

# LOG Wins Six News Awards

Story On Page 2

Vol. XVIII  
No. 25

## SEAFARERS LOG

Dec. 7  
1956

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

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

# SIU CO'S REQUEST MORE BREAKOUTS

## Foreign Aid To Boost Shipping

Stories On Pages 3, 5

### Top Labor Press Cartoon Of Year



"Wait!—Until You're 65!" was the tagline on this SEAFARERS LOG cartoon by Art Editor Bernard Seaman which won first prize as the year's best labor press cartoon in AFL-CIO competition with 200 other national labor union newspapers. It ridiculed AMA opposition to extension of Social Security benefits to disabled workers. Congress later passed the bills.



**Washed-Out Pier.** Fireboats pour a torrent of water onto the blazing 35th St. Luckenbach pier in Brooklyn during Monday's fire and explosion which shook the waterfront area and was heard up to 35 miles away. Ten persons were killed and almost 250 injured in the disaster that rocked the SIU headquarters building a few blocks away (top, left). Bush Terminal buildings are at top, right. Discovery later that 18 tons of explosive fuses had been on the pier hinted the possible cause. (Story on Page 3.)

# SIU LOG Wins Six Labor News Honors

WASHINGTON—Six citations have been awarded to the SEAFARERS LOG in the annual contest of the International Labor Press Association, AFL-CIO. The awards, for "outstanding achievement in the field of labor press journalism," were made at ILPA's annual convention in this city on Saturday, December 1. They included one first prize, two second prizes, one third prize and one honorable mention in competition among labor publications classified as "international." Other awards were made to labor publications in the local union field.

In addition to the citations mentioned above, the LOG was awarded one of the "Grand Awards" given by the University of Washington journalism faculty which judged the contest.

The LOG awards were presented to LOG editor Herb Brand, who was a delegate to the convention and a member of its resolutions committee. This year, for the first time, the contest included former CIO publications which are now part of ILPA under the merger of AFL-CIO. As a result, the contest had its greatest turnout ever, with close to 200 editors present representing labor publications with circulations of more than ten million.

The ILPA awards won by the LOG were as follows:

- First prize for best original cartoon.
- Second prize for general editorial excellence.
- Second prize for best front page.
- Third prize for best single editorial.
- Honorable mention for best feature article.

Altogether there were 14 prizes, as well as seven honorable mentions, in the five categories in which the LOG was entered.

In the general editorial category, first prize went to the Union News, publication of the Oil, Chemical and Atomic Workers. The LOG, which last year took first place in this division, was awarded the second prize with this comment from the judges:

"This is a tabloid, too, but in contrast to the first prize winner. It is much more dramatic in makeup . . . Such extreme display of type and pictures is sometimes criticized as sensationalism but if we judge a publication for the way it fulfills its function, the makeup of the LOG is very logical. In all likelihood, the LOG readers prefer a more lively makeup. Photography is excellent. Although sensational in appearance, the paper includes much solid content and stands high in several qualifications . . ."

The LOG's first prize award came from an original cartoon by Bernard Seaman, the LOG's staff artist. Published in the LOG of September 16, 1955, in conjunction

with an editorial on the American Medical Association, it was widely reprinted by other publications.

The LOG editorial which was cited by the Board of Judges appeared in the issue of September 2, 1955. Entitled "Do You Smell Something?" the editorial, which was a criticism of the Coast Guard, was "put in terms that would persuade not only members

## Notify Union On LOG Mail

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

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

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

of the union, but the general public as well," the judges stated.

The honorable mention award was given for a feature article—in the issue of May 13, 1955—describing the role Seafarers played in transporting Rhesus monkeys from India to help develop the Salk polio vaccine.

In commenting generally on all the publications in the contest, the judges said that "many of these papers are doing a better job than the bulk of the public press papers in reaching masses in need of information and stimulating ideas."

## Brazil Deal Assures Big Grain Trade

US shipments of surplus farm products, which have already helped to boom American-flag shipping, will be boosted still further as the result of an agreement between the US and Brazil to transfer 1,800,000 tons of US surplus wheat to the South American nation over the next three years. Under the 50-50 law, this will mean 900,000 more tons to be carried in American bottoms.

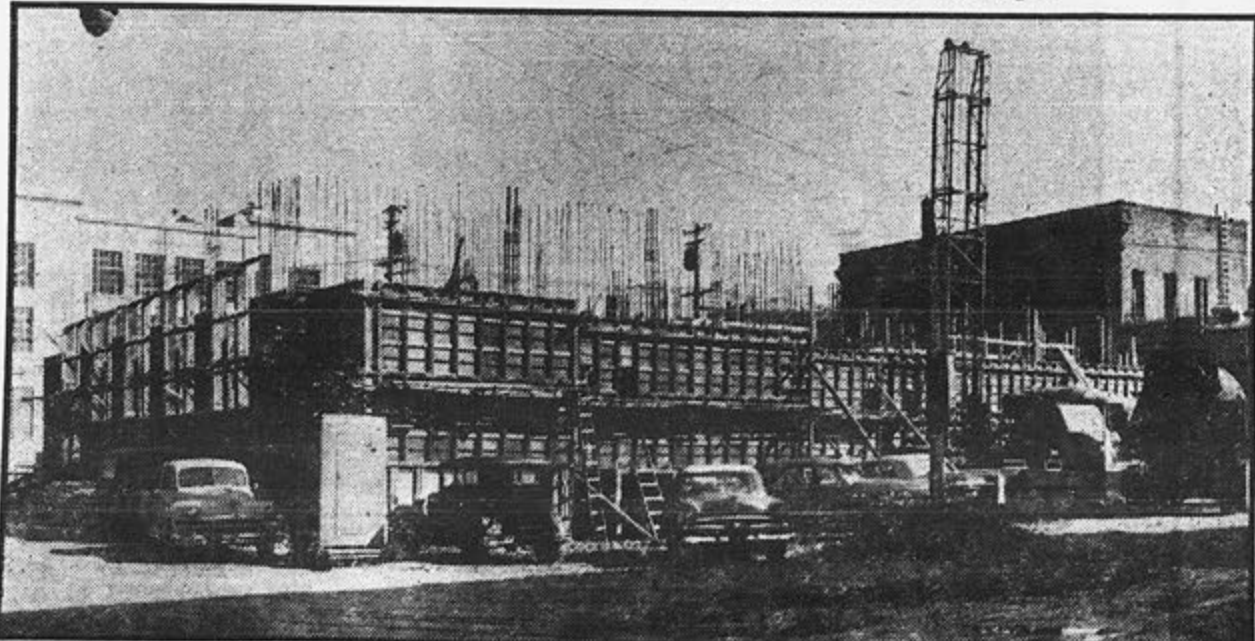
### 40-Year Loan

The transaction, to be financed by a 40-year US loan to Brazil, is the largest of its kind ever arranged in Latin America. Not only will it involve wheat shipments valued at \$110 million, but also shipments of about \$20 million worth of other surplus commodities such as lard, corn and tobacco. In addition, Brazil has agreed to buy 130,000 tons of wheat annually above the loan deliveries.

The agreement, which has been in the making about three months, was delayed by US insistence that Brazil recognize the US as her "normal supplier." This demand was based on a Congressional provision that countries receiving surplus commodities must be normal purchasers of US supplies.

A previous agreement, for the shipment of 550,000 tons of wheat, was signed between the US and Brazil in November, 1955.

## New Marine Firemen's Hq Takes Shape



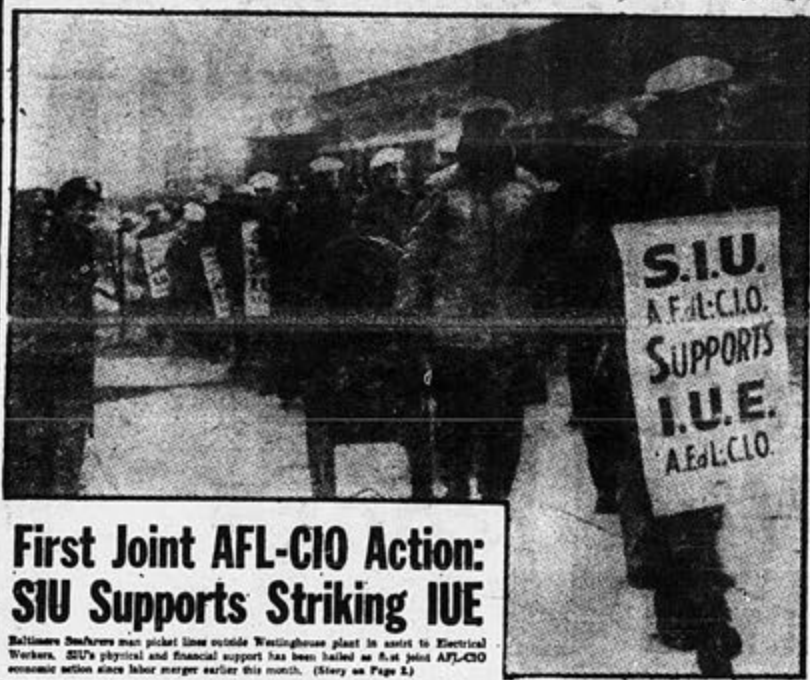
View from rear and side shows progress being made on construction of new home of Marine Firemen at Second and Tehema Streets, San Francisco. Ground was broken on August 9 and completion is expected by mid-April.

## MTD, Merger And The SIU

A report by SIUNA vice-presidents Paul Hall and Morris Waldberger—Pages 7, 8, 9, 10

## SEAFARERS LOG

# MARITIME POLICY VOTED BY AFL-CIO



## First Joint AFL-CIO Action: SIU Supports Striking IUE

Millions of workers picket lines outside Westinghouse plant in aid of Electrical Workers. SIU's physical and financial support has been hailed as a joint AFL-CIO economic action since labor merger earlier this month. (Story on Page 1)

Reproduction of one of the front pages which earned the LOG 2nd place honors for "best front page." Issues covered ranged from January '55 through January '56. This one appeared Dec. 23, 1955.

## Applications Open On '57 Scholarships

Applications are now being taken by the Seafarers Welfare Plan for the 1957 Seafarers Scholarship Awards. To date, five applicants have completed their requirements, two of them Seafarers and the other three children of Seafarers.

Five \$6,000 college scholarships are awarded each year by the Seafarers Welfare Plan to Seafarers and children of Seafarers seeking college or graduate degrees. At least one of the five awards is reserved for a Seafarer. At present there are eight Seafarers attending school on SIU scholarships with one other Seafarer having graduated. Some of the candidates are now in graduate schools.

### Three Years' Seaside

Candidates for the scholarship have to show three years' seafaring on SIU ships, either their own as Seafarers or their father's time. A transcript of the candidate's high school record plus three letters of reference, one from the high school principal, are the other requirements. The candidate should be in the upper third of his high school graduating class.

All candidates take the standard College Entrance Examination Board tests. They are rated on the basis of their test performance as well as their past record by a group of leading college administrators.

The next date for the entrance exams is January 12. Subsequent exams are given on February 16

and March 16, with a final exam date on May 18. The latter date is too close to the award date for comfort as the results might not be available at the time the award committee meets.

The exams are given in all major cities in the United States as well as overseas possessions. Further information on the applications and the exam procedure can be obtained from the Seafarers Welfare Plan, 11 Broadway, New York City. A total of 18 awards have been made since 1953 in the annual competition.

## 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:

- December 12
- December 26
- January 9
- January 23
- February 6





Dense smoke almost blots out scene as NYC fireboat pours water on flaming Luckenbach 35th Street pier. Blast rocked SIU headquarters and surrounding area.

## 10 Die In B'klyn Waterfront Blast

A terrific explosion from a Brooklyn waterfront fire late Monday killed ten persons, injured almost 250 and practically rocked the foundation of the SIU headquarters building only 15 blocks away. There were no SIU injured.

The fire and blast, of still-unexplained origin, erupted on what had been the longest marine terminal in the city, the 1,740-foot Luckenbach Steamship Co. pier at 35th Street. The blast a half-hour after the fire began blew the pier shed's glass and metal roof skyward, showered debris all over, broke windows for miles around and knocked down unsuspecting pier workers and others in their tracks.

A check of SIU companies with pier facilities in the area revealed that flying debris tore holes in storage sheds on the Isthmian docks in Erie Basin, 400 yards away across Gowanus Bay, but caused no vessel damage.

Minor damage was also disclosed by Bull Line at its 20th Street terminal just down the street from the SIU hall. Robin Line and Alcoa were unaffected, although the Alcoa Pegasus was berthed at a 42nd Street pier, close by the disaster area.

### Hall Windows Damaged

The roar and shock of the blast resounded through the adjacent Brooklyn area and was heard as far as 35 miles away, according to some news reports. Some windows were damaged in the SIU hall itself. The side and front windows of the SIU Welfare Plan's Pete Larsen Memorial Clinic, on 21st Street and 3rd Avenue, were demolished.

Six ships in the area, including

one berthed at the Luckenbach pier, were able to escape the flames and flying debris by moving out into the stream. Flying debris from the explosion sparked a fire on the Isbrandtsen pier at 29th Street, but crewmen from the Flying Enterprise II got it out with the ship's fire lines.

### Cause Still Mystery

Still unknown is the cause of the original fire, which attracted hundreds of curiosity seekers, including children, four of whom were killed by the blast. Authorities questioned whether the cargo on the pier, consisting of paints, shellac, printing inks, varnish and rubber cement, was volatile enough to cause an explosion of this kind, although they were all flammable materials. Mystery surrounded the discovery later that there had been 35,000 pounds of explosive fuses on the dock, which might have been triggered by the fire.

The blaze, which eventually brought out 70 pieces of land and sea fire apparatus and dozens of emergency and civil defense workers and harbor craft, was pronounced under control three and a half hours after it began, but was reported still simmering the following morning. Damage was estimated at \$10 million or more. Besides the children, the remaining dead and injured were longshoremen, company marine personnel and other workers on the scene.

# SIU Co's Request 28 Ships In New Rash Of Breakouts

WASHINGTON—Four SIU-contracted companies put in bids for up to 28 Liberty and Victory ships from the reserve fleet to ease the tight shipping market produced by the Suez Canal crisis and ever-expanding coal and bulk cargo exports.

A total of 68 other ships are being sought from the Maritime Administration by various other operators in the third move this year by US companies to acquire additional tonnage by chartering idle Government-owned ships.

The 28-ship total requested by SIU operators includes a dozen Liberties sought by New England Industries, Inc.; two for World Carriers, Inc.; ten Liberties and one Victory for Ocean Carriers, Inc., and three Liberties for Veritas Steamship.

Before the latest tonnage requests, the Maritime Board had broken out 30 ships for American Coal Shipping, another 30 for various private operators and half a dozen for Isbrandtsen.

In addition, a number of ships broken out for the "Blue Jay" runs last spring are still in operation carrying MSTC cargoes.

The new breakout requests come as the US and the oil industry put into operation a plan to shuttle oil from Venezuela and Texas ports to Europe. Ships now on Persian Gulf

runs will be called back to the Western hemisphere for that purpose.

Emergency plans have been put into effect to pool all US-owned tankers as well as European-owned ships into an oil-for-Europe program. The program will continue until the canal is opened again.

### Grain For Turkey

Meanwhile, the pressure for dry cargo ships continues to mount to carry coal as a substitute for oil wherever possible and to handle huge grain shipments to Turkey, India and other countries. The Federal Maritime Board announced it will take applications for charters of Government ships for single voyages on grain export to Turkey because there aren't enough privately-owned vessels to handle the job.

In the Suez Canal itself, no progress has yet been made on clearing wrecks, although a channel has been opened in Port Said harbor. It is unlikely that salvage work will begin for some weeks at the earliest. First, the Egyptians insist they will not allow any salvage

until British and French forces leave. Then there is the question over who is going to pick up the tab for the salvage operation which will cost an estimated \$40,000,000. The Western nations are anxious to start on the job but the Egyptians appear to be in no hurry.

## SIU Victor In Tug Vote, 69 To 2

PHILADELPHIA—Employees of C. G. Willis Inc. on six tugs and two small cargo vessels voted 69-2 for representation by the SIU Harbor and Inland Waterways Division in an election that ended this week.

Voting was conducted by the National Labor Relations Board from October 8 through December 3. Each boat was voted twice so relief crews could also cast ballots.

Two votes were cast for Local 336, United Marine Division of the National Maritime Union, AFL-CIO. There was also one "no-union" vote in the 74-man bargaining unit.

About 100 seamen, including officers, are employed on the eight vessels which haul bulk paper from Georgetown and Charleston, SC, and Savannah, to Philadelphia, and general cargo south to Jacksonville, Fla., using intracoastal waterways.

The tugs Carteret, Jack, Roleta, Chauncey, Patricia and Williston, and the motor vessels Belvedere and Vermont were involved.

## Vote Holiday Gift To Men In Hospitals

The traditional Christmas bonus for hospitalized Seafarers has again been authorized by trustees of the SIU Welfare Plan.

Payments of \$25 in addition to the regular \$21 weekly hospital benefits due to eligible Seafarers will be paid out by SIU welfare representatives visiting the hospitals during the holiday period.

### Disabled Get Gift, Too

A \$25 bonus was also voted by the trustees for all SIU men on the disability benefits list. It will be forwarded to them along with their regular \$150 monthly check representing their \$35 weekly SIU disability benefit.

The bonus payments have become a holiday tradition in the SIU since the Welfare Plan began in 1950. The additional cash provides an opportunity for the men to purchase extra smokes or gifts without cutting into their regular benefits.

## Ships Officers Extend Coal Co. Picketlines

Joint picketing by the Masters, Mates and Pilots and the Marine Engineers Beneficial Association is continuing against American Coal Shipping, Inc. The AFL-CIO officers unions

ly won the right to charter 30 laid-up Liberties for the export of coal. It has one ship of its own, which also had been temporarily blocked from sailing. The company is a partnership of coal producers, several railroads and the UMW set up to promote US coal shipments abroad.

In a related development, the SIU last week filed unfair labor practice charges against the company, charging illegal hiring practices. An SIU petition filed with the National Labor Relations Board in New York said the company was discriminating against seamen represented by the Union

### Held Up Ships

MM&P-MEBA picketlines have been out in force at company offices in New York and held up withdrawal of six Liberties from the Government reserve fleet at Wilmington, NC, until an injunction barred further demonstrations.

Both unions have vowed to continue picketing the company and its ships wherever they turn up in the US.

American Coal Shipping recent-



Protesting signing of agreement with District 50 affiliate, MEBA and MM&P members picket American Coal Shipping offices at 17 State Street, in Manhattan.

## SEAFARERS LOG

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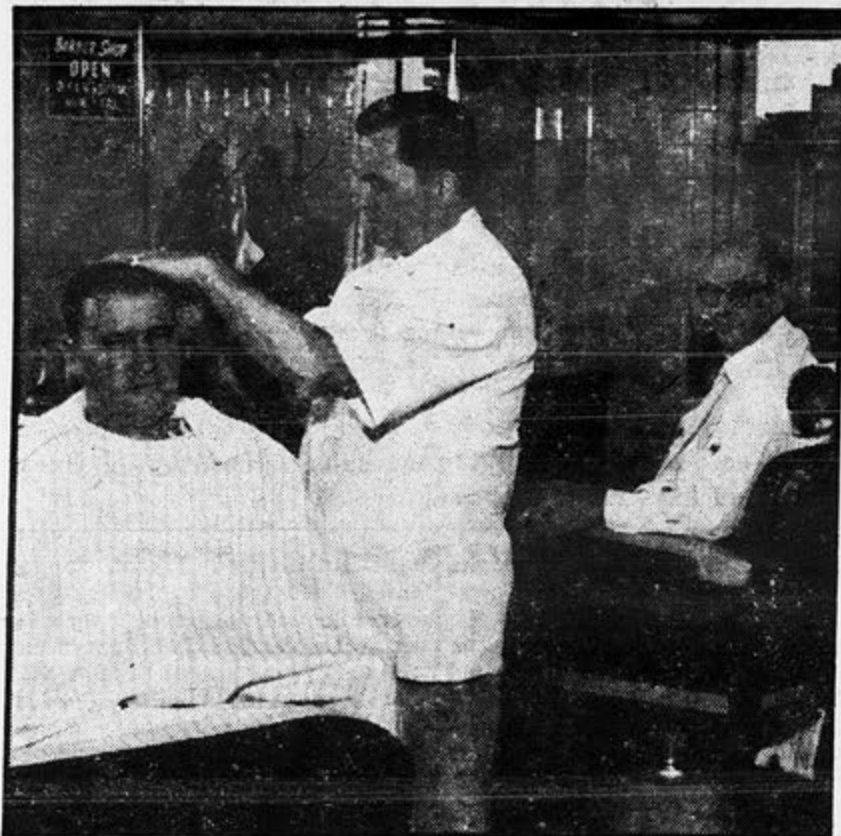


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**First Stateside Haircut In Year**



After 12 months shuttling between the Persian Gulf and Japan on the Queenston Heights, Seafarer John Dickerson, AB, enjoys his first Stateside haircut from headquarters barber Frank Lauro. Waiting his turn is Charles Youngblood, chief engineer.

**Atom-Hulled Ships In TMT's Future?**

WASHINGTON—Long range plans for construction of new trailerships adaptable to nuclear power have been announced by Eric Rath, president of TMT Trailer Ferry, Inc. At the same time the SIU-contracted company announced that it would like to operate the Government's nuclear-powered vessel.

Meanwhile, the first true roll-on roll-off ship, the Carib Queen, is expected to be ready for service in January. She will make an initial trip under charter to the Military Sea Transportation Service, since the Defense Department is keenly interested in trailership operation. After her initial run from Brooklyn to St. Nazaire, France, and Amsterdam, the ship will be put in transatlantic service, operating out of the Philadelphia area.

Speaking to the Maritime Cargo Transportation Conference in Washington, Rath said that the company has as a long-range objective the construction of two new trailerships with hull design similar to that of the prototype atom ship which the Government will build. The two new trailerships would have a conventional power plant. But if the Government's first atom ship proves successful, the power plant could be replaced by a nuclear reactor far more speedily and at less cost than building new atom-powered ships from scratch.

**Roll-On Advantages**

Rath also outlined what he believed were the major advantages of roll-on ships over conventional cargo liners. He emphasized provision of door-to-door service, ability to handle heavy lift cargoes, transportation of liquids, explosives and other specialized cargoes and, of course, rapid turnaround.

Turning to the Landing Ship Dork, of which the Carib Queen is the best and most easily-converted existing vessel for roll-on purposes.

A spokesman for the Defense Department said that approximately 24 percent of all Army cargo shipped overseas in wartime is wheeled and tracked equipment including such items as jeeps, half-tracks, tanks, armored cars, mobile artillery pieces and the like. The military services, he said, are anxious to encourage shipowners to build and develop ships of the roll-on-roll-off type.

**Joe Heath, Organizing Head, Dies**

BALTIMORE—AFL-CIO regional director Joseph F. Heath died Wednesday of this week after weeks of hospital care arising from an automobile accident. He was 48 years old.



Heath

Heath, who had his offices in the SIU Baltimore hall here, had an impressive organizing record in the labor movement. Before becoming regional director he had served as director of the mid-central seaboard area for the AFL. Originally a member of the International Brotherhood of Electrical Workers, he was an officer of local unions in that organization, secretary of the Philadelphia Metal Trades Council, of the East Coast Metal Trades Council and national vice-president of the American Federation of Government Employees.

He also served as a labor adviser to the US Foreign Service in Greece and other Marshall, Plan countries. During the 1953-54 long-shore campaign Heath served as organizer for the AFL in the Port of New York.

He was very popular among labor groups as a capable and hard-working organizer.

Surviving are his wife, Kathryn Teresa; six daughters, Jacqueline, Veronica, Constance, Sandra, Helen and Mrs. Robert Butler, and a son, Joseph Jr.

Funeral services were held this morning at St. Michael's Church, Annandale. Burial was in Arlington, Va.

**Shipping Round-Up & Forecast**

November 14 Through November 27

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	11	5	5	9	4	3	20	17	37
New York	86	18	58	19	81	10	225	47	272
Philadelphia	48	8	19	6	22	3	89	17	106
Baltimore	49	16	38	15	25	9	112	40	152
Norfolk	17	9	18	10	8	7	43	26	69
Savannah	14	5	6	1	4	4	24	10	34
Tampa	9	1	3	2	9	0	21	3	24
Mobile	16	0	24	2	18	5	58	7	65
New Orleans	41	11	29	11	43	7	113	29	142
Lake Charles	19	8	15	11	1	4	35	23	58
Houston	23	11	19	13	10	8	52	32	84
Wilmington	11	1	6	5	12	2	29	8	37
San Francisco	30	17	18	9	12	6	60	32	92
Seattle	20	15	15	16	16	9	51	40	91
Total	394	125	273	129	265	77	932	331	1263

Port	Shipped						Total A	Total B	Total C	Total Ship.
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C				
Boston	10	7	3	4	3	7	19	12	11	42
New York	80	17	19	42	17	15	60	22	40	278
Philadelphia	48	5	7	27	10	14	32	4	8	155
Baltimore	39	14	8	26	16	8	17	9	5	142
Norfolk	10	10	16	11	7	15	8	10	29	41
Savannah	4	2	3	3	2	4	2	1	1	22
Tampa	6	1	3	4	3	4	4	5	0	30
Mobile	24	7	0	21	7	1	15	7	4	86
New Orleans	19	1	1	19	4	3	24	3	0	74
Lake Charles	15	7	2	11	10	0	2	8	1	56
Houston	17	12	5	22	6	2	7	6	6	83
Wilmington	11	4	13	7	14	11	7	3	14	84
San Francisco	31	20	14	15	21	5	19	7	7	139
Seattle	18	17	11	12	9	19	11	8	9	114
Total	332	124	105	224	129	108	213	77	88	1400

Despite the effects of the nine-day longshore strike in Atlantic and Gulf ports, SIU shipping increased slightly over the previous period to a level of 1,400 jobs. A total of 1,263 men were registered in the same two weeks.

Although the strike was most effective in New York, shipping there remained the same as before. Norfolk also held to the status quo. On the other hand, Philadelphia handled twice as much shipping as the previous period, while activity in Baltimore was cut in half.

Boston, Tampa, Mobile, Lake Charles, Wilmington and San Francisco all showed gains, but declines were listed in Savannah, New Orleans, Houston and Seattle. On the whole, however, the West Coast ports accounted for almost a quarter of the total shipping in the district and will continue to be busy for some time. New Orleans was still very quiet, but expected to upturn this week.

**Christmas Turnover**

The coming Christmas-New Year holidays should also boost shipping generally, with large numbers of men expected to pay off and come ashore to stay with their families. This traditional holiday turnover should mean good shipping in the immediate future, aside from the added prospect of further ship breakouts by the Government.

Of interest during the period was the neck and neck race between registration and shipping for class B men. The totals for all departments were identical.

However, class A shipping declined to 55 percent of the total shipping, class B stayed the same as before, and class C took up the gain from class A.

Following is the forecast port by port:

Boston: Fair . . . New York: Good . . . Philadelphia: Good . . .

**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.

Baltimore: Good . . . Norfolk: Good . . . Lake Charles: Good . . . Houston: Good . . . Savannah: Fair . . . Tampa: Good . . . Wilmington: Good . . . Fair . . . Mobile: Good . . . New Orleans: Should be good again . . . San Francisco: Good . . . Seattle: Good.

**Report Strike In Moscow**

On the heels of unrest and rioting in its satellites, Russia itself is having labor disturbances, according to reports received by US, British and French diplomats.

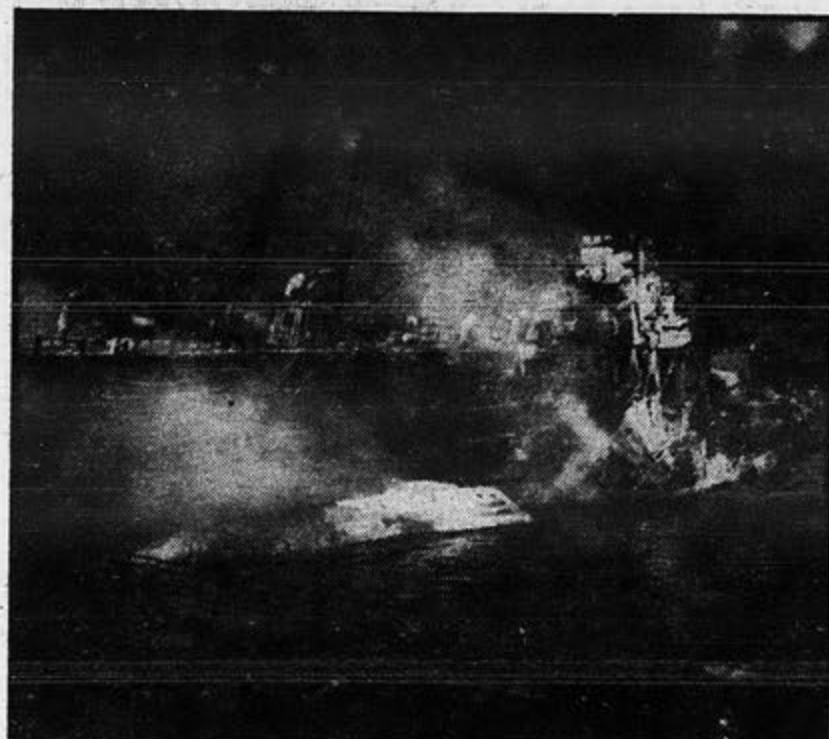
The reports indicate a sit-down strike by workers at the Kaganovich ball-bearing plant in Moscow—one of the Soviet's "model" industrial plants. The plant has about 12,000 workers, of which over one-half are women. The reports are significant because labor disturbances are almost unknown in Russia. In fact, news of only one other strike has penetrated the Iron Curtain since the

end of World War II. This was in a small industrial plant in the Ukraine.

The strike, which was said to be a protest against a production speed-up, was quickly quelled. However, the fact that even a temporary work stoppage occurred in a leading Moscow industry was considered to be an event of great political significance.



# 15 YEARS AGO TODAY, US ENTERED WW II



Victim of Japanese attack on Pearl Harbor, US destroyer Shaw (top) is twisted mass of wreckage. At bottom, Seafarers Charles Trolson (left) and Harvey L. Baublitz show Captain Charles E. Nash how lucky they were after surviving sinking of Marore by three enemy subs on February 25, 1942.

Fifteen years ago today, on December 7, 1941, Japanese bombers attacked the Pearl Harbor naval base and touched off US participation in World War II, the first truly global war in history. It wasn't until four years later, in September, 1945, that the war finally came to a close, but not before 6,000 American merchant seamen died and untold millions of soldiers and civilians all over the world paid with their lives. In terms of the number of men involved, the 1,200 dead of the SIU and the 6,000 of the merchant marine as a whole represented a higher casualty rate than any branch of the US Armed Forces.

### US Now On Guard

Today, 15 years later, American seamen who were the targets of Japanese and German torpedoes, shells and aerial bombs now find themselves welcome guests in those countries, while the US keeps a nervous lookout to prevent another Pearl Harbor attack from one of our former allies.

When the Japanese bombers caught the Navy with its guard down on December 7, 1941, they sank or seriously damaged the bulk of the Pacific fleet including eight battleships and many other lesser vessels as well as numerous merchant and supply ships. One of the first consequences of this Naval loss was to leave unarmed US merchant ships unprotected against Japanese and German U-boat warfare. The result was a terrible toll in the first months of 1942, with German undersea raiders poking boldly into harbor entrances and sinking ship after ship a few scant miles from the US coast.

### SIU Ships Hit

Many months before Pearl Harbor, on May 21, 1941, the SIU-manned Robin Moor went under from German shells. Its occupants were at sea from 13 to 19 days before they were rescued. But the real U-boat storm began with the sinking of the City of Atlanta on January 19, 1942. It was torpedoed without warning off the Carolina coast and had gone down so fast that there had hardly been time to jump over the side. The only lifeboat launched was crushed when the ship keeled over on top of it.

Crewmembers hung on to bits of wreckage for hours, but by early morning when the Seatrain Texas accidentally spotted them there were only three survivors.

The City of Atlanta sinking headed a melancholy

list of lost SIU ships—the Venore on January 25; the Marore on February 25; the Robin Hood, Alcoa Guide, Oakmar, Major Wheeler, Pipestone County, Chilore and many other vessels sunk off the US coast. It wasn't until May, 1942, that the Navy was able to give protection to coastal shipping.

In subsequent months, merchant ships received arms to fight back with and powerful armed escorts. But still the casualties were heavy in the Caribbean, the Gulf, the North Atlantic, on the deadly run to Murmansk and in Pacific waters.

The cold figures show 154 American and allied ships sunk off the east coast alone in the first six months of 1942 and 167 more in the Gulf. They show 16 or 20 US flag ships lost on the "4th of July" convoy to Murmansk.

All told a staggering total of 1,554 American merchant ships with untold cargo tonnage were sunk, but at the war's end the mighty US production line had 5,529 merchant ships in active service, delivering overpowering quantities of men, food, munitions and supplies to terminals in north Europe, Burma, Indochina, India, Iran, and the islands off Japan.

### Many Instances Of Heroism

Individual merchant ships and merchantmen compiled heroic records in the course of the four years. The Seatrain Texas will always be famous for its feat of singlehandedly delivering 180 Sherman tanks to the British 8th Army in 1942 while the Germans were virtually at the gates of Alexandria and threatening to sever the Suez Canal lifeline. The Robin Locksley ran the gauntlet to Malta in November, 1942, when that tiny island was an Allied strong point in an enemy lake. The Henry Bacon fought a singlehanded battle with 23 German torpedo planes in Arctic waters and shot down eight to nine planes before the ship succumbed. Acts of courage displayed by individual Seafarers led to the naming of more than 20 merchant vessels after men who sacrificed their lives.

The 15th anniversary of Pearl Harbor finds the world technically at peace but tense and uneasy over the continuing threat of war. US ships, as in wartime, are still hauling the arms and supplies to bases from northern Greenland to the far reaches of the Pacific to assure that the US is not caught napping again.

## Dock Strike Halted Without Pact Gains

The International Longshoremen's Association was ordered by the courts to remain working until Feb. 12, putting an end to the coastwise walkout. At the same time, the NLRB moved to bar the ILA from pressing for coastwise bargaining in its contract negotiations with the New York shippers.

The work order came about when a Federal District Court extended a no-strike injunction, brought against the ILA under the Taft-Hartley law, to a full 80 days. The Government had previously obtained a 10-day injunction which sent the longshoremen back to work by Monday morning, November 26, after they had struck the Atlantic and Gulf coasts for nine days, tying up nearly 300 ships in ports from Maine to Texas.

A separate injunction, restraining the ILA from pressing for coastwise bargaining, was also sought in the Federal Court last Friday, and arguments on it are now being heard. Meanwhile, a temporary restraining order, obtained by the NLRB, was extended to Dec. 10.

### Tried To Stop IBL

To most observers the ILA's setback on the coastal bargaining issue was seen as a blow to its hopes of preventing another New York waterfront election. It seems certain that the ILA made coastwise bargaining its No. 1 contract demand because it wished to keep the International Brotherhood of

Longshoremen, AFL-CIO, from petitioning for another election in 1958.

How set the ILA leaders were on this issue can be seen from the fact that they made virtually no attempt to settle any of the bread-and-butter issues involved in the contract dispute, but made the walkout hinge on the coastwise bargaining issue.

### No Pact Talks

Even after the men were ordered back to work, the ILA leaders did not resume negotiations on any of the pork-chop issues, such as increased wages, the eight-hour day, sling load limits, and improved pension and welfare benefits.

The ILA persisted in these tactics in face of NLRB rulings in three waterfront elections, that the legal bargaining area for New York longshoremen was "the Port of Greater New York and vicinity."

In Norfolk, in fact, the ILA was preparing to settle its contract dispute with the Hampton Roads shippers the day before hearings on the injunction began. In New Orleans, Galveston and Houston, the ILA and shippers were reported virtually agreed on new contracts even before ILA headquarters ordered the strike over the coastal bargaining issue.

## Plans For \$4 Billion Aid Program Indicate Heavy '50-50' Shipments

WASHINGTON—A continuing high level of foreign aid shipments is likely through 1958 judging from reports that the Government will ask for \$4 billion for this purpose. That is the sum agreed on as the foreign aid fund request by the State and Defense Departments and the International Cooperation Administration, which runs the program.

Foreign aid, along with agricultural surplus disposal, involves huge shipments of material overseas to various nations under the provisions of the "50-50" law. Even allowing for Congressional efforts to reduce the total of foreign aid spending, it appears certain that the program will continue to assure considerable cargo for American flag ships and employment for thousands of US seamen.

### Increased Over '56

All sums mentioned up until now are subject to change when the Budget Bureau and Congress gets through with them. However, the \$4 billion figure would actually represent an increase of about \$250 million over the current appropriations. Last year, Congress voted \$3,766,000 to cover the program through June 30, 1957.

The \$4 billion proposed would boost the total foreign aid program since 1948 to over \$50 billion. Actually, the total request could go

up even higher in light of Middle East developments. Some US officials are proposing that the Government sweeten the pot for Middle East nations if they cooperate in the peaceful settlement of the Suez problem and the Arab-Israeli rivalry.

The current agricultural surplus disposal program provides for \$1½ billion worth of shipments. The program has made a big dent in the US surplus but despite that, bumper production of some products indicates that the program will be carried on for at least another year.

## Boston Terminus Proposed For Low-Cost Ocean Liner

BOSTON—With details on a Belgian terminal for his \$50-a-trip ocean liners apparently already worked out, hotel man H. B. Cantor is now turning his attention to sites for his proposed operations on this side of the Atlantic.

He met with Governor-elect Foster Furcolo of Massachusetts last week to discuss the use of port facilities here for the low-cost ship service. Cantor, who is president of the Carter Hotel chain, proposes building two fast 90,000-ton, 6,000-passenger superliners for the tourist trade. He has had applications for Federal mortgage assistance pending in Washington for some time.

The planned site for a European terminal for the giant ships would probably be Zeebrugge, Belgium, from which he returned recently after consultations on the project with Belgian government and port officials.

Boston hasn't hosted any major passenger ship operations since the

former SIU-contracted Eastern Steamship Company went out of business. Cantor says his proposed new company would bring an influx of 500,000 passengers into the area every year.


### Jobs Up Again

Job activity took a welcome upward swing during the past period, reflecting the uncertainty which rules shipping in this port, according to Port Agent James Sheehan. The outlook is still unpredictable.

The tankers Lake George (US Petroleum) and Bents Fort (Cities Service) paid off and signed on in the last two weeks, along with the Steel Rover (Isthmian), Kern Hills (Western Nav) and Robin Doncaster (Seas Shipping) which arrived in transit.

## USPHS Has Last Say On Duty Slip

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



# SAFETY . . .

## is part of the job!

Seafarers well know that they're in a tough and dangerous occupation subject to many hazards, not the least of which is the unpredictable temper of the sea itself. Sometimes these very hazards may offer a tempting challenge for Seafarers to pit their brawn and agility against.

The qualities of strength and ruggedness which make a good Seafaring man are admirable in themselves, but Seafarers cannot depend on ruggedness alone to take them through safely. Instead the wise seaman takes advantage of every piece of gear and every safe procedure to protect his life and well-being. He knows there are too many people dependent on his actions—family, shipmates and himself—to do his job any other way.

The SIU believes that even one injury is one too many in terms of unnecessary suffering and hardship. The formidable task of reducing injuries to a minimum will not be accomplished by slogans or any other shortcuts, but safety progress will be made when every Seafarer, even the strongest and hardest, realizes he is vulnerable and acts with prudence and caution accordingly.



# AN SIU SHIP is A SAFE SHIP!

# YOUR DOLLAR'S WORTH

## Seafarer's Guide To Better Buying

By Sidney Margolius

### Museums Offer Children's Gifts

Christmas, too, costs a little more this year. A number of popular gift items have been marked up, especially metal toys. Tags on tricycles and wagons are up 50 cents to \$1.50, larger bikes cost \$4-\$5 more. Thus it's more worthwhile than ever to invest your gift money in bread-and-butter playthings a child will use all year rather than novelties.

Among unusual sources for worthwhile play materials, some for very little money, and adult gifts too, are museums, toy co-ops and other specialized sources. Here are a number of possibilities. Many can be ordered by mail, and in some cases catalogs and price lists are available. In addition, it may be worth visiting museums in your own area.

**AMERICAN MUSEUM OF NATURAL HISTORY MUSEUM SHOP**, Central Park W. at 79th Street, New York. A Young Collectors Rock Kit, \$3.45 plus 50c for mailing, includes 25 specimens and "The Adventure Book of Rocks." The Young Collector's Insect Kit includes butterfly net, spreading board, other equipment and "The Adventure Book of Insects," for \$4.95 plus 50c. A weather kit includes a meteorology book, equipment for making a barometer, humidity gauge, other materials, for \$2.95 (plus 30 cents.) One of the best ideas is a subscription to "Junior Natural History Magazine," \$1.50 for a year. The museum shop also has native-made dolls at reasonable prices ranging from small Guatemalan and Korean dolls at 75c, to ten-inch Korean dolls at \$3.25. For teen-agers and adults, jewelry such as earrings, tie clasps, etc., made by Zuni, Navaho and other native craftsmen of quartz crystals, silver and turquoise are \$2 to \$5. Mohawk dolls, boy or girl, are \$2.75 postpaid. Among games are: United States Bingo, similar to regular bingo but tells about the states, \$2.25; Indian Puzzles, a set of six picture puzzles, \$1.25, ages 4-8; among excellent books are **The First Book Library**, each devoted to a subject as America, horses, Indians, plants, science experiments, etc., \$2 each. Books and games are postpaid. Catalogs of map and nature publications and other materials are also available.



**CHICAGO NATURAL HISTORY MUSEUM BOOK SHOP**, Chicago 5, Ill. Exceptional value is a kit of 18 different rocks and minerals and a 90-page "Pebble Pup Booklet," all for \$1.25 postpaid. Another is its authentic Stori-View Animal Adventure series of three-dimensional color transparencies of museum exhibits. This is \$6.50 postpaid for a stereo viewer and 60 viewing cards. Indian Stori-View cards are also available at 50c for a set of six.

**MUSEUM OF SCIENCE AND INDUSTRY**, Jackson Park, Chicago 37. Coral shell collection is \$2; miscellaneous shells, \$1; 30 semi-precious gems, \$3.75; Rocky Mt. collection of 50 rocks, \$2.25. Also available are individual rocks and minerals, as agate, amethyst crystal, etc. at 10c up. Price list and catalogs available.

**BROOKLYN MUSEUM**, Gallery Shop, Eastern Parkway, Brooklyn, NY, has folk toys from all over the world at low prices. Examples: abacus with instruction book, \$1; Japanese folk dolls, 40-75c; Guatemalan wood toys such as horse and wagon, trucks, etc., 25-75c; wood-carved bird and animal toys from India, 30c up.

**CLEVELAND, OHIO, MUSEUM OF ART**, 11150 E. Blvd., features unusual games for children. Game of Artists, Part I, is a deck of 52 cards with museum paintings reproduced on the backs, 25c; Game of Artists, Part II, is a larger set including Part I, 50c; jigsaw puzzles of famous artworks are 25c each. Among excellent children's books offered are "Sokar And the Crocodile," \$2.50. The museum also offers color prints of famous art works at reasonable prices such as 50-75c. Pamphlet available.

#### Indian Materials

**MUSEUM OF THE AMERICAN INDIAN**, Broadway at 155th St., New York, has authentic Indian materials, such as stone axes, arrowheads, stone knives, dolls, basketry and books on the American Indian. Write for prices.

Among other sources for play materials and gifts of lasting value and interest who will send price lists are:

#### Music Toys, Too

**ARTCRAFT SERVICES**, 340 Amsterdam Ave., New York 23, materials developed by educators. Especially of interest are art materials; double easel (\$10.95); weaving and spinning looms; handcraft materials for making jewelry, leather articles, etc.; scientific materials such as magnifying glasses and prisms; rhythm tom-toms, metalophone and other music toys for parents who like noise around the house, at reasonable prices; its famous Jonathan slide, at \$8.50; and wood floor blocks. But note FOB on heavy items adds to cost of long-distance orders.

**COMMUNITY PLAYTHINGS**, Rifton, NY, offers larger play equipment made by artisans of the Woodcrest and Macedonia cooperative communities. These include costlier items such as wood hand trucks for young children, \$7.50; Vary-Play eight-piece box set, \$11.50; pump action swing, etc. Many of these are recommended by the Association for Childhood Education. Prices here, too, are FOB.

**BOOKS UNLIMITED**, 1414 University Ave., Berkeley 2, Calif., a mail order co-op, offers books, records and magazine subscriptions, and for the past two years has paid members patronage refunds of six per cent. Many books or records available at savings and gift wrapped at no cost. Membership is \$1; for students, 50c.

# US Seeking More New Ships

WASHINGTON—Despite reported plans for construction of 32 new American-flag super-tankers, the Military Sea Transportation Service is still looking for new tankships to charter. The MSTS is asking operators to supply it with vessels of between 25,000 to 60,000 tons for Navy charters of one to five years' duration.

The Navy is so anxious for the ships that it will give out a charter to an operator whose ship is not even in the yards for construction yet. Any qualified applicant with a US-built and registered vessel "in being or on paper" can get a contract.

#### Five New SIU Ships

Meanwhile, the latest review of the American Bureau of Shipping confirms an upsurge in new tanker

vessel on the ways at Sparrows Point. Carras now proposes to transfer this ship foreign and build a larger one for the US flag. Also building at Sparrows Point is Metro Petroleum, which has a 32,650-tonner coming up, the keel of which is yet to be laid.

Terminal Transport Corp. has a 26,500-ton tanker due to be built at Ingalls Shipbuilding in Pascagoula, Miss. The New York Shipbuilding Corp. of Camden, New Jersey, has an order for a 35,000-ton tanker from American Tramp

Shipping.

The new Navy tanker proposal will allow a builder 24 months to show up with a vessel after he signs a charter contract with the Navy. Two years ago Congress passed a law providing for long-term charters of new tonnage to MSTS, but nothing ever came of it. Operators refused to build new tonnage under the terms of the law because they would be prohibited from running their ships under the Liberian flag after the charters expired.

### Ship Prices Go Up 15% More

Reported at record highs in the last issue of the SEAFARERS LOG, the prices of used merchant ships have jumped as much as 15 percent in the two week period. The result is that some foreign-flag T-2s now bring as much as a cool \$5 million on the market. Two weeks ago these same ships commanded a price in excess of \$4 million.

"Restricted" Liberian flag T-2s are selling for better than \$4 million right now with American-flag Libertys going for between \$2,750,000 and \$3 million.

Ships of this type sold for around \$400,000 to \$600,000 two years ago. Yet US operators are still being permitted to transfer them foreign where the price is "right."

construction with at least five ships being built by SIU companies.

One of them, the Cities Service Norfolk has already been launched and is due to go into service in December along with her sister ships the CS Baltimore and CS Miami. She is of 32,650 deadweight tons.

Another SIU operator, J. M. Carras, has a 25,000-deadweight

## \$10 Million Paid Out In SIU Benefits

Another landmark for the SIU's Welfare and Vacation Plans passed smoothly recently when the combined plans exceeded the \$10 million mark in benefits payments to Seafarers and their families. Of the combined total, over \$6½ million was in the form of vacation payments with the other \$3½ million plus paid out in a host of Welfare Plan benefits.

Since the two programs were first negotiated by the Union in 1950 and 1951 they have been of direct benefit to thousands of Seafarers, proving the wisdom of developing this area of negotiations in addition to basic bread and butter contract items. Once regarded as novel, the benefits provided by the Plans are now considered essential to the well-being of Seafarers.

#### Payments On Increase

Although the Welfare Plan is six years old and the Vacation Plan has been functioning for less than five, the bulk of the \$10 million was paid out in the last 24 months. That is because the Union has negotiated several increases in benefits and added new features on the welfare side during the two-year period.

The future outlook indicates that the second \$10 million will be paid out to Seafarers in a far briefer period than six years. Total vacation benefits, now at a new high (Continued on page 15)

## Mobile SIU, Employers' Group Meet On Safety



Some 150 Seafarers and their families enjoyed the Thanksgiving Day dinners prepared by the SIU at its Mobile hall and served at the Catholic Maritime Club in that city. Here are some of those who dined between 11:30 AM and 3 PM.

MOBILE—Preliminary meetings between SIU port officials and members of the management committee on ship safety problems have already been held here on a local level.

The SIU ship safety program is due to be put into effect early in 1957.

First step will be shipboard meetings in which SIU crewmen will participate along with ship's officers to remedy any safety shortcomings aboard their vessels. The crews themselves have already been polled by the Union in an effort to determine their suggestions for improved safety practices and repairs for individual vessels.

#### Shipping Holds Its Own

Meanwhile, shipping more than held its own in the face of the coastwise longshore strike last month. Job activity improved over the previous period for offshore shipping, and an additional 150 relief jobs were filled around the harbor. Men were also shipped to Tampa and Panama City, Florida, when there were no replacements available for ships in those ports.

Mobile itself wasn't hurt by the strike, since all ships in the harbor during that period kept full crews at all times. Most of the crews aboard ships stuck here got a lot of time with the homefolks. But the strike did cause the Alcoa passenger ships to cut out one sailing and cut down their schedule by one week, Port Agent Cal Tanner noted.

#### Dock Record Broken

He reported that the state docks broke all records for the month of October for tonnage handled and gross and net earnings. One of the chief factors for this was the recent purchase of a grain elevator by the state docks board for \$1.2

million. Profit from the elevator alone was almost \$100,000 for the month of October.

## Red Cross, SIU Return Man Home

Speedy teamwork between the SIU and American Red Cross recently resulted in getting Seafarer Allie Androh off his ship and back home to Brooklyn in time for his wife's funeral.

Androh's wife, Marion, died two days after undergoing a rare heart operation at Brooklyn Jewish Hospital. But meanwhile Androh, confident that his wife was out of danger, had shipped out.

Red Cross workers, unable to learn Androh's whereabouts, contacted the SIU for help and the SIU was able to determine that Androh was aboard the Transfuel tanker William A. Carruth, bound for Port Arthur.

The ship's itinerary was given to the Red Cross, which then arranged for the Coast Guard to take Androh off his ship at Miami. The Miami Red Cross arranged his plane transportation back to Brooklyn.



Androh

# With SIU Families



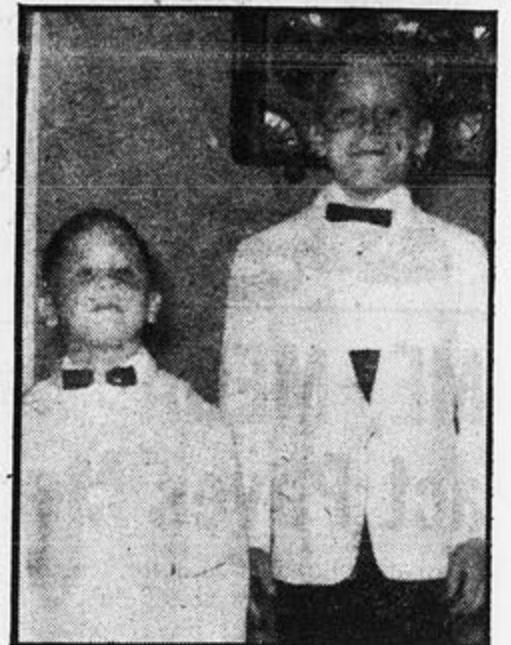
Ray, Dewey and Terry (l to r) are Tommy Ray Fillingim's trio. They live in Chickasaw, Ala.



In the Ralph Stepp household it's girls, Suellin Ann, 3, and Rita Marie, 5. Home is Mobile, Ala.



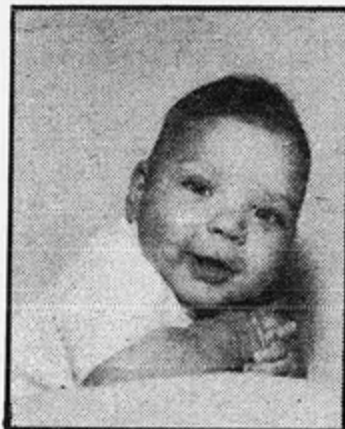
Ramona, 10, and Roberta, 7, live in the famed seafaring town of Gloucester, Mass. Dad is Fred Souza.



Roy B. Evans, Prichard, Ala., is father of Michael David, 4, and Larry Roy, 8½.



Shirley Ann, 9, is daughter of W. G. Lewis of Tampa.



Alfred Volkerts of Brooklyn is son of Seafarer A. R. Volkerts.



Connie Yvonne, 2, is daughter of W. H. Fillingim, Chickasaw, Ala.



Clarence Thibodeaux of New Orleans sent photo of Pamela Jean, 4½.



Valerie and Shorty are pals. Valerie's dad is Willie Keno of NY.



Maritza recently celebrated 1st year. Father's Humberto Ortiz, B'klyn.



This growing family belongs to Seafarer Osborne M. Brooke of Mobile, Alabama. Brooke has collected four SIU maternity benefits thus far. Oldest child was born before benefits began.



Kathy, 3, is pride of Seafarer Lonnie Hergeshimer, New Orleans.



Catching nap is Yvonne, 3 mos., Metropolitan, PR. Dad's Charles Carey.



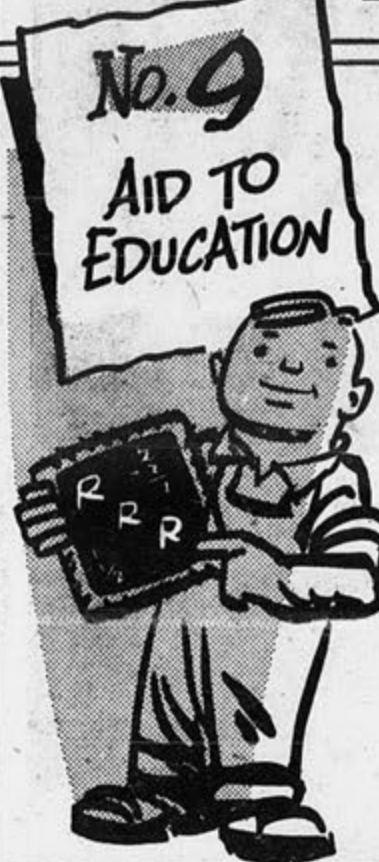
Springfield, Mass., is home for Wm. Parks III, age 3½ months.



Seafarer Yao Fan Wing of San Francisco became the proud father of twins Judy and Pearl last February, so naturally he collected two \$200 maternity benefits plus two bonds from the Union.



# HOW AMERICAN UNIONS SERVE EVERY AMERICAN



American trade unions have consistently fought for better schools for all Americans. In doing so they have, in many areas, successfully bucked the opposition of large property-owners and major businesses which up until now have opposed increased educational spending almost as a matter of course.

Now many major business firms have been converted to the idea of spending for education because they feel the need for a trained, educated labor force. But it was American unions which showed them the way by supporting improvements in the American public and high school system through the years.

SEAFARERS LOG

# Ship Goes Liberian, Bans Press

TAMPA—An "iron curtain" was dropped around the Liberty ship Algonkin when she was transferred from American to foreign registry here last week.

SIU Patrolman Bennie Gonzales, who covered the final payoff of the SIU crew, said "it looked like the company doesn't want the real story to get out so the American people can see what is happening to their merchant marine." He pointed out that the master refused to let any reporters come aboard while the formalities were completed.

Gonzales added that it was easy to see from the food that was put aboard for the foreign crew "what these men have to go through. There weren't any fresh vegetables or anything of that sort at all. We did see some mutton, sardines and olive oil put on as crew's stores. It looked as if they were putting on not only the least that they could, but the cheapest stuff, too."

### Promise New Tonnage

The Algonkin was the only ship owned by Algonkin Steamship and had Trans-Oceanic Marine as her agent. She and other dry cargo ships are being allowed to transfer foreign in return for a commitment to build new US-flag tonnage.

However, far more ships would be transferred under these plans than new ones would be built.

Only other ship to pay off here was the Azalea City (Waterman), and there were no sign-ons. Shipping was up somewhat, however, sparked by the arrival of six in-transit ships. These were the Bienville (twice), Madaket (Waterman); Chickasaw (Pan Atlantic); and Ponce and Florida State (Ponce Cement).



Seafarer Herman L. Carter squats in middle of ton of mutton which will make chow for Greek crew of former SIU freighter Algonkin, now under Liberian flag. No fresh vegetables or better cuts of meat here, you'll notice. Photo by Joe Bryant, Fort Lauderdale Daily News.

# BME, MEBA 'No Raid' Pact Paves Merger Road

The Brotherhood of Marine Engineers, an SIU affiliate, and the Marine Engineers Beneficial Association have jointly announced an agreement on a no-raiding pact and mutual cooperation on common problems. The agreement marks the end of a seven-year split between the two unions. According to the "BME Marine Engineer," official BME publication, it "lays the groundwork for the creation of a single marine engineers union."

Completion of the agreement was announced shortly after the MEBA severed all of its connections with the National Maritime

Union and the AFL-CIO Maritime Committee (formerly the CIO Maritime Committee). The break came over refusal of the NMU to support the engineers in their beef with American Coal Shipping Inc. An immediate effect of the MEBA-BME agreement was to gain full BME support for the Coal Shipping beef with BME engineers on the picket lines.

Elaborating on the possibilities of merger of the two engineers' unions, BME President Wilbur Dickey declared: "What we're doing is exploring the possibility of working together in mutual trust for the common purpose of better representing the needs of our respective memberships. If we can accomplish this, then there will exist a common ground on which our two organizations could some day merge into one."

The Brotherhood of Marine Engineers was originally chartered by the SIU of North America when a group of dissatisfied MEBA members broke away.

# Waterman Hits Forced Sale Order

WASHINGTON — Under bitter attack from railroad interests who fear its trailership plans, Waterman-Pan Atlantic has been ordered by an Interstate Commerce Commission examiner to change its "illegal" ownership.

The examiner ruled that the present owners of the SIU-contracted company were ineligible because of their "common interest" in McLean Trucking—and the fact that they owned two or more domestic carriers, Waterman and Pan Atlantic. The finding was issued in a case in which the Atlantic Coast Line, a major eastern railroad, was a party.

### Challenge Findings

Company officials immediately challenged the findings. Malcolm McLean was quoted as declaring that he was confident that the full Commission would reverse the examiner's findings. He pointed out that Waterman itself had surrendered its ICC certificate and was consequently an offshore operator exclusively.

The McLean attorneys have also argued that the Waterman owners no longer control McLean trucking because they put that company's stock in trust. Waterman was bought by McLean early in 1955.

Waterman was purchased by McLean early in 1955 to set up trailership service.

# 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.

### SVEN STOCKMARR, deck dep't.

Long experience on both foreign-flag and SIU ships has schooled Sven Stockmarr in the problems of handling crew beefs. Beginning at the age of 13 back in 1937, he sailed Danish, Panamanian, Swedish and British ships before starting with the SIU in 1943 out of the old Stone Street hall. In the 13 years he has been sailing with the SIU, he has served as delegate on numerous occasions and formed some positive opinions as to what goes into the job and how it can be made more useful.

For one thing he is a firm believer in the shipboard meeting as an outlet for any and all beefs, including the personal ones. "Bring them out in the open where they belong," he says. Then he feels more crewmembers need to know more about the Union agreement and the Union constitution both.



In his view the agreement should be the bible of shipboard operations and Seafarers should be equally familiar with the constitution and its provisions. That would put an end to most beefs and violations, and consequent Union penalties, he believes.

### Classes On Contract

To accomplish this he suggests that the Union conduct regular classes for all Seafarers on how to

conduct meetings, on the contract and the Union constitution. "We need men who are bookmen and not just book carriers," he declared. "The Union spirit of the crew makes all the difference in terms of the delegate getting his end of the job done properly."

If crewmembers do not back up the delegate, he believes, then competent men refuse the job and it falls into the lap of others who are less qualified.

### Two Pitfalls

On the delegate side, he has to be careful to avoid two major pitfalls. He emphasized that the delegate should never use his position to extract special favors for himself. If he does, he loses most of his value to the crew. In dealing with the officers, he should recognize the limits of his authority as the crew representative.

"The delegate doesn't have the authority to demand anything," he explained. "His job is to present the facts. If the officers don't see it his way, then the Union patrolman will do the demanding."

### New Elections

He sees no reason why a good delegate couldn't continue to hold the job trip after trip, "but there should be a new election each time when the ship signs on."

It would help delegates settle beefs, he feels, if the contract and clarifications were all wrapped up in one package, with the clarification following the particular contract section to which it applies. He also finds money exchange problems a particular headache because of the fact that travelers checks are not accepted in many small ports.

"Today the legal rates of exchange are pretty well standard all over, so we are just as well off taking local currency from the skipper. That way the delegate doesn't have the whole crew on his neck worrying about where they can change their money."

# Among Our Affiliates

Canadian Seafarers employed on Clarke Co. ships will have an opportunity to vote for the SIU Canadian District under a decision of the Canada Labor Relations Board. The company has had its own "union" on the ships since 1947.

Negotiations are deadlocked between the Ann Arbor Railroad and the SIU Great Lakes District, the "Great Lakes Seafarer" reports. The railroad offer of a ten-cent hourly raise and two seven cent boosts in succeeding years was termed inadequate by union representatives. Union members man the company's carferries.

Ore Transport Inc. has signed an agreement with the Brotherhood of Marine Engineers calling for a six percent increase in wages, overtime and penalty rates retroactive to June of this year. The company operates ore boats between Venezuela, Quebec and East Coast ports and is planning new vessels.

With Matson Navigation hiring stewardesses, the Marine Cooks and Stewards Union now has a female patrolman. She is Rosie O'Kane, who will serve in the union's San Francisco headquarters.

# IBL Backed In Lk. Chas.

LAKE CHARLES—All local unions are backing up the AFL-CIO International Brotherhood of Longshoremen here in a new beef with the stevedores. IBL put a picket-line out on the freight docks after the shippers locked them out.

Since SIU operations here primarily involve tankers, SIU shipping hasn't been too much affected by the dispute. Job activity even improved somewhat, Port Agent Leroy Clarke noted.

Ships in the area during the past two weeks included eight Cities Service tankers, the Val Chem (Valentine), Michael (Carras), Seatiger (Colonial) and Transyork (Transyork). The latter, a Victory ship taken over by a new SIU company, was formerly manned by the National Maritime Union.

# VOTE

SIU... ELECTION... TO... DEC. 31

# AFL-CIO Marks 1st Year Of Merger

The AFL-CIO rounded out its first year of merger this week with continuing evidence of peaceful transition in most areas into one national labor federation. The first anniversary of the merger came with the announcement that two autonomous unions, the International Brotherhood of Papermakers and the United Paper Workers unions had made final arrangements for the establishment of the United Papermakers and Paperworkers International Union. The new union will have a membership of 130,000. Two other mergers between AFL and CIO barbers unions and between government employees unions have already taken place.

In addition, the merged labor movement can point to the successful merger of 19 state federations. The latest state in which labor achieved formal unity was in Maine. Some of the bigger state federations are now actively working on mergers.

Louisiana, Alabama, Virginia and Oregon are other states in which mergers have already taken place.

### Attract Rail Brotherhoods

The merger of the two major labor federations was achieved in December, 1955, with hardly a dissent after many months of negotiations between the AFL and the CIO. One effect of the merger was to exert strong attraction on some of the independent rail brotherhoods to join up with the group. More developments are expected on this score in the coming months.

Among significant achievements of the merger were the successful campaigns against the "right to work" law in Louisiana and on behalf of a number of pro-labor candidates for Congress as well as governors in Kansas, Michigan and elsewhere.

It was interesting to note that the labor movement's political action was most successful in those areas where functioning unity or actual merger had been achieved between local AFL and CIO cen-

tral bodies. It is expected that additional mergers of international unions will be forthcoming. One of them, between the Butcher Workmen and the United Packinghouse Workers, struck a snag when it was on the verge of completion.



Touring SIU facilities after Thanksgiving dinner at headquarters family of Seafarer Nemesio Quinones poses at Pete Larsen Memorial Clinic site, 3rd Ave. and 21st St. where first SIU medical center will operate. Pictured (l to r) are Nemesio, Jr., 8; Yvonne, 7; Mrs. Quinones and Augie, 5. Windows covering 100' x 50' frontage of clinic were subsequently demolished in explosion at 35th St. pier. (See story on Page 3.)

## NY Shipping Bounces Up As Longshore Strike Ends

NEW YORK—The end of the longshoremen's strike has brought ship activity back to normal again here. Ships that laid off crews have crewed up again and are trying to resume their regular schedules.

Except for the freighters that arrived for payoff and tying up, the only ships moving in and out of the harbor besides foreign liners were the tankers. Eight tankships hit the port.

"It is at times like these that you can realize the importance of the tanker jobs we have organized in the past few years and the need for going out and organizing other types of jobs," SIU Assistant Secretary Treasurer Claude Simmons commented.

He said the shipping picture for the current period looks good, with quite a few ships due in.

Since men will be getting off these for the Christmas holidays, the customary job turnover is expected.

Sixteen ships paid off, six signed on and nine were serviced in transit in the past two weeks.

### Turned Down OT? Don't Beef On \$\$

Headquarters wishes to remind Seafarers that men who are choosy about working certain overtime cannot expect an equal number of OT hours with the rest of their department. In some crews men have been turning down unpleasant OT jobs and then demanding to come up to equal overtime when the easier jobs come along. This practice is unfair to Seafarers who take OT jobs as they come.

The general objective is to equalize OT as much as possible but if a man refuses disagreeable jobs there is no requirement that when an easier job comes along he can make up the overtime he turned down before.

## LABOR ROUND-UP

Distribution of union pamphlets and literature by union organizers on plant property is legal under certain circumstances, the US Court of Appeals has ruled. The court said that the United Steelworkers of America was within its rights in distributing the literature because the company distributed anti-union literature in the plant.

Now it is municipal "right to work" laws that are being fought by unions. The Palm Springs, Cal-

ifornia, city council passed such an ordinance following picketing of several restaurants and resorts by the Hotel and Restaurant Employees Union. AFL-CIO groups in California are planning a court test of the regulation.

Cleveland newspapers have started publishing again after both editorial and craft unions settled new contract terms. The shutdown broke out November 1 after the Newspaper Guild struck the Cleveland Press. The other two newspapers shut down and laid off their editorial staffs. Increases of \$4 to \$6.50 a week were won by the Guild, with similar raises for the printers and other crafts.

A company union at the Westinghouse plant in Columbus, Ohio, took a bad walloping from the International Union of Electrical Workers in a Labor Board election. The IUE won the vote by 2,208 to 611, or about 3½ to one. The company union was set up by Westinghouse strikebreakers who went back to their jobs during the 156-day strike which ended last March.

Three-year agreements are becoming commonplace. The latest to sign a three-year pact are 11 non-operating railroad unions with approximately 700,000 members. The agreement provides 10 cents the first year, seven cents on November 1, 1957, and seven cents in 1958. In addition, \$4.25 per month will go for medical and hospital benefits for dependents. The agreement is tied to the cost-of-living index.

**COALINGA HILLS (Pan-Am), Nov. 5**—Chairman, T. Jenkins; Secretary, E. Yates. New delegate elected, New treasurer elected. Ship's fund \$33. Suggestion to obtain Union Library. To purchase radio from fund.

**WILLIAM A. M. BURDEN (Western Tankers), Oct. 21**—Chairman, J. Smith; Secretary, C. Foster. Suggestion to purchase awning for fantail aft. Captain refuses to purchase same. To check with company regarding purchase of awning. Fresh water tanks to be cleaned as water is rusty. Few hours disputed overtime. Two men logged while ship was in Bahrain. Repairs not being made as per agreement. Headquarters to be notified of same. Discussion on pumpmen's duties while in port and at sea.

**MARORE (Ore Nav.), Nov. 7**—Chairman, G. Brown; Secretary, H. Sulli-

ing sailing before sailing board time. Messman received eight cartons of cigarettes and was charged for ten. In future, logs received shall be turned over to delegate. Repair list to be submitted to delegates. Thirteen hours disputed overtime. Report accepted. Wedges driven into engine room ventilators falling into engine room endangering fireman.

**SHINNECOCK BAY (Veritas), Oct. 14**—Chairman, C. Majette; Secretary, A. Noah. Report to patrolman on safety conditions and necessary repairs. Coffee urn, toaster and refrigerator to be replaced. Delegates to check slop chest list. Deck department fo'ales to be painted. Complaint about drawing money in foreign currency. Vote of thanks to steward department.

**MARION ZECKENDORF (Pan-Oceanic), Oct. 7**—Chairman, M. Gendron; Secretary, R. Jernigan. Ship's fund \$7. New delegate elected. Crew urged to be careful with cigarettes. Coffee cups to be returned to pantry. Nov. 4—Chairman, F. Nadegren; Secretary, R. Jernigan. Short four men. Ship's fund \$4. Beef on wiper's sanitary work. Discussion on sanitary areas.

**AMES VICTORY (Victory Carriers), July 22**—Chairman, W. Horne; Secretary, L. Hall. One man missed ship in New York. Papers to be mailed at first port. Absence ballots to be sent out to all ships so all members can vote in election of union officials. Repair list to be drawn up and turned over to department heads. Welfare to be notified of any brother who is injured or ill and taken to hospital.

**Sept. 27**—Chairman, W. Horne; Secretary, P. Carpvish. One man contracted malaria and hospitalized in Singapore—rejoined ship in Penang. Wiper signed on in Singapore, replacing man who missed ship in NY. Washing machine to be kept clean. Repair list to be taken direct to captain—mate ignores same. Passage-way to be cleaned.

**CAMP NAMANU (US Petroleum), Sept. 23**—Chairman, D. Hartman; Secretary, V. Chavez. One man hospitalized in Bahrain. Ship's fund 21.35. Engineer slapped fireman while on watch—to be reported to boarding patrolman upon arrival in US. One man jumped overboard leaving Sasebo—picked up by pilot boat and turned over to shoreside authorities. One man logged in Sasebo. Report accepted. Captain trying to discourage men from going to doctor. Drinking fountain out of order. Discussion about draws—whether to get dollars, travelers checks or yen. Mess-hall to be kept clean. Letter to be written to headquarters about jr. third engineer, water cooling system and doctor slips.

**ANDREW JACKSON (Isthmian), Sept. 15**—Chairman, G. Montesano; Secretary, A. Brod's. Ship's delegate re-elected. One table to be reserved for watch at meal times.

**STEEL FABRICATOR (Isthmian), Sept. 31**—Chairman, L. Barrow; Secretary, J. Dehring. Ship's fund \$10.96. Some disputed overtime. Discussions about obtaining steak knives; penalty cargo; one man missed ship in Honolulu—card turned over to delegate.

**ROBIN KIRK (Seas Shipping), Sept. 11**—Chairman, C. Ulrich; Secretary, C. Kress. New delegate elected. Ship's fund \$79.88. To observe quiet in passages. Table to be constructed for recreation deck. Cots to be put away after use.

**BRADFORD ISLAND (Cities Service), Sept. 22**—Chairman, P. Hammel; Secretary, L. LeBlanc. Repair lists to be submitted. No smoking on deck while ship is loading or discharging. Oct. 7—Chairman, J. Patterson; Secretary, Mand. All repairs made except those to be made in yard. Need new garbage can in messhall. More night lunch to be prepared. Fresh milk situation discussed—all to get equal share.

**MAE (Bull), Oct. 7**—Chairman, C. Hostetter; Secretary, Scott. \$30 donated to brother leaving ship in Galveston on account of illness in family. Ship's fund \$23.70. One man short. Ship sailed short-handed. Request to air condition all SIU ships especially those running to the tropics. Discussion about being on ship one hour before sailing time. All excess linen to be turned in. Laundry tubs to be kept clean. Addresses for all ports to be posted on bulletin board.

**FORT HOSKINS (Cities Service), Oct. 30**—Chairman, B. Handerson; Secretary, L. Melon. One man left ship—no replacement. Union notified. To report repairs to captain and see about washing machine. Some disputed overtime—paid in Boston at payoff. Discussion on improvement in steward department.

**ALCOA CORSAIR (Alcoa), Sept. 30**—Chairman, M. Costello; Secretary, G. Clark. Crew asked to refrain from putting mops and rags in water-tight wheels and to clean up cross passage-way after using same for recreation. Balance movie fund \$241.50. Films to be rewound after showing. Report accepted. Films to be brought aboard in Mobile. Deck lights to be on aft during nighttime.

**MAE (Bull), Oct. 28**—Chairman, G. Bezeck; Secretary, J. Bond. Ship's fund \$29.10. Vote of thanks to negotiating committee for new wage increase and welfare benefits. Request to air-condition all SIU ships especially the ones going to the tropics. Delayed sailing—to be turned over to patrolman. Vote of thanks to steward department and to Brother Morris for handling ship's fund and recreational facilities.

## Digest Of SIU Ship Meetings

van. New delegate elected. Wiper left ship—injured hand. To have meeting before signing articles to iron out any differences. Need more variety in menus. Steward uncooperative.

**JOHN B. KULUKUNDIS (Martis), Nov. 3**—Chairman, J. Sullivan; Secretary, W. Thompson. Repair list to be turned in. One man missed ship in Philadelphia. Few hours disputed overtime. Report accepted. Have negotiating committee see that there are no payoffs on freight ships on Saturdays, Sundays and after 5 PM. Standard brand of coffee to be put aboard. Larger light bulbs to be placed in bathrooms; otherwise bathrooms should be painted white. Vote of thanks to steward department for excellent food and service.

**DEL MAR (Miss.), Sept. 30**—Chairman, R. Stough; Secretary, C. Dowling. Ship's fund \$359.27. Few hours disputed overtime. \$41 collected for ship's fund and movies. Reports accepted. \$150 to be spent for movies; \$40 to be spent for magazines. No logs.

**ALCOA RANGER (Alcoa), Oct. 19**—Chairman, C. Carpenter; Secretary, S. Rivers. Delegate reported grievances to all members and read working rules. Special meeting called to settle grievances between chief steward and officers trying to start fight. Linen issue discussed. Minutes to be turned over to boarding patrolman at payoff and acted upon.

**STEEL VENDOR (Isthmian), Oct. 14**—Chairman, O. Blain; Secretary, V. Orancio. One man hospitalized in Guam. Headquarters notified. All belongings and money turned over to man's sister. Replacement hired in Manila. Reports accepted. Delegate advised men who were logged. Mess-halls to be sprayed for flies after leaving each port.

**AZALEA CITY (Waterman), Nov. 4**—Chairman, F. Leonard; Secretary, F. Johnson. Few hours disputed overtime. Report accepted. All beefs to be taken up with department delegate. Fruit juices not chilled for breakfast. Drinking fountain aft out of order. List to be posted for weekly turn for each department regarding cleaning laundry. Washing machine not to be used more than 30 minutes. Slop buckets not to be rinsed and dumped in sink in laundry room.

**CHILORE (Ore Nav.), Nov. 7**—Chairman, W. Evaratt; Secretary, J. Abrams. All repair lists to be submitted soon as possible. Ship's fund \$17.90. Four hours disputed overtime over shifting ship in Canada, to be taken up with patrolman. Report accepted. Need more cups and glasses. Cups to be returned to pantry after using.

**ALCOA RANGER (Alcoa), Oct. 14**—Chairman, S. Rivers; Secretary, A. Carpenter. Bunks to be repaired. Report accepted. To hold one meeting each trip, preferably at end of voyage unless something special arises. Need more variety in menus. New wind shutes. Suggestion to boycott safety meeting until hazardous conditions are rectified.

**RION (Actlum), Oct. 7**—Chairman, F. Peredne; Secretary, C. Hopkins. Repairs completed. New mattresses issued. Crew advised to collect all disputed overtime at payoff as captain cannot be trusted to carry overtime to next voyage.

**DEL SANTOS (Delta), Nov. 4**—Chairman, J. Bates; Secretary, F. Neely. Bonus started Aug. 20 and ended Oct. 10. One man hospitalized in Santos. Engineer giving electricians a bad time. Fired man, and other is quitting. Ship's fund \$7. Few hours disputed overtime. No linen for one week. Reports accepted. New treasurer elected. Motion that meeting be held only on trip south and not coastwise run. The matter of padlocks on screen doors to be tabled until the trip south.

**RION (Actlum), Nov. 2**—Chairman, A. Bankston; Secretary, C. Hopkins. Some difficulty with master concern-

## SEAFARERS PORT O'CALL

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## SEAFARERS

### SONS and DAUGHTERS SEAFARERS



SEAFARERS LOG

## CS Norfolk Calls Crew In Baltimore

BALTIMORE—The brand new supertanker Cities Service Norfolk was due to take a full SIU crew here this week for her maiden voyage.

Last of three sister ships to come out of the Bethlehem Steel's Sparrows Point yards, she will join the CS Baltimore and CS Miami in active service with the rest of the company's fleet. Cities Service also has nine T-2 tankers operating under the US flag at the present time.

The Norfolk, like her sisterships, is in the 32,600-ton class, and has twice the capacity of the war-built T-2s. She boasts of individual foc'sles for each man aboard, plus comfortable messrooms and other quarters. All three were built under the "trade in and build" program set up by the Maritime Administration.

Crewing of the ship will help boost shipping somewhat, since job activity fell off again as a result of the now-ended longshore strike in Atlantic and Gulf ports.

Eleven ships paid off, nine signed on and eight stopped off in transit during the last period. All of them were in good shape, Port Agent Earl Sheppard reported.

"Plan ahead" sounds like a pretty shopworn slogan on the eve of the Christmas holiday in relation to September, 1957, and the start of the next college year, but would-be SIU scholarship applicants are urged to take it to mind.

Now seems a good time for potential candidates to get the paper work out of the way so they can turn their full energies to the qualifying examinations they must also hurdle to reach their goal. The Seafarers and children of SIU men who have received these \$6,000 awards since 1953 all bear testimony to the fact that the effort pays off handsomely.

## —And Still More Transfers?

The dilemma which the Government and the shipping industry seem to be in at this time is nothing new. Seamen have grown accustomed to working in a "feast or famine" industry, which seems to be able to prosper only in direct proportion to the amount of present or potential disaster around the globe. A glance at the headlines shows that US shipping today is indeed operating in its necessary element for growth. But there aren't enough ships available and it appears that new construction can only be arranged at the price of transferring an even greater number of ships to runaway flags. Drawing on the reserve fleet of 10 to 15-year-old ships is no solution, since these vessels must compete with modern foreign ships and inevitably run second best.

Modern foreign ships and inevitably run second best. It seems as if this is the "crisis" or "emergency" which justifies action by US shipping agencies to reclaim the scores of ships of all types allowed to transfer foreign in recent years. A reduction in the number of runaways competing with US ships would stimulate new US construction on its own and solve the immediate need for more US tonnage right now at the same time.

## You Did It Again!

The success of the SEAFARERS LOG in the first annual AFL-CIO labor press competition and its ability to win six citations in a contest including newspapers representing some of the largest unions in the country, helps justify the enthusiastic support which Seafarers have given this newspaper. Past awards, including recognition last year and in 1952 as the top AFL union newspaper is a further source of pride for the membership, the Union and the editors.

This support and the endless flow of newsworthy material sent in by Seafarers from all parts of the globe is largely responsible for making the LOG lively, interesting and informative for the SIU membership, SIU families and other readers.

## Non-Subsidized Co's Seen Asking US Aid

WASHINGTON—Renewed efforts by non-subsidized steamship companies to get Government aid are likely to highlight maritime affairs in the upcoming session of Congress. Industry sources predict that the non-subsidized lines will ask for the same tax benefits on new construction that are now enjoyed by subsidized ship operators.

The non-subsidized companies will propose that earnings earmarked for new ships be free of Government taxation. Such a bill would enable them to replace their vessels with modern tonnage.

### Tanker, Ore Aid

Also up for discussion are perennial proposals for Government aid to tanker and ore carrier operations. In light of the pressing demands for new US tanker tonnage, it's expected that there will be considerable debate over whether bulk carriers should be entitled to construction and operating subsidies along the lines of cargo liner operations. Most new ore and oil carrier construction is for foreign and runaway flags at present.

The whole tanker picture is expected to get a thorough look-over from the House Merchant Marine Committee because of the failure of previous legislative moves aimed at encouraging more new American-flag tankers. These included the tanker trade-in bill and the long-term Navy charter bill, both of which have produced little or no results.

### Tramp Subsidies

It is agreed that there is not much chance for any program to subsidize tramp shipping, although sponsors of two bills relating to that subject have promised that they would reintroduce the measures when Congress reconvenes in January.

One bill, introduced by Rep. Thomas M. Pelly (Rep.-Wash.) would compel foreign-flag shipowners to meet US wage scales whenever they carry US-Government financed or Government-owned cargoes. The other measure, sponsored by Rep. Byrne (Dem.-Pa.) calls for outright subsidies for tramp operators.

## Bus Drivers Locked Out In Seattle

SEATTLE—The SIU is standing by to help this city's streetcar drivers who were locked out by the City Bus Commission.

Members of Local 587 of the AFL-CIO Amalgamated Motor Coach Employees went out on strike two weeks ago, demanding an 18-cent-an-hour pay increase and improved working conditions. The union agreed to allow Federal mediators to step into the dispute, but the commission turned down the idea.

Port Agent Jeff Gillette said that while the SIU hadn't yet been asked for any help, it was ready to assist in any way it could.

### Good Shipping

Shipping remains good, meanwhile, and the ships themselves are in fine shape. Gillette said they were coming in with just a few hours of disputed overtime, minor repair beefs and little evidence of performing. The outlook for future shipping is fair.

He cited the payoff of the tanker Stony Point (US Petroleum) as a typical case. This ship crewed and signed on here, was out two days short of a year and "came in clean as a pin." Twenty-six men from the original crew were still aboard at the payoff.

The other payoffs were the Auburn (Alba), Murray Hill (Fairfield), Wild Ranger (Waterman), Ocean Eva (Ocean Trans) and Western Trader (Denton). All of them, including the Stony Point, signed on again.

In transit were the Yaka, Topa Topa (Waterman); Pennmar, Losmar (Calmar) and Ocean Deborah (Ocean Trans).

## Union Election Ends Dec. 31; Total Vote Near 4,500 Mark

With men customarily getting off their ships to spend the Christmas holidays at home, voting in the A&G District's biennial elections is expected to show a definite upsurge from now until the voting ends on December 31.

The two-months-long balloting started on November 1 and at the midway mark—as of Friday, November 30—4,449 ballots had been cast in all ports as follows:

- Boston, 90; Philadelphia, 387; Baltimore, 605; Norfolk, 123; Savannah, 61; Tampa, 55; Mobile, 538; New Orleans, 728; Lake Charles, 52; Houston, 290; San Francisco, 202; Wilmington, 63; Seattle, 105, and New York, 1,150.

Competing for the 39 elective posts to be filled by the election are 71 Seafarers who nominated themselves and were found qualified by the membership-elected credentials committee. A 72nd man, Frank Bose, passed away after being found qualified.

Seven Seafarers who nominated themselves were disqualified because they did not meet the constitutional requirements.

Posts in which there are election contests are as follows: Boston agent, Boston patrolman, New York joint patrolmen, Philadelphia agent, Philadelphia patrolman,

Baltimore agent, Baltimore patrolmen, Norfolk agent, Norfolk patrolman, Tampa agent, Tampa patrolman, Mobile patrolman, Houston patrolman and San Francisco agent.

## List Details In Cables To Union

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

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

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

**SIU ELECTION CLOSING DEC. 31, 1956**

'Sea-Spray'

—By Seafarer Robert "Red" Fink



"Yeah, Pop can only sail tankers now. He can't take too much of this port time . . ."

Riots, Marriage Not Linked, Says Vendor

The round the world run usually furnishes plenty of excitement, and this trip on the Steel Vendor was no exception. Riots, a marriage and the hostilities in Suez led off the list.

"But," ship's reporter Walter Schlecht hastens to add, "although the marriage and riots both took place in the same port (Singapore), one was not the cause of the other, and vice versa." Readers can draw their own conclusions, of course.

The trip from San Francisco to Manila was marked right away by a forced change of course to hospitalize Brother Dom Lutero. The Vendor put in at Gaum temporarily to drop off Lutero who, at last reports, was doing very nicely. Schlecht said his recovery probably can be credited largely to fast action by the captain.

"From there, Bangkok provided the usual photographers' paradise, and the 'Mosquito Bar' did a brisk business in travelers' checks, as expected."

Then the Vendor arrived in Singapore during the local Communist-inspired riots. But after a couple of days the curfew was lifted and nightlife went on as usual.

For ship's carpenter Howard Newton, it was also the occasion of his marriage to Miss Daisy Chee at the Registrar's Office, with members of the crew in attendance. A reception had been held the previous night in the upstairs dining room of the Singapore Bar, "and was well attended by the many friends of the bride and groom to be."

"Highlight of the evening was a 12-course Chinese dinner served



Newton

family style, which included everything from shark fin soup to lichee nuts. Brother Newton is presently making plans to return his wife to his home in the States."

LOG-A-RHYTHM:

Tidewater

By E. A. King

The tide comes in, the tide goes out  
A short way from my door;  
Comes in, goes out, fixed time  
about—  
By my time evermore.

I see it come, I watch it go,  
It holds a charm for me;  
Whence does it rise, whence does  
it flow—  
This restless, rolling sea?

At times that change, yet regular  
are,  
The waves rise near and high,  
Another change and now afar  
The waves but roil the sky.

How filled with moods and mys-  
tery . . .  
How never understood,  
Potential of great cruelty,  
Great bearer of all good.

Graveyard of men, of ships and  
things,  
Untold all it may know,  
Birthplace of gilded dreams, it  
brings  
No promise to be so.

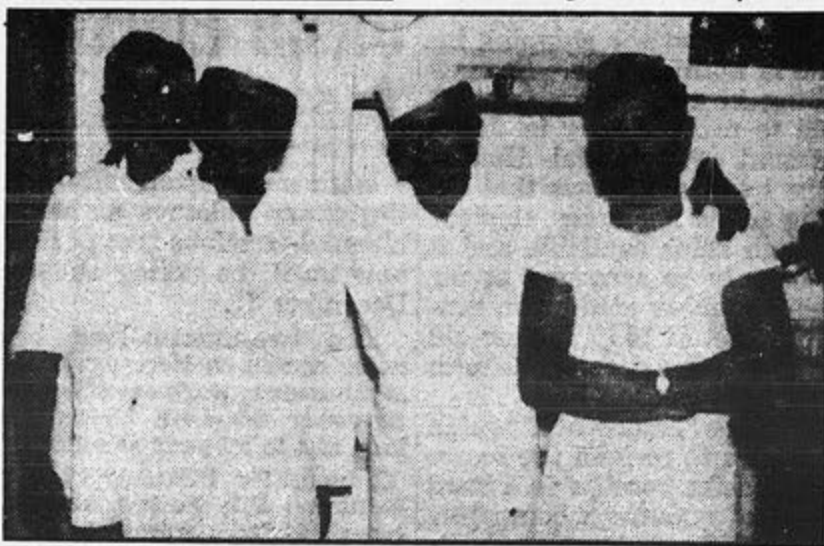
As boundless as the sea, we say,  
And yet how firmly bound,  
This, changeless, changing water-  
way  
That binds the world around.

The tide comes in, goes out again  
Not early, never late;  
There's naught to lose, and naught  
to gain . . .  
Though time and tide won't wait.

Runner Celebrated In Style



Proud of the way his charges churned out the vittles for Thanksgiving dinner, steward Tony Wasiluk (left) poses with some of the pies and fruit prepared for the crew on the Alcoa Runner. The Runner was the first ship to "report in" to the LOG on its Thanksgiving fete this year. Below is the Runner's galley force, including (l to r) Nicolas, chief cook; Franco, NCB; Galicki, 2nd cook, and Archie, utilityman. They did themselves proud, according to all reports.



ROYAL OAK (Cities Service), Sept. 24—Chairman, C. Primeaux; Secretary, D. Beard. Steward will not issue any overtime record before payoff as requested by patrolman. Ship sailed short of fresh milk, tomatoes and mayonnaise. Steward claimed only frozen milk available in Maracaibo. Ship's fund \$66.02. One man missed ship in Baltimore. Union to contact port steward regarding adequate supplies of fresh milk and vegetables. New delegate elected. Ship to be fumigated for roaches. Need cots.

MY BETHCOASTER (Calmar), Nov. 4—Chairman, V. Walrath; Secretary (none). Ship laying up. Beef concerning sanitary work on bridge on week-ends. Mate wants sweeping and mopping every day. Report accepted.

Digest Of SIU Ship Meetings

Quarters and bathrooms need painting.

DE SOTO (Waterman), Oct. 28 —Chairman, B. Varn; Secretary, G. Libby. \$10 given to reprinted brother. Ship's fund \$20.22. Report accepted. Vote of thanks to union officials for increased welfare and wages.

COUNCIL GROVE (Cities Service), Nov. 4—Chairman, C. Majette; Secretary, T. Faulkner. One man missed ship in Lake Charles. Ship's fund \$2.86. Delayed sailing disputed. Steward never checks at meal hours. Meats to be cooked longer.

FEDERAL (Trafalgar), Oct. 6 —Chairman, E. Harrison; Secretary, D. Meehan. New delegate elected. Need US money or travelers' checks for draws in Japan. Electric iron to be purchased. Ship's fund 19,400 yen. Need metal coffee and sugar containers for night lunch counter. One man hospitalized. Several hours disputed overtime. Keep feet off messhall chairs. Noise to be kept down after 2200 hours. Washing machine out of order. Agitator tears cotton garments; wringer does not work.

Oct. 13—Chairman, E. Harrison; Secretary, D. Meehan. Need new washing machine. Instructed engine department delegate on performance of his union duties as delegate. Need bunkers. Iron purchased. Ship's fund 14,000 yen. Bosun burned ankle while butterworth. Reports accepted. Articles on up-grading of "B" books to "A" books and new unemployment benefits for A, B and C members read.

MAIDEN CREEK (Waterman), Oct. 28—Chairman, J. Brown; Secretary, H. Goley. One man hospitalized in Inchon. LOGs received. Ship's fund \$15.07. Some disputed overtime. Repair list incomplete, to be given to delegate. Vote of thanks to bosun for unique coffee pot holder. See if better sloop chest can be obtained on board ship prior to next sailing. More pressure needed on water fountain amidships. Bathrooms to be fixed.

ALCOA CLIPPER (Alcoa), Nov. 4—Chairman, E. Moy; Secretary, L. Nicholas. Report accepted. Names of members not attending meeting will be turned over to patrolman. Meetings to be held in cross passageway. Discussion on rules imposed by captain referred to patrolman.

ALGONKIN (Trans Oceanic), Sept. 2—Chairman, W. Barth; Secretary, A. Michalski. Discussion on water shortage. New delegate elected. Laundry and recreation room assigned to sanitary men. Discussion on inadequate sloop chest. Crew asked to shut off fans when not in use.

BATTLE ROCK (US Pet.), Oct. 27—Chairman, G. Ruf; Secretary, J. Menville. Write letter to Union concerning mattress. Arrival pool in Persian Gulf \$100 to winner and \$20 to ship's fund. Deck department foe'sle to be painted out after leaving PG. Captain to get beer for crew in Japan. Rent movie camera and films in Japan out of ship's fund. Ship's fund \$43. Few hours disputed overtime. Cold suppers at least once a week. Steward

to order prawns in Japan. Vote of thanks to steward department for preparation and serving of meals.

STEEL SCIENTIST (Isthmian), Nov. 4—Chairman, R. Johnson; Secretary, S. Zeagler. Complaint about food preparation, taken up with steward. Two men missed ship, rejoined same next port. One man hospitalized in Honolulu. Replacement taken. Ship's fund \$4. Arrival pool to be made up. New washing machine purchased. Few hours disputed overtime. Letter on new book system read, not received favorably as no facts or news available. Vote of thanks to negotiating committee. Ship to be fumigated for rats and roaches. Water tanks to be cleaned. Repair list to be drawn up. Laundry to be cleaned up after using. Proper attire to be worn in pantry and messhall. No whistling in passageways. Ask patrolman about fresh milk in Japan.

ROBIN GOODFELLOW (Seas Shipping), Oct. 21—Chairman, J. Gallagher; Secretary, E. Goulding. Two sick men aboard. Few members treated aboard. Discussion on new upgrading system. Need permanent all-weather awning aft to serve as shelter during inclement weather. Vote of thanks to steward department for good food and service; also sanitary men took care of laundry.

STEEL TRAVELER (Isthmian), July 29—Chairman, F. Hartshorn; Secretary, M. Sospina. Ship's fund \$16. New delegate, secretary - reporter elected. Letter to be sent to headquarters regarding accident aboard ship and delayed medical attention to injured man. Welfare department to be notified of accident.

Aug. 25—Chairman, F. Hartshorn; Secretary, M. Sospina. Deck department rooms to be painted. Ship's fund \$16. Some disputed overtime to be referred to patrolman. Need some parts for washing machine—to be purchased from ship's fund. Messhall to be kept clean. Engine department foe'sles to be painted.

Nov. 4—Chairman, F. Hartshorn; Secretary, H. Reeve. Men reported to ship's delegate to be called to patrolman's attention. Ship's fund \$16. Disputed overtime to be referred to patrolman at payoff.

ORION CLIPPER (Orion), July 8—Chairman, C. Gates; Secretary, E. Manual. Delegate left in last port ill. Some disputed overtime. Plenty of beefs on deck. One man hospitalized. One man refused to attend meeting, caused plenty of trouble during entire trip. New delegate elected. Messenger to get on the ball. Orders to secure ship on holiday. Not enough men handling mooring lines, etc. Gaskets not used for B/W hoses and men getting burned while breaking connections. One man was sick and was ordered to turn to by mate. Expect bad payoff for even good overtime on deck disputed. Need minute sheets and new issues of LOG.

IBERVILLE (Waterman), Oct. 28—Chairman, D. Marine; Secretary, A. Rudnicki. To check repair list. Men missed ship. Loggings to be taken up with patrolman. Ship's fund \$58.35. Some disputed overtime. General complaint about overtime. Work not being done, such as ice boxes, painting of decks, no blower in steward's bathroom. Recommend meeting with patrolman about getting repairs completed before sign-on.

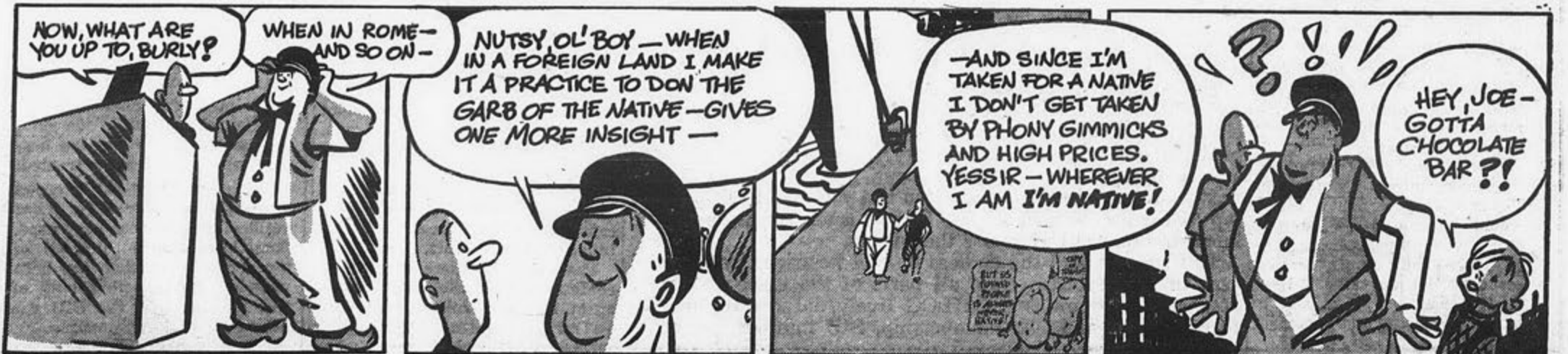
GOVERNMENT CAMP (Cities Service), Oct. 31—Chairman, J. Lafimer; Secretary, E. Derhak. Three men paid off. No replacements yet. Letter to delegate concerning agents conference completed. Report accepted. New delegate elected. Clothing allowance okayed for tank cleaning from Lake Charles to shipyard. Want another clothing allowance for working in tanks in shipyard.

MARORE (Ore Navigation), Oct. 29—Chairman, H. Sullivan; Secretary, A. Berry. One man logged; one man missed ship. Repair list completed. Discussion on returning late to ship at payoff. Reports accepted. Vote of thanks to officials for obtaining increased benefits, wages and new jobs for membership. Discussion on food preparation. Discussion of imposed duties of wipers.

MARGARET BROWN (Bloomfield), Oct. 3—Chairman, P. Scroggins; Secretary, W. Rinehart. Crew to be sober upon arrival in port and not to fight with inhabitants or crewmembers. Ship's fund \$20.12. Four hours disputed overtime. One member missed ship in New Orleans. Report accepted. New treasurer and reporter elected. Hose to be installed in wash-room to be used after washing clothes. Some mattress covers missing on some bunks.

Burly

By Bernard Seaman



LOG-A-RHYTHM:

The Rumor Room

By M. W. "Andy" Anderson

The place is not embellished, Like glistening marble halls, No masterpiece or mural Adorns its painted walls; It's filled with little cubby-holes With two-way swinging doors And in them, neat, Are China seats All fastened to the floor.

The first stool on your right Is famous in its way, For there the rumors come to life Of when we get our pay; The second stool's important, too, For there upon that seat, Is born the certain rumor Of what we're going to eat. The third stool claims a kinship

With the powers who make us work, From there come all the rumors The goldbricks try to shirk.

Now close by is the last stool, the daddy of them all, Its seat is bright and shiny, It's the favorite on call; From there comes all the rumors A new one every day, Telling when we're going home Or if we're going to stay; Some rumors say tomorrow Some set a later date, But they all do say We're going home— As sure as fate is fate.

So if you stroll in that place And someone's seated there, Don't disturb his meditation Just let him sit and think. He's working out a problem, A tough one, for his dome; Yes, he's thinking up the latest one

And we may be going home.

Dugong Steak For Bienville?

A spirited discussion at a recent ship's meeting on the Bienville raised "serious" questions concerning the chief cook. "How come he rushed outside with a piece of nine thread line," someone asked, "when word was passed around that there was a sea cow swimming by the side of the ship?" Apparently the anonymous brother has the same dictionary we have. The sea cow, it says, is a water-borne, plant-eating mammal, such as the manatee or dugong. "Now sea cow steaks might be all right," our informant admits. But dugong steak? It even sounds terrible.

Mar Blood Donors Aided Republic



Gang on the Del Mar who answered call for blood donors in Santos included (l to r) N. Bartlett, J. Ahern, Sam Bailey, ship's doctor H. W. Hawkins, W. Perry, W. Rigby and H. Mayes.

On the spot at the time of the fire on the tanker Republic in Santos, Brazil, last October, the SIU crew on the Del Mar quickly provided six blood donors to answer an emergency call on behalf of three brother seamen.

As reported in the LOG on October 26, the fire caused serious burns to chief pumpman Lester P. McHugh and chief mate Joseph Sawaska and lesser injuries to Robert Eaton, AB.

Mate Later Died

The mate died a few weeks ago at Samaritano Hospital, Sao Paulo, Brazil, and McHugh is still there, slowly recovering from his burns. Eaton was briefly hospitalized, returned for out-patient treatment in Boston and is now in New York registered to ship out.

Quick efforts by members of the Republic's crew were credited with minimizing injuries and damage to the ship. She was able to proceed to Curacao after only a brief delay. The fire occurred as the Republic was taking on ballast at Santos

after discharging a cargo of Venezuelan oil.

The role of the Del Mar gang, though brief, served again to emphasize the link between all seafaring men. The six men, W. A. Perry, S. Bailey, H. Mayes, N. Bartlett, W. Rigby and J. Ahern, accompanied by ship's doctor H. W. Hawkins, went to the hospital in Santos as soon as the call went out for blood donors.

Gave To Blood Bank

Blood was not needed from all of them, but the others added to the hospital blood bank anyway in advance of possible future emergencies. The injured later had to be transferred to Sao Paulo. Del Mar ship's reporter C. M. Dowling provided the details and the pictures of these men, who were ready in time of need.

Cooks Rated Better Than Mother Was

"Good, old-fashioned American dishes like mother used to make" has the gang aboard the SS Pacific Ocean hollering for more every time.

"In fact," says ship's reporter Jim Morgan, "our galley gang does a bit better than mother, because she never had to contend with the weather we've been having. Even during the rough crossings over and back, with the ship sometimes rolling 20 degrees or more, they never slacked up a bit."

Morgan points out also that while it's usually the case aboard most ships to find some

minor fault in the steward department, such as a good chief cook but a baker who can't make bread, or an all right baker but no one who can make a salad or a messman who's slow with the orders, "such is not the case on this vessel!"

Chief cook John "Red" Dixon, 2nd cook and baker Ray Leonard and 3rd cook J. B. Harris "really turn out the stuff."

"They're crackerjacks at making steaks and chops with that thick, creamy gravy most of us like so well, topped off by a pie with a crust that would be the envy of any shoreside baker. We've also had plenty of fancy dishes with tasty French sauces—stuff like that. Take it from us, these guys are the greatest!"

"Thanks to steward B. H. Amsterry and his gang, and especially our messman, Jerry Wood, for a real job well done."



Wood

...And He's Just The BR...



If anybody thinks this is a hungry ship, take a look at Brother Williams, the BR, and judge for yourself, says Tex Gillespie. The ship is the Cities Service Baltimore on the coastwise oil run.

Tragedy Strikes, Sandcaptain Acts

To the Editor:

The following story is an example which proves that when tragedy strikes an SIU man, his shipmates can be relied upon to help him meet the emergency.

Recently Thomas Gray joined our steward department as a messman. While serving chow one night, he received a cablegram notifying him that his mother had passed away.

Tom expressed a wish to attend his mother's funeral, but could not see how he could possibly do it, inasmuch as he had just arrived on board a few days before.

Delegates Go To Work

The ship's delegate, Brother John Sweeney, was contacted and, through him and an able assist by the department delegates, Brothers William Smith, D. Moon and C. Demarco, enough money was raised in a half hour from the ship's fund and donations to enable Brother Gray to purchase a round trip plane ticket to New York and back to Maracaibo.

Since it was Friday night and the American consul's office and Venezuelan government offices would be closed Saturday, it still seemed impossible for Gray to leave the country before Monday. But our skipper, Capt. Bartell, was contacted, and he in turn contacted other company

officials by radio at their homes. They made the necessary arrangements to obtain the Venezuelan clearance which one must have to leave this country, and Brother Gray was on his way in 24 hours.

He arrived home in time to

Letters To The Editor

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attend his mother's funeral. Incidentally, Messrs. Russel and Williams were the company officials involved.

John F. Keegan Ship's reporter

Challenges 'Lost Breakfast' Item

To the Editor:

In the Sept. 28th issue of the LOG I noticed an item about Jack "Gator Mouth" Bates thanking a night cook and baker for preparing breakfast on the Del Santos. It seems the NCB was from a ship moored nearby, the Del Campo.

"Gator Mouth" went on to say that everything in the galley

must have seemed to be the same to the NCB as on his own ship, so he went ahead to work.

Although I'm a carpenter and don't know anything about cooking, it seems to me that even a guy who was drunk would notice the difference between the galleys. And since his name wasn't mentioned, I don't know who he was, assuming this really happened.

But knowing "Gator Mouth" as well as I do, I think this could just be another one of those sea stories for which he's very famous. I'd like to inform him that the next time he has a story, he should make it good or he might really get caught at it.

C. "Butch" Wright SS Del Valle

Hurricane Gang Hails Engineers

To the Editor:

The members of the black gang of the SS Hurricane wish to publicly thank the engineers aboard this ship, particularly chief Wright, 1st assistant Tuttle and 2nd assistant McDuffie, for their cooperation.

Under very trying conditions, working short-handed and around the clock many a day, they were always pleasant and considerate of us all. They overlooked many of our shortcomings and passed them off with a smile and a pat on the back.

Louis F. "Frenchy" Greaux Engine delegate

Doncaster, Trent Crews Praised

To the Editor:

We are very grateful to the crew on the SS Robin Doncaster for the parcels that they sent to the Monastery Hospital here in Capetown where we are now hospitalized.

Thanks To Trent, Too

We deeply appreciate the things sent us, such as cigarettes, stationery and quite a few toilet articles. We also want to thank the Robin Trent gang for the cigarettes, candy and soap they sent.

Thanks also to the 3rd assistant engineer from the Doncaster, who evidently was the one who

mentioned our being here to the crew. We don't know his name, but the engineer was a patient here with us and joined his ship after he was discharged from here.

It sure made us feel good to know that even though we were not off the same ship, SIU men will always try to look after the welfare of their brothers. This makes us especially proud to be SIU members.

Stanley Swienkosky Felix Aponte

(Ed. note: A story in the LOG Oct. 26 reported on the voluntary "checkoff" system adopted on the Doncaster to pay for parcels sent to any SIU men in South African hospitals.)

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

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

NAME .....

STREET ADDRESS .....

CITY ..... ZONE..... STATE.....

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

ADDRESS .....

CITY ..... ZONE..... STATE.....

**Texmar, Shipper At Ease**



Coffeetime finds deck gang on Texmar in messhall (top). Pictured (l to r) are C. Hargraves, F. Treddin, L. Everett, V. Faini, C. Hensley, J. Knuckles and S. Veach. At bottom, the gang on the Grain Shipper takes a breather. Included are Harvey, AB; Brazil, DM; Woodill, OS; Sargent, bosun; Lester, OS, and Lane, oiler.

**SEAFARERS IN THE HOSPITALS**

- |   |  |  |
|---|--|--|
| <p><b>USPHS HOSPITAL BALTIMORE, MD.</b></p> <p>Chester Anti<br/>Leslie Brillhart<br/>Frank Cardoza<br/>Gorman Glaze<br/>Torfeif Hansen<br/>Walter Hartman<br/>Clarence R. Haun<br/>Fred Holmes<br/>Edward Huizenga<br/>Chester Iannoli<br/>Herman Kemp<br/>Edward McMaster<br/>Francisco Mayo</p> <p><b>MONTEBELLO CHRONIC DISEASE HOSPITAL BALTIMORE, MD.</b></p> <p>Francisco Bueno</p> <p><b>USPHS HOSPITAL BOSTON, MASS.</b></p> <p>Peter O. Choplinski</p> <p><b>USPHS HOSPITAL GALVESTON, TEXAS</b></p> <p>Robert B. Byrne<br/>John Grimes<br/>Concepcion Mejia<br/>Alfonso Olaguibel</p> <p><b>VA HOSPITAL NEW ORLEANS, LA.</b></p> <p>John Abadie</p> <p><b>USPHS HOSPITAL NEW ORLEANS, LA.</b></p> <p>Paul Baggett<br/>Cloise Coats<br/>Serio M. DeSosa<br/>Chas. A. Dorrough<br/>Joseph Fitzpatrick<br/>Clarence Graham<br/>Harry Green<br/>Jesse Green<br/>Clarence Hafner<br/>William Havelin<br/>James Hudson<br/>Martin Kelly<br/>Edward G. Knapp<br/>Thomas Landa<br/>Leo H. Lang<br/>William Lawless<br/>Alois F. Mauffray</p> <p><b>USPHS HOSPITAL NORFOLK, VA.</b></p> <p>Francis J. Boner<br/>Telesford Roman<br/>Dwight D. Skelton</p> <p><b>USPHS HOSPITAL MANHATTAN BEACH BROOKLYN, NY</b></p> <p>Manuel Antonana<br/>Eladio Aris<br/>Fortunato Bacomo<br/>Wm. C. Baldwin<br/>Frank T. Campbell<br/>William J. Connors<br/>Walter L. Davis<br/>Robert M. Douglas<br/>John J. Driscoll<br/>Robert E. Gilbert<br/>William Guenther<br/>Bart E. Guranick<br/>Howard Halley<br/>Talb Hassen</p> | <p>William Mellon<br/>James T. Moore<br/>John A. Morris<br/>Joseph A. Prabeck<br/>William E. Roberts<br/>Richard Schwartz<br/>Alonzo D. Sistrunk<br/>Ernest H. Webb<br/>Vyrl Williams<br/>Albert Willis<br/>Maurice Wright<br/>Norman Wright</p> <p><b>USPHS HOSPITAL STATEN ISLAND, NY</b></p> <p>Fortunato Alfonso<br/>Francisco Antonetti<br/>Birdie Biggs<br/>Julia Blomgren<br/>James Browne<br/>Octavius Coleman<br/>Cleveland Farnham<br/>Erasmus Flecha<br/>Giles Glendinning<br/>Estell Godfrey<br/>John Gonzalez<br/>Marino Gordis<br/>Rune Gustafsson<br/>J. Huisman<br/>Alfred Kaju<br/>Johannes Karl<br/>Allen L. Lake</p> <p><b>GOVERNOUR HOSPITAL NEW YORK, NY</b></p> <p>Loyd McGee</p> <p><b>USPHS HOSPITAL SAN FRANCISCO, CALIF.</b></p> <p>Orville E. Abrams<br/>Marcelo B. Belen<br/>Henry J. Childs<br/>Malcolm M. Cross<br/>M. M. Hammond</p> <p><b>USPHS HOSPITAL SAVANNAH, GA.</b></p> <p>Maximino Bernes<br/>Albert Birt<br/>Richard L. Johnson</p> <p><b>USPHS HOSPITAL SEATTLE, WASH.</b></p> <p>L. Bosley<br/>William J. Carey<br/>Donald K. Fisher</p> <p><b>USPHS HOSPITAL MEMPHIS, TENN.</b></p> <p>Claude F. Blanks</p> <p><b>VA HOSPITAL ALBERQUERQUE, NM</b></p> <p>Charles Burton</p> <p><b>USPHS HOSPITAL FORT WORTH, TEXAS</b></p> <p>Benjamin Deibler<br/>Samuel Giove<br/>Siegfried Gnittke<br/>James R. Hodges</p> | <p>Henry E. Smith<br/>Michael Toth<br/>Karl Treimann<br/>Harry S. Tuttle<br/>Fred West<br/>Norman West<br/>Virgil E. Wilmoth<br/>Pon P. Wing</p> <p>Russell E. Lund<br/>Franciszek Mietki<br/>Harvey W. Morris<br/>Robert Parker<br/>Alfred Porcari<br/>Blas Ramirez<br/>Jose Rodriguez<br/>Antonio Russo<br/>Abdul Said<br/>Manuel E. Sanchez<br/>Secundino Santorio<br/>A. A. Schroter<br/>Stanley C. Scott<br/>Calisto Siaran<br/>Peter E. Walsh<br/>Albert Williams</p> <p><b>John Quigley Ship's reporter</b></p> |
|---|--|--|

**'John B.' Speeds Aid To Family**

To the Editor:  
On the evening of October 17th, the crew of the John B. Waterman was saddened to learn of the death of the father of a shipmate and brother.  
Brother Raymond A. Triche was notified by radio that his father had passed away on that day, although the elder Mr. Triche was apparently in good health when his son last saw him several hours before the

**Letters To The Editor**

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ship left New Orleans for the Panama Canal. The elder Mr. Triche, who made his home in Garyville, La., was 72 years of age.  
Immediately upon learning of Brother Triche's bereavement, ship's delegate James Pulliam held a tarpaulin muster and, in less than an hour, the sum of \$272.75 had been raised. Every man contributed, from Capt. F. T. Coleman, the master, on down.

An order for a suitable floral piece to be sent to the family of the deceased was sent by radio, and the remainder of the fund was turned over to Brother Triche to be wired home—another demonstration that "Brotherhood of the Sea" is not just an idle phrase.

The SIU crew and officers aboard the John B. wish to publicly extend their condolences to the Triche family.

**John Quigley Ship's reporter**

**Delegates On Job Aboard Del Rio**

To the Editor:  
Everything is running smoothly aboard the Del Rio at this writing. We have a good crew aboard, with no beefs pending at present.

Among our delegates are Eddie Avard, ship's delegate; W. E. Scot, deck; R. Singletary, engine, and L. A. Banks, steward, all holding beefs down to a minimum.

Among the crew we have an oldtime prospector, who has been in the business off and on for years. He expects to prospect for uranium in West Africa while on this voyage and, of course, has his Geiger counter with him. We are fortunate also in having a barber aboard, sailing in the black gang.

While entering the port of Freetown, we had the misfortune to run aground, but were rescued within two hours by tugs. Earlier, we caught the tail end of hurricane "Flossy." We understand she did plenty of damage to the Louisiana coast while she was there, too.

**Duska "Spider" Korolia Ship's reporter**

**Health Center Plans Cheered**

To the Editor:  
I was happy to read that the SIU is planning to build health centers for the seafaring man. It's good for Seafarers to be able to get some installments in

welfare benefits while they are alive to enjoy them. There is plenty of "ill-fare" in the contingencies of life.

I am proud to see my fellow seamen measure up to the attainments which characterize some of the bigger unions like the Amalgamated and others.

It is also good to see the future outlined for us in the pictures of SIU youngsters and families you have been publishing in the LOG. One can hope that these youths will become better social and political navigators than the outgoing generation.

**Marius Hansome**

**Transatlantic On Way Home Again**

To the Editor:  
We may be on the last leg of our trip on the Transatlantic as Japan is our next stop and then we are due back in the States.

So far the journey has been what you could call very enjoyable. Everyone seems to be well satisfied with the ports of call and the good chow we've been having. We have to compliment the chief cook, 2nd cook & baker, 3rd cook, the messmen and our BR for a job well done.

The deck and engine departments are also making the trip as pleasant as they can.

Although we won't be home to spend the holidays with our loved ones, we send our best wishes for a very happy Christmas and an enjoyable New Year to everyone.

**Martin Lynch Ship's reporter**

**No Union Dues For Oldtimers?**

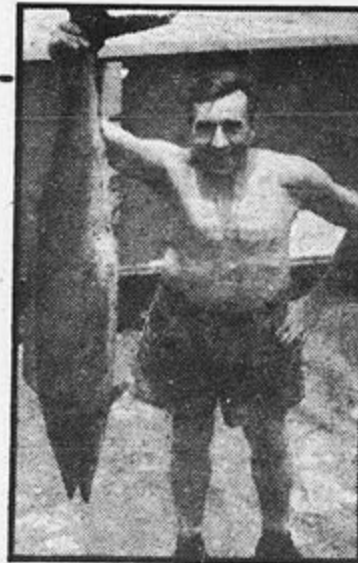
To the Editor:  
I have been a member of Local 802, the Musicians Union, for many years before going to sea and they have a system there which might be of interest to the brothers.

Any man who has been in the union for 20 years gets a special membership card, which means he does not have to pay any dues any more. He is still eligible to work in the industry.

Perhaps we in the SIU should consider something like that for our oldtimers who have been with us for so many years.

**Julio Colon**

**Good Catch**



Showing off one of five king mackerel and dolphin caught on the Charles C. Dunaif en route to Yokohama, C. E. Foster, AB, strikes a pose for photog A. Rosenblatt. Those fresh fish steaks mean lots of good eating.

**Oldtimer Sees Dream A Reality**

To the Editor:  
In 1938, a group of bona fide US seamen decided to break away from the then well-known ISU.

Their reasons for breaking away were the phony one-man control of the union, the special privileges allowed to the shipowners on hiring and the failure of ISU officials to make financial reports to the membership.

That militant rank and file group immediately set out to form a union that would protect the rights of the men. With the backing of other AFL unions, they managed to obtain an AFL charter and the birth of the SIU then became official.

**Brought Security**

Slowly, but surely, SIU leaders brought security to a growing membership in jobs, wages, working conditions and other benefits. These benefits are the talk of 15 million AFL-CIO members today.

It's truly hard to believe they all exist. It wasn't so long ago when we had neither the wages, vacations, welfare protection and many other items that we take for granted now.

Yes, brothers, our Union came around the corner the hard way, thanks to the hard work by our officials and a militant membership that has remained united through every battle.

Our Union today has a democratic constitution to protect all our rights, but we must still be on the alert at all times.

**Meetings Important**

In order to protect our gains, it is our duty to attend meetings ashore and aboard ship and take part in whatever Union activities we can. We should follow the business of the meeting to understand whatever resolutions or discussions come up and also give the other guy a chance to hit the deck and blow off steam if he has to do so.

On the ship, all men are equal under the SIU banner. It never does any good for one man to try to throw his weight around because he has been around a little longer than the next fellow.

Remember that we are seamen and brothers, too. Time has shown that the self-disciplinary policy of our Union is the best method of all.

**Oldtimers Move On**

As time marches on, one by one the oldtimers either depart or retire on pension, and it becomes the duty of those remaining to stand united to protect the porkchops that are on the table today. I know that very shortly I will be retiring, also, happy and content that my dream finally became real under the SIU banner.

Keep your chin up, brothers, and tell the world that the SIU is here to stay.

**M. E. Pappadakis Ship's reporter SS Jefferson City Victory**

**Carolyn Wishes Skipper Well**

To the Editor:  
It is our understanding on the Carolyn (Bull) that Captain W. W. Callis will be transferred to the SS Ines upon the completion of the current voyage.

The membership wishes to extend to him our sincere thanks for his wholehearted cooperation. We wish him the best of luck and continued success in his new post.

**J. Frats Ship's delegate**

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



# Fit for a Seafarer!

THE FOOD AND PRICES AT OUR OWN BALTIMORE AND NEW YORK SIU CAFETERIAS ARE GEARED FOR SEAFARERS - THE MEMBERS OF OUR UNION. DROP IN THE NEXT TIME YOU'RE AT THE HALL.

## The Seafarers Cafeteria

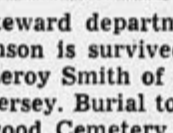
## FINAL DISPATCH

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:

**Terrell D. Adams, 35:** Brother Adams died of a malignant tumor on Nov. 9, 1956, in the USPHS Hospital, Savannah, Georgia. He joined the Union November 13, 1951, and was sailing in the deck department.

Place of burial is unknown. Brother Adams is survived by his wife, Rosa Mae Adams of Glenville, Georgia.

**George H. Robinson, 68:** On October 17, 1956, Brother Robinson died from natural causes in the USPHS Hospital, Staten Island, New York. He joined the Union December 14, 1951, and was sailing in the steward department. Brother Robinson is survived by a sister, Mrs. Leroy Smith of Roselle Park, New Jersey. Burial took place in Greenwood Cemetery, Brooklyn, NY.



**Edward E. Reed, 26:** Brother Reed was lost overboard while sailing aboard the MacAlester Victory. He joined the Union on March 22, 1956, and was sailing in the deck department. He is survived by his wife, Mary Reed of Mobile, Alabama.

**Robert Lee Cardin, 39:** On August 12, 1956, Brother Cardin died from a heart ailment in the USPHS Hospital, Staten Island, NY. Burial took place in Mount Calvary Cemetery, Manchester, New Hampshire.



## Frank Finds No Dew On DEW Line

POINT BARROW, Alaska—Some people like to go South for the summer, but Seafarer George Frank is different. While the Arctic storms howl, Frank is currently occupied on a DEW line construction job in this northernmost point of Alaska, which lies at about 72 degrees north latitude. Naturally, Frank finds the weather a little on the chilly side; but it is apparently compensated



Up to his knees in snow at Pt. Barrow, Alaska, Seafarer George Frank says hello from his job as an electrician on the DEW-line defense project.

by the warm, rosy feeling of a fat paycheck. What else does a guy want to buck 60 below zero for?

The DEW line (Distant Early Warning) consists of a chain of radar stations across Alaska and Canada.

"I have not seen a ship," Frank writes, "since I left Seattle last September. I am up here working as an electrician . . . and believe me brothers, it's pretty cold. Temperatures range here anywhere down to 50 to 60 below zero.

"I can hardly wait to finish this darn job, come down and grab me an SIU ship with the best conditions the maritime industry ever had.

"That new raise in pay that we got sounds like music to my ears. But as long as the pay is good here yet and the chow is fair, I think I'll stick around for a while."

Home for Frank is a tent (steam heated, we presume). It sounds like an ideal way to get away from it all, if anybody wants to go.

## PERSONALS AND NOTICES

**D. E. Jessup**  
Get in touch with your wife.  
↓ ↓ ↓  
**Edward Nooney**  
Your seamen's papers are being held for you in the LOG office.  
↓ ↓ ↓  
**Gene Bacon**  
**Ex-SS Capt. N.B. Palmer**  
You are asked to contact Paul Goldstein, attorney, 12th and Chestnut Sts., Philadelphia, as soon as possible.

↓ ↓ ↓  
**Joe Yanik**  
Frank Prezalar wishes you to contact him at 34-15 74th St., Jackson Heights, NY. He has news for you.  
↓ ↓ ↓  
**Henry F. B'ewer**  
For your old documents, contact J.T. Hicks at 65 E. Haig St., Plateau, Ala.

↓ ↓ ↓  
**Harold (Tony) Stivers**  
You and your wife are asked to write to Al Burris, Route 1, Box 465, Kannapolis, NC.  
↓ ↓ ↓  
**Mitchell V. Mobley**  
Your wife wishes you to contact her at 4731 Magazine St., New Orleans.

↓ ↓ ↓  
**Peter Drevas**  
Contact headquarters regarding receipt for money for F.T. Costello.

↓ ↓ ↓  
**Jack W. Arel'anes**  
Your mother is seriously ill. You are asked to contact your sister, Catherine, at 901 Stanyan St., San Francisco.

↓ ↓ ↓  
**Antonio S. Caruso**  
A Coast Guard discharge from the Lawrence Victory is being held for you at the LOG office.

↓ ↓ ↓  
**Thomas Cavanaugh**  
Coast Guard discharges and other documents are being held for you at the LOG office.

↓ ↓ ↓  
**Martin**  
"Come home as soon as possible. Old Lady and hound dog."

↓ ↓ ↓  
**Joseph L. Pendleton**  
Your mother is anxious to hear from you.

↓ ↓ ↓  
**Lawrence Ellison**  
Contact your wife as soon as possible. Urgent.

↓ ↓ ↓  
**Robert S. Johnson**  
Write to R. W. Reynolds, c/o

New York Hall, after Jan. 15. Very important.

↓ ↓ ↓  
**Darrell Gene Chafin**  
Your mother is very anxious to hear from you. Contact her at home in Anderson, Indiana.

↓ ↓ ↓  
**Joseph E. Barringer, Jr.**  
**ex-Steel Navigator**  
Your discharges are being held at the headquarters records department.

## 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:

↓ ↓ ↓  
**Ella Megan Underwood**, born September 15, 1956, to Seafarer and Mrs. Livious A. Underwood, Clinton, North Carolina.

↓ ↓ ↓  
**Beverly Jean Barnett**, born September 27, 1956, to Seafarer and Mrs. John D. Barnett, Gulfport, Mississippi.

↓ ↓ ↓  
**Tomas Gutierrez Jr.**, born October 9, 1956, to Seafarer and Mrs. Tomas Gutierrez, Galveston, Texas.

↓ ↓ ↓  
**Michael Guilliano**, born November 4, 1956, to Seafarer and Mrs. Anthony Guilliano, Elizabeth, New Jersey.

↓ ↓ ↓  
**Anna Louise Gomez**, born October 22, 1956, to Seafarer and Mrs. Carlos Gomez, Bronx, NY.

↓ ↓ ↓  
**Steven Bernard Nicholas**, born July 24, 1956, to Seafarer and Mrs. Leroy N. Nicholas, New Orleans, La.

↓ ↓ ↓  
**Sharon Kaye Wiggins**, born September 29, 1956, to Seafarer and Mrs. Clover Wiggins, Lake Charles, La.

↓ ↓ ↓  
**John Cecilio and Luis Manuel Nadal**, born November 13, 1956, to Seafarer and Mrs. Francisco Nadal, New York, NY.

## \$10 Million Paid Out In SIU Benefits

(Continued from page 7)  
of \$260 a year, will mount more rapidly, exceeding the million and a quarter a year average rate at which they have been paid up until now. Similarly on the Welfare side, the family hospital benefits program, and increases in hospital, death and disability benefit rates provide more rapid outgo of benefits.

**Figure Breakdown**  
The breakdown of the \$3½ million welfare figure shows just under \$1 million in hospital benefits to Seafarers and close to \$1,700,000 in death benefits. These were the two original benefits which went into effect in 1950 and consequently show the greatest totals. The hospital benefit was the first in the industry to provide coverage without a time limit.  
Well over \$500,000 has gone out in the form of maternity benefits with another \$260,000 paid to disabled Seafarers. Family hospital and surgical benefits account for over \$120,000 with smaller sums for scholarship, special aids and other expenditures.

Despite the heavy cash outlay, the Welfare Plan has very extensive reserves which indicate future improvements in the Plan. Among them are over \$2 million held in income-producing US Government bonds.

The Plan also owns properties and other assets which add to its reserve strength.

## DIRECTORY OF SIU BRANCHES

- SIU, A&G District**
- BALTIMORE.....1216 E. Baltimore St. Earl Sheppard, Agent Eastern 7-4900
  - BOSTON.....376 State St. James Sheehan, Agent Richmond 2-0140
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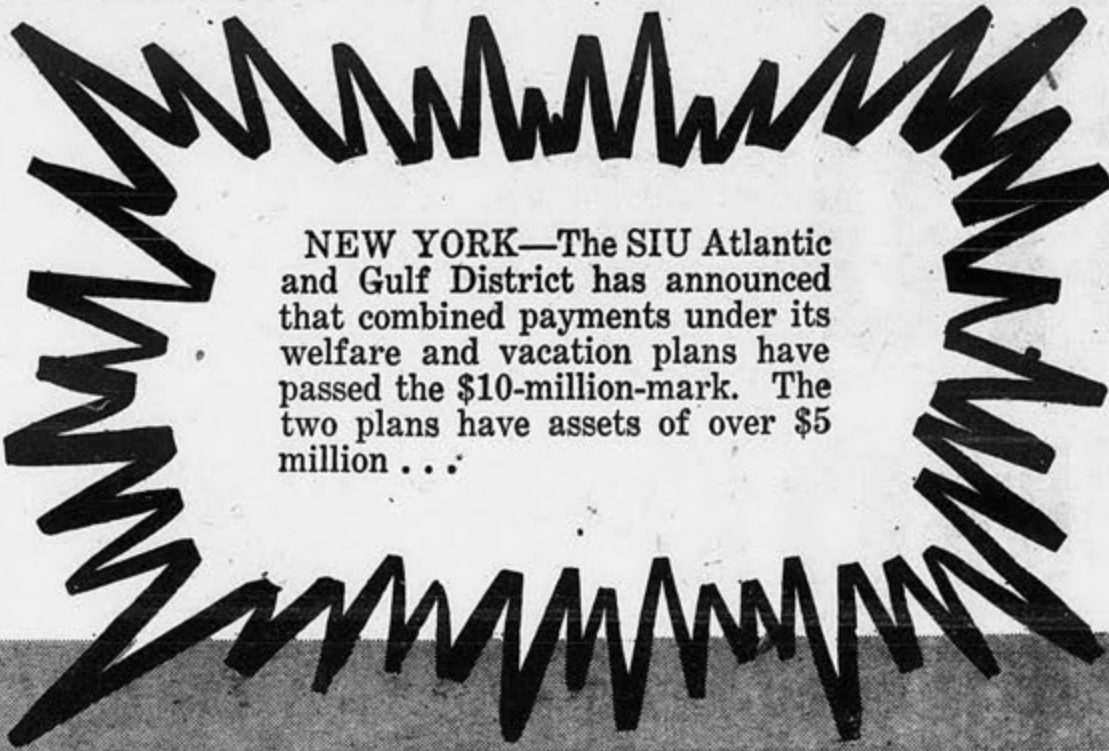
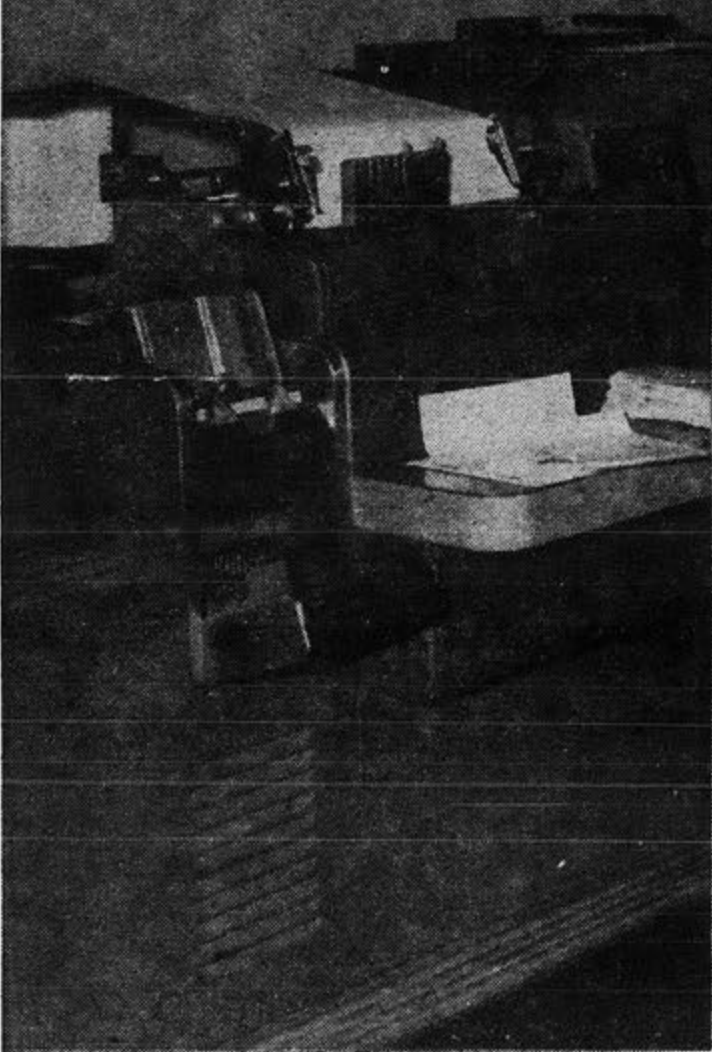
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## BELL TO BELL . . .



NEW YORK—The SIU Atlantic and Gulf District has announced that combined payments under its welfare and vacation plans have passed the \$10-million-mark. The two plans have assets of over \$5 million . . .

ONCE, in the old non-union days, "bell to bell" had a bitter flavor for seamen, meaning a relentless, day-long work grind. Today, it's the SIU welfare and vacation plans which work "bell to bell" for SIU men and their families, assuring a smooth flow of benefits that are of as much concern as take-home pay and working conditions on the ships.

News that the SIU Vacation and Welfare Plans, at no cost to Seafarers, have already paid out over \$10 million in cash benefits since July, 1950, comes as a welcome surprise. But this figure will likely be doubled by 1960 or earlier, because the benefit rates have doubled and tripled in most cases.

Every day an SIU man is on a ship, he builds up additional credits—another day's paid vacation, more seetime to help make himself or his youngster eligible for a \$6,000 SIU college scholarship or for the comprehensive coverage of his wife, kids and even dependent parents for the best in surgical and hospital care.

The breadwinner too can obtain continuous weekly compensation if he himself is laid low by illness or injury, or can no longer work at his regular calling. Should he unexpectedly pass on, a comfortable cushion of a \$4,000 death benefit for his survivors is readily available. At the other extreme, the costs of parenthood are instantly eased by his eligibility for a \$200 maternity benefit upon the birth of each new child.

This broad coverage is insured by a smooth-running, modern apparatus which exists only to serve the needs of each Seafarer and his family. "Bell to Bell"—on ship or shore—the SIU takes care of its own. . . .

**SEAFARERS INTERNATIONAL UNION**