

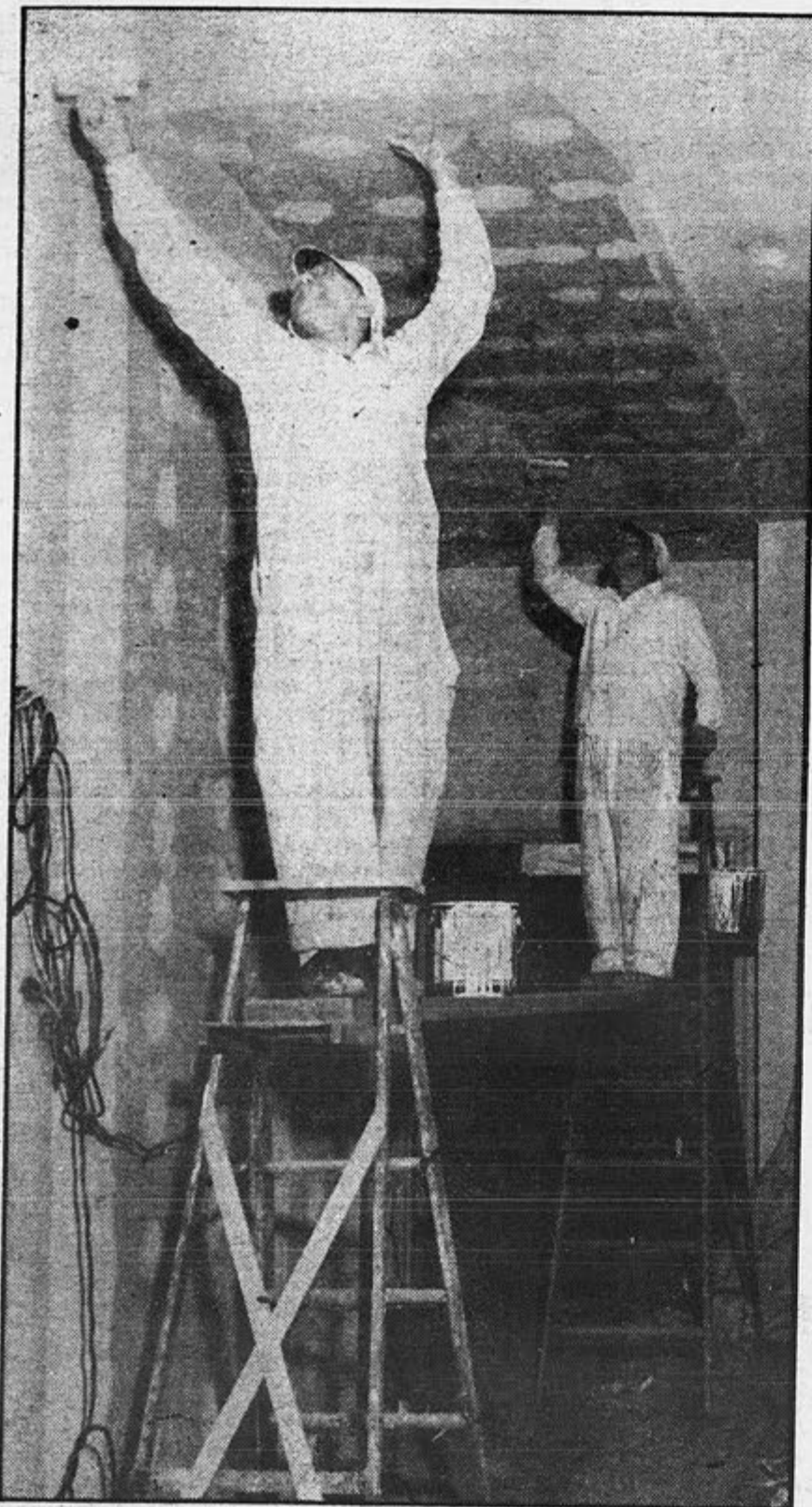


• OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • AFL-CIO •

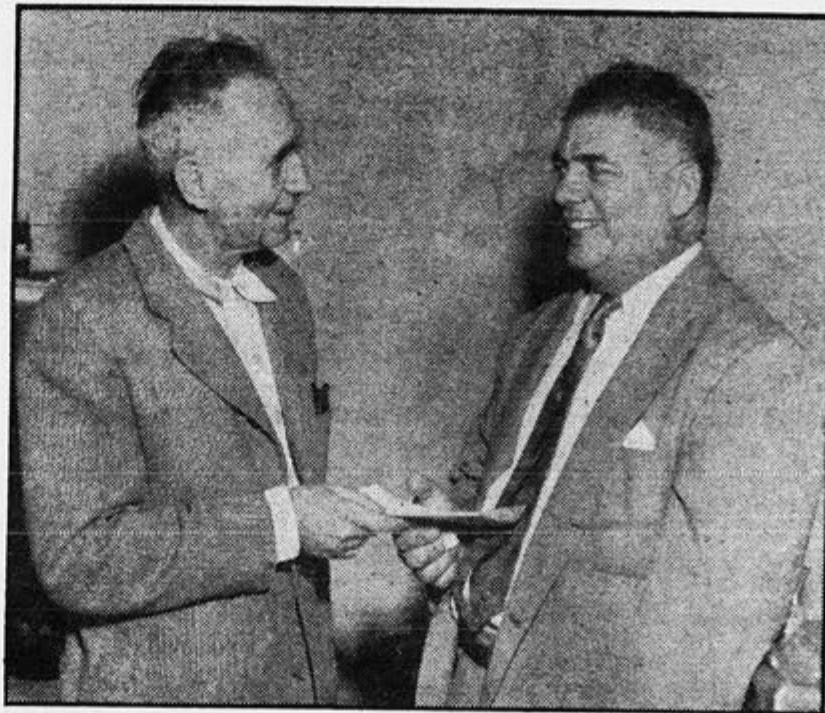
UNION WINS FIRST TIDELANDS PACT

SIU Signs Phillips Oil Gulf Rigs

—Story on Page 3

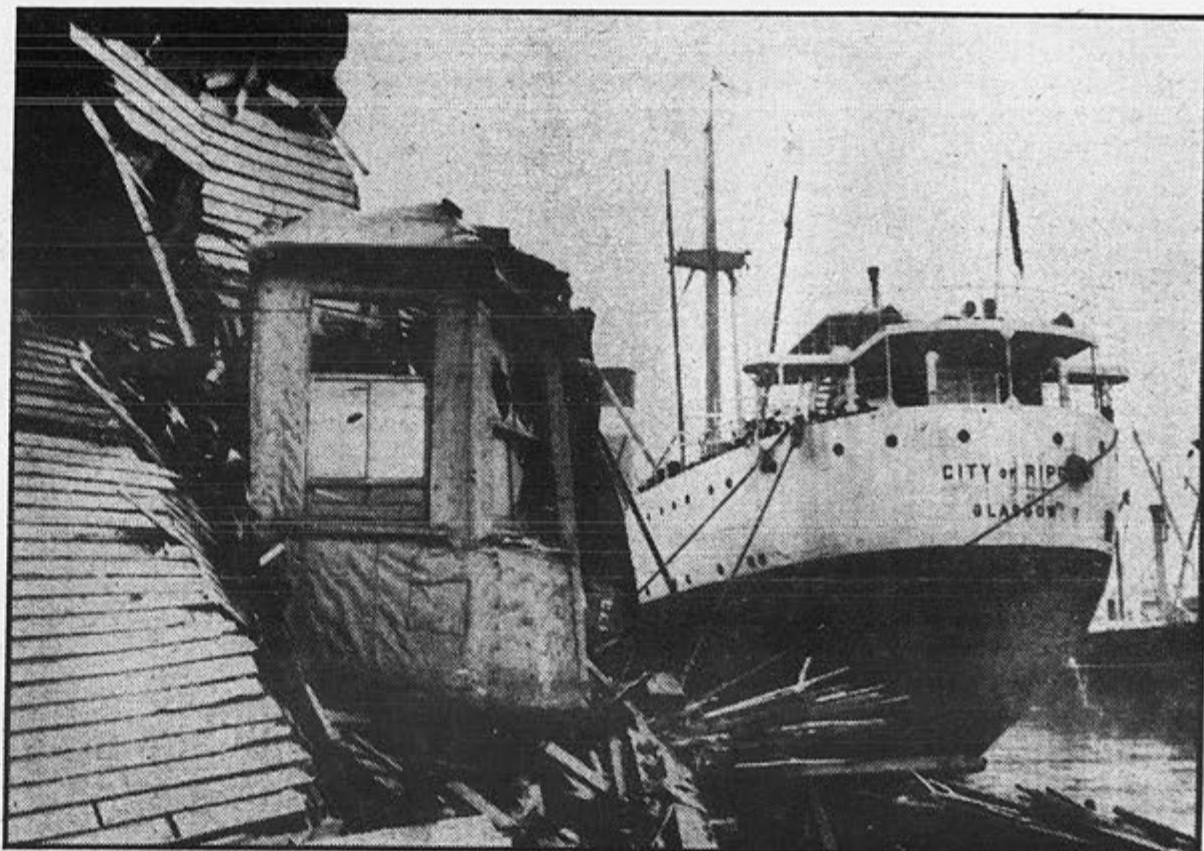


Brush Job. Painters apply the final coat of paint to the first SIU health center one block from Union headquarters in Brooklyn, before medical equipment is installed. The center will be in full operation by the end of March. (Other Photo on Page 10).



Benefits Ease Loss

First payment in the Gulf under the SIU Welfare Plan's new parents dependency benefits is received by Seafarer Vincent J. Cali (right) in New Orleans. SIU welfare rep. Bill Fredericks delivers checks totaling \$546 to Cali covering hospital expenses incurred during the illness of his father, Rosario. The elder Cali later died.



'Ripon' Rips One. The only major casualty in New York's month-long tug strike, the 43rd Street pier in Brooklyn is shown after it was damaged by the British freighter City of Ripon. The ship tried to dock without the aid of tugs but didn't make it. The tug men may vote again Sunday to return to work. They turned down the proposed settlement once before.

Sea Unions, Meany Meet On Coal Beef

As a consequence of the dispute over the American Coal ships, AFL-CIO President George Meany called a meeting in Washington last week of all the unions involved.

The meeting was attended by full representation from the various maritime unions, including the SIU of North America, the Atlantic and Gulf District, the National Maritime Union, the Marine Engineers Beneficial Association, the Brotherhood of Marine Engineers, and the National Organization of Masters, Mates and Pilots.

After thorough discussion of the positions of the various unions, proposals were made by President Meany to effect a settlement.

While the SIU accepted these proposals the NMU rejected them because they would involve supporting the interests of the recognized officers' unions as against District 50 of the United Mine Workers.

The summary of the beef and of the meeting submitted on behalf of the SIU of North America by Paul Hall, president; Morris Weisberger, vice-president, and Matthew Dushane, Washington representative follows:

The following is a report on the meeting in Washington, DC, February 21, 1957, which was called by Brother Meany, President of the AFL-CIO, to discuss the American Coal beef. The maritime unions involved were requested to attend.

The meeting was held because the MM&P and the MEBA filed complaints with President Meany about the conduct of Curran in the American Coal Shipping beef. Curran had also filed complaints against the SIU. The meeting was originally scheduled to take place in Miami during the AFL-CIO convention, but the untimely death of Brother Lundberg made it impossible for SIU representatives to attend.

The facts in the ACS beef are simple. The domestic market for coal is declining. The European market for coal is expanding, and European demand for American coal is at an all time high because of the Suez crisis. John L. Lewis, of the Mine Workers Union, coal producers, and coal-carrying railroads, in order to make American coal available to Europe, formed ACS, which on paper is a 50 million dollar company. Lewis owns 1/3; the coal producers own 1/3, and the coal-carrying railroads own 1/3 of ACS. The plan was to charter Government-owned ships from the mothball fleet, and use them to carry coal to Europe. To this extent, the plan was an excellent idea which would have benefited the coal industry and the merchant marine.

Invalidate Maritime

But Lewis also saw in the plan an opportunity to invade the maritime industry. He was and is determined that his catchall District 50 shall provide the officer personnel for ACS. ACS applied for 30 mothball ships. In order to qualify as a charterer, ACS was required by law to be an actual operating shipping company. It had no operating experience or personnel. To qualify, it purchased, first, the SS CHIAN TRADER, manned by NMU, and the Bull Line, manned by SIU-A&G. These purchases would have qualified ACS as an operator, and made the chartering of Government ships feasible.

While ACS was still a paper company, before it had purchased the SS CHIAN TRADER, and before it had purchased the Bull Line—before ACS was ready for operation or had any maritime employees, the company signed a phony agreement with District 50 to furnish the deck officers and engineers, and an equally phony agreement with Joe Curran.

The great danger in this conspiracy arose because ACS originally applied for 30 ships, gave

notice that it intended to charter an additional 50, and announced that an even larger number of ships would soon be engaged. There are slightly more than 1,000 ships in the American merchant marine. When you remember that the 80 ACS ships are to be fed by coal producers and coal-carrying railroads, it is clear that this operation could easily constitute a monopoly of the coal-carrying trade. If the ACS deal had been allowed to pass without challenge, the licensed officers' unions and the SIU would have been excluded from the largest bulk-carrying operation in American history.

Therefore, the MM&P and the MEBA put up picket lines. These, of course, were supported by the SIU and the old AFL craft unions involved in coal-shipping operations.

Crossed Picket Lines

Joe Curran finked. He crossed the marine officers' picket lines. He did everything in his power to break the officers' unions.

AFL-CIO President George Meany announced Federation support of the MM&P-MEBA beef against American Coal from the very beginning.

The SIU, A&G District, filed a complaint against the company because its members were discriminated against in hiring. The charges were so solid, that for the fourth or fifth time in its history the NLRB, acting on the SIU charges, sought and obtained a Federal Court injunction against the employer, ACS. On the day before the meeting presided over by President Meany, the New York Federal Court issued an injunction against American Coal.

These are the facts. But Curran, in public speeches and newspapers, twisting the truth, violating every principle of decent trade unionism, and breaking faith with all of the maritime unions, tried to make it appear that the SIU charges were opening the door for an attack on the maritime hiring hall. Every sailor knows that the SUP and SIU have been first and foremost in the continuing fight for the establishment and preservation of the hiring hall. Curran's complaint, which he carried to the highest officers of the merged labor movement, that the SIU charges constituted an attack on the hiring hall were false and indefensible.

At the February 21st meeting in Washington, President Meany pref-

(Continued on page 15)

SIU Accepts, Curran Rejects Meany Plan In ACS Dispute

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

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

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

As detailed in the SIU of NA report in the adjoining column "President Meany . . . had two recommendations . . . (1) That the NMU should support the MM&P and the MEBA, and (2) That the SIU should then withdraw its com-

plaint . . . and honor the NMU contract."

The SIU, the report said, emphasized its belief that it had a very sound legal and trade union position in its complaint against the company. Although President Meany's suggestions would present the Union with a difficult problem it would be willing to comply, but "would then expect the NMU to honor and support the lines of the MM&P and MEBA against American Coal, as suggested by President Meany."

"The NMU's position with respect to President Meany's proposals was that it would not respect the AFL-CIO unions' picket-lines until the Bull Line had been struck . . ." The participating unions noted that Bull Line had not been an issue but if it was brought in, then the dispute could logically involve other companies connected with American Coal including railroads, collier operators, mining companies and other steamship operators.

The report then noted that "Curran's insistence on the meeting stemmed from his desire to discuss the effects of the so-called "attack on the hiring hall" as the NMU described the dispute. If the NMU position had been consistent and honest, then the issue would have been settled at this point . . . simply by the NMU adopting President Meany's recommendations . . ."

It concluded that the only reason for injecting Bull Line was a smokescreen to cover Curran's support for District 50 as against AFL-CIO marine officers unions.

The SIUNA representatives, Paul Hall, Morris Weisberger and Matthew Dushane expressed appreciation of President Meany's deep understanding of the issues. While firm in his position, they said, he showed fairness and courtesy to all hands.

US Injunction Upholds SIU's Charge On ACS

The SIU won a significant victory over American Coal in the US District Court last week as a Federal judge ordered the company to stop discrimination against Seafarers in its hiring of ships' crews. The jurist issued a temporary restraining order effectively halting the company's anti-SIU practices. Today he is scheduled to elaborate on the order in the form of a temporary injunction which will restrain the company until the National Labor Relations Board acts on SIU unfair labor practice charges against the concern. The Labor Board's first hearing on the charges is set for March 4.

On still another court front, the company succeeded in getting SIU, MEBA and MM&P picketing at Montic Marine in Brooklyn declared illegal. Another Federal judge ruled that such picketing directed against the Thomas Paine, a Government-owned Liberty ship, constituted a secondary boycott.

The restraining order, issued against American Coal by Judge Lawrence Walsh stops the company from giving preference to the National Maritime Union in hiring for its ships and from excluding

(Continued on page 15)

Bidding Keen For '57 Seafarer Scholarships

A minimum of seven Seafarers and six Seafarers' children are currently scheduled to take the official College Entrance Examination tests in competition for the 1957 SIU scholarship awards. The examination to be given on March 16 is the next to the last test available for those who wish to apply for \$6,000 four-year award.

March 9 is the closing registration date for the March 16 exam. Any Seafarers or Seafarers' children who have not registered as yet can still get under the wire.

The last qualifying exam will be given on May 18, which is just a couple of weeks ahead of the selection of the winners. The selection is traditionally made at the trustees' meeting the first Tuesday in June, which is June 4 this year.

In addition to the 13 who have already submitted all necessary credentials, a number of others may qualify for the award. The Seafarers Welfare Plan reports an unusually large number of inquiries on the scholarship program this year, 45 in all to date.

Under the terms of the program,

as modified by the trustees last year, five scholarships are to be awarded annually. At least one of the five is reserved for a Seafarer.

In the event that Seafarers are selected among the first four winners, then the fifth scholarship goes to the highest-ranking Seafarer remaining in the competition. Scholarship winners are picked on the basis of their performance on the college entrance tests, their high school record and their participation in school or community activities. The selection is made by a board of professional educators who meet once each year for that purpose. The board includes representatives from Princeton, Columbia, New York University, Rutgers and Howard University.

Last year Seafarers won four of the five awards offered. Nine SIU men in all have won the awards since the scholarship plan was first begun in 1953.

Welfare Services In New Quarters



Providing better facilities for serving Seafarers are these altered quarters of Welfare Services now located in Room 307 at headquarters. Welfare Services representatives are Milton (Toby) Flynn and Al Tanner.



Conferring during contract negotiations with Phillips Petroleum Co. at Morgan City, La., are (l-r) following members of SIU negotiating team: L. F. Fenton, patrolman Tom Gould, assistant secretary-treasurer Robert A. Matthews, Neil C. Richard and Henry C. (Red) Mullins. Not shown is committee member Lindsey Williams, New Orleans port agent. Gould is now in charge of SIU-HIWD hall in Morgan City.

SIU Co's Lead New Bids For Breakouts

WASHINGTON—New breakout requests are piling into the Maritime Administration with several SIU-contracted companies on line. Foremost among them, the Isthmian Steamship Company has asked the Maritime Administration for charters on eight Government-owned Victory ships.

In addition, other SIU companies filing bids include Mississippi Steamship, which is asking for three Victory ships to carry agricultural commodities to Brazil. A third operator, Mathiasen Tankers, has a bid in for three Liberty ships for commercial bulk cargoes.

Two-Year Charters

The new applications came after the Maritime Administration revised its set-up to provide minimum two year charters on Victory ships and payment of breakout costs by the operators on Liberties.

Some companies are reluctant to accept tonnage under the new requirements, complaining it would be uneconomical for them to pay the costs of the breakouts which are estimated as high as \$250,000 per vessel. They are asking for broader cargo-carrying authority to help meet the higher cost.

However, Mathiasen has indicated its willingness to pay the full cost of the Liberty breakouts, which should push along its application accordingly.

Elsewhere on the breakout front, Bull Line expects to have four coal-carrying Liberties ready for service within a week or ten days. Two of them are scheduled to crew in Savannah beginning today (see story, page 5). Another two coal ships are being readied for Waterman Steamship and prospects are bright for additional tonnage assignments to these and other SIU-contracted operators.

Berth Service

The eight ships requested by Isthmian would be put on the company's regular berth service on various Far East runs as well as in its Persian Gulf operations.

The Isthmian bid is noteworthy in that it indicates an increasing demand for shipping space in the Persian Gulf area, whether or not the Suez Canal is reopened for navigation in the coming months. Normally the opening of the canal would permit the carriage of more cargo with existing ships, but evidently the needs are too great to be satisfied in that way.

Phillips Oil Signs Union Pact; First In La. Tidelands

NEW ORLEANS—The first union agreement to be negotiated in the expanding Louisiana offshore oil exploration and production industry has been won by the SIU's Harbor and Inland Waterways Division. The agreement was signed with the Phillips Petroleum Company covering wages, hours and working conditions for employees aboard the company's production vessels and drilling rig tender.

Phillips is one of the country's largest independent crude oil exploration and production companies. Its head offices are in Oklahoma. Like many major oil companies it is rapidly expanding offshore oil operations in what is considered the most lucrative remaining oil reserve area in the US.

The SIU contract came after an SIU victory in a collective bargaining election conducted by the National Labor Relations Board. SIU organizers have been active at this and other offshore oil operations in recent months.

Breakthrough Hailed

Hailing the breakthrough in a hitherto non-union field, SIU Secretary-Treasurer Paul Hall declared, "This agreement is an initial step in the SIU's program to improve wages and working conditions in the Louisiana tidelands. This is admittedly a very difficult area in which to organize, particularly in view of the physical problems involved. However, we are hopeful that the Phillips contract will attract strong support for the Harbor and Inland Waterways Division from other workers in the tidelands in

light of the superior conditions won for Phillips men."

Open New Hall

Along with the completion of the Phillips negotiations, the SIU-HIWD opened a new hall at 912 Front Street, Morgan City, La., to serve the men in the Phillips fleet and other offshore oil workers. SIU New Orleans patrolman Tom Gould has been assigned to the Morgan City hall.

The agreement, which runs for one year, includes the following benefits won after three weeks of almost continuous negotiations:

- A substantial wage increase.
- Reduction in work days aboard production vessels from 14 on and seven off to seven days on and seven off.
- Reduction in rig tender employees' hours from 12 hours a day to eight hours daily. Overtime is paid after eight hours. The schedule of ten days on and five days off is continued.
- Seven paid holidays, with double time for men working. There were no paid holidays before.
- Two weeks' paid vacation a year.
- A seniority clause covering layoffs, transfers, promotions and vacation choices.
- Grievance procedure.
- Establishment of a committee of Phillips workers and Union delegates to meet monthly on beefs with management.
- Medical exam reviews to be decided by the Oschner clinic in New Orleans in the event of disputes over a man's physical condition.

The company will pay all exam costs at Oschner's.

SIU port agent Lindsey Williams hailed the men in the Phillips fleet for presenting a "strong united front throughout the negotiations. They deserve full credit for success in securing this pioneer agreement."

Handling negotiations for the SIU were Williams, Robert A. Matthews, assistant secretary-treasurer, and Henry C. "Red" Mullins, Neil C. Richard, L. F. Fenton and Charles D. Dixon, rank and file Phillips' workers. SIU attorney C. Paul Barker served in an advisory capacity.

Vote \$ For Quarantine

WASHINGTON—The 24-hour Quarantine inspection system for vessels in US ports seems certain to go into effect soon for the balance of the 1957 fiscal year. The Senate has already passed a \$67,500 deficiency appropriation for the rest of the 1957 period and the House is expected to follow suit.

Provision of the funds means that ships will no longer have to drop the hook and wait until next morning to dock when arriving in a US port after 5 PM. The money will go to pay overtime for Quarantine inspectors who have to work past that hour.

US Loan Guarantee Spurs Ship Plans

WASHINGTON—The 100 percent ship mortgage insurance law passed last year has already stimulated applications for construction of 40 new vessels. Among them are three passenger ships and a number of roll-ons and container-carrying vessels.

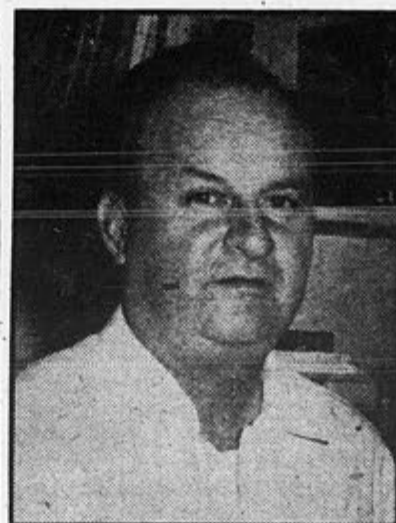
Reviewing the operation of the law, the Maritime Administration reports that nine vessels now under construction or already completed are also covered by the law. Included among them are the Florida Queen for TMT Trailer Ferry, and the supertanker Adoration built by J. M. Carras. Applications pending or being

acted on include the conversion of the Badger Mariner for Arnold Bernstein and construction of a number of new tankers. Large scale applications involve ten container ships for American Hawaiian, a west coast company, the conversion of the passenger ship Matsonia for Matson and two passenger liners for H. B. Cantor.

The Cantor plans would involve ships capable of carrying as much as 5,000 passengers each Pullman-style, with meals, entertainment and recreation sold as extra-charge items.

The SIU put in strong support for the 100 percent ship mortgage law at the last session as the only way to break ground for development of new shipping concerns and construction of many more new ships by existing companies.

The Bernstein interests were the first to take advantage of the 100 percent ship mortgage law when they applied for purchase and conversion of the Badger Mariner for low-cost transatlantic passenger service. Bernstein expects to take possession of the vessel within the next few weeks.



VINCENT J. MALONE Retires After 19 Years



SAM BENNETT New President

Bennett Now MFOU Head

With Sam Bennett succeeding Vincent J. Malone as president, the Marine Firemen, Oilers and Watertenders Union is expected to continue pursuing the same policies and same practice of close cooperation with SIU of NA affiliates that marked Malone's tenure of office.

Malone, holder of the top spot in the union for the past 19 years, declined to run again during the last MFOU election, and Bennett, who was MFOU vice president, was elected without opposition.

It was under Malone's leadership that the Firemen affiliated with the SIU of North America

and established close ties with SIU of NA member unions. He was first elected head of the Firemen's Union in 1938. An account of his experiences and of the Firemen's Union is to be published in book form shortly.

Like his predecessor, Bennett is known to be solidly anti-Communist and also has a wide acquaintanceship among the other members of the SIU Pacific District.

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		US Benefits	SIU Benefits
WIDOWS 62 or over	No Children Under 18	MAXIMUM BENEFIT: \$81.40 per month Up to \$255 burial benefit	\$4,000 death benefit Family hospital, surgical benefit for 90 days after last day Seafarer worked Seafarer's earned vacation pay Children eligible for scholarship
	One Child Under 18	MAXIMUM BENEFIT: \$162.80 per month Up to \$255 burial benefit	\$4,000 death benefit Family hospital, surgical benefit for 90 days after last day Seafarer worked Seafarer's earned vacation pay Children eligible for scholarship
WIDOWS Any Age	Two or More Children Under 18	MAXIMUM BENEFIT: \$200 per month Up to \$255 burial benefit	\$4,000 death benefit Family hospital, surgical benefit for 90 days after last day Seafarer worked Seafarer's earned vacation pay Children eligible for scholarship

Social Security Boxscore Revised

An oversimplified digest of the features of the US Social Security set-up in the last LOG caused a stir in a dozen SS field offices from coast to coast last week, but things are set to rights here. Despite the impression in the LOG, widows under 62 with no children under 18 do not qualify for monthly Social Security benefits, although they do get up to \$255 in burial benefits. Widows (any age) with children under 18 qualify for the monthly benefits plus the burial benefit. SIU welfare benefits (right hand column) apply in all cases, however. Readers are urged to save both items for an easy guide to these valuable benefits.

Freeze Cards In Port Strikes

NEW YORK—Two rulings by the Seafarers Appeals Board last month shattered precedent to protect the job rights of Seafarers in ports affected by a strike or tie-up that materially affects shipping.

The action was taken on February 14, two days after the outbreak of the longshoremen's strike in North Atlantic ports. The strike ended last Friday.

Under the new rulings, a "freeze" on the dates of Seafarers' shipping cards in all strike-bound ports went into effect back to February 12, when the dock walkout began. The "freeze" applied until the end of the ten-day strike on February 22. SIU ports from Boston to Norfolk were involved.

No Time Lost On Cards

As a result, according to Assistant Secretary-Treasurer Claude Simmons, Seafarers registered in the affected ports lost no time on their 90-day shipping cards due to the strike. A Seafarer who had 20 days left on his card when the strike started still had 20 days left to ship on that card when the walkout ended.

A companion decision applies the same principle to ship's crews laid off during the course of a strike. Under the SIU shipping rules, if a ship lays up and then calls for a crew again within ten days after lay-up, the original crewmen have preference for the jobs provided they are registered on the shipping list.

The appeals board ruling now gives them preference on the jobs for ten days after the strike ends. Both rulings will also apply to any future tie-ups.

They are the latest in a series of decisions by the appeals board clarifying and amending the Union's shipping rules. The appeals board, composed equally of SIU and shipowner representatives, is established under the employment clause in SIU agreements.

Meanwhile, shipping was very slow here during the past period, Simmons pointed out, due to the coastwise dock strike as well as the local tug strike.

A total of 20 ships paid off, two signed on and 13 were in transit. Among the payoffs was the tanker Fort Bridger (US Petroleum), whose crew was repatriated by air from France after a year on the

Persian Gulf shuttle. Simmons said the delegates and crew on this ship "did a bang-up SIU job."

The Fort Bridger, along with the Transcape (TAK), subsequently went under foreign flag.

INQUIRING SEAFARER

Question: The Maritime Administrator has predicted that ships of the future will all be submarines. Would you like to be a seaman under those circumstances?

J. Carbone, AB: It wouldn't be bad in some respects because you would avoid the storms and all the pitching and rolling that goes with bad weather. But at the same time, I would like to get some fresh air once in a while and you can't do that very well on a submarine ship.

✚ ✚ ✚

Bill Stanlon, MM: I'm afraid that there won't be any seamen at all because from what I read these ships will be operated by remote control from shore stations. Fortunately though, it will be after my time, and won't affect our present shipping set-up.

✚ ✚ ✚

Harry Cracknell, MM: It doesn't make sense to me. I doubt if I will see anything like that in my lifetime so I'm not going to worry about it. It will be a long time before shipping will change so much to affect our present way of doing ship-board work.

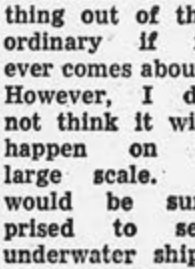
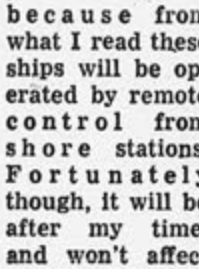
David Doren, OS: I don't think I would care for it because I like fresh air too much. I wouldn't relish the idea of being cooped up in a submarine. I understand that in the Navy they pay 50 percent extra for submarine duty and if we ever get merchant subs I imagine they would pay extra too.

✚ ✚ ✚

Angelo Cinquemano, MM: I would not mind trying a ship like that. It would be something out of the ordinary if it ever comes about. However, I do not think it will happen on a large scale. I would be surprised to see underwater ships take over from our present-style ships.

✚ ✚ ✚

Dominick Defeo, chief pumpman: Well maybe it might happen someday but not while I'm still sailing so I don't have to worry about it. When the time comes it will be a problem to consider because it will change the way of running quite a bit from the kind of operation we have now.



HAROLD T. ANDREWS (Overseas), Dec. 2—Chairman, F. Prezler; Secretary, R. Archer. New delegate elected. Ship's fund \$8. Room to be spotted on sanitary. Need new stove and electric mixer. Beefs to be taken to department delegates not topside. Messhall to be kept clean. Return used cups to pantry.

GRAIN SHIPPER (Grain Fleet), Dec. 15—Chairman, M. Houx; Secretary, J. Marty. Beef regarding launch service in Inchon, Korea—to be referred to patrolman. Ship's fund \$12.50. Few hours disputed overtime. Foc'sles, showers and galley need painting. Patrolman to be advised of inadequate stores and sloop chest.

DOROTHY (Bull), Dec. 28—Chairman, R. Joy; Secretary, J. McNeely. Linen to be turned in. 24 hours notice to be given when leaving ship.

Digest Of SIU Ship Meetings

Reports accepted. Vote of thanks to steward department for fine Christmas dinner.

CHOCTAW (Waterman), Dec. 22—Chairman, M. Simonetti; Secretary, M. Doherty. One member failed to join ship in Yokohama. Ship's fund \$12 and 200 Yen. Few hours disputed overtime. New delegate elected. To have wooden bunks, built-in drawers and lockers in all rooms. When leaving ship crew to strip bunk and return linen. Turn off washing machine when through. Request more canned juices and fruits, frozen vegetables, and fresh fruit. Need mattress and pillow covers.

DEL ORO (Miss.), Sept. 2—Chairman, H. Mooney; Secretary, H. Gerdes. Ship's fund \$65.09. New delegate elected. Key to door on after deck to be given to messman at meal times. Discussion on locked doors during time of Kroo boys on board.

CHARLES C. DUNAIF (Orion), Dec. 23—Chairman, J. Zerels; Secretary, J. Morison. One man hospitalized in Japan. Vote of thanks to steward for fine job, good cooking. Delegate to ask captain for US currency in Chile. Repair list to be made up.

IDEAL X (Pan-Atlantic), Dec. 26—Chairman, H. Huston; Secretary, J. Atchison. Action to be taken on rusty water situation. Painting and sougeeing to be started. Need new washing machine for black gang. One man missed ship. Few hours disputed overtime. Short one man. Report accepted. Vote of thanks for fine Xmas dinner. Shower water tank needs flushing.

JOHN C. WATERMAN (Waterman), Dec. 16—Chairman, S. Szants, Jr.; Secretary, R. Aguilar. Few members to be reported to patrolman for drunkenness. Few hours disputed overtime. Repair list to be submitted. Vote of thanks to steward department for fine cooperation.

MAIDEN CREEK (Waterman), Nov. 17—Chairman, W. Brow; Secretary, H. Goley. Ship's fund \$15.07. New delegate elected. Blowers to be fixed in deck gang rooms. Mess hall to be kept clean for preparation of holiday meals.

ROBIN KETTERING (Seas Shipping), Oct. 7—Chairman, W. Wandell; Secretary, J. Hannay. Ship's fund \$30.90. Some disputed overtime. Reports accepted. New delegate elected. All beefs to be taken to delegate between 8 AM and 6 PM unless considered serious. Movies to be shown on Sunday afternoon and alternate nights. Vote of thanks to negotiating committee on new wage scale.

Dec. 2—Chairman, L. Ames; Secretary, J. Hannay. New messman aboard in Capetown. Engineers doing carpenter's work. Ship's fund \$20.50. Delayed sailing disputed. Report accepted. Repair list submitted. Vote of thanks to steward department for Thanksgiving dinner. Collection for messman injured in Duran. **SEATRAN NEW YORK (Seatrains),** Dec. 12—Chairman, A. Padu; Secretary, T. Constantin. Repair list has been submitted. New delegate and treasurer elected. Few hours disputed overtime. Reports accepted. Members to donate \$1 toward ship's fund.

STEEL VOYAGER (Isthmian), Nov. 30—Chairman, F. Timmrock; Secretary, H. West. Secretary elected. Each member to donate \$1 toward ship's fund—fund not to exceed \$50. Blackboard to be placed in laundry. Library to be kept clean.

ALCOA PURITAN (Alcoa), Dec. 24—Chairman, L. Larkin; Secretary, J. Byrne. Discussion on stoppers for crew's quarters; gangway watch; passageway doors to be kept closed while in port. Vote of thanks to ships delegate.

ALCOA RANGER (Alcoa), Dec. 29—Chairman, A. Carpenter; Secretary, F. Napoli. Beefs springs to be repaired or replaced. One man missed ship in Tampa; personal gear inventoried and

packed. Report accepted. Vote of thanks to steward department. Repair list to be submitted.

ALCOA ROAMER (Alcoa), Jan. 1—Chairman, J. Steele; Secretary, R. Kienast. Two men missed ship in Puerto Rico. Ship's fund \$30. Repair lists to be submitted. Request different brand of coffee. Vote of thanks to steward dept. for fine meals and service on holidays.

BIG BEND (Tankship), Dec. 30—Chairman, J. Swiderski; Secretary, V. Ratcliff. TV set purchased. One man missed ship in N. O. Delayed sailing disputed. 16 hours disputed overtime. New delegate elected. No heat in messmen's foc'sles. Smoking to be confined to designated areas only. Recreation room to be kept clean. TV set to be donated to boy's club if ship lays up.

CITIES SERVICE MIAMI (Cities Service), Jan. 1—Chairman, W. Omslanz; Secretary, D. Wilson. One man missed ship. Five hours disputed overtime. Report accepted. Shower drains plugged up. Sink needs repairing in foc'sle.

COALINGA HILLS (Pan-Atlantic Corp.), Dec. 31—Chairman, J. Grimes; Secretary, T. Jenkins. New delegate elected. Ship's fund \$35. Discussed overtime beef. Reports accepted. Need new washing machine. Delegate to talk with captain about firing oiler with cause.

DEL RIO (Miss.), Dec. 23—Chairman, F. Davis; Secretary, B. Muszar. More stores to be put on African Run. Beef on ammonia tanks being carried on No. 4 hatch. Suggestion that they be carried only on No. 3 or No. 5 hatches. Laundry and washing machine to be kept clean. Kocoo boys not to be allowed in crew's quarters.

FREDERIC C. COLLIN (Drytrans), Dec. 9—Chairman, S. Drury; Secretary, R. Simpson. Crew warned about fouling up and missing watches. Return all soiled linen. Repair list turned in. Action taken on same. Request steam and water lines to be run together in washing machine. Need new aluminum agitator for washing machine.

DEC. 30—Chairman, S. Drury; Secretary, P. Fox. Request four launches to and from ship. Draw to be put out every five days. Repair list taken care of. Full cooperation between all departments. Ship's fund \$6. Locker doors to be repaired in messroom and foc'sles. Discussion on retiring pension for SIU members. Members asked to write to LOG for reaction on same.

EDITH (Bull), Dec. 30—Chairman, P. Gvozdoch; Secretary, J. Gavin. Steward missed ship. Ship sailed short-handed. Steward to remain aboard to receive stores. Two men fouled up. To charge payment of delayed sailing to men responsible for non-payment by company due to fact that they were not aboard.

IBERVILLE (Waterman), Dec. 29—Chairman, L. Meyers; Secretary, C. Ridge. New delegate, reporter and treasurer elected. Ship's fund \$19.35. Some disputed overtime. Short a baker. Laundry to be kept clean. Messhall to be left clean.

MAE (Bull), Dec. 29—Chairman, W. Morris; Secretary, C. Hoesetter. Need gangway, present ladder very bad. Ship's fund \$29.00. TV repaired. \$12 in boat fund. Reports accepted. Air condition all SIU ships especially ones running to tropics.

MONTEBELLO HILLS (Western Tankers), Sept. 23—Chairman, P. McKreth; Secretary, E. Lambe. Received innerspring mattresses, awnings and travelers checks. Six members missed ship in Singapore. Ship's fund \$4,000 Yen. New delegate elected. Washing machine to be repaired; bathrooms to be painted and quarters souged. Gear for men who missed ship will be put aboard in Singapore. Keep messroom clean.

SEAMAR (Calmar), Dec. 25—Chairman, B. Schultz; Secretary, F. Miller. Ship's fund \$7.30. Overtime cut off because crew turned in subsistence. Report accepted. Salt water in fresh water lines. To be investigated by patrolman. Check sloop chest and post itemized list of prices. Post list of port addresses.

ROBIN TRENT (Robin), Dec. 30—Chairman, J. Straka; Secretary, M. Kaminski. Reports accepted. Vote of thanks to steward department for fine Christmas dinner and good food in general.

SUZANNE (Bull), Dec. 22—Chairman, R. Lanoue; Secretary, G. Prots. Repair lists submitted. Ship's fund \$2. Few hours disputed overtime. Rusty drinking water; to see patrolman about same. Vote of thanks to chief cook and galleyman for excellent food. Messhall and laundry to be kept clean and pay off to be sober and orderly.

THE CABINS (Terminal), Jan. 2—Chairman, F. Nigro; Secretary, F. Nigro. Ship to pay off at Anchorage. Beef on division of overtime with watch standers and day men. Reports accepted.

SANDCAPTAIN (Cons. Aggregates), Dec. 14—Chairman, W. Smith; Secretary, E. Klingvall. Ship's fund \$100. One man missed ship. Vote of thanks to delegate and steward department for job well done.

SEATRAN NEW JERSEY (Seatrains), Dec. 24—Chairman, W. Saltrez; Secretary, W. Saltrez. New delegate elected. Company to supply steward on day of arrival for loading stores. Stores list to be sent to steward. New feeding system not satisfactory.



End of longshoremen's strike, which tied up shipping in New York and other northeastern ports for 10 days, finds plenty of job action in headquarters hiring hall as ships start moving again.

Ships Move As ILA Strike Ends

Ships are moving again off the North Atlantic coast as a 10-day strike of the International Longshoremen's Association ended last Saturday morning. 45,000 longshoremen who had been out in New York and other ports from Maine to Virginia began to return to work.

Meanwhile, however, shipping activities in New York remained partially hampered by the continuing strike of the port's tugboat workers.

The longshoremen's return ended a six-month hassle over a new contract. It followed rank-and-file acceptance of the employers' offers in New York and other ports. In New York the ILA said that longshoremen ratified the contract by a vote of 6,829 to 4,017.

Actual terms of the New York agreement had been worked out between the New York Shipping Association and the ILA wage scale committee nearly a week before the men went back to work. ILA

President Bradley, in fact, had issued a back-to-work order during the middle of the week, prior to any vote by the men.

That order backfired when employers and the ILA failed to reach agreements in Baltimore and Norfolk, Va. By Friday agreements in those ports were reached and Bradley issued a new back-to-work order effective Saturday morning.

Meanwhile, expectations that the tugboat strike also would end failed to materialize as members of Local 333, United Marine Division, National Maritime Union, rejected the six-year pact agreed to between the local's officers and the employers. The length of the pact

was said to be the chief reason for its rejection.

There had also been considerable talk on the waterfront that the longshoremen would reject their pact. At least three big Manhattan ILA locals had opposed the agreement reached by the wage scale committee. The picture was further complicated on Thursday morning, just before the men were slated to vote on the ratification, by the appearance in Brooklyn and lower Manhattan of handbills urging the contract's rejection.

The handbills, signed only by "rank and file ILA members," made a special issue of the fact that the ILA agreement did not call for a common termination date with the longshoremen's contract on the West Coast. This lent credence to the belief that the handbills were the work of either Harry Bridges, head of the West Coast longshore union, or of his east coast agent, Irving (Charles) Velson.

Bridges, who has been grinding the axe for a common termination date right along, arrived in New York several weeks ago and told newspaper reporters he was here "to protect my interests." He was still in New York at last report.

The three-year contract approved by the longshoremen consists basically of two parts. One part calls for a "master contract" for all longshoremen from Portland, Me., to Hampton Roads, Va., on wages, hours and employer contributions for welfare and pension benefits. The second part calls for the settlement of other contract issues, such as working conditions, vacations and paid holidays, on a port by port basis.

The wage provisions call for a 32-cent-an-hour boost of which 18 cents is payable the first year and 7 cents the second and third years. All the contract provisions are retroactive to October 1.

LABOR ROUND-UP

Industry wide wage patterns are being given up in the woolen and worsted industry by the Textile Workers Union of America. The union will negotiate on a company-by-company basis because there was no single company big enough to set the pace and because some operations are far more profitable than others.

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A ten-year recognition contract has been signed by virtually all major Miami Beach resort hotels with the Hotel and Restaurant Employees Union, ending a 21-month long strike. Some 50 to 60 hotels are involved. The contract provides for a succession of one-year agreements insuring the union ten years' recognition and a no-strike clause. Wages, hours, vacations and other issues will be negotiated shortly.

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"Beat the sales tax" is the cry of the Massachusetts labor movement. The State Federation of Labor has voted \$10,000 to be spent in an anti-sales tax campaign, with the state CIO also participating. The sales tax has been proposed by Governor Foster Furcolo, who was elected with labor support.

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In neighboring Connecticut, the State Unemployment Compensation Commissioner has ruled against paying jobless benefits to a woman worker who quit under unusual circumstances. She resigned after three days at a factory because the tone of her fellow-workers' conversation was occasionally off-color. The Commissioner ruled that tender ears were no reason for quitting.

A citywide agreement has been signed between the city of Philadelphia and District Council 33, State, County and Municipal Employees, providing for exclusive bargaining rights for the union wherever it has a majority in a city department. Philadelphia is the first large city in the country to sign such an agreement. About 15,000 city employees are involved exclusive of policemen, firemen and park guards.

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The US Supreme Court is expected to rule in the near future on whether states and towns have the right to levy license fees on union organizers. Many towns in Georgia, Tennessee, Mississippi and Virginia have passed such ordinances. The test will be based on the Baxley, Ga., ordinance which calls for a license fee of \$2,000 a year for each union organizer plus a \$500 fee for each member signed up.

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Supplemental unemployment benefit plans received a setback in California when a Department of Employment referee ruled that the payments cannot be used to supplement state unemployment benefits. The referee said that such payments are, in effect, wages and should be deducted from unemployment benefits, not added to them. A court appeal is being planned by several unions involved.

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Gary, Indiana, has bus service again after a 98-day strike. The agreement provides for a nine-cents hourly increase plus five cents more in 1958. The Amalgamated Motor Coach Employees Local 517 signed the contract.

Two More Bull Coal Ships Ready

SAVANNAH—Two of the first four ships allocated to Bull Line for the coal run will crew up here this week, assuring good shipping for the current period.

The John Kendall was due to take a crew today, and the James Bowdoin should crew up Tuesday, once overhauling is completed. Bull Line already has four of its own Libertys, the Angelina, Arlyn, Carolyn and Dorothy, on the coal run now. Two more ships from the reserve fleet will join the operation shortly.

Shipping during the last period was better than usual, due to visits by six in-transit ships, plus one payoff, Port Agent E. B. McAuley reported. The in-transits were the Seatrain Savannah, Seatrain New York (Seatrain); Robin Mowbray (Seas Shipping); Coeur d'Alene Victory (Victory Carriers); Steel Surveyor (Isthmian), and the John C. Kendall (Bull), which came in with a riding crew.

The lone payoff, the Pacific Ocean (World Carriers), stirred some interest as she may have set something of a record in transatlantic crossings. It took the ship 24 days to get from Antwerp, Belgium, to Savannah, because the steering gear was fouled up most of the trip.

Helmsman Back Aft

She had to be steered from the aft steering station most of the time, even down to the end of the voyage. Coming up the Savannah River the ship still had the helmsman back aft, which is a pretty rough situation for the pilot and all hands.

This same ship arrived in pretty sad condition overall, as all quarters needed painting and the galley stove was in bad shape. The galley also had plentiful supply of rainwater, since it rained in the galley every time it rained on deck. The area all around the galley stack was rusted out, but this and all other repairs are being

Six Named Delegates To SIUNA

As per recommendations adopted by the February 6 membership meeting, the six candidates nominated for the post of convention delegate have been declared elected to the six delegates' posts open. They will represent the SIU A&G District at the next SIU of North America convention opening in San Francisco, March 25.

The six candidates declared elected are: Marty Breithoff, A. S. Cardullo, Paul Hall, Earl Sheppard, Cal Tanner and Lindsey Williams.

Had there been more than six candidates nominated, the procedure called for the membership to choose from among the nominees at a secret ballot vote scheduled for February 28 through March 6. However, the recommendations specified that if no more than six are nominated that they be declared elected because there was no contest.

Under the International Union's rules, the SIU A&G District is entitled to 15 votes and up to 15 delegates to the convention. The membership approved the secretary-treasurer's recommendation that the 15 votes be divided among six delegates.

taken care of, McAuley noted. About 100 hours of disputed deck department overtime was also collected at the payoff.

Besides the ships mentioned, the MV Dry Tortugas and MV Sombrero Key were paid off for the SIU Harbor and Inland Waterways Division. These are the deep sea tugs operated by TMT Trailer Ferry for hauling converted LST-trailer ships to the Islands.

FMB Stops Subsidy \$\$ For Bonuses

WASHINGTON — Based on a report issued by the Navy Department, the Federal Maritime Board has decided to discontinue figuring bonus payments paid for war risk shipping as part of operating subsidy payments.

The report stated that the Department did not recognize any areas of the world as "danger areas" and that the US Navy was now operating on a peacetime status.

The sections involved are the Formosan waters, the China coast, Saigon, and the eastern Mediterranean.

Under present maritime contracts, seamen receive bonuses for shipping in these waters. The Board has determined that payments for the east Mediterranean were ineligible as of 1956. Since the major Middle East troubles started late last year, this will completely eliminate any payments to subsidized operators to cover bonuses in that area. Payment will no longer be made for any other area as of January 1, 1957.

Present Pacts Unaffected

Although this action by the FMB will not affect present maritime agreements of the SIU and other unions, it is felt that the loss of these payments by the Government to subsidized operators will have an effect on future contract negotiations. The operators are sure to ask for an end to such bonuses.

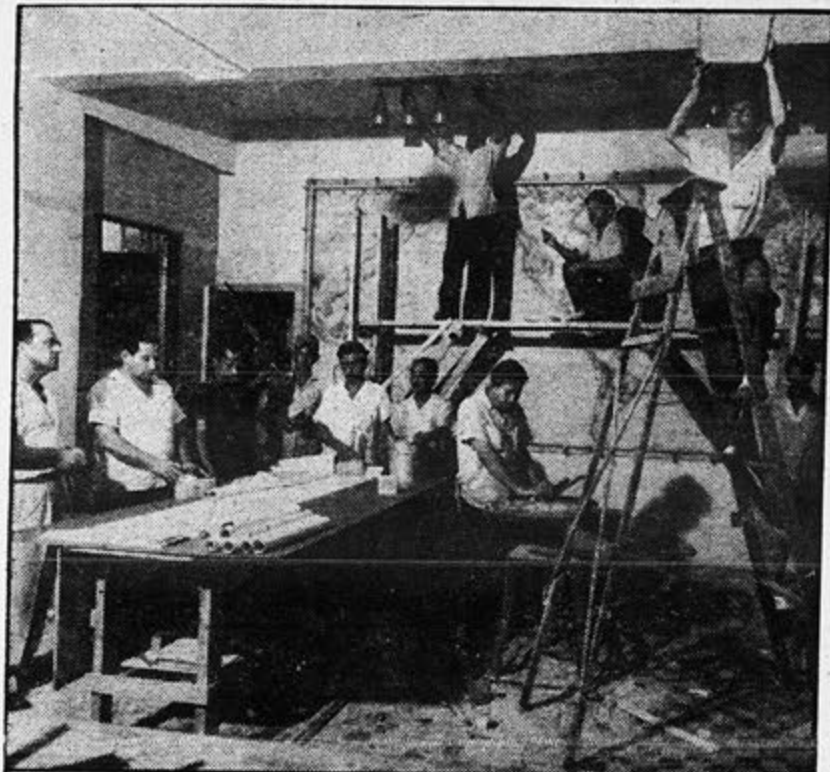
The Navy's statement indicates the possibility of peace feelers between the Chinese Communist government and the Nationalist government of Formosa. This infers a possible easing of relations between China and the US. Senator Theodore Francis Green, chairman of the Senate Foreign Relations Committee, was quoted by the "US News & World Report" as stating on a national radio program that, "I think we should recognize Red China sooner or later." He later clarified this by stating that he did not mean immediate recognition as Red China has not yet purged itself of its aggression and still holds American prisoners.

Use Only One Mail Address

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



San Juan Hall Readied



SAN JUAN—Seafarers are pitching in to help launch a brand-new SIU hall in this island port by the end of March. The new site is only three doors down from the present hall at 51 Pelayo.

Much larger than the quarters now occupied by the SIU, the new hall at 101 Pelayo is being completely remodeled and refurbished to service the hundreds of SIU men who pass through Puerto Rican ports every week. A key feature is an illuminated shipping board, smaller but similar to the ones at headquarters and in Baltimore.

The hall will be fully air-conditioned and will be easily able to accommodate meetings of 100 or more persons. Plans are being made to utilize an outdoor area of 1,200 square feet for meetings and recreational purposes by covering it over with a canopy.

The hall is on the ground floor of the two-story Maritime Building already occupied by the AFL-CIO International Brotherhood of Longshoremen (UTM). Free parking is available one block away. The hall will also be headquarters for the SIU Harbor and Inland Waterways Division on the Island.

Seafarers have been assisting in all phases of the work since it began several weeks ago, according to Port Agent Sal Colls, although an outside contract building contractor is doing the major overhauling job. The telephone number at the old hall, 2-5996, will probably be retained once the new hall is formally opened.

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:

- Mary Ann Wagner, born January 27, 1957, to Seafarer and Mrs. Emil Wagner, Kittanning, Pa.
- Nathan Paul Silkowski, born January 5, 1957, to Seafarer and Mrs. John E. Silkowski, Westwego, La.
- Linda Carole Sullivan, born January 26, 1957, to Seafarer and Mrs. Stencial C. Sullivan, Mobile, Ala.
- Michael Rocco, born January 30, 1957, to Seafarer and Mrs. Nicholas Rocco, Brooklyn, NY.
- Marixa Matos Velez, born January 27, 1957, to Seafarer and Mrs. Alberto M. Velez, New York, NY.
- Barbara Jean Carver, born October 14, 1956, to Seafarer and Mrs. Lester J. Carver, Hammond, La.
- Mary Theresa Koppersmith, born November 8, 1956, to Seafarer and Mrs. Francis E. Koppersmith, New Orleans, La.
- Helen Cecile Schmidt, born December 23, 1956, to Seafarer and Mrs. Hans Schmidt, New Orleans, La.
- Robert Earl Akridge, born January 14, 1957, to Seafarer and Mrs. Lonnie L. Akridge, Mobile, Ala.
- Caren Denise Faircloth, born January 16, 1957, to Seafarer and Mrs. James L. Faircloth, Crichton, Ala.
- Carmen Victoria Alonso, born November 23, 1956, to Seafarer and Mrs. Manuel E. Figueroa, New York, NY.
- Eduardo Gatica, born August 14, 1956, to Seafarer and Mrs. Rodolfo E. Gatica, La Marque, Tex.
- Daniel Arthur Patterson, born January 14, 1957, to Seafarer and Mrs. Eddke A. Patterson, Selma, Ala.
- Mary Helen Canales, born December 12, 1956, to Seafarer and Mrs. Serando J. Canales, New Orleans, La.
- Fernado Gonzalez, born January 19, 1957, to Seafarer and Mrs. Gilberto Gonzalez, Brooklyn, NY.
- Casper Keith McLemore, born January 9, 1957, to Seafarer and Mrs. Casper McLemore, Mobile, Ala.
- Robert Terry Sanders, born February 5, 1957, to Seafarer and Mrs. Union H. Sanders, Bay Minette, Ala.
- Ruby Wing, born January 21, 1957, to Seafarer and Mrs. Yao Fang Wing, San Francisco, Calif.
- Mary Susan McNulty, born February 8, 1957, to Seafarer and Mrs. Bowman P. McNulty, Mobile, Ala.
- Leroy Andre Reed, born January 7, 1957, to Seafarer and Mrs. Andrew C. Reed, Hattiesburg, Miss.
- Fredia Louis Eriksen, born January 15, 1957, to Seafarer and Mrs. Edmund K. Eriksen, Savannah, Ga.
- Grace Marie Stanley, born December 17, 1956, to Seafarer and Mrs. George R. Stanley, Ft. Lauderdale, Fla.
- Pablo Alberto Rodriguez Davila, born December 20, 1956, to Seafarer and Mrs. Pablo Rodriguez, Fajardo, PR.
- Israel Cruz, born January 18, 1957, to Seafarer and Mrs. Luis Cruz, Brooklyn, NY.
- Michael Kim Johnson, born December 18, 1956, to Seafarer and Mrs. James Woodrow Johnson, Wheeler, Mich.
- Ernest Bryant Davenport, born November 29, 1956, to Seafarer and Mrs. Otis Davenport, Mobile, Ala.



Up to \$260

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Under the SIU Vacation Plan, every Seafarer who works at least 90 days a year can collect vacation pay. But few seamen enjoyed paid vacations until 1952, when the SIU plan went into effect. Here are some of the unique features of the plan, which was the first of its kind in maritime:

- Seafarers can collect vacation pay in cash any time they can show 90 days' discharges.
- No one has to quit a ship to collect vacation money. There are no compulsory vacations in the SIU.
- Vacation pay is pro-rated. The more days worked, the bigger the benefit.
- You collect whether you work for one company or a dozen in a year.
- Payments made within an hour at headquarters; in a day or two by airmail to the outports.



THE SIU VACATION PLAN

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

High Incomes Duck Taxes

Evidence is accumulating that the big tax bite on large incomes, popularly supposed to be 91 percent, is actually a myth perpetuated by Congress, and the reason Congress permits a slew of tax loopholes to continue despite frequent criticism of them, is to convince the public that wealthy people carry the tax load.

In a number of articles in law journals and testimony before Congress shortly before his death last year, Randolph E. Paul, a noted tax expert and former General Counsel to the US Treasury, had pointed out that different kinds of tax rates on different types of income had eroded the progressive tax structure to the point that tax rates which appeared high actually were not. He stated that a wide range of loopholes, from special low rates on capital gains to special concessions for the oil and mining industries, made the effective tax on big incomes not the 91 percent the public supposes it is, but often closer to 50 to 70 percent. For example, in 1953 the average effective tax rate for all taxpayers was about 27 percent, not much more than the lowest-bracket rate of 22 percent that year. Instead of the tax rate being highly progressive, as Congress would have us believe, it turns out that lowest-

bracket taxpayers shell out close to the average tax rate for the country as a whole.

Furthermore, Mr. Paul pointed out, the actual effective rate of income tax for 1952 for taxpayers with incomes over \$100,000 was 53 percent, not 67 percent as it might appear from the Government's tax table. Mr. Paul himself charged that tax rates over 70 percent "mean next to nothing and misrepresent" to lower-bracket taxpayers "the size of the tax burden actually being imposed upon the high brackets."

The AFL-CIO Research department has reported that various loopholes, erosions and legal evasions in the laws cost the Federal government a total of nine billion dollars a year.

V. Henry Rothschild, a prominent corporation lawyer, himself

has criticized the Internal Revenue Service for permitting tax-free executive dining rooms, personal use by company executives of company autos and planes, and the practice of deferring part of an executive's or businessman's pay until a year when his income is lower and the tax bite less painful.

Everybody but the wage-earners is getting into the tax avoidance game. The American Bar Association has scheduled its next annual meeting for New York and London. The New York portion of the meeting will take place July 14-16, and then the lawyers will travel to London to hold the rest of their meeting from July 24-30. Thus, right in the vacation season the members of the bar will get a trip to New York and then to Europe. The Treasury Department has refused to rule in advance on the tax deductibility of this "business trip." It will be interesting to see if the lawyers can get this tax deduction.

Until Congress eliminates all the special loopholes and concessions wage-earners in effect are barred from using the moderate-income family needs to make sure it does not pay more tax than it legally should.

There are several tax points people who work for a living ought to understand well:

Sick Pay: Many wage-earners tend to overlook the fact that under some circumstances they don't have to pay Federal income tax on pay they get while sick, points out Charles D. Spencer, editor of the Employee Benefit Plan Review. After the first week of an illness, you can subtract from your taxable income up to \$100 a week of pay received while sick. If you were hospitalized for at least one day, or your illness was due to an injury even if it was not received while at work, you can subtract up to \$100 of pay received during the first week too.

However, you cannot claim this sick pay exclusion if you file as your return the "punch card" (Form 1040A), Mr. Spencer warns. You have to secure and use the long form, (Form 1040) even though the Internal Revenue Service has mailed you the punch-card form. You deduct the excludable sick pay from your gross income on page 1 of Form 1040.

Workmen's compensation, sickness insurance or damages you recover for an injury are wholly tax free and should not be included in your report of your taxable income.

Elderly Dependents: The Internal Revenue Service has been checking dependency claims closely on the theory that recent increases in Social Security benefits may have made more older folks self supporting. Understand that Social Security, railroad retirement, workmen's compensation, unemployment insurance, and compensation to veterans and their families, are not taxable income. However, such income is an indication a dependent may be supporting himself. So be sure you are able to show that you still pay more than half an elderly dependent's support even though he has non-taxable income of his own.

One help along these lines, advises Sydney Prerau, editor of the "J. K. Lasser's Your Income Tax" guide, is a recent ruling by the US Tax Court that a taxpayer could count the fair rental values of the room his elderly parent occupied in his home, in deciding that he provided more than half the support.

Even if you don't provide more than half the support, and so can't take a partial dependent as an exemption on your return, you can still include in your medical deduction any medical expenses you pay for him or her.

If several people support a close relative, but none contributes more than half the support, they can alternate in taking the exemption, as indicated in the instructions you get with your tax forms.



-Only A Bosun's Mate, Anyway



US Navy harbor tug vainly attempts to nudge powerless Liberian freighter Chris H. back on course, after she ran out of fuel two days from Yokohama.

"YOKOSUKA, Japan, Jan. 4—The Liberian freighter Chris H. arrived in Yokohama at 10:00 yesterday morning after nearly six days of tragedy-marked, on-again, off-again towing by a total of four US Navy ships . . ."

That's how an official US Navy report from the Far East begins a description of how a bosun's mate lost his life while Navy vessels struggled to rescue a ship which managed to run out of fuel 450 miles from port. The ship involved, described as "American-owned and manned by a Greek crew," is one of the innumerable Libertys which have fled the American flag so as not to have to pay taxes to support armies, navies or bosun's mates who might be called on any time to get them out of trouble.

1,200-Barrel Surplus

According to the Navy account, the Chris H left Norfolk November 8 with coal for Japan, passed through the canal and hit Honolulu December 4. She "left the same day with enough fuel to reach Japan plus a 1,200-barrel surplus—enough for seven extra days at sea. Continuous bad weather and very high winds forced her to burn her extra fuel until the ship stopped completely Christmas Eve."

When queried on the subject, marine engineers agreed that the 1,200 barrels should have been more than ample for seven days steaming, estimating Liberty ship consumption at between 140 and 160 barrels daily. From Honolulu to Yokohama is 3,400 miles which for a Liberty ship is 14 days steaming time on the average.

According to the dispatch, the Chris H managed to use up 21 days' fuel and strand herself better than two days' steaming time from her destination or the distance normally covered in 12 days. At that rate she would be burning fuel almost 75 percent above her normal consumption, which prompted one engineer to remark "that's an awful lot of 'bad weather'."

Whatever the circumstances, the fact is that the freighter started asking for help 450 miles from Yokohama. No private tugs were available, so the US Navy base at Yokosuka was requested to aid.

The Navy obliged by sending the submarine rescue ship USS Coucal to the rescue. The Coucal sighted the Chris H December 28 and started towing.

The day after New Year's, bosun's mate R. I. Miller was killed when the towing cable parted and whiplashed across the deck of the Coucal. His body was knocked overboard and never recovered. Subsequently, two Navy harbor tugs and the fleet tug Apache pulled the disabled ship to port on January 4. The whole operation took six days, four Navy ships and one man's life to rescue an American-owned ship whose owners, although they are Americans, refuse to fly the American flag or pay a nickel in taxes to support that same Navy.

Of course, nationality doesn't count when a ship is in distress and the tradition is to assist it at all costs. But one wonders just the same (a) what the cost of this operation was to the US taxpayer (b) whether the owners sent regrets to the family of the bosun's mate.

Mobile MAW Wins Contract Gains

MOBILE—A new contract has been unanimously ratified between the SIU-affiliated Marine Allied Workers Division and the Mobile Ship Repair yards resulting in increased benefits and wages.

Some of the highlights of the contract are an increase of twenty cents per hour for mechanics; a sliding scale of pay increases for the second and third class men, helpers and workers; an additional holiday per year, and a reduction in the amount of hours necessary for a vacation. Port Agent Cal Tanner reports that talks are continuing with the other MAW and HIWD companies.

Shipping On Uptake

Shipping has increased somewhat with about seventy five men taking regular offshore jobs, and some 100 signing up for relief towing jobs for both local and distant trips. Some of the ships reporting in were the Raphael Semmes, Hastings, Monarch of the Seas, Gateway City, LaSalle and Claiborne (Waterman); Patriot, Corsair, Cavalier and Pennant (Alcoa); Steel Age and Steel Designer (Isthmian).

Prospects of increased shipping are seen for the future with the construction of an International Trade Center in Mobile and with the completion of the extension of the State Docks. Mobillians are quite proud of their docks and

contend that the completion of the center and extension will make them equal to the finest in the country.

Seamen on the beach are eagerly looking forward to the annual Mardi Gras involving two weeks of parades and general all round fun. Tanner invited all Seafarers and their families use the Union

hall to watch the celebration. The hall is directly in line with the parade route and will provide a comfortable position to enjoy the fun.

The Mobile yard is bustling with ship repair work including conversion of a C-2 into a trailer-carrier for Pan-Atlantic Steamship Company.

SEAFARERS

PORT O' CALL

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BROOKLYN. BALTIMORE

Scholarship Winner Takes Aim At Goal

With six months of schooling under a 1956 SIU scholarship award already under his belt, Seafarer George Butenkoff has that long-hoped-for electrical engineering degree well within his sights.

Now completing his second year at Newark College of Engineering, in Newark, NJ, Butenkoff got in a year of school on his own before he won a \$6,000 SIU scholarship last June. He was riding the Seatrain Savannah at the time, earning some of those good SIU payoffs he had missed since he was drafted into the Army in 1953. He spent two years in khaki as an instructor on harbor craft. This helped sharpen an interest in marine electronics developed when he got a 3d mate's license and had to bone up on loran and radar techniques.

Butenkoff first began sailing on deck in 1949 and was a shipboard organizer in the successful Cities Service organizing drive. He's now married, living in nearby Jersey City, and has a daughter, Debbie, 1.

An 'A' Student

Apparently making his way at school without too much trouble, he's rolled up a string of A's in practically every course and credits his SIU experiences and the SEAFARERS LOG for getting him out of the doldrums in the others.

Understandably, his seagoing and Union career, even at the age of 25, provides him with a rich store of tales useful in making classroom speeches and for getting those English themes out of the way.

Engineers have to learn grammar and syntax before they can go on to building bridges and putting together electronic gadgets, too. Butenkoff says his LOG subscription serves him well in this regard also, because there's always something in each issue that he can put to good use in class. Next fall, he'll move on to the more specialized engineering subjects he's really interested in. Between times, he works at a neighborhood gas station Saturdays to help earn some of the "extras" that a growing family needs, and is already dickered to get a summer position with an engineering concern to build up some experience towards his specialty.

He still gets to play around boats a bit, on a limited scale through the school's "yacht club," a sort of exchange deal worked out between a group of the students and a club on City Island. The fledgling engineers turn to as crewmen of the boats on weekends and holidays, and get a chance to tinker with motors, radio and navigational equipment on brief cruises up and down the coast.

Among Our Affiliates

The oil company line-up has been cracked by the Sailors Union of the Pacific on the pension issue. The Standard Oil Company of California has agreed to contribute to the SUP pension program at the rate of 53 cents a day, as well as provide wage, overtime and penalty increases. The new agreement is part of the SUP drive, to bring tankermen under the protection of the SUP freight-passenger pension program.

~ ~ ~

Canadian Seafarers expect a banner year in 1957, the SIU Canadian District reports. Heavy shipments of ore tonnage and busy deep-sea shipping out of Montreal are expected to boost the shipping picture.

~ ~ ~

Opening of the Marine Cooks and Stewards training and recreation center is expected this week. The training center will offer courses in basic food preparation, food handling, preservation of perishables, menu planning, efficient housekeeping and other items of importance in the steward department. In addition, the center includes bridge trails, swimming and other recreational facilities.

~ ~ ~

Overwhelming approval has been voted by members of the Brotherhood of Marine Engineers for strike fund and organizing fund assessments. The assessments to maintain the BME's successful organizing program carried by five to one.



WITH SIU FAMILIES



The camera seems to have an ill affect on Debra Ann Prodey, 2 (right), but sister Cecilia Marie takes it in stride. Dad is Jerome A. Prodey, now on the Steel Worker.



Angela, 3 1/2



Making a joint debut, twins Elizabeth Margaret (left) and Mary Veronica Maher were tots when this was taken. Their father is Thomas F. Maher of New York City.



Gregory, 5



Cute threesome in home of Benjamin L. Freeman, Brockton, Mass., includes Michael, 2; Pamela Sue, 3, and "Bilges," the family pup, just three months.



Andre Carolyn, 7



Camera's a hit with Arlene, 3 months, daughter of Woody Perkins.



Mirta C. Lopez is four. Dad is Genaro A. Lopez, Bayamon, Puerto Rico.



Ronnie, 8 1/2



This curly-haired moppet is W. L. Brabham's daughter Marie, in York, SC.



Andry, 3 1/2, is the "baby" of Aubrey Saley's four girls in Hattiesburg, Miss.



Bill Nuckols Jr., 10, rounds out the roll of Billy Nuckols' youngsters in Ansted, W.Va.



Fit for a Seafarer!

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

the Seafarers Cafeteria

'... And Some Ain't Even Got An Umbrella!'



Mass. Union Unit Fights Sales Tax

BOSTON—Governor Furcolo of Massachusetts spoke for thirty minutes before some 700 delegates of the Boston Central Labor Union, a persistent sales tax foe, in an effort to convince them of the necessity of his proposed three percent sales levy. It was the first time in the organization's 78-year history that a Massachusetts Governor addressed them. Massachusetts labor is up in arms over the sales tax plan.

Unions oppose sales tax levies because they fall hardest on wage-earners families with limited incomes. They urge a graduated state income tax based on the ability to pay instead.

On the shipping front, the prior period's spurt of activity has slowed down considerably with only two ships, the Winter Hill and Bradford Island (Cities Service) paying off and signing on. The Steel Rover (Isthmian), Government Camp (Cities Service) and Robin Locksley (Seas Shipping) passed through.

Port Agent James Sheehan said that although the future looked uncertain, he expected more jobs with the settlement of the long-shoremen's strike.

Sheehan noted that Seafarers are warned as to violation of the "No Smoking" rules on the waterfront and on vessels. Captain V. F. Tyilacka, US Coast Guard, the Captain of the Port, has written recommendations to the Board of Fire Prevention Regulation, Boston, calling for stiffer penalties for violations to give the rules a greater effect.

The haste with which the nation's business groups are leaping to the attack on the proposed broadening of coverage under the Federal Minimum Wage Law assures another bitter fight in Congress on the issue. It has been proposed to extend today's meager \$1-an-hour pay floor to more US workers. The figures vary, but it's likely at least a million American working men and women would be immediately affected.

It's ironic that the US, with a production output of over \$400 billion a year, still has workers struggling to make ends meet on that kind of dough.

The piety with which the business lobbies proclaim their concern about the "inflationary pressures" caused by adding another nickel or dime an hour to the wages of people outside the protection of the law might generate a little more enthusiasm if they showed the same indignation over constantly rising prices. As it is, the dollar minimum is barely adequate in this richest country in the world.—The least that can be done is to extend it without delay.

Coming and Going

The current situation in US maritime has all the aspects of a rabbit running on a treadmill. On the one hand, shipping operators are still crying for additional dry cargo tonnage, Libertys and Victories, from the Government. On the other side of the coin, the industry is rapidly losing much of the same Liberty and Victory tonnage to foreign flags.

A sane and sober outside observer, watching the ships come and go, might be pardoned if he thought the industry is in somewhat of an addled state.

Really though, the answer is simple. It's much more profitable to operate your own ships under foreign flag and then rent ships from the Government for additional needs that might arise.

Seafarers can be sure of one thing. The rented ships will be turned back the minute the boom deflates but the run-away ships are gone for good.

Shipping Freeze

The action by the Seafarers Appeals Board to protect Seafarers' job rights during last month's dock strike and in future portwide disputes is an important gain for seamen on the beach. There is nothing so frustrating to a man on the beach than to find the harbor shut down by an outside beef that cuts down his chance for a job before his shipping card runs out.

A rule applying a freeze on the date of shipping cards when another union's beef ties up a port benefits all hands.

New Routes For Oil Would Bypass Suez

WASHINGTON—Suez or no Suez, it looks like there are going to be some new oil transportation routes opening up in the next couple of years.

The "Wall Street Journal" reports that major oil companies are considering pipeline projects, all of which would bypass the canal and reduce or eliminate the dependence of the tanker industry on the whims of Egypt's government.

Construction of these new routes is being pushed by the US State Department, which has been anxious to end a situation where Soviet Russia, with the compliance of Egypt, could cut off oil to Western Europe.

Opening Delayed

As things stand now, there is little likelihood that the March 10 target date set by United Nations salvage experts for the opening of the canal on a limited basis can be met. Egypt is still holding up permission for the removal of a key obstacle, the tug Edgar Bonnet, in apparent retaliation for the stalemate over the disposition of Israeli forces in Gaza and the Gulf of Aqaba.

Earlier, it had been hoped that ships of up to 10,000 tons would be able to use the waterway by March 10, and all shipping by the end of May. The limited operation of the canal would still bar US shipping, however, since C-types and T-2s could not get through. The delay means the date for full operation will have to be advanced well into June.

Normally, 1,200,000 barrels of oil pass daily through Suez, while 800,000 more barrels go through pipelines which pass through Syria. All but 300,000 barrels of the two million total is now shut off.

Friendlier Countries

The proposed new pipelines would traverse nations more friendly to the west than Egypt and Syria. One would run from

northern Iraq into Turkey with its terminus at Iskendrun, now a major terminal for US grain and agricultural surplus shipment. It would carry about 500,000 barrels daily.

Other lines would run from Basrah on the Persian Gulf to Iskendrun and handle 700,000 to 1,200,000 barrels a day. Pipelines from Iran, through Iraq and Turkey, are also being considered.

Another, and more remote project, is a pipeline from the head of the Red Sea through Israel to Haifa. Such a line would only be useful if Arab nations would permit their oil to pass through Israel. The route to the head of the Red Sea could easily be blocked off by Egypt.

If these pipelines are ever built, the Suez Canal would become a passage for dry cargo ships exclusively and Iskendrun would become the world's biggest tanker port.

Says Tanker Trip Nets \$1 Million

WASHINGTON—A top Justice Department official charged before a Senate investigating committee that some tanker operators are "making a million dollars a trip" on the Persian Gulf-to-Europe oil run.

Victor Hansen, the head of the Justice Department's Antitrust Division, added that the program to supply oil to Europe should be restricted as far as anti-trust laws go so that "extortionate prices" should not be charged. "I understand that certain Greek owners are making a million dollars a trip," he said.

Many of these tankers, of course, are ships that are running under the Liberian flag and paying an AB \$85 to \$100 a month.

Other indications that the oil companies also are making a fast buck out of the Suez crisis was contained in testimony by the president of the Standard Oil Company of New Jersey (Esso). He said that the company's net profit should run about \$100 million more in 1957 than the staggering \$800 million earned in 1956. This, of course, does not include the profits of Esso's runaway-flag subsidiaries.

Seattle Shows No Slack-Off

SEATTLE—Job activities continue on the increase in this port with no signs of a possible slackening off.

A total of 14 ships checked into port during the past period. The Ocean Joyce (Ocean Trans.), Fairport (Waterman), DeSoto and Iberville (Pan-Atlantic) paid off, while the Ocean Joyce, Fairport, DeSoto, and Drytrans' Frederic C. Collin signed on. There were six ships in transit: Morning Light (Waterman); Texmar, Marymar, Portmar (Calmar); Alice Brown (Bloomfield), and Frederic C. Collin. All were reported in good shape.

Jobs 'Fair' In LK. Chas.

LAKE CHARLES — Although shipping was only fair in this area, there were jobs available on a variety of ships.

Agent Leroy Clarke reports that there were a lot of men coming in from other ports due to the strikes, but many decided to stay on the beach and a few Class C men got a chance to ship out.

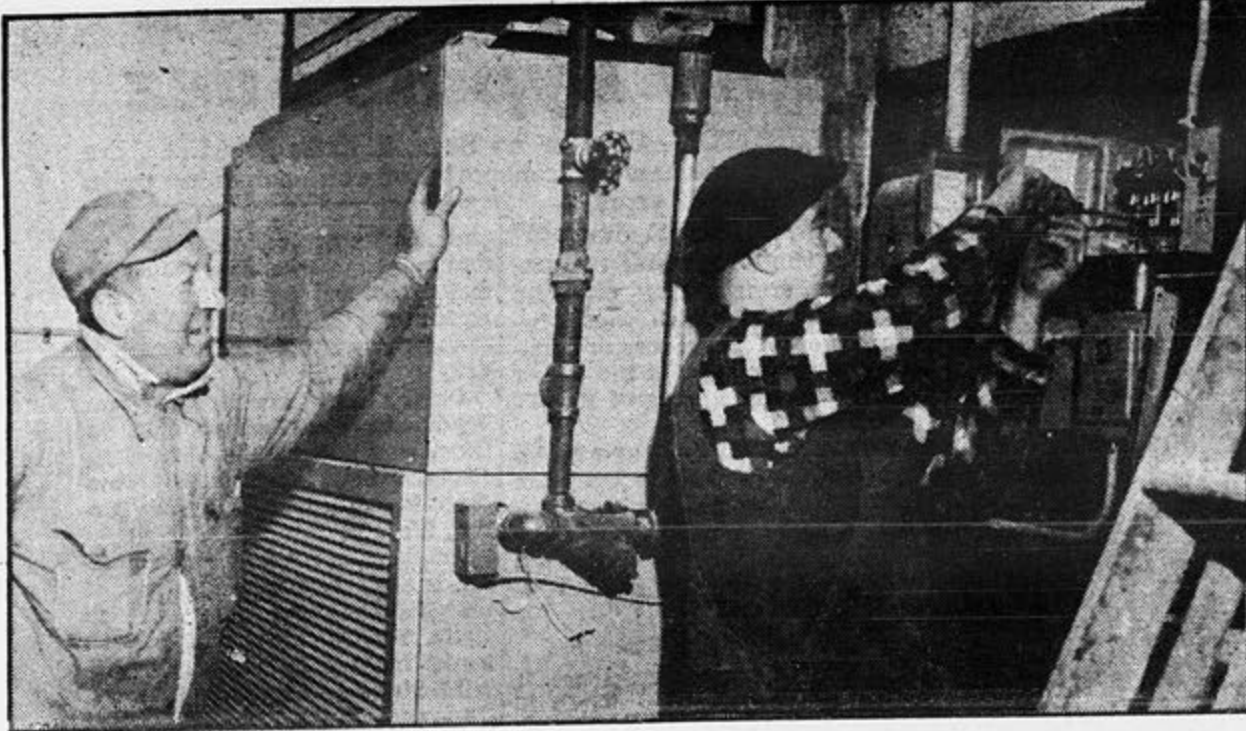
There were no ships being paid off or signed on. Ten ships were in-transit, including the Cantigny, Government Camp, CS Miami, Chiwawa, Bents Fort, Winter Hill, Bradford Island and CS Norfolk (Cities Service) and the Del Santos (Mississippi).

Speak Out At SIU Meetings

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

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

Health Center Gets Air Conditioning



Seafarers visiting first SIU health center will be comfortable summer and winter, thanks to air conditioning equipment shown here being installed in building at 21st Street and 3rd Avenue, one block from SIU headquarters. Renovations to building are proceeding rapidly and work is expected to be completed sometime this month.

4 New Ships Bid For Tourists

Four new transatlantic ships are going into service this year, all of them tourist class vessels and all of them under foreign flag. The four ships are the Statendam, which arrived last week on its maiden voyage; the new Gripsholm for Swedish-American Line, the Empress of England for Canadian Pacific and the Sylvania for Cunard Lines.

The four ships have a combined passenger capacity of 3,710 berths. Of this total more than 80 percent, 3,086 berths in all, will be in the tourist class category, reflecting the newest trends in shipping accommodations.

As the SEAFARERS LOG pointed out in the February 1 issue, American operators in this trade have been clinging to the outmoded three-class ship while the Europeans have been putting more and more ships in the service designed to accommodate the tourist class passenger. As a result, foreign flag ships are carrying an increasingly heavy percentage of the passenger trade.

The only American proposals for competing in this area have come from Arnold Bernstein, who is currently wrapping up plans to convert a Mariner ship for this service, and H. B. Cantor, a New York hotel man, who has proposed the construction of two huge low-cost superliners capable of carrying 5,000 passengers Pullman-style.

Another ship scheduled for this service is the converted French liner, La Marseillaise. Formerly accommodating more first class than tourist class, the ship is being converted to handle 900 tourists and 60 first-class passengers. It will be called the Arosa Sky and will fly the Panamanian flag for its Swiss owners.

Finally the French Line itself, one of the staunchest adherents of the three class system, has announced it will build a two-class ship which will be a replacement for the old Normandie, burned in World War II. The new ship will have 1,500 tourist class berths to 500 in first class.

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.

Train Alcoa Men In Fire Prevention

An ambitious and thoroughgoing fire-prevention training program is in force aboard the passenger ship Alcoa Cavalier, ship's delegate E. J. Lynch reports. The program includes instruction in fire prevention, damage control, first aid and the use of fire-fighting equipment.

Under the procedure begun in November, various shipboard instructors lecture on and demonstrate fire-control techniques. The chief mate and bosun deal with general fire-fighting and damage control features, demonstrating the use of gas masks, flame safety lamps, steam-smothering and other equipment. Then the chief electrician takes over to discuss prevention and fighting of electrical fires.

In the galley the chief cook discusses the causes and treatment of galley fires, acquainting all hands with the locations of switches, blowers, fire extinguishers and other equipment.

Safety Below Decks

From there, the course proceeds into the engine room where the chief and first assistant discuss fire-fighting and safety in the engine room and below-deck spaces. The proper procedures and use of equipment is explained in the engine room, CO2 room, emergency generator room, CO2 control panel, fuel oil stops, engine room vent stops and other spaces.

Escape Procedures

Then there is a rundown on evacuation procedures for passengers and crew. A chart has been prepared by the chief steward showing a guide to the various escapes and exits throughout the ship.

Finally, the doctor winds up the instruction series with a lecture and demonstration on first aid techniques to be administered in emergencies.

The program is part of the joint union - industry safety set-up which has been installed on numerous SIU ships in recent months,

Seafarers In Action

One good thing about the steward doing his own cooking is that there is never any misunderstanding over what the steward wants on the menu. Of course the work load is a little heavy what with preparing meals, checking stores, looking after linens, supervising the work of the department and so on. Aboard the Federal, one of the shuttle tankers running from the Far East to the Persian Gulf, Antonio Schiavone was stuck with the double job when the chief cook had to be hospitalized. Crewmembers showed their appreciation by giving him a vote of thanks for performing both his own and the chief cook's duties in an excellent manner.



Schiavone



The role call of ace ship's delegates this week is headed by Brother Walter Kohut of the Longview Victory. Upon resigning, he was applauded for the "splendid work accomplished during his term as ship's delegate." Not to be outdone, the Ocean Eva got in its plug for Seafarer Adolph Capote. He did an "excellent job," the crew reported. Then on the Pan Oceanic Transporter, Marlon Beeching, ship's delegate, rated a plug for a job well done.



Capote

PENNMAR (Calmar), Oct. 28—Chairman, E. Gans; Secretary, V. Monte. Report accepted. New treasurer elected. Minor beef in deck department. Members to be properly attired in messhall. Washing machine to be kept clean.

IRENESTAR (Seas Supply), Dec. 19—Chairman, C. Green; Secretary, F. W. Johnson. Crew cautioned about cigarettes. Repair list to be submitted. Gear of two brothers delivered to Baltimore hall after being checked. Ship's fund \$10.20. New delegate elected. Recreation room to be kept clean. Vote of thanks to steward department. Repairs to be made in Rouen. Outsiders to be kept off ship.

LAKE GEORGE (USPC), Dec. 19—Chairman, G. Miller; Secretary, E. Bayne. No heat on port side two days

justed. Need more milk, koolade and chocolate ice cream. One hour delayed sailing.

ALCOA PATRIOT (Alcoa), Dec. 23—Chairman, D. Knapp; Secretary, E. Bradley. One brother ill, left ship. Repair lists turned in. Ship's fund \$77.42. Some disrupted overtime. Reports accepted. New delegate elected. TV to be repaired. Ship's rail aft to be repaired.

ANGELINA (Bull), Dec. 23—Chairman, J. Gallagher; Secretary, G. Walter. Ship's fund \$18.50. New delegate elected. Bathrooms and showers to be painted. Laundry to be kept clean. Trash can to be emptied. Messroom tables to be repaired. Donations for ship's fund to be made at payoff. See captain about cigarettes.

BEAUREGARD (Waterman), Dec. 23—Chairman, E. D'Angelo; Secretary, L. Munna. Two members fired for fighting. 35 hours disputed overtime. Need new washing machine. Pantry key to be given to gangway watch. Vote of thanks to steward department for fine job. One member hospitalized.

CAROLYN (Bull), Dec. 25—Chairman, J. Prats; Secretary, A. Aragon. Report accepted. Ship's fund \$32.00. One man paid off in P R due to illness. Two hours disputed sailing time. Laundry room to be kept clean. Radiator valve in messhall to be repaired. Vote of thanks to steward department for fine Christmas Dinner.

CECIL N. BEAN (Drytrans, Inc.), Dec. 15—Chairman, E. Kunchich; Secretary, J. Lennon. Three men hospitalized. One man missed ship. Jury head and drinking water line to be rigged for longshoremen.

OCEAN ULLA (Ocean Trans.), no date; Chairman, R. Sanderlin; Secretary, E. Kaznowsky. Members with transportation money due may collect it from the captain. Members advised to avoid being penalized by customs in Dunkerque, France. New reporter elected. Engineer's room to be painted. To install hot water line on washing machine. Discussion on cleaning of laundry room and recreation room. Procedure outlined for proper handling of washing machine.

ROBIN GRAY (Seas), Dec. 17—Chairman, A. Montemaram; Secretary, F. Travis. New delegate elected. To have arrival pool of 60 chances at \$1 each; winner to receive \$40 and \$20 to go to ship's fund. Laundry and tub to be left clean after using. Rotation system of cleaning explained.

ROYAL OAK (Cities Service), Dec. 26—Chairman, J. Tanner; Secretary, D. Beard. Keys and locks to be issued for footlockers. Ship's fund \$68.02. Report accepted. Request company to repair watertight doors and ports and furnish new washing machine. Vote of thanks to steward department for fine Christmas dinner. More variety, such as hard boiled eggs suggested for night lunch.

SANTORE (Ore Nav.), Dec. 22—Chairman, J. McLaughlin; Secretary, T. Waiston. Crew cautioned about drinking while working. Repair list submitted. Report accepted. Recreation room and pantry to be kept clean at all times.

SEATRAN SAVANNAH (Seatrains), Dec. 27—Chairman, F. Patrick; Secretary, F. Moran. Crew notified first quarter 1957 dues due. Laundry room to be kept clean. New delegate elected. Ship's fund \$45. Report accepted. Request two weeks supply of linen on hand. Need more cigarettes to last round trip. Vote of thanks for fine Christmas dinner, decorations, etc.

SEATRAN TEXAS (Seatrains), Dec. 30—Chairman, J. Chostain; Secretary, J. Allen. Ship's fund \$78.60. Reports accepted. Repair list to be submitted. Vote of thanks to steward department for fine Christmas dinner.

TOPA TOPA (Waterman), Dec. 21—Chairman, J. McRae; Secretary, F. Kustura. New delegate elected. Need new chairs for recreation room; repairs to be made. Discussion on condition of hospital and repairs not taken care of; preparation of food. If not accomplished, will be referred to patrolman.

WACOSTA (Waterman), Dec. 21—Chairman, T. Scott; Secretary, J. Ball-day. Unable to secure fresh milk in Japan. Ship's fund \$6.25. 86 hours disputed overtime. Need better supply of soap powder. Messhall and pantry to be cleaned at night.

CATHERINE (Dry Trans), Dec. 9—Chairman, J. Murphy; Secretary, J. Smith. One member hospitalized in France. Ship's fund \$75. Thanksgiving watch was disrupted. To be referred to patrolman. All new members to read agreement and constitution if they stay in the Union. Hot water line to be fixed for washing machine. New members warned about fouling up. Vote of thanks to steward department.

WILD RANGER (Waterman), Dec. 8—Chairman, S. Anderson; Secretary, D. Ruddy. Ship's fund \$6.36. \$40 donated to E. Tilley family. New delegate elected. More cups to be put out. Natives to be kept out of quarters while ship is in port.

ROBIN HOOD (Seas), Dec. 9—Chairman, A. Brown; Secretary, A. McCullum. Food beef settled. Some disputed overtime on delayed sailing. Mail service bad. Laundry to be kept clean.

OCEAN ROSE (Marine), Nov. 4—Chairman, G. Sales; Secretary, F. Heuck. Recreation room to be kept neat and clean. To take better care of washing machine.

Digest Of SIU Ship Meetings

while in dry dock. 16 hours overtime on same not paid for. Coast Guard demands fire and boat drill written on bulletin board. Some disputed overtime. Rusty water in tanks.

TRANSCAPE (Pacific Waterways), Dec. 9—Chairman, N. Voskian; Secretary, C. Dist. Baker moved into spare room. Iron purchased. Ship's fund \$7.90. One man missed ship in Indonesia. Some disputed overtime. Report accepted. New delegate elected. Need new ice box, new washing machine, more fans.

TEXMAR (Calmar), Dec. 23—Chairman, W. McArthur; Secretary, W. Souder. Ship's fund \$4.30. Report accepted. Repair list to be submitted. Vote of thanks to steward department.

SEATRAN GEORGIA (Seatrains), Dec. 23—Chairman, W. Jones; Secretary, A. Lambert. Ship's fund \$16.96. Contract needs clarification. Clothes in fidley should be removed. Take better care of washing machine. Messhall and deck gang footlocks to be soiled. Overtime to be submitted on time. Report back to ship one hour before sailing. Letter of thanks to Mr. Chapdelone for bringing ship in on Christmas.

CHILORE (Ore Nav.), Dec. 16—Chairman, W. Messenger; Secretary, J. Abrams. Some repairs not made. Ship's fund \$18.63. Report accepted. Cups to be returned to pantry. Laundry room to be kept clean.

CATHERINE (Dry Trans), Nov. 17—Chairman, J. Murphy; Secretary, C. Collins. Ship's fund \$3.40. One man missed ship in Norfolk. Discussion on men fouling up when in port. No one to take time off without proper authority. Washing machine and laundry to be kept clean. Vote of thanks to cooks and baker for fine preparation of food and handling of bad stove.

SEA CLOUD (Pegor), Dec. 2—Chairman, G. Gage; Secretary, A. Janes. New delegate elected. Spare room fixed up for cook-baker. Need leading brand of soap powder as Swift's product contains caustic which can only be used for rough work clothes. Crew members request dinner bell be sounded at meal time. Steward to order brand name of soap powder.

ROBIN HOOD (Seas), Nov. 11—Chairman, W. Kunkke; Secretary, B. Kaufman. Keep all doors closed in Korea except door to gangway. Discussion on purchases in Japan.

SEAGARDEN (Peninsular), Dec. 16—Chairman, M. Barton; Secretary, D. Mease. Messroom to be painted. One man hospitalized in Korea. 15 hours disputed overtime. Repairs completed. Need new washing machine. Mushrooms to be repaired in deck department rooms.

DE SOTO (Waterman), Dec. 9—Chairman, S. Malvenan; Secretary, G. Braxton. New delegate elected. Ship's fund \$20.22. Clothes not to be hung in fidley. Vote of thanks to steward department for excellent meals. Repair list to be made up. Keys to be furnished for quarters.

CECIL N. BEAN (Drytrans), Nov. 18—Chairman, T. McCarthy; Secretary, J. Kennedy. Three men hospitalized. One man missed ship. Request to open shop chest same day as fire and boat drill. Messhall to be painted. Water faucet to be repaired. Water line to be put on deck for stevedores.

ALCOA PEGASUS (Alcoa), Dec. 26—Chairman, J. Polack; Secretary, L. Phillips. Ship's fund \$30.00. Washing machine to be cleaned after using. Vote of thanks to steward dept. for job well done and fine Xmas dinner.

ALCOA CAVALIER (Alcoa), Dec. 16—Chairman, F. Crumpley; Secretary, L. Guillot. To check wiper's pay. One man logged. See patrolman about baker's overtime. Need new delegate. Heating situation to be taken up with patrolman. Air conditioning to be ad-



Thanks From Mrs. Lundeberg

"I wish to offer my deep appreciation to all of Harry's friends ashore and aboard ship around the world for the sympathy and kindness extended to me and our children in our recent loss."—Mrs. Ida Lundeberg. Shown above, are Alette, 6, and Gunnar, 9; at right, Erik, 2, children of the late SIUNA president and founder.



Labor Fights Rash Of 'Right-To-Work' Bills

A nationwide rash of "right to work" fights has broken out in numerous state legislatures. Trade unions and their supporters have successfully bested right to work moves in

Wyoming and Colorado, but face imminent passage of such legislation in three more states—Idaho, Indiana and Delaware.

New legislative threats have arisen too, in the form of proposed restrictions on picketing, strikes, and union political activity.

In Indiana a test vote on a "wreck" law went overwhelmingly against labor in the state house of representatives, 62 to 28. A similar bill is pending in the state senate. Still another law would put the "wreck" law up for a statewide referendum next year.

In Idaho, the situation was still in doubt as the state house voted 33 to 26 in favor of "wreck" legislation.

Delaware Protests

Delaware "wreck" law backers attempted to rush the legislation through the Delaware house without any public hearings, but strong protests stymied the move.

On the brighter side, Governor Frank Clements of Tennessee called upon the state legislature to adopt legislation which would, in effect, repeal that state's "wreck" law on the books since 1947. The Colorado and Wyoming efforts of anti-labor groups to put "wreck" bills through as riders on civil rights measures were defeated by very large majorities.

Further bad news for labor comes from South Carolina where several proposed amendments to the existing law would put strict limits on the right to strike and negotiate contracts. Also in Indiana, as in Kansas and Ohio, there are bills which would severely restrict union political activity, while anti-picketing measures are being proposed in Iowa and Tennessee.

The "right to work" movement has its foundation in the Taft-Hartley, law of 1947, which permits the states to enact their own restrictive labor laws.

Drink Coffee? Heaven Forbid!



That sacred American institution, the coffee break, is under fire from a doctor who says it's bad for your health.

Writing in the magazine "Life and Health," Dr. J. DeWitt Fox, says the coffee break "blots out the danger signals and while your body is craving for rest, relaxation and a reclining position on a soft bed, you lash it relentlessly when you give it coffee."

The implication is that instead of piling into the messhall for a cup of coffee and the latest scuttlebutt, Seafarers should tenderly deposit their bodies in their bunks and snooze for the 15 minutes coffee time called for in the SIU contract.

Maybe the doctor's right but the bosun would sure have one heck of a time getting the gang back on the job.

You NEVER KNOW



Too Much . . .

- Shipboard safety is a tricky business. You can never know too much about your job and ship because the little things often make the biggest difference. Playing it safe is a 24-hour affair. The best way to meet emergencies is to know how to handle them in advance.
- Those who know their way around the ship can save precious minutes when seconds count. Familiarity with the location and operation of safety equipment, cut-off valves and the like saves time later. Fire and boat drills are sometimes a "nuisance" but their worth in developing experience and skills is unlimited.
- On the job, the best way will always be the safe way. Cutting corners in any job seldom pays off. Making haste is not life-saving and often invites unnecessary mishaps.
- Even "routine" tasks can get the best of you. The sea and the ships that sail them are full of surprises. Things go wrong under the best of conditions. Accidents seldom happen on schedule.
- Safety is knowing what to do at all times . . . on your job . . . as well as when things go wrong.

An SIU Ship is a Safe Ship

Suggests Way To End Overseas Curio Hunts

Seamen invariably are confronted with requests by friends, maiden aunts and third-cousins-twice-removed to bring back "something, just anything" from the Far East or some other romantic spot.

Today, countless mantles, sideboards (and attics) are bulging with exotic treasures for which nobody has any use or which have no place in Renaissance-style decorating schemes. What you thought was a big favor precipitates a family row, and they never miss an opportunity to let you know it.

It seems they wanted something that's a cross between robin's egg blue and the off-shade of the petals on the flowered drapes in the living room, and you (you boob!) came home with an objet d'art that obviously aquamarine, and "wouldn't do at all."

At last, an unknown conspirator (probably some smart Frisco curio shop operator) has admirably stated the case against these overseas bric-a-brac expeditions. It's on a single pocket-size card, and can be whipped out at the first hint you're being propositioned to get a "genuine Ming Dynasty spittoon" or "one of those darling little Buddhas, about so big" on your next trip out.

Even if a reading of the card doesn't squelch the request, it will

always liven up the conversation. There'll always be that bit about "ingratitude" and how they never forget you at Christmas (you think you got a card from them in 1949) ... and maybe more.

But you have to be firm, fellows, or you're done for. Otherwise, you'll be so contrite you'll need an extra set of luggage to cart home all the stuff you'll promise to get "next time" and the cycle will start all over again.

For the convenience of those who want to try and get out of the rat race, here's the text of one of these cards, sent in by T. Zielinski on the SS Alice Brown:



Zielinski

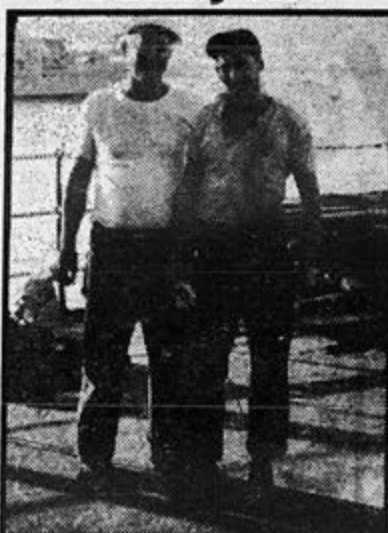
TO FRIENDS WHO WANT ME TO BRING SOMETHING FROM THE ORIENT

HERE IS WHAT I HAVE TO GO THROUGH:

- (1) Use all the money I can beg, borrow and draw against my wages to pay for it.
- (2) Waste an hour to half a day finding what is wanted.
- (3) Drag it all over town with me during whatever time I have left ashore.
- (4) Worry over a suitable place to store it for the rest of the trip.
- (5) Carry it all over the ship on the day of arrival.
- (6) Waste more hours passing through Customs.
- (7) Carry packages, chests or cases—plus my own luggage—to the end of the dock.
- (8) Get a car, truck or taxi to deliver it.
- (9) And then have friend say, "It isn't just what I wanted," or "It cost more than I thought it would," or "I could have done just as good right here in town."

No thanks, folks. I can't buy anything for you!

Family Act



One of many SIU father and son teams, John Morris, AB (left), and son S. G. Morris, wiper, are together on the Steel Maker. Reporter A. E. Auers supplied the photo.

Delegates Need Restraint, Too

To the Editor:

I'd like to call the attention of the membership to problems we've run into on our last two ships. On both of them we had ship's delegates who were trying to tell the skipper how to run the ship.

These fellows would go up to the skipper and demand things from him which were not within their authority as delegates—like getting time off, getting

younger man who might need it worse than I do.

I get good Social Security and saved what I made while sailing so now I am okay and can get by comfortably. All I ask is just to visit the hall and meet old shipmates and shoot the breeze with them.

George Peterson

Self-Insurance Facts Acclaimed

To the Editor:

I receive the LOG regularly and certainly am glad, as it keeps me abreast of the progress and achievements of the SIU and my many friends therein.

I was very glad to see the LOG put forward the true facts concerning the self-insured welfare set-up after they were distorted and contorted by Joe Curran.

His version holds little water, however, as long as you give out the truth by way of the LOG. Truer words were never spoken than "SIU — Solidity Insures Us." Let Curran try that for size.

William I. Perry

Hails LOG News Of Union Gains

To The Editor:

This is to advise you that I get out of drydock on March 15 and will be discharged at that time.

Besides myself, several seamen here have been made very happy seeing the LOG coming in bi-weekly, and have been kept up to date on scuttlebutt. In fact, two or three of the NMU boys have had their eyes opened and will ship out as SIU men in the future rather than return there.

They know the SIU is doing a great job, and the LOG has kept us aware of the good fight our leaders are waging on behalf of the working man.

Thanks again for the paper, and good luck to all.

Hoyt W. McCormick

Lundeborg Loss A Deep Shock

To the Editor:

The crew aboard the Azalea City was more than shocked upon learning of the sudden death of Harry Lundeborg, president of the SIU of North America.

All hands extend their deepest sympathy to his loved ones. Sailors everywhere share their loss.

Duska "Spider" Korolia

Asks For LOG To Follow News

To the Editor:

Since I am landlocked here in Germany as an unwilling member of the US Army, I have a request to make of you.

I find my thoughts continually turning back to the four happy and prosperous years I spent as a Seafarer, prior to my being caught in the draft. As I would like to keep in touch with the progress of the Union, please put me on the LOG mailing list. I would greatly appreciate it. Mail from any former shipmates is also welcome.

PFC Theodore Sambroski
US 51-367-919
HQ & HQ Btry., 8th Div. Art'y.
APO 111, NY, NY

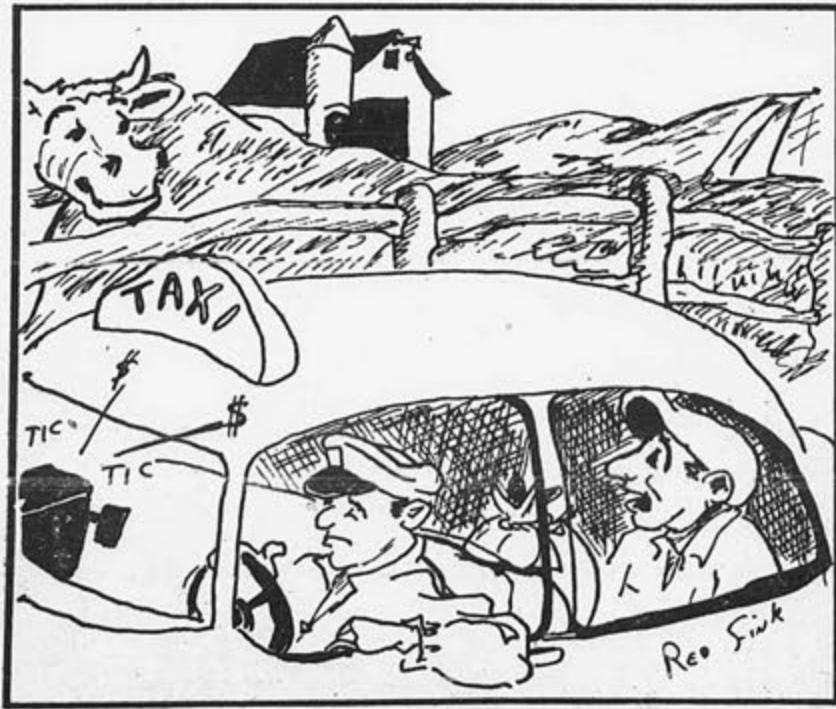
(Ed. note: Your name has been added to the LOG mailing list. Copies of the LOG will be forwarded to you regularly.)

SEAFARERS IN THE HOSPITALS

- USPHS HOSPITAL BALTIMORE, MD.**
Roy W. Bell, Alfred Boken, Dan Cherry, Victor B. Cooper, Adron Cox, Thomas D. Dalley, Dan Gentry, Gorman T. Glaze, Edward Huizenga, Herman Kemp, Max C. Marcus, Ebbie Markin, Joseph Minoglio, William Pendleton, Harry G. Reynolds, William E. Roberts, Milton O. Shephard, Joseph Snyder, Juan P. Taboada, John R. Webb, Ralph Youtzy
- MONTEBELLO CHRONIC DISEASE HOSPITAL BALTIMORE, MD.**
Francisco Bueno
- USPHS HOSPITAL BOSTON, MASS.**
Glendyn L. Brooks, Clarence Crevier
- USPHS HOSPITAL GALVESTON, TEXAS**
George Brady, Emile Degen, Joseph Harmanson
- USPHS HOSPITAL NORFOLK, VA.**
Francis J. Boner, Buren D. Elliott
- USPHS HOSPITAL NEW ORLEANS, LA.**
Wesley Cunningham
- USPHS HOSPITAL NEW ORLEANS, LA.**
Virgil Coash, Cloise Coats, Charles Adams, Serio M. DeSosa, Atomane Elchuk, Charles Fetter, Warren Gammons, Arnie Glasscock, Leon Gordon, Herbert Grant, George A. Hill, George Jacobus, Edward G. Knapp, Leo Lang, William Lawless, David McCollum, Robert McLamore, Gregory Morejon, Michael Muzio, Kenyon Parks
- USPHS HOSPITAL SAN FRANCISCO, CALIF.**
Orville E. Abrams, Marcelo B. Belen, Floyd W. Hayden
- USPHS HOSPITAL SAVANNAH, GA.**
Glen Adams, William E. Hall, Clyde Hiers
- USPHS HOSPITAL STATEN ISLAND, NY**
Fortunato Alfonso, John J. Cook, N. B. Edrington, Fred Fredrickson, Estell Godfrey, John Gonzalez, Ralph Hayes, Alfred Kaju, Paul Kronberg, Salvatore Legayada, John Michlek, Robert Parker, Joseph Quartarado
- USPHS HOSPITAL SEATTLE, WASH.**
L. Bosley, J. Brown, Dargan O. Coker, Charlie A. Gedra, E. A. Hancock, Leslie Johnston, Wm. McLaughlin
- USPHS HOSPITAL FORT WORTH, TEXAS**
Morris J. Black, B. F. Deibler, Siegfried Gnitke
- USPHS HOSPITAL MANHATTAN BEACH, BROOKLYN, NY**
Manuel Antonana, Eladio Aris, Fortunato Bacomo, Frank T. Campbell, Harry J. Cronin, John J. Driscoll, Robert E. Gilbert, William Gunether, Bart E. Guranick, Howard Hailey, Taib Hassen, Billy R. Hill, Thomas Isaksen, Ira H. Kilgore, Ludwig Kristiansen, Frank J. Kubek, Frederick Landry, Leonard Leidig
- USPHS HOSPITAL MEMPHIS, TENN.**
Claude F. Blanks
- VA HOSPITAL ALBERQUERQUE, NM**
Charles Burton
- SUFFOLK SANATORIUM HOLTSVILLE, LI, NY**
E. T. Cunningham
- USPHS HOSPITAL SAVANNAH, GA.**
H. Lanier, Jimmie Littleton
- USPHS HOSPITAL STATEN ISLAND, NY**
Warren Reck, Jose Ricamonte, Adolfo Rodriguez, Jose Rodriguez, Stanley C. Scott, James Sealey, Andrew J. Snider, Richard Suttle, John B. Tierney, B. Tingley, Luis Torres, Hayward Veal, Daniel Wilson
- USPHS HOSPITAL SEATTLE, WASH.**
Bobby L. Messerall, Juan Mojica, James C. Powell, Cristo Prasso, D. D. Smith, Ralph H. Watkins, James E. Willford
- USPHS HOSPITAL FORT WORTH, TEXAS**
John C. Palmer, Rosendo Serrano
- USPHS HOSPITAL MANHATTAN BEACH, BROOKLYN, NY**
Archibald McGuihan, Michael Machusky, Benjamin J. Martin, Albert Martinelli, Vic Milazzo, W. P. O'Dea, James M. Quinn, George E. Renale, G. E. Shumaker, Kevin B. Skelly, Henry E. Smith, Stanley F. Sokol, Mi-fael Toth, Karl Treimann, Harry S. Tuttle, Fred West, Virgil E. Wilmoth, Pon P. Wing

'Sea-Spray'

—by Seafarer Robert 'Red' Fink



"Man, these tankers dock way out in the sticks. . ."

LET 'EM KNOW!
Write TO THE LOG

Oldtimer Is Getting By OK

To the Editor:

Please thank Joe Algina for his recent letter. I sure do appreciate the things that the SIU has done for me and all seamen in her ranks, and now you are still looking after me more than three years after my retirement.

I want to thank you all for it. This certainly makes one feel he is not just cast aside.

However, I am no longer physically fit to take a job and I also feel that as long as I get enough to live on I should not work after 65. That would be taking away a job from some

PORTMAR (Calmar), Jan. 2—Chairman, F. Votto; Secretary, D. Cherry. Four men hospitalized. Ship's fund \$1.44. Some disputed overtime. Crew fo'ale to be painted out on trip to west coast.

EMILIA (Bull), Dec. 28—Chairman, S. Gondzar; Secretary, N. Remley. Crew members to turn in all extra linen. Started new ship's fund.

STEEL RECORDER (Isthmian), Nov. 24—Chairman, J. Santos; Secretary, A. Harrington. Ship's fund \$11.40. To enlarge ship's fund. Library to be kept cleaner.

ROBIN DONCASTER (Seas), Dec. 23—Chairman, T. Tooms; Secretary, D. Gemeiner. Discussion on animal feeding. Softball equipment aboard. Motion to donate 50 cents to fund for packages to men in hospitals. Six

about drinking water. Vote of thanks to steward department.

KENMAR (Calmar), Jan. 6—Chairman, J. Marshall; Secretary, J. Williams. Report accepted. Need new coffee urn. Coffee cups and linen to be returned.

ALCOA POINTER (Alcoa), Jan. 2—Chairman, L. Bruce; Secretary, F. Van Dusen. Steward left ship due to illness at home. One man missed ship. Second cook left ship due to illness. Ship's fund \$45.80. New delegate and treasurer elected. Need new washing machine. Suggestion to change brand of coffee. Rotate cleaning of laundry room. Man who burned mattress requests receipt for new one he purchased. \$20 missing from locker. Pantry to be kept clean.

AZALEA CITY (Waterman), Jan. 12—Chairman, J. King; Secretary, (none). Repair lists made up and submitted. All overtime beefs to be cleared up before payroll. Members warned about drunkenness. Ship's fund \$9. 30 hours disputed. 14 hours overtime delayed sailing disputed. 65 hours disputed. mostly home port and delayed sailing. Reports accepted.

ROBIN LOCKSLEY (Seas), Dec. 14—Chairman, M. Sterns; Secretary, R. Charroin. Ship's fund \$1. One man failed to join ship in Florida. Will get replacement in Cape Town, SA. Keep noise down in passageway. Take better care of washing machine. Do not tamper with regulator on ice box. See delegate for all business and beefs topside.

AMES VICTORY (Victory Carriers), Dec. 27—Chairman, H. Ducio; Secretary, W. Horne. Contacted agent about water cooler. Discussion about performing on board. One man hospitalized; one man paid off in Frisco. Some disputed overtime. Two new men shipped. Negotiating committee be instructed to add words "in all continental US ports" to sailing board time clause. Take better care of washing machine. Vote of thanks to steward department for Christmas party and excellent Christmas day dinner.

IVY (Orion), Jan. 12—Chairman, R. Elliott; Secretary, O. Kaynor. One man hospitalized in Holland and one in the Azores. Headquarters notified. Few hours disputed overtime. Bilge keels to be replaced. Tanks leak forward and aft. Quarters mixed up; patrolman to straighten out. Ship to be fumigated for roaches. To start ship's fund.

BALTORE (Ore), Jan. 4—Chairman, R. Cook; Secretary, M. Rechison. Ship's fund \$5.50. Report accepted. Discussed American Coal Company beef.

ALCOA POINTER (Alcoa), Dec. 2—Chairman, D. Butts; Secretary, R. Motika. Repair list to be submitted. Ship's fund \$38. Some disputed OT. One theft aboard ship. Discussion on repair list. Request new brand of coffee. More cooperation urged in laundry room. Crew warned of improper laundry done in Mobile.

Jan. 2—Chairman, L. Bruce; Secretary, F. Van Dusen. Cook left ship due to illness at home. One man missed ship. Ship's fund \$45.89. New delegate and treasurer elected. Need new washing machine. Suggestion to change brands of coffee; rotate cleaning laundry room. \$20 missing from DM's locker. Cooperation urged to keep pantry clean.

DEL MONTE (Miss.), Dec. 16—Chairman, W. Kavitt; Secretary, J. Picou. Captain refuses to buy fresh vegetables. Ship's fund \$75. Few hours disputed overtime. To purchase \$20 worth of books from ship's fund. Vote of thanks to steward department for fine Thanksgiving dinner. Quarters to be kept clean. Suggest changing brand of coffee and pork sausages.

MARORE (Ore), Dec. 30—Chairman, M. Ohstrom; Secretary, D. Fecko. No hot water for five days due to repairs of burned-out heater. One man left in Chile due to injury. Telegram sent to NY regarding stranded crew member. Reports accepted. New treasurer elected.

MASSMAR (Calmar), Dec. 13—Chairman, H. Schwartz; Secretary, D. Johnston. New delegate elected. Repair list submitted. Messroom to be locked and key left at gangway, due to loss of items.

BIENVILLE (Waterman), Jan. 1—Chairman, G. Suarez; Secretary, F. Alvarez. Ship's fund \$34.16. Repairs completed. New delegate elected. One general meeting to be held every 21 days. See agent at payoff about dispute between chief cook and 2nd cook.

Digest Of SIU Ship Meetings

gift packages left over from last trip. Need emergency light in engine room. No one to use ship's laundry after 6 PM or before 2 AM. Washing machine and sinks to be kept clean. Request extra ice after supper. Electrician will show movies.

MAIDEN CREEK (Waterman), Dec. 29—Chairman, W. Brown; Secretary, M. Goley. One man hospitalized. Request no firing of firecrackers in after quarters. Ship's fund \$11.67. Some disputed overtime. Need fairleads for line handling crew. One man in hospital. One man missed ship in Yokohama. Water tanks to be cleaned. Blowers to be fixed in after quarters. Ship should be fumigated.

CITY OF ALMA (Waterman), Dec. 2—Chairman, P. Whitlaw; Secretary, F. Airey. New washing machine put aboard. Crew to conserve water as supply is limited until arrival in Yokohama. Ship's fund \$21.60.

ROYAL OAK (Cities Service), Jan. 8—Chairman, J. Turner; Secretary, D. Beard. Ship's fund \$66.02. Patrolman to inspect safety conditions in aft pumproom and watertight doors in after house. Leaking fo'ales. Wash water rusty. Food unsatisfactory. Variety of menus requested.

OCEAN ROSE (Ocean Trans), Jan. 2—Chairman, G. Bales; Secretary, F. Houck. Discussion on launch service and meal allowance.

FORT BRIDGER (USPC), Dec. 23—Chairman, H. Menz. Ship's fund \$10.20. Each member to donate \$1 for purchasing new books. Letter sent to headquarters regarding one crew member. Discussion on books for library. Bosun to act as ship's librarian.

DEL VIENTO (Miss.), Dec. 28—Chairman, M. Rossi; Secretary, P. Plascik. Ship's fund \$27.48. Laundry room to be kept clean at all times.

QUEENSTON HEIGHTS (Seatrade), Jan. 4—Chairman, G. Arnett. Captain to pay expense account in Guam in US money. Captain sent for SIU steward. Discussion food. Request inspection.

STEEL APPRENTICE (Isthmian), Jan. 4—Chairman, A. Anderson; Secretary, G. Bryan. Steward department repairs being taken care of. Washing machine to be repaired or renewed.

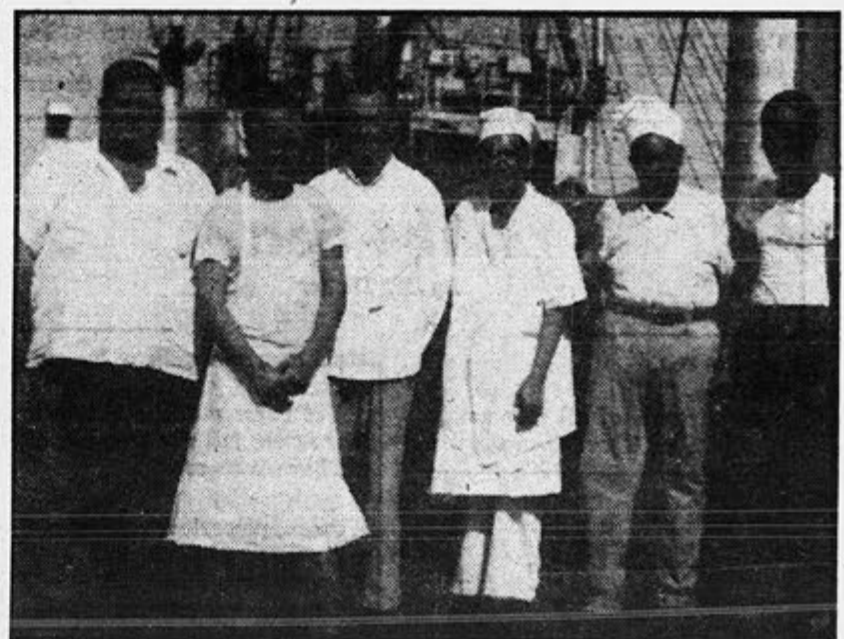
ALCOA PARTNER (Alcoa), Jan. 10—Chairman, G. Liverman; Secretary, T. Moller. \$30 collected for flowers sent to mother of second mate. Delayed sailing beef. Engine department callback. Money held by delegate to be turned over to steward for purchase of iron.

STEEL FABRICATOR (Isthmian), Jan. 4—Chairman, W. Stockman; Secretary, D. Dickinson. Repair list turned in. Reports accepted. Few hours disputed OT. To see patrolman



Enjoying a little sunshine on a Far East trip (above, left), Seafarers on the Ames Victory catch a breather on deck. M. T. Little sent in the photo. At top, right, some of the galley gang on the Monarch of the Seas pose for a tintype by Forrest C. King. Pictured (l to r) are T. Kennon, NCB; W. W. Gatewood, chief cook; Charley E. Stringfellow, steward and C. A. Crabtree, crew pantryman. Representing the Bienville (right) are chief cook Martin, steward Stringfellow (bending) and the 2nd cook. It looks like they're cooking up something special. Charles Burns took the photo.

Round The Globe With Seafarers...



Above, veteran steward "Tiny" Phillips (left) shepherds his gang on deck for a picture by a passenger on the Alcoa Pegasus. With Phillips (l to r) are Culp, 3rd cook; Howell, saloon MM; Gympaya, chief cook; Riviera, 2nd cook, and Stephens, galleyman. The rear view at left belongs to Charlie Bramble, AB, who's wrestling with Luke Easter, OS, to try and bring a new washing machine aboard the Calmar in Seattle. Photo by M. Saliya, AB.

Burly

By Bernard Seaman



Former Giant Meets The Cavaliers



Coffeetime on the Alcoa Cavalier provided chance for a friendly get-together between SIU crewmen and former NY Giants baseball manager Bill Terry (seated, 3rd from right) during the last trip out. A large gang gathered around for the occasion. Terry is now head of the class A South-Atlantic (Sally) League, which has teams in several port cities familiar to Seafarers. Bill Marion submitted the picture.

Special For Americans?

Seafarers on the Rayvah offer a word of caution to crews visiting Le Havre, France, especially in connection with local nightspots. Steward John McElroy said a couple of shipmates were given a bad time at the Radar Club or Americaine Bar. "Two were jailed briefly when they refused to pay a padded bill and were released only when they anted-up for drinks they never had and paid a fine in addition. Prices in these clipjoints are 'special for Americans,' for instance 650 francs for a single shot of bar cognac and a glass of Coca Cola." The customary exchange is 350 francs to the dollar.

SERVICE IN SHIP'S NAME ISN'T THERE FOR LAUGHS

"Service" is the key word in the name of the SIU-manned supertanker Cities Service Baltimore, at least so far as the crew of the Navy tanker Mission Soledad is concerned.

The Baltimore's SIU crew and officers came in for high praise from the Sailors Union gang on the Mission Soledad "for making our last stop in Ras Tanura a lot more pleasant than it ordinarily would have been."

Favors Make Difference

Small favors make a big difference in the Persian Gulf area, where the usually scorching heat combines with limited opportunities for relaxation to make any stay there less than desirable—

unless you happen to be an Aramco stockholder and like to see how money is made.

"At the time we were there," steward Elmer Shifflett pointed out, "the local club was closed and there wasn't even a chance to see a movie or buy a coke." This about sums up the range of amusements at Ras Tanura even in the best of times anyway.

Baltimore Was There

"Fortunately for us, the Baltimore was tied up across the pier and they really put out the welcome mat. They were showing movies on there, and sent across an invitation for us to join them, which we did almost to a man. They went to considerable trouble to set up the projector and screen, and to furnish enough chairs to accommodate both crews, and they did everything they possibly could to make us all comfortable.

"We would like Captain Hunter, the officers and crew of the Cities Service Baltimore to know that the gesture was a generous one, and greatly appreciated. Wherever they are now, we wish these brother seamen happy sailing," Shifflett added. The Mission Soledad is a Navy tanker operated by the SUP-contracted Joshua Hendy Corp.

He's Tied Up



A shipmate's camera on the Carolyn catches bosun Alfonso Rivera hard at work on OT rigging a pilot ladder. It looks like a knotty problem for Rivera from here.

NO Editorial Makes Sense

To the Editor:

There was a very good editorial on "Shipping and Subsidies" in one of the New Orleans papers recently that really made sense.

The writer explained why a US merchant fleet was so important and, why the subsidy program was necessary to keep it operating.

He also pointed out that the cost of subsidies for US ship-

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.

ping wasn't so high after all and that these expenses are "something we face and will have to continue to face.

"Whatever the costs and wages, the country must keep a capable merchant marine in order to maintain its security and be sure that our goods will move across the seas without discrimination in their handling. Its indispensability, however, emphasizes rather than reduces, the merchant marine's responsibility for always striving for effectiveness and efficiency."

All of this makes a lot of sense, I feel, and it's nice to see the papers trying to make things plain for the public. I'm a native of New Orleans and have been shipping out of here on SIU ships since 1940 as a baker and in other steward department ratings.

I receive the SEAFARERS LOG at my home and am very grateful that we have such a fine paper in our Union. My wife enjoys reading it, too.

Edward R. Buckley

He's Taking In All The Sights

To the Editor:

Just a line to let you know that your roving reporter has tired of the warm sunshine, and has taken to the cold, cold north.

Last week I arrived in Baltimore and put up at the Norwegian Seamen's House. A guy couldn't ask for a nicer spot to stay. They have nice clean rooms, serve fine meals and have spacious grounds. There's a nice reading room and recreation area with TV, and plenty of parking space outside so you don't have to worry about feeding meters all day.

The place is just five minutes from the SIU hall. I stopped there while I went to the presidential inauguration in the nation's capital, but I don't like to stay in Washington. That is one city that is really crowded around holiday time.

The festive ceremonies and gay holiday mood of Washington certainly can capture the heart of every American. A really good time was had by all.

Harold G. Horowitz

Winter Hill Gang Lauded

To the Editor:

I would like to thank the captain, officers and crewmembers of the Winter Hill who were aboard during the trip when I got hurt.

Special thanks to the steward;

"Pappy" McKeon, the BR, and the men in the deck department who did everything they could for me. Also to "Big" Chance who sent my gear home for me. They all showed the true meaning of Brotherhood of the Sea.

Star Wells

Engineers Get Crew's Praise

To the Editor:

We have just returned from another trip to the Far East for Waterman. The crew wishes to express its appreciation to the relief 2nd mate, James Murphy, for issuing daily navigation reports which kept all of us informed on everything from the speed and temperature to the distance from our destination.

Thanks also to the 2nd assistant engineer, Joseph Wells, who served one voyage as relief 1st assistant and then as relief chief. We would like to say "well done" to Wells both as an engineer and as an administrator. His cooperation and relations with the crew were tops. We wish we had more men like him to work for, and to work with us.

He's quite a different person from the regular 1st assistant, an individual who's named Williamson, whose only engineering ability amounted to hard-timing the wipers and telling the electrician there was a light bulb out. He did this whenever more important work was pressing, apparently to cover up for his own lack of knowledge in his job.

We hope we may have the opportunity to sail with men like Murphy and Wells more often.

Sylvester Zygarewski
Ship's delegate

(Ed. note: The name of the Waterman ship involved was not given.)

Appreciates Aid By Welfare Plan

To the Editor:

I would like to offer my gratitude and thanks to the members of the SIU for the assistance of the Welfare Plan while our son was in the hospital for an emergency appendectomy.

Thanks also to Marty Breithoff in San Francisco for his courtesy and help in this matter although words alone seem so little appreciation for the kindness and assistance we received. Thank you all again.

Mrs. Herbert P. Knowles

Cites 'Wonder' Of SIU Help

To the Editor:

Miss Mary Ellen Hegarty asked me to write to you and thank the SIU for the check she received from your organization upon the death of her brother, John Bonner Hegarty.

I wish I could give you a true picture of the joy and happiness this money will bring to this family. There are three sisters in the family, who make their living by sewing. Since their brother was an invalid in their home for several years, they incurred many debts. Now this money will enable them to free themselves of this burden, which is always so much more difficult on older people.

They are really a wonderful family, highly respected here in this community and noted for their charitable works. All of us here in Paducah (Ky.) who know of their good fortune will forever praise the wonders of the SIU and the people who make these things possible.

Mrs. Nell Fulton

LOG-A-RHYTHM:

I, The Sea

By M. Dwyer

I am the sea,
Jealous,
Cruel mistress of all who sail,
Or will sail forevermore.

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

CITYZONE.....

STATE

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

ADDRESS

CITYZONE.....

STATE

Men love me with a burning passion,
Yet curse me in a single breath;
Once they fall under my spell
There is no escape.

Women, powerless against me
Hate me bitterly,
Though I am also kind
Despite my cruelty,
And have given much
To all mankind.

To those who sail
I bring adventure in many lands,
To the homeless, a refuge,
I make the weak strong again
And build new faith in the despondent.

Men have sworn to cast me aside,
Yet they cannot;
Once caressed by my salt-spray
upon their lips,
I have but to call,
And they return.

Those who sink beneath the waves
I welcome too, with open arms,
Long shall they sleep
With seaweed in their hair,
Knowing contentment—
That only I can assure.

My force is frightening,
I can destroy what I wish
And man shall never conquer me.

I am a mystery of creation,
The sea, eternal,
I gather men's souls,
Forevermore.

SWEETWATER (Metro), Jan. 4— Chairman, H. Fruge; Secretary, J. Nutter. Inquiry as to payoff every two trips. \$18.25 in fund. TV to be installed.

JOHN B. KULUKUNDIS (Marita), Nov. 3— Chairman, J. Sullivan; Secretary, W. Thompson. One man missed ship. Repair list to be given to captain as soon as completed. Request repair work.

YAKA (Waterman), Chairman, S. Joseph; Secretary, R. Becker. Repairs to be completed. Request current issues of LOG. \$14.55 in fund.

STEEL SURVEYOR (Isthmian), Chairman, E. Willisch; Secretary, F. Shea. One man sent to hospital. Some disputed overtime. New treasurer elected.

CAMP NAMANU (USPC), Jan. 2—

Digest Of SIU Ship Meetings

Chairman, W. Goff; Secretary, R. Mitchell. Crew discussed money draws and decided to accept Dutch West Indian Currency. Discussion delayed sailing time and no shore leave in Venezuela.

HAROLD T. ANDREWS (New England), Jan. 4— Chairman, J. Moynihan; Secretary, R. Archer. One man left behind due to injuries. Discussion on men being turned in for missing shifting of vessel.
Jan. 19—Chairman, A. Moynihan; Secretary, J. Davis. One man left in hospital in France and another in Bermuda.

SEA COMET II (Ocean Carr.), Dec. 26— Chairman, F. O'Neill; Secretary, J. Ross. Fund lost during last pay off sum of \$10.85.
Jan. 13—Chairman, O'Neill; Secretary, J. Smith. Repair list to be complete and turned in. No fund, lost during previous voyage.

ALCOA ROAMER (Alcoa), Jan. 16— Chairman, P. Calebaugh; Secretary, R. Kienast. One man missed ship. No money in fund. Ships delegate to see captain, about unemployment slips when crew is layed off.

SEATRAN GEORGIA (Seatrains), Jan. 20— Chairman, S. Charles; Secre-

tary, R. Lambert. \$16.98 in fund. Enter in LOG an item thanking the Seatrains Lines for their efforts in having their ships in port for Christmas in order that the men could be with their families during that day.

FLORIDA STATE (Pence Cement), Dec. 16— Chairman, J. Olanos; Secretary, G. Starly. One man missed ship. \$17.60 in fund. New delegate elected. Suggest than men refrain from wearing underwear in messroom and recreation room.
Jan. 20—Chairman, D. Wagner; Secretary, G. Turner. \$14.20 in fund. One man hospitalized in Fort Lauderdale. New delegate elected.

OCEAN EVA (Ocean Transport), Dec. 4— Chairman, A. Capote; Secretary, H. Emmett. \$10.45 in fund. New delegate elected. Suggest to keep washing machines and sinks clean.

NATIONAL LIBERTY (Nat. Ship), Jan. 5— Chairman, J. Seane; Secretary, F. Bruggner. Ship's fund \$7.15. Few hours disputed OT. Report accepted. Ship to be kept clean. Possible penalties for violators.

SHINNECOCK BAY (Tankship), Jan. 7— Chairman, C. Terry; Secretary, J. Hodges. Repair list to be made up. Reports accepted. All necessary repairs to be made before signing on. Washing machine to be repaired.

DEL MAR (Miss.), Jan. 8— Chairman, J. Tucker; Secretary, C. Dowling. Glasses to be returned after using. Vote of thanks to stew. dept. for fine holiday meals. Ship's fund \$376. Collected \$58 for movie and ship's fund. Some disputed OT to be settled in NO. Two men signed on to replace men getting off in St. Thomas. Report accepted. Movie projector to be fixed. To spend \$215 for movies for next voyage. Request better brand of coffee, preferably Morning Joy. Get sufficient supply of each brand of cigarettes next trip.

PACIFIC OCEAN (World Carriers), Jan. 1— Chairman, W. Compton; Secretary, C. Cornelius. Captain to make out list of OT to check with each individual. No one to pay off until squared away. Ship's fund \$5. One man left in Germany due to illness. Few hours disputed. Need better brand of soap powder. Vote of thanks to stew. dept. for fine Xmas and New Year's dinner. Vote of thanks to baker for Christmas decorations.

WARRIOR (Waterman), Nov. 11— Chairman, S. Mazur; Secretary, M. Elliott. New reporter elected. Cups to be returned to pantry. Discussion on flushometer valves on toilets; condition of water tanks. If not improved, specimen will be turned over to Board of Health. Vote of thanks to steward department for job well done.

BEATRICE (Bull), Dec. 18— Chairman, P. Dunpay; Secretary, J. Rowan. Wiper paid off in PR. Ship's fund \$8.75. Report accepted. New delegate elected. Coffee cups and spoons missing.

Sea Unions, Meany Meet On Coal Beef

(Continued from page 2)

aced the session by stating that he had no authority to direct any of the parties or organizations to take a specific action. He said in effect that he would like each of the unions involved to present their views, following which he would make some suggestions with a view to possible resolving of the dispute.

Each of the unions then presented their side. President Meany then said that he had two recommendations that might resolve the issue: (1) That the NMU should support the MM&P and the MEBA, and (2) That the SIU should then withdraw its complaint against the American Coal Company and honor the NMU contract with the company.

The SIU pointed out that it had not made any complaint to President Meany's office. The SIU stressed that in its opinion it had a legitimate grievance, that it had a sound legal and trade union position with respect to the manner in which the American Coal contract evolved, but that notwithstanding these facts it would be willing to come to an agreement as suggested by President Meany in the interest of the Federation. The SIU also pointed out that it felt that President Meany's suggestion that it withdraw its complaint was a difficult and complicated one but that it would be willing to comply with the recommendations made by President Meany. In the light of its willingness to comply with President Meany's proposals, the SIU said that it would then expect the NMU to honor and support the lines of the MM&P and MEBA against American Coal, as suggested by President Meany.

The NMU's position with respect to President Meany's proposals was that it would not respect the AFL-CIO unions' picketlines until the Bull Line had been struck. In effect, the NMU said that Bull Line, because of its financial involvements was part of American Coal. Therefore, why should there be just a partial strike against these interests.

The SIU noted that today's meeting was the first time that Bull Line had been made an issue in connection with this dispute. Several of the participating unions pointed out that a consideration of the nature proposed by Curran could only lead to many complexities, because there are many other corporations that also have financial involvements with American Coal, for example, a number of railroads, mining companies, collier operators and other steamship companies.

Curran's actions show clearly for the second time within a few months that he prefers to work with organizations outside the merged Federation to the detriment of AFL-CIO unions. Curran hollers about "unity," but when a situation arises he does everything in his power to prevent and foul up unity. His record in the longshore beef between the IBL of the AFL-CIO and the ILA, and in the American Coal beef proves his irresponsibility and unreliability from a trade union standpoint.

It was the understanding of the SIU representatives, as well as that of several other participating unions, that Curran's insistence on the meeting stemmed from his desire to discuss the effects of the so-called "attack on the hiring hall," as the NMU has described the dispute. If the NMU position had been consistent and honest, then the issue would have been settled at this point in the meeting, simply by the NMU adopting President Meany's recommendations for resolving the dispute.

But obviously, from the seeing, inconsistent position taken by Curran he had been lying about the hiring hall in relation to the dispute to solidify his conspiracy with the company union which, with him, had been handed contracts with American Coal.

It was clear too, that the NMU's phony injection of the Bull Line into the dispute was a device to divert the issue and to establish a subsidiary issue on which it would be impossible to reach an agreement, as proposed by President Meany, and consequently the meeting came to an end without the dispute being resolved.

Fraternally submitted,
PAUL HALL, President
MORRIS WEISBERGER,
Vice-President
MATHEW (Duke) DUSHANE,
Washington Representative
SEAFARERS INTERNATIONAL
UNION OF NORTH
AMERICA, AFL-CIO

SCHEDULE OF SIU MEETINGS

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

March 6
March 20
April 3
April 17
May 1

NMU Rejects Meany Plan

(Continued from page 2)

Seafarers from its vessels. It came after a request from the National Labor Relations Board which declared that the company's contract with the NMU was illegal because it was signed before American Coal had any ships or crews for NMU to represent.

Make Bargaining A Mockery
If American Coal was permitted to operate under this illegal contract, the Labor Board argued, then the NMU could become entrenched in the company, making a mockery out of any collective bargaining certification procedures.

The Board agreed that should the NMU establish it had the right to represent the company's employees, then it could sign a standard contract with the hiring hall and all its other clauses. The same, of course, would apply to the SIU in the event it should establish it had legal status as collective bargaining agent for these ships.

At the time the restraining order was issued, the company had succeeded, after many months, in getting four ships into operation. Two others are still tied up in Savannah as well as the one in Brooklyn. In Savannah, the company is also seeking injunctions against the SIU and against the officers' unions. All three organizations are picketing in behalf of their respective beefs against American Coal.

PERSONALS AND NOTICES

Jerry King
Your wife, Barbara, is very anxious for you to contact her at the Broadlawn Manor Nursing Home, Amityville, LI, NY.

Edward Zebrowski
Your mother in Cleveland wishes to hear from you.

James Ackerman
Please get in touch with your mother at 8-E Hempstead Sq., Charleston, SC.

A travel wages and subsistence check for William H. Thompson, SS Harold T. Andrews, has been returned to Overseas Navigation. An overtime check for Finn Durkee, SS Shinnecock Bay, has been returned to the Veritas CC Co.

The following crewmembers of the Bradford Island have salvage money coming to them for salvage of TB Radar. They are urged to contact or send their address to Eli Ellis of Hill, Betts and Nash, 26 Broadway, New York 4, NY. The men are Reginald Butler, Daniel Clapp, James Curran, Harry Dedolchow, Ignatius Gomes, Salvatore Guiffre, John Holt, Wayne Ogle, Eugene Raszko, Gote Berggren.

Martin J. Lynch
Your mother in anxious to hear from you. Contact her at 28 George Ave., Hicksville, LI, NY.

Louis G. Seel
Get in touch with your son, Pvt. George Seel, Co. B, 1st Training Rgt., Fort Dix, NJ.

Dicken, 4-8 Oller Sanders, Wiper ex-SS Hastings

The above brothers who paid off in San Francisco on January 18 are urged to get in touch with Paul "Art" Arthofer c/o SS Bradford Island, 1419 Ryan Street, Lake Charles, La. He has money for them.

F. T. Costello
Headquarters is forwarding item from Pete Drevas to address you gave.

J. B. King Jr.
Contact Mrs. Edna Miller, 633 Esplanade St., New Orleans, La. She has some important mail for you.

Harry St. Clair Armstrong
Get in touch with your mother, Mrs. E. L. Fleming, PO Box 58, Holloway, Ohio.

John W. McCauley
Contact your wife Suzanne at 120 Welborn Circle, Easley, SC.

Arthur H. Blanchette
Contact your wife as soon as possible. Urgent.

Harold J. Moore
Get in touch with your sister, Mrs. T. R. Gibson, 610 Summit Ave., Apt. 208, St. Paul 2, Minn.

Rene Audy
Contact your mother at 1708 Beaudry St., Montreal, Quebec, Canada.

DIRECTORY OF SIU BRANCHES

SIU, A&G District		WILMINGTON, Calif.		PORT COLBORNE	
BALTIMORE	1216 E. Baltimore St. Earl Sheppard, Agent Eastern 7-4900	505 Marine Ave. Reed Humphries, Agent Terminal 4-2874	103 Durham St. Ontario Phone: 5591	TORONTO, Ontario	272 King St. E. Empire 4-5719
BOSTON	276 State St. James Sheehan, Agent Richmond 2-0140	HEADQUARTERS	617 1/2 Cormorant St. Victoria, BC. Empire 4531	VANCOUVER, BC	298 Main St. Pacific 3468
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MORGAN CITY	912 Front St. Tom Gould, Agent Phone 2156	SUP		ALPENA	1215 N. Second Ave. Phone: 713-J
NEW ORLEANS	523 Bienville St. Lindsey Williams, Agent Tulane 8626	HONOLULU	16 Merchant St. Phone 5-8777	BUFFALO, NY	180 Main St. Phone: Cleveland 7391
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SAN FRANCISCO	450 Harrison St. Marty Breithoff, Agent Douglas 2-5475	WILMINGTON	505 Marine Ave. Terminal 4-3131		
SAVANNAH	2 Abercorn St. E. B. McAuley, Agent Adams 3-1728	NEW YORK	675 4th Ave., Brooklyn HYacinth 9-6165		
SEATTLE	2505 1st Ave. Jeff Gillette, Agent Elliott 4334	Canadian District			
TAMPA	1809-1811 N. Franklin St. Tom Banning, Agent Phone 2-1323	HALIFAX, N.S.	128 1/2 Hollis St. Phone 3-8911		
		MONTREAL	634 St. James St. West PLateau 8161		
		FORT WILLIAM	130 Simpson St. Ontario Phone: 3-3221		

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

Tramp Fleet Doom Near As Transfers Whittle Away Ships

WASHINGTON—If current transfer plans are put into effect, the US dry-cargo tramp fleet will be all but wiped out. Examination of the transfer figures shows that the tramp-

ing end of the business will be reduced to a handful of ships. Discussions of Government aid to tramp shipping have been going on for some years now but aside from the introduction of legislation to that effect, nothing concrete has been done. If this session of Congress does act on the tramp ship problem, it will be after most of the ships have fled to the Liberian flag or other runaway registries.

Foreign Super-Tramps

Meanwhile, foreign operators are building "super-tramps" which can carry between 12,000 to 20,000 tons as compared to the 10,000 tons handled by a Liberty. Already, there are about 140 vessels in service in that category and considerably more tonnage will be built in the next five years. Two thirds of this "super-tramp" fleet was built last year and the average age of these vessels is 3½ years compared to the 13 years or more for Liberties.

A 14-knot 13,500-ton tramp motorship uses about the same amount of fuel as the 10-knot Liberty, but in one year can carry nearly twice as much cargo because of greater speed and size.

Most of these "super-tramps" are under the Liberian and Panamanian flags with Norway, Germany, Italy and Greece also represented in this trade.

As of the beginning of February the Maritime Administration and tramp operators had put into effect deals under which 21 new

tankers were being built for the US flag and four others enlarged, in return for transfer of 39 T-2 tankers, 20 Liberty ships, three Victories and one other vessel.

Approval had been granted earlier for the transfer of 57 more T-2 tankers, 50 more Liberties, four Victories and three tankers still under construction in return for the building of 55 new ships and enlarging of 11 others. All but two would be tankers.

The balance sheet shows a potential loss of 70 Liberties and seven Victories in the dry cargo section. This is the overwhelming bulk of the existing tramp fleet, already decimated by another 100 transfers three years ago.

In the past week alone, further approvals were given for transfers of half a dozen additional ships.

Before the 1956 mass transfer program began, the US had a tramp fleet which was figured at something less than 100 vessels.

Tankers Going, Too

In addition, of course, the transfer program involves a huge number of T-2s, 96 in all. At present market prices, the T-2s are worth about three million each under Liberian registry, and about two-thirds of that under US registry. The transfers then, represent a subsidy of around \$100 million to the tanker owners involved.

In return for all this, the US tanker fleet will be considerably modernized by the addition of 76 new tankers, at a loss of approximately 175 vessels. Of course, there is no guarantee that the new tankers will not follow the old ones to a foreign flag if the situation warrants.

Launch New Supertanker For Carras

BALTIMORE—A 25,000-deadweight ton oil tanker, the Adoration, was launched for John M. Carras Inc., an SIU-contracted company, at the Bethlehem-Sparrows Point Shipyard here. The Adoration, built under the trade-out-and-build program, will sail under the American flag.

Things were fairly busy in port on the shipping end, considering the longshore strike. Paying off were the Hurricane (Waterman); Jean, Mae, Evelyn, Emilia (Bull); Calmar, Bethcoaster, Alamar, Massmar (Calmar); Cubore, Chilo, Venore, Feltore, Santore, Marore (Ore) and Alcoa Planter. The Cubore, Chilo, Santore, Marore (Ore); Alcoa Planter and the Alcoa Planter, all signed on.

The membership was cautioned not to permit outsiders to come into the Union Hall as some were not respecting Union property. Port Agent Earl Sheppard emphasized that the facilities of the Hall are for the membership and that Seafarers should limit foul balls who seek admission.

Shipping Round-Up & Forecast

February 6 Through February 19

Port	Registered						Total A	Total B	Total Res.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	4	2	1	3	3	2	8	7	15
New York	68	13	61	16	59	9	188	38	226
Philadelphia	23	4	19	7	5	2	47	13	60
Baltimore	63	20	44	16	38	17	145	53	198
Norfolk	14	8	12	8	8	8	34	24	58
Savannah	14	2	12	1	6	0	32	3	35
Tampa	7	3	4	2	7	0	18	5	23
Mobile	24	4	18	9	18	4	60	17	77
New Orleans	55	7	29	27	33	9	117	43	160
Lake Charles	20	12	19	10	6	3	45	25	70
Houston	19	15	16	10	8	6	43	31	74
Wilmington	13	2	9	9	8	5	30	16	46
San Francisco	27	17	32	17	15	5	74	39	113
Seattle	24	15	10	6	13	5	47	26	73
Total	375	124	286	141	227	75	888	340	1228

Port	Shipped									Total A	Total B	Total C	Total Ship.
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C	Stew. A	Stew. B	Stew. C				
Boston	7	2	0	1	3	0	1	2	1	9	7	1	17
New York	75	14	1	48	15	3	49	4	3	172	33	7	212
Philadelphia	13	2	0	12	4	0	8	3	1	33	9	1	43
Baltimore	27	5	7	14	9	12	19	8	6	60	22	25	107
Norfolk	9	4	1	6	3	5	3	4	5	18	11	11	40
Savannah	10	4	1	9	0	2	7	1	4	26	5	7	38
Tampa	0	0	1	1	2	0	0	0	0	1	2	1	4
Mobile	24	8	1	25	8	5	23	3	2	72	19	8	99
New Orleans	41	15	2	30	16	8	39	12	5	110	43	15	168
Lake Charles	12	3	0	11	10	4	4	6	4	27	19	8	54
Houston	18	6	1	15	9	11	10	5	2	43	20	14	77
Wilmington	12	0	0	3	5	4	4	0	3	19	5	7	31
San Francisco	15	13	12	17	11	5	10	3	10	42	27	27	96
Seattle	23	11	6	8	13	8	14	8	10	45	32	24	101
Total	286	87	33	200	108	67	191	59	56	677	254	156	1087

Despite the dock strike in North Atlantic ports, SIU shipping last period was a fraction better than two weeks ago, as 1,087 men were dispatched to jobs. Registration also rose slightly, to a total of 1,228, a little higher than two weeks ago.

As expected, Boston, New York, Philadelphia and Baltimore all declined, since they were among the key ports affected by the longshore walkout. Norfolk remained the same as before: just fair.

On the opposite side were Savannah, Mobile, New Orleans, Wilmington and Seattle, which all showed increases. Tampa and Houston declined, however, the only southern or Gulf ports to do so. Both apparently missed the coastwise ships idled by the ten-day dock strike. Lake Charles and San Francisco showed no change. Shipping in both was in good shape.

Run Neck And Neck

Registration and shipping ran neck and neck in the steward department and were farthest apart on deck jobs. The largest proportion of the total shipping was still in the deck department, however.

The unexpected, though very slight, rise in total jobs shipped this period was unusual, although it was apparent that ship diversions to the non-striking ports would help cut down the job loss in the strike-bound ports.

Class A men accounted for 62 percent of the jobs, class B for 24 percent and class C for the rest.

The following is the forecast port by port:

Boston: Slow . . . New York: Good . . . Philadelphia: Fair . . . Baltimore: Good . . . Norfolk: Fair . . . Savannah: Good . . . Tampa: Fair . . . Mobile: Fair . . . New Orleans: Good . . . Lake Charles: Good . . . Houston: Good . . . Wilmington: Fair . . . San Francisco: Good . . . Seattle: Good.

Bill Would Up Surplus Sales To \$4 Billions

WASHINGTON—Another \$1 billion in agricultural surplus cargo would move overseas under the terms of a bill submitted by Senator Allen Ellender (Dem.-La.), chairman of the Senate Agriculture Committee.

Seafarer At Heart



Catching up on developments, Seafarer James Kelly is shown as he dropped into SIU headquarters during leave from active duty with Navy. Kelly, a lieutenant jg in the Naval Reserve, also served with the Navy during World War II. He started sailing as an AB with the SUP in 1939.

Specifically, the bill would tack on a billion to the \$3 billion already authorized and also extend the law for another year until June 30, 1958.

Agricultural surplus disposal, particularly in sale of wheat, rice, cotton and other bulk cargo, has been one of the major props supporting current shipping prosperity and jobs for US seamen. Like other Government-financed cargoes, agricultural surplus is transported under the terms of the "50-50" law, which provides that 50 percent of such cargo be carried on US-flag ships.

Increased Famine Relief

In addition to adding to funds for this purpose, the Ellender bill would increase famine relief expenditures from \$500 million to \$800 million.

Possibly more significant is a portion of the bill which would remove restrictions on transfer of such agricultural commodities to unfriendly nations. Such a clause would permit direct or indirect sale of food surplus to countries like Poland, which are anxious for supplies but up until now have been barred from obtaining them.

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