increases the guaranteed weekly minimum from \$60 to \$70, provides vacation pay in lieu of vacation time for agents on temporary disability, and improves the retirement plan by permitting an agent with 20 years of service to retire at 55 with 60 percent of his normal pension plus \$25 a month.

mobile production and related supply industries is one of the main factors in the Michigan employment picture.

When AFL-CIO Teamsters walked out on a Newark, N.J. warehouse recently, they were striking for higher wages, but at the same time they created a furor among the state's Republican leaders by tossing a monkey wrench into the GOP propaganda machinery. By walking out, the strikers tied up the warehouse's contents—some 200,000 brand-new "Ike-and-Dick" buttons.

The threat of "robot" New York City subway trains, that will run without conductors, guards, towermen or even motormen, has brought strong protests from the Transport Workers Union. Declaring that the union would resist the move, President Michael J. Quill said on a recent TV program that more, not fewer, workers are needed on the subways in the interests of safety. Quill asserted that the dangers involved in riding the subways, particularly during the late hours, had already caused a drop in subway patronage and revenues.

A package increase valued by the union at nearly 32 cents an hour has been won by the United Steelworkers of America in new three-year contracts with the Buffalo Forge Company and its Buffalo Pumps Division. Some 950 production and maintenance workers are represented by USW Local 1874 at Buffalo Forge, and about 100 are represented by USW Local 3732 at Buffalo Pumps.

Strap Two More C-3s

Following the recommendations of the American Bureau of Shipping, SIU-contracted operators have so far completed the strapping of two C-3s of the SIU dry cargo fleet and are currently at work on the strapping of two others.

Already completed are Isthmian's Steel Recorder, which has left the Newport News yard in Virginia, and Robin Line's Robin Trent. Isthmian has put the Steel Fabricator into the Alabama Drydocks while Robin expects the Robin Gray to be completed by next month.

Isthmian has 24 C-3s in its fleet while Robin has 6. Three Mississippi passenger vessels are the remaining C-3s under SIU contract.

All told, there are about 80 welded C-3s in service under the US flag.

The ABS has recommended the reinforcing of welded C-3s both around the hatches and on the outside of the hulls. The square-hatch corners on these ships are considered to be a basic weakness and the ABS has asked that the corners be rounded off or reinforcing bars installed.

A few years ago ABS ordered similar strapping of T-2 tankers following a spurt of tanker break-ups.

SEAFARERS WELFARE PLAN

Digest

INCLUDING ALL
NEW BENEFITS
AS OF OCT. 15, 1956

**Hospital room
and board**



**Hospital
extras**



Surgical



**Doctor calls
at hospital**



**Payment in
hospital**



Maternity



BENEFICIARIES

Seafarer's wife and unmarried children under 19; dependent parents of a Seafarer

Seafarer's wife and unmarried children under 19; dependent parents of a Seafarer

Seafarer's wife and unmarried children under 19; dependent parents of a Seafarer

Seafarer's wife and unmarried children under 19; dependent parents of a Seafarer

All Seafarers in hospitals for more than 1 week

All Seafarers

BENEFITS

\$10 per day room & board

Maximum of \$100 for first 31 days, thereafter maximum of \$200

Maximum of \$300 (see surgical schedule)

\$4 per day—maximum of 31 days

\$21 weekly

\$200 plus \$25 bond

PROVISIONS

Payments continue for as long as hospitalized after first \$50 of expenses

This benefit goes with benefit above, benefit below or both

\$50 deductible does not apply to this benefit

Benefit paid only to non-surgical cases and the \$50 deductible provision does not apply to this

Payments continue during entire period of hospitalization

Payment made for each child born; duplicate payments for multiple births

ELIGIBILITY

Seafarer must have worked 90 days in preceding calendar year and 1 day in previous 90 days aboard SIU-contracted ships








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Seafarer must have worked 90 days in preceding calendar year and 1 day in previous 90 days aboard SIU-contracted ships

Seafarer must have worked 90 days in preceding calendar year and 1 day within previous 90 days aboard SIU-contracted ships; marriage license, birth certificate of child

<p>Disability pension</p> 	<p>All totally disabled Seafarers regardless of age</p>	<p>\$35 weekly</p>	<p>Payments continue during entire period of disability</p>	<p>Seafarer must have worked 90 days in preceding calendar year and 1 day within 90 days of applying aboard SIU-contracted ships. Discharges showing 12 years of seafaring aboard ships where SIU furnished crewmembers</p>
<p>Death</p> 	<p>All Seafarers</p>	<p>\$4,000</p>	<p>Covers death at sea or ashore</p>	<p>Seafarer must have worked 90 days in preceding calendar year and 1 day in previous 90 days aboard SIU-contracted ships; death certificate</p>
<p>Scholarship</p> 	<p>All Seafarers and children of active or deceased Seafarers.</p>	<p>\$6,000 per student over a four-year period</p>	<p>Four years of schooling; graduate work if student qualifies. Five awarded annually, one of which is reserved for a Seafarer</p>	<p>Three years of discharges from SIU-contracted ships by Seafarer applying or by father of child applying; upper 1/3 of class; transcript from high school</p>
<p>Special equipment benefit</p> 	<p>All Seafarers</p>	<p>Special aids necessary for recovery not provided by hospital</p>	<p>Benefit provided upon approval of trustees, after survey of need</p>	<p>Seafarer must have worked 90 days in preceding calendar year and 1 day in previous 90 days aboard SIU-contracted ships</p>
<p>Unemployment and meal book program</p> 	<p>All Seafarers</p>	<p>Unemployment benefits and meal book credit</p>	<p>Facilities available in all SIU port offices</p>	<p>Seafarer must have worked 90 days in preceding calendar year and 1 day in previous 90 days aboard SIU-contracted ships</p>
<p>Seafarer dormitories</p> 	<p>All Seafarers</p>	<p>Provision for sleeping; showers, laundry, etc.</p>	<p>Facilities available in most SIU port offices</p>	<p>Seafarer must have worked 90 days in preceding calendar year and 1 day in previous 90 days aboard SIU-contracted ships</p>
<p>Seafarer training school</p> 	<p>All Seafarers</p>	<p>Upgrading training at no cost to Seafarer</p>	<p>School operates on two week program in Mobile, Alabama</p>	<p>Seafarer must have worked 90 days in preceding calendar year and 1 day in previous 90 days aboard SIU-contracted ships</p>

NOTE 1: The Welfare Plan also provides movies for showings at US Public Health Service hospitals.

NOTE 2: The first of four SIU health centers is now being established. Details will be announced later.

Baltimore Job Outlook Good

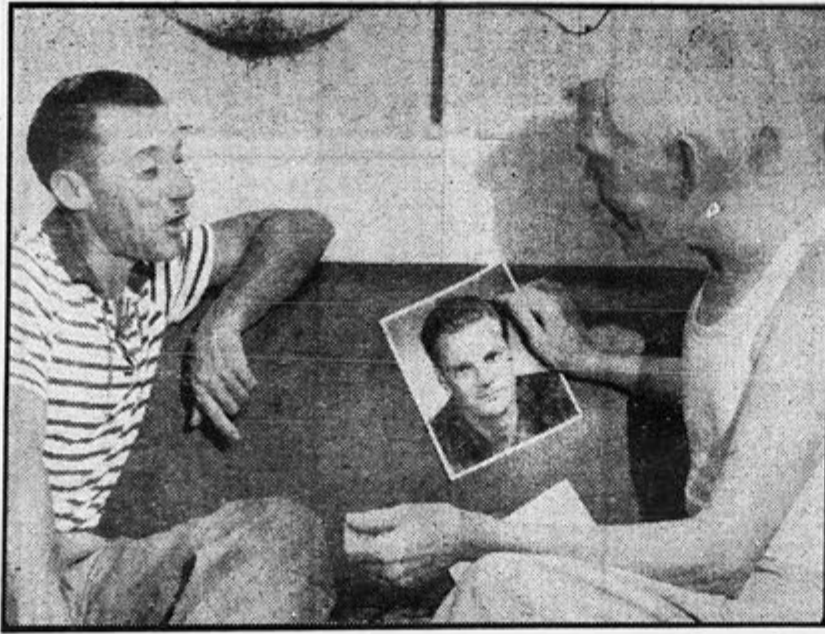
BALTIMORE — Affairs of this branch are in good shape, although shipping has slumped again, and is running behind registration.

All beefs have been settled right on the ships as they come in, with the exception of one involving four hours disputed time. This will probably need a clarification by a Union-shipowner committee, said Earl Sheppard, port agent.

Sailing time beefs on Ore line vessels are successfully being cut back, he added, thanks to the cooperation of the crews involved. Previously, large numbers of extra men had to be shipped at the last minute, when regular crewmen were late.

Eight ships paid off, nine signed on and 15 stopped off in transit during the past two weeks. Some improvement in job activity is expected in the current period.

Dad's Proud Of Successful Son



Seafarer John R. Webb, MM, is bursting with pride as he shows John P. Trust, AB on the Robin Wentley, picture of his son, Richard. Latter is carving out career as TV and screen actor. He plays "Captain Midnight" on TV screens.

Seafarers Save Liberian Ship As 'Runaway' Crew Takes Off

JEDDA, Arabia—Crewmembers of the Steel Navigator did themselves proud as trained American seamen—and showed up the glaring safety flaws on runaway ships—when they put out a fire aboard the Liberian-flag pilgrim ship Suakin. The SIU crew's efforts were successful in the face of complete indifference on the part of the Liberian ship's officers and men and the enthusiastic, but misguided actions of Arabian firemen.

The Navigator crew's experience confirms charges that runaway ship's totally ignore minimum safety requirements, in many instances, because they are under no legal obligations to meet standards.

As described by ship's delegate Pete Serano, the Liberian ship Suakin caught fire in No. 3 hold at about 6 PM while at the dock in Jeddah. The Navigator's skipper, Captain Williams, immediately offered assistance and the gang ran ship's hoses across from the other side of the dock where the Navigator was berthed.



"Just about the time we were going to pump water," Serano wrote, "the valiant Jeddah fire department showed up with American fire equipment and we pulled back our hoses and waited.

Shorted Generators

"Well it seemed pretty good until the fire ladders started pumping water into the engine room vents. They shorted two generators and almost flooded the engine room. It seems they are pretty good at fighting house fires but at fighting ship's fires they are not so hot. That's when we came in."

Back went the Navigator's hoses

across the dock and "pumped water into No. 3 hold, closing off all vents leading into the hold with

Foreign Vessel Checks Tightened

The Coast Guard has proposed that all foreign vessels entering US ports be required to show a safety certificate to US Customs in order to get clearance.

The proposed rule is aimed at certain foreign-flag ships which in the past have not been subject to verification of inspection laws because they were not carrying passengers.

canvas. By that time the fire had a good hold."

The ship started taking a list, about 15 degrees, because of the water pumped into her so the Navigator crew "got some wire and secured the port side to the dock.

"The Arabian officials were for cutting the mooring lines and letting the ship drift away from the

dock but our chief mate assured them that if they did that the ship would turn and sink . . . he hammered into their heads that it would take a few hundred thousand dollars to raise the ship and that did it. They let us alone."

After eight hours of firefighting the crew had everything under control. "We were damn mad that the ship only had a 1 1/2 inch rubber hose for fire fighting equipment. About four of their deck gang worked with us, but the rest of the crew scurried off the ship with suitcases. Their chief mate had his boy counting his suits and shirts and he was right there counting too. It was disgusting.

"The ship was a freighter and passenger pilgrim ship. We can say its a good thing she was not at sea. Otherwise there would have been a great loss of life as she carries 300 to 400 passengers."

The company agents in Jeddah gave the crew a letter of commendation and awarded watches to Captain Williams, Chief Mate Gibbons and Chief Engineer O'Rourke for their services.

US Treasury Crackdown On Runaways Forecast

A Government crackdown against "runaway" corporations who register under the Liberian flag appears to be in the works. The "Journal of Commerce," New York business publication, quoted a leading corporation lawyer as saying that instructions to that effect have already been issued by the Treasury Department. Such a crackdown would have an effect on the runaway ship subsidiaries of US-flag operators.

The attorney, Russell Baker, told a New York Board of Trade meeting that the Treasury would act against US companies who set up special corporations in Liberia, Panama or some other country to evade US taxes.

For example, the article pointed out that companies organized in the Western Hemisphere outside of the United States are entitled to a tax rate of 38 percent as against the 52 percent standard rate.

Baker said that a number of for-

ign nations eager to get business had rigged their tax laws to make it easy and profitable for US companies to set up subsidiaries. These countries do not have any income taxes and do not tax corporations on earnings outside their boundaries.

In the maritime industry it has been the practice for many shipping companies, principally major oil companies, to set up Liberian and Panamanian subsidiaries for registry of their tankers. However, most Liberian tanker operators are theoretically "independents" and the Internal Revenue Department would probably have to show some sort of connection between the "independent" and the US company to proceed against it.

CHILORE (Ore Navigation), Aug. 27—Chairman, T. Yablonski; Secretary, H. Lahym. Two men missed ship. Minor beefs to be referred to patrolman. Ship's fund \$16.25. One man got off ship due to emergency. Report accepted. Everything to be locked up in port. All beefs to be taken to delegate. Doors to be opened before delegate signs safety list.

OCEAN EVELYN (Maritime Overseas), July 24—Chairman, J. Johnson; Secretary, M. Sterne. Injured brother replaced in Long Beach; also cook replaced due to incompetence. Wiper left ship in San Francisco. Agent in Long Beach assured by company officials that reefer system was adequate. Wiper claimed head injury and left ship on own accord. Was previously examined by doctors in marine hospital and pro-

Moji. Outside work to be done during good weather and inside work at other times.

ALCOA CLIPPER (Alcoa), Sept. 23—Chairman, E. Moyd; Secretary, J. Roberts. Donation made for LOG. Donation given to wife of man in hospital. Ship's fund \$91.23. Report accepted. New delegate elected. Patrolman to pick up brother's permit for performing. Menus to be rotated. Buy tickets for VFW crippled children benefit.

MURRAY HILL (Fairfield), Sept. 16—Chairman, J. Anderson; Secretary, L. Williamson. To buy games in Hawaii. Crew to donate \$1 each for games. Everything running smoothly—cooperation by all. Reports accepted. Coffee to be left in urn in morning. Bathrooms to be kept clean. Rate of exchange to be written up on board.

BENTS FORT (Cities Service), Sept. 23—Chairman, W. Thompson; Secretary, M. Oschitzki. To obtain cigarettes for crew. All quarters to be painted. New delegate elected. \$5 in ship's fund. Report accepted. Need new mattresses. Dogs frozen on doors. Discussed health centers.

YORKMAR (Calmar), Aug. 12—Chairman, R. Hightower; Secretary, L. Brown. Wind scoops not furnished due to ship going into shipyard and possible lay-up due to steel strike. Oiler to be replaced in Long Beach. Ship's fund \$34. Each member to donate \$1 to ship's fund. Oiler burned bearings several times causing undue hardship on other oilers.

STEEL APPRENTICE (Isthmian), Sept. 26—Chairman, J. Bracht; Secretary, E. Mancino. List made up of outstanding issues. 85 hours disputed overtime. New man signed on in Khoramsharr. Each department to use own bathrooms. Repair list made up.

STEEL MAKER (Isthmian), Sept. 23—Chairman, G. Woods; Secretary, E. Pedersen. Headquarters notified one man jumped ship in Calcutta; and brother hospitalized in Gibraltar. Ship's fund \$15. Few hours disputed overtime. New mattresses needed. Members to be properly attired in messhall. Screen door to be placed across passageway in front of pantry and two messhalls.

WINTER HILL (Cities Service), Sept. 25—Chairman, F. Reese; Secretary, H. Romero. No action taken on 2nd mate. Delegates to see patrolman at payoff. One man rejected by captain upon joining ship in Lake Charles. Brother Clark left statement to be signed by all witnesses. One man missed ship in Baltimore. Report accepted. Clean and paint recreation room, passageways and bathrooms. Repair list to be made up. Need new agitator and motor for washing machine.

FEDERAL (Tawfalgar), Aug. 28—Chairman, C. Gafwrych; Secretary, D. Meehan. New delegate elected. Treasurer hospitalized at Manila due to foot injury. Ship's fund 19,400 Y. Wiper missed ship at Yokosuka. Picked up cook and baker in Bahrain. Baker promoted to steward. Ship short a baker. Requested blank insurance beneficiary and enrollment cards and five copies of welfare booklet. Delegate suggested that non-union and other union personnel act in accordance with SIU standards while serving aboard SIU vessels. Circulate magazines. New washing machine needed. Metal coffee and sugar containers to be purchased. Travelers checks or US money should be issued for draws in Japan. Request "bonus area" map be sent to ship via air mail.

STEEL TRAVELER (Isthmian), Aug. 25—Chairman, F. Hartshorn; Secretary, N. Sospina. Engine department fo'les to be painted by deck department for benefit of welfare and sanitary conditions pertaining to that department. This is in accordance with union agreement, etc. Referred to Wilmington patrolman. Ship's fund \$16. Few hours disputed overtime. Report accepted. Washing machine to be checked. Parts to be purchased in Manila. Messhall to be kept clean by man on watch.

QUEENSTON HEIGHTS (Martrade), Aug. 26—Chairman, E. Ray; Secretary, R. Garner. Number of men logged. Second pumman ill. Stores cut in Singapore. Ship's fund \$15. Mail situation bad. Repairs being made very slowly. No LOGs or communications from headquarters. Radiogram sent to J. Algina concerning mail. Crew dissatisfied with food. Hamburgers being served too frequently on menu. Poor preparation of food. Coffee to be hot and fresh during meals. Steward requests members be more careful with dishes—dinnerware disappearing. Coffee to be made fresh at supper time. Bosun requested members to be aboard one hour before sailing time. More cooperation requested regarding time off in steward department. No sailing board posted in Port of Ras Tanura. Delegate to see master about same.

March 28—Chairman, J. Kelly; Secretary, none. Repair lists to be turned in. Ship's fund to be started. 1500 Yen in treasury. Suggestion to write to Senate on \$9-50 shipping law. Radio operator refused to publish news broadcast. Request overtime sheets and clarifications from headquarters.

Nov. 12, 1955—Chairman, none. Secretary, none. Each department to make out repair list and submit to delegate. Painting not done in engine department quarters. Ship short handed. Beefs to be squared away. Steward to be more respectful when in messhall. Ice shortage. Refrigeration unit not cold enough for freezing. Little more consideration urged for brother shipmates.

Digest Of SIU Ship Meetings

nounced fit for duty Report accepted. Members to be more quiet on watch while men are sleeping. Crew warned to exercise caution while ashore in Korea.

JULY 1—Chairman, N. Bathias; Secretary, J. Dyke. Delegate left ship in New York. Second cook left ship in NY; replaced—a pierhead jump. Report accepted. Question of adequate refrigeration investigated. Complaint regarding second cook. Ship's fund to be started from Long Beach arrival pool.

AUG. 19—Chairman, E. Brondelebro; Secretary, M. Sterns. General discussion of payroll, leaving ship clean and linen returned to steward. Captain refused to order milk in Yokohama. Report locations of unsafe working conditions. Money problem at Inchon and Pusan to be settled by patrolman. Water condition at Pusan; painting of passageways to be postponed until after shipyard. Repair lists submitted. Cigarettes to be declared for own protection. Few hours disputed overtime. Question of home port overtime in NY. Sick chief cook returned to US in ship's hospital. Sample of water from drinking fountain to be analyzed in Seattle. Blankets to be turned in for cleaning. Beef on not putting out draw in Korea, and paying legal rate for chit books based on black market rate (overcharge of \$1.00). Question of mail in Inchon. Membership to be informed of money setup for benefit of other crews.

INES (Bull), Aug. 26—Chairman, M. Landron; Secretary, J. Evans. Vote of thanks to steward department for keeping ship side clean of garbage and grease. Ship's fund \$45. TV set to be checked by electrician. Special credit to bosun for job well done—plenty of work accomplished and deck gang kept happy and satisfied. Special praise for SUP brother. Entire crew worthy of praise. Minor beef and very little disputed overtime.

DEL SOL (Miss.), Aug. 19—Chairman, C. Bankston; Secretary, C. Kerrigan. Ship's fund turned over to delegate at end of last voyage \$37. Crew to be properly attired in messhall. New delegate and treasurer elected. Table to be removed from laundry in order to keep it clean. Each department to clean laundry weekly. Coffee cups to be returned to pantry.

SEACLOUD (Pegor), Aug. 19—Chairman, A. Bustin; Secretary, A. Tolentino. No drinking at payoff. Reports accepted. Some disputed overtime.

JULY 8—Chairman, J. Mahoney; Secretary, H. Scholes. Sixteen hours disputed—to be settled at payoff. Bosun talked about condition of ship. Ship to be secured before sailing. Holds to be cleaned and hatch to be covered for protection of crew at night. Letter to be sent to headquarters.

ALCOA ROAMER (Alcoa), Aug. 19—Chairman, P. Calebaugh; Secretary, R. Kienast. Complaint about chipping at night. Movies to be rented with ship's fund. Ship's fund, \$45.00. Report accepted.

FRANCES (Bull), Aug. 19—Chairman, Laws; Secretary, Fargo. Ship's fund, \$16.50. Few hours disputed overtime. Report accepted. New agreement for engine utility; cat walk for deck cargo. Check fresh fruit, ice cream. Consult patrolman about same.

HURRICANE (Waterman), Aug. 12—Chairman, J. Barton; Secretary, P. Piasvik. Members brought up to date on repair list of previous voyage. Discussed transportation money which is due some members of crew. New delegate elected. Ship's fund, \$29.14. Some disputed overtime. General discussion on sanitary duties for laundry and recreation room. Schedule to be posted.

OCEAN EVELYN (Maritime Overseas), June 18—Chairman, S. Slonaski; Secretary, Sisher. Three men left ship. Captain agreeable to manner of foreign draws. No major beefs. Ship's fund \$6.93. Clarification from J. Algina regarding cement in bags. Crew to donate 50c each to build up fund. Captain to remedy launch situation at Moji. Repair list to be turned in. Fresh milk to be taken on at

PHOTOS
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'In The Tradition...'



Jobs Dip In Lake Charles

LAKE CHARLES — Shipping here slowed down a bit over the past two weeks, although there was a heavy rush of ships in port.

The mishap on the Government Camp last Friday had everybody worried for a time, for fear it would be a carbon copy of the Salem Maritime disaster which took 21 lives, including 13 SIU men. When the air cleared here Friday, it was found five Seafarers had been hurt.

Ships in port during the past two weeks, besides the Cities Service wagons, were the Marion Zeckendorf, Atlantic Transporter (Pan Oceanic); Val Chem (Valentine); Del Monte, Del Aires (Mississippi); Sea Tiger (Colonial); Sweetwater (Metro) and two SUP tankers.

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:

Casimir Jurewicz, 35: Brother Jurewicz, employed in the engine department on board the SS Coe Victory, was lost at sea on May 19, 1955. Brother Jurewicz joined the Union February 23, 1943. He is survived by his mother, Mary Jurewicz of Gardner, Massachusetts.



November 1 is birthday number 18 for the SIU. Like each of the 17 birthdays that preceded it, No. 18 sums up another 12-month period of advances for Seafarers.

As organizations go, the SIU is still a young one. Nevertheless, it would have been easy for the SIU at any time in the past half-dozen years to sit back on its oars and rest on past accomplishments. That was not done for two very good reasons: First, because there were many areas where the Union could strive for improvements for working seamen; second, as the doctors say about the human body, "once it stops growing, it begins to die a little." The same holds true for organizations.

On the 18th birthday, the Union is as dedicated as on the first, to future growth and improvement in conditions for Seafarers. That is in the tradition in which maritime unions were founded.

Safety On Runways

An object lesson in the conditions on runaway flag ships is contained in the story sent into the SEAFARERS LOG by the Steel Navigator. The Navigator crew voluntarily went into service to put out a fire on a Liberian-flag ship in Jeddah, Saudi Arabia, after both local fire buffs and the runaway ship's crew proved incapable.

But even with the best crew in the world, the Liberian ship couldn't have done a thing because there was only one oversize garden hose on board for fire-fighting purposes. Yet the ship was carrying between 300 and 400 passengers!

Of course, not every runaway ship is afflicted with conditions as dreadful as these. What it does show is that present international regulations are a mockery when shipping companies can get away with this kind of disregard of life and limb.

Two Elections

Two elections are coming up, one of concern to Seafarers exclusively and the other to the nation as a whole. The SIU election starts on November 1 and runs for two months. Five days later the nation will go to the polls to elect a President and Vice-President, one-third of the Senate, the whole House of Representatives and innumerable governors and local officials.

Because of the nature of the maritime industry, Seafarers have a very big stake in the national elections as well as in their own Union contest. All Seafarers who can possibly do so should cast ballots in both elections.

Suez Stalemate Holds; Russians On US Ships

Just how Russia and Egypt are working hand in hand to pilot ships through the Suez Canal is told in a first-hand report from Luis Ramirez, crewman on the Jose Marti (New Eng. Ind.) which passed through the canal on September 23, enroute from Bordeaux to Massawa, Eritrea, and Karachi.

In a letter just received by the LOG, Ramirez reports that the Jose Marti was piloted through the canal "by a well-mannered Egyptian gentleman who had the additional work of training two more pilots—one an Egyptian and one a Russian."

The Egyptian government has been training Egyptian and Russian pilots to replace the English, French and American pilots who left the canal zone after Egypt's grab of the canal last July. The dispute is now before the UN Security Council, with Russia backing up the Egyptians against the western powers. England, in particular, has threatened to use force, if necessary.

Users' Association

Western countries having a stake in the canal are in the process of setting up a canal "users" association. Secretary of State John Foster Dulles has said he will ask American-owned Panamanian and Liberian-flag ships to pay canal tolls to the association rather than Egypt. If major shipping companies pay tolls to the association, the Egyptians would lose the revenue they need to operate the canal.

With the entire canal situation up in the air, the crewmen of the Jose Marti were just as confused as anybody else, even while the ship was actually in the canal. "In fact," Ramirez writes, "it seems that the people in the rest of the world know more about the situation than they do here in the canal itself. Here it is pretty much 'business as usual' and the bump-boats are always at hand. We were behind an English and a Russian ship, and while we waited for the convoy to start moving, we had aboard no less than 100 vendors displaying their wares all over the deck."

Ramirez reports that it took the

Jose Marti about 18 hours to get through the canal and that it was a nerve-racking time because of the rumors flying around that the canal would be closed completely. A number of crewmen, he says, were sure that the ship would have to return to Gibraltar and take the long way around the Cape of Good Hope.

Besides the canal passage, Ramirez says, the chief excitement during the trip was provided by the discovery of two stowaways—one right after the ship left Bordeaux and the other just before the ship reached Aden.

Parents' Hosp. Gains Lauded

TAMPA — Coverage for dependent parents of Seafarers under the hospital-surgical benefits program of the SIU Welfare has made a hit with Seafarers here.

The extension of benefits coverage to dependent parents is viewed as a great step forward, said Tom Banning, SIU port agent. He said a number of SIU men here who have been providing support for their parents for a number of years see this gain alone as "a major victory."

Wives and dependent children of Seafarers are already protected under the SIU welfare program.

Shipping is holding up well, Banning said, although the port is a bit short on manpower. As a result, some of the jobs have had to be filled by Mobile in order to get the ships out on time.

The Warrior (Waterman) and Robin Hood (Seas Shipping) paid off during the last period, but there were no sign-ons. In transit were the Alcoa Pegasus (Alcoa), Chickasaw (Pan Atlantic) and John B. Waterman (Waterman).

SEAFARERS IN ACTION

The Seafarer meeting officers of September 17 included R. Bennett and H. Martin in the Beantown; G. Billek in Philadelphia; R. E. White, Baltimore; W. Harrell and W. H. Mason in Norfolk; A. H. Smith and A. Fricks, Savannah; R. E. Coe and L. E. Ashley in Lake Charles, and many others in the various ports up and down the coast.



Bennett

Rubery then advanced the money to buy some checkers, dominoes, cards, Monopoly and other popular pastimes. Now, as treasurer, he's got a stake in seeing to it that he comes up with a ship's fund to make good on his loan.

Another ship's treasurer who rates a mention is H. D. Higginbotham of the Del Valle. But in this instance most of the credit is for the way he ran a beer and shrimp party for the gang. Incidentally, they noted, he's also doing a fine job as custodian and fund raiser of the ship's fund.



Higginbotham

It's been standard political practice on the national scene to pick a millionaire for the job of US Secretary of the Treasury. Maybe the theory is that it wouldn't look good for a poor mouth to be in charge of Uncle Sam's millions.

Well, there may not be any millionaires sailing for a living, but ship's treasurer John Rubery on the Murray Hill came up with the dough in a modest sort of way. The gang decided they would like to have an assortment of games to pass away the time but they had one problem — no ship's fund.

Seafarer A. J. Novak has submitted a suggestion to the SEAFARERS LOG which we will be glad to oblige. He proposed that the LOG publish the list of the new Senate after the November elections are over, so that Seafarers will know who their Senators are.

Val Chem Rescues Two In Gulf Plane Crash

The crew of the Val Chem had a dramatic change from the regular routine at sea when they effected the timely rescue of two men from a plane that crashed in the Gulf of Mexico.

No one aboard knew of the crash until the chief mate sighted one of the men, the pilot, clinging to a pontoon that had

broken loose from their disabled helicopter. After a boat crew plucked him out of the sea and he was treated for shock, he explained that his passenger should be similarly adrift somewhere in the area, and the search began anew.

The second pontoon was soon sighted, and the boat lowered away again to complete the rescue mis-

Yaka Solves Garlic Beefs

The tempest over the taste-buds on the SS Yaka has been resolved neatly, according to the latest ship's report.

An earlier story in the LOG (Sept. 14) told how some crewmembers protested the liberal use of garlic in the food by the cooks, but were voted down.

Now comes the latest episode in this war against *Allium sativum*, the garlic monster, representing a victory for the "anti" forces as well as those who like their spices plentiful.

"Garlic will be separated from the main meats and a separate gravy will be made for those who like garlic," the meeting minutes note.

The "victory" follows the efforts of Frank McCall, who offered the anti-garlic motion at the previous meeting with the support of a number of crewmen. John Dunn is ship's delegate on the Yaka. His job as arbiter and peacemaker will probably be a bit easier now, too.



Dunn



Gribble



King

sion, reported Dan Gribble, ship's reporter and a member of the boat crew.

Both survivors later filled in the details, describing how they had taken off from Morgan City, La., an hour before the crash to inspect hurricane damage to an offshore oil rig. When engine trouble developed about 50 miles offshore, the plane crashed into the sea. Both men donned Mae West life preservers and grabbed the pontoons which had broken off the plane.

SIU men among the boat crew included Gribble, Tom Moore, Newsome, Boggan, Wasson, Ralph King, Peter Sheldrake. They were coxswained by chief mate J. C. Comier.

Memo For Tankermen

Mindful of the ever-present danger posed by promiscuous smoking aboard a tanker, Seafarer James H. Parker on the Bents Fort (Cities Service) offers this as a reminder to tankermen:

"One good smoke
"Deserves another,
"One bad smoke . . .
"That's all, brother!"

It's a point well taken, as any tanker regular will agree.

Topping Off



Adding the final touches to a trayful of peach shortcake, baker Charlie Cantwell gets it ready for dinner on the Wild Ranger. The ship was out on the Far East run, carrying trolley cars, motorcycles and other vehicles to Korea. Photo by Don Ruddy.

Hails Marymar Crew Harmony

To the Editor:

May I, through our LOG, express my thanks to the crew on the Marymar which cooperated to allow my husband, the deck engineer, to have a few extra hours off at home with me.

Since our daughter joined her Navy husband in Seattle and our son went into the Army Engineers in Missouri, this left "Mom" pretty much alone.

When my Bill told me he had

rangements for cashing them. It took three days in Kamaishi, our first port, to finally get yen through the agent.

In Turkey, we were just out of luck. We weren't there long enough to dash up to Istanbul, so a couple of brothers taxied to the next town, had a little argument at the local bank but brought back some loot for us.

The captain told me when I complained of it that "you got what the agreement calls for . . . travelers' checks . . . so you have no complaint." Aside from the foul-up on the travelers' checks and the lack of cooperation by the captain, it's been a good trip. It will probably be some time yet before some of these ports recognize what these checks are so we don't have to make it a Federal case to get them cashed.

James MacKenzie
Ship's delegate

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.

signed on the Marymar I was very glad, and now even more so since I met several of her crewmembers. They are very fine men, and one can see why harmony exists on board.

Smooth sailing for the Marymar. May God watch over her.
Evelynne Y. Siebert

Wife Applauds SIU Welfare Aid

To the Editor:

I wish to take this opportunity to thank the SIU for all it has done for my husband and family.

We have received the maternity benefit for our daughter who was born in July, and the bond she received is a wonderful gift she will appreciate later in her life. I know that if she could, she would thank you all very kindly.

I also wish to thank Toby Flynn of the SIU welfare department for the wonderful, prompt service he gave us. I know that no other industry has such a wonderful and efficient union as the SIU. It is a great comfort to me to know that while my husband is out at sea he is so well protected by the Union.

Again my deepest thanks for the maternity benefit and all the help the Union has given us. It is deeply appreciated.
Mrs. Rocco Albanese

Sicklist Claims Three On Collins

To the Editor:

We are dropping off our third brother due to illness this trip on the Frederic C. Collins. He is Brother W. H. Kumke, who has gastro-intestinal trouble, and possibly a hernia.

The skipper has been in touch with a hospital in Casablanca by radio, so we pulled in at the Azores to drop him off.

In Piraeus, Greece, we left behind Brother Samuel A. Solomon, oiler, also due to gastro-intestinal trouble. In Cartagena, Spain, we left James Allen, wiper. We understand he had an appendix operation that same evening. We wired New York in all cases, so the Union could handle things from then on.

Checks A Problem

During our round the world trip, the crew found travelers' checks useless in Kamaishi, Japan and in one Turkish port. We were a little peeved about that, as the captain just gave us the checks and made no ar-

Green Tomatoes? You Fry 'Em!

To the Editor:

I just read the Sept. 14 issue of the SEAFARERS LOG, and the question "whaddya do with green tomatoes?" caught my eye.

In my household we have good use for green tomatoes. Maybe my recipe will help Mike (Gottschalk) use up his 120 pounds of them.

We just call them "fried tomatoes." You clean the tomatoes well, slice them and salt and pepper to taste. The tomatoes get wet when the salt is added, then you roll them in flour and fry in about one inch of fat.

I realize the fat would have to be changed and more added, for the flour would burn at the bottom of the pan when you have to cook for as many men as there are on a ship. But I'm sure the cooks know how to get around that. The tomatoes, when done, taste like fried eggplant.

Here's hoping everyone enjoys them as much as we do. Incidentally, I would like to know how Mike made out with his tomatoes. Please put the answer in the LOG.

Mrs. James E. Dies

Offers Thanks To Blood Donors

To the Editor:

At last I am well on the road to better health and my husband has shipped out.

I am taking this opportunity to write to the LOG, something I should have done sooner, to express my fervent thanks and appreciation to the three members of the SIU who so very generously took time out to go to St. Elizabeth's Hospital to donate blood for me.

It is a very nice feeling to know that my husband belongs to such a wonderful Union. Many thanks again.

Mrs. Edward T. Riley

Appreciates Aid Aboard Mankato

To the Editor:

I would like to express my thanks and appreciation to the captain, first mate and engine department delegate on the Mankato Victory for their kindness and attention during my recent illness on the way to Rotterdam.

I was taken to the Rotterdam Hospital from the ship and am now back here in New York. Thanks again to all concerned for being so nice.

F. H. Haynes

SEAFARERS IN THE HOSPITALS

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| Charles Dwyer | Harry Schultz |
| Jose Gonzalez | William Van Dyne |
| Martin Hammond | Morris Ward |

USPHS HOSPITAL FORT WORTH, TEXAS

- | | |
|------------------|------------------|
| Benjamin Deibler | Rosendo Serrano |
| James Hodges | Robert Young |
| John Palmer | Selgfried Gnitte |
| Edoardo Piscopo | Simon Giove |

USPHS HOSPITAL DETROIT, MICH.

- | | |
|----------------|-------------------------------|
| John Hill | VA HOSPITAL MEMPHIS, TENN. |
| Billy Hill | VA HOSPITAL ALBERQUERQUE, NM |
| Charles Burton | USPHS HOSPITAL MEMPHIS, TENN. |
| Claude Blanks | |



WILLIAM A. M. BURDEN (Western Tankers), April 11 — Chairman, P. Pajunas; Secretary, A. Allard. Ship's fund \$700 Yen. Water tank to be cleaned. Need cots. Delegate to see captain about shots for crew.

TEXMAR (Calmar), Sept. 1—Chairman, P. Fox; Secretary, H. Sperling. Fans to be put on next trip. Satisfactory progress being made on all repairs. Ship's fund \$15.50. Need coffee stand for recreation room, toilet seat for deck department bathroom, washing machine timer. Take better care of toaster. Ice trays for refrigerator.

SUNION (Kee Shipping), July 1—Chairman, R. Perry; Secretary, P. Latorre. Few beefs. Report accepted. New delegate and secretary-reporter elected. Steward department to take

Digest Of SIU Ship Meetings

care of recreation room and deck and engine departments to alternate each week keeping laundry clean. American money to be issued in France.

July 29—Chairman, R. Perry; Secretary, P. Latorre. All painting completed. To see patrolman about various repairs. Few beefs with mate, to be taken up with patrolman. Few hours disputed overtime. Repair list to be turned over to patrolman and speak to him about having foremast ladder repaired. Ship to be fumigated. Need keys for rooms. Vote of thanks to steward dept.

SANTORE (Ore), Sept. 1—Chairman, L. Curry; Secretary, L. Hopkins. Approximately 100 hours disputed overtime in deck dept. Report accepted. Vote of thanks to steward dept.

JOHN C. (Atlantic Carriers), July 29 —Chairman, Gooden; Secretary, R. Aguar. Few hours disputed overtime. Anyone promoted on board when member misses ship to clear through union hall per union rules. Messroom settee to be repaired. Vote of thanks to steward department for good food served during trip.

ANDREW JACKSON (Isthmian), Aug. 5—Chairman, A. Brody; Secretary, C. Faircloth. Some disputed overtime to be settled before reaching port. Report accepted. New delegate elected. Agent to be contacted in Savannah concerning constant beefs and complaints on ship. Need additional coffee pot in messhall to have enough coffee for watch and meals. All excess food left in steam table to be removed after meals. All beefs to be taken to department delegates and not to officers by individuals. Request Union to act in getting alien off ship at payoff. Been on ship 1 1/2 yrs.

NEVA WEST (Bloomfield), Aug. 26 —Chairman, E. Degan; Secretary, E. Auer. No beefs. Crew to make out customs declaration slips and turn them in. Delegate to make out repair list. Report accepted. All hands to support steward so that he may continue to obtain good supplies for trip. Vote of thanks to steward department for their cleanliness, fine service and excellent food. Crew to be properly attired when entering messroom and pantry areas. Electrician praised steward and engine departments for their fine work, etc. Discussion on fans—to be dispersed when available. Port hole fans standard equipment on vessel until ordered removed by master. He stated they brought dust and dirt into ship.

OREMAR (Ore), Aug. 29—Chairman, C. Roberts; Secretary, C. Brissett, Sr. Ship's fund \$13.41. Report accepted. New washing machine and refrigerator required in night pantry.

COUNCIL GROVE—(Chies Service), Sept. 1—Chairman, D. Nagy; Secretary, M. Duco. Delegate missed ship. New delegate elected. Two men missed ship in Lake Charles. Report accepted. Need new toaster to replace old ones. Ship to be fumigated for roaches. Request more assorted jams, etc.

WESTPORT (New Eng. Ind.), Aug. 27—Chairman, W. Bunker; Secretary, N. Willingham. Repairs not completed. Captain refused to give draws in US currency in foreign ports last voyage. Advised by agent not to press issue. Foul ups will be dealt with by Union. Ship's fund \$11.50. Reports accepted. New delegate and reporter elected. List of ruined clothes to be turned in to captain. Keys to quarters to be furnished. Turn off washing machine after using. Reading matter to be kept up in recreation room. Toilets to be flushed. Seat to be kept vacant in messroom for men on watch. Proper attire in messroom during meal hours.

HAROLD T. ANDREWS (Overseas), Aug. 24—Chairman, V. D'India; Secretary, W. Thompson. Captain put transportation rider in articles. Delayed sailing overtime cannot be paid because one man missed ship in Aberdeen. Wash. Repair list turned over to captain. One NMU man cannot pay off because of McCarran Act. Some

disputed overtime. Report accepted. Ship to be fumigated for vermin.

DEL NORTE (Miss.), Sept. 9—Chairman, H. Crane; Secretary, J. Zimmer. All members to be aboard one hour before sailing time. No liquor to be brought aboard in St. Thomas. Washing machine not to be used more than 15 minutes to give others a chance. Return all books and magazines to library. Ship's fund \$126.23. New delegate elected. Also sport's director and librarian elected. To purchase microphone for loud speaker—to be paid from ship's funds.

HURRICANE (Waterman), Sept. 5 —Chairman, J. Barton; Secretary, P. Plascik. One man hospitalized in Rotterdam. One man missed ship in Bremerhaven. Delegate to write up disputed overtime on separate sheet. Repair list to be made up by department delegates and turned in. Ship's fund, \$28.14. Some disputed overtime. Steward explained cooked cereals were alternated and girls served twice a week. Discussion on new food plan in effect aboard ship; repairs not completed. Transportation to be taken up with patrolman. Garbage to be taken back aft and not dumped on deck.

BIENVILLE (Pan Atlantic), Sept. 8 —Chairman, C. Memby; Secretary, J. Stringfellow. Bad payoff in New Orleans. Ship's fund, \$29.12. All beefs to be taken up with delegate before payoff. Patrolman to be aboard ship one hour before payoff. Suggestion to have ship pay off in Port Newark and not in Gulf. Need new washing machine. Vote of thanks to steward department for good food.

JEFFERSON CITY VICTORY (Victory Carriers), Sept. 3—Chairman, A. Anderson; Secretary, M. Pappadakis. Replacement for one AB filled at Yokohama. Ten hours disputed overtime. Report accepted. Motion made that when SIU brother enters hospital he shall be entitled to Union benefits from date he enters hospital. Recommendation made for voluntary donations to start ship's fund.

VENORE (Ore Navigation), Sept. 9 —Chairman, A. Sistrank; Secretary, L. Johnson. Delegate spoke to steward about getting more stores and obtaining keys for foc'sles. Discussion concerning poor food. Complaints about roaches getting out of hand.

MAIDEN CREEK (Waterman), Aug. 25—Chairman, L. Wing; Secretary, C. West. Ship's fund to be turned over to crew members making next trip (\$10.17). Few hours disputed overtime. All junk to be removed from forepeak. More American money needed in Korea. Bad launch service. No pressure in bathrooms aft. Wire sent to New York.

ROBIN KETTERING (Seas), July 2—Chairman, R. Babbitt; Secretary, R. Whitley. Things running smoothly, few minor beefs settled to crew's satisfaction. All books to be turned in to delegates at payoff. Quarters to be left clean. Ship's fund, \$35.90. All reports accepted. Pantry to be left clean at night. Request better assortment of cigarettes. To be discussed with patrolman.

July 4—Chairman, C. Futch; Secretary, R. Whitley. Beef between steward and baker squared away with agent in Savannah. Men to refrain from gathering around gangway in port. Ship's fund, \$45.90. Reports accepted. New delegate elected. Discussion on movies, food, cleaning messhall at night. All to observe rules regarding use of laundry.

IRENESTAR (Trilon), Sept. 1—Chairman, D. Forrest; Secretary, J. Foley. Most repairs under way with exception of those to be done ashore. Washing machine repaired. Letter sent to headquarters regarding disposition of seaman's gear taken off in Norfolk. Injured member hospitalized in Azores. Ship's fund, \$4. Disputed overtime on delayed sailing. Steam valve in bosun's foc'sle needs repairing; engine department, bathroom and shower needs scraping and painting; deck department foc'sle decks need painting. Collection made for steam iron. Vote of thanks to steward department for excellent food well prepared, varied menus, good service and sanitary conditions. Vote of thanks to deck department for excellent job in cleaning up a very dirty vessel. Enjoyable and interesting trip.

SEAMAR (Calmar), Aug. 25—Chairman, G. Hayes; Secretary, J. Buzalewski. New delegate elected. Secretary elected. Ship's fund, \$9.40. Beef on meat. Meat received in Philadelphia unfit for human consumption and discarded. Same amount to be replaced in Long Beach by agent. Delegate to contact agent upon arrival in Long Beach.

STEEL FLYER (Isthmian), Sept. 8—Chairman, J. Nicholson; Secretary, E. Saul. Most repairs made. Remaining repairs to be taken up with boarding patrolman. \$10 donated by brother on winning anchor pool. Money and cigarettes given to brother who was sick and left ship. Money to member getting repatriated aboard vessel. Few hours disputed overtime. Letter from headquarters regarding error in LOG listing SIU—A&G elective offices open. Report accepted. Ask headquarters if reliefs may be hired by men who want time off for personal business. Too much noise in passage-way. Running out of some items on menu. Steward to correct this. Steward trying to rid ship of roaches.

STEEL ROVER (Isthmian), Aug. 25—Chairman, W. Schoenborn; Secretary, J. Rice. Oiler turned over to patrolman for being a performer. Ship's fund, \$20.50. Few hours disputed overtime. Reports accepted. Vote of thanks to steward department for good food and good service.

Coe's Fuel Service Rates A Tip

Hastily rigged for the occasion, the Coe Victory played "filling station" out in the wide open Pacific recently, and wound up with a 75-pound swordfish as a "tip."

The event occurred as the Coe, fighting mean, rough weather all the way out of San Francisco spotted a "mayday" distress call on the blinker of a large Japanese fishing boat disabled for lack of fuel.

Ship's reporter Harry L. Franklin said "the efficiency and dis-

patch shown by our crew was awe-inspiring. They couldn't come too close but, the next thing I knew, the engineers had a hose over to her and, before we knew what it

was all about, we were pumping oil."

Struggle With Present

On the lower deck, some of the crew were busy tussling with a big, 75-pound swordfish "the fishing boat had sent over as a present. Soon the necessary papers were dispatched over to the fishing boat and back, and both ships were again proceeding on their separate ways.

"It was just another incident in the life at sea... we and a fishing

'A Fair Question'

—By Seafarer H. Lightell



Doncaster Fund Helps Brothers In Hospital

Seafarers have always tried to make brotherhood and good fellowship a year-round proposition, although the land-locked citizenry generally waits until this time of the year to start warming up to the cause.

On the Robin Doncaster, for example, SIU crewmen have come up with an idea which they'd like to urge on every SIU ship as a 12-month effort. Well aware of the discomforts that can arise from hospitalization in foreign ports, they have set up a special fund to ease the burden of their fellow seamen.

At the last shipboard meeting, according to Edward J. DeBardelaben, ship's reporter, a plan was discussed and voted unanimously to have each crewmember contribute \$1 a trip (or more if needed) for a hospital fund.

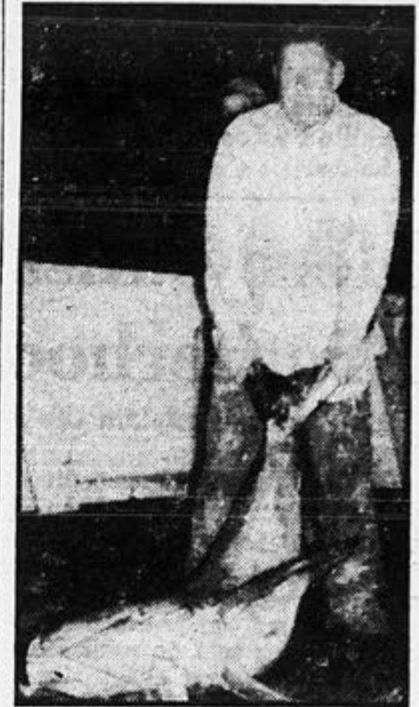
The money would be used to purchase toilet articles, cigarettes, candy and writing paper from the slop chest to make up uniform packages to be delivered to SIU brothers in foreign hospitals.

Checking over all the needs they may have faced while in the hospital previously, they voted to make up kits containing the following articles: a carton of cigarettes, a toothbrush, toothpowder, shaving cream and shaving lotion, plus a pocket comb, one handkerchief, a pad of writing paper, and four packages each of chewing gum and "Lifesavers" candy.

At the start of the trip, each crewmember will okay an extra dollar of credit on his slop chest bill and this money would be set aside to buy everything needed

Keep Draft Board Posted

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

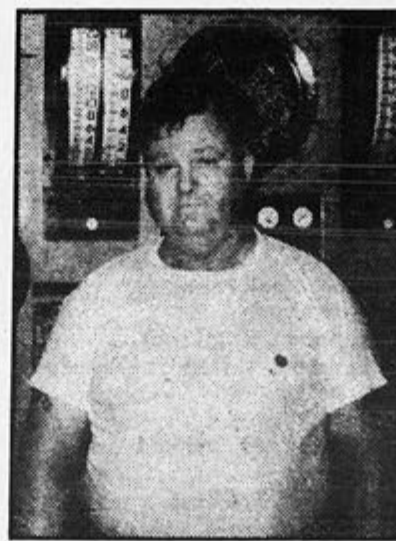


Struggling with the weight of the swordfish is Carl Lawson, bosun. Photo by Charles P. Varn of the engine department.

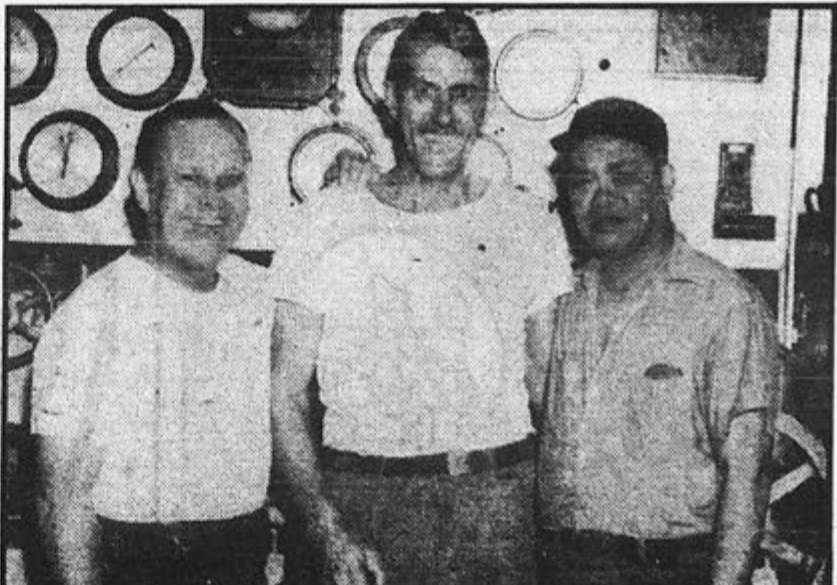
boat in trouble, alone in a world of turmoil. They were thankful and we were glad to accommodate, and that was that."

You can bet the swordfish was put to good use. The mean swordfish can be turned into some mighty good steaks to help fill the menu.

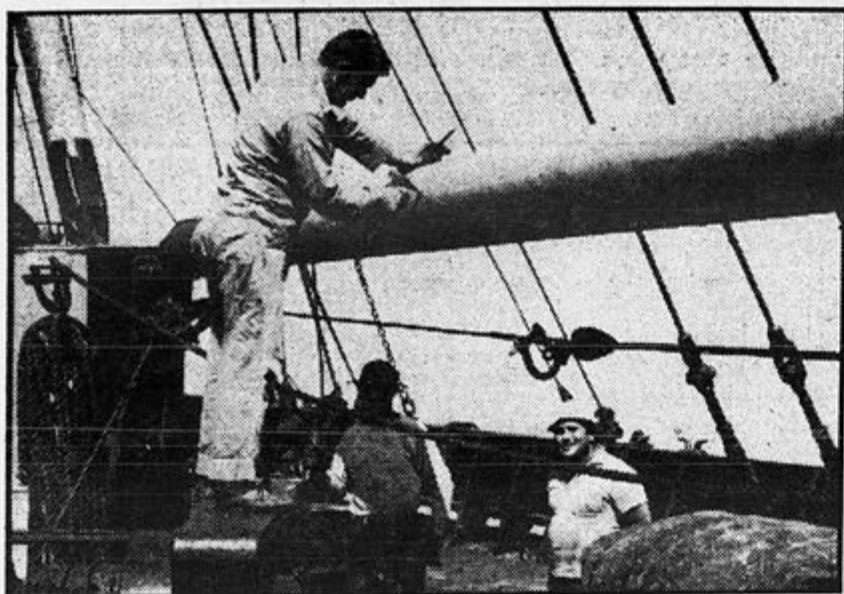
The Feelings Are Not Mutual



All alone with all those gauges and dials, Otis J. Harden, FWT on the super-tanker Orion Planet, seems a mite unhappy with things. Below, a smiling black gang trio reflects the state of affairs on the Steel Maker. Pictured (l to r) are G. F. Plahn, chief electrician; G. F. Woods, oiler, and Vic Segovia, oiler. They were heading home from India at the time. The Planet is soon due in Japan on its regular shuttle run. Donors of both pictures are not known.



'Sidewalk Superintendents'



Chipping job by Wright, AB, on the Longview Victory, catches eye of two shipmates as he goes to work on a boom. Looking on are Ole, AB (left), and Pancho, wiper. The photo by Tony Nottage, electrician, brings to mind the poem below.

Mercy Mission Shows Brotherhood Of The Sea

How do you explain the meaning of "Brotherhood of the Sea?"

Well, you put 40 men on a ship in a strange land, combine this with an appeal to help an unknown fellow seaman in the hospital and count heads as all 40 respond.

It's just one way to explain it, of course, but it will do until something better comes along.

The hero of this piece is the professional seaman, and the crew of the Alcoa Puritan in particular.

Everything was quiet and peaceful when the Puritan arrived in Caripito, Venezuela, one evening, as all waited for the morning when the ship could work cargo assigned to this port.

The next morning, Capt. E. Young was asked if "some" of his crew could donate blood to a seaman in the hospital who had a serious liver operation and needed the blood urgently.

The hospital had already called on the Venezuelan National Guard, but the supply was exhausted.

To a man, SIU crew and officers responded, and were taken by car to the hospital for a check of their blood types. As it turned out, only four men had the necessary type of blood, the master, chief mate R. Haback, steward C. Hartman and J. Anderson, OS.

"The rest of the crew were somewhat downhearted because they couldn't help out," a spokesman related. "But I think this shows that the Seafarers in this big world of ours do have something in common and are always ready to help one another from the master to the ordinary seaman. Such 'union-

ism' will always exist among seamen.

"It is a wonderful feeling, and an honor, to know that your shipmates don't hesitate or ask questions when a call for help is sent out, regardless of the demand made of them.

"It is not for glory that these things are done, as we don't even know the fellow seaman, but his being a seaman was enough to make all rise and step forward. That is what I call 'Brotherhood of the Sea,'" he added.



Hartman

LOG-A-RHYTHM:

Chipping Rust

By John Wunderlich

Sitting,
Gazing at the deck,
Swabbed with oil;
Dirty, rusty, scarred,
An oldtimer to oldtimers.

Chip, my servant, chip,
Chip eagerly;
Paint, rust, oil
Flies by my ears
And in my eyes.

Use your steelbrush,
Brush it clean;
Spots, flakes, rivetheads,
Bluish steel shines bright and
naked.

Take your lead, redlead,
Cover up.
The steel so brilliant
Is blue no more—
But red as blood.

Finds Good Spot In Rotterdam

To the Editor:

I would like to take this opportunity to tell all SIU brothers of a nice, clean cafe and bar here in Rotterdam.

I had the pleasure of meeting the owner and his wife and they seem like real nice people. He is an ex-Dutch merchant seaman and should know the likes and dislike of a seaman. Both he and his wife speak excellent English and he has promised to

happy one, as our chief steward, Fred R. Hicks, brought along his movie projector and a few films to show us on those long, weary nights. He showed and reshewed them from Norfolk to Long Beach, where we had 14 more films awaiting us on our arrival there for bunkers.

In getting these films we had to get donations to pay the rental, but this was no problem at all with the good gang we have aboard this tub. They contributed readily, including the officers. So, with movies, a new ship's radio and record player, and with plenty of record selections, we have no reason to be unhappy. If every ship had all this, it would really be a pleasure to sail, especially on the long voyages.

For having these pleasures aboard ship, all of us want to thank our SIU agent in Wilmington for his help. We sent Brother Reed Humphries a radiogram requesting his help in lining up these films on a rental basis, since the ship was arriving there on a Sunday and it would have been impossible for us to locate any films on a weekend.

He went right to work on this for us. He not only got the films, but was waiting on the dock at

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.

receive and distribute as many LOGs as the Union will send to him at the Cafe Ventefjord.

He is renaming the place the SS Friendship Cafe, and it may turn out to be another of the many good meeting places for SIU men all over the world. Thanks sincerely for all past favors.

Clyde L. Van Epps
Ship's reporter
SS Gateway City

(Ed. note: A package of LOGs will be available there in the near future.)

~ ~ ~

Health Centers Seen Big Help

To the Editor:

Please put my name on the mailing list for the SEAFARERS LOG.

I'm always interested in the good work of the SIU and I was elated to read about the proposed SIU health centers. They will be a wonderful thing for the seaman.

I was also sorry to read about the passing of Thomas Clark. I'll miss a fine friend.

Best wishes for success in your future endeavors.

Harold M. Shea

(Ed. note: Your name has been added to our mailing list.)

~ ~ ~

Contented Crew Rides The Emery

To the Editor:

Just a few lines to let everyone know that things are running smoothly on the Lewis Emery, Jr. Within a few days this long haul from Norfolk to Japan will come to an end, and I know beyond a doubt everyone will be glad to see it behind us.

The trip to Japan was a very



Smiles of Seafarer George McCartney, oiler (left), and chief mate Callaway echo sentiments of ship's delegate Rivers.

2 AM on arrival day, until we finally got there at 7 AM. This is what I call real SIU cooperation. Without his help, we would have been unable to do anything. This sort of a request was not a part of his regular duties, but he went out of his way to help. He remained with us till we finally sailed late in the evening.

We are going to Korea after we discharge and load here in Japan, and from there we might head for the West Coast. But wherever we go, you may be sure we are a happy bunch and our payoff will be smooth as silk.

Dave Rivers
Ship's delegate

Engineer Lauds Top SIU Gang

To the Editor:

Enclosed you will find a letter from the chief engineer of this vessel which we of the black gang wish you would publish.

As this labor-management relationship exists from the chief on down the line, we can't help but believe that it will help us to hold the contracts and also further our efforts to secure new ones.

As you know, we took over the Orion Clipper from an NMU company not long ago, and since then we have been doing a jam-up job SIU-style, and are going to continue to do so.

Mr. Kobek, the first assistant, is a nice guy personally, as well as a darn good engineer. We have plenty of overtime work, although we haven't been taking advantage of this so far since the weather has been so hot.

Mr. Atkinson, the chief engineer, is getting off this trip in Japan, and we sure hate to see him go. He is the kind of guy who backs up his men 100 percent in all beefs. Due to that fact, we have had only minor disputes. Atkinson is president and director of the West Michigan Shipyard in Muskegon, and has to go back.

I would like to suggest to any brothers who may be going into the shipping business and are up that way, that they give him a play.

Jim Hart
Engine delegate

~ ~ ~

"Gentlemen:

"Mindful that the Persian Gulf run is one of the most grueling in the world, I would like to state that since the engine department personnel reported on board in San Francisco, May 1, 1956, each and every man in the department (with the lone exception of one permit man who is no longer with us) carried out his duties in a cheerful and capable manner, and has proven himself to be willing, sober and reliable.

"Further, their capabilities extend to thoroughly knowing their jobs and this dependability has been put to test on more than one occasion.

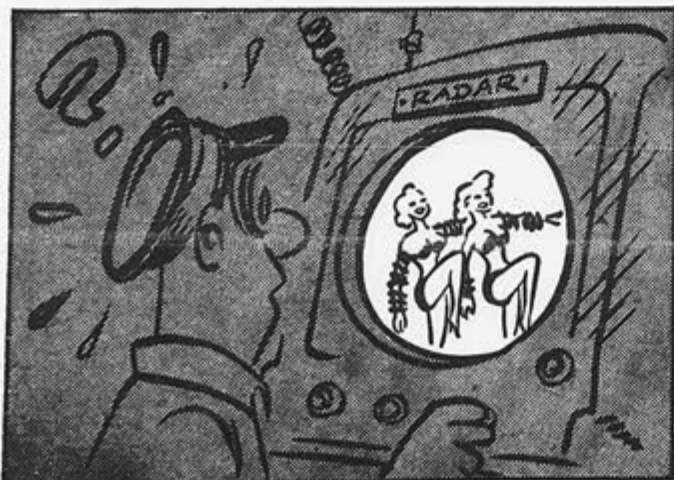
"This is my first experience with the SIU and it gives me considerable pleasure to be able to record this excellent labor-management relation.

"Roster of the above-mentioned personnel follows: J. H. Ellis, Jr., pumpman; S. A. Tolvonen, engine maintenance; Viljo I. Heinonen, engine utility; Richard C. Ranly, James L. Hart, oilers; Edward Fernandez, William G. Coffey, Norman H. Pierce, FWTs; Fred T. Costello, Rodolfo C. Martinez, wipers.

"Milo Atkinson
"Chief Engineer
"SS Orion Clipper"

Burly

By Bernard Seaman



RECENT ARRIVALS

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

Louis Dong Pow, born August 31, 1956, to Seafarer and Mrs. Jerry Pow, Ozone Park, LI, NY.

Marian Lynette Raley, born August 9, 1956, to Seafarer and Mrs. Marion J. Raley, Mobile, Alabama.

Joseph Michael Takacs, born September 4, 1956, to Seafarer and Mrs. Joseph M. Takacs, Philadelphia, Penna.

Rita O'Neill, born July 24, 1956, to Seafarer and Mrs. Francis J. O'Neill, Philadelphia, Penna.

Cammie Menetta Ray, born July 5, 1956, to Seafarer and Mrs. Robert F. Ray, Rascagoula, Mississippi.

Roxanne Trippe, born September 5, 1956, to Seafarer and Mrs. George W. Trippe, Bessemer, Alabama.

Richard Hays Parker, born September 10, 1956, to Seafarer and Mrs. Clyde D. V. Parker, Mobile, Alabama.

Larry Michael Canalojo, born September 10, 1956, to Seafarer and Mrs. Mario Canalojo, Tampa, Florida.

Helen Anne Sullivan, born August 28, 1956, to Seafarer and Mrs. Frederick R. Sullivan, New Orleans, Louisiana.

Marlene Gale Dacken, born September 6, 1956, to Seafarer and Mrs. George Dacken, Brooklyn, NY.

Theresa Jo Miller, born September 11, 1956, to Seafarer and Mrs. Joseph C. Miller, Norfolk, Va.

Debra Anne McCullough, born September 12, 1956, to Seafarer and Mrs. Kenneth McCullough, Levittown, NY.

Frances Marie Hancock, born August 22, 1956, to Seafarer and Mrs. Isaac P. Hancock, Henderson, North Carolina.

Charles John Rivera, born August 1, 1956, to Seafarer and Mrs. Robert Rivera, Bronx, NY.

Vareta DeLeisa Sylvester, born September 21, 1956, to Seafarer

and Mrs. Edward A. Sylvester, Mobile, Ala.

Nancy Gaylynn Moore, born September 12, 1956, to Seafarer and Mrs. William G. Moore, Mobile, Ala.

Yolanda Theda Cooper, born August 12, 1956, to Seafarer and Mrs. Allen A. W. Cooper, Baltimore, Md.

Sheila Jo Walls, born September 21, 1956, to Seafarer and Mrs. Kirt Walls, New Orleans, La.

Jane Ellen Laird, born October 1, 1956, to Seafarer and Mrs. Harold E. Laird, Parksley, Va.

Rebecca Jo Guerra, born June 2, 1956, to Seafarer and Mrs. Raul L. Guerra, Galveston, Texas.

Boston Job Future Good

BOSTON—Two of the three men from this area who were aboard the Alcoa Corsair in New Orleans when an engine room fire broke out early this month are still getting treatment at the Brighton Marine Hospital here.

The men are Gilbert Edwards and Maurice McCatty, both messmen and both suffering from smoke inhalation. Fred DeMasi was also aboard this vessel at the time of the fire, but escaped injury.

The Corsair is expected to be out of action another month for repairs. Nine other Seafarers suffered various injuries during the blaze.

Meanwhile, shipping here has been fair and the outlook for the future is good, reports Agent James Sheehan. He noted clean payoffs on the Mount Vernon (North Atlantic Marine) and Fort Hoskins (Cities Service), both of which signed on again. The Michael (Carras) and Bents Fort (Cities Service) were in transit.

Meany, IBL In New Pledge

(Continued from page 5)
and of the Federation's Ethical Practices Committee.

In connection with the IBL's continuing campaign, Long said that "Nothing has changed. The conditions on the waterfront that created the need for a bonafide, legitimate trade union to represent longshore workers still exist. We have said repeatedly that the IBL, backed by the AFL-CIO, would stay in this fight as long as these conditions exist, regardless of how long it took to finish the job. The conditions have not changed. We will continue the fight."

Immediately after the votes had been counted SIU Secretary-Treasurer Paul Hall informed Long that the SIU membership at the last headquarters membership meeting had reiterated the SIU's long-standing position to support the IBL.

The show of strength by the IBL, despite the circumstances under which it had to carry on its "underground" campaign among New York dockworkers, caused considerable surprise. The "New York Times" said editorially on Friday, October 20: "The most single significant fact about Wednesday's dock union representation election is not that the old International Longshoremen's Association won, but that there remains on the waterfront a hard core of resistance to that union's policies and leadership."

"With one out of every three dock workers having voted for the trade union democracy pledged by the International Brotherhood of Longshoremen . . . the leaders of the victorious union should not allow themselves to be deluded into thinking of the election results as an overwhelming endorsement."

"The ILA margin of 4,399 votes out of 20,597 cast means that a shift of less than 10 per cent of the longshoremen would have swung the election the other way," the "Times" stated.

A. H. Raskin, the "Times" expert on labor, said that one of the lessons of the campaign was "that the united labor movement will have to be a good deal more united if it is to help rid unions of crooks on the docks or anywhere else."

The "Times's" labor analyst said that in view of all the circumstances surrounding the waterfront fight "there was every reason to suppose that the old union (ILA) would win an overwhelming victory . . . The fact that so many chose to record their distrust of the ILA indicates how deep-rooted that distrust is."

In carrying on its "underground" campaign, aimed at preventing re-

prisals against longshore workers by the mob in control of the docks, the IBL presented a straight trade union program, calling for a system of seniority to protect the workers' jobs, a one-ton slingload limit, improved pension, welfare and vacation benefits, a guaranteed eight-hour day, and democratic

participation by the membership in all union functions and affairs. The mob-controlled ILA campaign was based, as usual, on intimidation and reprisals against those favoring the IBL, and a far-fetched charge that seamen would take over longshore jobs in the event of an AFL-CIO victory.

Navy Releases Eight T-2s In Reserve Ship Breakout

The SIU-contracted Mathiasen Tanker agency will get two more T-2s as the Government moves ahead with plans to overcome the current tanker shortage by breaking old vessels out of the reserve fleets and by building new ones.

Mathiasen, which now has the Four Lakes and The Cabins in service, is getting two of the eight T-2s just ordered out of the Navy mothball fleet for use by private operators. Joshua Hendy Corp of Los Angeles and Marine Transport Lines of New York will get the other six T-2s. All three companies will let bids to private shipyards for re-servicing, which is expected to take two or three months.

Meanwhile, the Federal Government moved ahead on a super-tanker-building program to lessen US dependency on the Suez Canal, and the Maritime Administration began the breakout of the 18 Government-owned tankers in its custody.

Under the Government's ship-building plan, US dependency on the Suez for the shipment of Middle East oil might be lessened with a new supertanker fleet of

about 50 ships which would be built at a cost of over \$1 billion.

One good-sized tanker now costs about \$18 million, and any tanker built under the contemplated Government program would be in the supertanker class—30,000 tons and over—since these are economically the best for the long trip around the Cape of Good Hope from the Middle East to Europe or this country.

Ten such tankers are now being built in US yards as well as 15 ships of under 30,000 tons and seven special types.

Under the Defense Production Act the Government can contract for construction of the tankers and agree to buy all of them not purchased by private operators.

The eight T-2s broken out by the Navy are the first of 21 tankers which the Navy has ordered reactivated. The other 13, however, will be manned by Navy personnel.

PERSONALS AND NOTICES

Ex-SS Seatiger Voyage No. 39

Following men can collect for disputed overtime from Colonial Steamship Co.: E. Sager, Dan S. Munro, F. Meinert, Delphis Caron, A. E. Slowik, Walter Hoffner, J. Hansen, W. Drury. Write to Orion Shipping and Trading, 80 Broad Street, New York, NY, for checks.

Herbert Libby

Everett Hard is anxious to hear from you immediately. Write him at following address: Everett A. Hard, 493 94 45; USS Denebola (AF-56) c/o FPO, New York, NY.

Gordon Chambers

Your mother is anxious to hear from you and get your address.

George W. Flint

Get in touch with your wife as soon as possible.

Andrew Daniluk, SS Seastar

A letter asking you to appear as a witness in a court case is being held by your family.

Ed McGinnis, AB; F. Mears, AB Ex-Steel Designer

Your watch partner, Lawrence A. Abrahams, has come down with tuberculosis. Important you go to nearest Public Health Service hospital for precautionary check-up.

Donald Glenn; William Devlin, Jr. ex-National Liberty

Norfolk branch is holding checks for wages and subsistence for above men.

William Nordlund

Get in touch with F. J. McLaughlin, American Surety Company, 3 Penn Center Plaza, Suite 1300, Philadelphia, Pa. It is in reference to the estate of Peter Nordlund.

Ex-SS Bradford Island December, 1954

Following men have salvage checks coming for salvage of barge Blue Stack No. 93: William Rioridan, Joseph Stodolski, Jesus Fer-

nandez, Ambrose A. Magdirila. Contact Hill, Betts & Nash, 26 Broadway, New York 4, NY.

Ex-SS Arizpa Payoff 9/10/56

Following men have a day's pay coming: J. R. Brimacombe, E. E. Frost, G. Gonzalez, W. E. Jones, Henry Gillikin, G. B. Williams, W. F. Pullimon. Write to Accounting Department, Waterman SS Co., PO Box 2481, Tampa, and give return address.

Ex-SS Seamonitor

Back wages are due the following: K. Erickson, R. Griffith, Carl Iim, T. Juanta, D. Mastrantonis, A. Michelet, A. Mulloy, W. Newlin, J. Pendleton, J. W. Smith, G. Stavrides, M. Ladd. Contact Excelsior SS Corp., 80 Broad St., NY.

DIRECTORY OF SIU BRANCHES

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SEAFARERS

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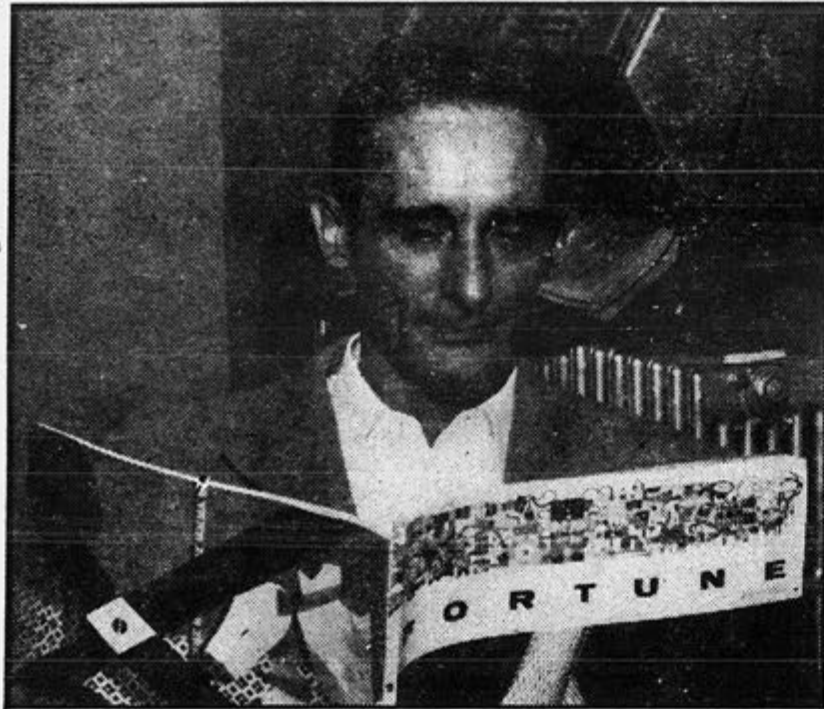
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One Fortune Meets Another



Seafarer Thaddeus J. Laboda, pumpman, is in good company, financially speaking, after 20 months aboard Sandcaptain. On top of his tax-free bonus-laden payoff, he collected a record \$340.99 in vacation pay. He plans to spend next couple of months enjoying a well-earned rest.

Gov't \$\$ Revived German Shipping

People who wonder why US shipping, despite Government aid, has trouble keeping abreast of foreign fleets can find the answer in the maritime policies of other countries. For many nations, the shipping industry is a pampered pet, to be well fed, sometimes even with Uncle Sam's foreign aid money. The West German merchant marine is a good example.

Right after World War II, Germany no longer had a merchant marine in operation. As a matter of fact it wasn't until 1949 that German shipping was free of restrictions. But despite that seeming handicap, the Germans today have 2,161 freighters and 93 tankers in service, a total of better than three million tons of shipping.

Two out of every three of these ships have been built in the last ten years, making the "loser's" fleet far more modern than the "winner's."

Business is so good for the German fleet today that special schools have been set up to train crewmembers. But the German merchant seaman has not shared in the shipowners' prosperity. His wage scales are still ridiculously low by American standards.

The way the German fleet made its amazing comeback is simply explained. First, in 1949, the shipping companies were given a \$42 million chunk of US Marshall Plan funds. Then two years later,

the German government gave the shipping companies \$115 million in low interest loans for ship construction.

Made-To-Order Gimmick

At the same time, the government set up an income tax gimmick which was made to order for shipowners. It provided that anybody could give a loan of any amount to a shipping company—interest free—and then deduct the amount of the loan from their taxes.

The tax law provided a bonanza of about \$370 million over a five year period. It became the favorite outlet used by German businesses to avoid paying taxes. At the same time, the shipping industry got the use of all this money without having to pay a penny's worth of interest.

You have to hand it to the German shipowners. They used the money wisely. Instead of blowing it on \$80 million luxury liners for the prestige trade, the industry used its Government aid to build bread and butter ships, freighters and tankers.

When well-to-do German tourists want to travel they take advantage of the "prestige" policies of other nations who are willing to spend subsidy funds to assure luxurious comforts for travelers. Their own country's maritime aid goes for cargo-hauling purposes only.

Once they had the funds to build new ships, German ship operators were ahead of the game. With new, fast vessels, and with traditionally low wages, they quickly carved out a major share of the world's shipping.

Most of Germany's present day fleet consists of tramp ships. Unlike the nine-knot Libertys under the American flag, the German tramps are motorships which can do up to 15 knots. In terms of speed, they rate right along with most US liner services.

Make Checks To 'SIU-A&G'

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

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

Shipping Round-Up & Forecast

October 3 Through October 16

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	13	1	4	1	6	1	23	3	26
New York	67	19	50	13	56	19	173	51	224
Philadelphia	14	8	19	11	18	5	51	24	75
Baltimore	54	28	38	23	26	18	118	69	187
Norfolk	18	17	6	13	8	15	32	45	77
Savannah	8	1	6	1	3	3	17	5	22
Tampa	7	0	4	0	6	4	17	4	21
Mobile	38	4	24	7	24	11	86	22	108
New Orleans	48	11	37	20	70	7	155	38	193
Lake Charles	18	10	12	9	4	5	34	24	58
Houston	25	19	25	17	12	2	62	38	100
Wilmington	10	4	3	6	1	1	14	11	25
San Francisco	16	5	18	14	12	8	46	27	73
Seattle	14	11	0	6	6	4	20	21	41
Total	358	138	246	141	252	103	848	382	1230

Port	Shipped									Total A	Total B	Total C	Total Ship.
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C	Stew. A	Stew. B	Stew. C				
Boston	1	3	6	3	1	5	2	1	2	6	5	13	24
New York	38	12	12	43	12	15	36	11	11	117	35	38	190
Philadelphia	15	5	0	12	6	6	10	4	4	37	15	10	62
Baltimore	43	24	2	31	12	6	23	4	0	97	40	8	145
Norfolk	20	12	13	9	13	14	7	7	23	36	32	50	118
Savannah	5	2	1	2	1	0	1	2	1	8	5	2	15
Tampa	2	0	1	1	1	1	5	4	1	8	5	3	16
Mobile	23	7	0	18	9	1	26	5	0	67	21	1	89
New Orleans	38	6	2	23	5	2	24	6	0	85	17	4	106
Lake Charles	7	9	3	10	9	1	3	6	1	20	24	5	49
Houston	20	17	3	15	12	10	11	5	9	46	34	22	102
Wilmington	11	3	8	5	8	10	2	8	6	18	19	24	61
San Francisco	16	12	10	13	7	3	5	8	6	34	27	19	80
Seattle	10	11	1	3	6	3	1	4	2	14	21	6	41
Total	249	123	62	188	102	77	156	75	66	593	300	205	1098

SIU shipping hit what is expected to be only a temporary lull during the last period, but dropped to the lowest level in six and one-half months in the process.

Total number of men shipped was 1,098; registration ran about the same as before, for a total of 1,230. The job figure was the lowest since last March.

In the interim, shipping has averaged well over 1,400 jobs every two weeks and, in September, hit almost 1,600, for a 33-month high.

The dip this period was spread among eight A&G ports. Only Boston and Wilmington shipped more men than in the previous two weeks, and four others, Norfolk, Tampa, Mobile and San Francisco, remained the same as before. All the rest, though previously booming, declined.

New Orleans Fire

Taken together, the registration and shipping were furthest apart in the steward department, although most of this could be attributed to New Orleans, where the cruise ship Alcoa Corsair was idled after a fire and the crew had to re-register. The number of class C men shipped was still highest in the black gang.

The seniority breakdown showed class A down to 54 percent of the total shipping, class B up to 27 percent, and class C up slightly to 19 percent of the total.

Here is the forecast port by port:

Boston: Fair . . . New York: Good . . . Philadelphia: Good . . . Baltimore: Should be good . . . Norfolk: Very good . . . Savannah: Fair . . . Tampa: Fair . . . Mobile: Good . . . New Orleans: Fair . . . Houston: Good . . . Wilmington: Good . . . San Francisco: Good . . . Seattle: Good.

Bernstein Studies Conversion Costs

The Federal Maritime Board and Arnold Bernstein Lines are both pondering over who will get the contract to convert the Badger Mariner into a passenger ship. The uncertainty arises out of the nature of the bids submitted by several shipyards.

The Ingalls Shipbuilding Company of Pascagoula, Mississippi, submitted the lowest dollars and cents bids: \$12,930,100 on a fixed price and \$11,932,000 on an adjusted price. However, the New York Shipbuilding Company of Camden, NJ, promised to do the job 30 days faster. New York Ship's two bids were \$13,292,763 and \$12,672,660. The yard said it could finish the job in 300 days while all other companies estimated 330 days.

A spokesman for the Bernstein Lines said that the 30-day edge of the Camden yard was nearer to 45 days because the Badger Mariner is in the Hudson River reserve. Towing the ship to Mississippi and then returning it to New York would account for the added time.

In any case, the times specified in the bids mean that the ship could not be ready for the 1957 summer tourist rush. It had been hoped that the conversion could be done in as little as eight months. As soon as the FMB and the

company reach a decision on the low bid, negotiations will begin for actual sale of the ship to Bernstein and the signing of a subsidy contract. The sale price will probably be in the vicinity of \$4½ to \$5 million.

The converted ship will carry 900 passengers and a crew of about 300 in a one-class service. Cafeteria style feeding will be utilized to lower the cost of an ocean crossing.

The Maritime Administration has eight other Mariners in its reserve which are now up for grabs by shipping companies. Twenty other Mariners have already been sold, while five were turned over to the Navy and one, the Cornhusker Mariner, was wrecked in Pusan harbor. The eight ships had previously been set aside for Navy use, but the Navy has relinquished its hold on them. The ships originally cost almost \$10 million each.

Bernstein would use its ships in transatlantic passenger service between New York, Rotterdam and Antwerp. Other ships would be added later, if needed.