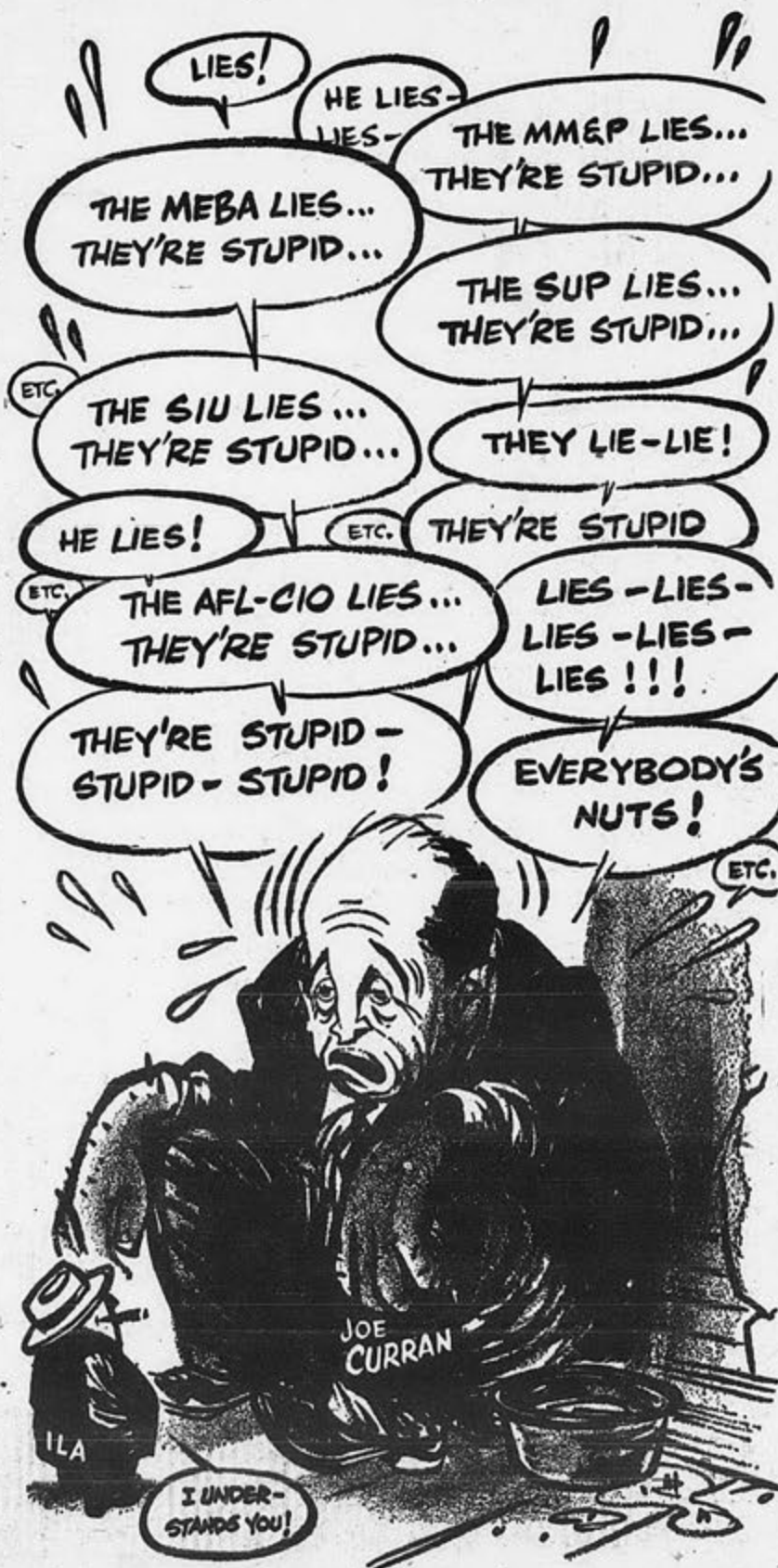


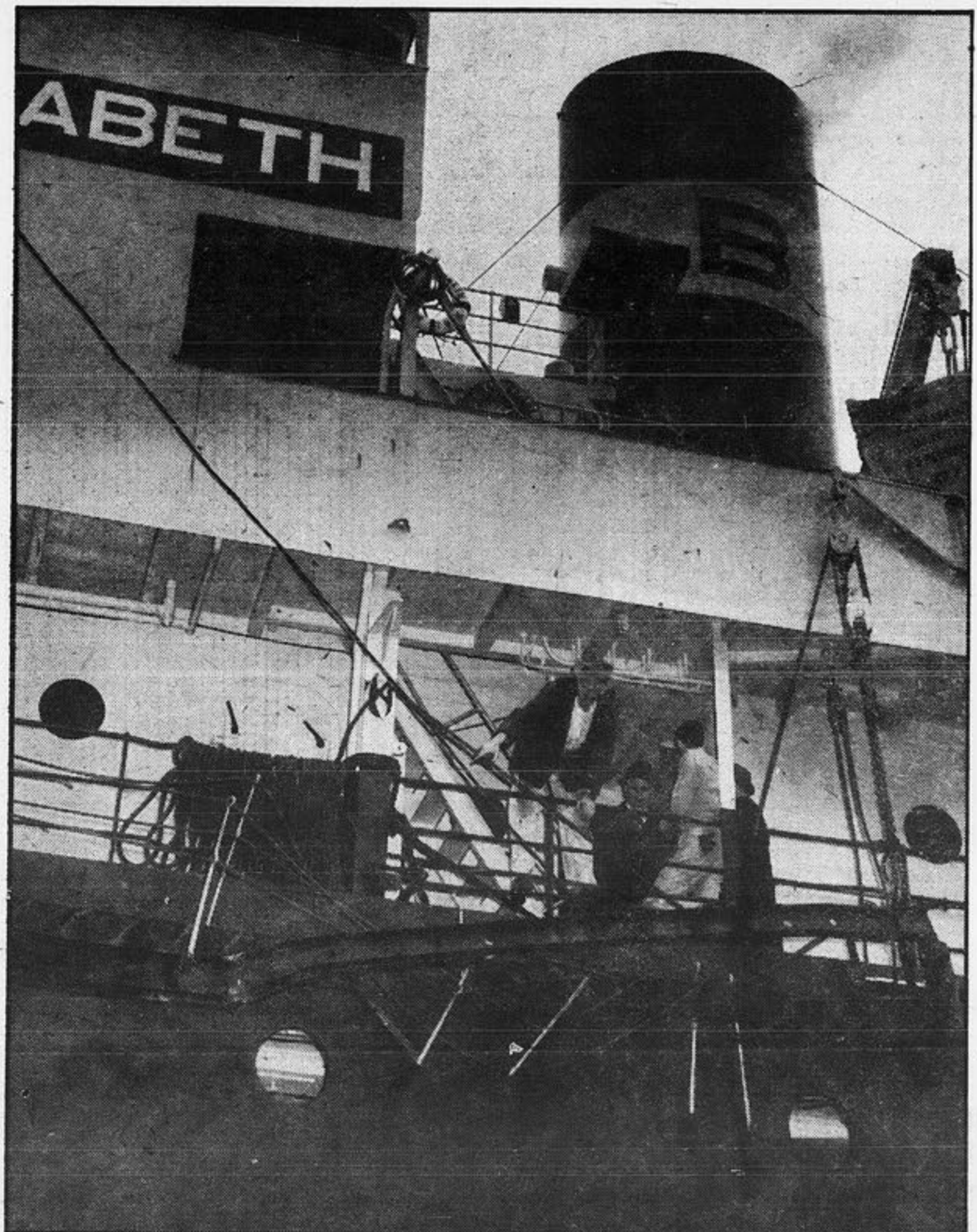
SIU JOBS REACH THREE-YEAR PEAK

Story On Page 3

'Nobody Understands Me'



2 Ships In Crashes



An irresponsible attack against every major US maritime union by NMU president Joseph Curran adds emphasis to the question of his reliability in dealing with maritime union issues. The attack was front-paged in the last NMU "Pilot." • (See story on Page 2.)

Crash Aftermath. Company employee points out damage to Bull Line C-2 Eliza beth after SIU ship was involved in collision with Chinese tanker Hai Kwang off Scotland Lightship. In separate crash, Alcoa Pilgrim collided with Farrell Lines freighter African Star near Statue of Liberty last Tuesday night. No one was hurt in either mishap. (Story on Page 4.)

The Facts vs. Joe Curran

The last issue of the "Pilot," official organ of the National Maritime Union, features a mouth-foaming diatribe by Joseph Curran, president of that union. It consists of a scatter-shot blast against the SIU, the Sailors Union, the Marine Engineers (both BME and MEBA) the Masters, Mates—in fact, against every organization of consequence in maritime with the exception of the International Longshoremen's Association and Harry Bridges. The diatribe is supported by editorials, stories and other material in the paper.

The purpose of this article is to correct a number of flat misstatements of fact appearing under Curran's name, and several other transparent distortions, so that Seafarers and other LOG readers (including NMU members) can keep the record straight.

Taking the issues as they come, here is what the NMU president said, and what actually happened:

↓ ↓ ↓

UNION HIRING HALLS

The NMU president claims that the SIU's filing of unfair labor practice charges against a shipowner—in this case, American Coal Shipping—"is actually an attack on the foundation of all maritime unions—the hiring hall."

The facts in this case are to the contrary and are very simple. A considerable number of Seafarers, learning of the formation of a new shipping company which had not yet obtained ships or crews, applied for employment at the company's offices. In each and every case, without exception, they were rejected by the company without even having their credentials examined. The SIU general counsel's office then took action to protect Seafarers' employment rights by filing charges against American Coal Shipping, a ship operator. Several years ago, the NMU itself saw nothing wrong in filing unfair labor charges against Isthmian Steamship Company and AGAINST THE SIU. The charges in that instance were filed after the SIU had already organized Isthmian and won an election in the fleet.

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MARITIME CONTRACTS

The NMU president cries shrilly that the Sailors Union "scrapped" the 40 hour week and that SIU and SUP sign "bargain" agreements. "Our union has led the way" he pontificates, "to decent wages, shorter hours, overtime pay, vacations, pensions, welfare benefits, supplementary unemployment insurance 'elimination' of loggings."

First, as to the 40 hour week, it is fully known to the NMU president that the Sailors Union has incorporated the 16 hours of weekend overtime into the base pay. The SUP base wage is figured on the basis of 40 straight time hours and 16 overtime rate hours. The other unions arrive at the same objective by figuring base pay on a 40-hour standard and computing weekend overtime separately. So much for the nonsense about "scrapping" the 40-hour week. All watchstanders—NMU, SUP, SIU and what have you—are still working 56 hours weekly, no matter how you slice it.

The second claim, about NMU "leading the way" is not only inaccurate but downright childish. All maritime unions have contributed in one form or another to seamen's present-day gains, and all have "led the way" in particular accomplishments. The fact is that the NMU has not "led the way" in a great many areas. Here are a few:

- The SUP was first with an industry-wide welfare plan.
- The SIU was first with an in-

the demands presented to the... Refining ships indicate that pro-

Brief Charges SIU Isthmian Collusion

In a continuation of its charge to the NLRB of collusion between the Isthmian Steamship Co. and the SIU, the NMU has submitted a legal brief setting forth seven objections to the conduct of the collective bargaining election.

The Union has also...

Clipping from NMU "Pilot" reports how NMU filed Labor Board charges against Isthmian and SIU after SIU won election in that fleet. Curran now says that filing similar charges against American Coal (not the NMU) is "attack on hiring hall."

- Industry-wide pooled vacation plan.
- SUP pensioners get \$100 a month. Disabled Seafarers who are unemployable and pensioners get \$150 a month. NMU pensioners get \$65 a month.
- The NMU instituted unlimited hospital benefits for seamen and maternity benefits for married men only after the SIU had them for years.
- The NMU obtained a limit on loggings only after the SIU won it. (More on this later.)
- On numerous occasions in recent years, the NMU had to reopen negotiations on so-called "inequities" after the SIU and SUP had obtained superior working rules.
- The NMU salvaged the remains of its hiring hall by instituting a seniority system after the SIU had established seniority protection for regular seamen.

In the long run, of course, it matters little "who got there first," but matters more that all seamen get protection and conditions. If it is important that the record show who was first with what, the record is clear: The Sailors Union founded the hiring hall. On wages, conditions and overtime the SUP standards are the highest in the industry.

It is interesting to note that in all this diatribe over contracts there is no mention of the terms and conditions of the agreement signed with American Coal Shipping or how that agreement came into being. However, it is known that Curran has a reputation on the shipowner-side of the industry of energetically advertising NMU contracts as "7 percent cheaper." Where the "7 percent cheaper" comes in (and that is the phrase Curran uses in the industry) is through a "soft deal" on contract enforcement, poorer feeding, etc. This was one of the arguments Curran used when he ran to the States Marine outfit after it bought it Isthmian, and cried, "Don't take our ships away, we're cheaper!"

By undercutting the SIU accordingly, the NMU has served as a drag on SIU conditions on this coast.

LOGGING LIMITS

The SIU's success in first establishing that seamen can-

not be logged in excess of actual time off the job, apparently has been a source of vast personal irritation to the NMU president. Consequently, he accuses the SIU of signing a bargain agreement on loggings "far short of what NMU had told the employers they would accept... we won this fight in spite of the handicap which the employers set for us with the aid of SIU... we have established once and for all the principle that companies may not withhold earned pay from a seaman" (emphasis ours).

The facts are, as reported in the SEAFARERS LOG of November 9, that the NMU logging limit is virtually identical with the SIU's; with one significant difference. The SIU clause on logging is written into the contract and must be enforced. The NMU's consists of a letter from the operator's labor relations representative.

NMU, after proclaiming in headlines "No More Logs" finds it difficult to concede that loggings for time lost from work continue after all. The SIU made no pretense of eliminating all logs, but did away with the "two for one" practice. Consequently, both unions provide, to quote Mr. Curran, "that companies may not withhold earned pay from a seaman." Is the NMU president trying to kid the NMU membership?

'DOLE' VS. VACATION \$

The NMU president declares, "this year SIU and SUP were persuaded by their companies not to press for the supplementary unemployment insurance plan which we won in 1955... Instead... SIU and SUP settled for a lousy one percent increase..."

The facts are that the SIU membership rejected supplemental unemployment insurance at the June 29, 1955, membership meetings. Instead the membership instructed the negotiating committee to seek increases in vacation pay, on the grounds that it would provide more benefits for the greatest number.

The reason for this action, as stated in the LOG of July 8, 1955, was to assure that every Seafarer would receive additional benefits, not just low-seniority men on the beach. In addition, the SIU membership wanted no part of a com-

pulsory vacation plan to which the NMU unemployment benefit was tied. The SIU needed no "persuading" last year or this year, to reject an inferior and undesirable system.

Instead of an unemployment dole, the SIU in 1955 negotiated a \$68 increase in annual vacation pay for all Seafarers, plus the health and safety program, as well as increases for cooks and stewards. One outcome of the SIU's action is that Seafarers will soon have their own health center in New York, the first in maritime.

Having gone for a big vacation and welfare boost in 1955, instead of the unemployment dole, the SIU, in 1956, negotiated a 7.1 percent increase (as compared to NMU's 6 percent), plus the logging limit, plus a further increase in vacation pay, plus payment of hospital-surgical benefits to Seafarers' dependent parents. This is what Curran describes as "a lousy one percent."

NLRB ELECTIONS

"If they (the SIU) win," Curran warns, "it may be necessary in the future to fight out elections on a ship by ship basis... that will be a great day for union-busters."

Here, apparently, lies the real concern of the NMU president—that seamen in the employ of American Coal Shipping, or any other company, might be free to decide the union of their choice by secret ballot. Perhaps it is no accident that he recently opposed a similar freedom of choice for New York longshoremen.

Curran's attitude on elections is not without foundation. Two very recent contests have left him understandably jittery. Offshore oil workers in Louisiana employed by Tidelands Marine Services, Inc., voted this way:

SIU	53
NMU	7
No Union	50

In an election two weeks ago in Philadelphia, employees of C. G. Willis, Inc., tug operators, voted this way:

SIU	69
NMU	2
No Union	1

These elections, incidentally, were fleet-wide; not "ship by ship."

Of course in the biggest maritime election ever held, in the Isthmian Steamship fleet which then contained over 100 vessels, the score was:

SIU	1,256
NMU	813
No Union	69

It seems clear that Curran doesn't care for elections except when he is certain they will fall his way. The SIU, for its part, believes in the right of seamen and other waterfront workers to vote for a union of their choice.

LABOR UNITY

Curran constantly poses as the apostle of labor unity, both in and out of the maritime industry. "No one can say," he piously proclaims, "that NMU has tried to throw its weight around... We have never tried to take advantage of our smaller sister unions... We had hopes that there would be unity in this industry..."

In contradiction to the platitudes Curran has acted time and again to buck unity. Back in March, 1955, maritime unions had a working organization called the Conference of American Maritime Unions

(CAMU). That was until Curran ran into a storm of internal opposition for insisting that NMU open its hiring hall to all comers.

To block this uprising, he undertook a diversionary move, launching a tub-thumping attack on SUP President Harry Lundeberg for signing a bulk cargo agreement. That led to the withdrawal of AFL unions from CAMU.

When the AFL and CIO merged, Curran again preached unity. But he made no approach to membership in the AFL-CIO Maritime Trades Department, the only recognized department in the AFL-CIO constitution dealing with marine affairs. Instead he reconstituted the CIO Maritime Committee as the "AFL-CIO Maritime Committee." The only members of this committee were Curran himself, the CIO radio operators and the CIO engineers, who have since severed their relationship.

On the New York waterfront, the leadership of the AFL-CIO, headed by President George Meany, was recorded as strongly supporting an election move by the International Brotherhood of Longshoremen. Curran, the self-appointed apostle of "unity," promoted ILA efforts to evade an election and openly endorsed ILA on the eve of the vote.

Just a few weeks ago, the Marine Engineers Beneficial Association came to Curran asking for his support in their fight for a contract with American Coal Shipping. MEBA had been with Curran through thick and thin for 20 years in the CIO Maritime Committee and predecessor organizations. But Curran's response to their plea for help was to declare "the job requires more guts, brains and honest effort than you have been willing to put in it..."

Curran then announced that the NMU would cross MEBA picket-lines.

It is a tasteless and unpleasant spectacle to watch these antics. The only conclusion that can be drawn is that the NMU president has proven himself an irresponsible, unstable element in the labor movement.

This conclusion is not surprising in light of a long record of opportunism which began as a ten-year partnership with the Communist Party. That association was later broken, more by the pressure of circumstance than any other factor, but unfortunately the tactics and attitudes which characterized the Party's way of doing things still survive.

A standard CP tactic of opportunism in dealing with personalities is to call a man a hero when he suits their purposes; a bum when he disagrees. The NMU President has clung stubbornly to that tactic.

For example, in the NMU election previous to the last one, M. Hedley Stone was a hero in Curran's eyes. He said, in effect: "If Hedley Stone is defeated, I will resign." Two years later Stone dared disagree with Curran on the hiring hall issue and the word in effect was: "If Hedley Stone is elected, I resign."

The same opportunism characterized his embrace of the ILA, an organization condemned by the labor movement. While screaming "unfair" at other unions, Curran calmly stabbed the IBL in the back while it was fighting for decent representation for dock workers.

Irresponsible opportunism like this contrasts strangely with the cries for "unity" and the charge "unfair" which Curran so often directs at the affiliates of the SIU of North America.

GET RATING NOW!

With shipping literally "busting out all over" and new breakouts in the works, Seafarers are being urged by the Union to upgrade themselves now. Men who have been sailing as ordinaries and wipers are asked to get themselves a rating so as to assure that enough men are available to man all the ships coming the SIU's way.

To assist in the upgrading procedure, patrolmen will be assigned in headquarters and in the outports for the purpose of advising Seafarers on how to proceed.

In addition to the greater earning power the upgrading provides, headquarters pointed out that class B Seafarers who do not have ratings are not eligible for class A seniority under the terms of the hiring clause of the contract. Only rated men are eligible for such seniority promotions.

Those men who do not have ratings but who qualify as to seetime provisions for class A seniority, assure themselves of promotion to class A-by getting a ticket for their particular department.

SIU Shipping Hits Three-Year Peak; Job Outlook Rosy

A record-breaking shipping surge for Seafarers surpassing anything in the past three years reflects the increasing pace of the current shipping boom. Forecast many times in the SEAFARERS LOG the past few months, indications are that the boom in shipping will grow bigger and carry well into 1957.

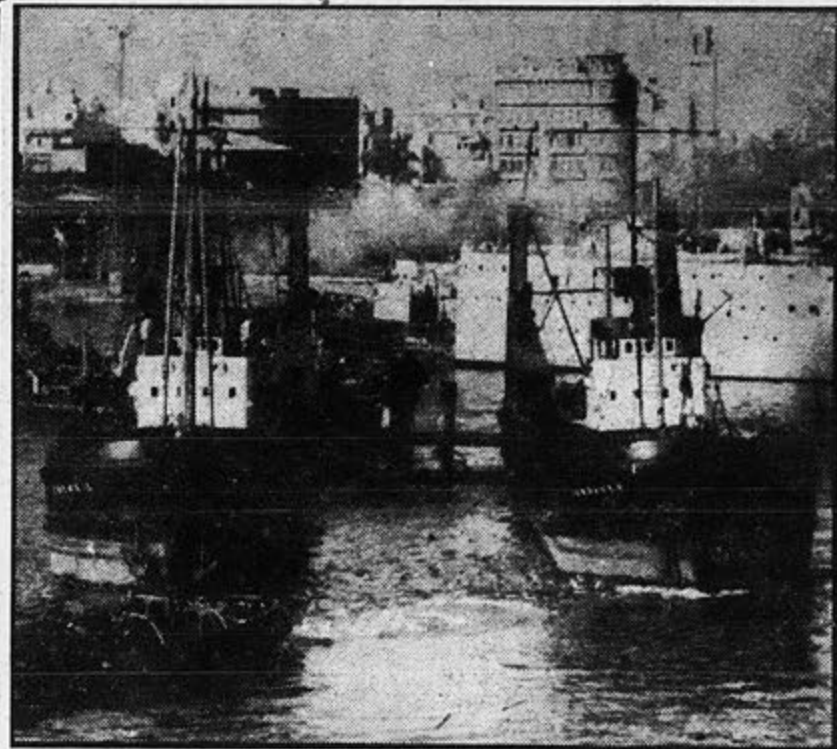
All told, the SIU shipped 1,656 jobs off the board in the two-week period ending December 11. There is every indication that the figures will be even higher for the period through Christmas Day. Not since December, 1953, has SIU shipping approached this total.

It's an old story that the maritime industry thrives on international emergencies, which is exactly what is happening now. Despite endless diplomatic maneuvers, the Suez Canal is still closed and will be closed for at least three to six months. Even after the canal is opened again, there will be a long period of replenishment for Europe's oil and heavy shipments of farm products, coal, and foreign aid to many nations which have been seriously affected by the shut-down.

Countries which will be on the receiving end of US cargoes include England, France, Italy, India, Turkey, Spain, Yugoslavia, possibly many of the Arab countries and even Poland.

Co's Seek Subsidies

As far as Seafarers are concerned, the current shipping picture is rosy for them. Prospering SIU companies are digging for charters of more ships to help carry abundant cargoes. In addition, two major operators are in the market for US Government subsidies. The pressure on shipping is such that 353 class C men—men on the lowest rung of the seniority ladder—have gotten jobs in the last two-week period alone.



Diplomatic maneuvers still snarl the start of Suez Canal salvage work, although some work has been done in Port Said. Stacks of a sunken hopper lifted by two powerful German salvage craft can be seen between the Energie (left) and the Ausdauer. The salvage delay is one cause of mounting demand for more ships.

To help meet the ever-growing demand for manpower, headquarters is making arrangements to assist Seafarers in upgrading themselves. Particularly needed are men with engine room ratings, with many ports combing the ranks for such ratings as oiler and electrician.

The only cloud on the horizon is

the long-range prospect for the tramp segment of the industry which would dwindle beginning in 1958 under present tentative transfer plans. Even this has its bright side in that huge, modern tankers would partially replace the transferred tramps.

Also, Congress will be pressed to act on tramp problems.

Operators Seek 300 US Ships

WASHINGTON—A mad rush for Government charters is on in this city with private shipping operators asking for over 300 vessels. No less than 29 shipping concerns have asked for 146 ships to handle

farm surplus and foreign aid. Another 20 companies in a separate proceeding have asked for 157 vessels to carry coal to Europe.

To meet the demand, the Maritime Administration announced on Tuesday that it was releasing another 40 vessels, to as yet unannounced ship operators. It is not expected that the 40 ships will be the end of the allocations.

On Wednesday, an agency examiner recommended that "as many as 69 more" be brought out also.

This would bring the total authorized breakout to 185 ships since January 1st. In addition to the 40 and 69, 46 were approved in one breakout plan for various operators and 30 more for American Coal.

SIU Co's Ask 85

SIU companies have made bids for about 85 of the 300 vessels. It is not expected though, that the breakout will be anywhere near as extensive as the requests for ships indicate.

Among SIU-contracted operators making bids are Bull Steamship Corp. which is seeking 20 Libertys for the coal trade. Bull is now in the process of transferring its ownership to American Coal Shipping. However, it will retain its separate identity, and continue its Puerto Rican operations with its present C-2 ships.

A spokesman for the company said the Bull application had no connection with ACS plans as the sale of the company had not been consummated at the time of the application.

He also said that in his view, allocations of ships should be made to owners of American flag tonnage who have no connection with foreign operations.

Waterman Also Bids

Waterman Steamship Corporation also had a bid in for ten Liberty ships. Other SIU companies bidding are Liberty Navigation, Grainfleet, Martis SS Corp., New Jersey Industries, Ocean Carriers, Veritas Steamship, World Carriers, Dolphin Steamship, James Poll, New England Industries and Traders Steamship Corp.

Grain for Turkey, where food supplies are short, and coal for France are the most immediate needs for which tonnage is being sought. An early decision is expected from Maritime in view of the urgency of the need and the month to six weeks required to put breakout ships into sailing shape.

State Okays SIU Stand On Welfare

Agreeing with the position of the Seafarers Welfare Plan and the SIU as expressed in oral arguments and a formal brief, New York State Attorney-General Jacob Javits has upheld the principle of self-insured welfare plans. In his opinion, Javits said that these plans, such as the one jointly operated by the SIU and its contracted companies, are exempt from licensing as insurance companies.

The ruling is of direct benefit to Seafarers inasmuch as it stymies, for the time being at least, any moves by insurance companies to take over self-insured plans. Insurance company premiums, if required, would cost the SIU Welfare Plan about \$110,000 a year and cut down welfare benefits accordingly.

SIU General Counsel Seymour W. Miller, was quoted by the "NY (Continued on page 15)

SCHEDULE OF SIU MEETINGS

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

- December 26
- January 9
- January 23
- February 6
- February 20

SIU Co. Orders 'Biggest Ship'

Agreement on construction of a 100,000-ton tanker and two 46,000 ton "medium size" oil carriers has been reached between the SIU-contracted Victory Carriers Inc. and the Federal Maritime Board. Orders have already been placed with Bethlehem Steel for construction of the vessels. Dis-

cussions are now underway for a possible second 100,000-tonner by the same company.

Another operator has put in an order for a similar-sized ship for Liberian-flag operation.

However, Seafarers who are anxious to be the first to ride the world's largest vessel have a long time to wait, as the keel of the ship will probably not be put down before 1958. In addition, the construction of the new ships will involve transferring an indeterminate number of older vessels operated by Aristotle Onassis interests which control Victory Carriers, US Petroleum Carriers, Trafalgar Steamship and Western Tankers.

Maritime Administrator Clarence Morse indicated that the transfers will not be authorized until actual construction on the ships gets underway.

Some Vessels Are Longer There are longer ships in existence than the new tanker, among them the Queens Elizabeth and Mary, the United States and the various Forrester class aircraft carriers. However, none of them have more deadweight tonnage than the tankship.

The new ship will be 940 feet

long, and 132 feet in the beam, 14 feet wider than the British Queens.

In its ability to deliver petroleum, the 100,000-tonner will be the equivalent of eight T-2 tankers. On a given trip it will tote a capacity of 850,000 barrels, which is six times a T-2's capacity. But in addition to that, its 17 knot speed, compared to the 14 knots plus of the T-2, gives it the capacity of two additional World War II tankers in a given time period.

Each of the 46,000-ton "medium size" tankers will have the equivalent capacity of three T-2s.

Other information culled about the new tanker are as follows:

- If there was water at the equator all around the globe, she would be capable of circling the earth

and traveling another 1,000 miles without refueling.

- The gasoline capacity of the ship could fill the tanks of two million automobiles.
- Her decks will be so spacious that they will be able to accommodate more than 50 airplanes.
- Fully-loaded, the ship would displace 130,000 tons of sea water.

Crew About 70 Men

Previous information about the vessel indicated that she will carry a crew of about 70. Manning scales, of course, are subject to negotiation between the unions involved and the operator.

All three of the ships will operate in service between the Persian Gulf and the United States. When the big ship is fully-loaded, it will have to circle the Cape of Good Hope but it will be able to transit Suez in ballast on its outbound voyage.

It is possible that Suez will be dredged in the next few years to accommodate monster tankers.

The construction schedules call for delivery on the 100,000-ton vessel in the middle of 1960, or 3½ years from now. The other two will be ready in late 1959 and 1960.





Shipyard officials look over the damaged bow of the Elizabeth at the Bull Line docks in Brooklyn a few hours after her collision with a Nationalist Chinese tanker. Force of the impact drove the port anchor down into the forepeak (inset), damaged the gangway and some foc'sles, but caused no injuries. Red Rodriguez, AB on the Elizabeth (inset), looks over the damage in the forepeak. The ship will be out of action about a month.

2 SIU Ships In Crashes

Two SIU ships have been knocked out of action for about a month by two separate collisions within a week of each other in New York harbor. No injuries were suffered on any of the four ships involved.

On Tuesday night, the SIU-managed Alcoa Pilgrim collided with Farrell Lines' African Star in the Upper Bay near the Statue of Liberty. Just one week earlier, the Elizabeth was damaged in a collision with Nationalist China's biggest and most modern merchant ship, the 28,000-ton tanker Hai Kwang.

Full details on the damage in the Pilgrim-Star collision three days ago are still not available. The Pilgrim sustained considerable bow damage, but the sum of it will not be known for certain until she completes discharging of her bauxite cargo in Weehawken, N.J.

A 25-foot hole was torn in the port side of the African Star, demolishing four crew foc'sles. At first thought to be a total loss, she had immediately begun to take water in the engine room, but eventually was beached on the mudflats about 1,000 feet from the Statue of Liberty.

The Pilgrim was shifting from her Brooklyn pier to Weehawken at the time of the smash-up, and the African Star was inbound from Boston on the way to Staten Island. The accident occurred about 7:40 PM, with visibility reported to be very good.

In the earlier smash-up, the force of the initial impact drove the Elizabeth's port anchor well into her forepeak, tore up her bow on both sides and buckled some

deck plating. A second blow from the stern of the tanker demolished part of the gangway and smashed up the after four foc'sles on the port side as the Chinese tankship tried to pull away.

Boats Ready

Levelheadedness at the time of the hit was credited by Seafarer John Stanley, the Elizabeth's bosun, for having the starboard boats rigged and ready to go "within two minutes of the alarm." Sleepy-eyed crewmembers hustled right up on deck for emergency details, but since the damage was well above the waterline, the Elizabeth

soon got underway again. It anchored out in the bay until morning.

The collision took place in poor visibility off Scotland Lightship, and was the subject of a formal inquiry by the Coast Guard last week, with no conclusions yet announced. The Chinese ship apparently was in sight of the Elizabeth visually and by radar about ten minutes before the smack-up.

Probably the most fortunate Elizabeth crewmember was J. Paspapera, OS, who was lookout on the bridge instead of the bow at the time.

79 Draw Benefits As Disability List Hits All-Time High

A total of 79 disabled Seafarers, the highest figure yet, are now receiving the \$35 weekly SIU disability benefit. The new high results from the addition of 13 more disabled Seafarers in the past few months. Three disability beneficiaries died during that period.

Since the SIU plan began on May 1, 1952, it has assisted 98 Seafarers who were unable to continue working because of illness or injury. Of course, many of the 98 were men past the age of 65, but a good number of them are younger men who would not qualify for Federal old age benefits and thus would have no other source of income. Eighteen of the 98 have since died and one has withdrawn, leaving the 79 now on the rolls.



Little

This year, Congress "caught up" with the SIU plan by providing Federal Social Security benefits for disabled men and women over 50. They will be eligible for such benefits next June.

The combination of SIU disability plus Social Security benefits can mean as much as \$258 a month for disabled Seafarers. Indicative of the progress in the maritime industry, this \$258 figure is more than the base wage of working ABs under SIU contracts just six years ago.

Among the disabled Seafarers who died recently was veteran Seafarer Matt Little, 95, an almost legendary figure. One of the original group of beneficiaries of the plan, Little claimed no less than 65 years at sea. At 83 he was still sailing bosun, and only retired at the request of the War Shipping Administration after the Christopher Newport was torpedoed in 1944.

Little had been an active union

member since back in 1886 when he joined the Sailors Union of the Pacific.

When the disability benefit was put into effect in 1952, payments were pegged at \$15 a week. The first Seafarer to retire on the benefit was James Hopkins, who is now 80. Benefits have been increased twice since then to the \$35 weekly figure.

The disability benefit program was designed to assist those Seafarers who were most in need because they were physically unfit for duty and unable to earn a living. It was felt that these men should have first call on any long-range assistance from the Welfare Plan.

Age is not a factor in the program, since it is immaterial how many years a man has lived if he is no longer able to support himself and his family.

Under the set-up in the SIU hiring hall, Seafarers who are over 65 and who are still hearty and able to turn to, can make one or two trips a year or more if they so desire. They can earn up to the \$1,200 allowed under the Social Security program, and collect their Social Security benefits the remainder of the time.

Union To Be Dinner Host On Holidays

Vying with Santa for the honors of the day, the SIU will hold traditional holiday dinners in all ports next Tuesday, Christmas Day, for Seafarers, SIU families and friends, followed by a similar affair New Year's Day.

Union-operated dining facilities in New York, Baltimore and Mobile, and neighboring restaurants in other ports will be utilized as they were for Thanksgiving dinners last month. About 2,000 diners were entertained throughout the District on that occasion.

In addition, plans have been made for a spread on New Year's Day, to assure some solid nourishment to start 1957 off right. Facilities will be open for dining on both days from 10 PM to 2 AM.

An elaborate menu has been prepared for the yule dinners next week at SIU headquarters, similar to the one which greeted "turkey day" a few weeks ago. Roast tom turkey 'n' dressing, prime ribs and baked Virginia ham again head the list of entrees.

A choice of soups, tomato juice and shrimp cocktail are offered as appetizers, plus chef's salad, relishes of celery and olives and six vegetables. For those who still have room for dessert, there will be a choice of pumpkin, apple and hot minced pie, fruit cake, assorted nuts and candy, coffee, milk, tea or apple cider.

(Urpl)

Seafarers at sea will enjoy much of the same aboard ship, since the major holidays are always an occasion for extra special effort by SIU steward departments. Elaborate menus and decorations will round out the holiday on the ships.

Seafarers Crew 1st 'Roll-On'

JACKSONVILLE—The first true US-flag "roll on-roll off" service was kicked off here this week when Seafarers crewed the converted Landing Ship Dock, Carib Queen, for TMT Trailer Ferry, Inc.

Although normally the Carib Queen is to haul loaded truck trailers between Jacksonville, Fla., and Caribbean and South American ports, the ship is expected to be at the Brooklyn Army Base by January 1 to begin an initial experimental run to Bremerhaven for the Military Sea Transportation Service.

Except during World War II, when Seatrains carried tanks overseas, no piggyback-type ship has ever operated in transatlantic service. The run under MSTC charter is expected to test the Carib Queen's efficiency in carrying Army supplies overseas as compared with conventional methods.

In theory, at least, the Carib Queen should be able to carry 2½ times the cargo load of a C-2 in a year's time because of its much faster turn-around.

The Carib Queen, which will later be joined by a sister ship, is TMT Trailer-Ferry's first self-propelled trailership. Since October, when it was signed to an SIU contract, the company has been hauling LSTs loaded with trailer trucks to Caribbean ports by means of two deep-sea V-4 tugs chartered from the Maritime Administration.

Both of these, the Sombrero Key and Dry Tortugas Key, have been

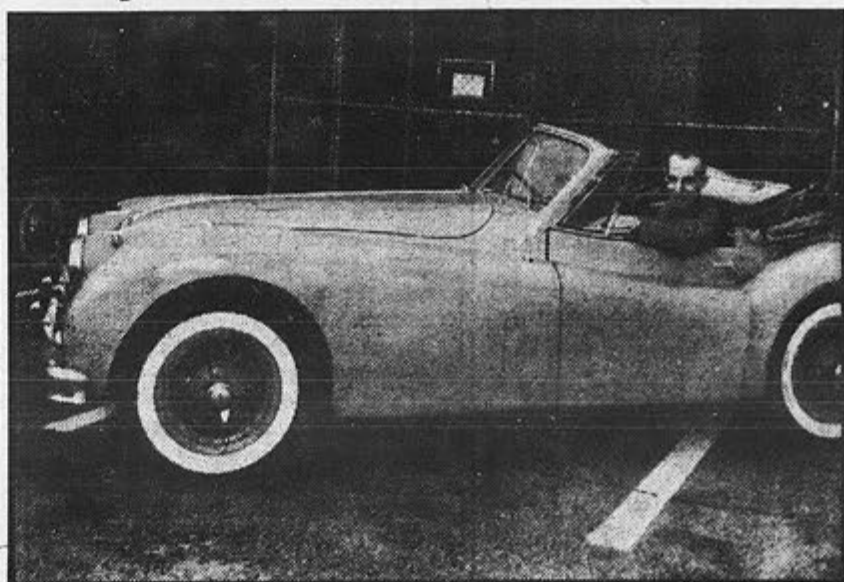
crewed by members of the SIU's Harbor and Inland Waterways Division, which has also supplied TMT shore gangs in both Jacksonville and Puerto Rico.

The crewing of the Carib Queen was done under the terms of the

deep-sea section of the Union's agreement with the company.

An 8,000-tonner, the Carib Queen is capable of carrying 92 trailers and 97 automobiles, as well as 500 tons of package cargo and some tank cargo.

Why Some Seafarers Ride Tankers



One year and 16 days as chief steward on the Camp Namanu (USPC) meant a payoff which explains this expensive, brand-new Jaguar which Arthur W. Brown is sporting here. He paid cash, too!

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Salem Maritime is shown lying dead in water with flames still burning day after she exploded last January 17. Coast Guard findings indicate that static electricity in kerosene set off the disaster.

Blame Salem Maritime Blast On Static Charge, Gas Vapors

A combination of static electricity on or near the surface of kerosene, water left over from butterworth and gasoline vapor was probably responsible for the disastrous explosion of the Salem Maritime last January. That is the conclusion reached in an article in the "Proceedings Of The Merchant Marine Council," December, 1956, issue, a publication of the US Coast Guard.

The article's conclusions were strengthened by analysis of a similar explosion on board the Esso Paterson last March, also involving kerosene loading in a tank that had formerly carried gasoline. It warns that the two explosions show the need for avoiding contamination of kerosene with gasoline.

14 Seafarers Killed

Fourteen Seafarers, four other crewmembers and three shoreside workers died when the Cities Service tanker blew up on January 17 while at the dock in Lake Charles. Ever since the explosion, the company has been loading dry ice in its kerosene tanks as a safety measure. That tactic did not prevent an explosion aboard the Government Camp in October in which five men were injured while loading the dry ice.

The Coast Guard analysis of the disaster pretty well follows the initial reports carried in the SEAFARERS LOG at the time. "The available evidence indicates," the Coast Guard writer reports, "that gasoline from No. 9 tanks was

leaking through a defective bulkhead into No. 8 tank. When the loading of kerosene under pump pressure into No. 8 tanks was begun, it is certain that the turbulence and agitation thus caused generated considerable gasoline vapor in this tank . . ."

Leak Discovered

He goes on to describe that the leak was discovered and it was decided not to load kerosene in No. 8 port and starboard wing tanks. "It is not clear whether this decision included No. 8 center tank." At any rate, he goes on, the explosion took place while the kerosene was being pumped in "in the completing stages of No. 7

across or the first stage of No. 8 center."

He concludes, "the most logical conclusion as to the source of ignition of this costly fire was static discharge on or near the surface of the kerosene, caused by splashing and turbulence and the presence of small amounts of water left over from butterworth, with gasoline vapor probably supplying most of the original explosive charge."

In the Esso Paterson case, which was startlingly similar, the same tank blew up, loading the same product, kerosene, into a tank which had contained gasoline on the last voyage. The tank had not been gas freed.

INQUIRING SEAFARER

Question: What plans do you have for the holiday season?

J. Johnson, OS: I plan to ship out now, and get a long run if possible, but I hope to be home for the Easter holidays. It's much easier to get a ship during the Christmas season, but after the holidays you run into plenty of competition.



Henry A. Simmons, night cook and baker: A three or four-month trip is what I have in mind. It's the best Christmas present I can think of. By spending the holidays at sea as I plan to do, I keep myself out of trouble and besides I can save myself some money too.



William Trachan, FWT: I just took a job on a coastwise tanker and I'm sailing tomorrow, so that will take care of my holiday plans. I've usually been on ships over the holidays in the past. As a matter of fact it is a rare thing for me to stay home at this time of the year.



William M. Drew, FWT: I will probably take a ship out because I have no particular place to go for the holidays. I have been shipping over the Christmas holidays pretty regularly in recent years, although last year I spent Christmas Day at the SIU dinner in the Baltimore hall. And I prefer to do it that way.



Jack W. Broad, night cook and baker: I hope I'm not here for the holidays. I expect to ship out very shortly. I haven't been home for the holiday season for about five years now. It's true it's a little more work in the galley but it doesn't matter that much. This year it looks as if it's back to sea for me.



Pickets Stymie Coal Ship Plans

Picket lines up and down the coast manned by ship officers' unions are continuing to carry on the fight against American Coal Shipping Inc. The result is that the company is having great difficulty making headway in its plans to operate 30 Government-owned Libertys on the coal run.

The Masters, Mates and Pilots and the Marine Engineers Beneficial Association, which are jointly carrying out picket action in the coal beef, have scored two successes thus far. In Savannah, they have succeeded in hanging up two Liberty ships, the Harry L. Glucksmann and the Martha Berry, where the local shipyard has refused to take the vessels until the picketing dispute was resolved.

In addition, the company has run into heavy weather in trying to obtain officers to man its ships and has been running ads in daily newspapers seeking to come up with the necessary manpower.

Personnel Scarce

In light of the already-prevailing scarcity of engine room officers and additional breakouts of Government tonnage for regular liner operators, the officers' unions are confident that ACS will not be able to man its ships unless it comes to terms.

In another, unrelated development, the Interstate Commerce Commission said it may act to prevent ACS from acquiring ownership of the Bull Steamship Company. The ICC said that the Chesapeake and Ohio Railroad, one of the owners of ACS, would be in a position of owning a steamship company with coastwise rights.

When the two vessels hit Savannah, company attorneys went to court seeking an injunction against the picket line. To their astonishment the injunction petition was dismissed by Judge Edwin A. McWhorter who maintained that there was no reason why peaceful picketing could not continue.

A witness for the Savannah Machine and Foundry Company testified that his concern would not ac-

cept the ships for repair. "If I bring a 'hot ship' into my yards," he said, "my men won't cross the picket line and we would be forced to close down operations."

An ACS assistant operating manager then told the local newspapers that "Due to the decision rendered against us we are powerless to bring our ships to Savannah for repairs or to pick up cargoes." He added that he wasn't peeved at all the unions in Savannah as the International Longshoremen's Association was very cooperative.

Pickets Restrained

However, company injunction moves scored in Charleston, South Carolina, where two ships are being overhauled in the Charleston drydock. A temporary restraining order was issued against MEBA-MM&P pickets there.

Two other ships are being picketed in Baltimore, one at Maryland Drydock and the other at Key Highway.

Although American Coal is scheduled to get 30 vessels, no additional tonnage has yet been broken out for the company.

Bernstein To Bid On Last US Mariner

WASHINGTON—Bids for the last of the Government's 35 Mariner ships, built during the Korean war, will be opened by the Maritime Administration on December 28, paving the way for a new transatlantic passenger service.

The ship, the 13,000-ton Badger Mariner, was set aside by the MA for Arnold Bernstein Line's proposed low-cost transatlantic passenger service, but maritime law requires the MA to offer the ship for public sale.

Conditions for the sale, however, specify that the Badger Mariner must be converted into a combination passenger-cargo vessel to be operated on the North Atlantic to ports in Belgium and the Netherlands. This is just the service Bernstein proposes to offer.

One Bid Seen

It is unlikely that any other company could meet all of the bid specifications before the bids are opened.

Bernstein's plans, if carried through, would mean conversion of the Mariner to a ship which would carry about 900 passengers and a crew of about 300. One-class accommodations and cafeteria-style feeding would provide the low-cost aspects of the service.

The MA's minimum price for the vessel—\$4,730,756—is somewhat below the prices obtained in the sale of Mariners for dry cargo vessels. But the MA pointed out that the buyer would have to spend at least \$10 million for conversion and could not obtain any revenue for at least 11 months, the estimated time of conversion.

The low bid for conversion has come from Ingalls Shipbuilding in Mississippi, which has asked \$11.9 million.

What's more, the MA said, the buyer would have to build a sister ship which would also be restricted to use in the North Atlantic passenger service.

Frisco Reports Shipping's Hot

SAN FRANCISCO—The shipping rush has relaxed somewhat here, though job activity is still good.

According to the crystal ball, the current two weeks should be a bit slower than usual, with only one payoff due. However, in-transit ship activity should fill the gap and there may be a few surprise callers as well, Leon Johnson, SIU port agent, said.

The Fairport (Waterman) was the lone ship on the payoff roster last period, and was signed on again along with two other Waterman wagons, the Wild Ranger and City of Alma.

Ten in-transit vessels also made an appearance, which helped things along. These were the Seamar, Portmar (Calmar); Ocean Eva (Oceans Trans); Steel Age, Steel Designer, Steel Voyager (Isthmian); Fairland, Yaka (Waterman); Ames Victory (Victory Carriers), and Seamonitor (Excelsior).

Profit Isn't SIU Motive

Emphasizing that SIU services are not ruled solely by the profit motive, as in other business operations, Seafarers at last week's headquarters branch meeting voted to write off the Sea Chest debts of three deceased brothers as "non-collectable." The three men had purchased gear on credit from the Sea Chest in amounts totaling \$139.86. The vote approved the recommendation of the Sea Chest Corp. manager that any legal action against the estates of the departed brothers would be "contrary to Union policy and principles." The men were Wilmer Clark, who died in last January's Salem Maritime explosion; Harvey Guenther, who died of a heart attack on the Steel Fabricator March 25, and Frank Barenthin, who perished with 73 others last June when a Venezuelan airliner crashed into the Atlantic near New York. He was headed for a berth on the dredge Sandcaptain in Maracaibo.



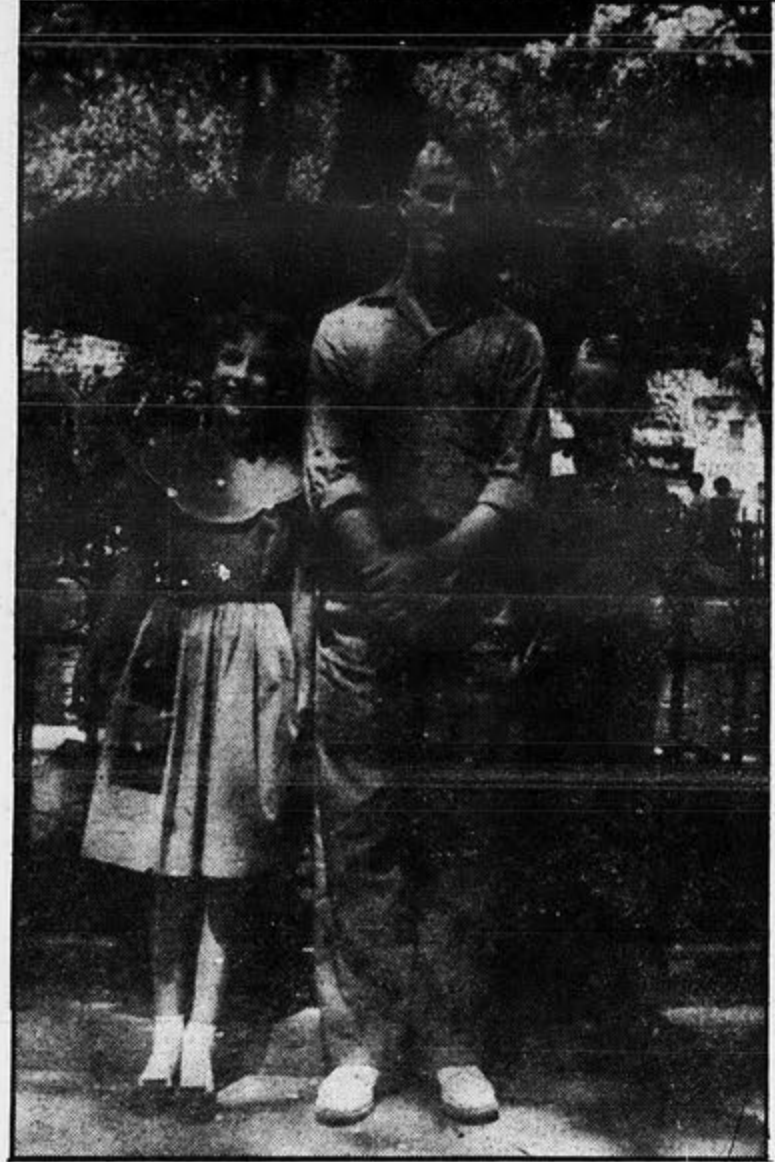
"Brothers in arms" are Larry, 1, and Mike, 6, sons of Robert G. Powell of Pittsburgh, Pa.



This trio of youngsters at the W. S. Daniel home in Savannah, Ga., are (l to r) Toni Ann, 2; Walter Allen, who was one year old Monday, and Tommy, who's 10.



The Achee girls of Covington, La., are newcomer Kyran Sue, now 6 months but only 10 days old here, and grown-up Kathy Eileen, 4½. Dad is Edward P. Achee.



Big brother David F. "Butch" Sykes, now in US Air Force, poses with sister Joyce Elaine, 12, and Michael, 10. Their father is David F. M. Sykes of Mobile.



Here's E. J. Saucier's "Little Nell" in Long Beach, Miss., (left), and John Livanos Jr. of Brooklyn, both 1½.

With S I U families



On left is Edward C. Cromwell Jr. of Lynn, Mass., 1½; at right, Deborah, 4, daughter of F. J. Folse of New Orleans.



This Baltimore hot-rodder is Allen Jr., 2, son of Allen A. Cooper. Junior doesn't seem to like cameras.



A proud grandpop is a match for anybody's old man, and R. E. Murillo is proud of grandsons Buddy and Jim.



Mrs. William V. Cachola and Jean, 4, introduce Steven William, 2 months, to the Baltimore sun.



Migueline, now 3½, is Miguel Diaz' daughter. Savannah's John Tillis presents William B., 4 months.



All decked out in her Western riding outfit is Gloria, 3½, daughter of Floyd Crumpler of Mobile.



Here's C. M. Tannehill's boys after a good story. Mac, 3, and Tom, 6 months, are from Houston.



Wearing glasses—and little else, pert Dinah B. Ferreira catches up on her reading at her Flushing, NY, home. Dad is Seafarer Antonio Ferreira. Even at 10 months, Dinah never misses the LOG.

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

Don't Enter Revolving Credit Door

Families are now being subjected to unusually strong and often deceptive pressures to buy on credit not only the usual large items like cars and appliances, but even clothing and other goods usually bought for cash.

The device being promoted to get people to buy most of their needs except food on installment plans is a seductive but eventually costly plan called revolving credit. It is also advertised by many stores as "Permanent Budget Account," "Convenient Payment Account," "Revolving Charge Plan," etc. It is gradually taking the place of the traditional charge accounts. But it has one important difference. Charge accounts entail no credit fee. Revolving credit often costs the buyer an annual interest rate of 18-22 per cent.

Revolving credit is actually the add-on installment plan in new and more respectable garb. Add-on installment accounts have long been used by "easy-credit" stores to get people to buy up to the last dollar of their ability to meet the payments. In the revolving-credit version, the customer is granted a fixed amount of credit for a fixed monthly payment. For example, the buyer can open a \$300 revolving credit account by agreeing to pay \$19 a month. When he wishes to buy more goods, he simply adds the new purchases to his account. He doesn't even need to make a down payment on the new purchases. Unless his new purchases exceed the limit of his account, he continues to make the same monthly payment.

If the family with a \$300 account regularly is kept buying up to this limit, it would add to its living expenses a permanent new cost of \$54 to \$66 a year. Actually this is a useless expense, for the family would merely be paying a credit fee on the smaller items it generally could manage to buy for cash by doing its own budgeting. Instead of putting aside so much a month for these items, the family is paying the retailer a sizable fee for this budgetary discipline.

Significantly, the fee for revolving credit even among reputable retailers is much higher than the usual finance charge on hard goods. In comparison, you can finance a car at a cost of 13-14 per cent of the balance you owe each month. The finance charge on small items of necessity is always larger than on sizable balances.

Mail Order Houses Pushing Plan

The country's largest mail-order houses and department stores currently are actively pushing revolving credit in addition to the regular installment plans for appliances and other large items. One out of every 6½ US families now has a credit account with Sears, Roebuck of either the revolving-credit or regular-installment type, this firm has revealed. Sears even is now establishing its own finance company to handle this gigantic credit buying. Montgomery Ward and Spiegels similarly are pushing revolving credit. One alert reader, Mr. J. K., of St. Louis, reports to this department that recently he requested a Spiegel catalog. He got back a credit application blank and a letter stating that "the limited supply (of catalogs) is reserved for those who accept our invitation to open a Spiegel Account." (But Mr. J. K. was alert to the high cost of credit accounts and dodged the invite.)

The methods employed even by usually careful and reputable retailers to promote revolving credit are high pressure to the point of being actually deceptive. One of the biggest mail-order houses advertises "Make Your Income Buy More." The fact is, the cost of the finance charge on the revolving credit plan means the customer eventually must buy less.

Tied Up To One Store

Chief purpose of the big mail-order houses and department stores, in promoting revolving credit, is to tie you to them. But in the hands of unscrupulous stores, add-on sales can become an outright racket. Dr. Persia Campbell, New York State Consumer Counsel, has warned consumers there that if an additional purchase is added to a conditional sales contract, the original goods may be repossessed as well as the second purchase, even though the purchaser has paid enough to cover the cost of the original goods. In a typical case, a family buys a television set, makes all payments except the last \$50, then buys a vacuum cleaner. This is added to the balance outstanding on the television. If the family falls behind in payments, not only the cleaner but the TV set can be repossessed. This is legal because the payments had been applied partially to both items.

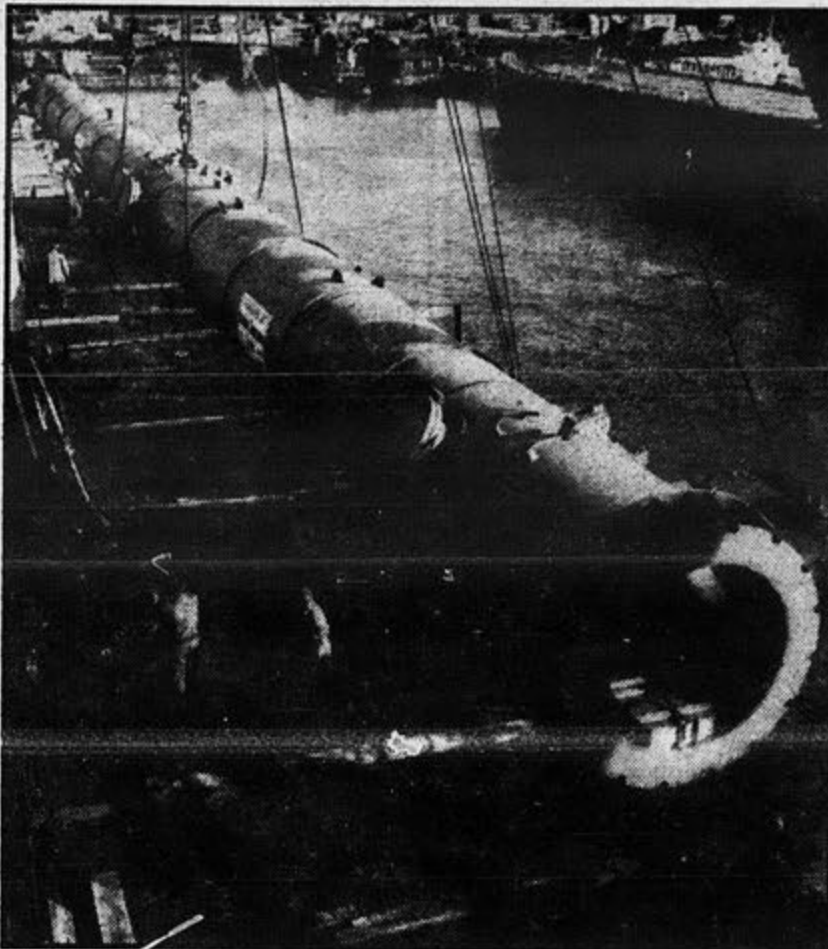
Our Advice:

—Avoid all add-on plans, whether the dangerous contract add-ons of fringe credit stores, or the merely expensive revolving-credit plans of the larger retailers.

—If you have not been able to put aside money for periods of peak need, you can borrow from a credit union or commercial bank at less cost than revolving-credit plans charge. Significantly, in this period of rising finance charges, credit unions have not raised loan rates, and in fact, are limited to a true rate of 12 per cent a year. Some of the largest credit unions charge as little as 6, 7 and 8 per cent. The average for all credit unions is about 10 per cent. Commercial banks have tended to tighten up a little on personal loans because of the generally tight money situation. But most still make loans to regularly-employed wage-earners with good credit standing at a true rate of 12 per cent a year. In a few areas where banks cut rates, such as Washington, DC, Delaware, New York City and some parts of Pennsylvania, their rates have been upped but are still under 12 per cent.



This Stack Better Not Blow



Huge tower is shown on the 21st Street Bull Line dock before being loaded aboard the Frances for shipment to a Puerto Rican oil refinery.

\$350 Logs Wiped Out At Payoff

NEW YORK—The irritation displayed by the captain of the Queenston Heights when his ship was ordered to turn around after it got four hours out was nothing compared to how he felt after the ship paid off here.

SIU Assistant Secretary-Treasurer Claude Simmons reported the incident as "one for the books," once the skipper was straightened out.

The tanker's master had logged two Seafarers a penalty of \$350 for the fuel and water he claimed he used when the ship was ordered to return to Manila to pick up the two men he had left behind. The entire crew was eventually flown back here after shuttling between the Persian Gulf and the Far East for a year.

SIU officials who covered the payoff knocked out the logs, and also collected all the disputed overtime from the ship. "It's easy to see why all hands were happy except the skipper," Simmons added.

Another welcome note is the current upward spurt in shipping. Jobs for key ratings are again hanging on the board for several hours with no takers. This port also benefitted somewhat from the job boom in Philadelphia, where replacements were needed for several tankers that paid off from 12-13 month trips.

A total of 19 ships were paid off, five signed on and 14 were serviced in transit here during the last two weeks.

LET 'EM KNOW!
Write TO THE LOG

Many Applying For 1957 Scholarships

Some 30 Seafarers and children of Seafarers have taken preliminary steps toward applying for the five Seafarers Scholarships which will be awarded in 1957, the Seafarers Welfare Plan has reported.

Of these, two Seafarers and three children of Seafarers have already completed all the requirements and are now eligible to take the standard College Entrance Examination Board tests. The other preliminary applications are now being processed.

In previous years, completion of an application made a scholarship candidate eligible for a specific Entrance Board examination. This year the Welfare Plan is using a somewhat different application form which makes candidates eligible to take any of the examinations—either January 12, February 16 or March 16. There is also an examination on May 18 but this is so close to the award date that the results might not be available when the scholarships are awarded. The exams are given in all major cities of the US and overseas possessions.

Candidates for the scholarships, which are worth \$6,000 each, are required to show three years on SIU ships—either their own sea-

time or their father's. They should be in the upper third of their high school graduating class. They must submit a transcript of their high school record plus three letters of reference, including one from their high school principal.

Further information can be obtained from the Seafarers Welfare Plan, 11 Broadway, New York City.

AMONG OUR AFFILIATES

The Sailors Union of the Pacific contracted fleet will be increased by seven Mariner-type ships as the result of recent successful bidding by three SUP-contracted companies. The three companies whose bids were accepted by the Maritime Administration are Pacific Far East Lines, American President Lines and States Steamship Company. Award of the seven Mariners leaves only one of these speedy cargo carriers still in the former 35-Mariner Government reserve fleet. This is the ship earmarked for the Arnold Bernstein Lines for conversion into a low-cost transatlantic passenger ship. It is now up for sale, with Bernstein likely to be the sole bidder.

A heavy vote is being forecast in the Brotherhood of Marine Engineers referendum which got under way November 1 and will continue until December 31. The engineers are voting on two constitutional amendments and on assessments to establish a BME strike fund and a new organizational and legislative fund.

A complete financial report on its various welfare funds during its last fiscal year has recently been published by the Marine Cooks and Stewards Union. Designed to provide a clear-cut picture of financial operations for all members and

anyone else interested, the report details stock and bond investments as well as the assets and liabilities of the various funds. Covered in the report are the union's welfare plan, vacation fund, training and recreation plan, and pension fund.

The recently concluded general election of the SIU Canadian District has resulted in a landslide vote of confidence for the present officials, according to the report of the rank-and-file membership committee on the election. Re-elected to the post of secretary-treasurer of the district was Leonard J. McLaughlin with 1,002 votes.

Members of the Atlantic Fishermen's Union have joined with other New England fishermen in assailing President Eisenhower's refusal to raise import duties on fillets of groundfish. The imports come mainly from Canada, Iceland and Norway.

Speaking for the AFU, secretary-treasurer Victor Turpin declared in New Bedford that "it is ridiculous to suppose that Canada and Newfoundland are going Communist just because we don't take all their fish."

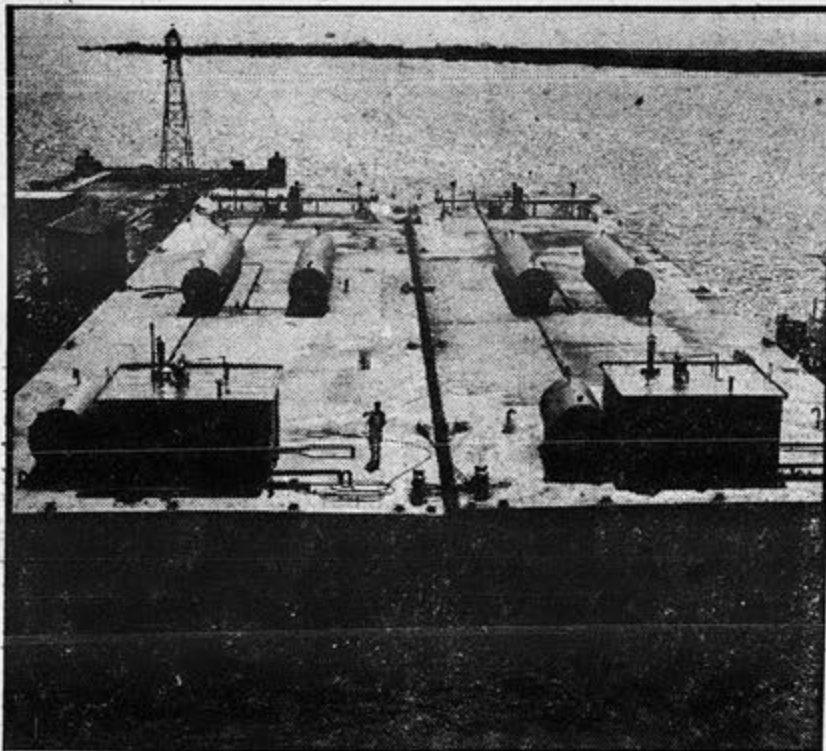
President Eisenhower's statement said that the economic strength of those nations exporting fish to the US was "of strategic importance to us in the struggle against world communism."

Fair Shipping Marks Tampa

TAMPA—Fair shipping is in prospect here for the holiday period. Job activity is currently what might be described as "sluggish," but still no one on the beach need wait too long to get out.

There were no payoffs or sign-ons during the last period, Port Agent Tom Banning reported, so the six in-transit vessels in port had to carry things along by themselves.

These ships were the Beaugard, Chickasaw (Pan Atlantic); La Salle (Waterman); Longview Victory (Victory Carriers); Del Campo (Mississippi); and Council Grove (Cities Service). All of them were in good shape.



Liquefied natural gas will be carried in "thermos bottles" similar to those shown above on barges of Coyle Lines which pioneered in transportation of hot liquid sulphur. Successful use of this technique has spurred development of similar techniques for transporting other products in liquid form.

New Tankship Trade: Natural Gas Cargo

A new kind of tanker run may be in the offing for Seafarers, this one carrying liquefied natural gas instead of oil cargoes.

With the transportation of hot liquid sulphur and other chemicals already a reality, the maritime industry is now making plans for transporting the natural gas in liquid form for heating, cooking and industrial uses.

The gas would be carried in tanks and in above-decks "thermos bottles." The Coast Guard already has before it a tentative safety code for the transportation of LNG at atmospheric temperatures. Approval of this code would pave the way for the actual construction of special tankers and LNG contain-

ers. Under present plans, LNG transportation would first be employed on the Mississippi River, where the transportation of hot liquid sulphur was first tried. Later the tech-

nique would be extended to deep water trade.

At present, millions of cubic feet of natural gas are being burned off in the oil-rich fields of the Middle East and elsewhere because of the lack of suitable transportation facilities.

The dangers attending LNG transportation, however, have been one of the factors standing in the way of reaching this goal. But now, according to the American Petroleum Institute, the safety code would permit LNG to be transported by water without creating safety hazards "in excess of those normally encountered in the water movement of grade 'A' inflammable liquids or liquefied petroleum gases under pressure."

Gas Must Be Cooled

In one respect, "thermos bottle" transportation of LNG would differ from the "thermos bottle" transportation of liquid sulphur. In order to be carried in liquid form, sulphur must be kept at a temperature of 290 degrees. Natural gas must be cooled to minus 260 degrees in order to liquify.

The transportation of the hot liquid sulphur has been accomplished by building tanks insulated with foam glass and given an additional boost with heating coils. These tanks, mounted on barges, are then towed up the Mississippi by towboats manned by members of the SIU-affiliated Marine Allied Workers.

Immediate Handling

In the first such run about a year and a half ago (LOG, June 24, 1955) one of these towboats pushed two barges 1,100 miles up the river from New Orleans to St. Louis in 5½ days, and permitted the sulphur to be discharged in liquid form ready for immediate processing.

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.

See \$5,000 In Hospital Bonus Pay

SIU Welfare Services representatives this week are continuing an SIU tradition by distributing Christmas bonuses to hospitalized Seafarers.

Any Seafarer who was a hospital in-patient more than one day in the period covered is eligible for the \$25 bonus, which was recently authorized by trustees of the Seafarers Welfare Plan.

The \$25 holiday payment is in addition to the regular \$21 weekly hospital benefit.

In addition, all Seafarers on the disability benefits list will get a \$25 bonus. This is being forwarded to them along with their regular \$150 monthly check covering their \$35 weekly SIU disability benefit.

The bonus payments, which have become a holiday tradition since the Welfare Plan began in 1950, have averaged around \$5,000 in previous years.

The additional cash enables the men to do a little holiday shopping—for themselves, friends or families—without digging into their regular benefits.

Shipping Round-Up & Forecast

November 28 Through December 11

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	11	13	8	8	4	5	23	26	49
New York	95	17	73	14	63	10	231	41	272
Philadelphia	45	6	24	6	29	8	98	20	118
Baltimore	44	18	34	20	26	14	104	52	156
Norfolk	23	9	19	19	15	13	57	41	98
Savannah	16	2	10	5	6	2	32	9	41
Tampa	9	0	2	2	9	4	20	6	26
Mobile	32	7	25	12	15	10	72	29	101
New Orleans	66	21	38	17	54	22	158	60	218
Lake Charles	12	11	13	12	8	8	33	31	64
Houston	33	28	30	27	17	9	80	64	144
Wilmington	14	4	5	5	5	2	24	11	35
San Francisco	21	3	14	14	24	8	59	25	84
Seattle	6	7	6	6	7	3	19	16	35
Total	427	146	301	167	282	118	1010	431	1441

Port	Shipped						Total A	Total B	Total C	Total Ship			
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C							
Boston	2	4	0	1	4	3	0	1	3	4	15		
New York	91	11	12	67	12	32	73	17	9	231	40	53	324
Philadelphia	41	8	24	32	11	27	15	7	28	88	26	79	193
Baltimore	59	20	18	55	15	24	30	23	11	144	58	53	255
Norfolk	10	7	6	7	7	5	7	6	3	24	20	14	58
Savannah	10	3	0	9	2	0	3	2	1	22	7	1	30
Tampa	3	1	2	1	2	3	5	3	3	9	6	8	23
Mobile	25	2	0	26	11	2	21	13	6	72	26	8	106
New Orleans	58	11	4	35	20	5	52	27	3	145	58	12	215
Lake Charles	16	11	5	10	10	9	7	9	6	33	30	20	83
Houston	35	20	2	24	11	15	14	5	9	73	36	26	135
Wilmington	12	5	9	7	5	7	4	3	1	23	13	17	53
San Francisco	15	10	12	8	9	9	10	6	2	33	25	23	81
Seattle	14	7	14	7	12	11	9	1	10	30	20	35	85
Total	391	120	108	289	131	152	250	122	93	930	373	353	1656

SIU shipping burst over the 1,600-job mark last period for the first time in three years. However, the total of 1,656 jobs dispatched was still 350 jobs short of the December, 1953, high. Registration was 1,441.

The three-year high mark may be a prelude to even heavier job activity in the current period, due to the normal heavy job turnover at Christmas plus the general prosperity of US shipping at this time. The additional ship breakouts in prospect mean more jobs all around in the coming weeks and months.

Eight SIU ports shared in the increase over the previous period, especially New Orleans and Baltimore which both recovered substantially. New York, Philadelphia, Savannah, Mobile, Lake Charles and Houston also showed gains.

West Coast Dips

On the other side of the ledger, all three West Coast ports declined, along with Boston, Norfolk and Tampa. Norfolk's hectic activity has simmered down somewhat because its berthing spaces for ships are jammed up. The West Coast area is still relatively busy, despite the drop.

The heavy shipping for the District inevitably brought with it a big demand for class C seamen, who have no seniority in the SIU, when A and B men passed up the jobs or were unavailable where needed. But the number of class C men shipped during the period was by no means a record.

This period's figures also show that the lag between supply and demand is still greatest in the engine department.

Overall, class A accounted for 56 percent of the total shipping, class B for 23 percent and class C for the remainder. The class B portion, percentagewise, was the lowest since the SIU seniority hiring system got underway early in 1955.

The following is the forecast port by port:

Boston: Uncertain . . . New York: Good . . . Philadelphia: Good . . . Baltimore: Good . . . Norfolk: Good . . . Savannah: Fair . . . Tampa: Fair . . . Mobile: Good . . . New Orleans: Good; back to normal . . . Lake Charles: Good . . . Houston: Good . . . Wilmington: Fair . . . San Francisco: Good . . . Seattle: Good; short on men.

SEAFARERS IN ACTION

If you can cook beef and you can settle a beef you've got it made.



Ray

Ship's delegate James J. Lubeny on the Rebecca can't cook, but he's got what it takes to make a good delegate just the same. It was noted that Lubeny had done a good job all trip in the delegate's spot.

No names were mentioned unfortunately, but the following ships are being satisfactorily—if anonymously—fed. The Chilore gang approved a special vote of thanks for the chief cook and the crew messman, while the Robin Goodfellow thought the night cook and baker deserved particular mention for his work throughout the entire voyage. On the Topa Topa it was pizza pie which brought plaudits to the chief cook, while the Steel Traveler just said the food and service was "excellent" and let it go at that.

Seafarers who participated as meeting officers at the November 14 membership meeting included S. Cieslak and R. Lee in Boston; M. Kleiber in Philadelphia; M. Hauf in Baltimore; J. H. Thompson in Mobile and K. O. Sanford in Lake Charles. Houston had D. Jones and H. Hutcherson on the dais while on the West Coast Seafarers P.



Brock

Fox, W. Adams, J. D. Brock and R. M. Hampshire held the meeting jobs.

You can take the patrolmen's word for it that they've seldom had a cleaner, more orderly payoff than the one on the Steel Vendor in New York this past week. A topnotch gang on board her brought her in without any loose ends, they reported. Delegates aboard the Vendor were Henry Faile, ship's delegate; H. Miller, deck; Lawrence McMillin, engine, and Elliott Gorin, steward.

Meanwhile, shipping here has slowed down again and the outlook is still uncertain, according to Port Agent James Sheehan. Despite the payoff and sign-on of two ships, the Council Grove (Cities Service) and the Big Bend (American Tramp Shipping), few replacements were called. In transit were the Robin Kirk (Seas Shipping) and the Bents Fort (Cities Service).

Beef On Age Halts RI Tugs

BOSTON—The only item of maritime labor interest in the New England area this period concerns the tugboat strike in Rhode Island, which still remains unsettled.

Employees of the Providence Steam Boat Company are disputing the right of the company to determine when a worker who has reached age 65 and who has been employed 20 years should retire. The company is the port's only towing firm. Meetings to settle the dispute have so far been unsuccessful.

Only outstanding beef on any of them was a delayed sailing beef on the Council Grove, which is still pending.

US Tramps 'Dying On Vine,' Morse Declares

WASHINGTON—While defending his agency's ship transfer policy, Maritime Administrator Clarence G. Morse has admitted that the US merchant marine is doing only "fairly well" in the tanker field, is "dying on the vine" in the tramp field, and is "virtually non-existent" in the bulk ore area.

At the same time, Morse declared that Congress and the maritime industry must increase the tanker, tramp and ore-carrying fleet to provide jobs for skilled men displaced by the construction of giant-sized vessels like supertankers. The supertankers carry far less men than the total of the ships they are replacing.

Addressing the National Defense Transportation Association, Morse cited only the liner trades as doing well "within the 'normal' framework of peacetime economy and business activity."

In defense of the transfer policy, Morse said that US controls still make the vessels available for defense mobilization. Also, he said, the policy protects US interests in relation to trade with Iron Curtain areas, and spurs construction in US shipyards of new, bigger and faster ships for the American-flag fleet. The SIU and other maritime unions have opposed the transfer policy as actually creating new problems of cut-rate competition for US flag ships.

At present, Morse said, 58 ships are either being built, or are on order, including ships for several major shipping companies who have agreed to replace their entire fleets through construction or conversion.

Morse said that 24 tankers are now being built or on order for private operators; 12 tankers are being converted by private operators to increase their speed and capacity, and 7 tankers are being built for the Government. The last group includes the prototype of a 20-knot national defense tanker which, Morse said, could sail independent of convoys.

In addition, Morse said, the transfers of older tonnage have made it possible for the MA to approve "in principle" the construc-

tion of 45 more tankers, including supertankers of up to 100,000 dead-weight tons. He conceded that this program would result in loss of jobs for large numbers of American seamen because of the transfers involved.

However, hampering all ship construction, Morse said, is the shortage of suitable steel which is causing a growing backlog of orders in the yards.

Lk. Charles Unions Back IBL On Beef

LAKE CHARLES—Picketing at the freight docks by the AFL-CIO International Brotherhood of Longshoremen was curbed by a court order last week. Meanwhile, members of the AFL-ousted old ILA are working the docks here.

The IBL hassle with the stevedores led to a lockout by the shippers, after which an IBL picketline was posted on the docks. The employers next got an injunction and restraining order against picketing. It now limits the IBL to three pickets at the dock gates. All local labor groups are supporting the IBL beef.

Shipping Gains

Shipping really picked up here during the past two weeks. Houston had to be called to handle the overflow of job calls which couldn't be handled locally, according to Port Agent Leroy Clarke.

Ten Cities Service tankers put in an appearance, including the new supertanker Cities Service Norfolk on her maiden voyage. In addition, the Robin Tuxford (Seas Shipping) arrived for payoff, and the William Carruth (Transfuel), Sweetwater (Metro), Big Bend (American Tramp Shipping) and Ivy (Colonial) were in transit.

LABOR ROUND-UP

A three-week South American tour by AFL-CIO leaders returned with encouraging news that "Government and trade union leaders are fully aware" of the need to prevent Communist or Fascist dictatorships from taking over, AFL-CIO President George Meany reported. The mission visited Brazil, Uruguay, Argentina, Peru and Panama and discussed US labor policy with local trade unionists.

Two unions in the aircraft industry, the International Association of Machinists and the United Auto Workers, have formed a joint committee to direct their efforts in the field. The aircraft industry plus allied industries such as guided missiles and other defense work, has become one of the nation's largest employer groups. The joint committee will coordinate organizing in non-union sections of the industry.

New merger talk comes from two unions in the shoe industry, the United Shoe Workers and the Boot and Shoe Workers. Their combined memberships are estimated at 100,000. A unity committee has been set up to work out details.

Long distance operators and other employees of the Bell System in 42 states are in process of voting on new agreements providing increases of \$2 to \$5 weekly. The contracts were negotiated by the Communications Workers of America.

Two more Miami Beach hotels have signed union contracts in the long-term battle of the Hotel and Restaurant Employees Union to organize that city's resort spots. The new signers are the Empress, one of the original group of struck hotels, and the American, the newest hotel in the city. Fourteen Miami Beach hotels are now signed up, three of them among the group originally struck by the union last year.

Higher interest rates on home mortgages which are government-insured by the Federal Housing Authority have been attacked by Harry C. Bates, chairman of the AFL-CIO Housing Committee. Bates declared the move would force more workers' families out of the housing market. The effective rate on FHA loans is now 5½ percent.

SAFETY

Shipboard safety is composed of many elements — a clean ship, good equipment, good organization.

But that isn't all. It also involves a state of mind. The Seafarer who THINKS safety on the job contributes mightily to reduction of shipboard accidents.

When tackling any job, even such a simple matter as walking down a ladder, the main concern of a Seafarer should be, "am I doing this the safe way?"

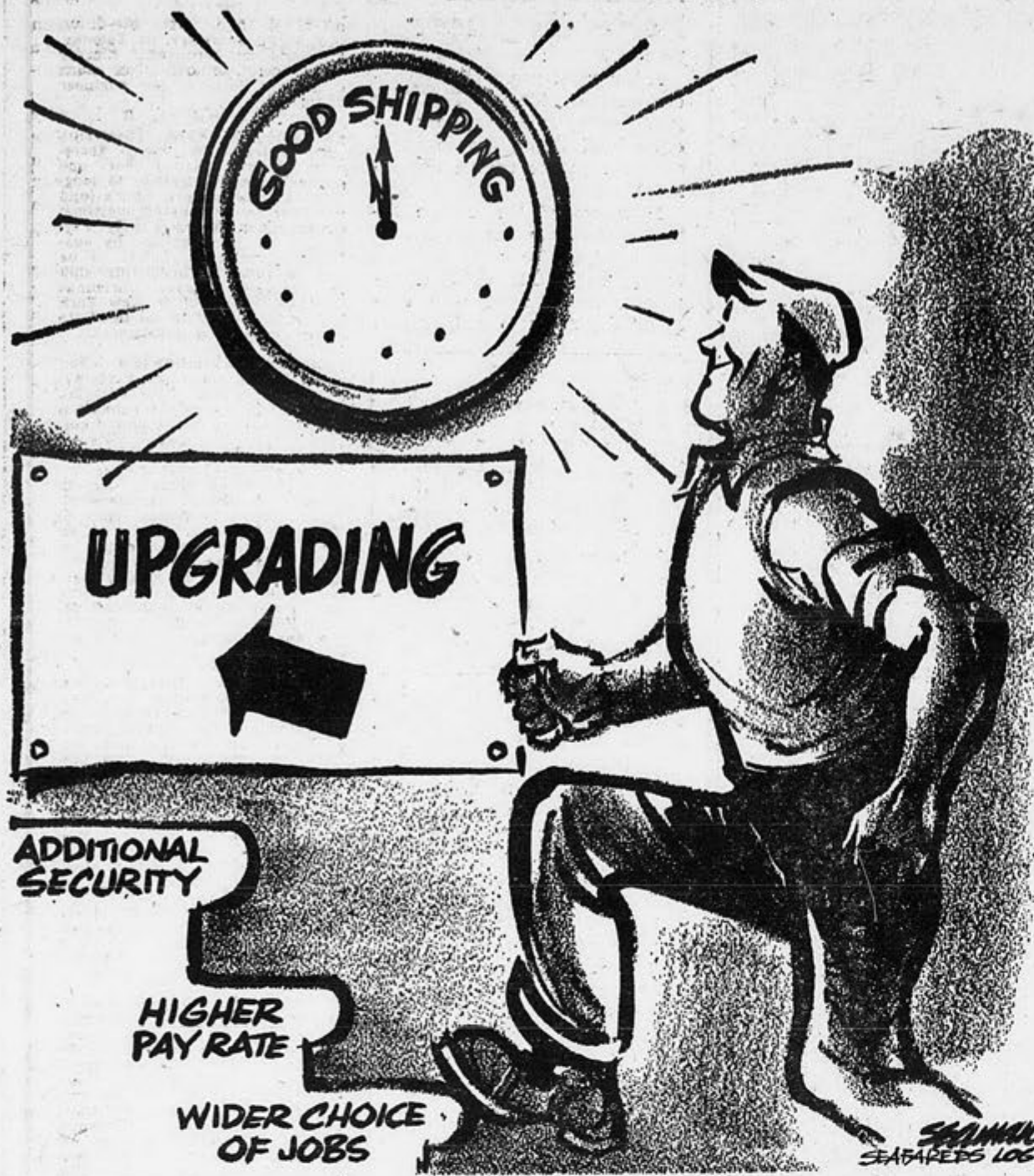
Thinking of the safe way to do your work makes it more likely you will get home undamaged and happy.



An SIU ship

is a safe ship

'The Time Is Now!'



New US Transfer Deals Spark Tanker Building

WASHINGTON—The latest box-score on the "transfer and build" program of the Maritime Administration shows 50 new ships under the American flag, mostly tankers, getting tentative approval. In return for the new tonnage, US operators are being given permission to transfer an undisclosed number of T-2s, Victories and Liberty ships. The actual details have not yet been decided.

On one batch of 19 new tankers, Maritime has given tentative approval for transfer of up to 45 war-built ships.

Build 'Liberians' Here

In addition, US shipowners are getting approval for construction of a considerable number of Liberian and Panamanian-flag ships in American yards. At latest count, some 13 of these ships are projected, putting them in the position of competing with American building plans for scarce shipyard space and equally scarce steel tonnage.

Among SIU companies getting tentative approval to transfer and build, in the most recent announcement, are Overseas Navigation, Cities Service, and Eagle Ocean Transport Corp. Nine ships would be transferred and four new tankers built.

Previously, the Maritime Admin-

istration had given transfer approvals to other operators in return for new tonnage, among them Carras and Victory Carriers.

Maritime officials have defended the program as upgrading American-flag tonnage and helping meet pressing shipping needs.

Meetings To Choose Vote Tally Group

With the voting deadline coming up, the biennial elections of the SIU A&G District are nearing their close.

The two-months-long balloting, which got under way November 1, will end December 31. That means there are just seven days left for Seafarers to come to SIU halls and cast their votes for the 39 elective offices to be filled.

The 39 offices are being sought by 71 Seafarers who nominated themselves and were found qualified by the membership-elected credentials committee.

At the next branch meetings, on December 26, the membership will elect a rank-and-file tallying committee to tabulate the votes. The 14-man committee will consist of six Seafarers from the New York branch and two each from Baltimore, Mobile, New Orleans and San Francisco. They will get all ballots from the bank vault in which they have been deposited and make the official tally for the District.

Formal Bid On Isthmian Subsidy Due

WASHINGTON — Isthmian Steamship Company will make formal application for operating differential subsidy within the next few days, according to C. S. Walsh, president of the States Marine Corp. While testifying on States Marine's own subsidy plans, Walsh said that Isthmian would ask Government aid for its round-the-world service.

The subsidy would cover runs to such areas as the Persian Gulf, Pakistan, India and Ceylon but would not include Japan, which Isthmian has been servicing recently on some voyages.

Recently, Waterman Steamship Company announced it intended to leave the dwindling ranks of non-subsidized operators. Subsidy approval for Isthmian, Waterman, States Marine and Isbrandtsen Steamship Company would virtually end any non-subsidized American cargo liner operations in the offshore trade.

Balto Jobs Boom Again

BALTIMORE — Shipping in this port has bounced back again, and is riding high once more. Over 250 men were shipped to jobs during the past period and a still further increase in job activity is expected.

A dozen payoffs and sign-ons and a baker's dozen of in-transit ships promoted the job prosperity. With Christmas and New Year's coming up fast, Port Agent Earl Sheppard commented, things should get better yet because of the unexpected job turnover.

In relation to Christmas, he noted that the holiday dinner, December 25, in the auditorium of the SIU hall, will be served here between 1 and 5 PM. All hands are invited, and urged to bring their families and friends with them for the traditional celebration.

With shipping so good, and due to get better as the Government breaks more ships out of the reserve fleets to carry coal, surplus and foreign aid cargoes, the demand keeps mounting for rated men on SIU-contracted ships.

Aside from the Union's interest in keeping contracted ships fully manned, it should be obvious to every Seafarer that upgrading himself will bring him definite benefits.

First, the higher ratings mean higher pay. Second, a rating is necessary for a class B seniority holder to gain class A seniority. And third, ratings bring greater job security by making available a wider choice of jobs. This is especially important during slack shipping periods when jobs are less plentiful.

The Union, as always, stands ready to help its own men obtain better wages, more job opportunities and greater security.

Pioneering Success

After a Union welfare benefit has become an established operation, it becomes easy to overlook it because it operates smoothly and unobtrusively. That is what has been happening with the SIU disability benefit. A look at the record shows that the benefit, now 4½ years old, is covering a greater number of Seafarers than at any time in the past, despite the deaths of many of the Seafarers placed on the list in past years.

It is noteworthy that four years after the SIU pioneered in this area, the Federal government, through Congress, recognized the responsibility of the nation to its disabled workers. The Social Security benefits being provided for these men and women will not go into effect until mid-1957.

Understandably then, the SIU is proud that its own Welfare Plan served as one of the forerunners of a benefit which will soon become national in scope.

Future issues of the SEAFARERS LOG will carry further information on some of our disabled brothers and how they are making out under the SIU program.

Shipping Revolution

Two items in this issue of the SEAFARERS LOG merit brief comment. One reports the crewing of the Carib Queen, the first true "roll-on" ship. The other tells of an order for construction of a 100,000-ton tankship. Then, of course, there are the plans for building an atom-powered passenger-cargo vessel.

All of this means that there are big changes coming in the shipping business. Ten years from now, or even less, the ships now manned by Seafarers will be past history.

Safety Plans In Effect On Many Ships

A number of SIU-contracted companies are now voluntarily instituting the industry-wide safety program aboard their ships. Regular monthly safety meetings are being scheduled in which Seafarers and their elected shipboard representatives will play a major role.

SIU headquarters is asking all Seafarers to cooperate on those vessels where the program is now being put into effect. Additional ships will be involved in the program in the coming weeks.

The keys to the Seafarers' participation are the elected safety representatives from each shipboard department. These representatives will participate in all phases of the safety program.

The set-up consists of a senior safety committee, a ship's safety inspection committee and departmental committees. The senior committee consists of the skipper, chief engineer, deck and engine officers, radio operator, chief steward, a secretary and the three departmental safety representatives. The inspection committee, which will inspect the ship at least once a month, will consist of the three unlicensed men plus a mate and engineer.

The same three unlicensed men will preside over their departmental meetings which will be attended by all unlicensed crewmembers plus the chief mate, 1st assistant engineer and chief steward in the respective departments.

NJ Youngsters 'Adopt' Maxton

Physically handicapped New Jersey school children will soon be sailing Waterman's traller-carrying tanker Maxton—in-fantasy, that is.

Through letters from the tanker's skipper, Captain Herbert M. Samuels, the handicapped children will relive life aboard the Maxton as she makes her Port Newark-Houston runs carrying-truck trailers loaded with general cargo on her special deck.

All this came about when the children, who are from Branch Brook public school, "adopted" the Maxton and spent two hours inspecting her while she was at Port Newark. This led to arrangements for the children to correspond regularly with the skipper about the Maxton's trips.

Under an "adopt-a-ship" program started 20 years ago, 246 American-flag ships have been "adopted" by school children in 34 states.

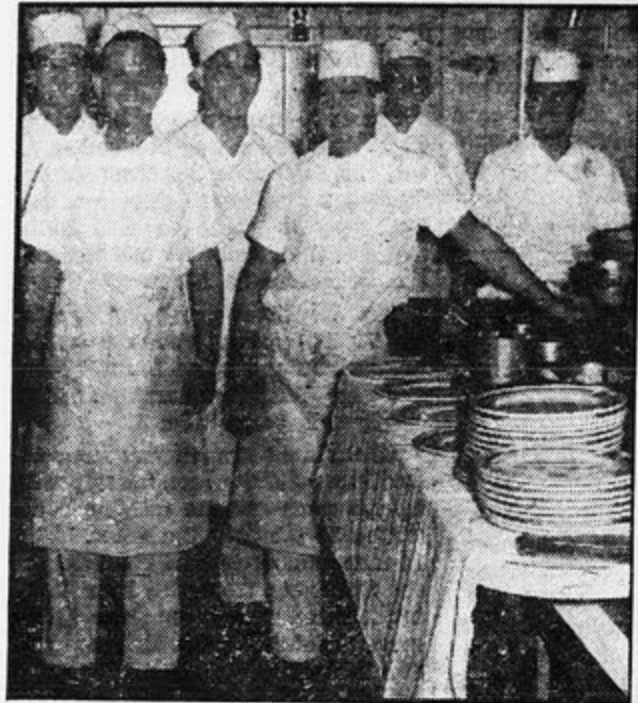
Keep Draft Board Posted

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

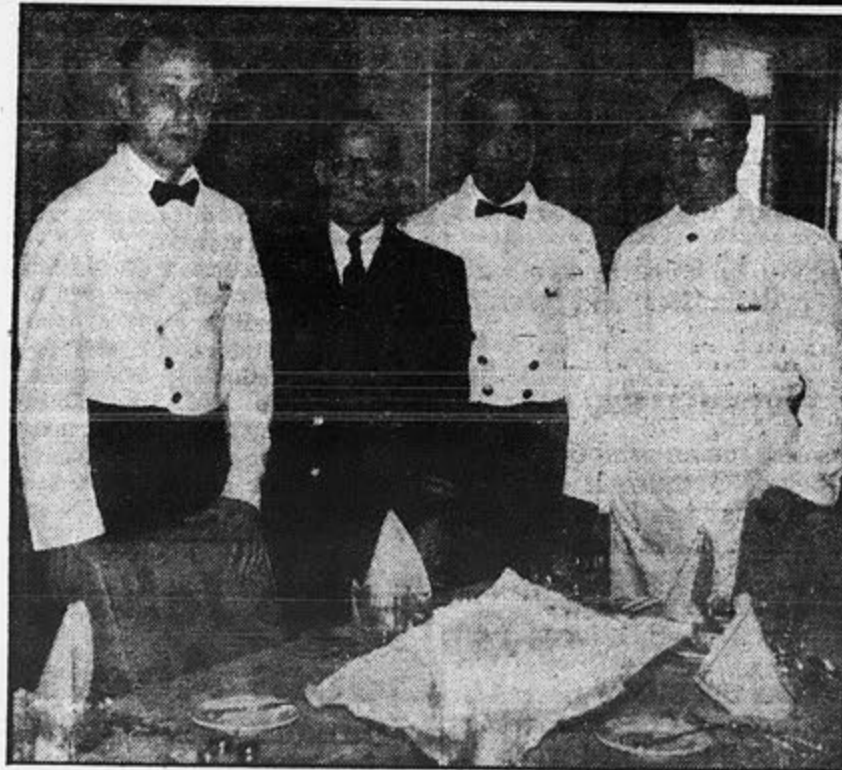
Moral: Happy Ships Have Well-Fed Crews



Medium or rare, chief cook Kennedy (above) turns out steaks just the way you like them. Don Ruddy took the photo on the Wild Ranger. At left, the gang on the Ocean Evelyn struts out on deck during meal hour lull. Both ships ran out to the Far East.



Thanksgiving dinner on Alcoa Clipper (above) finds the galley force and crew in good humor. Pictured (l to r) are W. R. Stone, A. Q. Nall, C. L. Shirah, Paul Thomas, cooks; C. J. Nall, chief, and R. Cain, 2nd pantryman. In messhall are J. E. Prestridge (facing camera), oiler; J. Lambert, eng. utility; C. Cunningham, oiler; W. R. Thompson, eng. utility; O. Thompson, FWT, and C. Fetter, 2nd elect. At right, spruced up for the captain's dinner, are John Hummel, waiter; Walter Marcus, steward; Andrew Lewis, waiter, and Roger "Frenchy" Hall, baker, on Robin Locksley. Crew also had special dinner.



Del Mar Halls Relief Engineer

To the Editor:

After eight years of continuous service, the SS Del Mar finally completed a voyage without a beef, log or any disputed overtime in the engine department.

Members of the engine department during voyage No. 62 feel a lot of the credit belongs to the relief 1st assistant engineer, Eddie Bell, who contributed greatly to making this

the majority of these cases are legitimate, but I often feel some of them are not. And when they're not, this puts an extra work on the other crewmembers.

Recently aboard a Liberty ship I had the misfortune to lose two cooks after having been away from the States less than a week. It is no joke to have to do another man's job plus your own.

I believe that anyone going aboard ship who is not in good physical condition is a liability to the other crewmembers and puts additional work on them. This, in my opinion, is not keeping things SIU-style.

What does the membership feel on this? I would like to hear some opinions.

S. Rothschild
Chief Steward

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.

a happy trip by his consideration and human understanding of the unlicensed personnel.

Of course we had a real SIU crew this trip as we have always had in the past, but it seems the regular 1st assistant just had to keep trouble stirred up all the time. He's the type who goes from one member to the other knocking everybody but the guy he is talking to at the time.

So, brothers, if you run into this character, don't let him con you into going against your brother shipmates.

Once again hats off to Eddie Bell.

George A. Perdreauxville
Ship's delegate

In Drydock, Asks Pals For Mail

To the Editor:

I would appreciate it very much if you would publish this in the LOG, because I would like to hear from my friends. A letter from some of them would be very welcome and would cheer me a great deal.

I also want the LOG sent to me here if possible. My name is really Simon Grove, but I have been known as Samuel for many years and still use that name. For those who wish to write, my address is the US Public Health Service Hospital, Fort Worth, Texas. I am a lot better but feel I have to stay a while longer.

Samuel Grove
(Ed. note: The LOG is being sent to you as requested.)

Too Few Cooks Spoil Broth, Too

To the Editor:

There seems to be an unusual number of men getting paid off in foreign ports due to ailments of various kinds. Naturally,

Has Ideas For Better Quarters

To the Editor:

I've been reflecting over the many gains we have won through recent years, such as the wage and overtime increases, vacations, maternity, welfare and death benefits. I'm really grateful for the fine job our negotiating committee has done.

The question I'd like to raise now is the advisability of some consideration being brought to bear on further improvement in ship's quarters. I know that existing conditions are a long jump from blue sheets and bringing your own stores aboard, and also that due to present ship construction, improvements are limited.

However, I've thought of two suggestions which I feel would be fairly inexpensive and greatly appreciated.

The first is that all ships have a master radio antenna with terminal connections in each foc'sle. Some ships already have them, but they are invariably out of order or just disconnected.

Metal Shelf

The other is have a shelf of uniform construction, preferably metal, alongside each bunk, which would be of suitable dimensions to accommodate a radio, books, an ashtray, etc. This would eliminate the necessity of have assorted holes drilled and punched in the bulkheads to conform with an individual's taste in location and size. (The new man is seldom satisfied with the piece of dunnage the last guy called a shelf.)

Radios have become commonplace and no longer are the luxury that they once were, especially since the MTD broadcasts are the recognized link between the ship and shoreside Union activity. Since the foc'sle is "home" to all of us during our time aboard ship, any possible improvement seems to me worthy of discussion.

Roy Guild

Burly

By Bernard Seaman



'Sea-Spray'

—by Seafarer Robert "Red" Fink



"Look, we can't loan you money to try and get even at the racetrack . . ."

Losmar Bids For Honors— But Seacloud Rings Bell

Seafarers on the Losmar are already bidding for top honors for their ship as the "feeder" of the Calmar fleet. The Losmar is a newly-acquired Liberty registered the early part of October.

According to L. E. Frazier, engine delegate, "you can say all you want to about the Calmar Line ships being poor feeders, but when you have a steward, chief cook, baker, 3rd cook and messmen who do a good job and take pride in doing it, there's a lot of difference."



Jordan

Steward William Aycock and chief cook Leon Jordan came in for the major honors, although the rest of the department got a well-deserved "all-hail" also.

Unaware of this challenge, the Portmar has submitted a menu for Thanksgiving on its own which indicates that its galley gang is not made up of slouches either. Four

kinds of relishes, two soups including French onion soup, roast turkey, baked ham, prime ribs, three kinds of potatoes, plus a choice of four vegetables (broccoli and asparagus included) headed the bill of fare.

There were also four kinds of pie, fruit cake, pudding, fruits, nuts, candies and an array of five beverages to tempt the Portmar's palates.

But both these ships, and quite a few others no doubt, will have to go some to top what must be some real fancy feeding on the Seacloud.

The gang on there must be living it up so well SIU-style that they're beginning to feel like passengers after all. The food and service must be that good, anyway.

The ship's minutes of December 2nd solemnly noted that "some crewmembers are afraid of missing a meal. They want to have the dinner bell rung at meal times . . ."

not longshoremen. Keep feet off chairs in messhall. New pay scale discussed.

MV PONCE (Ponce Cement), Oct. 21—Chairman, W. Heater; Secretary, G. Knowles. Ship's fund \$25.60. Report accepted. New delegate elected. Delegate to find out if new articles signed are on new wage scale. Hospital room should be changed. Stevedores to be kept out of passageways. Water tanks to be cleaned. Baltimore agent stated no shipping in Puerto Rico except in an emergency.

DEL VALLE (Miss.), Oct. 14—Chairman, B. Wright; Secretary, R. Irizarry.

Digest Of SIU Ship Meetings

SHIP'S fund \$76.01. Books and magazines purchased. Vote in favor of raising initiation fees. Signatures and numbers to be submitted with minutes of meeting. Fund raised by means of arrival pools. Arrival pool to be drawn up for first port in Brazil. If more pools requested, will be drawn as needed. Beer and shrimp party a success. Another one suggested this trip. Painting of crew's quarters started. Some rooms to be painted this trip, remainder on next trip.

FORT BRIDGER (US Petroleum), Oct. 21—Chairman, B. Bell; Secretary, B. Bengert. Minor repairs to be made in Yokosuka and major repairs in Singapore shipyard. Okayed by mem-

Seamar Short On Sea Water, Too?

It would seem that some repairs for the Seamar's plumbing are pretty well overdue. These matters have come to a head lately, since everything else seems to have stopped coming there with any regularity.

Season's Greetings

Each year at this time a bale of holiday greetings addressed to the LOG reaches SIU headquarters. Here are some of them, reprinted with thanks:

Greetings and salutations for Christmas and a more prosperous New Year for our great Union, its officials, you, your staff and the membership.

George H. Seeberger Philadelphia, Pa.

A very merry Christmas and a successful New Year to the SIU, the membership and the LOG.

Harold M. Shea Attica, NY

Greetings to all SIU men for a merry Xmas and a bright and prosperous New Year.

Minerva Bar Beira, PEA

Coming in with a very clean ship. Happy holiday to all.

Duska "Spider" Korolia SS Del Rio

Good cheer to all from "Sir Charles" and the black gang.

C. Oppenheimer SS Seatrain Georgia

Since we will be somewhere at sea for the holidays we wish a happy holiday season to the officials and brother members of our Union.

H. J. Beaver SS Seacloud

We know quite a few SIU boys who stop at the hotel, but have no way to send them Christmas cards. Perhaps we can wish them a merry Christmas and happy New Year this way, from the Home Hotel, Lake Charles, La.

Mr. & Mrs. J. B. Neville

The problem appears to have stirred quite a lot of discussion during a recent Seamar ship's meeting on the overhaul needed by the water pump and the possibility of getting a new washing machine.

But the session broke up pretty quickly when one crewmember unfolded a tale of woe that topped all the others.

He complained first about the showers. He wanted to take a shower, but he found there was no hot water. Next he went to get a drink of water—but there was no water.

Then he had to go to the toilet and—you guessed it!

"Hell's bells," he beefed, "are they short on sea water, too, right in the middle of the whole ocean?"

Andrew Daniluk was chairman of the ship's meeting, and even Michael Merryman, who was reading clerk, had stopped chuckling since then. It ain't funny. Besides, what would they do with a wash-

ing machine anyway? Are the boys going to rinse their "dainties" in condensed milk?

List Details In Cables To Union

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

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

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

Who Plays?



Having a go at a little game of rummy, Seafarers J. Hassett, BR; J. Wilson Jr., bosun; A. Gibbs, MM (back to camera), and Alfred C. Kesling, OS, pay no mind to a crew photographer on the Steel Maker. J. Ricamonte, chief cook, keeps mum about it, but enjoys the visit, too.

ALCOA RUNNER (Alcoa), Oct. 14—Chairman, J. Jones; Secretary, A. Waselich. Member paid off in Baltimore due to illness. One man missed ship in Baltimore. Two men fighting, reported to patrolmen, fired by captain. Ship's fund \$13.50. Three hours disputed overtime. Ship short one oiler. Report accepted. Ship to be fumigated.

HASTINGS (Waterman), Oct. 24—Chairman, C. Wallick; Secretary, J. Wells. Repair list to be turned over to patrolman—repairs to be made. No transportation for men getting off—to be taken up with patrolman at payoff. San Juan gangway watch to be taken up with patrolman—company had their own men. Some disputed overtime. Men to be sober at payoff. All books and permits to be picked up by delegates and turned over to patrolman at payoff. Linen to be turned in at payoff. Catwalk lights to be turned on by 4-8 watch.

ANNISTON (Ace), Sept. 24—Chairman, H. Aosta; Secretary, D. Coker. Report accepted. Vote of thanks to steward department for fine food served. Excellent cook.

OREMAR (Ore Nav.), Oct. 21—Chairman, C. Thompson; Secretary, J. Batsen. Discussion on washing machine and ice box. Ship's fund \$11.91. Need new washing machine. To obtain books from library.

MV BETHCOASTER (Calmar), Oct. 19—Chairman, W. Johnson; Secretary, J. Dalton. Report accepted. Discussion to have buttermilk delivered with sweet milk—steward to check this.

BIENVILLE (Pan Atlantic), Oct. 20—Chairman, C. Hemby; Secretary, C. Martin. One man missed ship in Miami. New treasurer elected. Ship's fund \$46.61. Few hours disputed overtime. Report accepted. Motion that if sailing is delayed more than two hours, each hour thereafter shall be paid at regular overtime rate unless crew is given notice and released from ship. Motion to change part of payoff from New Orleans to New York. Keep recreation room clean. Laundry room to be cleaned after use. Messman to dispose of garbage,

bership because of gas leakage. Three men short; one man paid off in Singapore; one man injured on deck during typhoon. New delegate elected. Motion to hold meetings before arrival and on departure. Delegate to write Union about sign-on's in regard to dues, etc. Need new percolator. Refrigerator door to be fixed; bunk light to be fixed; need buckets for clothes. Oct. 25—Chairman, H. Manz; Secretary, B. Bengert. Four men affected by special bulletin pertaining to B cards. Congratulations extended to all.

CANTIGNY (Cities Service), Oct. 21—Chairman, D. Hohn; Secretary, W. Furrrough. Beef on overtime in shipyard still pending in NY. Discussion on new medical centers. Vote of thanks to officials for putting program into effect. Vote of thanks to chief cook for good chow. Ship's fund \$10.52. Few hours disputed overtime. One man taken off ship in New Jersey by police. Reports accepted. Delegate to take up restriction of ship in Venezuela with boarding patrolman. Coffee urn to be repaired. Need new washing machine. Delegate to inform captain of shore leave beef.

HAROLD T. ANDREWS (New England Ind.), Oct. 13—Chairman, R. Rosoff; Secretary, J. Giancola. Alien riding ship for two years and is not a union member. Ship's address to be sent to LOG for forwarding same. All men leaving ship to strip their bunks for new men.

JEAN (Bull), Oct. 10—Chairman, D. Dickson; Secretary, E. Johnston. Provide keys for bathrooms, showers and every room. Washing machine repaired.

CITRUS PACKER (Waterman), Oct. 14—Chairman, M. Oliver; Secretary, L. Santa Ana. New delegate and reporter elected. Ship's fund \$21.65. Delegate to see patrolman about port payoff.

MONARCH OF THE SEAS (Waterman), Oct. 7—Chairman, R. Ransome; Secretary, C. Crabtree. Delegate requested some one else to take job. One man missed ship in Mobile. Gear checked. Report accepted. To write

negotiating committee concerning air-conditioning of messroom. To obtain library from hall in New Orleans. Repair list to be turned in. Suggestion to have company put foam rubber pillows aboard. Milk to be placed in ice box between meals. Vote of thanks to steward department.

HASTINGS (Waterman), Oct. 7—Chairman, R. Kuratowski; Secretary, J. Wells. Ship's fund \$32. Few hours disputed overtime. New delegate elected. Catwalk to be repaired. Repair list to be turned over to captain before arrival in San Juan. New fans needed. Vote of thanks to steward department.

NATIONAL LIBERTY (American Waterways), Oct. 1—Chairman, F. Bruggner; Secretary, S. Joseph. Two men missed ship. Draw will be in dollars or Belgian francs. Suggestion made to alternate meetings so all can attend. Cups to be returned to pantry. Laundry to be kept clean. Good quality of stores aboard and efficient slop chest. Vote of thanks to steward and his department.

ity of stores aboard and efficient slop chest. Vote of thanks to steward and his department.

FLORIDA STATE (Ponce Cement), Sept. 4—Chairman, G. Stanley; Secretary, D. Wagner. Telegram sent to San Juan concerning payoff in Ponce. Disputed overtime to be settled in San Juan or Tampa. New treasurer elected. Some disputed overtime. Report accepted. Ship's fund to be started with \$1 contribution from each member. Take care of washing machine. Cleaning of laundry room to be rotated between deck and engine departments. Discussion on linen and repair list. Vote of thanks to steward dept.

JEFFERSON CITY VICTORY (Victory Carriers), Oct. 2—Chairman, A. Anderson; Secretary, M. Pappadakis. Ship sailed short a fireman. Communication from Welfare Department read. Reports accepted. New delegate elected.

Editor, SEAFARERS LOG, 675 Fourth Ave., Brooklyn 32, NY. I would like to receive the SEAFARERS LOG—please put my name on your mailing list. (Print Information) NAME STREET ADDRESS CITY ZONE STATE TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below: ADDRESS CITY ZONE STATE

LOG-A-RHYTHM:

The Ocean's Song

By Thurston Lewis

O Sea, I hear you speak
Along thousands of miles of shoreline
With a different voice on each stretch of beach.

You whisper while caressing the sand;
You roar when hurling yourself madly amongst the rocks.

Of what do you speak?
What is your many-splendored song?

I sing of life and love and death;
Of timeless ages, changing shorelines,
And mountains smoothed down to become plains.

I roar with anger because of my boundaries;
I resist the moon
Which draws me inevitably, as a lover beckons,
And as a loved one, I follow.

Even the wind cannot stay the strength of the moon.
I shout defiance in face of wind and tide,
But I yield—
Albeit, in my anger, I destroy ships and houses and men.

Seafarers I love, and forever entice them to my bosom;
Often it takes a lifetime and an age
But in the end I get them.
Many a sailor's soul has been released in my belly,
And I sing of them and to them.

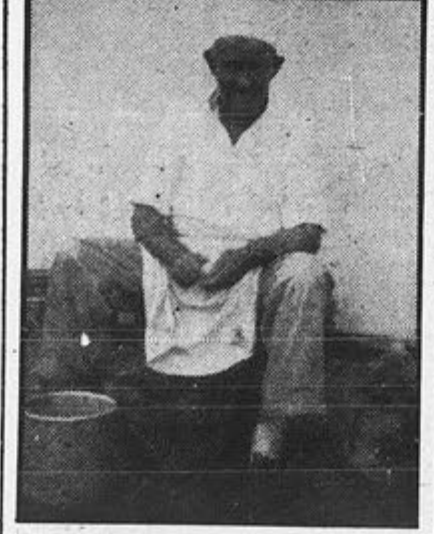
I shall sing along my million miles of shore,
And thousands of miles in the midst of me;
I shall continue to sing until the Earth is no more
And there is no separation of land and sea.

SEAFARERS IN THE HOSPITALS

- USPHS HOSPITAL BALTIMORE, MD.
Chester Anti
Francisco Mayo
Talmadge Barbour
William Mellon
Kenneth Bewig
James T. Moore
Leslie Brillhart
John A. Morris
Torfeif Hansen
Francis O'Laughlin
Walter Hartman
Joseph A. Prabeck
Clarence R. Haun
William E. Roberts
Fred Holmes
Michael Ruta
Edward Huizenga
James H. Walker
Herman Kemp
Ernest H. Webb
John McKarek
Vyrl Williams
Edward McMaster
George Wilson
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Miles Foster
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F. Regalado
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Wade H. Sexton
Paul Hebert
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Joseph D. McGraw
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William Guenther
Albert Martinelli
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Vic Millazzo
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Taib Hassen
W. P. O'dea
Billy R. Hill
George G. Phifer
Thomas Isaksen
George M. Quinn
Ira H. Kilgore
George E. Renals
Ludwig Kristiansen
G. E. Shumaker
Frank J. Kubek
G. Sivertsen

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Fred West
Michael Toth
Norman West
Karl Treilmann
Virgil E. Wilmoth
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Albert Birt
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ST. ELIZABETH HOSPITAL WASHINGTON, DC
William A. Hunt

69 Years Young



Watching him peel spuds, you'd never think Joe Davis was pushing "three score and ten." reports ship's delegate Edward J. Wright on the Alcoa Partner. He said Davis, now 69, is "doing a wonderful job in the steward department." Photo by Carl Ernest, cook.

Finds Good Spot Near San Juan

To the Editor: While on the SS Hiltan sailing between the States and Puerto Rico on the sugar run, I've heard many guys off different ships complain about the clubs along the waterfront near the Bull Line docks in San Juan. There's always someone being clipped or rolled, poor quality hard liquor goes for unfair prices, and the room rates are

ing to try to show, to the best of my ability, the actions taken by one of my shipmates who, when under pressure, acted like a real veteran of "the tight squeeze."

I am referring to William R. Berryhill, ordinary seaman on my watch aboard the Republic.

I was inspired and driven to write this letter because of the fact that "the real hero of the day" was overlooked almost completely in the past articles published in the LOG (Oct. 26, Dec. 7).

The course of events and the action taken by Berryhill really deserve praise, and I hope he gets it to the utmost. If it should fall on anyone, it should land on him.

Going On Watch

The night we had the fire, Berryhill was going out on deck to take his morning watch when he was caught by a blinding flash that erupted midships around number five. But he immediately thought of us, his brother crewmembers, raced back through the passageways and gave the alarm, shouting, "Fire, fire, the ship's on fire!" He then ran forward, draped his shirt over his head, and ran up the ladder through the flames. They had by now climbed as high as the flying bridge and had laid a blanket which covered a good part of the midship house, but he managed to get to the bridge to sound the general alarm.



Berryhill

Leaving the bridge, he came back down towards the catwalk and again went through the flames to the two nearest fire stations. He set up two hoses and manned one before anyone else, outside of the unfortunate chief mate [who later died—Ed.] had hit the deck. Under such conditions, since he was pressed for time, it's not hard to visualize the wonderful job he did.

He didn't shrink under pressure, and my hat will always be off to him, a guy who deserves a lot of credit and the greatest esteem.

Frank Demasi

(Ed. note: Two men were injured in the Republic fire in Santos, Brazil, in addition to the chief mate who later died. The ship was taking on ballast in Santos at the time. We're happy to publish this tribute to Brother Berryhill, now that more of the facts are in.)

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.

ridiculous. Well, why in hell go there, then?

For those who are not acquainted with Puerto Rico, I would like to suggest where to go for a good time and get all the things you're looking for without being clipped. I find the Key Club hard to beat.

'Square Shooter'

This club has just been taken over by an ex-marine, Charlie Connelly, who has only been there a few months and already has a name as a square shooter. The Key Club is one of the few clubs I have been in where I find you get a fair shake and you can find what you're looking for, including a floor show and lots of girls.

But one of the few things you will find at this club which a lot of them lack is the fairness of the owner in his business and a place that is spotlessly clean. Beer goes for 30 cents, highballs for 50 cents and you get a regular size bar drink. And if you're one who likes an occasional mixed drink, he knows what you're talking about and doesn't look stupid as they do at some of the clubs that know only highballs and beer. The floor shows are as good as you can find anywhere in Puerto Rico.

So you guys who are disgusted with the waterfront dives, stay away from them and visit such places as the Key Club when you find them. It's in Santurce, only a few minutes by bus or cab from San Juan.

Walter J. Fitch

She's Grateful For Hospital \$

To the Editor: I want to offer my thanks to the SIU for the help we received through the Welfare Plan.

I was in the hospital in 1955 and 1956, the last time for major surgery, and it was so nice not to have to worry about the whole bill. Believe me, we are very grateful, and I am very proud to be the wife of an SIU man.

Mr. Ramon Murillo

Acclaims 'Hero' In Republic Fire

To the Editor: Though I do not profess to be a Longfellow, Holmes or George Bernard Shaw, I am go-

NO Electrical Local Lauded

To the Editor: I am sending this to show our appreciation for the kindness shown to a number of SIU men by Electricians Local 130 in New Orleans.

About the time that the Alcoa Corsair caught fire, Local 130 did not have quite enough men at their hall. So their agent crossed the street and spoke to our officials, offering work to any of our qualified men who might want to stay on the beach.

Several of our men took these jobs and were treated very well. So thanks again to Local 130 for helping them out.

Maurice "Duke" Duet

Lauds Kindness Of Roamer Crew

To the Editor: This is a letter of thanks which I hope you will publish as soon as possible. I sincerely want to thank the officials at the Baltimore hall for what they did for my wife during her illness and death while I was away.

I also want to thank the crew of the Alcoa Roamer, especially Paul and Rudy, for what they did to try and get me home. Thanks also to the captain and chief engineer who did everything possible to help.

I'm not too good at writing anything like this, but I want them all to know that I really appreciate all they did for me.

Eddie Potts

Sunion Cheers Radio Operator

To the Editor: We are submitting some pictures of the ship's meeting in the North Atlantic and of the crew at work en route to Rouen, France.

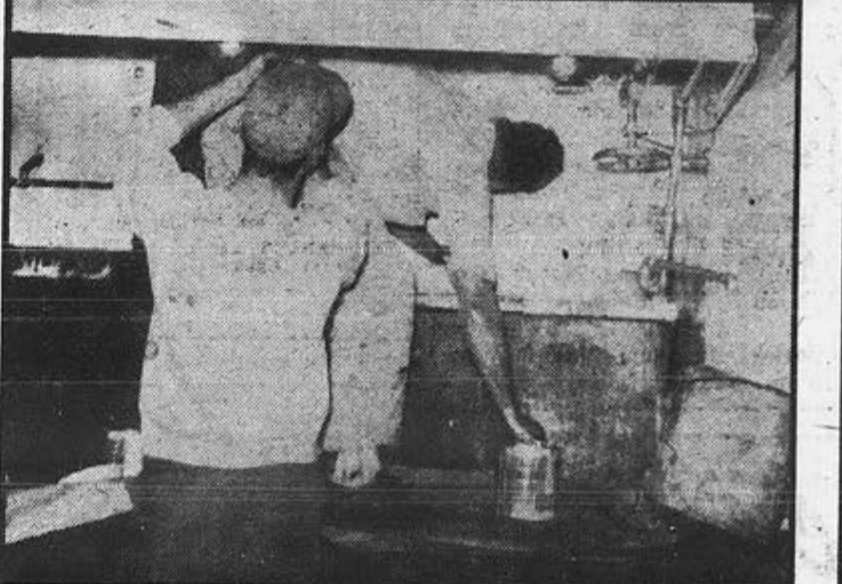
In regard to our radio operator, we, the crew of the SS Sunion, would like to indicate our appreciation to him for his services. He went out of his way to bring us the news and sports events every day and post them on the bulletin board.

We would also like to thank SIU patrolman J. Bullock in Norfolk for the good payoff last trip. He settled all beefs and collected a good deal of disputed overtime for us.

We have had a very good trip. The North Atlantic was good to us coming over, and we hope for the same going back.

Earl McNab

Ship's delegate



Making the most of a smooth Atlantic crossing, bosun W. T. LaClair and Al Power turn to with paintbrushes in the galley of the Sunion. Both were hard at it when the picture was taken at 2 AM, enroute to France.

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13, 1956. He joined vember 7, 1952, and the steward depart- urved by his wife, oronha of Brooklyn, took place in St. ery, Pinelawn, NY.

State Okays SIU Stand On Welfare

(Continued from page 3)

Daily News" and the "NY Times" at hearings before Javits last August, as saying that insurance companies "see several hundred million dollars lying around and they want to get hold of it." He pointed out that these joint funds follow the pattern of Taft-Hartley, which calls for all welfare plans established by collective bargaining affecting interstate commerce, to be jointly administered.

Miller, incidentally, was the representative of a joint union employer fund to appear at the hearings and to file a brief on behalf of the trade-union viewpoint.

The SIU counsel said that insurance companies will probably attempt to upset the Attorney-General's ruling for fear that they would lose lucrative group insurance accounts that would now tend to follow the pattern set by the SIU and other unions.

The issue actually rose not from the insurance industry, but from a move in 1955 by the fund operated for the National Maritime Union. Although the SIU and many unions and industries have been operating self-administered funds for years, the NMU—operating under an insurance company setup—asked the superintendent of the State Insurance Department for a ruling on its contemplated transfer to the self-insured type of plan.

The superintendent declined to issue such a ruling, and the fund of the NMU went to the courts where the petition was dismissed on technical grounds. The NMU plan did not appeal the case, but switched its plan nevertheless.

Counsel for the Seafarers Welfare Plan and the SIU felt that it was important that the issue be fought through to a finish. Consequently, Miller participated in the hearings before the Attorney General and submitted the brief presenting the position which subsequently was upheld by the Attorney General in his ruling.



EVERY SUNDAY DIRECT VO BROADCA

TO SHIPS IN ATLANTIC AND SOUTH AMERICAN

"THE VOICE OF THE M

- WFK-39, 19850 KCs Ships in Caribbean of South America, Atlantic and East Coast States.
- WFL-65, 15850 KCs Ships in Gulf of Mexico, West Coast America, West Coast and US East Coast.
- WFK-95, 15700 KCs Ships in Mediterranean North Atlantic, Europe and US East Coast.

Meanwhile, MTD 'Round-The-Wireless Broadcasts Continue

- Every Sunday, 1915 (2:15 PM EST Sun) WCO-13020 KCs Europe and North America
- WCO-16908.8 KCs East Coast South America
- WCO-22407 KCs West Coast South America
- Every Monday, 0315 (10:15 PM EST Sun) WMM 25-15607 KCs Australia
- WMM 81-11037.5 Northwest Pacific

MARITIME TRADES DEPARTMENT

FINAL DISPATCH

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

William T. Potter, 48: On September 14, 1956, Brother Potter died from a head injury aboard the SS Barbara Frietchie. His burial took place in Forest Lawn Cemetery in Norfolk.

Joseph Engles, 41: Brother Engles died from the effects of heat exposure in Dhahran, Saudi Arabia, on September 7, 1956. He joined the Union January 7, 1939, and was sailing in the engine department.

Andrew Noronha, 30: Brother Noronha died of a heart ailment on November 7, 1956.



Andrew Noronha, 30: Brother Noronha died of a heart ailment on November 7, 1956.



on November 7, 1956, the Union No. 5 was sailing in ment. He is Mrs. Jennie N NY. Burial Charles Cem

- SIU, A
- BALTIMORE, Earl Sheppard, A
- BOSTON, James Sheehan, J
- HOUSTON, A. Michelet, Act
- LAKE CHARLES, Leroy Clarke, Ag
- MOBILE, Cal Tanner, Agent
- NEW ORLEANS, Lindsey Williams, 36
- NEW YORK, 25
- NORFOLK, Ben Rees, Agent 63
- PHILADELPHIA, S. Cardullo, Agen 90
- PUERTA de TIERS, Sal Colla, Agent 70
- SAN FRANCISCO, Leon Johnson, A1 Marty Breithof, W
- SAVANNAH, E. B. McAuley, Act 1
- SEATTLE, Jeff Gillette, Age 61
- TAMPA, Tom Banning, Ag 21

Louis And His Korean Friend



East and west do meet sometimes, as proved by this photo of Louis Schwartz and "Papa San." "Papa" is from Kunsan, Korea. Louis, OS on the Kyska, is from Brooklyn.

PERSONALS AND NOTICES

Walter K. Yerke Contact your brother Oscar at 1116 McDonald St., Wilmington, Calif.

Do Lein Chin You are asked to contact George G. Raymundo, 192-07 Williamson Ave., Springfield Gardens 13, NY, NY.

Clemente Flores Your gear is being held in the baggage room at headquarters under the name of Roy Johnson.

Preston Smith You are asked to contact your sister, Louise Brode, at 1813 Linden Ave., Baltimore 17, Md.

Richard J. Broun Your wife wishes you to contact her. Joe is ill and needs you.

Eddie Caudill George O'Berry wishes you to write him c/o the Azalea City, Waterman Steamship, Mobile.

William J. Tarrant, Jr. You are asked to write or phone Sammie D. Rose, 1007 S.W. 2nd

St., Oklahoma City, Okla. Phone Forrest 5-2656.

F. T. Costello Headquarters is holding substantial sum of money that was collected for you.

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:

Steven William Cachola, born October 1, 1956, to Seafarer and Mrs. William V. Cachola, Baltimore, Md.

Helen Dawn Loffler, born June 8, 1956, to Seafarer and Mrs. John C. Loffler, Grafton, W. Va.

Michael Jay Dawson, born November 25, 1956, to Seafarer and Mrs. Norman J. Dawson, Brooklyn, NY.

Christine Marie Savant, born November 20, 1956, to Seafarer and Mrs. Walter E. Savant, Mamou, La.

Ursel Selise Forbes, born November 15, 1956, to Seafarer and Mrs. John Forbes, Mobile, Ala.

Carlos M. Gonzales Valdivieso, born September 20, 1956, to Seafarer and Mrs. Ramon Gonzales, Ponce, PR.

Jeffrey Lance Davis, born November 18, 1956, to Seafarer and Mrs. Paul R. Davis, New Orleans, La.

Victor Lynn Reese, born November 22, 1956, to Seafarer and Mrs. Frank F. Reese, Port Neches, Texas.

Joel Tony Gatewood, born October 10, 1956, to Seafarer and Mrs. Woodrow W. Gatewood, Andalusia, Ala.

Idelfonso Perez Jr., born October 6, 1956, to Seafarer and Mrs. Idelfonso Perez, Baltimore, Md.

Ibellize Ortiz, born November 26, 1956, to Seafarer and Mrs. Humberto Ortiz, Brooklyn, NY.

BRANCHES

DIRECTORY OF SIU

- AG District
- 1216 E. Baltimore St. Agent Eastern 7-4900
- 376 State St. Agent Richmond 2-0140
- 4202 Canal St. Agent Capital 7-6558
- 1419 Ryan St. Agent Hemlock 6-5744
- 1 South Lawrence St. Agent Hemlock 2-1754
- 523 Bienville St. Agent Tulane 9826
- 675 4th Ave., Brooklyn Agent HYacinth 9-6600
- 127-129 Bank St. Agent Madison 2-9834
- 337 Market St. Agent Market 7-1635
- RA, PB, Pelayo 51-La 9 Phone 2-5999
- 450 Harrison St. Agent Douglas 2-5475 West Coast Representative
- 3 Abercorn St. Agent Adams 3-1728
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- HEADQUARTERS 675 4th Ave., Bkly Paul Hall
- ASST. SECRETARY-TREASURERS
- J. Algina, Deck C. Simmons, Jolt
- J. Volpian, Eng. W. Hall, Joint
- E. Mooney, Std. R. Matthews, Job
- SUP
- HONOLULU 18 Merchant Phone 5-87
- PORTLAND 211 SW Clay Phone 3-43
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- SAN FRANCISCO 450 Harrison St Douglas 2-83
- SEATTLE 2505 1st Ave Main 02
- WILMINGTON 505 Marine At Terminal 4-31
- NEW YORK 675 4th Ave., Brooklyn HYacinth 9-61
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- HALIFAX, N.S. 128 1/2 Hollis Phone 3-89
- MONTREAL 634 St. James St. West Plateau 81
- FORT WILLIAM 130 Simpson St. Phone 3-32



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GREETINGS

FRÖHLICHE WEIHNACHTEN

JOYEUX NOEL

MALIGAYANG

PASKO AT MASAGANANG BAGONG TAON

FELICES NAVIDADES

KAANA XPISTOYIENNA

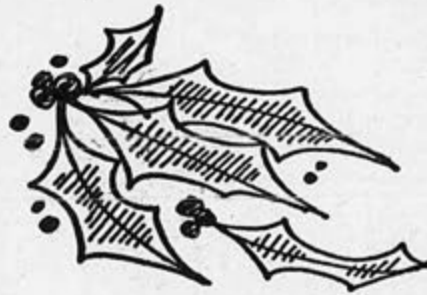
The Christmas season is a particularly meaningful time for Seafarers, emphasizing as it does the ideal of the brotherhood of man.

This ideal is a familiar one to the men who hold membership in the Brotherhood of the Sea—men from many lands and speaking many languages. It is appropriate during this holiday season for all Seafarers to re-dedicate themselves to the ideal of the Brotherhood of the Sea on which the Union has been built.

In this spirit the SIU A&G District wishes Seafarers and their friends everywhere a very Merry Christmas.



GOD JUL



MERRY CHRISTMAS

NODHLAIGH

SONA DHUIT

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