

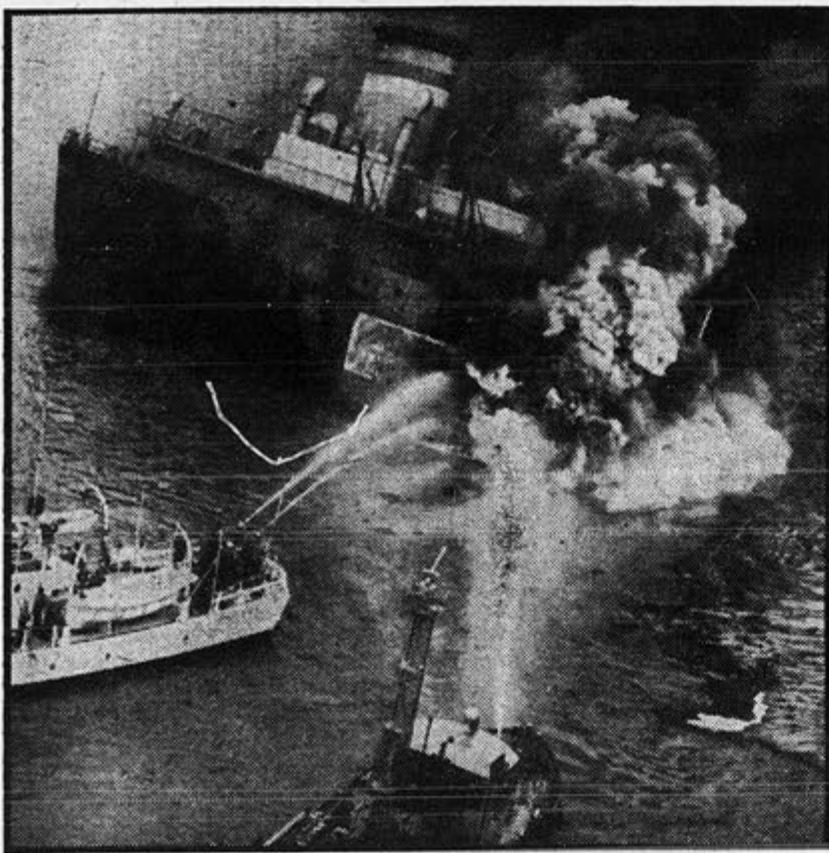
• OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • AFL-CIO •

# BILL ASKS LIMITS ON SHIP TRANSFERS

—Story On Page 3

## Curran Lies On Coal Ship Talks

—Story On Page 2



**Blast Kills 10.** Fireboats pour water on NMU-manned tanker Mission of San Francisco which exploded and split in the Delaware River after colliding with a Liberian freighter. Ten on the tanker were lost. (Story on Page 2.)



**Well-Earned Rest.** Weary, oil-spattered SIU lifeboat crew from the Steel Admiral rests up after two-hour pull from Brooklyn anchorage to ferry dock with wreckage of water taxi demolished when a tanker crashed against the Admiral's side. Crew includes Seafarers C. Sturgis, Doupe, R. Lightfoot, E. Riggs, D. Leberre, A. Donnelly, H. Siems, R. Murray, H. Monohan. The taxi pilot was killed. No one else was injured. (Story on Page 3.)

### 'Right Hat—Wrong Man'



(See Story on Page 2)

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Navy tanker Mission San Francisco lies on shallow bottom of Delaware River after a midships explosion tore it apart following collision with Liberian freighter Elna II. Ten crewmembers died in explosion, one of them a former Seafarer.

## Tanker Crash, Blast Kills 9, Ex-Seafarer

PHILADELPHIA—Ten civilian crewmen, including a former SIU member, aboard the Navy tanker Mission San Francisco were listed missing and presumed dead after an explosion near here. The blast followed a collision with a freighter that tore the ship in half.

The tanker exploded in the Delaware River and went up in flames after the bow of the Liberian freighter Elna II rammed into her starboard, igniting petroleum vapors in her empty cargo tanks. Thirty-five other crewmen were rescued. The unlicensed crew was supplied by the National Maritime Union.

Former Seafarer John L. Crowley was shipping for the first time as a mate when the accident occurred. The thirty-one year-old seaman joined the SIU in New York in January, 1946, and remained a member in good standing until he retired his book in September, 1956, to take out his license as a mate. He had last shipped as an SIU man on the SS Hilton in September, 1956.



Crowley

Crowley is survived by his wife, Mrs. Mary B. Crowley, and a 1½ year old son in Allison, Pa. Mrs. Crowley is expecting another child sometime in July. He is also survived by his mother, Mrs. Florence Crowley, of Randolph, Massachusetts.

The other missing men were the captain, chief mate, second mate, radio operator, purser, boatswain's mate, quartermaster, steward, and the pilot.

The collision occurred at what is grimly known as "Grave Yard" bend near the mouth of the Delaware River channel. It has earned its name due to the many similar accidents that have occurred there. The Navy and the Coast Guard have said that a formal inquiry

into the crash would get under way in Philadelphia. It is just one year ago since this same area was closed to navigation when another tanker ran aground.

The Mission San Francisco explosion is the latest of a rash of similar ship accidents. New York harbor alone has been the scene of many collisions and crashes in the past year or so. Last December, the Alcoa Pilgrim ran into the African Star right off the Statue of Liberty and the Elizabeth collided with the Chinese tanker Hai Kwang off the Scotland Lightship. The Alcoa Corsair had a serious fire last fall and the Fairisle was rammed by the Panamanian vessel San Jose II off Ambrose Lightship during the summer. Other non-SIU ships have also been involved in recent collisions. Of course, the biggest disaster of all was the open-sea collision between the Andrea Doria and the Stockholm in July.

Most of these accidents were not the result of poor visibility or faulty radar, but have reportedly occurred when visibility was good and everything shipshape, as in this case.

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# Curran Lies On Coal Beef

A highly-significant Washington meeting February 21 on the American Coal beef had a revealing aftermath as NMU President Joseph Curran demonstrated his ability to lie openly to his membership, in print, about the meeting's outcome. The meeting, held in the offices of AFL-CIO President George Meany, saw the SIU accept a proposal by Meany to resolve the beef while NMU flatly rejected it. Yet when the story was reported in the "NMU Pilot" it was presented just the other way around.

As reported in the last issue of the SEAFARERS LOG, President Meany put forth a package proposal as follows: The SIU was asked to withdraw its case against American Coal and to pledge that it would respect the NMU's contract with the company; the NMU, in turn, with this SIU guarantee, was asked to support the strike of mates and engineers against American Coal and District 50.

The SIU accepted this proposal, in the interests of the AFL-CIO and out of respect for President Meany, without qualification or reservation, although SIU representatives pointed out that this involved sacrificing a strong legal and trade union position. The NMU, with the jobs guaranteed to it, and assurance that legal action would be withdrawn against the company's contract with NMU, refused to accept Meany's proposal.

This was how it happened according to all who were present—with the exception of Joe Curran. Employing typical Stalinist tactics which he learned so well at the feet of his Communist Party associates for ten years, Curran saw fit to lie about the meeting. His stories in the "Pilot" did not show SIU had accepted and he had rejected Meany's proposals. They did not even show that the proposals had been offered in the form that President Meany gave them.

Instead, Curran embarked on a



further hysterical attack on the SIU, charging SIU officials with blackmail, and accusing the SIU of snubbing Meany when in fact the SIU went along with the AFL-CIO President 100 percent, without reservation.

The SIU and the officers unions are convinced that Curran's course at the meeting proves unequivocally that he is tied lock, stock and barrel to John L. Lewis and District 50 against the interests of the Federation. It was reported that

Curran went to Lewis after the meeting to inform him on the AFL-CIO meeting's developments.

By misrepresenting the story of the meeting Curran has proven that he clings as loyally as ever to the tactics which are so typically associated with Stalinism at its worst. His behavior raises serious doubts, as President Meany put it once before, "as to any effective contribution you [Curran] could make as a member of the Ethical Practices Committee."

## SIU Accepts, Curran Rejects Meany Plan In ACS Dispute

Joseph Curran, National Maritime Union president, has rejected proposals by AFL-CIO President George Meany to resolve the dispute over representation on American Coal Shipping Company vessels.

Curran turned down a bid by President Meany for the NMU's full support of the Masters, Mates and Pilots and the Marine Engineers Beneficial Association beef against ACS. Instead, he chose to stand with the unaffiliated, catch-all District 50 of the United Mine Workers and against AFL-CIO marine unions. The UMW is part owner of the company and District 50 was given a contract for the ships' officers.

SEAFARERS LOG  
Mar. 1, 1957

The NMU president's rejection

of the Meany recommendations came after SIUNA representatives accepted them "in the interests of the Federation," although they pointed out that the SIU had a "sound legal and trade union" basis for its action against American Coal.

Here's what happened at Washington meeting . . .

### Bars Trade Union Solution to Coal Ship Beef

## SIU Snubs Meany's Plea To End Hiring Hall Attack

SIU officials last week turned down a direct request by AFL-CIO President George Meany to withdraw their Taft-Hartley case against the union hiring hall. Just prior to this development, the National Labor Relations Board used the SIU

complaint to obtain a court order requiring the American Coal Shipping Co. to do further shipping off the docks.

NMU Pilot  
Feb. 28, 1957

Meany's request was made on behalf of the merged labor movement in the course of a meeting in Washington attended by all maritime unions involved in the American Coal dispute. He indicated his belief that all maritime union hiring halls were threatened by the SIU action. It developed that SIU officials were

willing to withdraw the case if they were assured a piece of present and future coal carrying operations. The meeting had been called to discuss means of aiding MEBA and MM&P obtain contracts with American Coal.

For full report on the Washington meeting . . .

... And here's how Joe Curran lied to his membership



## HOW TO AID MAGNUSON BILL

For obvious reasons, the proposal by Senator Warren Magnuson to clamp down on transfers is sure to face tough sledding in Congress. But the bill's chances would be greatly improved if it gets strong support in the Senate Interstate and Foreign Commerce Committee. The SIU is out to help support this bill as strongly as possible and Seafarers can play a vital role in this area.

Seafarers, especially those who have been personally affected by ship transfers and want to relate their experiences and opinions can do so by contacting members of the committee care of the Senate Office Building, Washington, DC: If the committee member happens to be a Senator from the Seafarer's home state, so much the better. The following are committee members:

**Democrats:** Warren G. Magnuson (Washington), chairman; John O. Pastore (Rhode Island), A. S. Mike Monroney (Oklahoma), George A. Smathers (Florida), Alan Bible (Nevada), Strom Thurmond (South Carolina), Frank J. Lausche (Ohio), William A. Blakley (Texas).

**Republicans:** John W. Bricker (Ohio), Andrew F. Schoepel (Kansas), John Marshall Butler (Maryland), Charles E. Potter (Michigan), William A. Purtell (Connecticut), Frederick G. Payne (Maine), Norris Cotton (New Hampshire).

# Stiff Ship Transfer Restriction Sought In Magnuson Bill

WASHINGTON—A bill proposing extremely tight restrictions on foreign transfers has been introduced in the Senate by Senator Warren Magnuson, chairman of the Senate Foreign Commerce Committee. However, it is expected that the measure will run into

heavy weather with industry spokesmen and the Administration both expressing opposition.

The SIU is preparing to give strong support to the measure, as it has long been calling for restrictions on run-away operations. As it now stands,

the measure would virtually close the door to the transfer of any usable US-flag vessel.

SIU Secretary-Treasurer Paul Hall hailed the Magnuson proposal as a realistic and concrete move to preserve the US merchant marine from the inroads of the run-aways and save the jobs of US seamen.

"Passage of this bill," he added, "would serve notice on the operators that they could not duck out from under by transferring their ships any time they pleased."

Hearings on the bill have been scheduled for April 9 to 11, during which time the Government's present transfer policies will be examined thoroughly.

Under the proposed bill (S. 1488) a ship operator seeking to transfer his vessel would have to meet the following stipulations:

- The vessel would have to be certified as having no value to the defense of the US.
- It would have to be certified as being useless to US foreign commerce.
- Its transfer would have to be in furtherance of US foreign policy.
- It could not be operated in

competition with any US-flag ship.

• It could not release another foreign-flag vessel to compete with US shipping.

• It would have to maintain the highest prevailing international standards on safety, manning scales and crew accommodations.

Still, as it is, it is doubtful that the bill will have any appreciable effect on the current drain of Lib-

erty's, Victors and T-2s from the US flag. Since the wholesale transfers began in 1954 US seamen have lost thousands of jobs and the US fleet has been reduced by many hundreds of ships.

### Drain Continues

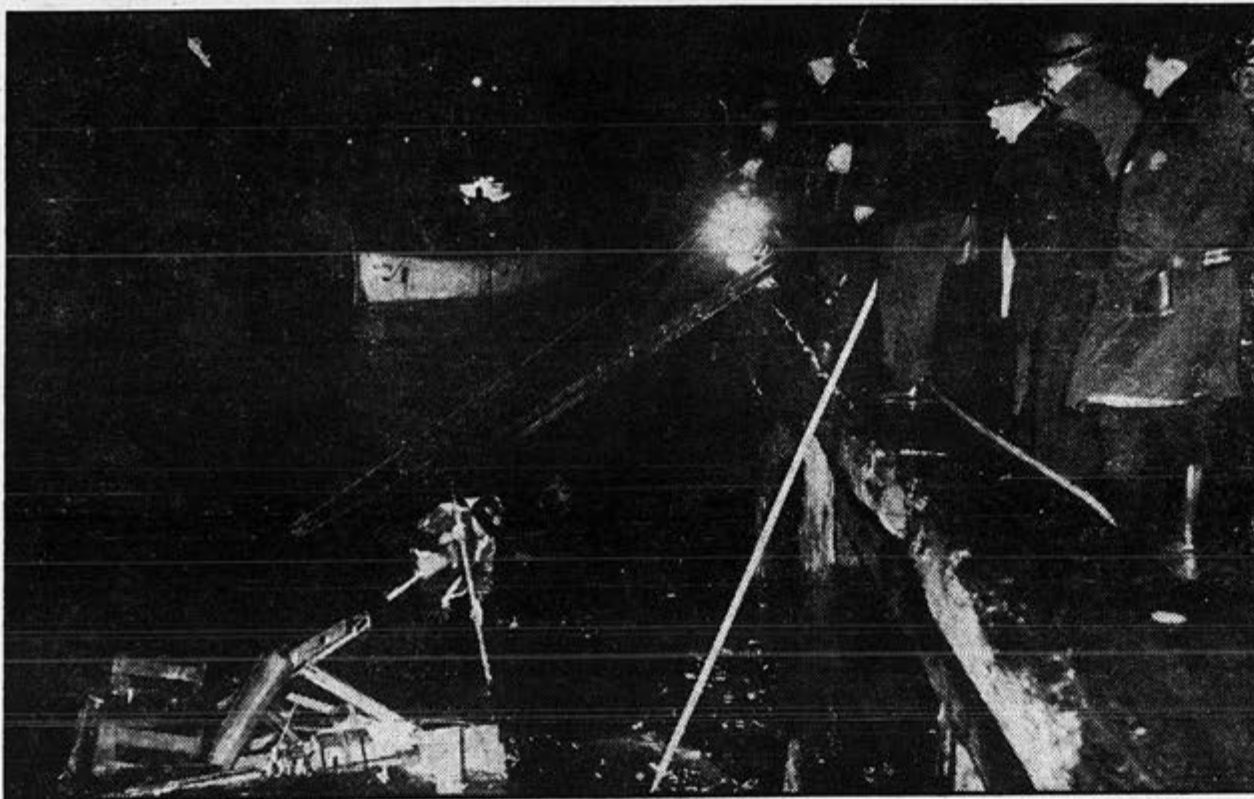
For example, up until December, 1955, a total of 298 ships representing employment for 12,000 seamen were transferred. Then in February, 1956, the Maritime Administration put into effect a new rule calling for construction of

(Continued on page 15)



Magnuson

## Admiral Crash Kills One



Wreckage of water taxi is examined by fireman. SIU lifeboat crew is in background.

A small, coastwise tanker crashed into the SIU-manned Steel Admiral (Isthmian) last Friday evening, punching a 4-foot hole through the ship's No. 4 starboard hatch, demolishing a 50-foot water taxi tied up at the gangway and crushing the taxi's skipper to death. No crewmembers were injured, but several who were prepared to go ashore escaped death by a matter of minutes.

The collision took place in strong winds and heavy rain at the Bay Ridge flats, where the Steel Admiral was moored while waiting for tugs to tow her to Isthmian's Erie Basin Terminal. Observers reported that the Brooklyn shore was clearly visible at the time of the crash, and the weather bureau said visibility was four miles.

### Lower Lifeboat

Following the collision crewmembers of the Admiral lowered the No. 2 lifeboat and towed the smashed water taxi, the Oscar Gordon, to the 69th Street Ferry terminal, where it sank. The tow of the waterlogged launch took over two hours. The body of Thomas P. O'Rourke, 62, of Brooklyn, skipper of the launch, was recovered by the Coast Guard. The lifeboat crew was later towed back to the Admiral by a tug.

Chief Electrician William Controvasilis said the crash occurred at 5:56 PM, just a few moments after the Gordon had tied up at the gangway and the night mate Teodoro Castro climbed aboard. He said he was preparing to go ashore

when he saw the Val T, a 155-foot river and canal tanker operated by Merry Queen Transfer Corp. of Oradell, NJ, heading for the ship. "The tanker was cutting up fast. I thought at first that she was com-

ing up with bunkers for us, and that she would reverse engines and pull up alongside. But she kept on coming until she hit." Controvasilis' report was confirmed by 2nd Electrician Don Keddy, who added that the tanker appeared to swerve off course in the direction of the ship.

Among the men waiting for the launch were Martin Sierra, galley utility; the second cook, and three others.

### Tears 4x8 Hole

The impact tore a hole 8 feet high by 4 feet wide into the No. 4 hatch on the starboard side, approximately 25 feet aft of the gangway, and high above the water line. Two plates were broken, and the insulation and wood paneling on the reefer box were torn.

Repair work began at the Bethlehem Steel 27th Street yard on Saturday. The work was scheduled for completion by Wednesday.

The Val-T, which suffered a crushed bow, also went into the yard, which it had left only a few hours earlier after drydocking. Observers noted that the gas-free condition of the Val-T's tanks had probably prevented fire, explosion, and serious damage to both vessels.

## SCHEDULE OF SIU MEETINGS

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

- March 20
- April 3
- April 17
- May 1
- May 15

## Int'l Set To Tackle Major Sea Problems

The eighth biennial convention of the Seafarers International Union of North America will open in San Francisco on March 25 to deal with major problems facing seamen and other affiliated unions. For the first time in the SIUNA's history, the figure of Harry Lundeberg, founder and president of the international, will be missing from the chair.

One of the actions to be taken by the delegates is the election of a successor to Lundeberg. At present, the post is being filled in an acting capacity by A&G Secretary-Treasurer Paul Hall who, as first vice-president of the International, automatically moved into the acting presidency under terms of the SIUNA constitution.

The representatives of some 100,000 seamen, fisherman, harbor workers and allied crafts will be faced with a number of problems which are a perennial part of the industry. Among them are the question of the runaway flags, the continued enforcement of the "50-50" law, the future of the marine hospitals and the various aspects of the Government's program for new ship construction and aid to maritime.

On the fishermen's side, the fish and cannery affiliates have been severely concerned for some time over imports of canned tuna from Japan and frozen fish filets from Iceland. Efforts to place quotas on these imports have been unsuccessful thus far.

Of considerable significance is the fact that this is the first convention of SIUNA to take place since the merger of the AFL-CIO. That brings up the problem of relationships between SIU affiliates

and maritime unions belonging to the former CIO.

At present, all SIUNA affiliates as well as many other unions in maritime and in related industries are members of the AFL-CIO Maritime Trades Department. The CIO unions at the outset of the merger constituted themselves into an AFL-CIO Maritime Committee and took differing positions on some maritime issues, notably toward the Government subsidy program.

Since then, however, the Marine Engineers Beneficial Association, an international union in its own right, has quit the AFL-CIO Maritime Committee as an outgrowth of the dispute over American Coal Shipping.

Participating in the convention will be the A&G District, the Sailors Union of the Pacific, the Marine Firemen, the Marine Cooks and Stewards, the Brotherhood of Marine Engineers, the Staff Officers Association (pursers), the SIU Canadian District, the SIU Great Lakes District, the Inlandboatmen's Union of the Pacific, the Atlantic Fishermen's Union as well as Gulf, West Coast and Alaskan fishermen's groups; fish cannery workers unions on the West Coast and in Alaska, and various other affiliates.

Delegates for the A&G District will be Hall, Steve Cardullo, Earl Sheppard, Cal Tanner, Lindsey Williams, and Marty Breithoff.



# Ship Boom Flip-Flops; US May Cut Breakouts

WASHINGTON—Slumping coal charter rates have threatened to halt the breakout of Government-owned ships for the bulk trades and to slow down the present shipping boom.

First signs of the break appeared this week when one operator, Isbrandtsen, cancelled its order for four of 10 Libertys it had been authorized to charter and adopted a wait and see attitude on two more. Other lines, whose costs have been boosted by the Government's policy requiring them to pay breakout costs, are likely to follow suit.

The downward trend was kicked off last week with the report that European countries have cut back their plans to buy American coal. The announcement dropped coal charter rates to \$8 a ton and set in motion a demand by tramp operators that the Government stop the ship breakout program.

Behind the action taken by the European countries was a mild winter and an early spring. Europe has also not been as short of fuel as it expected to be because of the Suez crisis.

Also involved are US-government restrictions on scrap exports, which has turned tramp operators to coal cargoes.

The falling rates were discounted somewhat by at least one operator, who expressed the opinion that rates would go up high enough to make the coal trade profitable. He

said it was in the nature of the industry to go from feast to famine and often back in a short period.

The shipping flip-flop came only one month after the Maritime Administration announced that it would continue to break ships out of mothballs to meet Europe's needs for coal and other bulk cargoes. At that time, officers of the European Coal and Steel Community said that Europe would need a "substantial increase" in US coal tonnage this year "up to as much as 40 million tons." They suggested that the Maritime Administration approve continued breakouts.

Breakouts of 212 ships have been authorized so far and 78 ships are actually under charter. Under new rules, operators of Libertys with coal and scrap charters must pay breakout costs and keep the ships for 24 months.

## Among Our Affiliates

The opening of the fourth annual Culinary Arts Exhibit in San Francisco arena was spotlighted by the "Stewards News", publication of the Marine, Cooks and Stewards this week. The exhibit offers members an opportunity of comparing productions (if the winners will part with them) and of seeing trends in food preparation. It will consist of entries from restaurants, hotels bakeries, cafeterias, clubs, air lines and educational institutions and will be judged by leading chefs and food authorities.

Members of the SIU Great Lakes District who are residents of Ohio have been urged to throw their weight behind a resolution which would end Ohio's discrimination against seamen in unemployment benefits. Seafarers in that district are presently eligible for only 20 weeks of unemployment benefits in a 40 week period each year, and are excluded for a specific 12 week period. The new legislation would make them eligible all year round.

The Sailors Union of the Pacific has announced the unanimous approval of agreements with the tanker companies on the west coast calling for payments by the companies into the union's pension fund. These agreements now extend pension benefits to all SUP men. They also included a 7 percent increase in wages for regular time, and 6 percent for overtime.

Acting on a recommendation by the Executive Board, the Brotherhood of Marine Engineers has decided to issue union books to thirty permit holders. This marks the third straight year that the Board has decided to allow so many books to be issued.

The "Marine Fireman," publication of the Marine Firemen, Oilers and Watertenders Union, announces that due to a typographical error under their election returns for the San Francisco Business Agent-Clerk's job, they had listed Stuart Hunt as having 227 votes and Jack Larkin as having 1,081. It should have read Stuart Hunt—1505, Jack Larkin—1081.

## Boston CLU Fights State Sales Tax

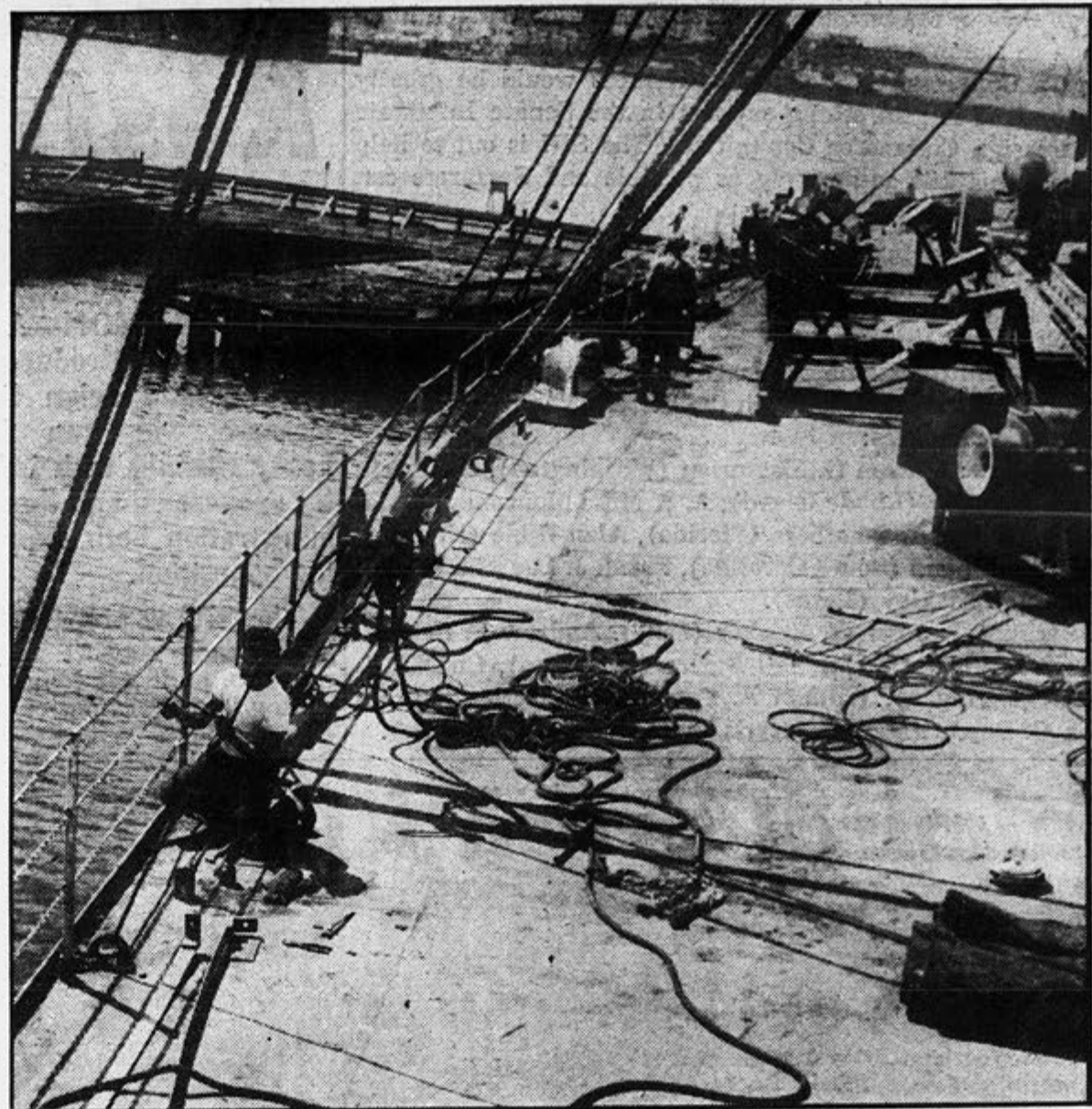
BOSTON—Meetings are being held by the Central Labor Union to discuss the new sales tax proposed by Massachusetts Governor Furcolo. The unions have long opposed sales tax levies and are seeking to substitute some other method of raising revenue.

The union is also meeting with the school committee in an attempt to find a solution to the pressing teacher problem here. A shortage of qualified teachers is affecting the quality of local schools. Teacher organizations have been warning of the dangers of using non-qualified teachers in order to cut salaries.

Sea-wise, port agent James Sheehan reports that shipping has picked up a little since last period but the outlook for the future is very uncertain with no payoffs expected. The Pan Oceanic Transport (Pan-Oceanic), Cities Service Norfolk (Cities Service) and Stony Point (USPC) all paid off and signed on with all beefs settled at payoff. The Winter Hill (Cities Service), Robin Gray, Robin Doncaster (Seas Shipping) and Ames Victory (Victory) were in transit.

### Use Only One Mail Address

Seafarers with beefs regarding slow payment of monies due from various operators in back wages and disputed overtime should first check whether they have a proper mailing address on file with the company. SIU headquarters officials point out that reports received from several operators show checks have been mailed to one address while a beef on the same score is sent from another, thus creating much difficulty in keeping accounts straight.



Nobody is  
"ACCIDENT - PROOF"



Housekeeping needs aboard ship tend to be overlooked in port, but at sea every loose object becomes a potential hazard.

"Keeping things ship-shape" is just another way of saying that all tools and equipment are in good working order, that everything is stored in its proper place, and that the vessel is not only paint-clean but litter-free also.

While accidents do happen—even in the most routine operations, they are less likely to occur if there are no "booby traps" around to help them happen. There is also just as much danger in everyday functions like walking out on deck, providing someone neglected to clean up some spilled grease, or you trip over a hammer that shouldn't have been there in the first place.

Attention to these details are crucial to the successful functioning of the ship. They help to keep the vessel and its crew out of trouble.



An SIU Ship is a Safe Ship



Like What They See



Touring new SIU Health Center near headquarters, Seafarers J. Swiderski, bosun; J. Martin, wiper, and W. Polston, steward dep't; pause at reception counter to examine decoration. Building has been decorated, air-conditioned, and lit with recessed fluorescent fixtures. It will open in April.

# CG Says US Court Decisions Destroyed Screening Program

WASHINGTON—The complete breakdown of the Coast Guard screening program with "suspected" subversives getting aboard US ships has been announced by Vice Admiral Alfred C. Richmond, Coast Guard commandant. Testifying before the House Merchant Marine Committee, the admiral recommended that the program be abandoned because it could no longer be applied under court decisions made in 1955 and 1956.

Admiral Richmond said that at present, 169 seamen are sailing who would have been barred if the screening program was applied as it had been from the time it went into effect in 1951.

A Federal court ruling in October, 1955, ruled the screening program unconstitutional because it did not provide for the accused seaman to be confronted by his accuser and to have the right of cross-examination. Subsequently, the court issued an injunction to compel the Coast Guard to issue validated papers to any accused seaman if the Coast Guard would not or could not produce the accuser.

The screening program was first set up by executive order of then President Harry Truman on January 15, 1951 during the height of

the Korean War. The program provided that all seamen and longshoremen be screened for possible Communist connections, with screened seamen issued new papers marked "validated." These are the papers seamen now carry to this day.

As the system was set up, the burden of proof was on an accused seaman to clear himself of accusa-

tions. He was provided with an appeals procedure but was not given the right to confront or cross-examine Government witnesses against him. That led to the downfall of the program in the courts. The Federal Bureau of Investigation, which undoubtedly supplied most of the information against accused seamen, has always resisted proposals that it reveal its informants at security hearings on the ground that it would destroy the informants' future usefulness.

All told, the screening program went over some 300,000 seamen, longshoremen and other waterfront workers and ruled out 1,800, or little better than one-half of one percent, as being of doubtful loyalty.

## SF Welcomes Shipping Spurt

SAN FRANCISCO—A spurt of shipping which promises to continue has taken 113 Seafarers off the beach, including 19 Class C men, during the past period.

Eleven ships were in port with the Afoundria (Waterman), Lawrence Victory (Miss.) and Steel Fabricator (Isthmian) paying off and the Afoundria and Steel Fabricator signing on. There were eight ships in transit—the Topa Topa, Antinous, and Wacosta (Waterman); Steel Advocate, Steel Director (Isthmian). Alice Brown, Mary Adams (Bloomfield) and Coe Victory (Vic. Carriers).

The future looks very good with two payoffs scheduled so far, and more expected. Port agent Marty Breithoff has the welcome mat out for "rated" men.

## Bargemen Vote SIU, 28 To 0

BALTIMORE — Organizing efforts in this port are beginning to pay off, reports Agent Earl Sheppard. The SIU Harbor and Inland Waterways Division has won an election covering the bargemen and bridgemen of the Western Maryland Railway Company by the impressive vote of 28 to 0. The SIU here has several other petitions pending and is now turning full effort to signing up Old Bay Line and NBC Line.

The overwhelming support enjoyed by the SIU in the Western Maryland vote, Sheppard commented, shows that miscellaneous harbor crafts in the port are anxious for SIU representation. He expressed confidence that more election victories would be forthcoming out of petitions now pending before the National Labor Relations Board.

### Job Activity Lukewarm

Job activity has been just lukewarm although there were a number of ships in port for the period. Seven ships paid off, nine signed on and 12 were in transit. The Oremar, Baltore, Marore, Cubore, Feltore (Ore), Barbara Fritchie (Liberty), and Mae (Bull) paid off while the Feltore, Oremar, Baltore, Marore, Cubore (Ore), Calmar (Calmar), Barbara Fritchie (Liberty), Emilia (Bull) and the Mermaid signed on.

The ships that were serviced were the Chilore, Venore (Ore), Steel Rover, Steel Admiral (Isthmian), Alcoa Partner, Alcoa Runner (Alcoa), Evelyn, Jean (Bull), Bienville (Waterman), Pennmar (Calmar), Robin Locksley, Robin Gray (Seas Shipping).

## Await Court Action In Coal Beef

The American Coal dispute is marking time waiting for clarification of the temporary restraining order issued in Federal Court against the company. The clarification is expected in the next few days in the form of a temporary injunction which will define how the company is to operate its ships in the immediate future. The ruling would apply while the National Labor Relations Board acts on charges of unfair labor practices involving hiring discrimination filed against the company by the SIU.

While awaiting the action of the Federal Court, the Labor Board has postponed the date for opening its hearings on the SIU charges. The restraining order and the expected temporary injunction were sought by the Labor Board so as to maintain equitable hiring and employment conditions.

### No Ships Or Crews

The original restraining order, issued by Judge Lawrence Walsh, stops the company from giving preference to the National Maritime Union in hiring crews for its ships and from excluding Seafarers from its vessels. The basis for the order was an NLRB finding which held that the company's contract with NMU was illegal because it was signed before American Coal had any ships or crews for any union to represent.

The temporary injunction, when

issued, is expected to spell out just what hiring practices and other conditions prevail.

Once the NLRB disposes of the case and decides who has the right to represent the ship's crews, the union involved will be free to sign a standard agreement on wages, hiring and other provisions.

At present, American Coal is operating four ships, one of them the Coal Miner, purchased privately, and three other Government-chartered vessels which it managed to get out despite intensive picketing up and down the coast since the beginning of December.

Three more government ships, the Thomas Paine in New York and the Harry L. Glucksman and Martha Berry in Savannah, were hung up at repair yard depots by picket line action until recently. Two weeks ago, the company obtained an injunction against picketing the Thomas Paine and last week a similar order was issued in Savannah against the picketing there.

The orders clear the way for the company to reactivate the

ships. How they are to be manned is one of the questions that probably will be decided when Judge Walsh issues his temporary injunction.

## INQUIRING SEAFARER

Question: How well do you manage to keep up with news events while you are away at sea?

Federico Reyes, DM: In most foreign ports you can manage to get hold of a US newspaper. Of course reading the LOG helps keep you up to date on Union and marine news. Also there are many men who have short wave radios aboard



ship and we get news that way without difficulty.

Earl Wilcox, AB: It's possible to get English language newspapers or magazines like "Life" in many places. I also carry my own short wave radio set aboard ship and many other men do the same. Then too, most radio operators will post important news bulletins in the messhall for the crew to read.

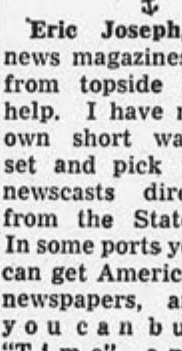


Edward J. Taylor, ch. steward: I keep up mostly by reading the LOG. In Japan on my last trip it was possible to get copies of the "New York Times" and "The News." They were old papers but were fresh news for us. They also had some Philadelphia newspapers available overseas.

Arthur Sajeveck, OS: Usually there is at least one man on the ship that has a short wave radio. In addition, if anything of importance comes up the radio operator will let the crew know. For example, on the Steel Traveler, we knew about the Alcoa Pilgrim collision right after it happened.



Eric Joseph, MM: The LOG, news magazines and the grapevine from topside all help. I have my own short wave set and pick up newscasts direct from the States. In some ports you can get American newspapers, and you can buy "Time" and "Newsweek" almost anywhere in the world.



James A. Browne, OS: You can't keep up to date very well. When you hit port you can grab a "Time" or a "Newsweek" and catch up on events. But usually if you go foreign you fall behind except if you are lucky enough to find an American publication for sale when you get shore leave.



## US Gov't Agencies Again Rap Call Signal Selector

WASHINGTON—A perennial legislative flower, the automatic call signal selector is up before Congress again and is meeting with the same hostile reception as last year. The Coast Guard, Maritime Administration and Federal Communications Commission have

all come out against installation of the equipment on cargo ships.

The auto-alarm proposal would enable shore stations to reach a ship even when the operator is off watch by sending out the ship's call signal. The ship's signal would ring an alarm device to wake the radio operator.

The Radio Officers Union had previously gone on record against the device pointing out that the existing automatic call system allows every ship to respond to the international distress signal by ringing an alarm bell in the radio

shack. The proposed system would have little or no advantage, the ROU said, because a shore station would be unlikely to know the specific call numbers of any vessels that might be in the area. The ROU characterized it as "one more piece of complex equipment and a headache for the radio operator."

In their joint objections, the Government agencies pointed out that any piece of equipment should be subject to thorough testing before it is made compulsory. It said the new equipment was not efficient enough and might respond to numerous false alarms with unnecessary annoyance of the operator while he is off watch.

## Union Has Cable Address

Seafarers overseas who want to get in touch with headquarters in a hurry can do so by cabling the Union at its cable address, SEAFARERS NEW YORK.

Use of this address will assure speedy transmission on all messages and faster service for the men involved.



# 10,000 Protest 'Rights' Law

INDIANAPOLIS—Some 10,000 union members filled the State House here in protest to the passage of a "right to work" act which would outlaw the union shop in Indiana. The act was the first such law to be passed in a major industrial state.

The members demonstrated outside the office of Governor Harold Handley who, although he refused to sign the bill, would not come out and veto it. The bill will be made law without his signature.

The governor met with leaders of the unions but refused to change his stand. The Governor's action adds Indiana to a list consisting of Iowa, Nebraska, North and South Dakota and thirteen southern

states which have passed such laws.

It is believed that passage of the bill was influenced by strike violence which has shaken the state. At Princeton the 116-day old strike at the Potter-Rumfield Manufacturing Co. was settled after a four-month old daughter of non-striking parents was shot. In 1955 the national guard was called out after nine persons, most of them pickets, were wounded by gunfire at the Perfect Circle Corp. in New Castle.

It was also announced in Washington that an investigation would be made to answer rumors that federal employees of the Department of Agriculture had lobbied for the passage of the Indiana "right to work" law.

"Right to work" bills outlaw the union shop and any other form of union security. They also compel unions to represent and bargain for non-members in a bargaining unit.

# Fairisle to Transfer



Salvage crews worked on stricken Fairisle for months before they succeeded in righting the vessel. Ship sank after harbor collision.

WASHINGTON—One of the few American C-2s ever allowed to transfer to a foreign flag, the former SIU-manned freighter Fairisle will be repaired and put into service under Panamanian registry so she can quickly earn back the cost of an expensive salvage job and then start producing a profit.

The transaction was based on a "loophole" in the Government's ship transfer policy, which normally requires replacement of transferred tonnage by new construction. However, exceptions can be made if a ship has been declared a constructive total loss because of a marine casualty and has been abandoned to the insurance underwriters.

In this case, Seatraders, Inc. bought the disabled ship from Pan-Atlantic and undertook to salvage it from Gravesend Bay, New York, on condition that the Maritime Administration would eventually approve its operation by a Panamanian subsidiary. The Fairisle had been in a collision with a Panamanian tanker last July and wound up laying capsized off the Brooklyn shore for several months.

It was subsequently raised, refloated and towed to a Brooklyn shipyard.

At the time Seatraders bought the ship, it contended that restoration of the Fairisle for US-flag service would not pay because of the outlay necessary for salvage and repairs. Some time later it sold the ship to its own Panamanian subsidiary, Universal Tramp Shipping Company.

Last week, the Maritime Administration announced its approval of this sale and transfer, clearing the

way for full-scale work on repairs. Besides the MA, neither the Navy Department, State Department nor the Bureau of Foreign Commerce raised an objection to the sale and transfer.

Between the estimated \$800,000 restoration cost and the \$225,000 sale price to Universal, the Fairisle will have to earn over \$1 million before the deal begins to pay off. Obviously this is not expected to be too difficult under Panamanian-flag operation.

# Carib Queen To Sail On Europe Run

PHILADELPHIA — After completing her initial three-month charter for the Military Sea Transportation Service, the roll-on trailer ship Carib Queen is going into regular commercial service on a European run from here, the company announced. The Carib Queen recently returned from her first voyage to Europe carrying a cargo of Volkswagens as well as 12 trailers loaded with wines, cognacs, Swiss cheese, machine parts and other assorted cargo. She departed from the same port to make another trip for MSTs.

A second ship, the Florida Queen, is now under conversion for trailership purposes in a Jacksonville shipyard. She is expected to go on the same run as the Carib Queen. Both vessels are converted Landing Ship Docks.

In addition, TMT is currently operating two sea-going V-4 tugs, the Dry Tortugas and the Sombrero Key, under contract to the SIU's Harbor and Inland Waterways Division. The tugs haul LST's loaded with truck trailers between Florida and Caribbean ports.

TMT's long-range plans call for a fleet of trailerships, most of them to operate on a nearby-foreign and inter-island run.

# Diversions Fail To Cut NY Shipping

NEW YORK—Shipping for the past period has been almost normal, although this area is still recuperating from the longshoremen's strike. Many ships are still being diverted to other ports due to the tugboat tieup.

Agent Clyde Simmons is optimistic about the future, expecting a large number of ships in for pay-off within the next few weeks. Most of these ships, he said, were coming in from long runs and this usually means a big turnover in the crews.

A total of 22 ships paid off, five signed on and six in-transit ships were serviced. In addition, two Bull Line ships, the Frances and the Beatrice, came out of temporary lay-up and took on full crews. The Camp Namanu (USCP), one of the ships paying off, transferred to a foreign flag.

MEET YOUR OLD SHIP MATES AT THE SUIS OWN **Port O'Call** IN THE BALTIMORE AND N.Y. HALLS. SWAP YARNS AND WATCH THE FIGHTS ON TV. NEW LOW PRICES AND YOU'RE ALWAYS WELCOME HERE AT YOUR OWN PLACE. OWNED AND OPERATED BY THE SEAFARERS INT'L UNION-AEG-AFL

# YOUR DOLLAR'S WORTH

## Seafarer's Guide To Better Buying

By Sidney Margolius

### Living Cost Variations In US

With the cost of living having marched to new heights despite the Bureau of Labor Statistics' predictions of "stability," some surprising facts about comparative living expenses have been developed by a wage-and-prices expert for this department.

The facts are, living costs are not necessarily smaller in small cities than big towns, are not cheaper in the South, and are not lower in low-pay areas.

In the chart with this article, you'll find estimated annual living costs for a wage-earner family in various cities. The costs listed in this chart bring up to date the Bureau of Labor Statistics' famous "modest but adequate" budget for a family of husband, wife, and two children under 15. When they said "modest" they weren't fooling. This budget allows the husband one heavy wool suit every three years, the wife a heavy wool coat every four years, and the whole family three phone calls a week.

This chart shows that living costs in big cities such as New York, Chicago, Philadelphia and Detroit, are no higher and are sometimes even lower than in smaller cities such as Portland, Ore., Seattle, Houston, Atlanta, Milwaukee and Minneapolis. It also shows the surprisingly high living costs in the South. In fact, a University of Pittsburgh economics professor, John F. Henderson, has pointed out that there is no relation between earnings and the cost of living in any given city. For example, it costs about as much to live in Atlanta as in Detroit, Los Angeles and Chicago. But average industrial wages in Atlanta are 26 to 34 percent less than in these highly-unionized cities. Similarly,

living costs in Memphis and Richmond, Va., which are not shown in this chart but run close to those in Atlanta according to previous surveys, are higher than in New York and a number of other cities in the North and West. There are exceptions. New Orleans, one of the lowest-pay towns in the country, and depressed Scranton, Pa., are among the lowest-cost cities in the country. San Francisco has the average industrial wage next to Detroit, but is also now the most expensive city on the list. Its fast increase in costs in the past five years has now made it even costlier than Washington, DC, which previously held the dubious distinction of being the most expensive city.

A survey some years ago by the New York State Department of Labor also found that variations in



living costs between big cities, and small cities and villages, is not as great as is popularly supposed.

These facts also do much to shatter the idea that high wages raise living costs. The 1955-56 BLS report showed a typist in Atlanta earning \$47 a week, and an auto mechanic \$1.57 an hour. Figures for a typist in Chicago were \$55.50 and an auto mechanic \$2.48 an hour. However, Chicago living costs were even a little less than in Atlanta.

Except for housing, most retail prices in most cities run about the same, especially food.

And the price of food threatens to become this year's cost-of-living problem. According to a recent study, a moderate-income family spends almost a third of its entire income on food alone. This summer with pork production low, meat's price is scheduled to go up sharply. As an aid to keeping the coming food-price rise from doing serious damage to your budget, here's how the average family has been spending its food dollar.

Meat, fish and poultry, 28 cents; dairy products and eggs, 20; fruit and vegetables, 14; cereals and baked goods, 12; canned foods, 9; beverages (coffee, tea, soft drinks), 7; sweets and sugars, 5; fats shortenings and baking supplies, 2; miscellaneous, 3.

You'll have one help in battling rising food prices, especially of meat. Eggs and poultry will be at their lowest prices in years this spring.

### LIVING COSTS IN DIFFERENT CITIES FOR FAMILY OF FOUR

City	Population	Budget Cost, Dec., 1956	Increase Since '51 Percent	Relative Cost*
Atlanta	470,000	\$4,462	3.4	106
Baltimore	970,000	4,550	7.9	...
Boston	805,000	4,516	7.1	...
Chicago	3,760,000	4,457	6.5	105
Cincinnati	525,000	4,494	6.8	...
Cleveland	935,000	4,370	6.5	...
Detroit	2,025,000	4,476	6.7	105
Houston, Texas	690,000	4,489	4.3	...
Kansas City, Mo.	490,000	4,206	6.2	...
Los Angeles	2,175,000	4,578	6.2	107
Milwaukee	690,000	4,576	4.3	108
Minneapolis	540,000	4,415	6.1	106
New York City	8,050,000	4,263	4.4	100
Philadelphia	2,140,000	4,310	5.7	101
Pittsburgh	680,000	4,417	5.1	...
Portland, Ore.	400,000	4,394	5.8	103
St. Louis	870,000	4,388	6.7	103
San Francisco	790,000	4,702	10.3	108
Scranton, Pa.	120,000	4,122	3.0	...
Seattle	555,000	4,515	5.5	...
Washington, D. C.	860,000	4,588	3.0	...

\* New York City equals 100.

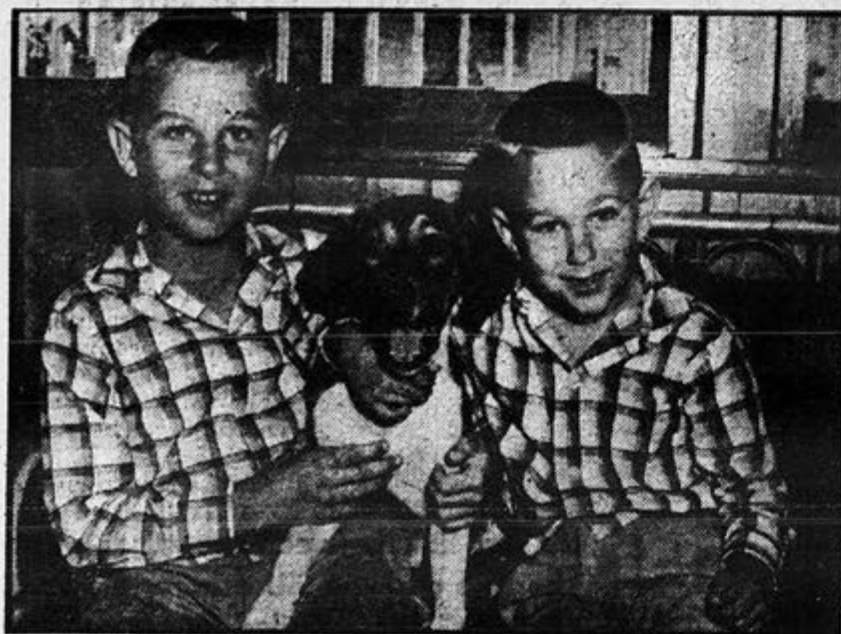
### Make Checks To 'SIU-A&G'

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

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



**Seafarers' Family Portraits**



While Pop's at sea, world traveler Ring keeps Fred Bruggner's sons, Andrew and Robert, smiling. Ring had two trips to France as mascot of the National Liberty under his collar before Fred decided to beach him with his family at Norfolk.



The rest of the family may smile, but "I don't have to if I don't want to," thinks 1½ year old Ramon Martin in his mother's arms. Antonio holds their other son, Antonio Jr., 3½ years old, in their Brooklyn home.

**100,000-Tonners? We've Got Dozens**

WASHINGTON—The revolution in shipbuilding sparked by the trend to super-duper 100,000-plus-ton tankers should increase the size of the world tanker fleet by 82 percent by mid-1965. As a matter of fact, if present plans hold, there will be 24 of the 100,000-ton monsters afloat.

This is the conclusion of the National Petroleum Council's Committee on Tanker Requirements following a global survey of the tanker picture. The only hitch is whether the world's shipyards can handle the assignment, in view of possible steel and shipyard labor shortages in some countries over the next several years.

A staggering total of 38 million deadweight tons of tankers is under construction, on order or planned. There were 2,353 tankers

of 41 million tons in the world fleet last January 1st. An allowance for scrapping, conversions or possible losses, plus obsolescence, yields the 82-percent-figure. Present world tanker tonnage is equivalent to 2,389 T-2s and would amount to 4,346 T-2 equivalents in nine years. The report contains other head-reeling figures as well:

- World shipyards are solidly booked right through 1961 and, if all the ships planned are actually built, will be SRO into 1965.
- The projected construction averages out to at least 300 T-2 equivalents from now through 1965.
- The tanker construction race produced orders or plans for over 11 million tons between November 1-December 31, 1956.
- Of the gross tonnage projected, 24 ships would be of 100,000 tons or more; 39 others between 60,000 and 100,000.

The report noted further that considerable work in developing port facilities, especially drydocks and repair yards, must be done to be able to handle the influx of giant new ships.

Of the 27 million tons of new tankships already being built or on order, 3 million tons (70 ships) are being constructed in US yards. This puts the US in fourth position, behind Japan, Great Britain and Sweden, in that order.

**Notify Union About Sick Men**

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

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

**Hq Acts In Travel Check Beef**

Seafarers on tankers shuttling between Japan and the Persian Gulf will be able to obtain travelers' checks at the Middle East end of the run under a new agreement between the SIU and the tankship operators.

Beefs by the crews on the shuttle runs have been piling up since the Japanese government banned the sale of the checks

to all but US military personnel and authorized Government employees. The move was made as part of a drive against alleged black market currency operations.

SIU headquarters officials urge Seafarers on ships bound for Japan from the States to check and make sure the ship carried a supply of checks sufficient to cover all needs during the voyage.

Up until now, the shuttle crews would invariably wind up being paid in yen and generally lost out on any breaks in the exchange rate. The agreement by the companies to buy the checks in Bahrain simplifies matters for the crews.

Under SIU working agreements, crews must be paid in US currency or checks when actual cash is not available. The understanding that the ships will stock up on checks in the Persian Gulf will bring the companies into line with the contract.

Neither the Japanese Consulate in New York nor the Bank of Tokyo New York branch would confirm the Japanese government clampdown on issuance of checks to seamen. Eventually the existence of the ban was confirmed by the American Express Company.

**Suez Opens By April's End, Maybe**

If the diplomatic-end of the Suez Canal problem is reasonably squared away in the next few weeks, salvage authorities expect to have the Canal functioning fully by the end of April. However, steamship operators are keeping their fingers crossed and are not yet committing themselves to re-routing their vessels through the Canal.

On the salvage front, work has begun on the sunken tug Edgar Bonnet, an 841-tonner sunk halfway down the canal, and on the Abukir, a 1,461-ton frigate sunk four miles from the southern end. These are the last two major obstacles to shipping.

Once these are out of the way, which is expected to take about a month, the salvage experts think they can swiftly resume normal traffic with a little dredging and other repair work.

The original target date for clearing the canal was May 1, and it appears that the date will be made with something to spare.

The diplomatic obstructions still loom as large as ever. The old argument over who will collect canal tolls, Egypt or an international authority, is blossoming again. In addition, there are unsolved problems between Egypt and Israel that could cause plenty of trouble in the area.

There is just a chance though, that Seafarers on the eastbound to Asia runs, and on the round-the-world ships might be docking at Port Said again before long, instead of taking the long, grueling voyage around the Cape of Good Hope.

**Seattle Jobs On Upgrade**

SEATTLE—As predicted last period, job activity has continued to rise for another period with six ships paying off and signing on in the past two weeks.

The Wacosta (Waterman), Ocean Evelyn (Ocean), Jefferson City Victory (Victory), Westport (New England Ind.), Seagarden (Penn. Nav.) and the Seamonitor (Excelsior) paid off and later signed on. The Choctaw (Waterman), DeSoto (Pan-Atlantic), Lawrence Victory (Mississippi) and Calmar's Portmar, Fomar, Seamar were in transit.

Contract beefs were minor or non-existent on these vessels, port agent Jeff Gillette said. But he urged crewmembers to clamp down on cases of performing in foreign ports. With jobs on a high level in the Seattle area for many months, and manpower tight, some professional foul-ups have been getting on SIU ships and raising Cain once they are out of the Union's jurisdiction.

**LABOR ROUND-UP**

Affiliation of five additional unions with the AFL-CIO Industrial Union Department has brought the total membership of the IUD to 7.6 million. The new affiliations are the ILGWU, the Pulp and Sulphite Workers, the Papermakers, the Commercial Telegraphers, and the Bill Posters.

A new booklet entitled "AFL-CIO Codes of Ethical Practices" has been approved by the AFL-CIO Executive Council for general distribution. The booklet covers such subjects as the codes covering local union charters, health and welfare funds, racketeers, crooks, communists and fascists, and conflicts of interest. It also contains sections of the AFL-CIO constitution on ethical practices and resolutions on investigating procedures in such cases.

In an address before the Duluth Federation of Teachers Local 692, AFT President Carl J. Megel sorely criticized penny-pinching cities and states and their "cut rate education" as causing a general breakdown in education standards in the United States. He blamed statutes in 29 states which allow districts to offer lower salaries for non-degree teachers as resulting in a loss of qualified teachers.

The Supreme Court has agreed to review a case testing the clause of the Taft-Hartley act which requires union officials to file non-communist affidavits. The case arose when the NLRB ordered the Bowman Transportation Co. of Gadsden, Ala., not to recognize the United Mine Workers catch-all district 50 "unless and until" it is formally certified as bargaining agents by the NLRB. The NLRB has refused to certify local 50 because John L. Lewis and other officers have continually refused to sign the affidavits. The case is on appeal from a lower court decision holding that the NLRB has no authority to issue such an order.

The Realty Advisory Board on Labor Relations Inc. and the Midtown Realty Owners Association

have signed a three year contract covering 21,000 NYC members of the Building Service Employees Local 32B calling for an \$8 per week salary increase, increased benefits, and the institution of a pension fund. Under the contract, the members covered will receive immediate raises of \$3 per week, and an additional increase of \$2 per week next year.

An agreement has been reached between the Communications Workers of America and the Ohio Consolidated Telephone Company settling their 228-day-old strike. The strike, which started last July 15, came about when the company was purchased by the General Telephone System, which promptly tried to do away with most of the provisions of their old contract. The new contract calls for a wage increase and an agreement on the maintenance of membership clause.

More than 1,000 delegates to the 20th annual convention of the Pennsylvania Industrial Union Council have adopted a resolution calling for a special convention to bring about a merger of the IUC with the Pennsylvania Federation of Labor. The resolution proposes the setting up of a united Keystone State Labor movement which would have some 1.5 million members.

New York printers, members of the International Typographical Union, voted 699 to 511 to accept a new two year agreement with the city's major newspaper publishers. The agreement calls for \$9 in wage increases over the period involved and also determines the requirements on proof reading. About 3,500 members of New York Local 6 are affected by the contract.

Womanpower is in the news with a shortage of female workers reported, particularly in office jobs. The US Labor Department has been urging a survey of the pool of womanpower to bring about more effective use of women workers. It is estimated that about 28 million women work at least part of the year.







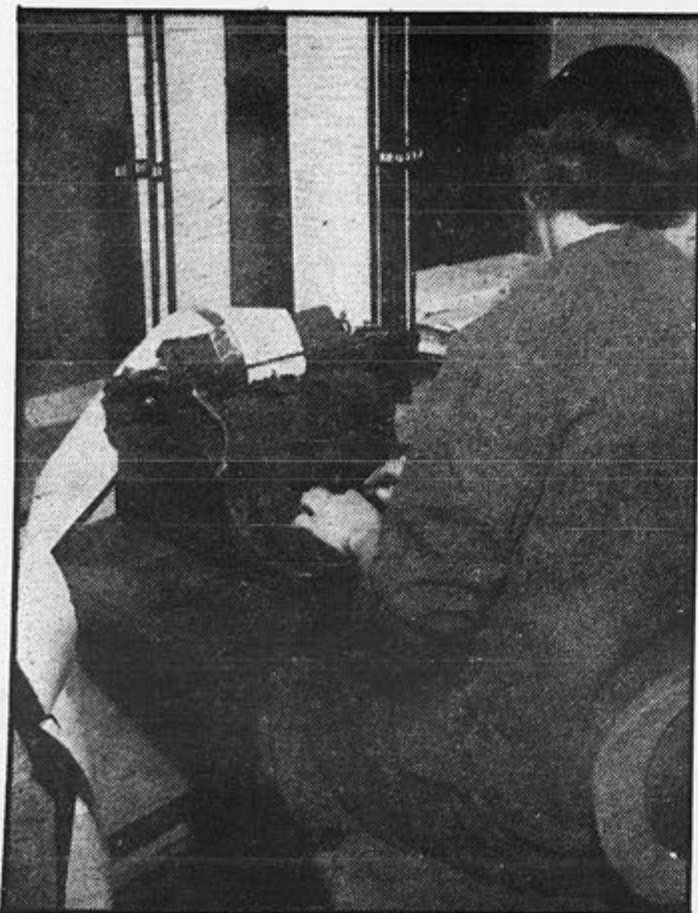
**T**HE key link between the seagoing membership and the SIU ashore, the SEAFARERS LOG is air-mailed all over the world every two weeks to catch up with SIU ships in their next port. Along with these air mail packages for every ship come blank ship's minutes forms, repair lists, and reports and communications on other routine Union business.

Timing is crucial to the process. Can the LOG meet the ship in Yokohama or Pusan? With the Suez Canal out, will a vessel be in Capetown long enough for the LOG to get there?

Preparation for the mailing of the next LOG started as soon as this one was completed. The never-ending process is designed to keep the SIU man on a ship as well-informed as if he had sat in at the latest Union meeting ashore.

# TO ALL SHIPS

## - via Air Mail



Company's agent, ship's next port is checked each issue for mailing labels.



Destinations for ships' mailings change constantly. Mailers at printing plant apply labels duplicated from mailing list for homes, clubs and other readers.





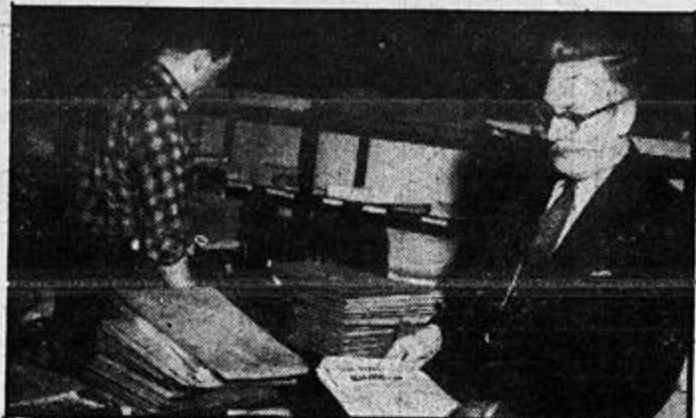
At headquarters mail room, volunteers assist in stuffing envelopes with new LOGS.



Each package must be weighed. Rates run high, vary with size and destination.



While special ships' mail is completed, regular mail sacks go to post office from printer.



PO clerk shows how ships' packages have to be separated for varied destinations.



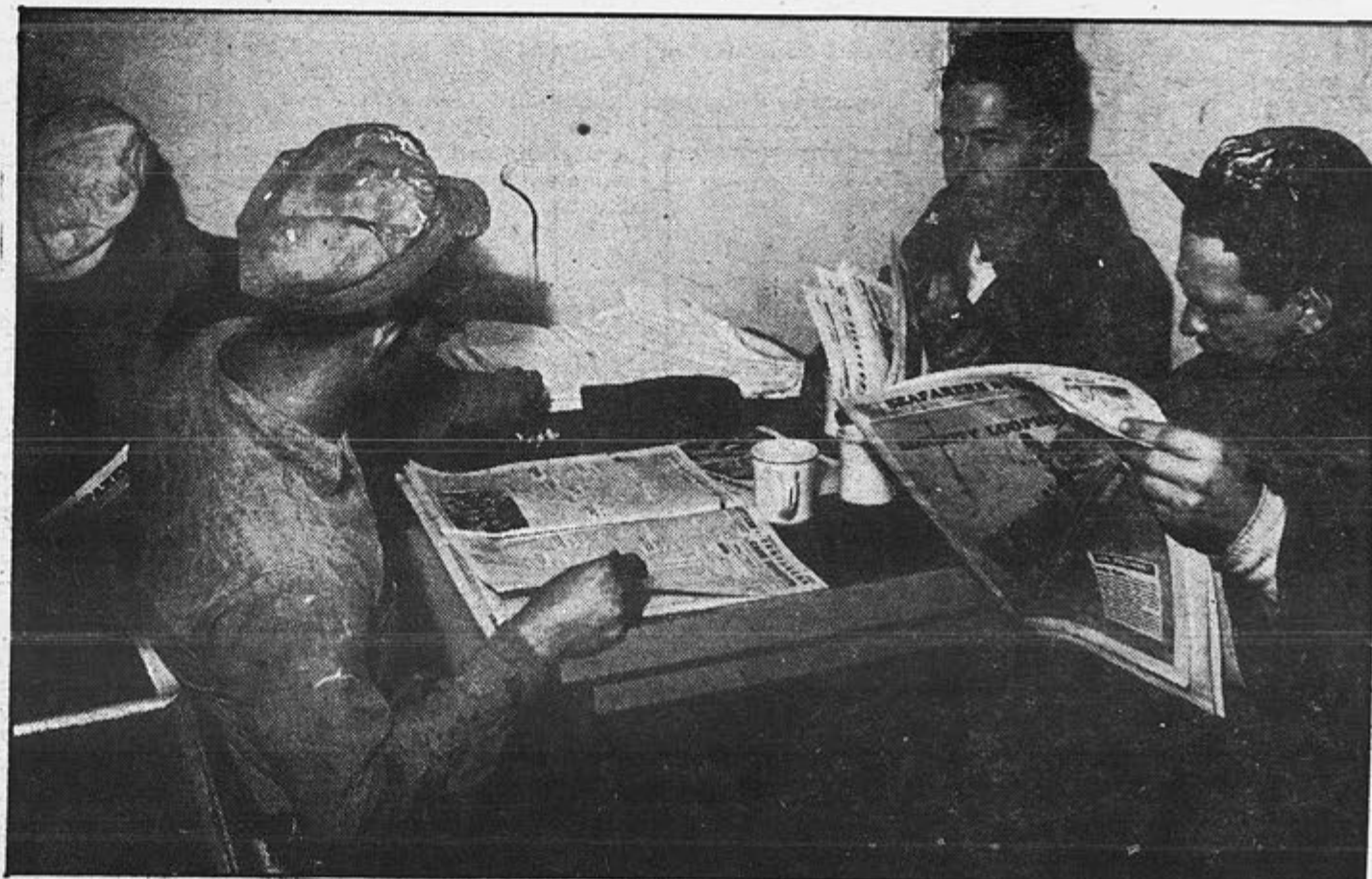
Sacked according to destinations, mail now goes to NY area airports.



Leaving US, air mail sacks are put aboard planes bound all over the world.



In foreign port, mail is dispatched to other planes if needed, or local PO.



At the end of the long trail, mail call. Seafarers aboard ship catch up on the news from home, whereabouts of former ships and shipmates and union affairs.



# 'Restrain' Pay Demands, FMB Member Suggests

KINGS POINT, NY—Speaking to the graduating class of the Kings Point Merchant-Marine Academy here, Ben Guill of the Federal Maritime Board has implied that sea unions should hold off on contract demands.

Guill told the cadets "the time is here when we must call upon both steamship management and labor to aid the Government to hold the line against unwarranted demands not supported by increased service and productivity.

"Shipyard, shoreside and seagoing labor must, like all other industrial components, exercise restraint in demands that might jeopardize stability in the marine field."

### Wage Freeze Proposals

Guill's remarks echo a similar program put forth by the agency and the House Merchant Marine Committee two years ago. At that time proposals were made for a wage freeze and for a system of government controls including an arbitration panel which would have had the final say on wage scales.

Strong protests from all maritime unions, with the exception of the NMU, against any form of wage control effectively put a stop to the plans at the time. NMU President Joseph Curran, appearing at House Merchant Marine Committee hearings, endorsed the idea of outside control of the maritime industry by an arbitrator.

The SIU's position was that wage restraints would arbitrarily restrict seamen's freedom to negotiate on economic matters.

Guill's speech to the Kings Point graduates asked that they exert "leadership and . . . influence . . . your shipmates to help fight tendencies that might dim the bright promise ahead . . ."

Tying wages to productivity is a relatively new suggestion in the maritime field. In manufacturing, where increased productivity is a product of constant improvement of equipment and purchase of new machine tools, the idea has won wide support.

### Newer Ships

In the maritime industry, increased productivity depends not on crewmembers but on construction of newer, faster ships which can deliver more pounds of cargo per days' work. It would also mean supplying ships with full cargoes. Cargo offerings, of course, fluctuate widely from trip to trip and cannot be foreseen in advance.

An SIU headquarters spokesman pointed out that the average mer-

chant vessel is in service about 20 years. "You can't improve the cargo carrying capacity of a ship, year by year, the way you can beef up production in a shoreside plant. At that rate, seamen would have to wait 20 years between wage gains."

Productivity increases, he added, would not take into account the very real problem of foreign competition from runaway flags. "No matter how much seamen produce," he added, "they can't compete with runaway operators paying \$100 a month to crewmembers."

## Speak Out At SIU Meetings

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

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

## Old Timers



"Thanks to the SIU Brothers for the benefits," writes Brother Louis Vecchiet above of New Orleans. Below, old time Seafarer Thor Thorsen takes in the air outside of the Norwegian Seaman's Institute, Chicago.

## SEAFARERS IN ACTION

Many ship's delegates were mentioned this week for their fine services. Among them were Arne Hansen on the Margaret Brown who received a vote of thanks "for a job well done on the past voyage" and who was reelected unanimously. Joe Henry of the Royal Oak, Albert D. Smith of the Choctaw, also received thanks for a good job.

But when it comes to delegates,

you would have to go far to beat Howard Menz who was the ship's representative on the Fort Bridger for a full year. This was one of the US Petroleum Tankers that was on a Persian Gulf shuttle which meant the crew had no direct contact with any Union hall in the course of that time.

When the crew got back to the States, headquarters patrolmen went up to the payoff prepared for the usual heavy load of beefs that would tend to accumulate in that time. To their astonishment, they found that Menz had brought the ship in as clean as a whistle. All disputes had been settled and an excellent working relationship had been established between officers and crew despite the trying and difficult conditions on this run.

The kicker in the story is that Menz is a probationary book member holding 'B' seniority. Normally, of course, the Union encourages men with an 'A' rating to hold delegates' jobs. But Menz' performance proves that there are plenty of good Union men among the group that started going to sea in recent years.

Unfortunately, the Fort Bridger went Liberian, despite the sterling performance of officers and crew.

No matter the time nor the place, it's up to the cook not only to feed the crew, but to keep them happy too. It may have been around Christmas time and they may have been off the China coast, yet a hearty vote of thanks went to chief cook Earl R. Harrison of the Fort Bridger for his making "fine pizza pie for the crew." Cook C. Coudell may not have made pizza, but there is no denying the reports on his excellent baking by the crew of the Council Grove.

**CITIES SERVICE NORFOLK (Cities Service), Dec. 25—**Chairman, I. Moon; Secretary, S. Kolina. Need new iron. Beefs to be taken to delegate. Pantry man to help crew mess serve chow. Radio to be turned off during meal hours. Vote to payoff coastwise trip after New Year's.

**SUZANNE (Bull), Jan. 12—**Chairman, W. Tregombo; Secretary, G. Prota. \$2 from last trip cannot be located. To start ship's fund. New delegate and treasurer elected. General discussion on improving and varying menus. Wringer on washing machine to be replaced. To purchase new washing machine upon arrival in NY.

**W. H. SARRUTH (Trans Fuel), Dec. 16—**Chairman, A. Sargent; Secretary, J. Gilliard. Request ice water fountain

watch standers. Arrange for separate rooms for engine department men. Only two rooms available for watch standers. Three oilers in one and three firemen in other. Vote of thanks to steward dept.

**CANTIGNY (Cities Service), Jan. 31—**Secretary, Adams. Minute's silence in honor of Harry Lundeberg (deceased). Flag was raised at half mast where it remained until sundown.

**RION (Actium), Jan. 13—**Chairman, S. Mangold; Secretary, C. Hopkins. Captain Passaris had promised Bro. Tannehill and Bro. Phipps, deck del. in New Orleans, that he would put American money before arrival in Istanbul. Whereas the Captain put out the draw in lire at the rate of three to one, and whereas the tourist exchange was 5.25 to one, it was moved by Spires and seconded by Landry that we contact the American Consul and try to get a better exchange, notify the Captain of our intentions, and then write a letter to headquarters. Motion carried.

**WACOSTA (Waterman), Jan. 4—**Chairman, R. Parsady; Secretary, J. P. Baliday. A vote of thanks to the steward department for good services rendered. Also suggested that the safety committee's report be read by every member for future reference.

**FEDERAL (Trafalgar), Jan. 19—**Chairman, N. Vriofak; Secretary, O. L. Meehan. Request any info on what is to happen to person who assaulted two crewmen with a meat cleaver on Oct. 20 while at sea. Mail situation still bad. Vote of thanks to steward department for holiday feasts.

**DEL SANTOS (Miss.), Feb. 3—**Chairman, H. Gaubert; Secretary, F. B. Neely. Suggested that the patrolman be called and a thorough count of the actual linen on board be taken and that it be brought up to par as this ship has been running out of towels for the last two trips.

**ALCOA RANGER (Alcoa), Jan. 31—**Chairman, E. G. McNab; Secretary, F. R. Napoli. The repairs should be brought to the attention of the boarding patrolman on the payoff because they have been ignoring most of the repairs for the last few trips.

**OCEAN JOYCE (Maritime Overseas), Feb. 3—**Chairman, R. Devine; Secretary, W. Lovett. There was a discussion concerning the laundry machine. It was suggested that the crew and the officers, together should chip in and purchase a new washing machine, the crew to pay two thirds of the cost, and the officers to pay one third of the cost. This was approved by the membership present and some donations for this purpose were received.

**TRANSATLANTIC (Pacific Waterways), Jan. 31—**Chairman, J. Kessel; Secretary, J. Dietsch. Received word from Seattle at 9:30 AM regarding the observance in memory and respects to the late Brother Harry Lundeberg. Flag placed at half-mast and all unnecessary work stopped.

**PENNMAR (Calmar), Jan. 6—**Chairman, V. E. Monte; Secretary, Vega. Delegate asked each and every one to cooperate with the skipper and do their job in the SIU way as he is with us 100%.

**REBECCA (Maritime Overseas), Jan. 20—**Chairman, H. Hernandez; Secretary, T. Carmichael. \$11.35 in fund. Some disputed OT. Ship's water tanks to be checked for contamination as result of numerous cases of dysentery among crewmembers. Suggestion to all ship's not to take on any stores such as fruits, vegetables, and shrimp. We have found out the hard way with many dysentery cases in the crew. We think it is better to use a can opener and be safe.

**ROBIN SHERWOOD (Seas), Jan. 27—**Chairman, P. Murphy; Secretary, R. Sirois. Ten (10) hours disputed overtime. Suggest that speaker in messhall be repaired and also an additional fan is requested.

**ROBIN WENTLEY (Seas Shipping), Jan. 20—**Chairman, L. Karalunas; Secretary, C. Mathews. Suggestions: (1) That men be careful not to take too much time and/or overload washing machine. (2) All crewmembers cooperate with purser in getting all customs declarations in promptly so as not to delay draws. (3) Steward asks all to return soiled linen promptly to avoid shortages along coast. (4) Bosun asks that cots not be left on deck in ports to avoid damage and theft, and hindrance to deck department.

**ROYAL OAK (Cities Service), Jan. 27—**Chairman, W. Bryeler; Secretary, D. Beard. Watertight doors and ports were not fixed. Unsafe conditions in aft pumpman were not remedied. Clapper valves still out of order on port side. Engine department not satisfied with sanitary work.

**STEEL CHEMIST (Isthmian), Dec. 23—**Chairman, P. Spencer; Secretary, W. Thompson. New delegate elected. Washing machine in bad shape, go easy on it. Dirty linen to be returned. Jan. 20—Chairman, W. La Nasa; Secretary, W. Gillespie. \$5.20 in fund. Request that name calling should cease. Leftover vegetables have been known to be in coffee cans, in the refrigeration room, for as many as five (5) days before being used again, some are unfit to use again. Keep passageways quiet, so that off watch men can sleep.

**STEEL WORKER (Isthmian), Dec. 30—**Chairman, W. Velazquez; Secretary, H. Kilmon. Suggest that the coffee be made by 7:15 AM, and also that enough coffee be left for the men coming off lookout.

in engine room. Communications posted.

**Jan. 20—**Chairman, R. Ewert; Secretary, A. Sargent. One man missed ship. Few hours disputed overtime, to be referred to patrolman. Repair list to be submitted.

**COE VICTORY (Victory Carriers), Dec. 16—**Chairman, C. Lawson; Secretary, M. Franklin. Report on repair list. Chief mate missed ship; recommended that he not be permitted to sail SIU ships in future. Short of money for draw. Fine crew. Report about using bed spreads on decks as rugs in rough weather. Recommended strips of canvas in galley and pantry. Some disputed overtime. One man missed ship. Vote of thanks to steward department for fine Thanksgiving dinner. Recreation room to be sougeed.

**MAXTON (Pan Atlantic), Jan. 22—**Chairman, M. Starck; Secretary, M. Eschenko. Ship's fund \$115.70. Seven cases of Pepsi-Cola on hand. Reports accepted. New delegate elected. Delegate to consult patrolman about blowers for tanks while mucking.

**SEATRAN NEW JERSEY (Seatrains), Jan. 19—**Chairman, J. Cohen; Secretary, J. Fadlaw. Two men missed ship. Held meeting on food situation. Crew wants more cheese for night lunch. Dec. 28—Chairman, W. Saltrex; Secretary, D. Rundblad. New delegate elected. Request company to supply steward on storing day. List of stores being sent aboard by company to enable steward to check list. Discussion on new feeding system. Present one unsatisfactory.

**PAN OCEANIC TRANSPORTER (Pan Oceanic Nav.), Jan. 14—**Chairman, R. High; Secretary, W. Walsh. Repair list still pending. Repairs in engine dept. are complete. New delegate elected.

**FAIRLAND (Waterman), Oct. 16—**Chairman, J. LaCoste; Secretary, V. Fitzgerald. One man deserted ship in Miami. Ship's fund \$25. Man who deserted ship to be barred from sailing SIU ships in future. His attitude towards his shipmates very intolerable.

**CAROLYN (Bull), Oct. 14—**Chairman, A. Aragonis; Secretary, E. C. Martin. Some disputed overtime. Ship's fund \$13. Report accepted. Library to be changed while in New York. Messhall to be kept clean at night time. Cups, plates, etc. to be placed in sink. Bathrooms to be kept clean.

**MORNING LIGHT (Waterman), Oct. 7—**Chairman, C. Long; Secretary, W. Morse. Repair lists to be turned in. Cook hospitalized in Japan; headquarters notified. One man missed ship in Japan. Handle washing machine with care. All extra change from payoff to be placed in ship's fund.

**TEXMAR (Calmar), Oct. 12—**Chairman, L. Barch; Secretary, J. Rutter. \$10 given to brother hospitalized in Seattle. Ship's fund \$3.50. New delegate elected. Discussion on safety of ship. Vote of thanks to messman. All departments to have repair list in before reaching Canal.

**MASSMAR (Calmar), Sept. 29—**Chairman, J. Risbeck; Secretary, G. Wolf. Report accepted. New delegate elected. Messroom to be kept clean—cups to be washed.

**Oct. 14—**Chairman, J. Risbeck; Secretary, P. Carline. Washing machine to be repaired. All hands not assigned a job on fire and boat drill to give a hand cranking out life boats. Steward department shower to be cleaned and painted. Report accepted. Messhall to be kept clean.

**MCKITTRICK HILLS (Western Tankers), Sept. 23—**Chairman, E. Riley; Secretary, M. Olson. Ship's fund \$19.94. Report accepted. New fans needed in all rooms. Ship sailed short one man. Vote of thanks to steward department.

**Oct. 15—**Chairman, R. Hampson; Secretary, G. Nichols. Repairs to be made in New York. Ship's fund \$3.82. One member hospitalized in Puerto La Cruz, Venezuela—headquarters notified. Request separate rooms for



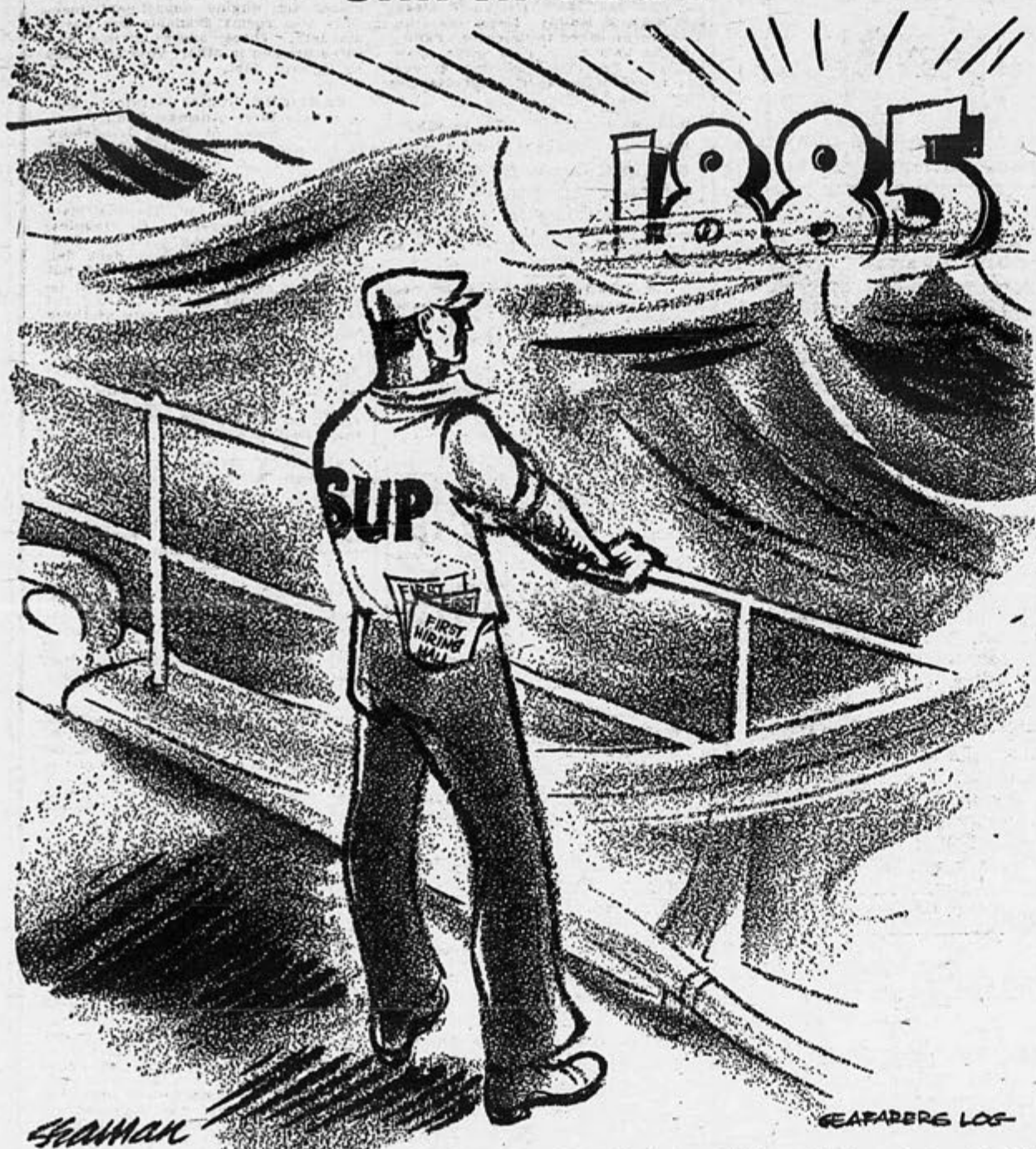
## Fit for a Seafarer!

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

*The Seafarers Cafeteria*



'Still In There'



Lk. Charles Has 'Mild' Mardi Gras

LAKE CHARLES — Shipping, and activity in general, has picked up in this area, reports agent Leroy Clarke, between a number of ships passing through and the port's own version of the Mardi Gras.

11 In-Transits

The Royal Oak (Cities Service) paid off while there were 11 ships in transit for the period. They were the Government Camp, Cities Service Miami, Chiwawa, Bents Fort, Bradford Island, C S Norfolk, and the Winter Hill (Cities Service); Val Chem (Valentine); Pan Oceanic Transporter (Pan Oceanic) and Del Campo (Miss). The port also handled one SUP tanker. All ships were reported in good shape.

There has been no progress in the contract talks between the Machinist's Union and the Columbia Southern Chemical Co. The strike at the company is continuing. The Mardi Gras, he is sorry to say, was a mild one, unlike the rip-roaring affair New Orleans boasts.

Get That SS Number Right

Seafarers filing vacation money claims should make sure that they use their correct Social Security number. Use of the wrong number means a clerical headache for the Vacation Plan office and slows up the handling of payments.

Also, a Seafarer who uses the incorrect Social Security number is crediting his tax deductions to some other US worker.

On Wednesday, March 6, the Sailors Union of the Pacific celebrated its 72nd birthday. They did it SUP style—with an agreement providing the first genuine pension coverage for seamen sailing West Coast tankers.

The few organizations that survive to the SUP's age are too often old and weary, but the SUP is as vigorous and militant as it was 72 years ago.

In the years that followed, the dynamic spirit of the Sailors under the leadership of Andrew Furuseth and Harry Lundberg racked up the most impressive list of gains in seafaring history.

The SUP's accomplishments embrace the Maguire, La Follette, White and Jones Acts, the first hiring hall, and a string of other firsts.

The pension plan for tankermen is proof that the SUP is still moving head to provide new benefits for its members and leadership for all seamen.

Too Many Accidents

The recent rash of ship accidents, including the two latest collisions in the Delaware River and Upper New York Bay, point up again the hazards of navigation in heavily traveled waterways.

Moreover, they emphasize the fact that ship collisions continue to occur with distressing frequency despite the modern navigation and detection devices with which most ships, including merchantmen, are now equipped.

It is true that the factor of human error must always be considered in accidents. But human error is only one factor and the recent rash of collisions would seem to indicate the need for additional studies of navigation procedures.

Screening Puzzle

An odd situation has been revealed by the statement of the Coast Guard commandant asking that the screening program be abandoned. The commandant said it could no longer work because he was unable to produce witnesses to confront the accused seamen with.

The right of accused seamen to be able to confront and cross-examine their witnesses was upheld by the Federal Courts as the traditional privilege of US citizens.

If the witnesses are unavailable it is probably because the FBI insists that it cannot reveal its sources of information.

That being the case, one of two conclusions may be inferred as the Government's feelings on the subject: (a) Subversives are being permitted to sail because it is more important to protect a witness than to punish the guilty, or (b) the Government thinks it doesn't really matter if there are Communists on ships.

New Ship Giveaway Proposed In Senate

WASHINGTON—Senator Hubert Humphrey of Minnesota has urged the passage of a proposal which would authorize the sale of 12 Liberty-type vessels from the US reserve fleet to India.

This proposal came on the heels of another announcement that the Peruvian government was sending out feelers as to the possibility of their purchasing some vessels also.

Discussions have already been held with US shipping officials here, with a view to obtaining enabling legislation for a new amendment to the 1946 ship sales act.

In his proposal, Senator Humphrey stressed the need of these ships by the Indian government and the boon it would be to Indian-American relations if it was passed. Although the Senator emphasized the fact that these ships were to be used in coastal trade only, and that they would not compete in any way with American companies, maritime unions see two dangerous possibilities that might result from the sale.

One is the obvious fact that the use of these ships in their coast-wise business would release those vessels now in that trade to compete with US ships. Another factor is the possibility of this sale starting a precedent for other nations to follow in securing American ships at bargain prices for their merchant shipping.

In the past, proposals have been

offered for sale of merchant vessels to Brazil, the Philippines, Trieste, Japan, and South Korea. Should the sale be approved many more such inquiries may be expected.

Although the Peruvian request did not state what type of ships they wanted, it did say that they were to be used in trade between Peru and the United States. The SIU and other unions will seek Congressional action barring these proposals to protect American shipping and jobs of US seamen.

Robin Line Sold, Keeps Its Identity

An agreement has been reached between Moore-McCormack Lines and Seas Shipping Company for Mooremack to buy and operate the Robin Line. The Robin Line vessels will be operated under the existing name as a separate division of Mooremack.

Formal announcement of the purchase agreement was made last week. It will be completed when the purchase receives the approval of the Federal Maritime Board. The FMB's okay is needed because both of the companies are subsidized operators.

Not In African Trade

William R. Moore, president of Mooremack, specified that Robin Line would not lose its identity. Mooremack does not operate in the South and West African trade which has been Robin Line's specialty.

Purchase of Robin Line will give Mooremack four essential trade routes including East Coast to South America, East Coast to Scandinavia and West Coast to South America. With the addition of the Robin Line vessels, Mooremack will operate a fleet of 50 ships.

Shipping Rise Cheers Tampa

TAMPA — With an eye to the comfort of the Seafarers on the beach in this area, and to improving the looks of the branch hall, a motion has been made before the membership to buy a television set and some new furniture. The new chairs will undoubtedly get a big play from the set-watchers.

Agent Tom Banning reports shipping was good for the last period and should continue to improve. The Citrus Packer (Waterman) was the only ship to pay off while the Bents Fort (Cities Service), Bienville (Waterman), and Coeur D'Alene Vic. (Vic. Carriers) came into port for in-transit service.

FINAL DISPATCH

John McWilliams, 52: Brother

McWilliams died of a heart ailment in New Orleans, La., as a result of a lung ailment. There was no next of kin designated. New Orleans was his last known address.

Alfonso Olaguibel, 49: Brother Olaguibel died in the USPHS Hospital in Galveston, Texas, on January 14, 1957, from a cerebral hemorrhage. He is survived by his mother, Mrs. Aracely Olaguibel, of Villa Las Lomas, San Juan, PR. Brother Olaguibel became a member of the Union on June 27, 1940, and was sailing in the engine department.

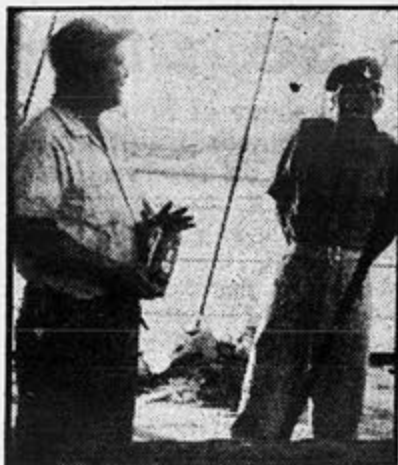
Albert T. Cooper, 65: Brother Cooper died in the USPHS Hospital in New Orleans, La., as a result of an inflammation of the bronchi and lungs. There was no next of kin designated. His last known address was Thomasville, Ga.

Homer Winborne, 46: On December 6, 1956, Brother Winborne died





### Diplomat At Work



"Bosun Charlie (top) has the diplomatic touch a bosun needs," says A. E. Auers on the Steel Maker, and bosun C. E. Lee Jr. seems to be practicing his striped-pants manner right here with a native officer in Karachi. Above, on the Sunion (l to r) are W. T. LaClair, bosun; J. H. McDonald, deck engineer, and Bob "Tiny" Sullivan, wiper. They were on a trip over to France and back from Norfolk. Breather in the messhall provided an anonymous shipmate with a chance to grab some photos.

## Captain Caught In Own Trap Over Water Beef

Nobody "trifles" with his time, says the skipper of the Rebecca. Just to prove it, he tried to rap a \$100 fine on a crewmember for "delaying the vessel" although he apparently got himself caught up in a bight in the process.

The episode took shape after the ship left Bombay for South Africa with many cases of dysentery in the crew. Already concerned with the condition of the fresh stores from India, SIU crewmen were unwilling to con-

tend with possibly contaminated water as well. They urged a check of the tanks on arrival.

(They also want to warn off all ships from taking on fruits, vegetables and shrimp in India. "It's better to use the can opener and be safe.")

After much dickering in Capetown with ship's delegate W. K. Dodd, said secretary T. W. Carmichael, "the captain promised to have an analysis made that afternoon, certainly by 8:30 . . .

"But it soon became apparent he was stalling," a suspicion proved justified after shipmate C. Roosa, who was going to the American consul anyway, told the consul about the water situation. The consul later called the captain ashore, but the ship sailed when he returned.

"It was 5:45 at the time, three hours earlier than his own 'deadline' for the water check. Even so, the captain told Roosa he would be charged \$100 for 'delaying the ship' as a result of the captain's being called ashore . . . Any questions, doctor?"

## French Lovely Falls Short Of 'Billing'

For a while there, it looked to his shipmates as if Seafarer Eddie Demoss had struck paydirt and found "the perfect playmate" for his hours ashore.

Since the "playground" at the time was Rouen, France, Eddie earned the envy of the entire crew.

Then, after a trip ashore, Eddie came back to the Oceanstar with his hands scratched up some. This didn't bother the boys much (everybody knows those French gals can play a little rough), but some skeptics decided to look into the situation a little further.

A few of the boys checked up on Eddie later and "sure enough he made friends with a 'lovely female'" in one of the local gin-mills.

However, the female in question, admittedly a lovely specimen, was only a female Persian cat which Eddie had innocently befriended. Like many a dame, she had cut him up a bit for his pains.

"Still, Eddie's lucky," our anonymous society reporter writes. "Milk doesn't cost as much as champagne, and with a can of sardines begged from the steward, Eddie and the cat seem to be enjoying themselves. To each his own, as they say."

## Crews Mourn Lundeberg Loss

To the Editor:

I am writing this in memory of a man who gave his all to win a place in the world, as well as the best living conditions and wages, for the seafaring man. He thought only for bettering things for seamen like ourselves, instead of doing things for himself.

He battled hard, fair and straight down the line in every

retary. This meeting observed a five-minute period of silence in memory of the late Harry Lundeberg, ending and adjourned at 2:20 PM, with 18 members present.

John MacPherson  
Ship's delegate

(Ed. Note: Funeral services for Brother Lundeberg, who died Jan. 28, were held on Jan. 31 in San Francisco. Memorial meetings in all ports, and aboard ships in port and at sea, marked the occasion at the same time.)

## Letters To The Editor

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

fight with the shipowners or anyone else who tried to step on SIU or SUP seamen or take anything away from them. Truly he was a gallant and great union man and leader, and the father of our great SIU. He was always ready and willing to help in any union beef for the betterment of all working people.

Yes, Harry, as you take your place in the great beyond and watch over us, be assured we will miss you. You have carved a place in all our hearts and the name "Harry Lundeberg" will remain with us for the balance of our days.

So long, friend, and thanks from all of us for a job well done. May we all be just half the man you have been.

J. R. Prestwood  
SS Alcoa Carsair

A special meeting was held aboard the SS Cantigny in Portland, Maine, in honor of our deceased brother, Harry Lundeberg.

After a report on the death of Brother Lundeberg, there was a moment's silence in his honor. The meeting was brought to a close by raising the flag at half mast, where it remained until sundown.

William Adams  
Ship's delegate

. . . A telegram of sympathy was sent to the Sailors Union hall in San Francisco to be forwarded to the family of Brother Harry Lundeberg on behalf of the crewmembers of the SS Mankato Victory.

August Lazzaro  
Ship's delegate

. . . Special meeting called to order on the Ocean Ulla January 31, 1957, at 2 PM, with George F. Blackmore as chairman and Ed O'Connell as sec-

To the Editor:

I just heard that Harry Lundeberg is dead. What a loss to Seafarers!

Brother Lundeberg was a fighter and he was honest. I recall working under him in the 1946 strike in San Francisco. His men listened to him because they had great confidence in him.

I remember one time while the war was still on in 1944 or '45. He was telling about how there were many younger fellows coming aboard the ships and how the Union didn't have the time to train them how to act like sailors on a ship.

"When one of these boys comes up to you and asks you something, show 'em! Don't just tell 'em, show 'em," he said.

"And then show 'em and tell 'em everything else about your union and about going to sea that you think will help them . . . If you don't, you're just a goddam fool!"

I hadn't followed Brother Lundeberg's career closely because I've spent my 13½ years on Union ships - the SIU-A&G. But, disregarding that, I have always admired, and I think I can say, honorably, loved Harry Lundeberg. May God rest his soul!

Thurston Lewis  
SS Steel Admiral

## Hails Outcome Of SIU Voting

To the Editor:

Received the election report issue of the LOG and was glad to read the outcome of the voting. Everyone can be assured that all hands elected will continue to do their usual best.

Special congratulations to "Mac" McAuley and "Blackie" Cardullo. Keep up the good work, boys. Hello also to Ralph Forgiore out of Philadelphia.

Some other outfits would be better off if they would imitate the way SIU handles its affairs, especially its elections.

If you can, please let me know the name of the Buffalo port agent for the SIU Great Lakes District. Best regards to everyone.

Harold M. Shea  
(Ed. note: Port Agent for the Great Lakes District in Buffalo is David Walker.)

## THE SEAFARERS PUZZLE

### ACROSS

- 1. Veteran sailor
- 5. Kind of snake
- 8. Short, abrupt wave action
- 12. Always
- 13. Kind of jacket
- 14. Export from Argentina
- 15. Source of Blue Nile
- 16. Put inside
- 18. Jimmy - boxer
- 20. Water animal
- 21. Silkworm
- 23. Iron
- 27. Anger
- 30. Spots
- 32. Hey, -!
- 33. What a shipmate should be
- 36. Turkish officer
- 37. On one's own
- 38. Indian weight
- 39. Discourage
- 41. Close to
- 43. Soft drink
- 45. Grand -
- 49. Party featuring music
- 53. Lay cobblestones
- 54. Dollar bills
- 55. Kind
- 56. Sword
- 57. Top of head
- 58. Stain
- 59. Damp and humid

### DOWN

- 1. Fixes, as sails
- 2. Of grandparents
- 3. Siberian river
- 4. Swap

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Answer On Page 14

## Burly

By Bernard Seaman





AFFOUNDRIA (Waterman), Jan. 9—Chairman, R. White; Secretary, R. Walton. New delegate elected. Wipers and ordinary seaman requested to do a better job in their sanitary work.

ALCOA PIONEER (Alcoa), Jan. 20—Chairman, C. Wiggins; Secretary, J. Pursell. New delegate elected. Sugar canister to be ordered for crew mess-room. Coffee mugs to be furnished to each man.

BENT'S FORT (Cities Service), Jan. 20—Chairman, A. Alexander; Secretary, R. Coe. One man missed ship. Request that water fountain be kept clean and cups to be placed in sink.

CHIWAHA (Cities Service), Jan. 13—Chairman, H. Sikes; Secretary, W. Dickens. Request to please keep wash-

any place discussing them at sea. Delegates alone to handle beefs at payoff.

Jan. 20—Chairman, H. A. Mooney; Secretary, T. W. Hinson. \$17.25 in ships fund, 4 men in deck department logged for falling to turn to. Name brand soap powder to be ordered.

MANKATO VICTORY (Victory Carriers), Jan. 31—Chairman, Jim Meehan; Secretary, Joseph A. Long. A telegram of sympathy was sent to SUP Hall to be forwarded to the family of Harry Lundeberg, by the crewmembers of SS Mankato Victory.

MASSMAR (Calmar), Jan. 26—Chairman, H. Schwartz; Secretary, M. Lahym. Books to be given patrolman at payoff failed to attend meeting. Make up repair list.

MONARCH OF THE SEAS (Waterman), Jan. 20—Chairman, R. Ransom; Secretary, T. Sanchey. To show mattress to patrolman in Mobile. To move planks from stairway going to ice boxes. To see about racks for library.

OCEAN ULLA (Overseas Trans Co.), Jan. 31—Chairman, G. F. Blackmore; Secretary, Ed O'Connell. Special meeting to observe five minutes of silence in memory of the late Harry Lundeberg.

OLYMPIC GAMES (Western Tankers), Dec. 3—Chairman, A. J. Nelson; Secretary, D. Letz. Water fountain mid-ships is out of order. Members cautioned to watch cigarette butts in passageways and mess hall decks. Captain pleased with crew's behavior in port.

Dec. 19—Chairman, W. Datzko; Secretary, D. Letz. Ship not hitting port enough. Ship ran aground on Dec. 14, for 27 hours, one hour from Ras Tanura. Ship okay with help.

OREMAR (Ore Nav. Corp.), Jan. 19—Chairman, C. Gibbs; Secretary, E. Ponis. Ship sailed late due to 3 men in Chile. Captain refused medical attention to (1) one crewmember in Canal Zone. Discussion on behaviour on shore leaves in Guayacan, Chile. Suggestion of \$5 donation to ship fund for any one leaving washing machine dirty and still running.

PACIFIC OCEAN (World Carriers Inc.), Jan. 20—Chairman, G. Soyga; Secretary, B. H. Amsberry. Wrote a letter to headquarters to ask if we can't get another brand of soap powder to use on the ship. To see why we can't have the required amount of fresh milk aboard at sailing time.

OCEANSTAR (Triton), Dec. 2—Chairman, J. Smith; Secretary, J. Wagner. Repair list submitted. Discussion on launch service. Reporter elected. One member missed ship. Some disputed overtime. Reports accepted. Foc'sles cleaned. Ship to be fumigated. Clarification of sanitary duties in laundry and recreation room.

Dec. 23—Chairman, V. Genco; Secretary, R. McCannon. Some disputed overtime. One man missed ship. Refer beefs to patrolman or department delegate. All night lunch to be discarded before serving breakfast. Discussion on ship's linen, fresh milk in foreign ports, night lunch. Cups and glasses to be returned to pantry.

PAN-OCEANIC TRANSPORTER (Pan-Ocean), Jan. 1—Chairman, T. Gerber; Secretary, W. Walsh. Need keys for foc'sles. Seven hours disputed overtime. Reports accepted. Bathroom out of order; to be repaired. Cots to be returned in good condition or charge will be made for them.

ALCOA POLARIS (Alcoa), Dec. 2—Chairman, C. Parker; Secretary, J. Baxter. One man paid off in San Juan. Two hours delayed sailing. Water shortage; laundry locked. One beef to be handled by patrolman. Report accepted. Washing machine agitator to be repaired. Topside personnel to wear T-shirts in messhall.

ALICE BROWN (Bloomfield), Dec. 23—Chairman, R. Nicholson; Secretary, W. Besselvre. Delegate took off with ships fund (\$18) at payoff. Repair lists submitted; repairs being made. Need new gasket for refrigerator. Two men hospitalized. One man signed on. Suggestion that each man receive one day off a month on current voyage. In cold weather, deck department to be given 30-minute call instead of 15 minutes, to dress warmly and have sufficient time for coffee. Insufficient coffee for all; no boiled eggs during storm. Vote of thanks to steward department for fine food and service. Complete slop chest to be put aboard with sufficient warm and water-proof gear.

Dec. 2—Chairman, E. Watson; Secretary, L. Dwyer. New steward department working agreement read. Refrigerator to be repaired. Vote of thanks to steward department for excellent Thanksgiving dinner.

JEFFERSON CITY VICTORY (Victory), Nov. 29—Chairman, J. McRae; Secretary, B. Richardson. Repair list submitted. New delegate elected. Library and laundry to be kept clean. Few hours disputed overtime. Delayed sailing disputed. Ship to be properly secured before proceeding to sea. Report accepted. Food situation not satisfactory.

Dec. 26—Chairman, B. Richardson; Secretary, W. Stucke. One member missed ship. Money draws reported on. New delegate elected. Few hours disputed overtime. Vote of thanks to steward department for Christmas dinner. More food to be put out at night. Keep passageway decks free of cigarette butts, etc.

CANTIGNY (Cities Service), Jan. 4—Chairman, W. Adams; Secretary, S. Peterkin. \$10.02 in fund.

# Digest Of SIU Ship Meetings

ing machine clean, also to attach light to machine.  
Jan. 18—Chairman, H. Sikes; Secretary, J. Maloney. One wiper quit ship without any notice, also a day man quit. Request more consideration for others who are sleeping.

ANTINOUS (Pan Atlantic), Jan. 20—Chairman, W. Matthews; Secretary, Broussard. Dispute on overtime. One man missed ship.

DEL VALLE (Mississippi), Jan. 13—Chairman, B. Wright; Secretary, R. Irizarry. \$49.68 in fund. 50 cases of coke to be sold.

EVELYN (Bull), Dec. 28—Chairman, John C. Reed; Secretary, J. Mitchell. \$79.85 in fund. Fund to buy new timer for washing machine. New delegate elected.

MARORE (Ore), Jan. 25—Chairman, M. Ohstrom; Secretary, D. Carey. Request that unrated men qualified for upgrading, do so at first opportunity. \$1.05 in fund. Please do not litter No. 9 hatch with garbage. New washing machine needed. Keep laundry clean.

MURRAY HILL (Fairfield), Jan. 10—Chairman, C. Macqueen; Secretary, W. Shaw. Complaints about rust and salt in drinking water.

ALCOA POINTER (Alcoa), Jan. 21—Chairman, Ray Sedowski; Secretary, Frank Van Dusen. \$40.80 in fund. New delegate elected. One man missed ship.

ARMONK (New Jersey Ind.), Jan. 5—Chairman, R. Hampshire; Secretary, J. Heldt. Dispute on overtime. Steward spoke on too much coffee being wasted. Crew agreed will try to use less coffee.

BALTORE (Ore), Feb. 3—Chairman, T. Connell; Secretary, W. Blakeslee. \$5.75 in fund. New delegate elected. Discussion of leaving cups in the rooms and on deck thereby causing a shortage at coffee time.

BENT'S FORT (Cities Service), Chairman, A. Alexander; Secretary, L. Wahlis. New delegate elected. Refrain from hanging cloths on starboard side of fidley. Request to have hotter coffee at 10:00.

CAMP NAMANU (USPC), Jan. 27—Chairman, W. Goff; Secretary, R. Tapman. One dollar is to be donated to fund, to buy timer for washing machine. Discussion on rusty water, to speak to chief engineer.

CHIWAHA (Cities Service), Feb. 3—Chairman, H. L. Sikes; Secretary, J. W. Maloney. \$7.22 in fund. New delegate elected. Request to have fresh bread. Discussion on why the sailing board is always two (2) or three (3) hours late.

COUNCIL GROVE (Cities Service), Jan. 24—Chairman, O. Rhando; Secretary, E. Gaudill. \$2.86 in fund. Discussion on evils of drinking on job, also tales being taken topside.

EDITH (Bull), Jan. 31—Chairman, L. Goveff; Secretary, C. Stark. New delegate elected. Suggest that crew members help keep mess hall clean and orderly after breaks and night lunch and to put used dishes in sink.

HASTINGS (Waterman), Jan. 27—Chairman, B. Butta; Secretary, J. Wells. Some disputed overtime. Discussion on safety, hot water situation. Request to keep recreation room cleaner, also not to let cups and linen lay around, after night lunch put dishes in sink and clean up mess they made.

JEAN (Bull), Jan. 20—Chairman, S. Dickson; Secretary, D. Ponters. Towels should not be used for sougee or shine rags. More silverware should be left out for night lunch. Messroom should be kept cleaner by the crew during the night. Mattresses should all have covers.

LUCILE BLOOMFIELD (Bloomfield), Jan. 10—Chairman, T. W. Hinson; Secretary, M. Mooney. All beefs to be presented to patrolman, unable to get

# Sextant? Just What He Needed...

By Seafarer William Calefato

The official ambassadors are followed the world over by unheralded Seafarers who, as unofficial messengers of good will, often become more involved with the native peoples than the suave State Department gentlemen.

Not all seamen stop at the nearest ginmill once they reach port. Instead some wander far from the waterfront to accomplish a variety of missions—becoming ambassadors without portfolio or striped pants. These are not essential to the role, as every seaman knows.

For wherever a seaman goes ashore in a foreign land, especially where the language and customs are far different from his own, something "unusual" invariably happens. The episode concerning the Seafarer who was asked by somebody Stateside to get a picture story covering "the only sextant manufacturer in Asia" is a case in point...

At Yokohama, after squeezing through crowds at the railroad ticket booth, he was shoved into a car in a manner not unlike the way it's done during the rush hour at New York's Time Square. It seemed like the mission was off to a good start, except that he didn't know what his station was. The signs were all printed in Japanese characters; only the bigger stations had signs in English.

Enroute, the seaman gave his seat to a lady on whose back a baby was secured. That must have been unusual in Japan, because everyone stared at him. But a smile from a girl provided some comfort, and eventually produced instructions on how to reach Kamata, the small town where he was to get his story...

The dispatcher at the taxi stand was an old be-whiskered gent who bowed invitingly and motioned him to the open door of a cab.

The foreigner got in and showed the driver the instructions written in Japanese. They said he was a *shimibun kaisha-Amerika noh fune ho kaisha namaidi*—in effect, a newshound from the States.

But the way the driver shook his head indicated he didn't know the desired address. Neither did the dispatcher, nor another driver who left his vehicle to try and help. This last one beckoned to more drivers. They crowded around and peered at the lone, sullen figure of the Seafarer who was laden with two cameras, two light meters, a flash unit, a tripod and pockets bulging with bulbs and film. Many passersby, seeing a crowd, stopped to look and made it still bigger.

### Trapped In Cab

The American couldn't get out of the cab because the crowd blocked the door, so he contented himself, while the drivers chattered and argued, with thinking how he might manage the interview, if he ever got that far. A reporter should know what he's talking about, but because this assignment was about sextants, he hadn't had time to learn much. Besides, he was a wiper, and had never been near a sextant.

One of the reasons he took the assignment developed after he heard a young 3rd mate grumble about the new-fangled instrument, because he didn't know how to use it. Had he known that a crude version of it was invented more than 2,000 years ago by the Polynesians, the mate might have changed his mind.

### Holes In Coconuts

If they could navigate through uncharted waters by looking at the horizon through holes in the split halves of coconut shells (this was the earliest "sextant," he'd heard), why couldn't the dumb 3rd mate use the latest instrument? The Japanese manufacturers would have liked the story if he could ever meet them...

The best way to get something done is to do it yourself, the would-be reporter thought, especially when the cab drivers were unable to help. But this was a small town in Japan and he wished he could find some assistance. It finally occurred to him that a good way to find out was to ask the man who owns one.

He found the man in an optical



Seafarer Calefato's adventures are typical of events in the Orient, where almost anything draws crowds since the people on both sides of the lens are interested and curious about each other...

shop, but the proprietor could not locate the sextant company in the city directory and, in true Japanese fashion, was more than exasperated that he could not assist the visitor. This was the first time an American journalist had entered his premises...

In the meantime, the visitor suggested, he would talk to the police in a booth at an intersection.

The commandant studied the Japanese instructions and consulted other policemen, but the shrugs and gesticulations told the same story... they didn't know, either. With military dignity, the commandant asked the American to sit in the only chair in the booth while he telephoned airports, harbor police, traffic experts, import and export firms and all the other even remotely connected agencies he could conjure up. Still, nobody knew... Ah, perhaps the fire department could help...

### Was Trip Necessary?

The flabbergasted newshawk began to question the merits of his mission, tried to get up to leave, but a firm hand restrained him. A half-hour later, he got up again, but patience was urged on him. When he tried to leave a third time, and people looked at him in his foreign attitude in the chair, he began to sense the terrible fact that he had been arrested for disturbing the peace. It's very rude to stand up in a Japanese police station, it seems.

However, there appeared to be no way out as long as the officer's patience endured, and that Orient-

tal quality generally lasts a long time.

He might have sat there all day, in fact, if the shopkeeper had not mercifully shuffled across the street to say that he had finally located the factory. With great skill, he made a sketch, complete with railroad tracks, switches, stations and streets, giving the exact location of the necessary building in a town on another spur of the rail line.

Most people would have abandoned the task by now. Fortified by that knowledge, the visitor did the same. Perhaps he would stick closer to the waterfront next time, after all.

## Money Exchange Rates Listed

The following is the latest available listing of official exchange rates for foreign currencies. Listings are as of Mar. 14, 1957, and are subject to change without notice.

England, New Zealand, South Africa:	\$2.80 per pound sterling.
Australia:	\$2.24 per pound sterling.
Belgium:	50 francs to the dollar.
Denmark:	14.45 cents per krone.
France:	350 francs to the dollar.
Germany:	4.2 marks to the dollar.
Holland:	3.7-3.8 guilders to the dollar.
Italy:	624.8 lire to the dollar.
Norway:	14 cents per krone.
Portugal:	28.75 escudos to the dollar.
Sweden:	19.33 cents per krona.
India:	21 cents per rupee.
Pakistan:	21 cents per rupee.
Argentina:	18 pesos to the dollar.
Brazil:	5.4 cents per cruzeiro.
Uruguay:	52.63 cents per peso.
Venezuela:	29.85 cents per bolivar.

Editor,  
SEAFARERS LOG,  
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Brooklyn 32, NY

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Heading For The Far East



Seafarers on the Topa Topa are pictured in a photo by Charles Burns. The line-up (l to r) lists Perez, bosun; Bautista, baker; Snow, AB; Griggers, DM, and Villansuva, AB.

Buoy, Sinking, Boom! Highlight Planet Run

Mishaps are coming in spurts for the supertanker Orion Planet. Between them, and the endless routine of the Persian Gulf-Far East oil shuttle, everything else is running smoothly, says reporter B. Padgett.

One recent incident (LOG Feb. 1, 1957) occurred when they rammed and sank a small Japanese fishing boat one day south of Yokohama.

'At Sea' By 'Red' Fink



"I guesh I had a good time ashore lasht night. I shpent 60 bucksh..."

All hands on the ill-fated craft were rescued.

Two trips ago the Planet tangled with a buoy while leaving Japan and both the screw and the buoy were casualties. "But this accident had its compensations," Padgett noted. "We got a couple of extra days in port."

The incident which caused the most excitement happened some time ago, he recalled. "After the tanks had been butterworked and the meter showed them to be gas-free, the deck hands were standing at the tank top prepared to enter to muck. At the same time, the 1st assistant was getting ready to weld the mucking winch frame over the butterworthole..."

"Just as he struck an arc, one hell of a roaring explosion followed, really shaking everyone up. Rust was blown several hundred feet in the air through the tank top and guys were running in every direction."

"We are hoping that the rest of the shuttle will pass off in the usual dull manner with no more 'incidents,'" Padgett added. Amen to that.

LOG-A-RHYTHM:

The Payoff

By Thurston Lewis

Magic words
So pregnant with meaning:
"He's a good shipmate!"
Cuts hard talk,
And prejudiced leaning:
"He's a good shipmate!"

Somebody waiting
By the Pearly Gate,
Accusers accusing,
Eyes full of hate:
"Thirsty did this
And thirsty did that;
He'll never wear a halo
Over his hat!"

Then some oldtimer,
A familiar face,
Spoke up
From the other side of that place,
"Why I sailed with him
Back in '48;
Let him on in,
He's a good shipmate."

And St. Peter there
A pathway is cleared,
A kind of voice firm
But not a bit weird;
Boomed out,
That's the best to be said,
In this or that state
He's welcome to Heaven
If he's a good shipmate!"

They say that love
Covers many a sin,
Like poker and women,
And a surplus of gin;
But one other thing
Carries plenty of weight,
That's when someone can say,
He's a good shipmate!"

Puzzle Answer

SALT ASP CHOP
EVER PEA HIDE
TANA ENCLOSED
SLADE SEAL
ERIA METAL
IRE DOTS RUBE
COMPANIONABLE
EMIR SOLO SER
DETER NEAR
COLA HOTEL
MUSICALE PAVE
ONES ILK EPEE
PATE DYE DANK

Alcoa Ranger's In Good Shape

To the Editor:

The crew on the Alcoa Ranger would like to give its heartiest thanks to our steward department for the wonderful meals and the hard work put in to make us feel as if we were at home.

All the brothers on this ship agree that we have the best cooks in the SIU; every one seems to be gaining weight and there's not one beef on the

for their generosity in contributing toward a wreath for his mother when she passed away during the trip.

This letter is also signed by Nils Larsson, deck delegate; Benjamin C. Bengert, engine delegate; Leslie Barnett, steward delegate, and brothers Pablo Barrial, Jack Trosclear and Roque Macaraeg.

Howard Mews
Ship's delegate

Skipper's Wife Draws Cheers

To the Editor:

The unlicensed personnel of the Sea Comet II would like to extend their thanks and gratitude to Mrs. Brennan, our Captain's wife, for assisting in nursing the crew through its various ills and pains during the voyage.

Thanks also for her help on shopping matters and for showing many of us how to save in this respect. The steward also wishes to extend his personal thanks to Mrs. Brennan for her valuable assistance in his typing, due to the fact that his typewriter broke down.

The Sea Comet II originally headed for Hampton Roads from Rouen, France, but was diverted to Philadelphia. This brought on the blues for some of the crew who come from Norfolk and extra wires had to be sent.

We all enjoyed a good trip and good food due to the work of the steward department, which was given a vote of thanks. Among those aboard are Pat Frango, chief cook; H. O. Carney, steward, and "Pearly" Earl Gates and Charles "Squarehead" Neuby, as they are known to all their friends.

Philip B. Livingston
Ship's reporter

Freighter Trip An Eye-Opener

the Editor:

I am writing this to thank the crews of the SS Lucille Bloomfield and the SS Margaret Brown for the many courtesies shown me while I was a passenger on them.

I can not even find words to express my gratitude to the men on these ships. Although I've never been aboard a regular passenger liner as a traveler, I know I couldn't have been treated any better than I was on those vessels.

The food was truly marvelous, and I found the men of the merchant marine quite a different lot than I had read about. In fact, these seamen were fine gentlemen. Each and every one of them went out of his way to help me, a young student from Austin, Texas, to adjust to the ship and feel exactly as I would have felt at home.

You have a real American union, and a grand bunch of men as members. Aside from my personal gratitude, I cannot help but feel better in the knowledge that there are still people in this world who are not so tied up in personal and business affairs that they cannot take time out to advise, assist and give a total stranger like myself a helping hand.

Although I'm only a youngster you can rely on me to spread the word on how I was treated on these vessels. If all the other ships are like those, then God has given each merchant seaman a great heritage.

F. E. Harvick Jr.

Fort Bridger Goes Liberian

To the Editor:

The crew of the Fort Bridger left the ship in Le Havre and is now back in the States after paying off at the company office in New York. The ship has gone under the Liberian flag manned by an Italian crew.

It was a shame seeing that ragged bunch of guys coming aboard, knowing that we were leaving to go home and pick up some real loot under SIU conditions, while they would be earning a fraction of that while doing the same work. We were out 12 days short of a year.

For the record, several crewmembers and I would like to thank five alien seamen who were among our crew for contributing a total of \$170 to the SEAFARERS LOG as a voluntary donation. This was their way of saying thanks for the good deal they enjoyed while the ship was operating under American conditions. These men were James Phillips, Hubert Lewis, Louis Pederson, Nils Gustafsson and Olaf Sorgard.

The chief engineer on the ship, S. L. Norton, would also like to publicly thank the crew and officers of the Fort Bridger

SEAFARERS IN THE HOSPITALS

- BOSTON, MASS. Benjamin Boudreau R. G. Guerrero G. L. Brooks Chas. R. Robinson Charles Dwyer
USPHS HOSPITAL GALVESTON, TEXAS Gilbert Delgado Jose Rendon Joseph Harranson Warren W. Smith Shirley Poole Joe R. Stewart
SAN FRANCISCO, CALIF. Orville E. Abrams Harvey C. Hill Marcelo B. Belen Eugene G. Plahn Wm. H. Chadburn John W. Singer Edward E. Edinger Murray W. Smith B. R. W. Guthrie Fred D. Stagner
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Australia WMM 25-15607 Kcs  
Northwest Pacific WMM 81-11037.5

## Bill Limits Transfers

(Continued from page 3)  
new tonnage for ships transferred foreign. This has not slowed the outgo of ships.

Under the tanker trade-out and build program alone, Maritime has given tentative or actual approval to transfer of 70 Liberties, seven Victories and 96 T-2s at last report, in return for construction of some 76 new tankers. This alone represents a loss of an additional 3,000 jobs.

While the majority of Liberty and Victory ships are lost as far as transfers are concerned, the effect of the Magnuson bill, if passed, would be to prevent transfer of the more modern C-type ships which currently form the backbone of the nation's dry cargo fleet.

The bill has been referred to the Senate Foreign Commerce Committee of which Magnuson is chairman.

## DIRECTORY OF SIU BRANCHES

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- BALTIMORE.....1216 E. Baltimore St. Earl Sheppard, Agent Eastern 7-4900
- BOSTON.....276 State St. James Sheehan, Agent Richmond 2-0140
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- HALIFAX, N.S.....128½ Hollis St. Phone 3-8911
- MONTREAL.....634 St. James St. West PLateau 8161
- FORT WILLIAM.....130 Simpson St. Phone: 3-3221

- PORT COLBORNE.....103 Durham St. Ontario Phone: 5591
- TORONTO, Ontario.....272 King St. E. Empire 4-5719
- VICTORIA, BC.....617½ Cormorant St. EMpire 4531
- VANCOUVER, BC.....298 Main St. Pacific 3466
- SYDNEY, NS.....304 Charlotte St. Phone: 6346
- BAGOTVILLE, Quebec.....20 Elgin St. Phone: 545
- THOROLD, Ontario.....52 St. Davids St. CANal 7-3202
- QUEBEC.....85 St. Pierre St. Quebec Phone: 3-1569
- SAINT JOHN.....85 Germain St. NB Phone: 2-5232

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- CLEVELAND.....734 Lakeside Ave., NE Phone: Main 1-0147
- DETROIT.....1038 3rd St. Headquarters Phone: Woodward 1-6857
- DULUTH.....531 W. Michigan St. Phone: Randolph 2-4110
- SOUTH CHICAGO.....3261 E. 92nd St. Phone: Essex 5-2410

## RECENT ARRIVALS

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

Rose Suarez Martin, born January 8, 1957, to Seafarer and Mrs. Antonio Suarez Martin, Brooklyn, NY.

Robert Joseph Leavy, born February 14, 1957, to Seafarer and Mrs. Robert N. Leavy, South Ozone Park, LI, NY.

Ronald Joseph Leo Paradise, born January 18, 1957, to Seafarer and Mrs. Leo Paradise, Swansea, Mass.

Mary Elizabeth LaFleur, born December 31, 1956, to Seafarer and Mrs. Henneson LaFleur, Oberlin, La.

Pamela Ann Wilcox, born January 28, 1957, to Seafarer and Mrs. Earl P. Wilcox, Englewood, NJ.

Keith Allen Spivey, born February 5, 1957, to Seafarer and Mrs. Leonard T. Spivey, Baltimore, Md.

Dawn Leigh Harrison, born February 13, 1957, to Seafarer and Mrs. Stokes H. Harrison, Houston, Texas.

Efrain Feliciano Pacheco, born February 17, 1957, to Seafarer and Mrs. Julio Feliciano Pacheco, N.C.

Charlotte Ann Cooley, born February 7, 1957, to Seafarer and Mrs. Benjamin F. Cooley, Citronelle, Ala.

Patricia Ann Casey, born January 23, 1957, to Seafarer and Mrs. Alfred H. Casey, Amherst, Mass.

Juan Hernandez Serrano, born February 16, 1957, to Seafarer and Mrs. Juan Hernandez, Tierra, PR.

Rosemaria Brancato, born December 30, 1956, to Seafarer and Mrs. Nicholas Brancato, Fort Eustis, Va.

Roy B. Wingard Jr., born January 8, 1957, to Seafarer and Mrs. Roy B. Wingard, New Orleans, La.

Debbie Mary Orr, born February 15, 1957, to Seafarer and Mrs. David Orr, Philadelphia, Pa.

Edward Hubay Jr., born January 1, 1957, to Seafarer and Mrs. Edward Hubay, Dover, NJ.

Juan Hernandez Carter, born February 15, 1957, to Seafarer and Mrs. James Carter.

Michael Richard Meeks, born December 21, 1956, to Seafarer and Mrs. James O. Meeks, Griffin, Ga.

Timothy Mullins, born January 25, 1957, to Seafarer and Mrs. Marvin E. Mullins, Bremerton, Wash.

Martha Alexis Ben-Kori, born January 22, 1957, to Seafarer and Mrs. Alexis Ben-Kori, Miami, Fla.

## Personals

### George Joseph Baka

Please contact your sister, Mildred H. Baka, WAC, at G-4 Div. Hq Com Z, US Army Europe, APO 58 New York, New York.

A travel wages and subsistence check for Robert A. Statham has been returned to Drytrans, Inc. A check for Edgar (Red) Starns, SS Jean, has been returned to Bull Line.

### Richard Brown

Urgent that you contact your wife, Mrs. Richard Brown at 1014 Druidon Ct. as soon as possible. Your son is ill and entering the hospital.

### Robert Martinez

Contact your wife in care of Mrs. J. Lipitz, 154 Nassau St., New York, NY.

### Efthimios Ntentakis

Get in touch with your wife at 550 6th Ave., Brooklyn 15, NY.

### M. J. Williams

Important that you contact Rasser, Miller & Roth, Admiralty Lawyers, 20 S. Avenue, Miami, Fla., as soon as possible.

Will the following brothers who were discharged from the SS Florida when she changed to the Liberian flag please contact Rasser, Miller & Roth, Admiralty Lawyers, 20 SE First Avenue, Miami, Fla., regarding their suit for wages:

Belisario Alonzo, J. Atwell, Genero Barrios, G. Billberry, Richard Birmingham, Luis Bonilla, Earl Cain, Manuel Carmona, D. Channell, R. Chazarra, H. Chemel, Robert Collado, Manuel Coto, C. E. Dandridge, Manuel Deal, Wilson Deal, Ignacius Delafe, J. Seara Deus, Fidel Diaz, F. Mena Felix, Manuel Ferreiro, Antonio Garcia, Wenceslao Garcia, Emilio Godinet, Alberto Gonzalez, Arthur Gonzalez, Evelio Gonzalez, Jorge Gonzalez, Ray Gonzalez, H. E. Hansen, John Henning, R. Kaduck, Ismael Lopez, Placido Diaz, J. E. M. Lourido.  
Carlos Machado, L. P. McCoy, Anthony Mike, Homer Miller, D. Minervino, H. Miranda, Antonio Molina, Mike Muzio, C. S. Nelson, H. C. Parker, Ernest Perdomo, M. Plummer, Hector Reyes, Albert Rivero, Luther Roberts, Wilbert Roberts, Raymond Roque, Aurelio Sanchez, Aurelio Saurez, M. H. Sedeno, H. Leonard Shaw, Alfredo Somellian, Pedro Sosa, H. Therrien, J. R. Thomas, Jr., J. R. Thomson, Jr., Royden Vandervoort, Nick Vilverde, E. Waldorf, M. Yglesias.

## USPHS Has Last Say On Duty Slip

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



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## Tankship Trade Nets Fabulous Cash Rewards

Many large-scale investors are turning from stocks and bonds to ships—tankers in particular—for the “quick, safe profit” that every investor dreams of. The reason is obvious. Net profits of from \$3,750,000

to better than \$4 million a year are being realized at current rates on the employment of a single 20,000-ton tanker in the Persian Gulf to Europe trade.

The higher figure, of course, is realized under runaway flags such

Film actor Edward G. Robinson's art collection was purchased by multi-millionaire Greek shipowner Stavros Niarchos recently for a sum reportedly in the vicinity of \$3 million to \$4 million.

Niarchos previously had been reported as paying \$500,000 for a single painting. He is one of the “big three” Greek shipping operators — Niarchos, Onassis and Goulandris — who control millions of tons of shipping under various flags. Most Niarchos foreign-flag operations are in the supertanker field, usually registered Liberian.

as the popular Liberian flag. What's more, the operator of the runaway ship need pay no taxes to the US Government as long as he keeps the money out of the States.

### Gross \$1 Million Per Trip

Last week, a Senate investigating committee announced that some tankers were grossing almost \$1 million per trip for hauling oil around Africa to oil-starved Europe. Subsequently, “Business Week” magazine, a publication which circulates widely among businessmen and investors, published figures which indicate a minimum annual net profit of \$3,750,000, after all expenses, for a

single tanker on voyage charter. The figures quoted are on a 20,000-ton supertanker which can run from Bahrein to the Atlantic Coast of France and back in some 64 days. Taking into consideration the time spent in loading, unloading, repairs and overhaul, plus unforeseen delays, such a tanker could make a minimum of five trips annually. Faster ships could go higher, between six to eight trips.

With present oil haulage rates quoted at \$50 a ton on this run, the operator would gross \$1 million a trip for her cargo. Bunkers and other expenses would run about \$125,000 while labor costs for an American-flag operator are quoted at about \$75,000.

That would leave a net profit of almost \$750,000 a trip. At five trips a year an operator could roll in gravy to the tune of \$3,750,000 a year.

Transfer the ship to the runaway flag and the figures become even more impressive. Runaway wage bills would be anywhere from one-third to one-fifth the American cost. Split it down the middle at one-quarter and you get a wage bill of around \$19,000 a trip. On the five trips a year basis, that ups the operator's take to \$4,030,000—plus the fact that he escapes the tax bite.

Of course, these figures assume he owns the ship free and clear. But even if he is paying off the mortgage, there's plenty left in the pocketbook.

“The prospect of so bright a future has brought a boom in tanker building,” the publication notes. It's no wonder.

## Shipping Round-Up & Forecast

February 20 Through March 5

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	9	2	8	4	4	0	21	6	27
New York	83	21	57	13	64	7	204	41	245
Philadelphia	27	4	20	5	23	4	70	13	83
Baltimore	43	28	46	17	44	17	133	62	195
Norfolk	18	14	12	15	13	10	43	39	82
Savannah	24	5	15	6	6	5	45	16	61
Tampa	10	3	6	2	5	4	21	9	30
Mobile	31	4	17	12	26	12	74	28	102
New Orleans	50	10	33	13	47	6	130	29	159
Lake Charles	10	11	7	12	8	3	25	26	51
Houston	24	18	18	11	9	6	51	35	86
Wilmington	15	5	4	5	8	9	27	19	46
San Francisco	29	13	17	14	21	9	67	36	103
Seattle	14	13	15	16	9	10	38	39	77
<b>Total</b>	<b>387</b>	<b>151</b>	<b>275</b>	<b>145</b>	<b>287</b>	<b>102</b>	<b>949</b>	<b>398</b>	<b>1347</b>

Port	Shipped									Total A	Total B	Total C	Total Ship.
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C	Stew. A	Stew. B	Stew. C				
Boston	8	2	5	3	5	2	1	1	3	12	8	10	30
New York	90	15	8	62	5	8	64	7	9	216	27	25	268
Philadelphia	35	8	0	30	10	10	24	7	12	89	25	22	136
Baltimore	69	9	7	43	13	18	42	15	4	154	37	29	220
Norfolk	26	14	8	8	17	18	17	9	8	51	40	34	125
Savannah	29	5	6	17	6	6	8	3	4	54	14	16	84
Tampa	4	1	0	4	2	1	5	1	1	13	4	2	19
Mobile	15	5	3	22	6	9	21	7	5	58	18	17	93
New Orleans	50	10	1	30	11	6	35	3	2	115	24	9	148
Lake Charles	16	9	0	10	10	3	7	3	4	33	22	7	62
Houston	33	9	12	33	4	18	13	3	19	79	16	49	144
Wilmington	15	7	6	2	9	0	5	6	1	22	22	7	51
San Francisco	30	7	7	20	12	5	17	8	7	67	27	19	113
Seattle	12	14	18	11	15	12	12	8	17	35	37	47	119
<b>Total</b>	<b>432</b>	<b>115</b>	<b>81</b>	<b>295</b>	<b>125</b>	<b>116</b>	<b>271</b>	<b>81</b>	<b>96</b>	<b>998</b>	<b>321</b>	<b>293</b>	<b>1612</b>

A period of busy shipping activity produced the second 1,600-plus-job total in the last 39 months during the past period. A total of 1,612 jobs were dispatched from SIU halls while registration lagged far behind.

The last time shipping soared over the 1,600-mark was just before Christmas last year. It hit a total of 1,656 jobs. Prior to that, the high was scored in the 1953 pre-Christmas rush.

More than 2,000 jobs were filled during that two-week period, however.

All SIU ports except New Orleans were affected by the job surge to some degree. The Crescent City serviced only a handful of payoffs and sign-ons, which accounted for the relative slowdown.

The end of the East Coast dock strike also restored full operations to the affected ports from Boston to Norfolk. Had this period not covered the last three days of the dock tie-up as well as the now-ended tug strike in New York, shipping might have set a real record.

As it was, registration and shipping for classes A and B were virtually even for the two weeks, as class A men accounted for 62 percent of the jobs and class B for 20 percent. The class A proportion remained as is, but the B portion showed a decline from 24 percent.

The following is the forecast port by port: Boston: Fair ... New York: Good ... Philadelphia: Good ... Baltimore: Good ... Norfolk: Good ... Savannah: Fair ... Tampa: Fair ... Mobile: Good ... New Orleans: Fair ... Lake Charles: Good ... Houston: Good ... Wilmington: Fair ... San Francisco: Good ... Seattle: Good.

## File Now For Gov't Disability

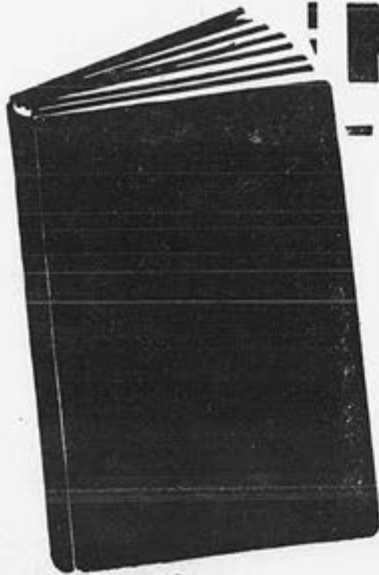
The Social Security Administration has warned that, in some cases, failure of disabled workers to file before June 30, 1957, for the new Social Security disability benefits may result in the loss of this protection.

This warning was issued to persons over 50 years old, who have been disabled and unable to work for more than 6 months. They should check their local Social Security office to make sure they have met the necessary requirements to be eligible for these benefits. Seafarers affected are urged to file immediately just to be on the safe side and not run the risk of being one of the borderline cases.

Under the new Social Security benefits, totally-disabled Seafarers, age 50 to 64, starting July 1, 1957, will be eligible for a maximum benefit of \$108.50 per month. This amount is already in force for any of the disabled who are 65 or over. Under the SIU welfare plan, disabled Seafarers with enough sea time are entitled to benefits of \$150 each month. If they are eligible under both plans, it would mean a combined benefit of up to \$258.50 a month.

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