SEAFARERS LOG

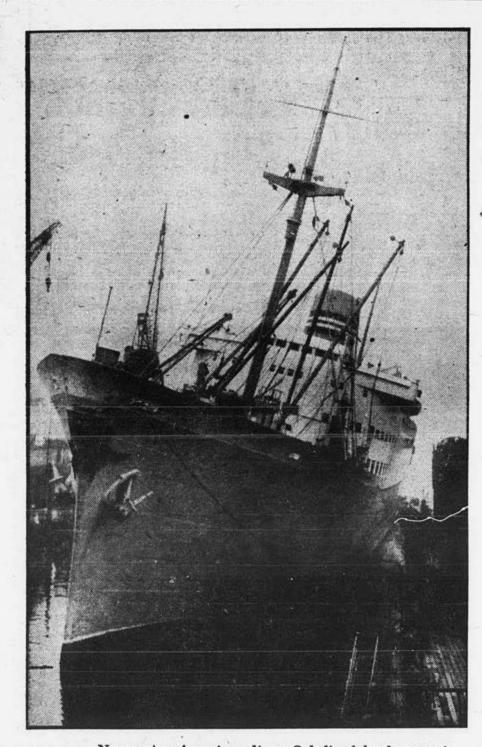


OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION . ATLANTIC AND GULF DISTRICT. . AFL. CIO

CONGRESS SCANS 736 SHIPPING ACT

May Revise, Broaden Ship Aid

Stories On Page 3



Norwegian-American liner Oslofjord heels over in Tilt! 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.



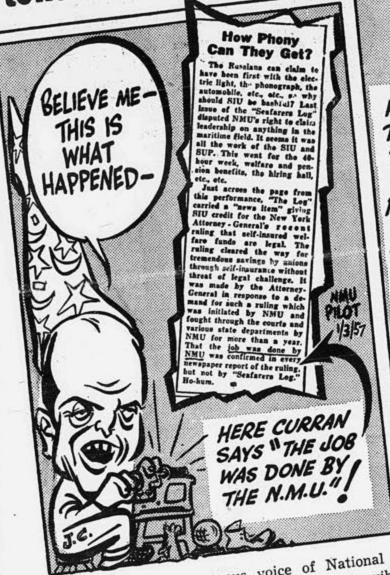
Glad To Be Aboard. Fifteen Indian sailors rescued by the Steel Apprentice in the Persian Gulf are welcomed by Seafarer S. Pires, chief cook (2nd from right) and others. Their 180ton craft capsized and sank near Bahrein.

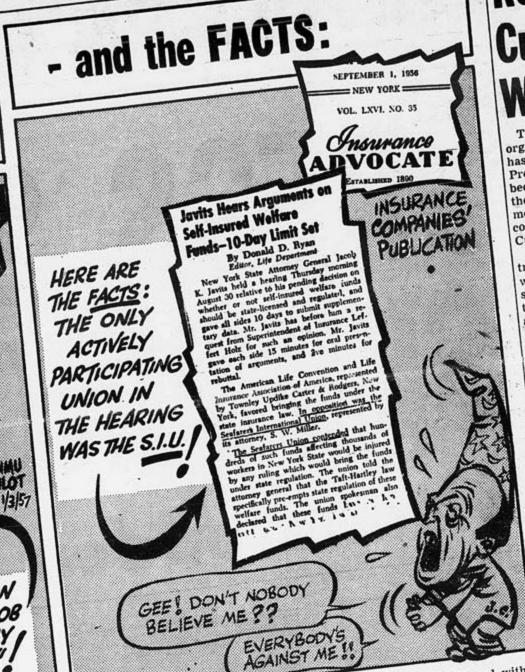


Checking The Count. Completing the tally of votes in the SIU election, some of the 14 elected committeemen in New York gather to verify some of the results. Facing camera (1 to r) are Donald Mease, Frank Drozak, Manuel Sanchez, Salvatore Biondo. Luigi Iovino is in foreground. (Story on Page 5.)

-Text Of Election Report Begins On Page 4.

How Joe Curran tells a story . . .





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 repeated endlessly 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 dec-

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 NMUmanned ship, after she was in a collision. NMU members had to turn to the SEAFARERS LOG for a report of the Coast Guard hearings

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

On Page 3 of the January 3 "Pilot," under the heading "How Phony Curran. Here is one: 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

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

The SIU, in the pattern followed by hundreds of union-industry year lost in benefits to NMU men. 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

NMU members in the same situation got nothing. Additional SIU leaving the SIU and other unions to oppose the insurance lobby for but you can't say Joe isn't trying which NMU paved the way. in the form of more and better benefits.

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.

Did NMU adopt a self-insured plan to match SIU's? No, not quite. This was in the fall of 1955, five years later. 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 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 "nectored with the requirements of the "logality" of self-incurance. It was account to get a puling on the "logality" of self-incurance. essary" 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

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 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 NMU went to the State Supreme Court. 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

After the court decision, NMU dropped out of the picture, reluctantly al called his it seems, and finally self-insured. When the attorney gener

Here is what the "Insurance Advocate," an insurance trade publicahearing, the NMU did not participate. tion, 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

"The Seafarers Union contended that hundreds of such funds affecting thousands of workers in New York State would be in-International Union . . . fured by any ruling which would bring the funds under state reg-Jured by any, runing which would bring the runds 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-

leaving the SIU and other unions to oppose the insurance lobby for but you can't say loo isn't turing

Reds Hail Curran Tie

"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

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

The "Daily Worker" columnist wants. 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

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

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



SS AMERICAN MANUFACTURER, Nov. 4—The crew voted
to 'appread 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

another company ship.

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

J. Thomas, Bk. 12202, Chms. J. Green, Bk. 15945, 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 some-

Study '36 Ship Act Overhau

Wider Subsidy Program Sought

WASHINGTON-Radical changes are ahead in the 20-yearold US merchant marine subsidy program. Instead of confining its assistance to a relative handful of shipping com-

panies, the program is being extended to virtually every ings, including Bloomfield and offshore berth operator under Seas Shipping. the American flag.

in so thick and fast that the Gov- application for aid on the westernment will have to ask Congress bound round-the-world service. to broaden the authority to grant The company is seeking subsidy on Government aid.

for or receiving aid are Isthmian, and additional aid on the Indian Waterman, the Arnold Bernstein run. Waterman has not yet filed interests, Isbrandtsen, States Ma- its application specifying routes rine and States Steamship. In ad- and the number of voyages. dition, several companies already Bernstein's subsidy would apply receiving operating subsidies are to its projected North Atlantic asking or may ask for more sail- passenger services.

Subsidy requests directly affect-Subsidy applications are coming ing Seafarers include Isthmian's 24 to 36 voyages a year here. It is Among companies not previously also asking for 12 to 24 voyage subsidized who are now applying subsidies on the Persian Gulf runs

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. Ad-

dressing 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

—Resolution on Subsidies Maritime Trades Department

vestigation 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.

"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.

 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 sail-

Jan. 18, 1957 Vol. XIX

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

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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 . . ."

Convention, Nov. 29-30, 1955

icies seems to herald a broad in-

The Suez crists, 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

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

 The US should provide for alternates to essential trade routes try committee, involving regular if vessels are forced to circle the

SEAFARERS LOG



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Published biweekry at the headquarters of the Seafarers International Union, Atlantic & Gulf District, AFL-CIO, 675 Fourth Avenue, Brooklyn 32, NY. Tel HYacinth 9-6600. Entered as second class matter at the Post Office in Brooklyn, NY, under the Act of Aug. 24, 1912.

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 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—

of discrimination in hiring in effect: "We will not hire you." practices against American Coal

Shipping. • The NMU hiring hall, the the legal basis for the charges. NMU or any aspect of maritime hiring by a going shipping operaself-interest, are not targets of the home, mother and flag every time complaint.

· It has been normal organizing 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 com-Cities Service, Isthmian and other hours. operators, those fleets would not day. Does Curran pretend he

went to American Coal were re- figures. It is equally groundless. fused applications for employment.

SIU has filed a complaint union hiring hall. They were told That is why SIU filed charges against American Coal and that is

It is a sorry sight to see Curran revert again to the deeply-emtor are not mentioned in the docu- bedded Communist Party line tacment, and for obvious reasons of tic of accusing others of denying they act to Curran's displeasure.

For example, when the Sailors practice for NMU, SIU and all 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 pany's ships. If SIU had not sent though his own watchstanders men to the company's offices at were-and still are-working 56

The charge "attacking the hiring be running with SIU contracts to-day. Does Curran pretend he "Fascist," "Hitlerite," "warmonnever instructed NMU men to ap- ger," "union-buster," "Trotskyite" ply at a company office for jobs and other epithets which Curran with an organizing motive in mind? has hurled at one time or another · Several dozen Seafarers who against numerous labor and public

An ever-widening interest They were not referred to any in, and support for, the joint committee.

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 Uinon-indusshipboard meetings on safety and Cape of Good Hope. 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. Ellas, 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. Seamen, 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

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 sec .treas.l 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 . . ."

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

At the same time, total payments • More high-speed ships and 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 accord-

ingly.

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 Xray, 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 hos-

A&G District Election Tabulation

	AQU V	13	LI		, L	.ic	UL	IU	III	IC			100	UII		*
		Bos	NY	Phil	Balt	Norf	Sav			re those b NO	LC.	Hou	sF	Wilm	Sea	Total
-	Secretary-Treasurer Paul Hall, H-1 No Votes Void's Write In's Sub-Totals	120 1 0 0	1,557 44 4 1 1,606	534 7 2 1	799 13 4	167 3 0 0 170	99 1 0 0 100	85 2 0	670 3 0	1,084 3 10 0 0	68 1 0 0 69	412 3 0 0 415	267 8 3 0 278	117 4 0 0 121	132 3 0 0 135	*6,11
	Deck Assistant Secretary Joseph Algina, A-1 No Votes Void's Write In's Sub-Totals	119 2 0	1,523 78 3	521 22 1 0 544	782 31 4 0 817	163 7 0 0 170	98 2 0 0 100	R2 5 0 0 87	509 164 0 0 673	119 1 0	69 0 0 0 69	404 11. 0 6 415	264 11 3 0 278	110 11 0 0 0 121	131 4 0 0 135	
-	Engine Assistant Secreta Claude Simmons, S-1 No Votes Void's Write In's Sub-Totals	. 115	1,527 73 3	507 36 1 0 544	767 46 4 0 817	169 1 0 0	99 1 0 0	87 0 0 0 87	579 94 0 0 673	85 1 0	69 0 0 0	408 7 0 0 415	259 16 3 0 278	109 12 0 0	130 5 0 0 135	38
1	Steward Assistant Secret E. (Eddie) Mooney, M-7. No Votes Void's Write In's Sub-Totals	117 . 117 . 4 . 0	reasurer		784 28 4 1 817	166 . 4 . 0 . 0 . 170	99 1 0 0	86 1 0 0 87	521 152 0 0 673	1,012 80 2	69 0 0 0 69	404 11 0 0 415	265 10 3 0 278	114 7 0 0 121	131 3 0 1 135	*5,82 38 1
1	Joint Assistant Secretary William Hall, H-272 Robert Matthews, M-1 Joseph Volpian, V-1 No Votes Vold's Write In's Sub-Totals	-Treas - 103 - 107 - 106 - 43 - 3		502 506 499 122 3 0 1,632	764 765 749 167 8 0 2,451	167 165 152 26 0 0 510	98 98 93 11 0 0 300	84 86 80 11 0 0 261	515 483 474 547 0 0 2,019	1,027 988 958 309 0	69 67 67 4 0 0	397 393 390 65 0 0 1,245	251 247 246 72 18 0 334	103 104 100 56 0 0 363	126 126 123 30 0 405	*5,69 *5,610 *5,500 1,826
-	Boston Agent James Sheehan, S-3 James E. Sweeney, S-6 No Votes Void's Write In's Sub-Totals	. 5 . 0	1.191 305 89 20 1 1,606	459 60 17 8 0 544	568 185 37 27 0 817	136 30 4 0 0 170	78 17 0 5 0	65 15 4 3 0 87	589 61 15 8 0 673	873 116 83 22 0 1,094	51 17 0 1 0 69	336 70 3 6 0 415	188 58 17 15 0 278	74 30 11 6 0 121	92 37 6 0 0 135	*4,721 1,094 288 126 1 6,230
HATTE	Boston Joint Patrolman Eugene Dakin, D-9 Jack Farrand, F-69 Thomas Fleming, F-241 W. (Leo) McCarthy, M-265 No Votes Void's Write In's Sub-Totals	11 10 8 10 1 1 0 0	1,068 128 123 175 86 25 1	461 8 17 31 20 7 0 544	532 44 40 137 49 14 1 817	143 1 6 15 2 3 0 170	80 7 5 6 0 2 0 100	71 6 3 5 2 0 0 87	607 11 20 18 16 1 0 673	841 43 41 69 91 9 0	60 3 1 5 0 0	349 14 14 25 11 2 0 415	174 19 24 29 25 7 0 278	70 4 -12 22 11 2 0 121	84 9 20 18 4 0 0	*4,629 308 336 565 318 72 2 6,230
TELLINE	New York Joint Patrolms T. (Ted) Babkowski, B-1. Frank Bose, B-4 L. (Leo) Bruce, B-158 John Cabrai, C-200 Malcolm M. Cross, C-443 Louis (Lou) Goffin, G-7 Paul Gonsorchik, G-2 Howard Guinier, G-3 Richard (Mike) May, M-872 James Purcell, P-17 Charles Scofield, S-186 Charles Stambul, S-578 Freddie Stewart, S-8 Joseph Teicher, T-132 Leith Terpe T-3 C. A. (Chuck) Welch, W-351 A. (Hon't Al) Whitmer, W-31 No Votes Vold's Write In's Sub-Totals	71 23 28 42 82 75 72 19 19 10 10 10 10 10 10 10 10 10 10 10 10 10	1,234 219 196 217 1,307 1,319 1,278 135 1254 108 1,265 116 1,245 117 160 547 309 0 0 11,242	461 20 23 24 460 495 523 483 227 21 492 29 500 18 47 46 54 0 3,808	675 306 104 87 360 667 676 589 106 132 98 52 635 61 123 181 123 181 0 5,719	149 22 11 13 140 155 152 145 12 4 12 8 150 151 151 151 151 155 151 16 14 0 1,190	83 6 7 6 86 83 88 83 83 83 84 85 29 90 98 80 22 00 700	74 36 77 67 67 75 72 4 10 9 2 72 73 3 5 8 29 14 0 609	637 299 260 610 626 626 615 18 40 222 9 627 122 89 -28 89 -4,711	924 117 72 69 888 924 928 862 55 118 63 51 886 49 914 64 64 63 125 0 7,658	60 2 11 2 51 59 58 54 4 15 2 3 58 54 4 4 28 0 0 483	361 28 28 28 348 377 374 357 17 41 22 283 24 383 25 383 27 90 70 0	193 26 53 52 130 191 198 181 30 82 45 21 202 19 195 29 46 120 133 0 1,946	91 21 20 21 81 80 88 79 33 23 7 87 8 8 83 11 46 42 0 847	100 16 25 16 80 108 98 83 17 45 19 16 100 9 102 25 28 23 35 0 945	*5,113 836 602 590 *4,380 *5,278 *4,953 4,953 45,029 334 *5,029 3,542 *6,029 1,681 1,051 1,051 0,43,610
47.84	Philadelphia Agent W. (Rusty) Beyeler, B-81 Blackie) Cardullo, C-1 No Votes Void's Write In's Sub-Totals	66	188 1,297 99 22 0 1,606	68 467 4 5 0 544	133 652 17 15 0 817	18 152 0 0 0 0	9 90 0 1 0 100	14 71 1 0 87	19 642 8 4 0 673	80 961 40 13 0	65 2 0 0 69	29 381 0 5 0 415	57 202 13 6 0 278	20 90 5 6 0	32 96 2 5 0 135	*5,232 194 86 0 6,230
77.45	Philadelphia Joint Patroli ohn Hetzell, H-6 William J. Smith, S-60 No Votes Void's Write In's Sub-Totals	80 . 34 . 4 . 3	1,336 162 91 17 0 1,606	521 14 3 6 0 544	648 131 15 23 0 817	156 14 0 0 0 170	88 11 0 1 0	72 10 4 1 0 87	640 23 8 2 0 673	909 97 74 14 0	64 3 2 0 0 69	378 33 0 4 0 415	222 38 13 5 0 278	91 20 5 5 0	96 32 3 4 0	*5,301 622 222 85 0 6,230
KEXP	Baltimore Agent Wm. (Curly) Rentz, R-274 Earl (Bull) Sheppard, S-2 No Votes Vold's Vrite In's Sub-Totals	4 30 2 83 . 6 . 2	1,403 80 34 1	35 497 6 6 0 544	47 717 27 26 0 817	161 0 0 0 170	94 94 0 2 0 100	6 80 0 1 0 87	11 646 14 2 0 673	25 1,039 17 13 0 1,094	4 65 0 0 69	4 405 9 6 0 415	15 244 1 18 0 278	14 95 8 4 0	5 114 4 12 0 135	297 *5,643 163 126 1 6,230
REJERNY	Baltimore Joint Patrolma Rex E. Dickey, D-6. Ell Hanover, H-313 John Risbeck, R-207. (Al) Stansbury, S-22 Lowland Williams, W-362 Volves Vold's Vold's Vite In's Sub-Totals	96 64 56 92 2 40 3 12	1,247 1,101 402 1,174 312 363 219 0 4,818	505 478 49 493 44 24 39 0 1,632	728 687 89 728 78 33 108 0 2,451	168 149 14 153 20 0 6 0 510	93 89 9 88 18 0 3 0	79 · 72 10 79 9 9 9 3 0 261	625 589 52 620 39 85 9 0 2,019	976 920 140 938 107 168 33 0	62 67 13 61 4 0 0 207	386 362 46 379 39 18 15 0	233 176 81 233 70 17 24 0 834	98 81 39 103 19 14 9 0	116 89 48 114 33 2 3 0 405	*5,412 *4,924 1,048 *5,255 832 736 483 0 18,690
BVNVW	lorfolk Agent len Rees, R-2 'an Whitney, W-11 No Votes 'oid's 'Vrite In's Sub-Totals	38 1 - 4 0	1.136 303 109 57 1 1,606	481 57 2 4 0 544	597 182 22 16 0 817	162 7 0 1 0 170	78 18 4 0 0	75 8 0 0 4 87	608 34 31 0 0 673	969 96 17 12 0 1,094	66 2 1 0 0 69	364 37 6 8 0 415	192 58 17 11 0 278	92 26 3 0 0	89 42 1 3 0 135	*4,987 908 214 116 5 6,230
AJCNVW	dorfolk Joint Patrolman delbert (Al) Arnold, A.147 ames A. Bullock, B.7 harles V. Majette, M-194 To Votes oid's Vrite In's Sub-Totals	65 14 4 5	196 1,097 133 118 62 0 1,606	27 493 14 4 6 0 544	72 646 51 32 16 0 817	166 2 0 0 0 170	90 2 0 0 0 100	6 72 4 4 1 0 87	21 617 19 10 6 0 673	58 959 40 23 14 0 1,094	4 61 3 0 1 0 69	24 371 11 9 0 0 415	45 200 18 5 10 0 278	12 91 11 5 2 0 121	24 95 11 2 3 . 0 135	532 *5,023 333 216 126 0 6,230
ENVW	avannah Agent C.B. (Mac) McAuley, M-20 to Votes o'd's Vrite In's Sub-Totals	4	1,354 216 35 1	529 11 4 0 544	748 61 8 0 817	170 0 0 0 170	99 0 1 0 100	83 4 0 0 .87	638 34 1 0 673	1,057 28 8 1 1,094	68 0 0 1 69	397 14 4 0 415	261 13 4 0 278	114 4 3 0 121	131 4 0 0 135	*5,762 393 72 3 6,230
NOVEW	avannah Joint Patrolman evin E. Ellis, E-70 o Votes oid's 'rite In's Sub-Totals	121 1 5 4 0	1,338 230 38 0 1,606	529 11 4 0 544	743 64 10 0 817	170 0 0 0 170	98 2 0 0 100	83 0 4 0 87	546 127 0 0 673	1,052 42 0 0 1,094	68 0 1 0 69	396 15 4 0 415	255 18 4 1 278	115 4 2 0 121	131 2 2 2 0 135	*5,636 520 73 1 6,230
Th Jai G. No Vo Wi	ampa Agent hos. (Tom) Banning, B-12 imes Dawson, D-82 . (Glenn) Lawson, L-27 . o Votes old's rite In's Sub-Totals	28 23 0 4 0	1,168 153 127 101 57 0 1,606	494 23 25 2 0 0 544	645 67 83 12 10 0 817	132 12 20 0 6 0 170	92 4 2 0 2 0 100	81 2 2 2 0 0 87	621 17 16 14 5 0 673	959 49 54 10 22 0	62 3 3 1 0 0 69	373 13 19 5 5 0 415	209 28 32 7 7 0 278	90 13 13 14 4 0	91 19 17 8 0 0	*5,083 431 436 158 122 0 6,230
A. B. Hu Voi Wr	mpa Joint Patrolman H. Anderson, A-11 Genny) Gonzalez, G-4 Igh C. Randall, R-248 Votes Votes Cité In's	17 2 4 0	225 1,062 129 129 61 0	34 483 17 7 3 0 844	111 611 59 25 11 0 817	15 148 5 0 2 0 170	12 87 1 0 0 0	1 77 4 4 1 0 87	14 616 17 25 1 0 673	66 965 34 16 13 0	3 2 2 1 0 0 69	31 361 11 8 4 0 415	37 206 21 2 12 0 278	24 84 9 4 0 0	23 89 18 5 0 0	639 *4,907 344 228 112 0 6,230
211			1000	William.	. (Co	ntinue	d on	page	10)		1		1502	F-32		- 1

(Continued on page 10)



Packages of ballots from all ports are opened in order by members of the tallying committee in preparation for the actual vote count. Pictured (I to r) are E. "Red" Starns, chairman, W. Slade, C. Emanuel and Thaddeus Laboda.

Report Of District Tally Committee

(To Be Read at "Election Report" Meeting of January 23, 1957)

We, the undersigned Union Tallying Committee, duly elected at the regular business meeting of December 26th, 1956, six (6) at Headquarters meeting, two (2) in Mobile, one (1) in New Orleans, two (2) in San Francisco, and two (2) in Baltimore, submit the following report and recommendations:

On January 2, 1956, at 10:00 AM, we met with Al Kerr, the Union Office Manager, who had been assigned by Headquarters offices to assist this Committee as a result of our request. He gave each Committee member an amended copy of the Union Constitution, as well as a copy of a letter that had been sent to all Port Agents by Paul Hall as a guide for the various port Polls Committees on the closing day of voting. He suggested that we read those sections of our Constitution dealing with the Union Tallying Committee in detail, as well as the letter of instructions sent to the Port Agents referred to above.

A full quorum picked up the ballots from the Commercial State Bank & Trust Co., 1400 Broadway, New York City, as per the Constitution. (See correspondence annexed, showing official documents exchanged.)

The Committee then took over the Conference Room on the third deck of our Headquarters building as the place in which we would do ur work while in session. Our sessions were open to all members. There were no instances of misconduct.

In compliance with Article XIII, Section 5 (d) of our Union Constitution we accepted from among ourselves Edgar Starns, S-728, as Chairman of the Committee.

We then received from the Headquarters offices all of the files relative to the conduct of the election. From the files, we found signed receipts for ballots No. 1 through No. 9200, which had been issued to the following ports as follows:

PORT	BALLOTS
Boston	1-250
New York	7501-9000
New York	9051-9200
Philadelphia	251-750
Philadelphia	9001-9050
Baltimore	751-1750
Norfolk	1751-2000
Savannah	2001-2250
Гатра	2251-2500
Mobile	2501-4000
New Orleans	4001-5500
Lake Charles	5501-5650
Iouston	5651-6350

San Francisco 6351-6950 Wilmington 6951-7250 Seattle 7251-7500

The Committee then checked the numbers on the stubs received from the various ports, and these numbers, when checked against the numbers on the stubs of all ballots printed and issued and ready for voting, were found to coincide, port by port, with the exception of eight (8) stubs from Houston. These missing stubs will be dealt with in detail later in this report.

Your Committee then checked the dates of the voting rosters and compared them against the minutes of the special meetings for the election of the Polls Committees in the various ports. We found in every instance that Polls Committees had been duly elected on each day in which voting was conducted in the various ports. Where no Polls Committee could be elected, no voting took place, as is required by our Constitution. We note that on the last day of voting in San Francisco, Seattle, and Lake Charles, no Polls Committee could be elected. In these cases, as per the Constitution, the Port Agent took over the duties of the Polls Committee.

We checked the unused ballots that were on hand in Headquarters offices that had not been issued. The stubs on these unused ballots were numbered 9201 through 10,-026, a total of 826 ballots.

Your Committee then checked the unused ballots that were returned from the various ports, including the Port of New York, which are listed as follows:

	UNUSED
PORT	BALLOTS
Boston	122-250
New York	9157-9200
Philadelphia	9045-9050
Baltimore	1569-1750
Norfolk	1921-2000
Savannah	2101-2250
Tampa	2338-2500
Mobile	3174-4000
New Orleans	5095-5500
Lake Charles	5570-5650
Houston	*6066-6350
San Francisco	6629-6950
Wilmington	7072-7250
Seattle	7386-7500

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

The above unused ballots, when combined with the unused ballots in Headquarters and the stubs of (Continued on page 10)

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 Today, union-sponsored train-Ing 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 by the second week in March, the a modern, comfortable facility and furnishings will follow. which will offer Seafarers complete head-to-toe check-ups.

trustees. He will build several offices into the 100 by 50-foot build- fices and major shipping facilities. ing for medical labs, doctors' offices, examination and reception ical examinations and periodic rooms, a lead-lined X-ray room, check-ups to Seafarers for the purair-conditioning lines and equipment, electro-cardiograph room, illnesses and physical defects beeye exam facilities plus the necessary heavy-duty electrical lines for the X-ray machinery.

An outside garage door entrance windows installed along with a hung ceiling and various other im-

Once the contractor completes his work, which is expected to be installation of medical equipment

The New York center is the first of four projected health centers The contract was let out to the for Seafarers. The other three will lowest bondable bidder, as per the be built in Mobile, New Orleans instructions of the Welfare Plan and Baltimore. All four centers will be convenient to SIU port of-

> The four centers will offer physpose of diagnosing and detecting fore they become far advanced. The centers will not provide any actual treatment, but will refer Seafarers to the nearest US Public for that purpose.

The Union health centers were negotiated as part of the Health is now being considered by the and Safety Program with the oper- NLRB. ators contributing five cents per man per day to finance the project. nally awarded 30 ships by the Fed-

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 wast brought up here from Baltimore, still wearing her origi-nal 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 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.

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 Na- at the next meeting in all ports. tional Labor Relations Board. The Union accused the company of discriminating against Seafarers by refusing to accept a single employment application from any one of asked for employment at the company's offices. Action on the charges

Although the company was origi-



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 can Coal. Meanwhile, Libertys are been taken as yet by the FMB to being broken out and assigned to American Coal, five other ships are assign additional vessels to Ameri- other operators for the coal runs.

Count Over 6,200 Votes n aboard the ship in Baltimore. One ship, the Coal Miner, which american Coal purchased private-

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 con-

tests for 39 posts on the ballot are announced in the com- the first time that position was mittees' report filed at head- placed on the ballot. quarters. There were 72 candidates in all on the ballot.

The committee findings have to in for the two year term.

Ballots Mailed To Bank

Under the amendments to the will be bricked off and additional Health Service hospital or clinic dozens of qualified seamen who 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 4-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-

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

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 elected San Francisco port agent started.

The full list of those elected is as follows:

Secretary-treasurer - Paul Hall; be confirmed by membership action | deck assistant secretary-treasurer -Joe Algina; engine assistant sec-As soon as the membership acts, retary-treasurer - Claude Simthe elected officials will be sworn mons; steward assistant secretarytreasurer — Edward (Eddie) Mooney; joint assistant secretarytreasurer-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 (Al) 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 Breit-

Cross, the newly-elected NY M. Cross, NY joint patrolman; Eli joint patrolman, will replace for-Hanover, Baltimore joint patrol- mer patrolman Frank Bose, who man and Marty Breithoff who was passed away before the election

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). 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 seven more arrived in transit.

"These ships were all in good concalled here.

The arrival of real winter weather pushed the mercury down ported. 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 ding in the shipping hall when the the 14-man election tallying com- time came to crew her up again. mittee and then the six-man quar- A couple of standby crewmen reterly financial committee. (The mained on the ship during her stay text of the tallying committee's in the shipyard. report and the election results are in this issue, starting on page 4).

three were signed on articles and the near future.

dition," SIU Assistant Secretary-Treasurer Claude Simmons re-

Among the in-transits was the Elizabeth, the Bull Line freighter that was in a collision with a Nationalist Chinese tanker last month. Now repaired and back in service, she aroused spirited bid-

In turn, the Alcoa Runner went into temporary lay-up during the A total of 19 ships paid off, period. She will crew up again in

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.

battle to reach the intensity space for its export program and of previous years, although there thus must turn to American botwill likely be some whittling down toms after all. The State Departof the scope of "50-50" as there ment has likewise changed its tune was in the 1956 session. The agri- on this score. cultural interests won a limited victory then through a provision including the SIU, are not relaxing exempting fresh fruit shipments their interest on this front, for from the cargo preference rule.

This year's fight will come on a bill to authorize the sale abroad since 1948. In a calmer world situfor foreign currencies of an addi- ation, it would also be the only tional \$1 billion in farm sur- one, so American seamen have a pluses. While the farm groups are big stake in keeping the law on committed to seek a blanket ex- the books unchanged. emption 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 subect 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



Observers don't expect the with the need for more shipping

However, US maritime groups, "50-50" has been the principal prop for the American merchant marine

'Excellent'

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 ot 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 outstand-

Shipping Round-Up & Forecast

December 26 Through January 8

				Re	gister	ed			10.0	1000			
Port		Dec	k A	Deck B	Eng.	Eng		Stew.	Stew.	Tot	a)	Total B	Total Reg.
Boston		13	12	2	4	4		6	2	2	3	8	31
New York		84		14	74	18		93	18	25	1	50	301
Philadelphia		36		6	24	8	8	12	5	7	2	19	91
Baltimore				24	36	19	K.	36	. 8	12	9	51	180
Norfolk				11	7	12		3	9	2'		32	59
Savannah				6	11	5		5	1	3'		12	49
Tampa				Õ	4	3		2	î	_	B	4	12
Mobile				6	23	5		23	6	7	-	17	91
New Orleans				13	34	9		48	10	12	_	32	161
Lake Charles				8	10	7		5	3	3		18	48
Houston				4	° 24	15		18	6	6		25	90
Wilmington				9	11	7		8	4	3		20	52
San Francisco				16	16	20		20	11	7		47	122
a				7	9	12		8	2	3		21	56
Seattle	• • • • • • •	Dec	. 1	Deck	Eng.	Eng		Stew.	Stew.	Tota		Total	Total
		-		В	A	В		A	В			В	Reg.
Total	•••••	413	1	26	287	144	2	287	86	98	7	356	1343
			. 5		Shipp	ed						101	
Port	Deck	Deck	Deck	Fing.	Eng.	Eng.	Stew.	Stew.	Stew.	Total	Total B	Total	Total Ship.
Boston	6	2	0	2	3	3	1	2	2	9	7	5	21
New York	56	4	5	53	9	13	48	2	18	157	15	36	208
Philadelphia	26	4	9	20	5	12	13	4	3	59	13	24	96
Baltimore	48	19	26	38	19	24	24	20	25	110	58	75	243
Norfolk	12	5	1	8	5	1	-2	4	3	22	14	5	41
Savannah	10	7	2	3	4	7	4	2	7	17	13	16	46
Tampa	5	3	2	6	1	0	3	4	1	14	8	3	25
Mobile	8	2	4	10	0	3	9	6	2	27	8	9	44
New Orleans	45	2	2	31	5		63	8	13	139	15	21	175
Lake Charles	13	6	5	11	4	3	6	5	7	30	15	15	60
Houston	26	6	0	18	10	11	19	3	6	63	19	17	99
Wilmington	5	0	2	3	5	1	4	1	3	12	6	6	24
San Francisco	29	15	16	16	14	23	16	12	8	61	41	47	149
Seattle	11	5	17	8	11	13	4	3	19	23	19	49	91
	Deck	Deck B	Deck	Eng.	Eng.	Eng.	Stew.	Stew.	Stew.	Total	Total	Total	Total Ship

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.

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: take about 11 months.

Alien Registry Closes Jan. 31

The annual registration of aliens required under US laws is now underway, January 31 is the cutoff date for the registration, unless an alien seaman is on a ship. In that case, he has ten days in which to register after he comes ashore.

Both resident and non-resident aliens are covered by the registration requirement. Registration cards are generally available in any postoffice or in the nearest office of the US Immigration Service.

Orleans: Good . . . Lake Charles: cisco: Good . . . Seattle: Good; Good . . . Houston: Good . . . reeds rated deck and engine men.

Registration edged ahead of Fair . . . Mobile: Good . . . New Wilmington: Fair . . . San Fran-

95 120 216 76 117 743 251 328 1322

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- suc-+

cessful bid for \$4,730,754 clears him to offer a lower fare than the passenger-cargo ship for the North Atlantic run.

Contracts are now being drafted to Europe. 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 for this service at a later date. interests taking title to the ship on or around February 1.

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

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 be able to stay underwater as long the continent. There will be a minimum of 50 first-class state- surface. rooms as required by law with the rest of the passengers in tourist ist class facilities are for four or more to a room and do not provide a private bath,

Bernstein is banking on to enable a full load of oil.

the way for his conversion of competition. Construction of the the vessel into a one-class low-cost ship would allow him to meet a part of the overwhelming demand for fast, low-cost transportation

Under the terms of Bernstein's contract with the Government, the Federal Maritime Board may require him to build a second ship

next step will be to take the 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 as a month without coming to the

Why build an underwater tanker in the first place? It would be able class, two or three to a room, with to get "underneath the weather" private bath and toilet. Most tour- and avoid typhoons and other unpleasantness which often plagues Pacific Ocean shipping.

The Mitsubishi concern has al-Simplified mass feeding and the ready run, hull construction tests one class set-up, avoiding wasteful to determine how deeply the duplication of facilities, are what tanker could safely submerge with

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 moderateincome people buying high-priced vitamin products without even consulting a doctor as to their need for them, and with the exaggerated

Do Ads Assure Reasonable Price?

One reader argues that a vitamin supplement whose price we criticised is advertised in "topnotch magazines" such as the Saturday Evening Fost 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 knowl-

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 are under the American flag. This 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-Complette 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 Ovatrin, 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 (I 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 coal run to Europe. Four + of the nine have been assigned the market for tonnage. A total of to Europe. to SIU companies; two to Bull Line and two to Waterman.

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 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

LAKE CHARLES 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. PR.

160 ships was originally requested for the coal trade but less than one-third of these requests will be

Largest Bidder

Bull Line was the largest bidder, it at present. seeking 20 Libertys. It already has Arlyn and Carolyn, on the coal run steamship organization.

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

American coal purchased Bull to placed four of its company-owned obtain the services and facilities of Libertys, the Angelina, Dorothy, an experienced and successful

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 De-

cember 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. \$ t t

Stella Marie Sturba, born De-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,

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

1 1 1 Paul David Sota Maldonado, born October 13, 1956, to Seafarer and Mrs. Enrique S. Alvarez, Santurce,

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

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.

t 1. 北 Senia Fontenot, born December 15, 1956, to Seafarer and Mrs. Wiltz Fontenot, Port Arthur, Texas.

1 1 Janet Mary Platt, born Decemcember 22, 1956, to Seafarer and ber 17, 1956, to Seafarer and Mrs. Mrs. Ranie J. Sturba, Morgantown, Elijah C. Platt, New Orleans, La.

1 1 1 James Bagley, born November 28, 1956, to Seafarer and Mrs. Albert J. Bagley, Flushing, NY.

1 1 1 Deena Marie Murray, born October 29, 1956, to Seafarer and Mrs. Hugo A. Murray, Marshall, NC.

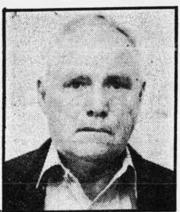
* * * Feddie Lopez, born December 21, 1956, to Seafarer and Mrs. Alfonso Lopez, Bronx, NY.

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

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



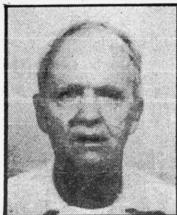
"Thank you all for the wonderful support and comradeship," says B'klyn's Edw. Hansen.



"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."



57

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



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.



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."

for periodic check-up.

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

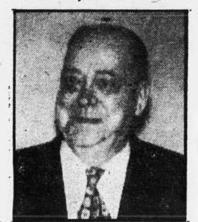
"Much better and able to be home again," William Girardeau (photo left) poses with wife, Olive, in North Harwich, Mass.



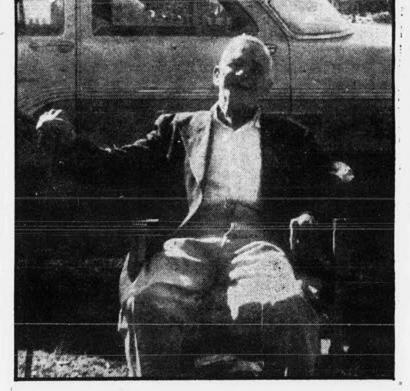
Happy to report that he's now "improving nicely," is Samuel L. Gordon of NYC.



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



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

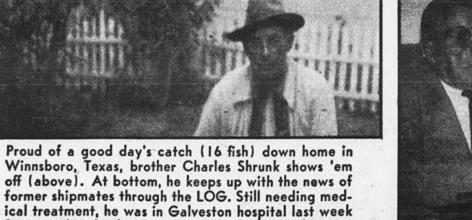




Bernard M. Larsen, of Miami, "will never forget SIU for making a pension possible."



"God bless you all in your good work . . . keep 'em sailing," says H. Bonnitto, 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 national 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 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 agreements should be subject to 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 support given to the ousted Interies 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 bers of the Sailors Union of 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 operatorsto 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 thereafter. The \$25 weekly rate 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 the Andrea Doria. They said that House Merchant Marine Com- the Doria met the subdivision remittee called for strengthening of quirements of the 1948 Safety of international regulations to conform more closely with US stand-

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

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 unconsitutional. They argue that the trade ratification by the Senate, like mer Maritime Administrator; Rear other treaties. The case is aimed Admiral H. C. Shepheard, former against Japanese tuna imports Coast Guard official, E. M. Webwhich pay a 121/2 percent duty in ster, retired Coast Guard comthe US.

Sixteen vessels of the Cleveland Yale University. Cliffs Iron Co. fleet are the targets of an election petition filed by the pected that a vote will be held around May 1. At present, Cleveland Cliffs and four other flat contracted to the Lake Sailors Union, an independent outfit existing only on steel company subsidi-

After the maiden voyage of the indicates more of the same. new Matson liner Mariposa, the overtime. In addition, the union negotiated addition of six ratings pace, says Port Agent Leon in the department. Most of the OT was rolled up serving companysponsored parties before the vessel

A four-day sea fight against a fire in the No. 4 hold of the Alaska costa (Waterman). The Wacosta Bear was won by crewmembers of paid off the previous period. the ship. The vessel put into Honoto No. 4. Crewmembers are memthe Pacific, Marine Firemen's Union and Marine Cooks and Stew-

4 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 makes the effective monthly pension approximately \$108.50.

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."

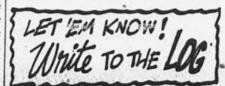
Committee members included Vice Admiral E. L. Cochrane, formodore, and H. L. Seward, former professor of marine engineering at

SAN FRANCISCO - Shipping has done more than alright so far for the New Year, and the outlook

Total job activity is well up Marine, Cooks and Stewards Union there around the 150-job mark, and collected 1,133 hours of disputed the three more payoffs scheduled so far should help maintain the 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 Wa-

Eight vessels stopped off in lulu after keeping the fire confined 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.



A&G District Election Tabulation

NY Phil Balt Norf Sav Tam NO LC Hou SF Wilm Sea Totals Mobile Agent
 Cal Tanner
 T·1
 110

 No Votes
 7

 Void's
 4

 Write In's
 0

 Sub-Totals
 121
 121 135 6,230 Mobile Joint Patrolman Harold J. Fischer, F-1... Robert Jordan, J-1 Leon M. Kyser, K-259 William J. Morris, M-4 William R. Stone, S-647... No Votes 517 503 43 496 36 37 0 662 663 21 653 17 0 3 96 104 22 102 30 9 0 122 108 30 100 36 0 1,352 1,287 346 1,225 283 178 147 81 75 6 73 9 14 3 1,029 1,009 99 976 100 12 57 393 381 39 371 40 9 723 699 130 665 162 162 154 18 153 15 5 90 93 7 94 11 2 249 223 47 230 50 2 33 0 834 69
 Void's
 9

 Write In's
 0

 Sub-Totals
 363
 261 405 New Orleans Agent 97 271 New Orleans Joint Patrolman Thos. (Tom) Gould, G-267 109 C. J. (Buck) Stephens, S-4 114 C. (Whitey) Tannehill, T-5 111 536 536 530 18 12 798 801 796 22 34 168 160 167 15 0 0 510 1,534 1,503 1,509 174 83 83 83 12 0 668 665 665 21 410 407 407 118 117 118 132 133 133
 No Votes
 19

 Void's
 10

 Write In's
 0

 Sub-Totals
 363
 12 0 1,245 6 0 363 6 0 405 15 0 834 0 0 1,632 2,451 4.818 18,690 Houston Agent 411 4 0 0 415 A. (Fren'y) Michelet, M-14 112 1.540 No Votes 6 45 Void's 3 17 Write In's 0 4 68 1 0 0 69 1,083 118 533 800 269 133 •6,080 10 Void's 0 Write In's 0 Sub-Totals 121 1,606 Houston Joint Patrolman 23 9 476 8 15 7 6 15 8-73 6 15 14 6 89 9 13 *4,631 186 491 181 156 801 33 126 31 18 0 1,094 148 2 4 5 Vrite In's 0 0 Sub-Totals 121 1.606 San Francisco Agent M. (Marty) Breithoff, B-2 92
A.W. (Andy) Gowder, G-352 24
No Votes 2
Vold's 3
Write In's 0 703 82 15 17 0 817 157 10 2 0 1 -115 _126 139 77 43 0 383 166 105 673 1,606 170 1.094 135

INQUIRING SEAFAR

Question: What ship and run are you looking for?

J. R. Olivo, chief steward: I'm looking for a steady run right now. get will do as far as I'm con-



As a matter of fact, something like the dredge Sandcaptain where I would be all set for a year or more would be my idea of the best kind of job to take. Those bonus arrange-

ments would be nice too. 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 Seaferers 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 beAl Sacco, bosun: Anything I can

cerned, 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. 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.



Jack Bluitt, 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. 4 1

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.



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"THE VOICE of the

To Ships in Atlantic South American **European Waters**

• WFK-39, 19850 KCs Ships in Caribbean, East Coast of South America, South Atlantic and East Coast of United States

WFL-65, 15850 KCs
Ships in Gulf of Mexico, Caribbean, West
Coast of South America, West Coast of
Mexico and US East Coast

WFK-95, 15700 KCs Ships in Mediterranean area, North Atlantic, European and US East

Mganwhile, MTD Round-the-World Broadcasts

continue . . . Every Sunday, 1915 GMT
(2:15 PM EST Sunday)
WCO-13020 KCs
Europe and No. America
WCO-16908.8 KCs
East Coast So. America
WCO-22407 KCs
West Coast So. America Every Monday, 0315 GMT (10:15 PM EST Sunday) WMM 25-15607 KCs Australia WMM 81-11037.5

MARITIME TRADES

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 unstub; that is the only differencea 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:

	PORT	LLOTS
	Boston	 10
	New York	 30
	Philadelphia	 10
	Baltimore	 25
	Norfolk	
	Savannah	 10
	Tampa	 10
	Mobile	 25
	New Orleans	 25
	Lake Charles	 5
	Houston	 10
	San Francisco	 10
	Wilmington	 10
	Seattle	 10
*		
	Total	 200

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

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 used ballots and the one missing 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 ovino 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.

	Ballots Received From	Ballots	Ballots Unused and	Ballots	Ballots
Port	Headquarters	Used	Returned	Lost	Cast
Boston		1-121	122-250	0	121
New York		7501-9000	122 200		141
New York		9051-9156	9157-9200	1	1606
Philadelphia		251-750	8131-5200		1000
Philadelphia	Aces come	9001-9044	9045-9050		544
Baltimore	make a make	751-1567	1508-1750	0	
Mandalle	AREA BOOK			0	817
		1751-1920	1921-2000	0	170
Savannah	. 2001-2250	2001-2100	2101-2250	0	100
Tampa	. 2251-2500	2251-2337	2338-2500	Ö	87
Mobile	. 2501-4000	2501-3173	3174-4000	0	673
New Orleans	4004 0000	4001-5094	5095-5500		
Yales Otherston				0	1094
77	FORE CO	5501-5569	5570-5650	0	69
Houston	. 5651-6350	5651-6065	*6066-6350	7	415
San Francisco	. 6351-6950	6351-0628	6629-6950	Ó	278
Wilmington	. 6951-7250	6951-7071	7072-7::50	0	121
Seattle	. 7251-7500	7251-7385	7386-7500	0	135
		Total	Votes Cast in All	Porte	6220

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 NEW YORK 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 ones on the unused ballots) num-

We found no discrepancies which even come close to changing the outcome of any job on the ballot. For the benefit of the membership, we are listing them, as follows:

On November 15, 1956, the Port of New York cast a total of seventy-one (71) ballots, according to the rosters and stubs that were submitted by the New York Polls Committee for that date. However numbers one (1) through nine thou- in checking the day's voting of the sand two hundred (9200). We re- Port, this Committee found only ceived back stubs (including the seventy (70) ballots in the envel-

(Continued on page 11)

District Tally Committee Report

(Continued from page 10) ope dated November 15, 1956. course of the said elections. We, the Union Tallying Committee, It is hereby requested th find that the ballot was probably certify that all the envelopes relost in the packaging of the bal- ceived by you have been properly lots. We can find no other explanation. In any event, the one have surrendered them to the said ballot would obviously not have Union Tallying Committee, and made any difference in the out- that no one other than appropriate come of the election. This Com- bank personnel, have had access to mittee has included the totals of the said envelopes. 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.

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 writeins happened to be voided because the ballot on which they were written was illegally defaced or illegi-

CORRESPONDENCE

Dear Sir:

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

As Assistant Secretary-Treasurer of the Seafarers International Union of North America, Atlantic Executive Vice-President and Gulf District, AFL-CIO, in charge of the minutes thereof, I herewith certify that, in accordance with the Constitution of this New York, New York 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, December 31st of this year), the material specifically set forth in tion and service this trip than in first ten days of the clearance all of the envelopes which have Polls Committee elected for that Section 5 (a) of the Constitution the past."

It is hereby requested that you safeguarded in your vault, that you

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 caid envelopes contained in our vaults.

Very truly yours,

Jack Goldman, Ass't Manager Irving Gould Witness

January 2, 1957

Mr. R. Harold Bach Commercial State Bank and

Trust Company 1400 Broadway

The undersigned members of the 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. BIONDO, B-276
- T. LABODA, L-456
- W. NORDLAND, N-172
- F. DROZAK, D-22 E. STARNS, S-728
- D. MEASE, M-704

December 28, 1956 Re. Polls Committee's Duties 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 is to terminate, the Port Agent crew have plenty of cakes but they each Port is to terminate, (Monday, shall have the duty to forward the noted "much better food prepara-

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"

Name of Polls Book Committee Member Number Book Name of Polls Committee Member Number Name of Polls Book Number Committee Member

or give details.)

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 check-Union Tallying Committee, acting ed them against the rosters and the number of unused ballots, and all are accounted for. Except (Put in the word "none" or give details).

(Name of Committee Book Member) Number (Name of Committee Book Member) Number (Name of Committee Book Member) 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 on Last Day of Voting in duties until the forwarding called for by the aforementioned is completed and evidence of the mailing thereof is furnished the Port

> 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

been mailed to you during the day shall, in addition to its other (unused ballots and stubs) to the course of the said elections. deliver to Headquarters, or Union Tallying Committee. Fraternally.

Enclosures

Paul Hall Secretary-Treasurer

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.

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 Hospeda	les 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



Sing

Nevertheless, the Austin and baker Billy Sing did fine work in the galley and what's wonderful Christmas Dinner."

Versatility is the keynote aboard the Iberville. The ship was short a night cook and baker and crewbread and butter with their coffee and French forces quit Egypt. 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



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

See Suez ne ballot. This Committee feels ery strongly on this point. (c) This Committee finds that In March

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

It is expected by that time ships cf 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 supervis-

ing 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 nor mal depth.

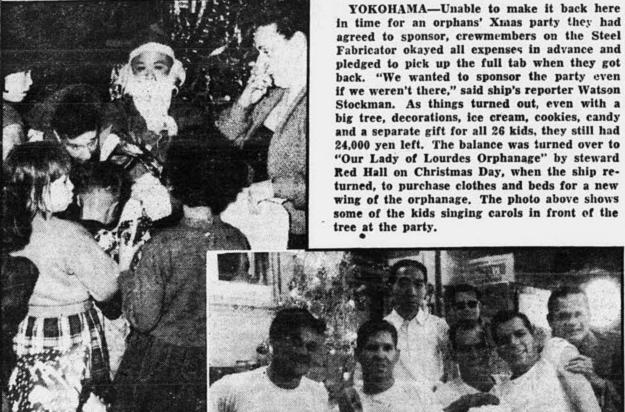
Several months have lapsed since any dredging has been done, and this will remain a major problem. In addition, the normal canal really rough. depth still cannot accommodate most of today's huge supertankers when crew noted that they're fully loaded. This job will chief cook Junior still have to be done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

Egypt Delayed Clearance The start of the canal clearance more, "put out a 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 members had visions of eating to let the job begin until all British

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

FABRICATOR PLAYS SANTA IN JAPAN







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 Mineses. 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

Letters To The Editor

All letters to the editor for publication in the SEAFAR-ERS 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

contact me, after 6 PM, at TWinbrook 9-8427 in New Or-

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

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 senjority.

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

NUTSY, BOS'N'S GOT WATER IN HIS ROOM...





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.

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

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 Mary-+ mar is a bit put out because trip "was fairly uneventful . first-tripper didn't pay off. The ners and enough diversion to break first-tripper did, however. He was the monotony. There were Christoff and running as soon as they mas trees all over the place, ingot back to his home port, and the cluding a lighted one atop the crew is figuring it hasn't heard the foremast that gave the ship a end of this yet.

Joined Ship In LA

delegate, the newcomer, a messboy, geles. "His mother came down to year." the ship with him, and we all assured her that we would take good care of him."

In another report, shipmate -SS Del Norte Arthur Thompson noted that the

their extra hospitality to one lots of holidays with excellent dinfestive appearance.

"Everyone was comparatively According to W. Clegg, ship's happy, with the possible exception of our messman, who is making was making his first trip to sea and his first trip and is understandably joined the Marymar in Los An- rather homesick at this time of

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.



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, galleyman, 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

American name.

Goldsmit as any for scratching out a famous

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!"

WINTER HILL (Cities Service), Nov. —Chairman, F. Sturgis; Secretary, I. 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.

was sent in by James "Pat" Conley.

ALCOA PLANTER (Alcos), 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. Cainan, 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. Galleyman to be turned over to patrolman at first port. Any mem-ber wishing to pay off in Seattle to notify captain by November 7. Along the coast captain wants 24 hours no-tice. Discussion about dirty pantry when obtaining night lunch. Vote of thanks to steward department for good food.

ROBIN LOCKSLEY (Seas Shipping), Nov. 3—Chairman, C. Kaust; Secre-tary, 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 nore
variety in night lunches. Tollet 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. Fire-man to be reimbursed for trip to

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. good food and service.

ALCOA PURITAN (Alcoa), Nov. 8—Chairman, A. McKinstry; Secretary, C. Mariman. 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 delayed sailing. 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. Mc-Kreth; 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. made out before arrival in States. No water for 12 hours in Japan.

AMES VICTORY (Victory Carriers), Nov. 11—Chairman, H. Duclox, Secre-tary, 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, 6, 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 recre-ation room and mess room. Pump on drinking fountain to be repared.

LA SALLE (Waterman), Nov. 11— Chairman, T. Sosa; Secretary, D. Bor-deaux. No major beefs — captain pleased with crew, clean payoff ex-pected. Two hours disputed overtime, to be settled at payoff. One man ill. Letter to be written concerning un-safe condition of ship's gear. Quar-ters to be cleaned up before leaving ship. Vote of thanks to steward de-partment. partment.

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.

for good job.

FORT HOSKINS (Cities Service), Nov. 15—Chairman, C. Karas; Secre-tary, F. Nelson. Ship to be painted. Repairs taken care of. Report accept-ed. 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

STEEL ADVOCATE (Isthmian), Sept. 7—Chairman, J. Ward; Secretary, S. Griggers. Ship's fund \$11.58. Suggest serving grits 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 nirs for members paying off in San Francisco.

BENTS FORT (City Service), Nov. 18—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. Hoester; Secretary, F. Hipp. Members urged to vote. Ship's fund \$36.30. Report accepted. Letter to be drafted suggested removal of Joe Curran from Ethical Practices Committee for support of ILA. Suggestion to air-condition all SIU ships, especially those running to the tropics. Want equalizing of OT and advance notice when 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 re-pairing. 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.

CHIWAWA (Cities Service), Dec. 1
—Chalrman, 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

SEAFARERS LOG,

Editor.

fresher bread and milk and better quality of food. Torn linen to be dis-carded. Request fan tall be washed down more often. Something to be done about steam lines over oller's

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 rub ber mats from messroom. Discussion on night lunch. Draw list to be given to captain. Vote of thanks to steward department for good chow.

Brooklyn 32, NY	
I would like	to receive the SEAFARERS LOG-
prease pur my nai	me on your mailing list. (Print Information)
NAME	
STREET ADDRESS	
CITY	ZONE STATE
TO AVOID DUPLICATIO of address, please give	N: If you are an old subscriber and have a chang your former address below:
ADDRESS	
CITY	ZONE STATE



Pig Is Handy Mascot On Transatlantic Trip

Through no one's been uncouth enough to suggest it, there's more to the SS Transatlantic's mascot than meets the eye. Ship's mascots have included everything ranging in size

from canaries on up, but few t member when the only way to as- it. One thing is sure, though. The sure yourself fresh meat was to bring along your own, and a porker was always a convenient item to have around.

Nowadays, seamen's tastes-in mascots, anyway-run more to monkeys, parakeets and commonplace dogs and cats. But the Transatlantic has reverted to sailing tradition, and has a real live pig in tow.

Take Turns Feeding

Eyeryone is taking turns feeding and caring for the pig, according to Mike Gretz Jr., ship's reporter. "We extend our good fellowship and brotherhood on here to animals, too," he commented.

Besides caring for the needs of the porker, the Transatlantic has had its share of troubles, storms and long periods at sea, "but we still have a happy bunch of men aboard and haven't lost our spirit."

He pointed out, for example, that the picture here and others were snapped during coffeetime over a recent weekend at sea. "Where else can you find a job where you can have a coffee break, take some pictures or play a couple of hands of cards, all on weekend overtime?'

mention where the pig came from on forever.

in recent times have amounted and how he got to the ship in the to ham and porkchops on the first place, but this could be a hoof. Seagoing veterans can re- delicate matter and we won't press



Three Transatlantic crewmen pose with "Porky," the ship's mascot, who keeps the boys busy all the time. Reporter Mike Gretz is holding the sign. Freddie Ayson took the photo.

pig is getting plumper every day from all the good treatment he's getting and even he probably Nobody apparently thought to knows that the good life can't go

SEAFARERS IN THE HOSPITALS

USPAS HOSPITAL GALVESTON, TEXAS Concepcion Mejia Alfonso Olaguibel USPHS HOSPITAL BOSTON, MASS.

J. L. Bourgeois Charles Dwyer Peter O. Choplinski John T. Keegan Thomas J. Driscoll Paul Norton

USPHS HOSPITAL SEATTLE, WASH.

L. Bosley R. H. Shaffner
Wm. E. Califato L. Twite
Donald K. Campbell Ralph H. Watkins
A. A. Franklin Joseph A. Wehe
William H. Kumke William H. Kumke

USPHS HOSPITAL SAVANNAH, GA. Maximino Bernes S. N. Hurst Albert Birt Jimmie Littleton

MT. SINAI HOSPITAL PHILADELPHIA, PA.

Dan Gentry USPHS HOSPITAL NORFOLK, VA.

Cecil Gaylor Sr. John D. Psathos James E. Baker Francis J. Boner

Louis Marshall

B. Parkinson

Alois F. Mauffray Lionel Miller Michael Muzio Hubert O'Brien

Eddie Perry Veikko Pollanen Lynn G. Powers Randolph Ratcliff

VA HOSPITAL NEW ORLEANS, LA. John Abadie

USPHS HOSPITAL NEW ORLEANS, LA. Arrelious Bankston Cloise Coats Serio M. DeSosa Charles Dorrough William Driscoll Julius Ekman Atomane Elchuk Arnie Glasscock Leon Gordon Clarence Graham Horace Gray Clarence Hafner William Havelin Martin Kelly Edward G. Knapp John Knowles

Wade H. Sexton Toefil Smigielski Jack Sprada Jack Sprada
Edward J. Stevens
Nick T. Tala
Lonnie R. Tickle
Luciano Toribio
Dirk Visser
James E. Ward
John Williamson
Barthall Winbarna Jessie Krause Leo H. Lang Samuel Langham William Lawless Jacob Levin Berthall Winborne D. G. Zerrudo Jacob Zimmer R. E. McLarmore

USPHS HOSPITAL Claude F. Blanks

USPHS HOSPITAL FORT WORTH, TEXAS Morris J. Black B. F. Deibler Samuel Giove Siegfried Gnittke John C. Palmer Rosendo Serrano

USPHS HOSPITAL LEXINGTON, KY. Chalmer C. Burkett VA HOSPITAL ALBERQUERQUE, NM

Burton SUFFOLK SANITORIUM HOLTSVILLE, LI, NY Cunningham

ST. ELIZABETH HOSPITAL WASHINGTON, DC

Newlyweds



A married man since Dec. II, Billy Russell, chief cook, is shown with his bride, Gay, in Norfolk, where he's waiting to ship out. They plan to live on the West Coast.

USPHS HOSPITAL SAN FRANCISCO, CALIF.

Orville E. Abrams
William Adams
Marcelo B. Belen
F. B. McCollian

Joseph C. Marso
Wm. A. Van Dyne
Harry M. Wong

MONTEBELLO CHRONIC DISEASE HOSPITAL BALTIMORE, MD.

Francisco Bueno USPHS HOSPITAL BALTIMORE, MD.

Max Acosta Willie Albert Frank J. Albore Felicito Aponte Roy W. Bell Victor B. Cooper Gorman T. Glaze Torleif Hansen Clarence R. Haun Oliver Headley Fred Holmes Edward Huizenga Herman Kemp Edward McMaster

Francisco Mayo
John A. Morris
Gerald E. Pettipas
Wm. E. Roberts
Virgil M. Robertson
Alonzo D. Sistrunk
Viggo W. Sorensen
Juan P. Taboada
Cecil Utley
James H. Walker
Ernest H. Webb
Francis Wherrity
Albert Willis Albert Willis Edward L. Woods

USPHS HOSPITAL STATEN ISLAND, NY Glarence Collins
Roberto Delgado
Richard Doupe
N. B. Edrington
Carl Ernest
Estell Godfrey
John Gonzalez
Alfred Kaju
William Luhrsen
A Lydradopoulo A. Lyklardopoulos

Edelmiro Albarron Marcos E. Medina Fortunato Alfonso Henry A. Anderson Dollah Ben Julin Blomgren Clarence Collins Robert Nielsen Roberto Delgado Pietro Paulin Adolfo Rodriguez N. B. Edrington Carl Ernest Antonio Russo Antonio Russo Stanley C. Scott Dominick Trevisano Daniel Wilson William L. Wolfe

USPHS HOSPITAL

USPHS HOSPITAL
MANHATTAN BEACH
BROOKLYN, NY
Manuel Antonana
Eladio Aris
Eladio Aris
Fortunato Bacomo
Frank T. Campbell
John J. Driscoll
Robert E. Gilbert
William Guenther
Howard Hatley
Taib Hassen
Billy R. Hill
WARNINGTON TO BE AND THE MANHATTAN BEACH
Michael Machusky
Benjamin J. Martin
Vic Milazzo
Joseph B. Murphy
W. P. O'Dea
George Phifer
G. E. Shumaker
Billy R. Hill
Kevin B. Skelly Manuel Antonana
Eladio Aris
Fortunato Bacomo
Frank T. Campbell
John J. Driscoll
Robert E. Gilbert
William Guenther
Howard Hailey
Taib Hassen
Billy R. Hill
Thomas Isaksen
Ira Kilgore
Ludwig Kristiansen
Frederick Landry
Kaarel Leetmaa
Leonard Leidig
Mike Lubas
Archibald McGulgan
Lik, F. Macdohald
Michael Machusky
Benjamin J. Martis
Vic Milazzo
Joseph B. Murphy
W. P. O'Dea
George Phifer
G. E. Shumaker
Stanley F. Sokol
Michael Toth
Karl Treimann
Karl

Says Turkey's Still A 'Dud'

Turkey is still the same as it was when reported in the LOG on August 31, 1956. The same situation exists here in Iskenderun for the Transglobe as it did before when the Sweetwater

was here. They tried to give us the same bum rate of exchange for our money, but the captain heard that the tourists were getting a better rate at the bank and, after a little wait, got the same

Letters To The Editor

publication in the SEAFAR-ERS LOG must be signed by the writer. Names will be withheld upon request.

for us. We got 5.25 Turkish liras to the dollar.

The curfew is still in effect for seamen and all must be back on board the ship by 2300. There is nothing at all here for us to do. The few American movies that are shown have Turkish dubbed in. The second class, so-called nightclubs want \$1.50 for a bottle of beer and the floorshow starts at 2300, just when the curfew goes into effect for us.

Here also you have to leave your seamen's papers at the gate before you can go ashore. You pick out your own papers when you return, but this makes it easy for someone else to take your papers for whatever use he can get out of them.

However, we found out that any official-looking paper will get you out the gate. A Sheepshead Bay Maritime pass, waterfront pass or driver's license

Tomorrow we leave here for the States. After stopping at Ceuta for bunkers, we'll wind up a very pleasant trip, for we have a very good gang with us and a good group topside to

Richard Glennon * * *

Asks New Drive On 'Runaways'

To the Editor: Well, your roving reporter has finally landed back in paradise. There's nothing like enjoying the beautiful winter sun here on the beach in Miami.

Yesterday things were & little different when I went aboard the Panamanian-flag vessel World Tradition, owned by one of those Greek "runaway" shipowners who operates in Ameri-

It seems he recruits the majority of his help from the Dutch West Indies, Curacao or from Maracaibo, Venezuela, The World Tradition has an all-German crew working for very low wages. A messboy gets the equivalent of \$28 a month, and an AB about \$100. The other ratings are paid at about the same proportions.

The food aboard her is substandard, but was even worse than it is now when the ship was up in a Baltimore shipyard for repairs. But they have a nice bunch of guys aboard, and it doesn't seem fair for them to have to work under such conditions, although they're not grumbling. In fact, they tell me that the wages they get now are higher than those paid in the German merchant marine.

This ship recalls the recent victory of the SUP on the West Coast after it tied up the foreign-flag paper pulp tanker Duncan Bay. This was the ship that was running between Canada and the US carrying paper pulp for a plant in Antioch, Calif. The SUP won an American-style agreement after several days of picketing her, plus decent wages for the mixed foreign crew.

In my opinion, every ship that operates in American waters should be forced to pay American wages, instead of letting these profits go into the shipowners' pockets. Much could be done to uphold the dignity and prestige of our present-day seaman if proper steps were taken to see that some of this money went into a central fund to help the health and welfare of these foreign crews.

The same situation applies to a Panamanian-flag vessel which was in the shipyard here in Miami and has been sold to Argentinian owners. Although her crew signed a contract to work for one year, the men were only employed one month before they were laid off due to the sale of the vessel.

They have since made a protest on this, and have hired attorneys to fight this matter out and carry it to court.

> Harold G. Horowitz * * *

Antinous Likes Yokohama Club

To the Editor:

I would like to express the appreciation of the men on the SS Antinous to the manager and employees of the United Seamen's Service Club in Yokohama, Japan, for the courtesy extended to us, along with the other ships there, Nov. 7, 1956.

We of the Antinous want especially to thank the various performers for the good entertainment they provided. We also want to recommend the place to all hands in Yokohama for its homey, cordial atmo-

The food is prepared so masterfully that you have to look

around to make sure you're not eating back in the States. The highballs are well made and the beer is ice cold. There are a variety of conveniences available for our use, such as a money exchange, barber shop, bootblack, etc.

We also salute the Western Trader, Surprise, Fentress, Genevieve Peterkin, Pres. Jackson and especially the Pres. Wilson for its contribution of an MC for the show.

M. G. J. Broussard Ship's reporter

t t

Good Feeding Aided 'Big Dig'

To the Editor:

As you know, after two years of dredging in the channel at Maracaibo, the Sandcaptain has completed her chore here for the Venezuelan government.

There were several crewmembers who completed the original 18 months' articles, which terminated June 13, 1956. These men were fortunate enough to be exempt from US income

Exemption from taxes is a very deserving bonus for them. but the main item that kept many crewmembers here so long was the extra special feed-

Steward James Golder, who left the Sandcaptain in October. his replacement, Eric Klingvall, and all the steward department men under the supervision of these two top SIU stewards, deserve a special vote of appreciation by all the crewmembers who were fortunate enough to have been aboard here with them.

The harmony among the men has also been exceptionally good, although it has been a long grind for some of us.

> Bill Smith Ship's delegate

Says Invention Can Save Tankers

To the Editor:

Mysterious explosions of hydrocarbon vapors (oil vapors) aboard oil tankships have been continuing since tankers have been transporting petroleum, gasoline, coal oil and other liquid hydrocarbons.

For many years an army of petroleum engineers has been trying to find the cause of these explosions and find some method or device to prevent them. So far they have not been able to do so.

But after many years of hard work I have found the cause of these mysterious explosions and have invented a cheap and easyto-install device which will prevent them. I have asked several tanker companies to try out this device. But they have always replied that they were pleased to say they had this problem just about solved.

I talked to the company that lost the tanker Markay in Wilmington, Calif., which cost the lives of 14 sailors and \$101/2 million in damages right after they lost it by a mysterious explosion of oil vapors.

The company asked me if it was electricity that caused this explosion. I told them that it seemed reasonable to suppose that it did, since tankers use AC/DC electric current and have static electricity and other kinds of electrical forces always circulating through a steel ship.

This electricity only has to generate an electric spark of 1450° F. to trigger an explosion in a cargo tank.

I do not see why the tanker companies do not offer a cash reward for the solution of this problem. People do not put million dollar ideas in suggestion boxes.

John Elliott Jones

ALCOA PILGRIM (Alcos), Dec. 15— Chairman, W. Jenkins, Secretary, W. Scott. Repair list made up. Ships fund \$21.92. Reports accepted. Vote of thanks to steward department.

SEATRAIN LOUISIANA (Seatrain), Dec. 16—Chairman, N. Kirk; Secretary, W. Hay. New TV purchased; balance of \$36.54 due; members to donate \$1 each toward final payment. One man fired; to be taken up with boarding patrolman, Report accepted. Messhall and passageways to be kept clean at all times.

ALCOA RUNNER (Alcoa), Dec. 16— Chairman, J. Wasiluk; Secretary, J. Jones. Ships fund \$13.50. Some dis-puted overtime, to be referred to

PAN OCEANIC TRANSPORTER (Pan Oceanic), Dec. 16—Chairman, T.

Of SIU Ship

Gerber: Secretary, W. Walsh. All quarters painted. Repair list to be submitted and repairs started. One man missed ship in Curacao; one man hospitalized in San Juan. Letter received from headquarters regarding slop chest. Reports accepted. New cots to be returned to steward. Cups to be returned to pantry. Bakers gripe with pumpman to be referred to patrolman.

M V PONCE (Ponce Cement), Dec. 11—Chairman, E. Kakin; Secretary, G. Knowles. Washing machine repaired. Disputed overtime settled. Applications for maternity and dependency coverage being mailed from head-quarters. Ship's fund \$24.35. Report accepted Letter of sympathy sent to accepted. Letter of sympathy sent to headquarters for widow of E. Tilley. Try to improve surface of decks in rooms and passageways.

SUNION (Kea), Nov. 11—Chairman, J. McDonald; Secretary, R. Perry. New exhaust fan to be installed; showers to be painted. One hour disputed overtime. New delegate elected. Folding chairs to be ordered for reception room. Several repairs made. reation room. Several repairs made. Need new stove in galley. More con-sideration to be shown to permit men. Suggested that messman's fine be cancelled. Slop chest price list to be checked. Complaint about no hot wa-

ter. Dec. 2—Chairman, R. Perry; Secretary, P. Laterre. Slop chest price list and repair list mailed to headquarters. Captain refused to cancel logs on oiler and wiper. Six hour's disputed overtime. Coffee perculator missing from messhall. To check into whave fan galley range het water. exhause fan. galley range, hot water tank, cold water drinking fountain, hook on meat box door.

THE CABINS (Terminal Tankers), Dec. 19—Chairman, J. Rawlins; Secretary, F. Nigro. Two men missed ship. Repair list to be submitted. Ship to be fumigated for roaches. Ships fund \$7.30. Few hours disputed overtime. Linen to be inventoried. Members to denate toward ship's fund at payoff. donate toward ship's fund at payoff. Messmen doing good job in keeping everything clean.

PACIFIC OCEAN (World Carriers), Dec. 2—Chairman, W. Compton; Secretary, B. Amsberry. Repairs not made. One member died of heart attack. Ship's fund \$5. Need better grade of soap powder.

STEEL KING (Isthmian Line), Dec. 15-Chairman, F. Goarin; Secretary, J. Newman. Water tank cleaned and recoated. 24 hours notice for payoff recoated. 24 hours notice for payoff in San Francisco. Ship's fund \$36.23. Need new washing machine. Vote of thanks to steward department. Crew requested to take better care of library; books are for crew, not passengers. More books to be *secured in San Francisco.

EVELYN (Bull), Dec. 9-Chairman, S. Zubovich; Secretary, J. Reed. New delegate elected. New reported and treasurer elected. Passageways to be cleaned and painted. Report accepted. Laundry and washing machine to be kept clean. Timer to be purchased for washing machine. Arrival pool to be started—winner to get \$20, \$10 to fund. Need new sinks for laundry. Vote of thanks to stewart department for fine Thanksgiving day dinner.

IDEAL X (Pan Atlantic), Dec. 12— Chairman, H. Houston; Secretary, J. Atchison. Water tanks to be cleaned for rust and oil. Crew urged to be quiet while men are asleep.

MAE (Bull), Dec. 14—Chairman, W. Morris; Secretary, C. Hostetter. Ship's fund \$34.38. Report accepted. Suggest air-conditioning all SIU ships especially those running to the tropics. Vote of thanks to baker. Repairs to be made to "Wee Mae." Discussed letter made to "Wee Mae." Discussed letter to G. Meany on ouster of J. Curran from Executive Council Committee.

ORION PLANET (Colonial), Dec. 2-Chairman, J. Howison; Secretary, B. Padgett. Six men short—three men hospitalized and three falled to join. Headquarters to be notified of man who was put in trons. Ship's fund

11,000 Yen. Some disputed evertime. New treasurer elected.

VENORE (Ore Nev), Dec. 15—Chairman, J. Wilaszk; Secretary, T. Cummings. Few hours dispted overtime. Definite time to be set up for men returning to ship when not sailing. Discussion about chief mate causing trouble for deck department, etc. Washing machine needs repairing. Vote of thanks to steward department.

ALCOA PEGASUS (Alcoa), Dec. 9— Chairman, E. Tirelli; Secretary, L. Phillips. Ship's fund \$10. New dele-gate elected. Vote of thanks to stew-ard department.

ALCOA PENNANT (Alcos), Dec. 13—Chairman, E. Kelly; Secretary, M. Béasley. New delegate elected. Ship's fund \$18. Vote of thanks to cook for fine steaks. More glasses to be left out at night.

ANTINOUS (Waterman), Nov. 25—Chairman, W. Mathews; Secretary, N. Broussard. To obtain swing in the States. Repair list submitted. Some hours disputed overtime. One man missed ship in Yokohama. One man hospitalized. Reports accepted. Soiled linen to be turned in. Members urged to yote.

linen to be turned in, Memoers urged to vote.

Dec. 9—Chairman, J. McLinden;
Secretary, M. Broussard. Next port
Dunkirk and Antwerp. One man missed ship in Vancouver; one man hospitalized. Action to be taken against brother who missed ship in Yokohama. Members advised not to deink excessively.

drink excessively.

Dec. 18—Chairman, J. McLindon;
Secretary, M. Broussard. Action to
be taken regarding brother who suffered spinal injury aboard ship.

BIG BEND (Mar Trade), Dec. 16— Chairman, J. Sneldershi; Secretary, G. Luett. Purchased second-hand TV set. Need heat back aft in crew's quarters.

CHIWAWA (Cities Service), Dec. 20
—Chairman, H. Morris; Secretary, W. Dickens. Small lockers to be replaced. One man hospitalized in Jacksonville and one man missed ship.

More cooperation in helping sanitary man Report accented. New delegate man. Report accepted. New delegate elected. Messhall to be kept clean, To check with steward about shortage of ice.

EMELIA (Bull), Dec. 11—Chairman, P. Dorian; Secretary, C. Stansbury. Motion made to hold meeting on payoff trip unless something special oc-curs. Discussion on four days' pay and subsistence due from result of longshoremen's strike.

DEL SUD (Miss), Dec. 17—Chairman, J. Cave; Secretary, L. Briant. Disputed overtime on delayed sailing. \$190.00 for Tobias Fund. Ship's fund \$140.65. To purchase new motion picture ma-chine. Picnic fund to be cancelled. Need new washing machine. \$15 to be spent for library books.

DEL VALLE (Miss.), Dec. 12-Chairman, P. Hume; Secretary, R. Irizarry.
Rooms and passageways to be sougeed. Ship's fund \$209.51. Magazines
and records to be purchased. Few
hours disputed overtime. Quarters to
be cleaned. Passageways decks painted but not sougeed. Some lamp black
on builtheads. on bulkheads.

LEWIS EMERY JR. (Victory), Dec. 16—Chairman, P. Van Milican; Secretary, P. Di Capua. Washing machine pump fixed, new ringer ordered; radio repaired. New delegate elected. Each member to contribute \$2.50 toward ship's fund. Return all cups and glasses to pantry.

McKITTRICK HILLS (Western), Nov. 17—Chairman, R. Hampson; Secretary, G. Nichols. Some repairs made in shipyard, balance to be completed at Galley ranges being repaired. took 'new crew. Ship's fund Report accepted. Members to make donation for ship's fund at next

Dec. 9—Chairman, R. Duhrkopp; Secretary, G. Nichols. Ship's fund \$10.56. Purchased electric iron. Few hours disputed overtime. Discussion on mail concerning tramp articles.

NEVA WEST (Bloomfield), Dec. 2—Chairman, E. Degen; Secretary, O. Guerreo. \$20 given to member hospitalized in France. Ship's fund \$9. Repair list submitted. Disputed over-time on watches. One man joined ship in Germany. Need more winter gear in slop chest. Medicine chest to be replenished with fresh supplies.

REBECCA (Maritime Overseas), Dec. REBECCA (Maritime Overseas), Dec. 2—Chairman, R. Hernandez; Secretary, T. Carmichael. Tarp to be made for fantall. Telegram sent to Seattle regarding clarification regarding helmsman working on bridge while ship is on iron mike. Ship's fund \$13.88 Ship sailed short two men. One man hospitalized in Honolulu. Less noise in passageways. Bathreoms and showers to be kept cleaner; rolls or snacks for coffee time. or snacks for coffee time.

REPUBLIC (Trafalgar), Nov. 4—Chairman, H. Greenwald; Secretary, M. Grockowski. New delegate elected. Messhall to be kept clean. Crew warned against performing on board. One man missed ship in San Juan. Dirty cups to be placed in sink. Drinking fountains to be repaired. All drinking to be done in recreation hall, not in foc'sles when men are asleep.

ROBIN WENTLEY (Seas), Dec. 9-Chairman, L. Gadson; Secretary, O. Skulstad. Two men failed to join ship at Cape Town. Mail service good snip at Cape Town. Mail service good from headquarters. Some disputed overtime. Flowers sent to deceased sister of crew member. One man left in Laurenco Marques because of ill-nes. Vote of thanks to steward de-partment. Bathrooms to be re-paired. All personnel asked to sign customs declarations.

Mobile Yards Humming With Breakout Repairs

MOBILE-Shipyards here are humming with work from the local lay-up fleet, putting ships in ready status before they are allotted to various steamship companies for coal and

bulk cargo runs.

Judging from the number scheduled for payoff or in transit. the past month.

The reserve fleet withdrawals are already providing a lot of work for SIU affiliates in the towboat field and the shipyards, in few weeks.

Many Payoffs Due

of ships being withdrawn Among these is the Chickasaw (Pan their beneficiaries: from the fleet here, Port Agent Cal Atlantic), which will lay up about Tanner said shipping should be two weeks for repairs and then booming in this area within the ship a full new crew. Few replacenext three to four weeks. It has ments were called in the last pedefinitely been on the slow side for riod because most of the ships were on short runs.

Door Closed Off

In line with the Union's policy of restricting the use of the hall addition to needing riding crews. to SIU men, he said the door to the These jobs have helped take up snack bar has been closed off and some of the slack during the past the entrance will now be on Dauphin Street. This will make it easier for the doorman to keep non-

Tanner said prospects for the SIU men off the premises, making coming two weeks already look all facilities more comfortable for good, due to the number of ships Seafarers.

PERSONALS AND NOT

James S. Helgath

Your sister, Mrs. Juanita Perry, Ave., Brooklyn, NY. wishes you to know that her new address is 502 Springdale St., Cumberland, Md.

* *

Marion P. Minor

You are asked to contact your sister at 2065 Dimasalang St., Sampaloc, Manila.

1 1 1

Jack Baron Mauldin

You are asked to contact the General Motors Acceptance Corp., 2107 Milam St., Houston, Tex. Phone CA 5-0611.

* * *

Edward R. White

A discharge from the Steel King is being held for you at the LOG office.

* * *

Louis Damase Bernier

Urgent you contact Bertha Bernier, 230 Ballou Ct., Baltimore 31, Md. Phone Dickens 2-9267.

t t

Thomas Prothro

Contact Marie Prothro, 939 Burgundy St., New Orleans 16, La. \$

Thomas Hickey

She is now living at 2406 Newkirk

* * *

Eric William Johnson

My letter to you at Seattle was returned. Please write or phone. Richie.

* *

Friends of Frank Tamburrino are asked to write him at 2707 N. Monitor Ave., Chicago 39, Ill.

1 1 1

Ex-SS Seatiger

Crewmembers on this ship between April 12 and Nov. 2, 1955, are asked by brother N. I. West to contact Miller & Seeger, 26 Court St., Brooklyn, NY.

> * * * Albert Straccalini

Ex-SS Ines

Your baggage is now at SIU headquarters. The stubs have been left in the SIU mailroom.

> * * J. Velasquez

Your overtime check from the SS Topa Topa is being held for you at SIU headquarters.

\$ 1

Ex-SS Afoundria

urged to get in touch with his wife. St., Mobile, Ala., for their money. Island, NY.

Dispatch

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

Dominic Rossi, 56: Brother Rossi died from heart failure while at sea on October 5, 1956. He joined the Union September 14, 1955, and was sailing in the engine department.

Jose Sanchez, 67: On September

18, 1956, Brother Sanchez died in La Coruna, Spain. Cause of death is unknown. He joined the Union August 4, 1954, and sailed in the engine department. Brother Sanchez is sur-



vived by his wife, Antonia Sanchez, of La Coruna, Spain.

> 4 \$ 1

Richard F. Taylor, 30: Brother Taylor died on



November 19, 1956, in Mobile, Alabama. He joined the Union September 12. 1943, and was sailing in the steward department. Brother Taylor is sur-

vived by his wife, Ernestine Taylor of Baltimore, Md.

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Willison E. Waddle, 39: On No-

vember 30, 1956, Brother Waddle died froma heart attack at sea. He joined the Union January 4, 1939, and sailed in the engine department. Burial took place at sea.



Brother Waddle is survived by his mother, Mrs. Caroline Thomas of Walkerville,

\$

Matthew Little, 95: Brother Little died of natural causes in the Sailors Snug Harbor Home, Staten Island, NY. Burial took place Crewmembers involved in water in the Sailors Snug Harbor Ceme-The above-named man or any- beef on this ship can contact Water- tery. Brother Little is survived by one knowing his whereabouts is man Steamship Corp., 61 St. Joseph Elizabeth Sullivan, also of Staten

SIU, A&G District

BALTIMORE 1216 E. Baltimore St. Earl Sheppard, Agent EAstern 7-4900 HOUSTON 4202 Canal St. A. Michelet, Acting Agent Capital 7-6558 LAKE CHARLES, La 1419 Ryan St. Leroy Clarke, Agent HEmlock 6-5744 MOBILE 1 South Lawrence St. Cal Tanner, Agent HEmlock 2-1754 NEW ORLEANS 523 Bienville St. Lindsey Williams. Agent Tulane 8626 NEW YORK.... 675 4th Ave., Brooklyn HYacinth 9-6600 NORFOLK 127-129 Bank St. Ben Rees, Agent MAdison 2-9834 PHILADELPHIA...... 337 Market St. S. Cardullo Agent Market 7-1635 PUERTA de TIERRA PR Pelayo 51—La B Sal Colls, Agent Phone 2-5996 SAN FRANCISCO 450 Harrison St Leon Johnson, Agent Douglas 2-5475 Marty Breithoff, West Coast representative SAVANNAB 2 Abercorn St E. B. McAuley, Acting Agent Adams 3-1728 SEATTLE 2505 1st Ave.
Jeff Gillette, Agent Elhott 4334 TAMPA 1809-1811 N. Franklin St. Tom Banning, Agent Phone 2-1323

WILMINGTON, Calif... 505 Marine Ave. Reed Humphries, Agent. Terminal 4-2874 HEADQUARTERS... 675 4th Ave., Bklyn SECRETARY-TREASURER Paul Hall

ASST. SECRETARY-TREASURERS J. Algina, Deck J. Volpian, Eng. E. Mooney, Std. C. Simmons, Joint W. Hall, Joint R. Matthews, Joint

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Canadian District

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PORT COLBORNE..... 103 Durham St. Ontario Phone: 5591 TORONTO, Ontario..... 272 King St. E. EMpire 4-5719 VICTORIA, BC.... 61714 Cormorant St. Empire 4531 VANCOUVER, BC..... 298 Main St. Pacific 3468 SYDNEY, NS...... 304 Charlotte St. Phone 6346 BAGOTVILLE, Quebec ... 20 Elgin St. Phone: 545 FHOROLD, Ontarto 53 St. Davids St. CAnal 7-3203 SAINT JOHN 85 Germain St. NB Phone 2-5232

Great Lakes District

ALPENA 1215 N Second Ave. Phone: 713-J BUFFALO, NY 180 Main St.
Phone: Cleveland 7391
CLEVELAND 734 Lakeside Ave., NE
Phone Main 1-0147 Phone: Main 1-0147
DETROIT 1038 3rd St.
Headquarters Phons: Woodward 1-6857
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SEAFARERS & LOG

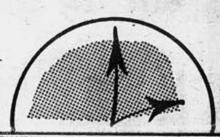
OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION . ATLANTIC AND GULF DISTRICT . AFL-CIO .

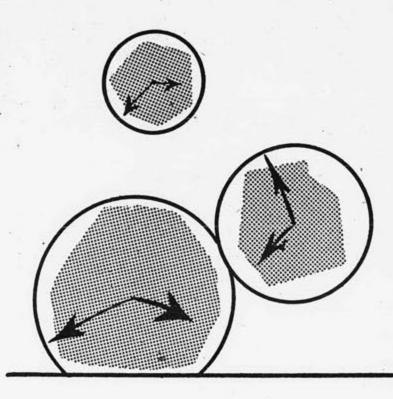






IT'S ALWAYS TIME

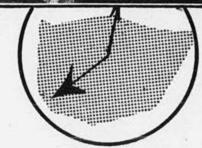












Concern for safety may be an eight-hour five-day problem ashore which can be put aside at the five o'clock whistle. But out on a ship its presence should be felt around the clock, seven days a week. On or off watch, a Seafarer faces hazards which are part and parcel of deep-water sailing.

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