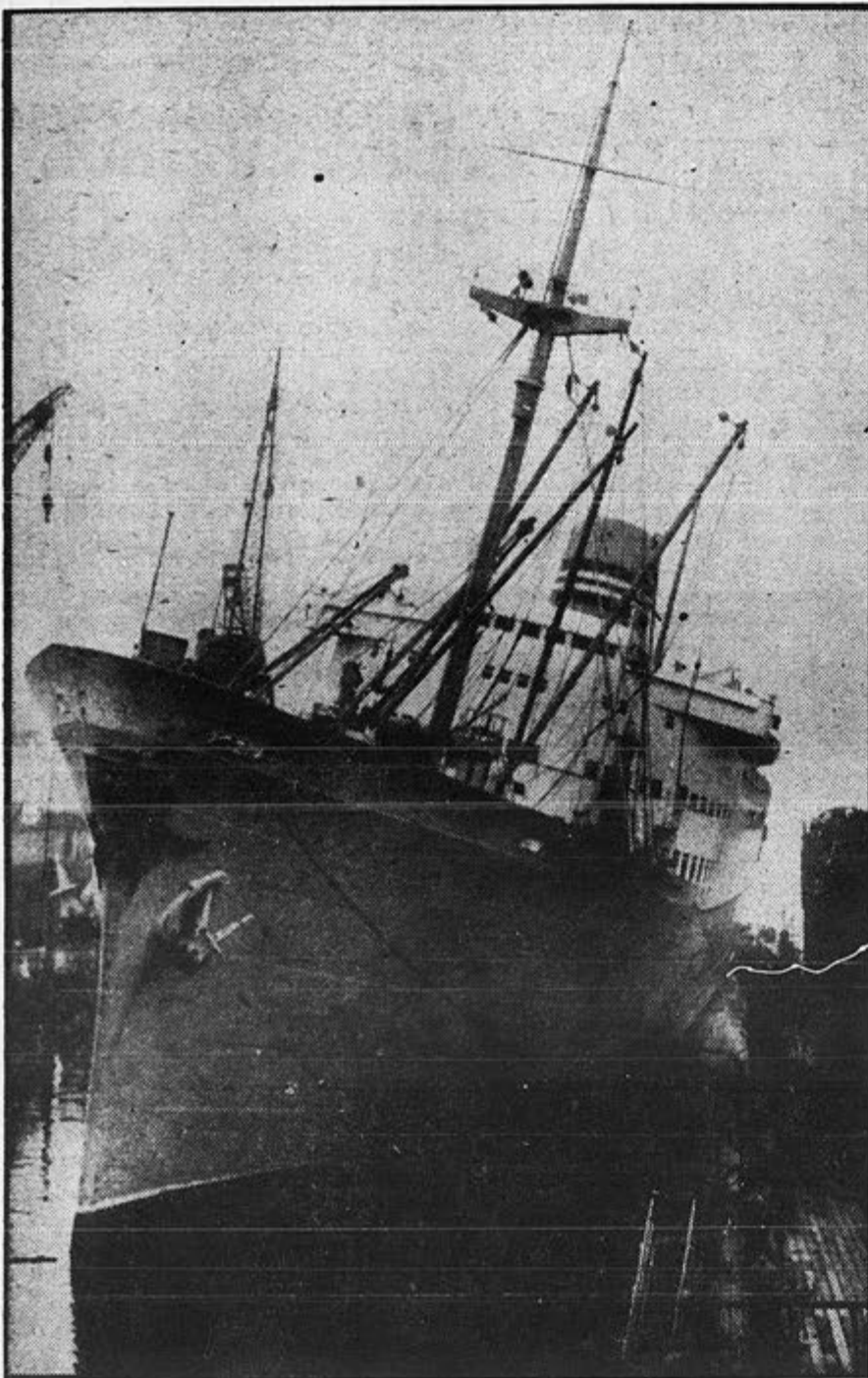


• OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • AFL-CIO •

# CONGRESS SCANS '36 SHIPPING ACT

## May Revise, Broaden Ship Aid

—Stories On Page 3



**Tilt!** Norwegian-American liner Oslofjord heels over in floating drydock at Hoboken, NJ, after a section of the dock sank while the ship was being brought in for repairs and inspection. The ship had listed to a 25-degree angle—more than shown here—but photographers were not permitted into the yard until dockyard personnel had flooded other sections of the dock and returned the ship toward an even keel. Eight persons in the crew were injured in the accident at the Bethlehem Steel Co. facility. There was no damage to the ship, which returned to its scheduled run shortly afterwards.



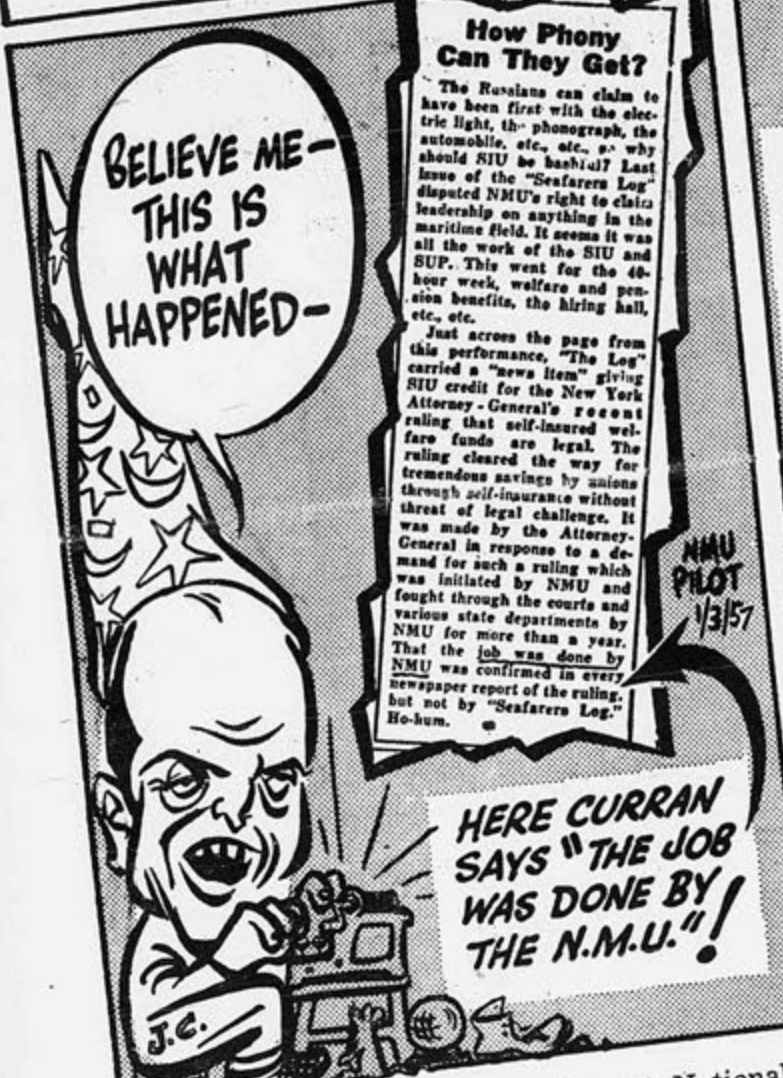
**Glad To Be Aboard.** Fifteen Indian sailors rescued by the Steel Apprentice in the Persian Gulf are welcomed by Seafarer S. Pires, chief cook (2nd from right) and others. Their 180-ton craft capsized and sank near Bahrein.



**Checking The Count.** Completing the tally of votes in the SIU election, some of the 14 elected committeemen in New York gather to verify some of the results. Facing camera (l to r) are Donald Mease, Frank Drozak, Manuel Sanchez, Salvatore Biondo. Luigi Iovino is in foreground. (Story on Page 5.)

—Text Of Election Report Begins On Page 4.

# How Joe Curran tells a story . . .



## - and the FACTS:

HERE ARE THE FACTS: THE ONLY ACTIVELY PARTICIPATING UNION IN THE HEARING WAS THE S.I.U.!

GEE! DON'T NOBODY BELIEVE ME?? EVERYBODY'S AGAINST ME!!

SEPTEMBER 1, 1956  
NEW YORK  
VOL. LXVI, NO. 35

### Insurance ADVOCATE

ESTABLISHED 1890

#### Javits Hears Arguments on Self-Insured Welfare Funds—10-Day Limit Set

By Donald D. Ryan  
Editor, Life Department

New York State Attorney General Jacob K. Javits held a hearing Thursday morning August 30 relative to his pending decision on whether or not self-insured welfare funds should be state-licensed and regulated, and gave all sides 10 days to submit supplementary data. Mr. Javits has before him a request from Superintendent of Insurance Lett for such an opinion. Mr. Javits gave each side 15 minutes for oral presentation of arguments, and 2½ minutes for rebuttal.

The American Life Convention and Life Insurance Association of America, represented by Townley Updike Carter & Rodgers, New York, favored bringing the funds under the state insurance law. In opposition was the Seafarers International Union, represented by its attorney, S. W. Miller.

The Seafarers Union contended that hundreds of such funds affecting thousands of workers in New York State would be injured by any ruling which would bring the funds under state regulation. The union told the attorney general that the Taft-Hartley law specifically pre-empts state regulation of these welfare funds. The union spokesman also declared that these funds have a history of success.

#### INSURANCE COMPANIES' PUBLICATION

# Reds Hail Curran Tie With ILA

The "Daily Worker," official organ of the US Communist Party, has come out foursquare for NMU President Joseph Curran in his beef with the SIU and the rest of the legitimate maritime labor movement. Veteran "Daily Worker" columnist George Morris, embraced Curran in the January 9 "Worker."

"The only recent constructive trend on the waterfront," Morris wrote, "has been the beginnings of some collaboration . . . between the longshoremen of both coasts, and together with that, the NMU's cooperation with the ILA."

"It seems to me that only a fully-developed collaboration between those three . . . can effectively defeat the irresponsible efforts of the clique heading the SIU and the West Coast Sailors Union of the Pacific . . ."

While Curran himself might not welcome endorsement from the Communists, the fact remains that his recent course in supporting ILA and assailing the SIU is exactly what the Communist Party wants.

The "Daily Worker" columnist takes note of that lonesome position by remarking: "Looks like Joe will never be rid of his red tattoo marks and he will always be reminded of them."

# Curran Hails Curran Too

Apparently there are standing orders at the NMU that the name of union president Joseph Curran must appear in a good many of the headlines and stories in each "Pilot" issue.

Sometimes this "name-dropping" mentions "Curran"; sometimes it's

## Crew Hails Curran for Logging Win

SS AMERICAN MANUFACTURER, Nov. 4.—The crew voted to spread in The PILOT a protest against the poor medical treatment and inhumane neglect of a member who was returning from Liverpool as a passenger after having been injured aboard another company ship.

Crew members called on the Union to take firm steps in cases when seamen "are pushed around at times when they have no way of protecting themselves."

All delegates reported no beefs.

—J. Thomas, Bk. 12262, Chmn.; J. Green, Bk. 15948, Rec. Sec.

—NMU "Pilot", Jan. 3, 1957

"Pres. Curran," and on other occasions it's just "Big Joe." It appears that the NMU has a bunch of these "Curran" headlines set up in type in advance. On occasion, it must be tough to make the "quota."

Here was one extra "Curran" headline lying around and no place to put it. So it wound up back on page 14. The headline says "Crew Hails Curran for Logging Win." The story is a beef over NMU's laxity regarding injured NMU men; it never mentions logging.

Elsewhere in that issue, Curran's name is mentioned no less than 21 other times, as many as nine times on only one page. This is somewhat below average for the "Pilot," but you can't say Joe isn't trying

The shrill and clamorous voice of National Maritime Union President Joseph Curran continues to vibrate with hysterical accusations against the SIU and glorification of his own activities. Included among the myths repeatedly in the pages of the NMU "Pilot" are tales of NMU's singlehanded defense of the hiring hall, the NMU unemployment dole, the "abolition" of loggings on NMU ships and a number of equally shoddy deceptions.

The NMU president grew so expansive on the subject that the "Pilot" was unable to give news about the status of the African Star, an NMU-manned ship, after she was in a collision. NMU members had to turn to the SEAFARERS LOG for a report of the Coast Guard hearings on the accident.

It would be a shameful waste of newsprint to attempt, once again, to answer every single one of these verbal outpourings. But there are many good examples to point up the enormous gap between fact and Curran. Here is one:

On Page 3 of the January 3 "Pilot," under the heading "How Phony Can They Get?" The NMU says as follows:

"The Log" carried a 'news item' giving SIU credit for the New York Attorney-General's recent ruling that self-insured welfare funds are legal. The ruling cleared the way for tremendous savings by unions through self-insurance without threat of legal challenge. It was made by the Attorney-General in response to a demand for such a ruling which was initiated by NMU [Our emphasis—Ed.] and fought through the courts and various state departments by NMU for more than a year. That the job was done by NMU was confirmed in every newspaper report of the ruling. . ."

Now that you've read the fantasy, here are the facts. Six years ago, the SIU negotiated a self-administered Welfare Plan, to be run by a joint board of union-industry trustees. Self-administration and self-insurance was chosen by SIU because of great financial savings involved (estimated at \$110,000 yearly) and also because a union-industry group would be more directly concerned with the human needs involved than an insurance company to whom cold cash considerations are primary.

At about the same time the NMU negotiated its funds, but in that instance, for unexplained reasons, it was deemed necessary to pay premiums to an insurance company and fees to insurance "consultants." By NMU's own estimate, the additional costs were at least \$120,000 a year lost in benefits to NMU men.

The SIU, in the pattern followed by hundreds of union-industry plans and many employer plans as well, saw no sense in throwing this money away in the form of payments to an insurance company which could offer no visible services to Seafarers. The SIU applied this money in the form of more and better benefits.

As a result, Seafarers had unlimited hospital benefits while NMU men were cut off after 13 weeks. Seafarers such as to patients who were in hospitals before the plan took effect were put on a special list; NMU members in the same situation got nothing. Additional SIU benefits—maternity, scholarship, disability and others—were rapidly

added. NMU members had to wait while the NMU dickered with the insurance company for similar gains at a later date.

The rising chorus of bitter complaints from its members, including the hundreds of penniless NMU chronically-ill members at Manhattan Beach and other hospitals, finally convinced NMU that it had to act. This was in the fall of 1955, five years later.

Did NMU adopt a self-insured plan to match SIU's? No, not quite. Instead NMU took legal action which could have had the effect of putting SIU's Plan and hundreds of other self-insured union plans out of business. The motives for this action are anybody's guess.

For years, these self-insured plans had operated without a word of opposition from any legal authority. Their operating structure conformed with the requirements of Taft-Hartley. Yet NMU felt it "necessary" to get a ruling on the "legality" of self-insurance. It was as if a reluctant bridegroom were to ask the courts for a ruling on the legality of marriage.

It was NMU and nobody else which raised the serious legal challenge against self-insurance which unions all over the country now face from the powerful insurance industry.

NMU went to the superintendent of the New York State Insurance Department looking for its ruling. He declined to issue such a ruling. NMU went to the State Supreme Court. Supreme Court Justice Eder dismissed the petition pointing out there was nothing on the books in the form of law or administrative order standing in the way of any union-employer group that wanted to self-insure. Meanwhile, the superintendent of insurance had referred the NMU's question to the attorney-general.

After the court decision, NMU dropped out of the picture, reluctantly it seems, and finally self-insured. When the attorney general called his hearing, the NMU did not participate.

Here is what the "Insurance Advocate," an insurance trade publication, had to say on the subject:

"New York State Attorney General, Jacob K. Javits, held a hearing Thursday morning August 30, relative to . . . self-insured welfare funds . . . The American Life Convention and the Life Insurance Association of America . . . favored bringing the funds under the state insurance law. In opposition was the Seafarers International Union . . ."

"The Seafarers Union contended that hundreds of such funds affecting thousands of workers in New York State would be injured by any ruling which would bring the funds under state regulation . . . The union told the attorney general that the Taft-Hartley law specifically pre-empts state regulation of these welfare funds. . ."

Even though the attorney general ruled in favor of the SIU, the powerful insurance lobby is now initiating a Federal Court test of his ruling in its efforts to get its hooks into self-insured plans' reserves. What it adds up to is this: The NMU after initiating action which failed to overturn the SIU plan in the state courts and the state insurance department, washed its hands of the whole business and self-insured.

NMU has dropped out of the picture in the middle of the fight, leaving the SIU and other unions to oppose the insurance lobby for which NMU paved the way.

# Study '36 Ship Act Overhaul

## Wider Subsidy Program Sought

WASHINGTON—Radical changes are ahead in the 20-year-old US merchant marine subsidy program. Instead of confining its assistance to a relative handful of shipping companies, the program is being extended to virtually every offshore berth operator under the American flag.

Subsidy applications are coming in so thick and fast that the Government will have to ask Congress to broaden the authority to grant Government aid.

Among companies not previously subsidized who are now applying for or receiving aid are Isthmian, Waterman, the Arnold Bernstein interests, Isbrandtsen, States Marine and States Steamship. In addition, several companies already receiving operating subsidies are asking or may ask for more sail-

ings, including Bloomfield and Seas Shipping.

Subsidy requests directly affecting Seafarers include Isthmian's application for aid on the west-bound round-the-world service. The company is seeking subsidy on 24 to 36 voyages a year here. It is also asking for 12 to 24 voyage subsidies on the Persian Gulf runs and additional aid on the Indian run. Waterman has not yet filed its application specifying routes and the number of voyages.

Bernstein's subsidy would apply to its projected North Atlantic passenger services.

A complete review of US maritime policies under the 1936 Merchant Marine Act with a view toward expanding and strengthening the US merchant marine is being planned by the Senate Interstate and Foreign Commerce Committee. Addressing an industry group in New York, Senator Warren Magnuson, committee chairman, said that in his view the US does not have enough shipping and should restudy its subsidy program accordingly.

A resolution has already been submitted to the Senate on Magnuson's behalf authorizing his committee to examine, investigate and make a complete study of all matters pertaining to foreign commerce, transportation policy and maritime matters among others.

House Merchant Marine Committee chairman, Herbert Bonner, promptly endorsed the Magnuson proposals and said his group would cooperate in any study to overhaul the 1936 Act.

Sen. Magnuson's declaration for a full review of US maritime pol-

"... The manner in which subsidies have been granted has tended to decrease the strength of the industry... Because subsidies are granted only to a relatively small percentage of US companies, a situation has developed which finds the majority of private companies operating without subsidy in direct competition with the few who are sustained... This situation is not conducive to a healthy and expanding industry... We, therefore, urge no further privileges to... subsidized shipping... until the whole problem has been reappraised by the Congress..."

—Resolution on Subsidies Maritime Trades Department Convention, Nov. 29-30, 1955

tankers should be constructed under the US flag.

• He has reservations as to the wisdom of permitting T-2 tanker owners to register under foreign flags in return for building new US-flag tonnage.

• He would urge his committee to take action on these problems.

"We must build to meet our needs," he concluded, "and it will be vital to the welfare of the United States that we do not deviate from this goal."

The SIU and other SIUNA union affiliates have been critical of the manner in which the subsidy program has been conducted. Testimony to that effect before the House Committee on Merchant Marine and Fisheries, on June 20, 1955, was noted in its report: "Mr. Hall (SIU secretary) was particularly critical of the subsidy program..."

"Some of his more pertinent remarks in this connection were: 'I personally think that in many instances subsidies themselves, as they are now applied, have done nothing in some instances but put a premium on incompetence.'

"At the same time, Mr. Hall did support the theory of subsidy. In general, he seemed to favor subsidizing all shipping companies on the basis of the minimum amount of Government aid necessary..."

## More Co's To Act On Safety



A portion of joint SIU-industry group hears Capt. Robert Cornwell, committee safety consultant (far left), report on progress. Representatives of 25 SIU-contracted operators and Union representatives attended.

SIU-industry safety program was indicated in the first 1957 meeting of Union and industry representatives on the subject. Some 25 SIU-contracted companies attended the New York meeting and discussed the shipboard and shoreside safety procedures which are now being established.

Some of the companies have already instituted the procedures drafted by the joint Union-industry committee, involving regular shipboard meetings on safety and the establishment of departmental safety committees in which Seafarers play a leading role. Others now plan to follow suit.

On the shoreside end, the committee is now setting up a records program to keep track of shipboard accidents. The records will show to what extent the safety program is succeeding.

The following representatives of the SIU and its contracted operators were present at the meeting: W. Hall, C. Simmons, J. Algina and H. Brand for the SIU, Earl Smith, Waterman, the committee's chairman; J. Cecire, Robin; R. Brandon, A. Fischer and A. Elias, Cities Service; J. Winters, No. Atlantic Marine; C. Davies, Calmar; M. Williams, Bull Line; R. Chapedelaine, Seatrain; T. Proud, R. Schilling, Alcoa; J. McGuinn, Victory Carriers; E. Latow, Grainfleet; E. Seaman, C. Logan, Mississippi SS; G. Henkenius, J. M. Carras Inc.; D. Winkowski, Orion; M. Harrison, management committee representative; Dr. J. Logue, medical director, SIU Welfare Plan, R. Cornwell, safety consultant to the joint committee.

icies seems to herald a broad investigation into the whole area of shipping subsidies, with the aim of broadening the scope of this Government help to the industry. His statements recall the sharp criticism of the subsidy program in the past by the SIU and other SIU of North America unions, as well as the AFL-CIO Maritime Trades Department.

The Suez crisis, Magnuson said, proves that the "United States cannot count on the aid of other maritime nations for furnishing the shipping we will need so vitally.

Must Be Under US Flag

"Our shipping must be under our flag and we cannot depend upon help from foreign-flag ships of the so-called friendly nations. Undoubtedly in a crisis they will need shipping just as much as we and they will serve their own needs first." In this respect, he indicated the group would take a hard look at the transfer foreign program.

In his address, Magnuson made several important points as follows:

• Congress should re-evaluate the "essential trade route" concept as set forth in the 1936 Merchant Marine Act. "We should study the number and types of ships now being used, the sailings and ports of call. This will give us the information necessary to keep these trade routes adequate in ships and sailings."

• The US should provide for alternates to essential trade routes if vessels are forced to circle the Cape of Good Hope.

• More high-speed ships and

## 1,000th SIU Family Gets Hospital \$\$

The Seafarers family benefit program passed another milestone last week with the payment of the 1,000th family hospital and surgical benefit to a Seafarer. A check for \$349 went out to Seafarer William Simmons of New Orleans representing payment for care and treatment of his wife.

At the same time, total payments on these benefits passed the \$150,000 mark in the 19 months it has been in operation.

Originally negotiated in May, 1955, the hospital-surgical benefits program has been considerably expanded and improved since then. The 31 day limitation on hospital benefits has been removed and an additional \$100 in hospital extras allowance provided after the first 31 days.

The program was also expanded last fall to include dependent parents of Seafarers as well as their wives and children, and a number of claims have been paid accordingly.

Benefits under the plan include \$10 a day for hospital care, \$4 daily for doctor's visits to the hospital, \$100 in hospital extras such as X-ray, anesthesia, blood tests, operating room costs for the first 31 days and another \$100 after that date. Surgical benefits are provided up to a maximum of \$300 according to a schedule of operation fees. The hospital benefit has a \$50 deductible feature in which the Seafarer pays the first \$50 of the hospital bill.

## SIU And American Coal

A persistent theme in NMU President Joseph Curran's vilification of SIU is the charge that the SIU is attacking the hiring hall by filing charges against American Coal.

Here is the record—

• SIU has filed a complaint of discrimination in hiring practices against American Coal Shipping.

• The NMU hiring hall, the NMU or any aspect of maritime hiring by a going shipping operator are not mentioned in the document, and for obvious reasons of self-interest, are not targets of the complaint.

• It has been normal organizing practice for NMU, SIU and all maritime unions to send men to the offices of newly-formed shipping companies or existing unorganized fleets for the purpose of getting representation on the company's ships. If SIU had not sent men to the company's offices at Cities Service, Isthmian and other operators, those fleets would not be running with SIU contracts today. Does Curran pretend he never instructed NMU men to apply at a company office for jobs with an organizing motive in mind?

• Several dozen Seafarers who went to American Coal were refused applications for employment. They were not referred to any

union hiring hall. They were told, in effect: "We will not hire you." That is why SIU filed charges against American Coal and that is the legal basis for the charges.

It is a sorry sight to see Curran revert again to the deeply-embedded Communist Party line tactic of accusing others of denying home, mother and flag every time they act to Curran's displeasure.

For example, when the Sailors Union attempted to protect its premium pay gains from Congressional pressures by incorporating weekend and other normal overtime in base pay, Curran screamed "40-hour week sellout" even though his own watchstanders were—and still are—working 56 hours.

The charge "attacking the hiring hall" is of a piece with the charges "Fascist," "Hitlerite," "war-monger," "union-buster," "Trotskyite" and other epithets which Curran has hurled at one time or another against numerous labor and public figures. It is equally groundless.

An ever-widening interest in, and support for, the joint

## SEAFARERS LOG

Jan. 18, 1957 Vol. XIX No. 2



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

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## HOW AMERICAN UNIONS SERVE EVERY AMERICAN



One of the traditional functions of American unions from the earliest days has been to offer training to newcomers, so that the necessary numbers of skilled craftsmen could be supplied to industry.

Today, union-sponsored training programs are commonplace. Carefully established rules of apprenticeship and instruction assure the public of skilled union workmanship. The programs also provide numerous training opportunities which are difficult and costly for young Americans to obtain from any other source.

## See Health Center Ready By April 1

The first union health center ever to be established in the maritime industry should be in full operation early in April. Alteration work is now going on to revamp the property at 21st Street and 3rd Avenue, Brooklyn, and convert it into a modern, comfortable facility which will offer Seafarers complete head-to-toe check-ups.

The contract was let out to the lowest bondable bidder, as per the instructions of the Welfare Plan trustees. He will build several offices into the 100 by 50-foot building for medical labs, doctors' offices, examination and reception rooms, a lead-lined X-ray room, air-conditioning lines and equipment, electro-cardiograph room, eye exam facilities plus the necessary heavy-duty electrical lines for the X-ray machinery.

An outside garage door entrance will be bricked off and additional windows installed along with a hung ceiling and various other improvements.

Once the contractor completes his work, which is expected to be

by the second week in March, the installation of medical equipment and furnishings will follow.

The New York center is the first of four projected health centers for Seafarers. The other three will be built in Mobile, New Orleans and Baltimore. All four centers will be convenient to SIU port offices and major shipping facilities.

The four centers will offer physical examinations and periodic check-ups to Seafarers for the purpose of diagnosing and detecting illnesses and physical defects before they become far advanced. The centers will not provide any actual treatment, but will refer Seafarers to the nearest US Public Health Service hospital or clinic for that purpose.

The Union health centers were negotiated as part of the Health and Safety Program with the operators contributing five cents per man per day to finance the project.

## 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:

- January 23
- February 6
- February 20
- March 6
- March 20

## NY Shipping Falls Off As Freeze-Up Blankets City

NEW YORK—Freezing weather drove Seafarers accustomed to warmer climates out of town, but didn't scare hardly enough ships into port. As a result, shipping declined temporarily when less than the normal number of ships called here.

The arrival of real winter weather pushed the mercury down to about ten degrees at times, and brought some snow and ice with it. However, snow has been on the light side this season.

Most of the business at headquarters this period was taken up by committee work, split between the 14-man election tallying committee and then the six-man quarterly financial committee. (The text of the tallying committee's report and the election results are in this issue, starting on page 4).

A total of 19 ships paid off, three were signed on articles and

## Unions Hamstring Amer. Coal

Stymied by a 24-hour picketline manned by four unions, the SS Thomas Paine is now a "dead ship." The US-owned Liberty chartered to American Coal Shipping Inc. is completely tied up on the Brooklyn waterfront, with shore gangs refusing to handle her.

The Thomas Paine was brought up here from Baltimore, still wearing her original mothball coat of red lead, in efforts to whip her in shape for the coal run. As soon as the ship was moored at a Red Hook pier, she was hit by picketlines composed of Seafarers, marine engineers, both from the Marine Engineers Beneficial Association and the Brotherhood of Marine Engineers, and members of the Masters, Mates and Pilots.

### 3-Degree Cold

Picketlines were maintained around the clock despite freezing weather which touched as low as 3 degrees, snow, sleet and high winds. A stewpot established nearby at picket headquarters, plus plenty of ski parkas, helped pickets battle the cold.

Ship repair workers who had been hired to de-mothball the vessel refused to go through the lines. After five days of picketing, the power lines were disconnected and all efforts to work her discontinued.

It is expected the company will have the ship hauled to another pier in further efforts to work her, but for the time being the "hot" ship is ice cold. Pickets are keeping a close watch for any signs of activity.

Elsewhere in the fight against American Coal, five other ships are being picketed, one in Baltimore's Maryland Drydock, two in Savannah and two in Charleston, South Carolina. The four ships in Savannah and Charleston are still locked up at last report. Work is going on aboard the ship in Baltimore.

One ship, the Coal Miner, which American Coal purchased privately, has cleared Norfolk with an NMU crew aboard and a topside gang recruited by the Brotherhood of Marine Officers.

The American Coal beef arose when the company signed with the BMO, a District 50 affiliate, after being in negotiations for an agreement with the Masters, Mates and Pilots and the Marine Engineers Beneficial Association.

The SIU also filed charges against American Coal at the National Labor Relations Board. The Union accused the company of discriminating against Seafarers by refusing to accept a single employment application from any one of dozens of qualified seamen who asked for employment at the company's offices. Action on the charges is now being considered by the NLRB.

Although the company was originally awarded 30 ships by the Fed-



Pickets from the SIU and AFL-CIO officers unions on duty at Brooklyn shipyard have blocked work on reactivated Liberty ship Thomas Paine (background), withdrawn from lay-up fleet for use by American Coal Shipping. The SIU, Masters, Mates and Pilots and the Marine Engineers Beneficial Ass'n are protesting ACS hiring bias and "substandard" pacts.

eral Maritime Board, no action has been taken as yet by the FMB to assign additional vessels to Ameri-

can Coal. Meanwhile, Liberty's are being broken out and assigned to other operators for the coal runs.

## Count Over 6,200 Votes In SIU Election Tally

A total of 6,230 votes was cast in the recently-concluded Atlantic and Gulf District elections, the 14-man district tallying committee reports. Successful candidates in the contests for 39 posts on the ballot are announced in the committees' report filed at headquarters. There were 72 candidates in all on the ballot.

The committee findings have to be confirmed by membership action at the next meeting in all ports. As soon as the membership acts, the elected officials will be sworn in for the two year term.

### Ballots Mailed To Bank

Under the amendments to the SIU constitution adopted last year, the two month election ran from November 1 to December 31, 1956. All ballots voted were mailed to a New York bank vault at the close of each day's business.

The membership then elected a 14-man tallying committee—six from headquarters and two each from Baltimore, Mobile, New Orleans and San Francisco. The committee, meeting in New York, removed the ballots from the vault and conducted the official tally for the District.

SIU Secretary-Treasurer Paul Hall was reelected without opposi-

tion, the first time that position was placed on the ballot.

The full list of those elected is as follows:

Secretary-treasurer—Paul Hall; deck assistant secretary-treasurer—Joe Algina; engine assistant secretary-treasurer—Claude Simmons; steward assistant secretary-treasurer—Edward (Eddie) Mooney; joint assistant secretary-treasurer—William Hall, Robert Matthews, Joseph Volpian.

Boston agent—James Sheehan; Boston joint patrolman, Eugene Dakin; New York joint patrolmen—Ted Babkowski, Malcolm Cross; Louis Goffin, Paul Gonsorchik; Howard Guinier, Freddie Stewart, Keith Terpe.

Philadelphia agent—Steve (Blackie) Cardullo; Philadelphia joint patrolman—John Hetzell; Baltimore agent—Earl (Bull) Sheppard; Baltimore joint patrolmen—Rex E. Dickey, Eli Hanover, Flaye (A) Stansbury; Norfolk agent—Ben Rees; Norfolk joint patrolman—James A. Bullock; Savannah agent—E. B. (Mac) McAuley; Savannah joint patrolman—Nevin E. Ellis; Tampa agent—Thomas (Tom) Banning; Tampa joint patrolman—Belarmino (Benny) Gonzalez; Mobile agent—Cal Tanner; Mobile joint patrolmen—Harold J. Fischer, Robert Jordan, William J. Morris; New Orleans agent—Lindsey J. Williams; New Orleans joint patrolmen—Tom Gould, C. J. (Buck) Stephens, Charles M. (Whitey) Tannehill; Houston agent—A. (Frenchy) Michelet; Houston joint patrolman—Charles Kimball; San Francisco agent—Marty Breithoff.

Cross, the newly-elected NY joint patrolman, will replace former patrolman Frank Bose, who passed away before the election started.

The complete text of the tallying committee report, plus the official election tally for all ports starts on page 4 of this issue.

tion, as were the six assistant secretary-treasurers at headquarters. Also unopposed were port agents E. B. McAuley, Savannah; Cal Tanner, Mobile; Lindsey J. Williams, New Orleans and A. (Frenchy) Michelet, Houston.

Officials elected for the first time include Eugene Dakin, elected Boston joint patrolman; Malcolm M. Cross, NY joint patrolman; Eli Hanover, Baltimore joint patrolman and Marty Breithoff who was elected San Francisco port agent

He's In The Chips



Back after completing two-year dredging job in Venezuela on the Sandcaptain, Seafarer B. Witts, pumpman (right), shows his record size SIU vacation check to George Binnemans, FWT, who had been on the job earlier. Witts received \$428.37 in vacation pay covering the 749-day trip. After taxes, he netted \$355.91, plus a whopping big bonus payoff.

## Foes Of '50-50' Plan 'Whittle-Down' Strategy

WASHINGTON—US maritime unions and other shipping groups are getting set for a new onslaught by American farm groups against the "50-50" law, now that Congress is back in town.

Observers don't expect the battle to reach the intensity of previous years, although there will likely be some whittling down of the scope of "50-50" as there was in the 1956 session. The agricultural interests won a limited victory then through a provision exempting fresh fruit shipments from the cargo preference rule. This year's fight will come on a bill to authorize the sale abroad for foreign currencies of an additional \$1 billion in farm surpluses. While the farm groups are committed to seek a blanket exemption of these cargoes from "50-50," they are not given much chance of winning anything but a concession exempting a few individual commodities.

### Few Complaints

As "The Journal of Commerce," a business newspaper, pointed out the day Congress opened, "with last year's sales amounting to more than \$1.6 billion, nobody can seriously assert that the program is being hamstrung by the '50-50' law or by anything else."

The case for the individual commodity exemptions is not a very strong one anyway, the paper pointed out, "since there has been no significant increase in the volume of these exports since they became no longer subject to '50-50'."

Opposition to "50-50" as it stands is also weakened by the fact that shipping space is the key problem today. Foreign maritime nations have all the business they can handle, and are not expected to be able to muster much support in the US. The US Agriculture Department has also been confronted

with the need for more shipping space for its export program and thus must turn to American bottoms after all. The State Department has likewise changed its tune on this score.

However, US maritime groups, including the SIU, are not relaxing their interest on this front, for "50-50" has been the principal prop for the American merchant marine since 1948. In a calmer world situation, it would also be the only one, so American seamen have a big stake in keeping the law on the books unchanged.

## 'Excellent' Is Word On Seattle Jobs

SEATTLE—Shipping is extremely good and the future looks as well, reports Port Agent Jeff Gillette. He noted a lot of difficulty getting rated men, particularly ABs, oilers and firemen, however.

Registration continues to lag far behind the dispatch figures, and more men, especially those with deck and engine ratings, are always welcome. He said the port's policy of discouraging those wishing to pay off in-transit vessels was the only way to keep the vessels properly manned during the shortage.

Five ships paid off here during the last period, including the Grain Snipper (Grain Fleet), Westport (Arthur), Alice Brown (Bloomfield), Ocean Evelyn (Ocean Trans) and Kyska (Waterman). They all signed on again.

In transit vessels were the Calmar, Alamar (Calmar); Warrior (Pan Atlantic) and Choctaw and Hastings (Waterman). All beefs were handled right on the ships, leaving no major items outstanding.

# Shipping Round-Up & Forecast

December 26 Through January 8

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	13	2	4	4	6	2	23	8	31
New York	84	14	74	18	93	18	251	50	301
Philadelphia	36	6	24	8	12	5	72	19	91
Baltimore	57	24	36	19	36	8	129	51	180
Norfolk	17	11	7	12	3	9	27	32	59
Savannah	21	6	11	5	5	1	37	12	49
Tampa	2	0	4	3	2	1	8	4	12
Mobile	28	6	23	5	23	6	74	17	91
New Orleans	47	13	34	9	48	10	129	32	161
Lake Charles	15	8	10	7	5	3	30	18	48
Houston	23	4	24	15	18	6	65	25	90
Wilmington	13	9	11	7	8	4	32	20	52
San Francisco	39	16	16	20	20	11	75	47	122
Seattle	18	7	9	12	8	2	35	21	56
Total	413	126	287	144	287	86	987	356	1343

Port	Shipped						Total A	Total B	Total C	Total Ship.
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C				
Boston	6	2	0	2	3	3	1	2	7	21
New York	56	4	5	53	9	13	48	2	157	208
Philadelphia	26	4	9	20	5	12	13	4	59	96
Baltimore	48	19	26	38	19	24	24	20	110	243
Norfolk	12	5	1	8	5	1	2	4	22	41
Savannah	10	7	2	3	4	7	4	2	17	46
Tampa	5	3	2	6	1	0	3	4	14	25
Mobile	8	2	4	10	0	3	9	6	27	44
New Orleans	45	2	2	31	5	6	63	8	139	175
Lake Charles	13	6	5	11	4	3	6	5	30	60
Houston	26	6	0	18	10	11	19	3	63	99
Wilmington	5	0	2	3	5	1	4	1	12	24
San Francisco	29	15	16	16	14	23	16	12	61	149
Seattle	11	5	17	8	11	13	4	3	19	49
Total	300	80	91	227	95	120	216	76	743	1322

SIU shipping declined further during the last two weeks, but is due to snap right back again in the current period. A total of 1,322 jobs were shipped compared to the registration of 1,343.

Registration edged ahead of shipping for the first time since October.

Actually, shipping was really off in only three ports, New York, Norfolk and Mobile. The rest of the District generally held its own. Boston, Baltimore, Houston and San Francisco rose slightly, while Philadelphia, Savannah, New Orleans and Seattle stayed about the same as before. In addition to the others mentioned, Tampa, Lake Charles and Wilmington also declined a bit.

The spread between shipping and registration was greatest in the deck department, which was the only department where the registration total was greater than the number of jobs available.

In terms of seniority groups, class B men filled the lowest proportion of the total jobs in almost two years, barely 19 percent. Class A men again handled their "normal" proportion of the jobs, about 56 percent, and class C, 25 percent. The A and B shipping was barely more than the class A registration by itself.

Following is the forecast port by port:

Boston: Slow . . . New York: Good . . . Philadelphia: Good . . . Baltimore: Good . . . Norfolk: Fair . . . Savannah: Fair . . . Tampa:

Fair . . . Mobile: Good . . . New Orleans: Good . . . Lake Charles: Good . . . Houston: Good . . .

Wilmington: Fair . . . San Francisco: Good . . . Seattle: Good; needs rated deck and engine men.

## Bernstein Succeeds In Bid On Mariner

WASHINGTON—The Arnold Bernstein shipping group was the sole bidder for the Badger Mariner, the last remaining Mariner up for disposal, the Maritime Administration announced. Bernstein's successful bid for \$4,730,754 clears the way for his conversion of the vessel into a one-class low-cost passenger-cargo ship for the North Atlantic run.

Contracts are now being drafted on the sale of the vessel, as well as for construction and operating subsidies. It is expected that the legalities will be completed by the end of January, with the Bernstein interests taking title to the ship on or around February 1.

### Ingalls To Convert

The next step will be to take the vessel out of the reserve fleet and bring her down to Ingalls Shipbuilding, Pascagoula, Miss., for conversion. Ingalls was the low bidder on the job of putting in 1,000 one-class accommodations and other facilities for passenger service. The conversion job will take about 11 months.

With that timetable, it is expected that the ship will be outfitted and ready to sail in the spring of 1958.

The Badger Mariner will be run from New York to Rotterdam and Antwerp on Trade Route 8, debarking her passengers directly on the continent. There will be a minimum of 50 first-class staterooms as required by law with the rest of the passengers in tourist class, two or three to a room, with private bath and toilet. Most tourist class facilities are for four or more to a room and do not provide a private bath.

Simplified mass feeding and the one class set-up, avoiding wasteful duplication of facilities, are what Bernstein is banking on to enable

him to offer a lower fare than the competition. Construction of the ship would allow him to meet a part of the overwhelming demand for fast, low-cost transportation to Europe.

Under the terms of Bernstein's contract with the Government, the Federal Maritime Board may require him to build a second ship for this service at a later date.

## Japan Plans Sub Tanker

TOKYO—Going the US one better, a Japanese concern reports it is planning an atom-powered submarine-oil tanker all wrapped up in one. The Mitsubishi interests announced that the tanker would be 30,000 tons deadweight with a submerged cruising speed of 22 knots.

The proposed tanker would be almost twice as long, 540 feet, as the submarine Nautilus, and have a healthy 69-foot beam. It would be able to stay underwater as long as a month without coming to the surface.

Why build an underwater tanker in the first place? It would be able to get "underneath the weather" and avoid typhoons and other unpleasantness which often plague Pacific Ocean shipping.

The Mitsubishi concern has already run, hull construction tests to determine how deeply the tanker could safely submerge with a full load of oil.



# YOUR DOLLAR'S WORTH

## Seafarer's Guide To Better Buying

By Sidney Margolius

### What's What With Vitamins?

A number of readers ask for more information on vitamin products and in some cases challenge this department's criticism of the high prices of some brands, and indiscriminate use of vitamins.

This department's concern is with the financial drain on, moderate-income people buying high-priced vitamin products without even consulting a doctor as to their need for them, and with the exaggerated selling claims.

#### Do Ads Assure Reasonable Price?

One reader argues that a vitamin supplement whose price we criticized is advertised in "topnotch magazines" such as the *Saturday Evening Post* and *Look*, and that "these magazines would not accept these advertisements if the company was not a reputable one or if their price was exorbitant." He adds: "I am positive that if I had used



this product years ago I could have eliminated many an unhealthy feeling and unnecessary doctor and prescription bills.

You should check with the Food and Drug Administration to clarify any skepticism you may have about it."

Actually, because a product is advertised in a commercial magazine is no guarantee of reasonable price. Advertising media don't question the prices their advertisers charge. They simply sell them space. In fact, one way a company becomes "reputable" is to use such costly national advertising which must be added to the price of advertised products. Even though the national advertising for vitamin supplements may not be misleading, sometimes salesmen's verbal statements are, possibly without the manufacturer's knowledge. For example, recently the Food and Drug Administration secured a court conviction against an Ohio salesman for Nutrilite because he had recommended it for the treatment of cerebral thrombosis and other serious diseases. In another recent case, FDA secured a conviction against the firm selling Vit-Ra-Tox products for misleading claims in literature used by its door-to-door salesmen promoting these products for the prevention and treatment of high blood pressure, polio, cancer, diabetes, tuberculosis, mental disease, heart disease and many other diseases and conditions which the booklets claimed were caused by nutritional deficiencies of the American diet.

#### Is One Brand Best?

"It sounds, price and all, as if you are referring to Nutrilite Food Supplement," writes Mrs. R. L. of Minneapolis. "I have been buying Nutrilite for over a year because I was told it was so much better than any other vitamin pill on the market. Have you ever analyzed Nutrilite and found there are similar food supplements? According to Nutrilite, theirs is a wholesome food product with no coal tars and synthetic vitamins which are not assimilated or digested. There are a lot of vitamin pills on the market and I have always felt you get what you pay for."

Our criticism of the prices of nationally-advertised vitamins was concerned not only with Nutrilite, although that is the one that sells for \$19.50 for a month's supply, but other comparatively expensive, highly-promoted brands, such as One-A-Day, Vi-Synerol, etc. There was no criticism of Nutrilite itself. But it is sold by a very expensive distribution system. The agent himself pays \$10.72 for the \$19.50 package. His "sponsoring" agent gets 10 per cent of \$10.72 or \$1.07. The "key" agent, state distributor and wholesale distributor all get additional cuts, so that the largest part of the \$19.50 actually goes to the chain of distributors.

It's not true that Nutrilite doesn't contain synthetic vitamins. It consists of synthetic vitamins in a natural base, largely alfalfa. I have never observed that the manufacturer claimed Nutrilite is all natural, so perhaps you got this impression from a salesman. However, the fact that it is partly synthetic is not necessarily a criticism of it.

You don't have to take anyone's word for the quality of one vitamin product as against another. Right on the label, the product must state the potency of each vitamin it contains. These ingredients must meet the standards set by the United States Pharmacopeia, which is the official standard.

If you do prefer natural vitamins, perhaps because of the argument that natural products may contain undiscovered nutritional elements, you can get the Schiff Vi-Complete natural multiple vitamins and minerals at a cost of only \$25 for a ten-month supply of 1,000 tablets at health and food stores. Or you can get Ovatin, sold by Vitamin Quota, which like Nutrilite contains synthetic vitamins in a natural base, for \$7.50 for a month's supply.

#### What's The Authority?

Mrs. G. F. of Stockton, Calif., says she agrees with us but some of her neighbors who are interested in food supplements questioned what authority our report had.

Several authorities were mentioned in the original article. Among the most authoritative sources was Professor L. A. Maynard, director of the Cornell School of Nutrition. He has said that vitamins are only a temporary measure, ordinarily should not be taken by healthy persons who have no food allergy or dietary restriction, and some vitamin preparations contain substances not yet proved to have nutritional value, but exploited by vitamin sellers to push their products. There is no purpose in taking over the normal amount of vitamins, he has said; "you cannot supercharge the human body."

## Variety Artists Applaud SIU Strike Aid



Philadelphia SIU Port Agent Steve Cardullo (4th from left) displays plaque presented to SIU in recognition of Union's assistance in 1953 nightclub drive in Philadelphia and again last year in a dispute with Ringling Brothers Circus. Pictured (l to r) are Pres. Georgie Price and 2nd v-p Joe Campo of AGVA, Seafarer Al Shick, Cardullo, Seafarer Jack Miller and AGVA administrator Jackie Bright. The presentation was made at a New York AGVA board meeting.

## US Breaking Out 50 Coal Ships

WASHINGTON—Assignments of more ships for both berth operation and the coal run to Europe have been announced by the Federal Maritime Board. Included in the breakouts are the first nine of some 50 more coal ships that the FMB has decided to place on

the market for tonnage. A total of 160 ships was originally requested for the coal trade but less than one-third of these requests will be filled.

#### Largest Bidder

Bull Line was the largest bidder, seeking 20 Libertys. It already has placed four of its company-owned Libertys, the Angelina, Dorothy, Arlyn and Carolyn, on the coal run

to Europe. Sale of Bull Line to American Coal Shipping was completed recently. Bull Line has four more ships, the Edith, Mae, Evelyn and Jean which are suitable for the coal run although they are not on it at present. American coal purchased Bull to obtain the services and facilities of an experienced and successful steamship organization.

A greater number of Victory ships, 35 in all, have been assigned to various berth operators, completing the breakout of vessels for regular cargo purposes. The four coal ships to be manned by Seafarers are the Joseph A. Brown and Granville M. Dodge for A. H. Bull, and the Nathaniel Currier and Murray M. Blum for Waterman.

In announcing it would break out 50 ships, the FMB declared that preference would be given to companies whose major operations are under the American flag. This upholds the argument presented by Bull Lines which said it and other US-flag operators should get preference over companies which run many ships foreign.

**Upheld on Commitments**  
Bull was also upheld by FMB on its position that it was not necessary to have a specific coal cargo commitment to get ships. Bull Line and Waterman had requested a total of 30 Libertys between them for the coal trade, with other SIU companies, including Liberty Navigation, Grainfleet, Martis, New Jersey Industries, Ocean Carriers, Veritas Steamship, New England Industries, World Carriers and James Poll also in

## 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:

Jack D. Wise Jr., born December 12, 1956, to Seafarer and Mrs. Jack D. Wise, Nags Head, NC.

Laurie Ann Oppici, born December 26, 1956, to Seafarer and Mrs. Emil A. Oppici, Ridgefield, NJ.

Mary Teresa Ballance, born December 18, 1956, to Seafarer and Mrs. Suny B. Ballance, Norfolk, Va.

Irene Rene Hendricks, born October 3, 1956, to Seafarer and Mrs. Coy R. Hendricks, Jacksonville, Fla.

Stella Marie Sturba, born December 22, 1956, to Seafarer and Mrs. Ranie J. Sturba, Morgantown, W. Va.

Kathleen Lisa Witthaus, born December 15, 1956, to Seafarer and Mrs. Paul L. Witthaus, Morgantown, W. Va.

Susan Martina Francisco, born June 16, 1956, to Seafarer and Mrs. Alex D. Francisco, New Orleans, La.

Rosalind Maria Mitchell, born August 28, 1956, to Seafarer and Mrs. Charles J. Mitchell, Mobile, Ala.

Paul David Sota Maldonado, born October 13, 1956, to Seafarer and Mrs. Enrique S. Alvarez, Santurce, PR.

Debra Mary Kostegan, born November 28, 1956, to Seafarer and Mrs. Stefan Kostegan, Everett, Mass.

Karen Grace Miller, born July 2, 1956, to Seafarer and Mrs. John J. Miller, Petaluma, Calif.

Daryl Wayne Richard, born December 15, 1956, to Seafarer and Mrs. Lester J. Richard, Lake Charles, La.

Senia Fontenot, born December 15, 1956, to Seafarer and Mrs. Wiltz Fontenot, Port Arthur, Texas.

Janet Mary Platt, born December 17, 1956, to Seafarer and Mrs. Elijah C. Platt, New Orleans, La.

James Bagley, born November 28, 1956, to Seafarer and Mrs. Albert J. Bagley, Flushing, NY.

Deena Marie Murray, born October 29, 1956, to Seafarer and Mrs. Hugo A. Murray, Marshall, NC.

Feddie Lopez, born December 21, 1956, to Seafarer and Mrs. Alfonso Lopez, Bronx, NY.

Dolores Santorio, born December 18, 1956, to Seafarer and Mrs. Secundino Santorio, Jersey City, NJ.

Georgia Papoutsis, born December 16, 1956, to Seafarer and Mrs. Stavros Papoutsis, New York City.

## 14 Ships Show At Lk. Charles

LAKE CHARLES — Shipping held up pretty well here in the past two weeks. Fourteen ships made a showing during the period. "There was also a call for a dead tow job from Beaumont to Tampa, so the boys did okay on the shipping end," Port Agent Leroy Clarke commented.

The arrivals and departures for the period covered 11 Cities Service tankers, plus the Val Chem (Valentine) in Port Neches, Texas; the Pan Oceanic Transporter (Pan Oceanic) in Port Arthur, and the Michael (Carras), in Smith's Bluff.

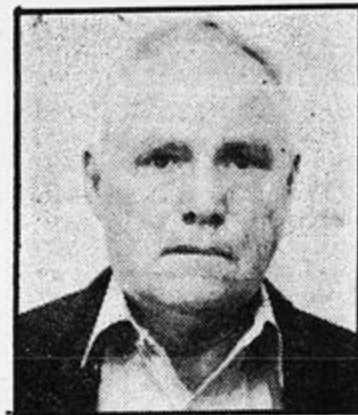


with SIU  
**OLD-TIMERS**

The Seafarers pictured on this page are among the brothers now receiving SIU disability-pension benefits. This is a "progress report" to let their union brothers know how they're doing.



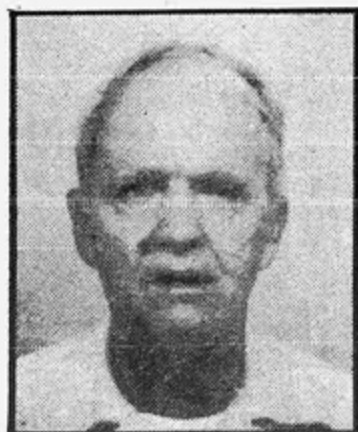
"Thank you all for the wonderful support and comradeship," says B'klyn's Edw. Hansen.



"I'm not feeling so hot but thanks to SIU, my finances are fine," reports Nils Lornsen.



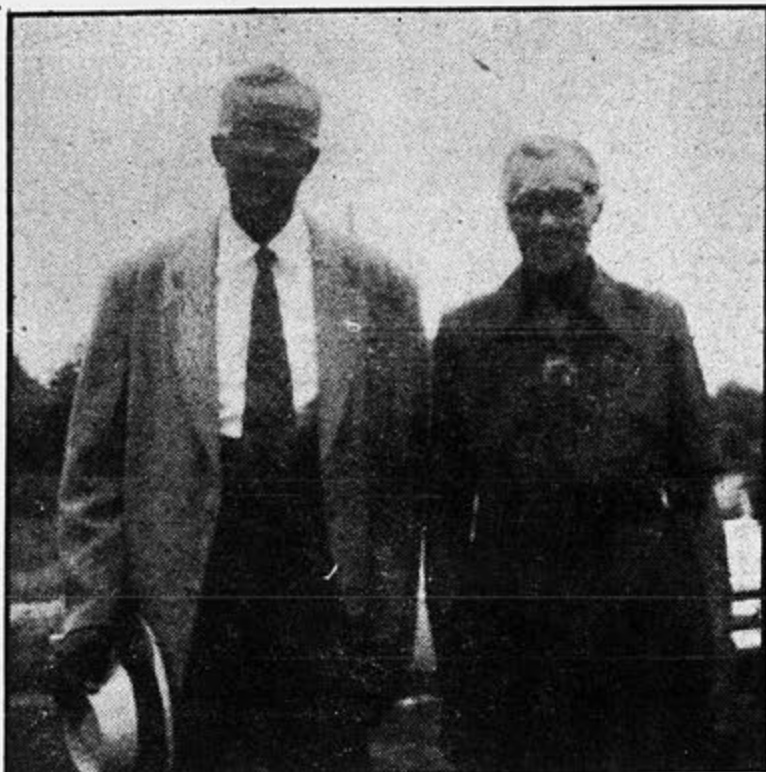
Almost 76, Leonard H. Goodwin, in Yarmouth, NS, "still keeps in touch."



Home in Santurce, PR, brother Francisco Molina is "happy to hear about new SIU gains."



"The SIU has been God's gift to a sailor. Thank you all"—Howard C. Parker, Miami.



From front door of his home in Aberdeen, Md., Hugh D. Fouche (above) says hello.

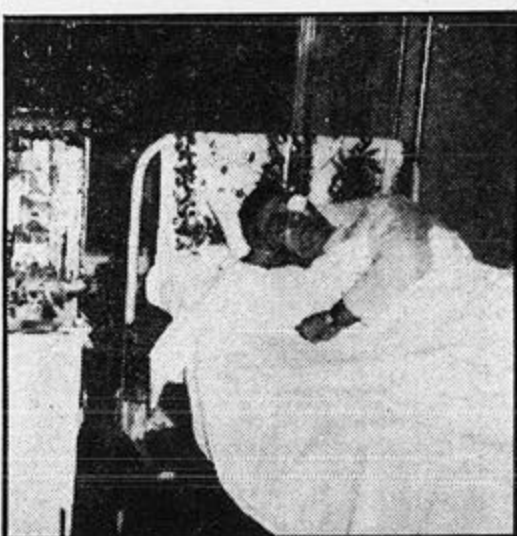
"Much better and able to be home again," William Girardeau (photo left) poses with wife, Olive, in North Harwich, Mass.



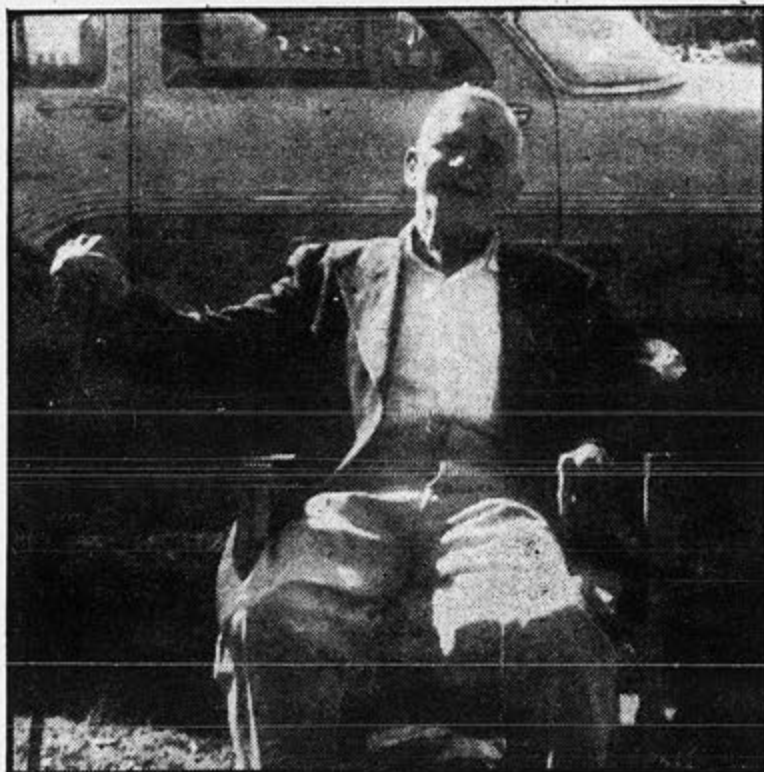
Happy to report that he's now "improving nicely," is Samuel L. Gordon of NYC.



Disabled since Nov. '52, Jose G. Rivero hails SIU "for ending all worry about bills."



Unable to work since V-J Day '45 due to multiple war injuries, Joseph Koslusky (above) says "keep 'em sailing, boys."



"Still far from well," Leonard Ellis (right) blesses 6 New Orleans SIU men "whose blood saved my life."



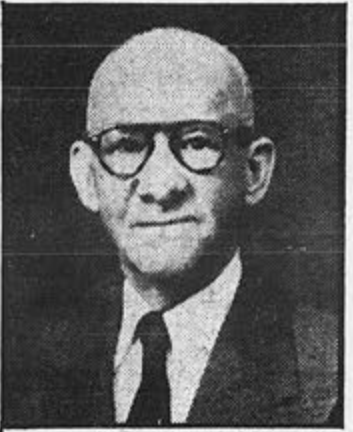
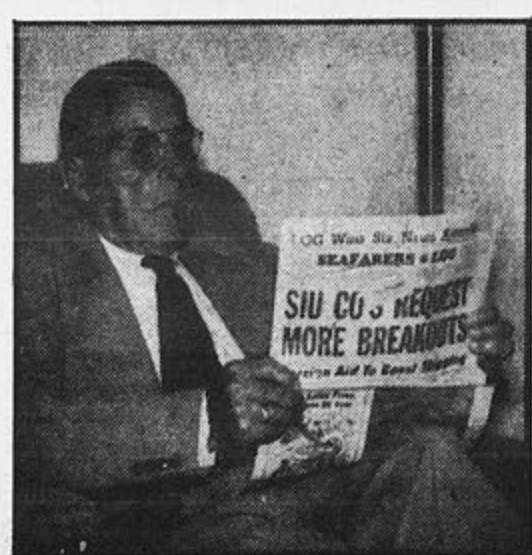
Sidelined in La Grande, Ore., Frank B. Vortkamp's relaxing after 40 years at sea.



Bernard M. Larsen, of Miami, "will never forget SIU for making a pension possible."



Proud of a good day's catch (16 fish) down home in Winnsboro, Texas, brother Charles Shrunk shows 'em off (above). At bottom, he keeps up with the news of former shipmates through the LOG. Still needing medical treatment, he was in Galveston hospital last week for periodic check-up.



"God bless you all in your good work . . . keep 'em sailing," says H. Bonitto, NY.



# 'There Oughta Be A Law!'



## AFL-CIO To Discuss NY Docks

SIU of NA vice-presidents Paul Hall of the A&G District and Morris Weisberger of the Sailors Union of the Pacific have been designated by International President Harry Lundeberg to represent SIU of NA at the forthcoming AFL-CIO executive council meetings. The council will start its sessions in Miami Beach on January 28.

Prominent on the agenda of the meeting will be a discussion of support given to the ousted International Longshoremen's Association by some segments of the Federation's membership, particularly the National Maritime Union.

Just before the last New York longshore election, the NMU president, Joseph Curran, called on dockworkers to support the ousted ILA against the International Brotherhood of Longshoremen's campaign for clean unionism on the docks.

The Curran announcement drew a tart rejoinder from AFL-CIO President George Meany who questioned Curran's further usefulness to the Ethical Practices Committee of the Federation, in light of his pro-ILA position.

Subsequently, Meany gave strong support to the Masters, Mates and Pilots and the Marine Engineers Beneficial Association in their fight for recognition at American Coal Shipping.

The NMU and its president have strongly opposed the MEBA-MMP stand, leading to MEBA withdrawal from the AFL-CIO Maritime Committee, a Curran-created organization.

News that the SIU Welfare Plan has just paid its 1,000th family benefit comes at a time when self-insured welfare funds, such as this Union's, are under heavy attack from the insurance industry. The industry cries that the plans should come under "regulation," to mask the fact that insurance companies are hurting from the competition.

Naturally, a self-insured, self-administered plan such as the SIU's is in a position to give more and better benefits, and to move more rapidly to meet human needs than an insurance company. That's simply because there are no premiums, stockholders dividends, fees and other expenses above actual operating expenses siphoned off the fund's income.

Look at the family benefits program for one. The SIU program was begun on the basis of 31 days' hospital benefits. Experience showed there was an important area of human need—the chronically and seriously ill—which was not fully covered by the 31 day provision. So coverage was extended by providing it without time limit. It was also found that many Seafarers had dependent parents. These parents too, were included in the program.

Just imagine trying to get an insurance company with its oceans of fine-print to alter its benefits as rapidly.

Actually the only selling point any company has to offer is the strength of its financial reserve—an important factor to very small groups. But this advantage is more than lost by the inferiority of an insurance company setup.

### It's About Time!

The call by Senator Warren G. Magnuson for a full-scale review of the maritime policies of the United States represents something that has needed public airing for a long time. The SIU and other maritime unions in the Maritime Trades Department have called for changes time and time again.

With American merchant shipping now operating at an emergency period peak, the inquiry could not come at a better time. The handling of the subsidy program, for one, would be a good place to begin. The present situation shows that if US merchant shipping is to be encouraged to develop to its fullest potential in meeting all shipping needs, the basis of Federal aid to shipping needs to be looked into.

The granting of subsidies to a handful of US operators—to the complete exclusion of all others—can only serve to undermine the remainder of the industry. Certainly no one can say that transferring ships to foreign registries is a way to build up the US merchant fleet, but this in essence is what has been a cornerstone of American shipping policy.

Competition is the lifeblood of a free economy, but when the competitors are not on an equal footing, and public money is used to prop up some at the expense of all others, it's time for a re-evaluation of the whole program.

## House Report Assails Int'l Ship Standards

WASHINGTON—A report highly critical of international safety standards both as to construction and operation of ships has been filed by a committee of experts after study of the Andrea Doria sinking. The report prepared for the House Merchant Marine Committee called for strengthening of international regulations to conform more closely with US standards.

The committee's sharpest barbs were aimed at the construction of

the Andrea Doria. They said that the Doria met the subdivision requirements of the 1948 Safety of Life at Sea Convention "by a very narrow margin." These standards are well below the compartmentation required aboard US-flag ships. If the Doria had been built to US standards, the report said, "she would have survived."

### Training In Radar

In addition, the report called for more adequate training of deck officers for utilizing radar, direct bridge-to-bridge radiotelephone communication and observation of the recognized steamer lanes.

The Swedish ship Stockholm, which struck and sank the Doria, was admittedly traveling westbound virtually on the eastbound track and about 20 miles off the recommended course. There is no legal compulsion requiring ships to follow the recommended tracks. The Swedish-American Line and the Italian Line are not parties to the tracking agreement on the North Atlantic.

The 1948 international convention on subdivision of watertight compartments supposedly provided that if one or two compartments of a ship were flooded, or even more, the ship would not sink. "The fact remains," the committee said, "that a fine, relatively new ship, built in accordance with the latest international convention, did sink after damage apparently less than she should have been able to withstand."

Further, the committee flatly stated, the collision "would have been prevented if the information provided by radar had been properly used."

Committee members included Vice Admiral E. L. Cochrane, former Maritime Administrator; Rear Admiral H. C. Sheppard, former Coast Guard official, E. M. Webster, retired Coast Guard commodore, and H. L. Seward, former professor of marine engineering at Yale University.

## Among Our Affiliates

A \$40 weekly payment for all temporarily disabled Sailors has gone into effect January 1 under the Sailors Union of the Pacific Welfare Fund. Up until now the benefit had gone only to men who did not receive anything from the California State Disability fund, but now the SUP fund is making up the difference between the California payments and the \$40 figure.

Tahiti being Tahiti, a 2nd reefer engineer on the Mariposa missed the ship at Papeete and then hitchhiked 2,300 miles by sailing vessel to catch her in Honolulu. The reefer man, Maurice J. Moline, caught his ship by sailing on a 136-foot schooner. Despite his exploits, he had to face the music from the Marine Firemen's Union for missing ship.

California fish cannery and fishery unions are pushing a court case along with the local canning industry to have State Department trade agreements declared unconstitutional. They argue that the trade agreements should be subject to ratification by the Senate, like other treaties. The case is aimed against Japanese tuna imports which pay a 12½ percent duty in the US.

Sixteen vessels of the Cleveland Cliffs Iron Co. fleet are the targets of an election petition filed by the SIU Great Lakes District. It is expected that a vote will be held around May 1. At present, Cleveland Cliffs and four other fleets are contracted to the Lake Sailors Union, an independent outfit existing only on steel company subsidiaries.

After the maiden voyage of the new Matsun liner Mariposa, the Marine, Cooks and Stewards Union collected 1,133 hours of disputed overtime. In addition, the union negotiated addition of six ratings in the department. Most of the OT was rolled up serving company-sponsored parties before the vessel sailed.

A four-day sea fight against a fire in the No. 4 hold of the Alaska Bear was won by crewmembers of the ship. The vessel put into Honolulu after keeping the fire confined to No. 4. Crewmembers are members of the Sailors Union of the Pacific, Marine Firemen's Union and Marine Cooks and Stewards.

Pension benefits for retired engineers have been increased to \$25 a week, the Brotherhood of Marine Engineers reports. Originally, the plan called for \$75 a month for the first three years and \$100 a month thereafter. The \$25 weekly rate makes the effective monthly pension approximately \$108.50.

## SF Story— Lots Of Jobs

SAN FRANCISCO — Shipping has done more than alright so far for the New Year, and the outlook indicates more of the same.

Total job activity is well up there around the 150-job mark, and the three more payoffs scheduled so far should help maintain the pace, says Port Agent Leon Johnson.

The Suzanne (Bull) and Choctaw and Maiden Creek (Waterman) paid off during the period. Among these, the Suzanne signed on again, along with the Afoundria and Wacosta (Waterman). The Wacosta paid off the previous period.

Eight vessels stopped off in transit to claim replacements. These were the Warrior, John B. Waterman, Young America (Waterman); Coe Victory, Jefferson City Victory (Victory Carriers); Steel Scientist, Steel Navigator (Isthmian), and Yorkmar (Calmar). All of the ships were in good shape.

LET 'EM KNOW!  
Write TO THE LOG

A&G District Election Tabulation

(Continued from page 4)

Table with columns for various ports (Bos, NY, Phil, Balt, Norf, Sav, Tam, Mob, NO, LC, Hou, SF, Wilm, Sea) and rows for different agent types and individuals, showing vote counts and totals.

INQUIRING SEAFARER

Question: What ship and run are you looking for?

J. R. Olivo, chief steward: I'm looking for a steady run right now. As a matter of fact, something like the dredge Sand Captain...

Al Sacco, bosun: Anything I can get will do as far as I'm concerned, since I'm shipping in group 1 in the deck department and you don't get as much turnover there. As long as the job is on an SIU ship and my card has them beat, I'll take what comes along.

Oscar J. Adams, FWT: I'm looking for a berth on one of the Robin Line ships to South Africa at the present. I don't care for the winter weather in New York and South Africa is as good a place as any to get away from the ice and snow.

Augustin Andreu, OS: An around-the-world run is my choice of anything on the board. There's nothing like a four to five month trip for coming up with a good-sized payoff. I think I'll try my luck on something along that line.

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.

Jack Bluit, AB: I haven't shipped out for about six months because I was working ashore. Right now though, I want to head for the Caribbean or anywhere else that it's warm to beat the weather. An Alcoa or Bull job would look good to me because I wouldn't be out too long.

William Gattis, AB: I'm looking for something going out across the Pacific, like to Japan and the Far East, or maybe a shorter run into the Hawaiian Islands. I've been on that run quite frequently in the past and I'd like to stick to it for a while.

Report Of District Tally Committee

(Continued from page 4)

the used ballots in all ports, compares equally in number with the amount printed by the printer for the Union, except for the above mentioned seven (7) missing unused ballots and the one missing stub; that is the only difference—a difference of eight (8). When we combined the unused ballots we had with the used ballots, and subtracted that amount from the printer's total, the difference then was also eight (8). That was because one voted ballot was also missing from New York, also a fact to be mentioned later.

The Committee has checked invoice No. 14085 received from the printer, Brandt and Brandt, who printed the ballots that were used in the conduct of our Union election for the Election of 1957-1958 Officers of the Seafarers International Union of North America, Atlantic and Gulf District. We find that the bill was for nine thousand two hundred ballots, paid for with our General Fund check No. 3826, dated October 24th, 1956.

Your Committee also finds, that on November 19, 1956, the above referred to printer billed the Union on invoice No. 14312, for an additional one thousand twenty-six ballots, which were paid for with our General Fund check No. 4303, dated December 7, 1956.

Of the ten thousand two hundred twenty-six ballots, two hundred were set up to be used as sample ballots. The Committee has checked the election files maintained by Headquarters offices as per the Union Constitution, and has found signed receipts from the following ports for the following amount of sample ballots, broken down, as follows:

Table with columns for PORT and BALLOTS, listing counts for various ports like Boston, New York, Philadelphia, etc.

We, the Committee, have checked the files of Headquarters offices

Table with columns: Port, Ballots Received From Headquarters, Ballots Used, Ballots Unused and Returned, Ballots Lost, Ballots Cast. Includes a note about missing ballots.

\* Houston was missing the following unused ballots, their stubs being numbered #6159, 6182, 6190, 6220, 6259, 6269, 6278, and stub 6059.

and have seen signed receipts by the various Port Agents for the official ballots that had been sent to them by Headquarters offices. We have checked these signed receipts and the serial numbers on them against the loose stubs received, and against the stubs still attached to the unused ballots. Nine thousand two hundred official ballots were sent to all ports, the stubs on them bearing serial numbers one (1) through nine thousand two hundred (9200). We received back stubs (including the ones on the unused ballots) num-

bered one (1) through nine thousand two hundred (9200), except for the following eight (8) numbered stubs: 6059, 6159, 6182, 6190, 6220, 6259, 6269, 6278. The total number of unused and used ballots in our custody equalled ten thousand eighteen (10018). In this entire election therefore, seven (7) unused ballots with their stubs, one stub of a used ballot, and one used ballot are unaccounted for. Further on in this report, we give a detailed break-down of the bal-



Committeemen Robert Johnson (left) and Luigi Novino open up ballots from packages kept in bank vault.

lots, by ports and serial numbers, in which will be included further mention of these seven (7) unused ballots, the used ballot, and the one stub.

With respect to the missing ballot, the Committee has counted the ballots that were cast in each port on a daily basis, compared them against the rosters for that port, and has found that all used ballots were returned to Headquarters to the Union Tallying Committee with the exception of one used ballot in the Port of New York. (See Discrepancies).

The following is a breakdown of the ballots that were sent to the Ports by Headquarters, as well as a breakdown of the unused ballots returned to Headquarters, ballots used, ballots lost, and total ballots cast.

EVERY SUNDAY DIRECT VOICE BROADCAST "THE VOICE of the MTD" To Ships in Atlantic South American and European Waters. Includes list of ship agents and services.

MARITIME TRADES DEPARTMENT AFL-CIO

# District Tally Committee Report

(Continued from page 10)  
 ope dated November 15, 1956. We, the Union Tallying Committee, find that the ballot was probably lost in the packaging of the ballots. We can find no other explanation. In any event, the one ballot would obviously not have made any difference in the outcome of the election. This Committee has included the totals of the other seventy (70) ballots in our totals, since the one lost ballot, under these circumstances, has no possible effect on the other seventy (70).

## HOUSTON

We find that the seven (7) lost unused ballots and their stubs, together with the stub of the used ballot, were lost, probably through some collecting or packaging error. Again, these ballots have no effect on any job, since they were not, of course, voted, while the loss of the stub is also of no effect.

## WRITE-INS

The Committee would also like to bring to the attention of the membership the fact that some write-ins will not be included in this report. The reason for this is that some ballots containing write-ins happened to be voided because the ballot on which they were written was illegally defaced or illegible.

## CORRESPONDENCE

The following correspondence was handled by the Union Tallying Committee:

January 2, 1957

Mr. R. Harold Bach  
 Executive Vice-President  
 Commercial State Bank and Trust Company  
 1400 Broadway  
 New York, New York  
 Dear Sir:

As Assistant Secretary-Treasurer of the Seafarers International Union of North America, Atlantic and Gulf District, AFL-CIO, in charge of the minutes thereof, I herewith certify that, in accordance with the Constitution of this Union, the membership has duly elected the following to constitute the Union Tallying Committee for the 1956 elections:

- F. Drozak
- D. Mease
- S. Johnson
- E. Starns
- W. Slade
- S. Biondo
- L. Iovino
- T. Laboda
- W. Nordland
- C. Emanuel
- C. DeHospedales
- M. Sanchez
- R. Johnson
- L. O'Leary

Article XIII, Section 5 (d) states, in part:

"The Union Tallying Committee shall elect a chairman from among themselves and, subject to the express terms of this Constitution, adopt its own procedures. Decisions as to special votes, protests, and the contents of the final report shall be valid if made by a majority vote, provided there be a quorum in attendance, which quorum is hereby fixed at nine (9). The Union Tallying Committee, but not less than a quorum thereof, shall have the sole right and duty to obtain the ballots from the depository immediately after the termination of balloting and to insure their safe custody during the course of the Committee's proceedings."

In accordance therewith, the Union has authorized that any nine (9) or more of the above accept delivery of, and sign a receipt for, all of the envelopes, which have

been mailed to you during the course of the said elections.

It is hereby requested that you certify that all the envelopes received by you have been properly safeguarded in your vault, that you have surrendered them to the said Union Tallying Committee, and that no one other than appropriate bank personnel, have had access to the said envelopes.

Very truly yours,

Seafarers International  
 Union of North America,  
 Atlantic and Gulf District,  
 AFL-CIO  
 Joe Algina,  
 Ass't Secretary-Treas.  
 Al Kerr  
 Witness

January 2, 1957

The Seafarers International  
 Union  
 Atlantic & Gulf District  
 675 Fourth Avenue  
 Brooklyn 32, New York

Att: Mr. Joseph Algina,  
 Ass't Secretary-Treasurer  
 Gentlemen:

This will certify that all the envelopes received by this Institution addressed to Mr. R. Harold Bach, Executive Vice-President, in the name of Seafarers International Union of North America, Atlantic & Gulf District, AFL-CIO, have said envelopes contained in our vaults.

We have today surrendered the above mentioned envelopes to the Union Tallying Committee and that no one other than the signer and the witness have had access to the said envelopes contained in our vaults.

Very truly yours,

Jack Goldman,  
 Ass't Manager  
 Irving Gould  
 Witness

January 2, 1957

Mr. R. Harold Bach  
 Executive Vice-President  
 Commercial State Bank and Trust Company  
 1400 Broadway  
 New York, New York  
 Dear Sir:

The undersigned members of the Union Tallying Committee, acting under and pursuant to Article XIII, Section 5 (d) of the Constitution of the Seafarers International Union of North America, Atlantic and Gulf District, acknowledge receipt of the envelopes sent to you from the various ports for the election held for 1956 and delivered this day to us.

- Union Tallying Committee
- M. SANCHEZ, S-522
  - L. IOVINO, I-11
  - W. SLADE, S-120
  - S. JOHNSON, J-54
  - S. BIONDO, B-276
  - T. LABODA, L-456
  - W. NORDLAND, N-172
  - F. DROZAK, D-22
  - E. STARNES, S-723
  - D. MEASE, M-704

December 28, 1956

### Re. Polls Committee's Duties on Last Day of Voting in Election for Office for 1957-1958

Dear Sir and Brother:

Article XIII, Section 5 (a) and Section 5 (b) contain the instructions with respect to the way the Port Polls Committees are to carry out their functions on the last day of voting. The Constitution is, of course, permanent, and that governs the duties of the Committees. However, for your convenience, the following is sent along to serve as a guide, and you may find it useful. Remember, the Constitution governs.

1. On the day the balloting in each Port is to terminate, (Monday, December 31st of this year), the Polls Committee elected for that

day shall, in addition to its other duties, deliver to Headquarters, or mail to Headquarters (by Certified or Registered Mail), all the unused ballots, together with a certification, signed and dated by all members of the Committee. The following is the certification that is suggested be used by each port, a sufficient number of which are enclosed with this letter.

### Certification For Unused Ballots

"We, the Polls Committee of the Port of \_\_\_\_\_ hereby certify that the enclosed are all the ballots sent to this Port and not used. The unused ballots number \_\_\_\_\_ (here put in the amount of the ballots) and bear serial numbers \_\_\_\_\_ through \_\_\_\_\_ (Here put in the serial numbers of the unused ballots). All are accounted for. Except \_\_\_\_\_ (Put in the word "none" or give details.)

Date: \_\_\_\_\_

Name of Polls Committee Member	Book Number
_____	_____

Name of Polls Committee Member	Book Number
_____	_____

Name of Polls Committee Member	Book Number
_____	_____

The above certification shall be signed and dated, without prejudice to the right of any Committeeman to make appropriate dissent. This certification should be enclosed in a package with the unused ballots.

2. In the same package with the unused ballots, but bound separately, the Polls Committee shall forward to Headquarters all stubs collected during the period of voting, together with a certification, signed and dated by all members of the Polls Committee. The following is the certification that is suggested be used by each Port, a sufficient number of which are enclosed with this letter.

### Certification For Stubs

"We, the undersigned, Polls Committee of the Port of \_\_\_\_\_ hereby certify that the enclosed are all of the stubs collected during the period of voting, that we have checked them against the rosters and the number of unused ballots, and all are accounted for. Except \_\_\_\_\_ (Put in the word "none" or give details.)

Date: \_\_\_\_\_

(Name of Committee Member)	Book Number
_____	_____

(Name of Committee Member)	Book Number
_____	_____

(Name of Committee Member)	Book Number
_____	_____

The above certification shall be signed and dated, without prejudice to the right of any Committeeman to make appropriate dissent. This certification should be enclosed in a package with the stubs.

The Polls Committee members shall not be discharged from their duties until the forwarding called for by the aforementioned is completed and evidence of the mailing thereof is furnished the Port Agent.

The forwarding of the above, called for in Article XIII, Section 5 of the Constitution shall be to the following:

Union Tallying Committee  
 Seafarers International Union  
 Atlantic and Gulf District  
 675—4th Avenue  
 Brooklyn 32, New York

In the event a Polls Committee cannot be elected or cannot act on the day the balloting in each Port is to terminate, the Port Agent shall have the duty to forward the material specifically set forth in Section 5 (a) of the Constitution

(unused ballots and stubs) to the Union Tallying Committee.

Fraternally,  
 Paul Hall  
 Secretary-Treasurer

Enclosures

### Comments and Recommendations Pursuant to Article XIII, Section 5 (c) of the Union Constitution

1. This Committee finds and recommends as follows:

(a) We make no recommendations on the errors in Houston or New York, except that Polls Committees must continue to take the utmost care. While errors will happen, they should be avoided as much as possible, even if their effect be nil, as in this case.

(b) We recommend that the procedure on write-ins followed by this Committee be up-held, inasmuch as it is impossible to count write-in votes where the name written in is illegible or the ballot is defaced. If a man wants to write in a name, he ought to do so clearly if he wants his write-in to be effective, and he must be careful not to place illegal marks on the ballot. This Committee feels very strongly on this point.

(c) This Committee finds that there have been no protests, written or otherwise, with respect to the conduct of the election, that the balloting took place in strict accordance with the Constitution, and that what errors were made were all of no importance, and of no measurable effect, and were dealt with in accordance with the spirit of the Constitution.

2. The official tally of this Committee is annexed to this report and made a part of it. Subject to the appropriate action of the membership at the "Election Report" meeting, it represents the basis for the action called for in Section 6, Article XIII, of the Constitution.

Dated: January 9, 1957

Name	Book No.	Dept.
M. Sanchez	S-522	Deck
L. Iovino	I-11	Deck
C. Emanuel	E-103	Engine
W. Slade	S-120	Engine
C. De Hospedales	D-467	Steward
S. Johnson	J-54	Steward
S. Biondo	B-276	Deck
T. Laboda	L-456	Engine
W. Nordland	N-172	Engine
F. Drozak	D-22	Deck
J. R. Johnson	J-85	Engine
D. Mease	M-704	Steward
E. Starns	S-728	Deck

## Seafarers In Action

Aboard the Choctaw, there was a full complement in the galley but the weather was really rough. Nevertheless, the crew noted that chief cook **Junior Austin** and baker **Billy Sing** did fine work in the galley and what's more, "put out a wonderful Christmas Dinner."



Sing

Versatility is the keynote aboard the Iberville. The ship was short a night cook and baker and crewmembers had visions of eating bread and butter with their coffee instead of pastry. But chief steward **Louis Meyers** and chief cook **James W. Thomas** turned to on the baking as well. Not only did the crew have plenty of cakes but they noted "much better food preparation and service this trip than in the past."



Daily port polls committee reports are put through shredder after checking by Walter J. Slade (standing) and Clem DeHospedales.

## See Suez Part-Open In March

PORT SAID—The first two weeks of full-scale clearance operations in the Suez Canal has buoyed hopes that the waterway will be open to shipping on a limited basis by mid-March.

It is expected by that time ships of up to 10,000 tons, with a draft of about 27 feet, will be able to navigate the twisted passages along the 100-mile canal route. This will still be only limited operation. A fully loaded T-2 tanker, with a draft of 30 feet, would not be able to get through on that basis. T-2s could probably make it on ballast voyages, however, while clearance operations and the necessary dredging was still going on.

United Nations sources say that the average vessel using the canal before it was blocked was of slightly more than 9,000 tons. The average is weighted somewhat by the vast number of small dry cargo ships of all nations that used the canal also. Most tankers, certainly those under the US flag, are the equivalent of T-2s or larger.

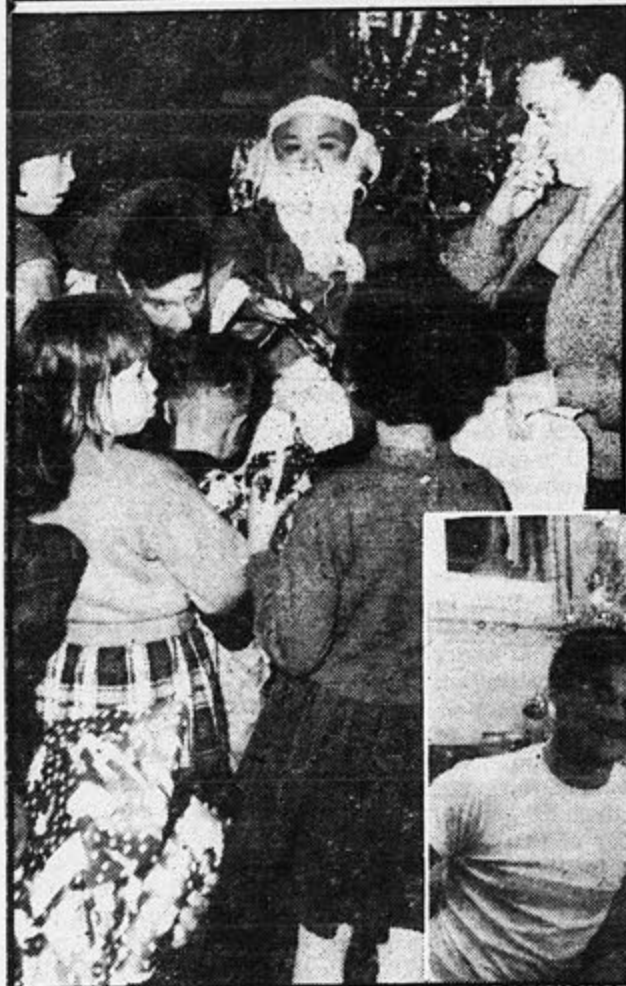
**Normal By Summertime**  
 The UN salvage experts supervising the clearance job expect that full-scale canal operations will not be back to normal before June. Even after the canal is cleared of all obstructions, the channel still has to be dredged back to its normal depth.

Several months have lapsed since any dredging has been done, and this will remain a major problem. In addition, the normal canal depth still cannot accommodate most of today's huge supertankers when they're fully loaded. This job will still have to be done to enable these ships to live up to their full potential for moving oil cargoes.

**Egypt Delayed Clearance**  
 The start of the canal clearance job on a full-scale basis finally got underway a few days after the new year, after a limited attempt was made toward the end of December. The work was held up pending a green light from Egypt. The Cairo government had refused to let the job begin until all British and French forces quit Egypt.

Although there were originally believed to be about 50 wrecks blocking the canal, closer checks showed a much-reduced number, and most of those of any consequence were gotten out in the first ten days of the clearance effort.

# FABRICATOR PLAYS SANTA IN JAPAN



**YOKOHAMA**—Unable to make it back here in time for an orphans' Xmas party they had agreed to sponsor, crewmembers on the Steel Fabricator okayed all expenses in advance and pledged to pick up the full tab when they got back. "We wanted to sponsor the party even if we weren't there," said ship's reporter Watson Stockman. As things turned out, even with a big tree, decorations, ice cream, cookies, candy and a separate gift for all 26 kids, they still had 24,000 yen left. The balance was turned over to "Our Lady of Lourdes Orphanage" by steward Red Hall on Christmas Day, when the ship returned, to purchase clothes and beds for a new wing of the orphanage. The photo above shows some of the kids singing carols in front of the tree at the party.



Although the Fabricator gang couldn't make it to the party in person, they had plenty of proxies. A bearded Santa handed out the gifts (top, left) and the youngsters had plenty of sweets for the occasion. On the ship itself (top, right) the holiday was also celebrated in festive style. Pictured (l. to r.) are ship's delegate Dave Dickenson, FWT Wm. Perryman; MM Chu Pang Chan, AB Watson Stockman, pantrymen Robert and Clarence Trippe and chief cook Julian Milneses. Sounds like the crew had a Merry Christmas in more ways than one.

## SIU Xmas Fete 'Just Wonderful'

**To the Editor:**  
I would like very much to have this published soon so that the men who were away at sea on holidays such as Thanksgiving, Christmas and New-Year's won't have to worry or wonder if their wives or mothers had to have their dinner alone.  
My husband, Robert Lipscomb, joined the SIU in 1946. Until a year ago, I dreaded the holidays because it seemed he

contact me, after 6 PM, at TWinbrook 9-8427 in New Orleans?  
C. Altman

## Praises LOG As Union Voice

**To the Editor:**  
Can't think of a whole lot of fancy words but I can say thanks a million for bringing the LOG into my house. I really enjoy every page of it, and I think the gang on the milk runs and offshore jobs are inclined to agree.

You have done a first-class job of everything, in letting us know what a powerful voice we have in the affairs of making our living, not to mention the many timely bits of advice that make us aware of our rights and obligations.

So here's wishing that the same gang will continue in its present capacity. I know all the gang is eager for every LOG.  
C. H. "Cholly" Wright

## Letters To The Editor

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

was always away. But Thanksgiving, 1955, he was in port and we were invited to the new hall here in Baltimore for dinner.

I was both surprised and thrilled to see such an elaborate affair; the dinner was delicious, the flowers beautiful and the music and people were delightful.

My husband was away at sea for Thanksgiving and also Christmas this year, but it was my good fortune to go down to the Union hall for dinner. Everything was wonderful; there was an atmosphere of friendship and happiness, and even old Santa seemed to enjoy himself as much as the kiddies.

I want to extend to Eli Hanover, SIU patrolman, my personal appreciation and thanks for his warm and friendly welcome, and for his kindness in making me a part of that great big family.

I am sure that if we could find more people like him, this would be a bigger, better world to live in.

Mrs. Robert Lipscomb

## Wants Butterfly Trays From SA

**To the Editor:**  
For some time, I have been trying to secure about six butterfly trays from South America for some elderly shut-ins. But up until now, I have been unable to secure them.

I have had the pleasure of meeting a number of fine SIU seamen here in New Orleans, who have promised to bring these trays back for me. But through some misfortune, they have failed to bring them so far.

I would be happy to pay the cost of the trays and also the cost of the time and trouble to obtain them. Would you please publish this so that anyone who could grant such a favor may

## Thanks Brothers On Orion Comet

**To the Editor:**  
I hope you will print this note for my brother crewmen, and the master and officers of the Orion Comet. I would like them to know that I am getting better here at the hospital in Naples, Italy, and hope some day I'll get a chance to express my feelings to them personally.

I wish there was a better word than "thanks" as I don't believe it's big enough to let them know how I feel about the way they stood by me. The doctor just said I may leave here in two to three weeks.

Joe Minoglio

## Collin Applauds SIU Pact Gains

**To the Editor:**  
A vote of thanks and confidence for the SIU staff in all ports for its tireless energy and work in securing our new contract and other gains, including the additional shipping.

To be sure there were also a few more smiles on this ship after we learned that the Union had won from the companies the new set-up to qualify class B men for class A seniority.

Crewmembers,  
SS Frederic C. Collin

## Thanks SIU Men For Sympathy

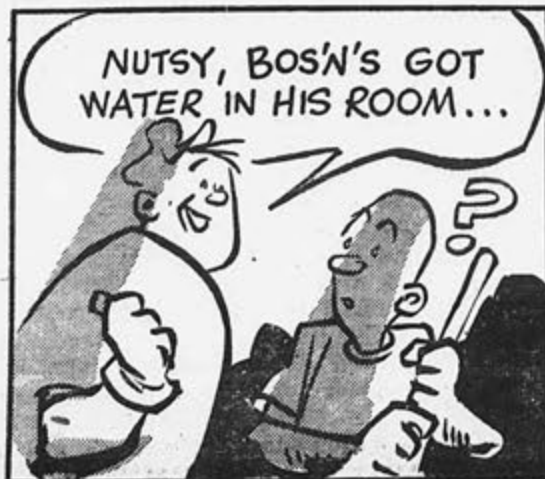
**To the Editor:**  
I would like to take this means of expressing my appreciation for the many kindnesses shown to me both before and after the death of my husband, Ernest Tilley, by members and officials of the SIU.

I would also like to thank everyone for the many beautiful floral tributes.

Mrs. Ruth Tilley

### Burly

By Bernard Seaman



LOG-A-RHYTHM:

The Sea

By I. C. Weisbrot

I've sailed the far horizons,
And seen the distant stars;
Still I can't stay upon the land,
The land, to me, means bars.

The bars and walls they lock me in,
And never let one see,
The beauty of a moonlight night,
The beauty of the sea.

The sea and silver stars that shine,
They shine for you and me;
But walls and bars are ugly things,
When you and I are free.

And free I'll be upon the sea,
So sail I must, and ever
Remember that all beauty lies
Upon the sea . . . forever.

—SS Del Norte

Homesick MM Pays Off;
What Will Mom Say?

Everybody aboard ship gets a little lonesome now and then
for the life left back ashore, especially at holiday times when
it would be lots more cosy to be back home with the folks.

Still, the gang on the Marymar is a bit put out because
their extra hospitality to one first-tripper didn't pay off. The
first-tripper did, however. He was off and running as soon as they
got back to his home port, and the crew is figuring it hasn't heard the
end of this yet.

Joined Ship In LA

According to W. Clegg, ship's
delegate, the newcomer, a messboy,
was making his first trip to sea and
joined the Marymar in Los Angeles.
"His mother came down to the ship
with him, and we all assured her that
we would take good care of him."

In another report, shipmate
Arthur Thompson noted that the

trip "was fairly uneventful . . .
lots of holidays with excellent dinners
and enough diversion to break the monotony.
There were Christmas trees all over the place,
including a lighted one atop the foremast
that gave the ship a festive appearance.

"Everyone was comparatively happy,
with the possible exception of our messman,
who is making his first trip and is understandably
rather homesick at this time of year."

Was All Packed

Clegg also confirmed that the
first-tripper "became quite homesick
and when we stopped for fuel on our
return to LA, he was all packed.
Then who should come out in a launch
to meet us but his sister—all set to take
him ashore.

"Guess we all goofed. We are all
waiting to catch hell from his mother."

They surely won't "catch it" from
the skipper. The gang sent him a
Christmas card, which proved to be the
first one he had ever gotten from a crew,
and the resulting good will has spread all
over the ship.

Don't Send Your
Baggage COD

Seafarers are again warned not to
send their baggage COD to any Union
hall. No Union hall can accept delivery
of any baggage where express charges
have not been prepaid.

Men who send baggage COD to
Union halls face the prospect of having
to go to a lot of trouble and red tape
with the Railway Express Co.

Xmas At Sea



Balloons, decorations and a big tree
in the messhall marked Christmas eve
on the Marymar (top), as bosun Mike
Flood (seated) and deck engineer Bill
Siebert waited for Santa. Arthur
Thompson provided the photo. On the
Topa Topa, chief cook Dominick Ravoss
displays his Xmas stocking while
Schuyler, galleymen, looks on.

Crew Raps
Flag Swap

The reason for the slow start of the
SS Stony Creek in the annual Christmas
menu "sweepstakes" came to light last
week.

For several years a pace-setter in the
holiday dinner department, the Stony
Creek crew apparently spent a pretty
bleak Christmas, or at least one where
the yuletide fanfare was overshadowed
by other developments.

Ironically, early this month she
became the SS Poseidon, the latest in
a long parade of American ships
transferred to foreign flags. Poseidon,
some will recall, is the Greek god of the
sea, akin to the Romans' Neptune.
Poseidon also happens to be the cable
address of her owners, which as good a
reason as any for scratching out a
famous American name.



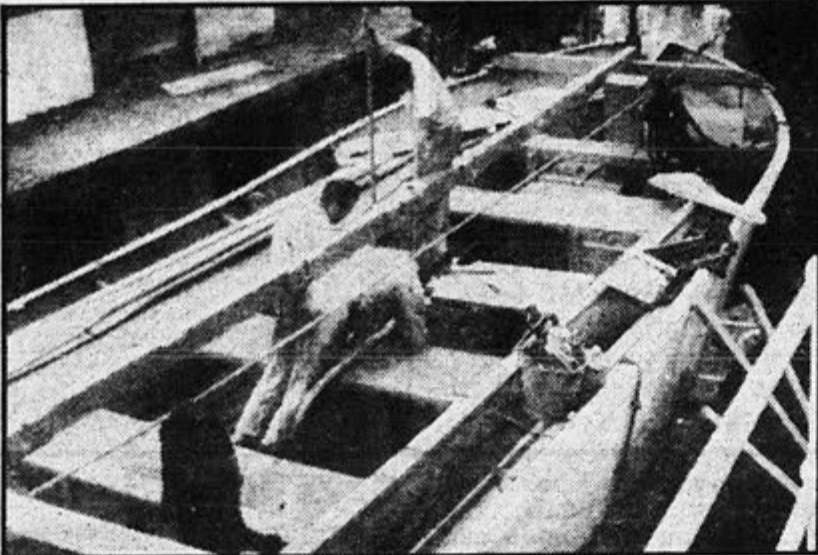
Goldsmit

It all happened, according to ship's
reporter A. Goldsmit, "when, to our
ship's crew's sorrow, our captain
abruptly told us we were to be paid
off on arrival (in New York) and that
no replacements had been ordered.

"A good bunch of officers, a good crew—
13 nationalities, Americans all from
37 states—and a honey of a ship gone
down the drain. Isn't it about time our
Government stopped letting good ships
go under foreign flags . . . and our jobs
with them?"

Earlier, 2nd pumpman R. Koch drew
a vote of thanks after he caught some
sea trout at the dock during the ship's
stay in Harbor Island, Texas. "They
were enjoyed by all," said Goldsmit,
"and he was given a vote of thanks by
all, except the cooks — they had to
clean the fish!"

Playing It Safe



Hard at work overhauling one of the
lifeboats, deckhands on the Natalie
were unaware a kibitzer was looking on
with a camera. Bosun Mike Toner,
Nolan, DM, and Tex Ringo, AB, were
checking over the boat in Bombay,
India. The picture was sent in by
James "Pat" Conley.

WINTER HILL (Cities Service), Nov. 2—
Chairman, F. Sturgis; Secretary, I.
Wilson. Request pink copy of overtime
sheets before payoff for checking
purposes. Need plastic covers for
food left out at night. Would like
butter and frozen foods instead of
present supply.

ALCOA PLANTER (Alcoa), Nov. 4—
Chairman, E. O'Rourke; Secretary,
A. Ching. Ship's fund \$24.18. Report
accepted. Rooms need fumigating.
Discussion on B and C men regarding
shipping and whether men should be
given new shipping cards.

TOPA TOPA (Waterman), Nov. 3—
Chairman, F. Calnan, Jr.; Secretary,
F. Kustura. One man missed ship in
Kobe, rejoined next day in Hakata,
Japan. Man missed ship in Yokohama,
rejoined in Kobe. LOG's to be passed

Digest
Of SIU Ship
Meetings

around. Galleymen to be turned over
to patrolman at first port. Any member
wishing to pay off in Seattle to
notify captain by November 7. Along
the coast captain wants 24 hours notice.
Discussion about dirty pantry
when obtaining night lunch. Vote of
thanks to steward department for
good food.

ROBIN LOCKSLEY (Seas Shipping),
Nov. 2—Chairman, C. Kaust; Secretary,
E. Burke. One man hospitalized in
Capetown. Ship's fund \$21. Disputed
overtime to be settled at payoff.
Reports accepted. Shipboard beef
to be settled with patrolman. Messhall
to be kept clean. Need more variety
in night lunches. Toilet seat
springs to be repaired.

Sept. 29—Chairman, C. Kaust; Secretary,
R. Charroin. Ship's fund \$21.
Garbage to be stored in parcels on

fantail. Chill box to be cleaned. Fireman
to be reimbursed for trip to hospital.

STEEL ROVER (Isthmian), Oct. 27—
Chairman, C. Stambul; Secretary, T.
Gaspar. New delegate elected. Ship's
fund \$30. Two men hospitalized in
Honolulu. Repair list to be submitted
before arrival in Panama Canal. Vote
of thanks to steward department for
good food and service.

ALCOA PURITAN (Alcoa), Nov. 8—
Chairman, A. McKinstry; Secretary, C.
Hartman. Re-elected ship's delegate.
Few hours disputed, to be settled at
payoff. Discussion on Union port
meetings; best time and frequency.
Shore gang to paint inside of ship on
arrival in Mobile, if possible. If all
quarters cannot be painted, then deck
department will try to paint same on
way up the coast. Order placed for
new agitator for washing machine, to
be picked up in Brooklyn.

ELIZABETH (Bull), Nov. 13—Chairman,
A. Friend; Secretary, S. Bernstein.
Beef on baker's sougeeing and making
canapes—disputed by Captain. Reports
accepted. Laundry room to be
locked and kept clean. New type of
first-grade soap requested by crew.
New delegate elected.

MONTEBELLO HILLS (Western
Tankers), Oct. 21—Chairman, P.
McKreth; Secretary, E. Lambs. Ship's
fund \$50 and 3,000 Yen. Three men
cut off from overtime. Washing
machine out of order. Repair list to be
made out before arrival in States.
No water for 12 hours in Japan.

AMES VICTORY (Victory Carriers),
Nov. 11—Chairman, H. Ducloux; Secretary,
W. Horne. Water cooler should
be replaced. Messman will make ice
water on overtime. New delegate
elected. List to be made up for
cleaning of laundry and recreation
rooms. Linen to be turned in every
week. One man to be paid off in
Long Beach. Contact patrolman to
get water cooler replaced and have
catwalk built over deck cargo.

ALCOA PENNANT (Alcoa), Nov. 12—
Chairman, F. Bartlett; Secretary, M.
Beasley. One man missed ship in
New Orleans. No replacement. Ship's
fund \$18. Report accepted. Soiled
linen to be turned in.

SEAMAR (Calmar), Nov. 11—Chairman,
G. Hayes; Secretary, H. Horowitz.
Ship's fund \$8.40. Report accepted.
Vote of thanks for fine job

done by agents' conference. Washing
machine fixed. Steward to order new
washing machine and fans for recreation
room and mess room. Pump on
drinking fountain to be repaired.

LA SALLE (Waterman), Nov. 11—
Chairman, T. Sosaj; Secretary, D.
Bordeaux. No major beefs—captain
pleased with crew, clean payoff
expected. Two hours disputed overtime,
to be settled at payoff. One man ill.
Letter to be written concerning unsafe
condition of ship's gear. Quarters
to be cleaned up before leaving ship.
Vote of thanks to steward department.

LONGVIEW VICTORY (Victory Carriers),
Oct. 13—Chairman, W. Kohut; Secretary,
L. Dower. Two men missed ship;
shipping cards sent to port agent.
Ship's fund \$10.15. Unsanitary
conditions on ship. Crew advised to
cooperate in keeping ship clean.

No date—Chairman, L. Lewis; Secretary,
R. Barker. All repairs completed.
Ship's fund \$10.50. Report accepted.
Vote of thanks to delegate for
good job.

FORT HOSKINS (Cities Service),
Nov. 15—Chairman, C. Karas; Secretary,
F. Nelson. Ship to be painted.
Repairs taken care of. Report accepted.
Return cups to pantry.

GATEWAY CITY (Waterman), Nov. 4—
Chairman, R. Gay; Secretary, W.
Sink. Report accepted. Bathrooms to
be kept clean, free of cigarette butts.
Black gang to be more careful. Long-
shoremen not to use messroom and
pantry.

STEEL ADVOCATE (Isthmian), Sept. 7—
Chairman, J. Ward; Secretary, S.
Griggers. Ship's fund \$11.58. Suggest
serving gruff every morning;
cake and donuts at coffee time.

Nov. 18—Chairman, J. Ward; Secretary,
S. Griggers. Ship's fund \$11.58. Two
men hospitalized. Light to be placed
on aft end of deck house. Would
like Customs to release souvenirs
for members paying off in San
Francisco.

BENTS FORT (City Service), Nov. 16—
Chairman, E. Calahan; Secretary,
A. Herbert. Six hours disputed. Repair
list to be turned in. Report accepted.
Washing machine needs repairing.

MAE (Bull), Nov. 18—Chairman, C.
Heffner; Secretary, F. Hipp. Members
urged to vote. Ship's fund \$36.30.
Letter to be drafted suggested removal
of Joe Curran from Ethical Practices
Committee for sup-

port of I.L.A. Suggestion to air-condition
all SIU ships, especially those running
to the tropics. Want equalizing of
OT and advance notice when crew is
to work. Members leaving ship
to leave quarters clean.

TRANS-ATLANTIC (Pacific Waterways),
Nov. 10—Chairman, C. Carlson; Secretary,
M. Lynch. Some disputed overtime.
Repair list to be submitted. Collection
for ship's fund.

OLYMPIC GAMES (Western Tankers),
Nov. 4—Chairman, C. Johnson; Secretary,
A. Nelson. New delegate elected.
Washing machine to be cleaned after
use. Fountain needs repairing. Linen
to be turned in. Will try to obtain
library at Seamen's Club in Yokohama.

ROBIN GOODFELLOW (Robin), Sept. 2—
Chairman, J. Gallagher; Secretary,
J. Thuren. New delegate elected.
Sleeping crew members called for
boat drill. Laundry to be kept clean.
Maintain quiet in messhall.

CHIWAHA (Cities Service), Dec. 1—
Chairman, H. Morris; Secretary, M.
Johns. Repairs being done. One member
missed ship in Lake Charles. Reports
accepted. Agent to inspect small
size lockers put aboard. Request

fresh bread and milk and better
quality of food. Torn linen to be
discarded. Request fan tail be washed
down more often. Something to be
done about steam lines over oiler's
bed.

COUNCIL GROVE (Cities Service),
Nov. 29—Chairman, C. Molette; Secretary,
E. Caudill. Two hours delayed
sailing disputed. To be taken up with
patrolman. One man missed ship in
Lake Charles. Ship's fund \$2.86. Two
men getting off ship. Discussion on
mop bucket being removed from slop
sink; second mate being made chief
mate; captain stopping overtime; man
missing ship; captain not accepting
man—to be taken up with boarding
patrolman.

BIENVILLE (Pan Atlantic), Nov. 8—
Chairman, O. Pedersen; Secretary,
C. Hamby. Most repairs made. One
man missed ship in Philadelphia. To
be turned in at port of payoff. Ship's
fund \$50.11. Cannot find steam and
dry iron for AC and DC current. To
rotate ship's meeting; one at 1:30 PM
and one at 6:30 PM. Need chairs for
recreation room. Change messman's
door to swing other way. Move rubber
mats from messroom. Discussion
on night lunch. Draw list to be given
to captain. Vote of thanks to steward
department for good chow.

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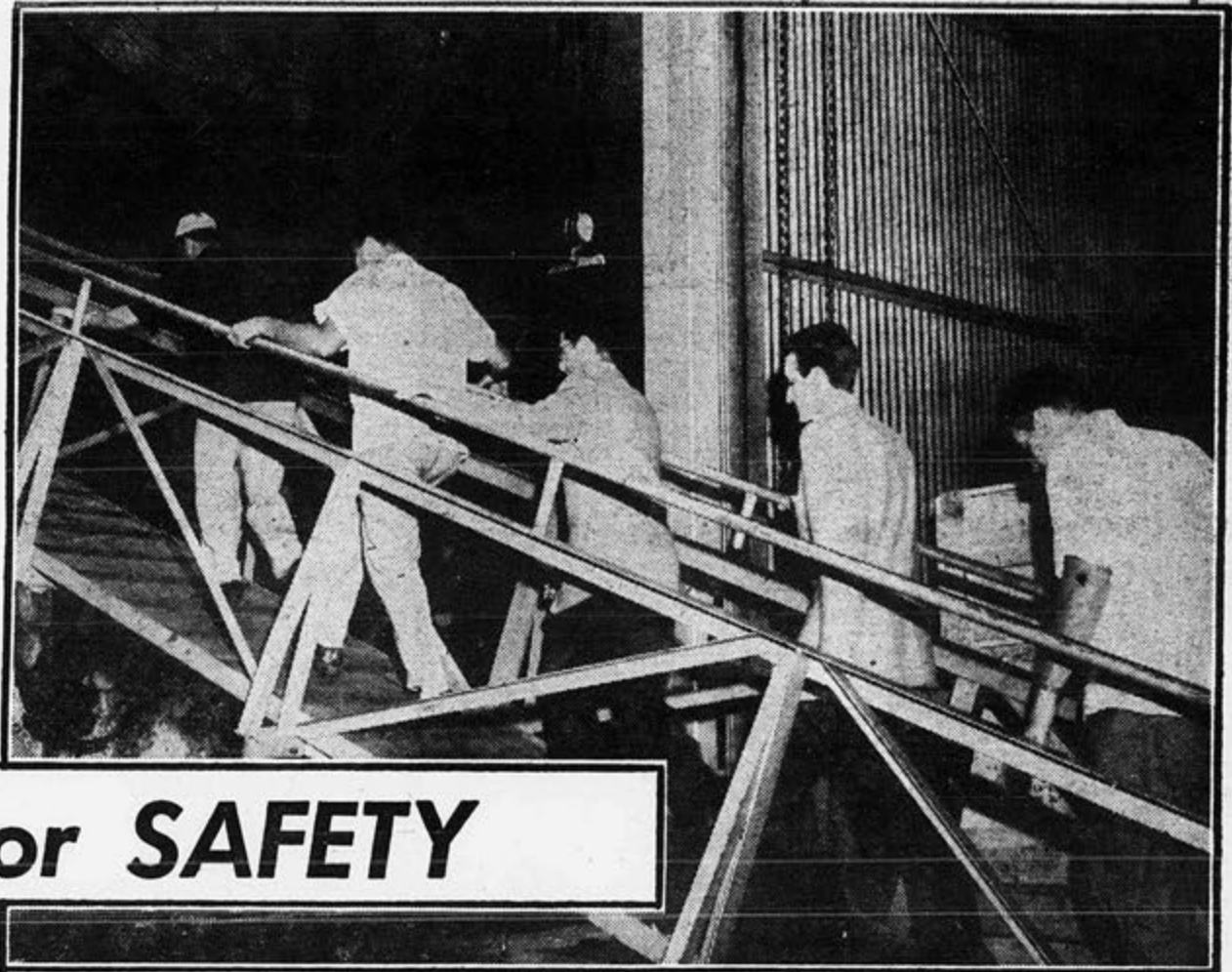
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**IT'S ALWAYS TIME . . .**



**for SAFETY**

Concern for safety may be an eight-hour five-day problem ashore which can be put aside at the five o'clock whistle. But out on a ship its presence should be felt around the clock, seven days a week. On or off watch, a Seafarer faces hazards which are part and parcel of deep-water sailing.

The time to think of safety starts the moment a Seafarer heads up the gangway for the sign on. It continues without let-up until he has his feet on the dock again.

That makes it all the more important for Seafarers to develop the safety habit to the point where it becomes a part of every shipboard act. A Seafarer's first concern while on a ship should be, "Am I doing this the safe way?"

**An S I U ship is a safe ship**