

# RENEW UNION WAR ON 'WRECK' LAWS

## *Court Upholds RR Union Shop*

Story On Page 3

**Four Died.** Bow of the SS Howard Olson floats aimlessly after ship was cut in two by Marine Leopard off Point Sur, Calif. Four of steamschooner crew were lost. Inset shows survivors, members of SIUNA affiliates, after rescue. SIU-A&G-manned John B. Waterman participated in rescue operations. (Story on Page 3.)



# Ex-Gov't Officials In Runaway Ship Deal

Three former top US Government officials have combined to set up a major tanker company which will operate at least seven or more brand new supertankers under the tax-evading runaway flag of Liberia.

The latest to desert the US and swear allegiance to the "flag of the dollar" are: Roger Kyes, former Deputy Secretary of Defense (the second ranking officer of the giant US Defense establishment) and currently vice-president of General Motors Corp.; Robert B. Anderson, former Secretary of the Navy who succeeded Kyes as Deputy Secretary of Defense and just recently resigned; and Lee White, former Assistant Secretary of the Air Force.

The Liberian flag has become notorious as a haven for low wage shipping operators who also seek deliberately to evade any tax obligations to Uncle Sam. The great majority of Liberian flag vessels are owned by US citizens and the ships run regularly into US ports. They compete directly with American flag ships which pay wages and taxes at the US level and live up to manning scales and safety requirements. The three ex-officials are thereby choosing to exploit a tax loophole to escape supporting the Government in which they held high office.

The new corporation, known as Trinity Tankers, has undertaken an ambitious tanker-construction program involving an immediate commitment of \$42 million, with more to come. Some of the circumstances surrounding the deal have a hint of unusual "business" dealing, especially inasmuch as all three men as Government officials were in the position of being the world's biggest customer for oil. The "Gov't-Alumni" company already has charters from an unnamed major American oil company for the tankers it has yet to build.

The company has placed an initial order in Sweden for six giant 40,500-ton supertankers to be constructed at a cost of \$7 million each. Another 20,000-ton tanker under



construction in Japan has been purchased by Trinity. Options for construction of four more super-giants are available at the Swedish yard, and the trio reports it is negotiating to build additional tankers in Germany.

The full scope of the new company's operations indicate it is capable of investing \$100 million or so in ships. Nevertheless it has not found it necessary to sell stocks or bonds to the public, implying that the huge financial undertaking has the backing of a powerful domestic corporation—quite possibly the unnamed oil company which gave Trinity the charters. A similar situation broke as a major scandal a few years back and involved former Government officials.

Ironically, it has been fashionable in recent years for

the Defense Department to warn solemnly of the need for building new American ships and keeping US shipyards in production. For example, the SEAFARERS LOG reported on May 27, 1955, that Navy Secretary Charles S. Thomas warned the US is a "have-not" nation... it is a fundamental truth that the US cannot get along without merchant vessels. Without our own ships we cannot be assured of obtaining the necessary raw materials we need."

This was just one month after Thomas moved up to succeed Anderson as Navy Secretary with Anderson going into the Deputy Defense post. It is presumed that Thomas and Anderson, as close associates, saw eye-to-eye on this problem.

The mushroom growth of Liberian-flag operations is attracting attention from many quarters. In a recent New York speech, an international lawyer, John Cardinale, outlined the attractions of Liberian registry as a "profits sanctuary" for US business.

The principal aim of a "sanctuary corporation," he said, is to avoid US taxes. He pointed out that a corporation organized abroad is beyond the reach of US tax laws even though all stock is owned by a US citizen or citizens.

Other business groups are taking a less rosy look at the picture, realizing that the runaway registrations give shipowners an unfair competitive edge. The International Chamber of Shipping is currently conducting a survey of "flags of convenience." The survey reports thus far confirm the suspicion that Panama, Liberia and Honduras are allowing themselves to be used as international registry offices. The companies registered there have no obligation either to the country of their origin or the runaway flag they fly.

The current activities of Messrs. Kyes, White and Anderson would make interesting reading if the Chamber could see fit to include their company in its survey.



Smiling happily after her recovery from a recent bout with pneumonia, Evelyn Fumero, 3, daughter of Seafarer Ignace Fumero, AB, is shown at New York home with mother. Bills for hospitalization were covered by SIU Welfare Plan dependents' benefits.

## Union, Operators Work Up Details For Standard Ship Safety Program

With a solid cross-section of crew opinion at hand, Union and company representatives are now getting down to details in mapping a joint safety program to be instituted on all SIU-contracted ships. The program aims at establishing standardized safety procedures on all SIU ships and methods to improve shipboard safety and reduce accidents.

To kick off the program the Union sent out safety questionnaires to all SIU ships in January. Seafarers were asked to hold safety meetings in the three departments and submit their findings to headquarters. A large percentage of ships have responded under the program with the result that the Union and shipowners are now in a position to pinpoint areas of shipboard operation in greatest need of attention.

Special significance is attached to the fact that very few crews expressed satisfaction with existing shipboard safety practices. The overwhelming majority of crew meetings brought forth suggestions for improvement that would be of benefit to both the operator and the crews.

For example there was an almost

universal demand for such items as better gangways, non-skid paint on decks and mats in critical areas such as showers, at ladder heads, icebox sills and the like, fixed ladders for upper bunks, emergency foc'sle exits and luminous or white paint on padeyes or other deck obstructions. Better safety gear was sought for such operations as chipping or for working in enclosed spaces.

In sending in their views, the crews emphasized the need for regular safety meetings and repeated instruction on use of fire-fighting and safety equipment.

### Company Programs Vary

Present practices on this score vary widely from company to company. Waterman Steamship is one of the companies which has placed emphasis on shipboard safety meetings, distribution of safety pamphlets on specific phases of shipboard work and statistics and information on shipboard accidents.

A typical Waterman shipboard meeting was one held on the Arizpa on May 2. The Waterman ships have a shipboard safety committee consisting of the skipper, licensed officers, the bosun, steward and electrician. At the May 2 meeting committee members got two safety reports from the shore-side safety office on good housekeeping and navigation practices. Then the group heard from the ship's inspection committee on housekeeping practices aboard and discussed handling of a fire in the galley stove vent.

Several recommendations were made at the meeting which were put into force. The vent was made more accessible for cleaning and the steam smothering line valve was relocated so it could be turned on. The fire brought out that several crewmembers were unfamiliar with various types of extinguishers. An actual demonstration of the extinguishers on board was planned for the next fire and boat drill. Delta Line ships also hold regu-

lar safety meetings. Here too, there is a safety committee consisting of ship's officers, the bosun, chief steward and ship's delegate. For example at the April 13 Del Norte meeting, repairs brought up at a previous session were reviewed and it was found most of them had been made, such as renewing air hose fittings and altering the forepeak hatch cover.

The committee discussed an incidence of diarrhea at the last voyage and concluded that fresh vegetables bought in South America should be washed and treated in a solution recommended by the

(Continued on page 15)

## Next SIU Meeting May 31

Inasmuch as the next regular SIU meeting date falls on Memorial Day, a national holiday, the regular bi-weekly SIU membership meetings in all ports will be held on Thursday, May 31 at 7 PM.

## SEAFARERS LOG

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## Hosp.-Surgery Plan Aids 500 Families In 1st Year

Well over \$80,000 in cash benefits has been paid to Seafarers to meet hospital and surgical expenses of their wives and children in the first year of the SIU's family benefit program. While final figures for the year are not yet in, the benefit has already helped protect more than 500 Seafarers from the impact of heavy medical expenses.

The family benefit was begun on June 1 last year and provides coverage for hospital room and board fees, hospital extra charges, doctor's visits to the hospital and surgical fees according to an established schedule. The benefits schedule is based on average costs in major port cities and is more liberal than most existing hospital benefit plans.

In the month of April alone, the plan paid \$12,649.50 in claims to 76 Seafarers whose wives or children had to be hospitalized for a variety of reasons. Not included

in these figures are the thousands paid out each month under the \$200 maternity benefit program, which is handled as a separate benefit item.

### No Cost To Seafarers

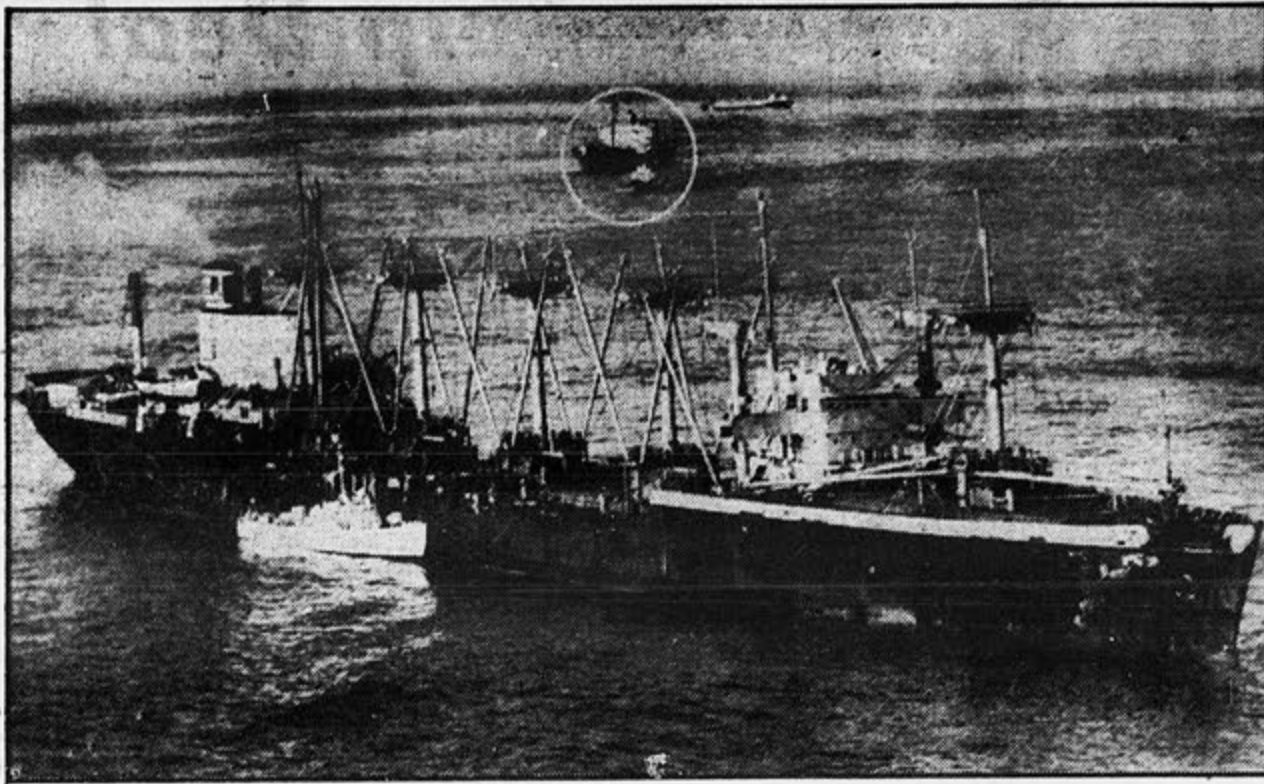
All the welfare protection provided by the Seafarers Welfare Plan is financed by shipowner contributions which have been negotiated by the SIU. The Seafarer does not have to contribute to the Plan.

The schedule of benefits under the family program provides \$10 a day for 31 days in the hospital plus an additional \$100 allowance for extra hospital costs. The Seafarer

pays the first \$50 of the hospital bill with the Plan picking up the remainder of the tab up to the stated limits.

Surgical costs covered by the plan range up to \$300 for certain types of surgery, while doctor's visits to the hospital are covered at the rate of \$4 for each daily visit up to the 31 day maximum.

Through the first 12 months the average benefit paid has held around the \$160 mark, although there have been a number of larger bills paid including six over the \$500 level. The biggest single benefit paid thus far has been \$660.



First ship on the scene after the collision between the lumber schooner Howard Olson (not shown) and the freighter Marine Leopard (in foreground), the SIU-manned John B. Waterman (circled, top) picked up one survivor and one of the four dead from the Olson, which split in two and later sank. The Marine Leopard damaged her bow in the mishap off Point Sur, Calif., about 110 miles south of San Francisco.

## Four Dead As Collision Sinks WC Steamschooner

SAN FRANCISCO—Four seamen were killed when the Luckenbach freighter Marine Leopard split the SIU of NA-manned lumber schooner Howard Olson in two off Point Sur, California. The collision took place early in the morning of May 14 under mystifying circumstances with all witnesses agreeing that weather and visibility conditions were excellent.

The stern section of the Olson quickly went under after she broke in half. The SIU-manned John B. Waterman picked up one survivor and one of the four dead, while the Marine Leopard's boats rescued the remainder of the 29-man Olson crew and two other bodies. One man is missing and presumed lost. The Leopard suffered some bow damage but no one was injured aboard her. The Olson carried an SUP, MCS and MFOWW crew.

**Busy Shipping Lane**  
The scene of the accident, about 80 miles south of Monterey, is a busy shipping line in the Pacific Coast trade. Both ships were equipped with radar and both crews agreed that the vessels were visible to lookouts for a good half-hour before they came together. Many of the Olson's crewmembers were fortunate to survive because the stern section with the crew's quarters on it sank in three minutes and most men did not have time to get lifejackets. Oil from the Olson's fuel tanks also complicated the rescue operation as did the early morning darkness.

Bodies recovered in rescue were Richard McHugh, first assistant engineer; Frank H. Krohn, second assistant engineer and Andrew F. Scheib, third mate. Missing and presumed lost is Cyrus Kalen, steward, an MCS-SIU member.

Fourteen members of the Olson crew were treated for shock, exposure and the after-effects of swallowing fuel oil.

## Crew Awarded \$54,000

LOS ANGELES—Almost \$54,000 in back wage claims has been won by the SIU of NA for crewmembers of the ill-fated Mazatlan. The former Alaska Steamship Company vessel made one unsuccessful cruise to Mexico before her owners went bankrupt.

The settlement amounted to \$53,838.17 for 93 officers and men. The unlicensed crew had been supplied by the SIU Canadian District,

## LOG Award Open To All Seafarers

Stories, photographs and drawings from Seafarers now appearing in the SEAFARERS LOG are qualifying them for the second annual SEAFARERS LOG award. Every membership-produced item in the Union newspaper during 1956 is automatically eligible.

The LOG awards are in recognition of the major role played by Seafarers in making their Union newspaper one of the country's outstanding trade union publications. The awards consist of an engraved key (see illustration) and are given in four categories — stories and letters, photographs, poetry and drawings. The first awards given for 1955 went to ten Seafarers.

### Judging Next Year

At the end of 1956 a panel of judges will go through the contents of the LOG and pick the winners. Items offering constructive proposals, having literary merit or reader appeal based on maritime experience will be considered in the stories-letters and poetry categories. Photography entrants will be judged on their relevance to Seafarers' work and recreation or other material having strong interest for LOG readers. Drawings will be judged on the basis of originality, quality and relation of



subject matter to maritime experience.

In addition, the awards program provides for special situations, such as last year when an additional citation was issued for ship's reporting.

There were ten awards in all in 1955. The three poetry winners were Joseph Michael Connelly, John Wunderlich and Mrs. E. A. King, mother of a Seafarer. Jack "Aussie" Shrimpton, Peter Prevas and Thurston Lewis won in the stories and letters category. Photo awards went to Robert Black, Oscar Raynor and Sal Terracina. Luis Ramirez won in the ship's reporting category.

The LOG, aided by varied material contributed by Seafarers, has won many awards in past years, in competition with other AFL Union publications. It won the top prize for newspaper "editorial excellence" in 1955.

# Renew Union War Against 'Wreck' Laws

WASHINGTON—Organized labor scored its first major success against "right to work" laws when the US Supreme Court ruled unanimously this week that they cannot be applied to railroad workers. The decision protects several hundred thousand union railwaymen from the impact of the anti-union legislation in 18 states and will rally sentiment for repeal of the laws.

The court's decision made it clear that nullification of "right to work" applies only to workers covered by the Railway Labor Act which applies to domestic railroads, airlines and railroad-operated harbor craft. It has no effect on workers who come under the jurisdiction of the Taft-Hartley law, such as members of the SIU. Nevertheless, the court's decision represents a distinct setback for the big business front groups which have succeeded in getting such legislation passed in 18 states.

### Differs From T-H Law

The difference between the Railway Labor Act and the Taft-Hartley Act on the question of union shops is an important one. The Railway Act specifically provides that states cannot ban union shop agreements in the railway industry. The Taft-Hartley Act sponsors deliberately gave every state permission to outlaw the union shop.

As a result of this Taft-Hartley

provision 18 states, mostly in the South, have passed laws making it illegal for unions and employers to require that everybody working under a union contract join the union. At the same time the union is usually compelled to bargain for its non-union members, assuring them the representation and protection of unionism without them supporting the union.

The SIU and Seafarers have been active in many areas in labor's fight on these laws. In Louisiana and in other Gulf states Seafarers have campaigned vigorously for legislators committed to repeal of these laws. Prospects for repeal in Louisiana are considered good. In other states, such as Washington, Seafarers are participating in a battle against efforts to place "right to work" legislation on the ballot.

In addition, the SEAFARERS LOG has distributed many thousands of copies of the back page of the January 6 issue, entitled "The 'Right to Work' Fraud." The article has been in particular demand in areas where unions are battling this legislation.

### Nebraska RR Case

The Supreme Court case under the Railway Labor Act originated in Nebraska. Ostensibly it was an appeal by five Nebraska railroad workers against a Union Pacific contract, claiming that Nebraska's "right to work" law should apply. Actually the lengthy court procedure indicates that the cases were initiated and financed by Union Pacific itself.

States now having "right to work" laws are, in the South: Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama, Tennessee, Mississippi, Arkansas, Louisiana and Texas; in the Southwest: Utah, Nevada and Arizona; in the Middle West: North Dakota, South Dakota, Nebraska and Iowa. Attempts to promote legislation in such states as Missouri, Minnesota and Massachusetts have been defeated thus far.

## Maritime Day Fetes Industry

A week-long round of honors for US merchant seamen and the American shipping industry was due to end today, with the conclusion of World Trade Week celebrations in New York and other major US ports.

Last Tuesday, May 22, was marked as Maritime Day under a White House proclamation, with appropriate festivities and tooting of harbor whistles. A Presidential order called for all Federal Government buildings to fly the American flag and requested all US vessels to dress ship for the occasion.

### Honors SS Savannah

Maritime Day commemorates the departure of the SS Savannah from Savannah, Ga., on May 22, 1819, on the first successful transatlantic voyage under steam.

A feature of this year's observance honoring the merchant marine was the display of a special Maritime Day poster on all Post Office trucks throughout the country for a full week.

In New York, World Trade Week got underway Monday with Marine and Aviation Day of the Port of New York, Maritime Day on Tuesday, World Trade Day Wednesday, World Port Day yesterday and World Seafarers' Day today.

## CS Launches 2d New Tanker

The second of three Cities Service supertankers, the Cities Service Miami, was launched May 23 at the Sparrows Point shipyard in Baltimore. The first tanker to be launched, the Cities Service Baltimore, is now being equipped and is expected to crew up and go into service early in July.

A third tanker is on the ways. All three ships should be operating in the coastwise run by the end of the year.

The new vessels are 32,000 dead-weight ton capacity and feature individual rooms for crewmembers, forced draft ventilation of foc'sles and other modern features which should prove attractive to Seafarers.

SHIPPING ROUND-UP AND FORECAST

May 2 Through May 15

Table with columns for Registered and Shipped, listing ports like Boston, New York, Philadelphia, Baltimore, Norfolk, Savannah, Tampa, Mobile, New Orleans, Lake Charles, Houston, Wilmington, San Francisco, Seattle and various crew counts.

MMP Votes Full Unity With MTD

Full national affiliation with the Maritime Trades Department, AFL-CIO, has been voted by the convention of the Masters, Mates and Pilots Union, meeting in New York.

The 51st union convention re-elected Captain C. T. Atkins of New York Local 88 as national president and also re-elected John Bishop secretary treasurer.

The convention also voted to call a national constitutional convention within the next six to nine months.

Among the speakers to address the convention was Harry O'Reilly, Assistant Director of Organizing of the AFL-CIO.



Re-elected as president of the Masters, Mates, and Pilots, Capt. Tommy Atkins (rear) is shown wielding the gavel during a session at last week's MM&P convention in New York.

US Abided By '50-50' In 1955

WASHINGTON—Approximately 3 1/2 million tons of non-military foreign aid cargo moved on American ships under the "50-50" law during the year ending June 31, 1955.

The tonnage figure represents over 50 percent of the 6.4 million total tonnage of economic aid shipped during the year.

An even higher percentage of aid cargo was carried by US ships in the last six months of 1955. There were 2.1 million tons of non-military cargo in that six month period.

Military Aid Rising

The report showed a rising proportion of US participation in military aid shipments. Since the beginning of the Mutual Security Aid program, US ships carried 68 percent of all military aid.

Since the US privately-owned fleet carries somewhat less than one-quarter of all exports leaving the United States it is easy to see that "50-50" contributes heavily to the cargoes carried by US ships.

ROU Raps Bill For New Ship Radio Call Gadget

WASHINGTON—A bill pending in the House of Representatives calling for installation of automatic radio-telegraph call selectors in US cargo ships has met considerable opposition from both union and shipowner sources.

The purpose of the device is to service ships with less than two radio operators. It would make it possible for a shore station to get in touch with a ship at all hours by sending out the ship's call signal.

The Radio Officers Union, an affiliate of the Maritime Trades Department, is on record against the device as offering no advantages over the present automatic alarm systems.

As far as ROU is concerned the proposed installation "is one more piece of complex equipment aboard and another headache for the radio operator."

that the automatic call selector would be of little advantage in an emergency because a shore station would have to know the specific call numbers of all vessels that happened to be in the area.

Not Perfected

The ROU also felt that the equipment was not perfected as yet. One steamship company, Moore-McCormack, had installed some of the call selectors, but subsequently testified against their adoption.

As far as ROU is concerned the proposed installation "is one more piece of complex equipment aboard and another headache for the radio operator."

The springtime shipping boom of the past few weeks is continuing to hold steady, with SIU job activity during the last period rising to the highest point since September.

Ship breakouts to meet the current cargo boom and the "Blue Jay" military supply run to the Arctic all combined to boost shipping to new highs.

All told, six ports, especially New York and Mobile, showed gains. Two others, Philadelphia and San Francisco, held fast with good shipping, while Seattle also remained the same: slow.

Mobile Busy Again

The shipping increase was especially welcome in Mobile, which has been only mildly active for many months, and in New York, which has been climbing steadily.

On the opposite side of the ledger, Boston, Norfolk and Houston dipped somewhat, but Houston was still very good.

All departments, deck, engine and steward, showed shipping keeping ahead of registration, with the "spread" between the two most evident in the deck department.

However, due to the large number of class C men shipped, shipping for class A and class B men actually lagged behind registration in these groups.

Beach Getting Low

Class A shipping was still relatively low, at 53 percent of the total, with the beach in all ports apparently getting pretty well cleaned out of men in this top seniority group.

The record activity for class C was typified in Baltimore, which shipped 61 class C men out of a total of 226 shipped in all classes.

It is expected class C shipping will remain high while class A and class B men continue to have a wide choice of jobs and can wait out whatever ship or run they want while passing up the rest.

Job Forecast

The following is the forecast port by port: BOSTON: Quiet... NEW YORK: Busy; can use engine department ratings... PHILADELPHIA: Should be active... BALTIMORE: Very good... NORFOLK: Due for boom... SAVANNAH: Getting better; still low on registration...

TAMPA: Fair... MOBILE: Good... NEW ORLEANS: Good... LAKE CHARLES: Should stay busy... HOUSTON: Good... WILMINGTON: Fair... SAN FRANCISCO: Good... SEATTLE: Still slow.

Steady Rise Persists In SF Shipping

SAN FRANCISCO—Always playing surprises, shipping here failed to decline during the past two weeks as expected, but held on and came back a little bit stronger yet.

Port Agent Leon Johnson credits this happy "reversal" to three sign-ons and five in-transit vessels, all of which took their share of replacements.

The sign-on activity was supplied by the Fairland (Waterman) and Sea Comet II (Ocean Carriers), which paid off during the period, plus the Wideawake (Colonial).

In transit to the port were the Longview Victory (Victory Carriers), Marymar, Flomar (Calmar); John B. Waterman (Waterman) and Steel Vendor (Isthmian).

Minor And Major Mishaps The Flomar and John B. Waterman were involved in one minor and one major sea disaster, in that order, during the period.

Only In-Patients Get 30-Day Cards

Seafarers who have to enter a hospital from a ship are entitled to get a shipping card dated the day of entry to the hospital, up to 30 days, provided they report to a Union dispatcher within 48 hours of leaving the hospital.

Seafarers already registered at SIU halls who have to be hospitalized for over 30 days, can get a new card for 30 days only, from the dispatcher.

# Canadian SIU Wins Major Gains In 8-Day Strike

MONTREAL—In a solid show of militant trade unionism, the SIU Canadian District effectively tied up Great Lakes' shipping for eight days to win a major contract victory. As a result, the District picked up wage hikes of 16 to 19 percent for 5,000 unlicensed seamen

and officers of affiliated unions. The contract gains are retroactive to the beginning of the Lake's shipping season which got under way in early April.

The Canadian Seafarers hit the bricks on May 10 after seven Lakes' operators refused to discuss further the basic contract demands of the Canadian District Negotiating Committee. The strike action was aimed initially at two member companies of the Lakes Carriers' Association—N. M. Patterson and Sons, and the Upper Lakes and St. Lawrence Transportation Company.

As soon as the picketlines were established the remaining five companies of the Association attempted to weaken strike morale by locking out the Canadian Seafarers and officers. But the move had the reverse effect, and instead strengthened the determination of the District to fight the beef through to a successful conclusion.

### Solid Walkout

SIU Atlantic and Gulf District Secretary-Treasurer Paul Hall dispatched congratulations to SIU International Vice-President Hal Banks, assigned to the Canadian District, "on the tremendous victory against Lakes' shipowners."

"The firm and militant strike action in behalf of the Canadian Seafarers' welfare and security is another outstanding chapter in the history of SIU Canadian District accomplishments," Hall said.

"Your strike victory and its consequent gains for the membership were no surprise to our people here, who are well aware of their Canadian brothers' devotion and loyalty to sound trade unionism. The Canadian strike was conducted in the finest tradition of the SIU."

"Please convey to all hands in the Canadian District our warmest fraternal greetings and our assurance that we are proud to be associated with our Canadian brothers in the Brotherhood of the Sea," the A&G District message concluded.

Following the strike's successful end, Banks expressed the Canadian District's thanks in a telegram, which stated, in part:

"... Have been instructed by the membership to convey to membership and officials of A&G District our sincere appreciation. We will certainly reciprocate with everything we have if and when you call upon us for aid."

Earlier, the A&G District had advised the Canadian Seafarers of membership action to give traditional moral, financial and physical aid to the Canadian District beef.



Shown in hospital after being injured on SIU picketline against the SS Val Chem in 1953, Seafarer Jack "Aussie" Shrimpton last week was awarded damages in a suit against the company's port engineer. Shrimpton claimed the engineer ran him down with his car while trying to crash the picketline. The court said pickets are entitled to protection against recklessness by strikebreakers or others trying to enter a picketed establishment.

## Ruling On Seafarer Aids Picket Rights

Strikebreakers who have ideas of bulling through peaceful picket lines in cars or by other means may take pause as the result of a recent court decision involving a Seafarer. A New York municipal court jury has

held that Seafarer Jack "Aussie" Shrimpton, was entitled to monetary damages because of injuries suffered while picketing the SS Val Chem (Valentine) in Brooklyn.

The decision implies that peaceful union pickets have full right to protection from recklessness or retaliation by strikebreakers or other employer representatives seeking to enter a picketed establishment.

Shrimpton, along with other Seafarers, was taking part in organizational picketing of the Val Chem on July 30, 1953. The group of Seafarers was marching before the gate of the shipyard where the vessel was tied up when the company port engineer attempted to drive his car through the line. In the process Shrimpton was injured, suffering lacerations of the hand and forearm. He then sued the engineer for damages.

### Charge Recklessness

The SIU general counsel's office, which handled the case, charged gross recklessness on the engineer's part and failure to exercise proper care while attempting to pass the picket line. The defense claimed that the pickets voluntarily placed themselves in a dangerous location by parading in front of the shipyard gate.

Shrimpton was able to establish, through witnesses, that picketing had been peaceful before and

after the accident and that police were present at all times.

The effect of the court finding is that as long as picketing is orderly and within the law, no one can threaten the safety of pickets or attempt to retaliate. They are entitled to full protection against carelessness or recklessness by the employer, or his subordinates.

The Val Chem picketline was successful in winning an SIU contract from Valentine Tankers. The ship, a chemical carrier, is now manned by Seafarers and operates in the coastwise trade.



Locked out by five companies after calling strike against two other Canadian Great Lakes operators, SIU Canadian District last week won 16 percent monthly wage boost plus other gains for members. Above, Canadian Seafarer Gilles Deroisiers is shown picketing his ship, the ore carrier Norman P. Clement, in Toronto harbor.

## Bridges Makes Long-Expected Move Toward Alliance With ILA

A full-fledged partnership between the ousted International Longshoremen's Association and the forces of Harry Bridges emerged on the New York waterfront this week. A Bridges task force headed by Irving Velson and containing other agents closely identified with the Communist Party's water-

front section started distributing a special supplement of "The Dispatcher," Bridges newspaper, appealing to longshoremen to support ILA against the International Brotherhood of Longshoremen AFL-CIO. First distribution was made via mail to a list of ILA pier stewards turned over to Bridges by ILA.

The latest development confirms a documented report which appeared in the SEAFARERS LOG

on November 25, 1955. The LOG report told how a team of picked Bridges and waterfront section agents were at work sub-rosa on the New York docks with the full approval of the AFL-expelled ILA. Although this was denied by ILA President William Bradley who declared he would "kick out" anybody who did business with Bridges, the facts remain that Bradley himself has met with Bridges, the last occasion being two months ago, and Teddy Gleason, ILA General Organizer and the real power in ILA has publicly defended his dealings with Bridges.

### Fear New Election

It is believed two reasons have prompted Bridges and the ILA to bring this campaign into the open:

● Both ILA and Bridges are desperately fearful of an IBL election victory on the New York docks. With the failure of the much-advertised Teamster, "mutual aid pact" the ILA is now

counting on Bridges to pull its irons out of the fire.

● Bridges still has ambitions of establishing a union under his control on both coasts and is making his move now with full ILA support.

Velson, as an experienced New York waterfront operative, has a key role in the apparatus. Early last year he had been on the ILA's payroll working out of the ILA national office until exposed. Subsequently Bridges said he had been sent here to "keep an eye" on the IBL and Seafarers and report on developments.

It was evidently Velson's report to Bridges on a trip West recently that IBL was making enormous progress in the port which prompted Bridges to throw all his resources into backing ILA.

In addition to publication of the newspaper, Bridges agents are "gumshoeing" IBL representatives and have been spotted on several occasions outside IBL's New York office.

### Beneficiary Cards Lacking...

As an aftermath of the loss of the Salem Maritime, trustees of the Seafarers Welfare Plan have called on all Seafarers to make sure that they have an up-to-date beneficiary card on file. In examining the records, the trustees found that fully half of the men who lost their lives on the ship did not have a card in the files of the Welfare Plan. In at least one instance, the card was not up to date, inasmuch as the Seafarer had since acquired a wife and family.

All Seafarers are urged to make sure they have a card on file designating their beneficiary, so as to protect their families in the event of an unforeseen accident.

## Next SIU Meeting May 31

Inasmuch as the next regular SIU meeting date falls on Memorial Day, a national holiday, the regular bi-weekly SIU membership meetings in all ports will be held on Thursday, May 31 at 7 PM.



Getting ready to let go of the bow lines on the tanker Almena for its maiden trip from Port Newark with a deck load of truck trailers, members of the deck gang stand by. Pictured (l to r) are Seafarers Chuck Honorowski, AB; M. Welch, OS; Ray Meagher, OS; Fred Donaldson, AB. Trailers can be seen right behind them. The ship is one of two now on the NY-Houston run. See full picture story of new coastwise operation in centerfold.

## Pan-Atlantic Seeks 20 Tankships For Coastwise 'Piggyback' Trade

WASHINGTON—A bold bid for major development of the coastwise "box-car" trade is being made by the Pan Atlantic Steamship Company. The SIU-contracted company is asking the Government for charters on 20 US-owned T-2 tankers from the reserve fleet for this service and eventually plans to trade in C-2s for the construction of supertankers with trailer-carrying flight decks.

At present, Pan Atlantic is running two tankers, the Ideal-X and Almena, between Port Newark and Houston, carrying 58 loaded truck trailers southbound on the flight decks and oil and trailers northbound. A third tanker, the Maxton, is now in the shipyard having a flight deck built for this service.

The new Pan Atlantic proposal goes far beyond this initial service. It has been introduced as legislation by Rep. Herbert Bonner, chairman of the House Merchant Marine Committee. An identical measure has been introduced in the Senate by Senator Warren Magnuson. The bill consists of three major sections:

- The company seeks authorization to charter 20 Government-owned tankers. The company would construct flight decks on each for carrying trailer vans in the coastwise trade.

- For each two tankers chartered, the company would agree to construct a high-speed supertanker of 32,000 deadweight tonnage, ten supertankers in all. The ships would make 18 knots and would be dual-purpose ships on the pattern of the Ideal-X. They would be for use in the coastwise trade.

- For each supertanker built, the company may trade in two dry cargo vessels as an allowance against the cost of the tankers.

### Company Option

Pan-Atlantic has seven C-2 vessels at present but these are already committed as trade-ins on the construction of seven roll-on, roll-off trawlerships. Its affiliated company, Waterman Steamship, owns 28 C-2s, most of which are out on charter to other companies and are not on the company's regular runs. The bill then gives the company the option of trading in some of these C-2s, depending on shipping conditions in the offshore trades.

Apparently, if there is a slump in the offshore trades and the dry

cargo vessels lose their charters, the company would be in a position to turn them in to the Government as down payment for brand new tanker-trailer ships running in protected domestic trades.

Should the bill go through, the tanker-trailers in combination with the seven roll-on trawlerships to be built would give Pan Atlantic a commanding lead in the domestic trades over other carriers in this service.

In introducing the bill (HR 11122) at Pan Atlantic's request, Bonner applauded the company "for their imagination and willingness to try something new and different in an effort to rehabilitate this trade. It may well be, upon careful scrutiny, that this new ap-

proach to develop and expand the coastwise trade will do much to get this segment of our shipping industry on the road to recovery."

He declared that he would call for early hearings on the measure before his committee.

The tankers proposed for charter by the SIU-contracted company are:

Mission De Pala, Mission San Antonio, Mission Capistrano, Mission Santa Cruz, Soubarissen, Mission Loreto, Mission San Luis Rey, Sebec, Mission Dolores, Mission Purisima, Mission San Diego, Mission San Fernando, Mission San Luis Obispo, Mission San Rafael, Mission Santa Anna, Cahaba, Pamanset, Esso Cumberland, Esso Roanoke, and Esso Memphis.

## Fort Bridger Saves 20 On Sailing Ship

Twenty Asiatic seamen helplessly adrift in a disabled Indian ocean sailing vessel were picked up and brought safely to port last month by the Seafarers aboard the Fort Bridger (US Petroleum). The SIU-manned tanker was enroute to the Persian Gulf off the coast of India when it came across the distressed ship.

Seafarer David Sykes, deck delegate of the Bridger, reported that after heaving to, the Bridger found "their sail was all torn up, their rudder was broken and they were out of food. So we put a line aboard her and took off her cargo, all but six head of cattle, and the crew of twenty."

### Tower Ship Sank

The Fort Bridger attempted to tow the sailing ship to port but ran into rough weather the next day and the disabled vessel started shipping water. "A short time later she broke up and sank. The sad part of it all was the cattle. As the hulk drifted on astern we could see one of the cows with its

head on a piece of timber trying to survive."

Four days later, the Bridger put into Bombay with 20 survivors who were "well supplied with clothes and smokes given them by officers and crew and living the life of kings in the officers' lounge."

Seafarers treated them so well, Sykes reports, that "they didn't seem too happy at being turned over to Government officials in Bombay for repatriation to their home island."

Bosun Pablo Barrial, Sykes said, deserves a lot of praise for the nice job he did during the rescue operations. The crew also had kind words for the skipper, captain E. E. Butler, "an old SUP member who is unbeatable in this entire crew's estimation."

## YOUR DOLLAR'S WORTH

### Seafarer's Guide To Better Buying

By Sidney Margolius

### 800,000 New Cars Looking For Buyers

Your cost of living is creeping up this summer, largely because of climbing meat prices. But there are also some good buying opportunities offered by the big unsold stocks of 1956 cars and the sharp price competition on household appliances. Smaller automatic washers (eight-pound capacity) have been priced as low as \$99 at recent sales.

Too, the first signs are appearing of a leveling off in cost of building materials and houses after six years of price increases.

Here are tips on buying opportunities for June:

**CARS:** Over 800,000 1956 models are in dealers' hands and must be worked off before the '57 models are introduced in early fall. In some cities, dealers report buyers can get any kind of 1956 model for five percent above the wholesale price, and most models at three percent above. On the popular-price models, discounts are reported to range from \$400 up, and on higher-price models, \$700 and more.

Such discounts represent a good buying opportunity, especially since the used-car market has remained firm this spring (traditionally, prices of used cars drop after July 4). Some changes are expected on 1957 models, but list prices may be higher too, as additional deluxe features will be included in the list prices rather than offered as optional equipment.

### Check For Auto Price-Packing

In comparing prices, note that the dealer's margin on a car is 25 percent of the list price of the basic car, but on optional equipment, his margin goes up to 40 percent. You can't expect to get both a sizable discount and an over-allowance on the trade-in value of your own car. Because some buyers do expect both, many dealers have resorted to exaggerating basic list prices, or the cost of accessories and two-tone paint jobs. Other methods of price-packing include spurious or exaggerated "handling" fees, and exorbitant finance and insurance fees. It's wisest to compare prices among several dealers before grasping at what seems to be a sensational trade-in allowance or discount. Compare the total price, including all charges for financing, insurance, handling, delivery, preparation and accessories. Also compare the cost of getting a loan from a credit union or commercial bank, and arranging for insurance yourself, as against the fee for these services charged by the dealer's finance company.

Generally you will get more of a legitimate discount if you sell your old car privately. Often the new-car dealer has to turn around and "wholesale" your trade-in, at a lower price than he allows you.

**MEN'S SUITS:** As the result of wholesale increases just announced, men's suits will cost about five percent more this fall. But compare prices when you buy. Several of the largest manufacturers are bucking the trend and won't mark up their tags, and in general, clothing is still reasonably priced. Look for price cuts and clearance sales of men's lightweight suits in late June. Lightweight Dacron-worsted suits, an increasingly popular blend, now are available even under the \$40 level previously reported here.

**WORK CLOTHES:** Chino work clothes have become increasingly popular where a little better appearance is wanted than the usual dungarees provide. Chinos, of course, are the Army suntan twill, but for civilian uses they come in other colors besides khaki. Standard-quality chinos are made of two-ply combed cotton. Lower-price twills frequently are carded instead of combed cotton which has the weak short fibers combed out, and are generally lighter than the 8.2-ounce weight of the standard grade. You can't expect as much wear from them. You can also get army twill work pants blended with nylon which give even greater abrasion resistance for only 50 cents more than all-cotton twills. But unless your work requires the dressier appearance of chinos, note that the traditional dungarees don't show dirt as quickly and save ironing.

**HOUSES:** The rise in the price of building materials and houses over the past six years has been one of the sharpest taxes on moderate-income families. Lumber and other structural materials have gone up about five percent just this year, while metal materials have jumped about eleven percent. Heating and electrical supplies have been especially costly because of the soaring prices of copper. However, there are a few signs that some materials are leveling off, which will help both home-seekers and families planning modernization and expansion. Plywood prices have been trimmed and copper prices have receded from their recent peaks. Price tags on building plots in and around large cities also have stopped climbing recently, at least for the moment, as the high cost of structural steel has forced some builders to delay large-scale projects. Structural steel costs have advanced about 50 percent in the past year, according to James Felt & Company, real-estate authority.

**FOOD:** Beef is still fairly reasonable, but pork has gone up. The public never did get the full benefit of the sharp wholesale drop in prices of hogs last year. A little less than half the price drop was reflected in retail prices. A new survey of the US Agriculture Department now finds that the rest was withheld about equally by meat packers and retailers, and that labor costs after all were not responsible for the increased spread between the cost of live hogs and retail prices. Among best values in meat currently are chopped beef; tongue; lamb shoulder roast, breast and shank; smoked pork shoulders and butts, and beef chuck. Among meat alternatives, best values currently are eggs, cheddar and cottage cheese, and canned tuna.

### Stay Put For Idle Pay

Seafarers who are collecting state unemployment benefits while on the beach waiting to ship are urged to stay put and avoid changing their mailing addresses if they want to continue receiving their checks regularly. Several Seafarers have already experienced interruptions of from three to five weeks in getting their next check after they notified the state unemployment offices that they had moved and changed their mailing address. An average delay of a month is reported in most cases, causing considerable hardship to the men involved.

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## Seafarer's Tune On Boston Radio

BOSTON—A new song now riding the airplanes in the Boston area is one of the latest compositions of Seafarer William Willdrige, now aboard the Cities Service tanker Archers Hope on the coastwise run to Lake Charles, La.

The tune, "Escape My Heart,"

is one of several written by Willdrige which have been heard on local radio stations in the past few years. The SIU tanker man also doubles in poetry and frequently contributes material for the SEAFARERS LOG. One of these was published recently as a memorial to the men lost on the tanker Salem Maritime last January.

Another local development in the entertainment field was the recent staging of an all union-sponsored circus by the American Guild of Variety Artists and the International Protherhood of Teamsters in the Boston Arena.



Willdrige

The union circus was staged in protest against the labor policies of the Ringling Brothers' circus, which was picketed by both unions here and earlier in New York, where it opened its 1956 season.

### Bigtop For Unionists

Both AGVA and IBT claim jurisdiction over performers and circus drivers and maintenance workers but have been stalled by management. The opposition tent-show is an effort to dramatize the issue and enable unionists in the cities on the circus' schedule to enjoy a show by unionized circus performers and maintenance employees. The AGVA-IBT circus is slated to precede the Ringling Brothers caravan into each town on the schedule.

Meanwhile, SIU affairs in the port of Boston are running smoothly, and port agent James Sheehan

is hopeful shipping will pick up in the near future. It remained on the quiet side for another two-week period.

The Council Grove (Cities Service) was the only payoff and sign-on for the port, along with Robin Kirk (Seas Shipping), Steel Artisan (Isthmian), Val Chem (Valentine) and John Kulukundis (Martis), which arrived in transit. There were no beefs on any of them.



## Hq. Jobs Reach '56 Peak; Outlook Rosy

NEW YORK—The manning of another newly-acquired SIU ship last week helped boost shipping here over the 300-job mark to a new high for the year so far.

Latest addition to the SIU-contracted fleet is the SS Pacific Ocean, a Liberty, operated by World Carriers, Inc. The ship was manned by members of the National Maritime Union prior to its sale to the new SIU company. After taking a full crew, it sailed to Norfolk for the actual sign-on.

The spring job boom which is also swelling shipping totals in the major SIU ports of Baltimore and New Orleans, SIU Assistant Secretary-Treasurer Claude Simmons said, is keeping jobs hanging on the board for several calls. The outlook for the future is more of the same, he predicted.

### Engine Ratings Scarce

Firemen, watertenders, oilers and pumpmen are still at a premium here, so men holding these ratings who are finding shipping slow in some of the outports are urged to come on to New York where they can get out right away.

The situation is such that over 50 Class C men were shipped by

New York during the past two weeks, only 22 percent of the total number of class C men shipped throughout the Atlantic and Gulf District.

A total of 17 ships paid off, 6 signed on foreign articles and 17 were serviced in transit for the period.

### Ride Union Cabs In Savannah

The only unionized taxicab company in Savannah is the Garden City Cab Company, also known as the Checker Cab Company, whose telephone is 5133, 5134. Yellow Cab is still non-union and is resisting organization.

The port of Savannah membership aided in the organizing of the Garden City company, and the membership is on record to patronize only this company.

## LABOR ROUND-UP

A Presidential assistant has apologized for saying in Detroit that the "right to suffer is one of the joys of a free economy" in discussing unemployment in the auto industry. Deputy Assistant Howard Pyle of the White House staff apologized after a protest to President Eisenhower by the United Automobile Workers. The UAW is seeking joint action with auto makers to cushion the effects of declining production and job layoffs.

↓ ↓ ↓

Merger of all the pension and welfare funds negotiated by sections of the International Ladies Garment Workers is a major objective of the union. There are 42 separate pension funds and 92 welfare insurance funds operated by various boards and locals of the union in different areas. Merger of the funds would standardize benefits for 445,000 union members and protect workers who shift from one job to another in different parts of the country or different areas of the union's jurisdiction.

↓ ↓ ↓

It's not all hearts and flowers at the Brooklyn Botanic Garden with the Government and Civic Employees Union charging union-busting by the Garden's management. The union charges that management refuses to recognize the union or deal with it in any way.

↓ ↓ ↓

Cement workers in Chicago have come up with a 21-cent wage increase package at the Penn-Dixie Cement Corporation. Members of the United Cement, Lime and Gypsum Workers Union are affected by the package which includes increased welfare coverage and an additional paid holiday.

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Stepped-up organizing by the AFL-CIO is reported by the National Labor Relations Board in the first three months of 1956. There were 1,152 elections in that period with 55,000 workers voting in favor of unions. Election petitions are also on the increase.

↓ ↓ ↓

A new Washington headquarters building has been formally dedicated by the International Association of Machinists. The ten story

building utilizes 5½ floors for union functions with the remaining space leased to eight tenants. Two hundred people are employed by the union at the headquarters to attend to the affairs of 900,000 members.

## Final Dispatch

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

Huey Guillory, 22: An automobile accident caused Brother Guillory's death on January 12, 1956. Burial took place in Mamau Cemetery in Mamau, La. He had been associated with the Union since the middle of 1955, joining in Lake Charles. He had been sailing as member of the black gang. Brother Guillory is survived by his mother, Sylvia Guillory of Lake Charles, La.



Thomas M. McCollom, 66: On April 14, 1956, Brother McCollom died of natural causes in the US Marine Hospital in Galveston, Texas. He was buried in Eden Cemetery, Eden, Texas. His beneficiaries are Delphine Tucker and Morgerite Bolding of Eden, Texas.

E. J. Whelan, 58: An auto accident proved fatal to Brother Whelan in Massachusetts on April 8, 1956. He was buried in Holy Cross Cemetery in Malden. Brother Whelan had been a member of the steward department since 1947, joining the Union in the Port of Norfolk. He is survived by his wife, Mrs. E. Whelan, of Everett, Mass.

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# The Cargo-Tanker

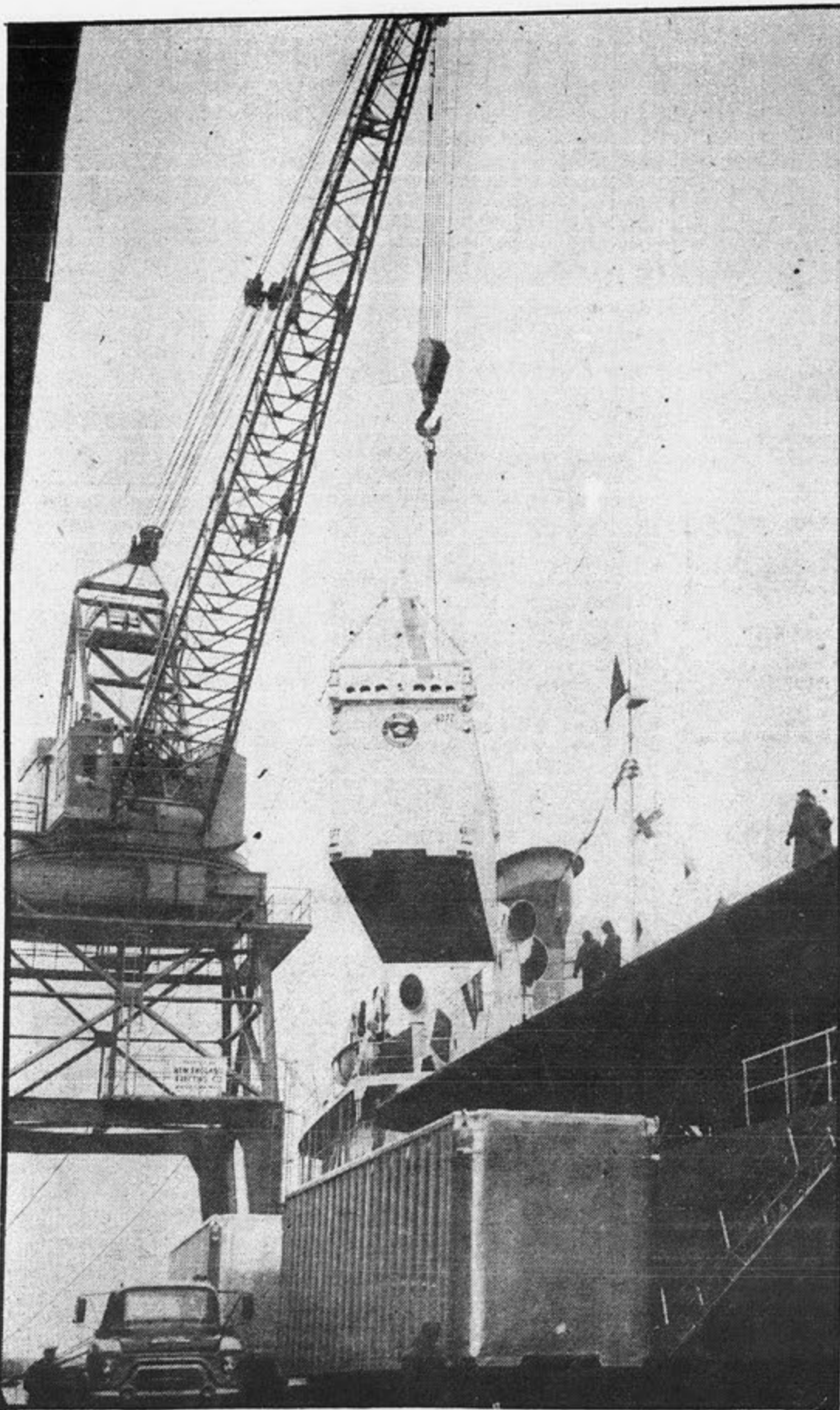
A SHOT-IN-THE ARM TO  
COASTWISE SHIPPING

**W**HEN World War II blacked out US coastal and inter-coastal trade, the railroads and truckers gobbled it up. After the war, this once-vital segment of US shipping never recouped its lost trade.

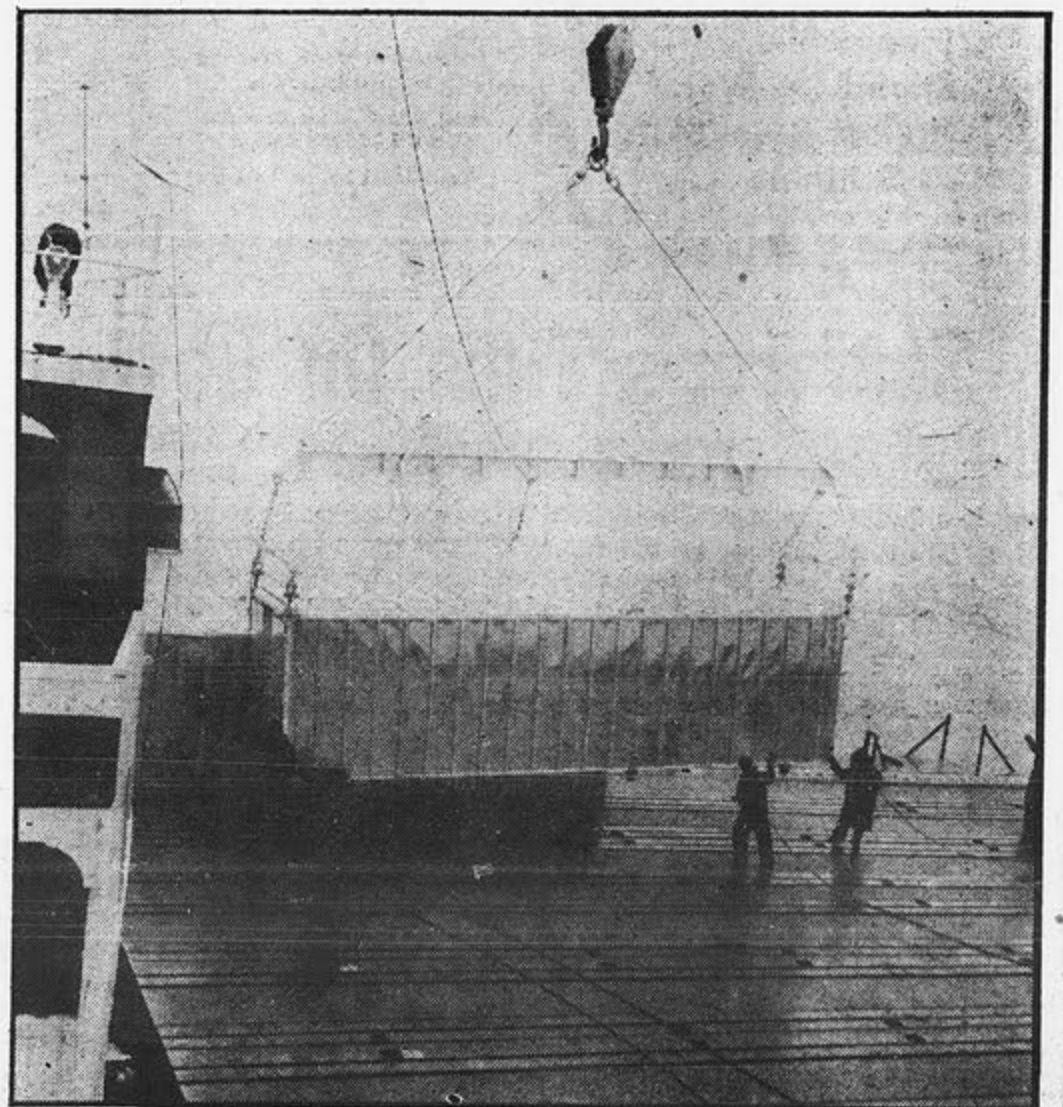
Last month, the first real step in this direction developed as the SIU-contracted Pan-Atlantic Steamship Corp. launched a "piggy-back" New York-Houston tanker service. Using two T-2s fitted with platform decks for carrying 58 fully-loaded truck trailers each way plus a full oil cargo on the northbound run, the weekly service offers shippers economy plus minimum costs and hazards from handling.

Trucks with special trailer bodies pick up a sealed 20-ton shipment at a NY area plant, deliver it to Pan-Atlantic's Port Newark terminal and it can be lifted and locked in place on deck within ten minutes. Less than six days later, the trailer is hoisted onto a waiting truck chassis in Houston and driven to its destination. The human hand never touches the cargo. In turn, the ship now has a payload on the south-bound voyage, instead of traveling empty.

Started with the maiden trip of the Ideal X, from NY, followed by the Almena a week later, the new service is apparently fulfilling all expectations. Last week, Pan-Atlantic announced plans to ask the US for charters on 20 reserve fleet tankers and to build 10 supertankers, all for the "piggy-back" service. A third ship, the Maxton, is already due to go on the run in July.

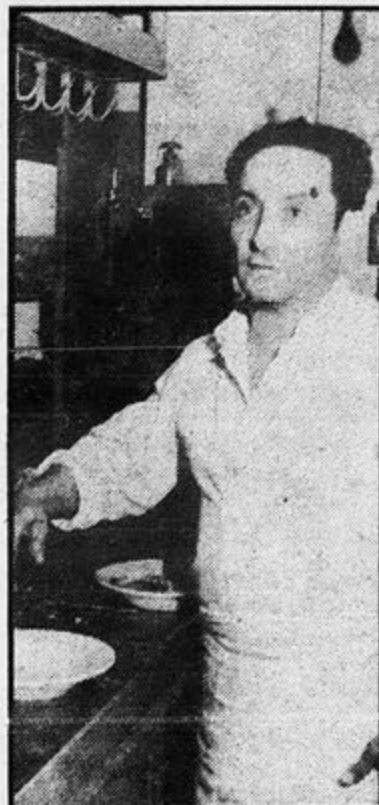
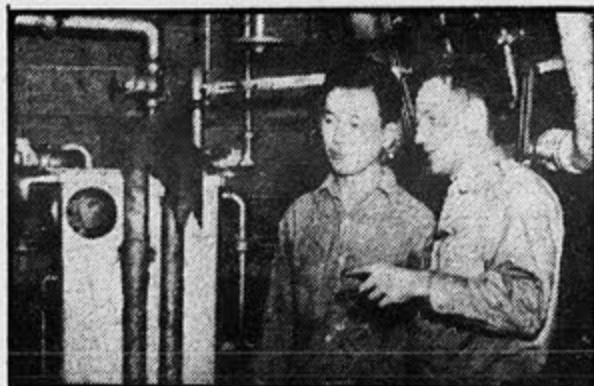
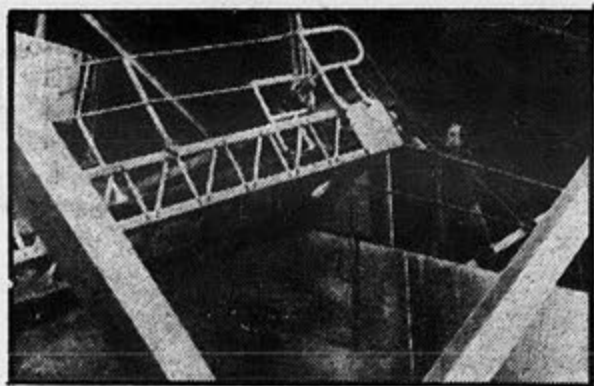
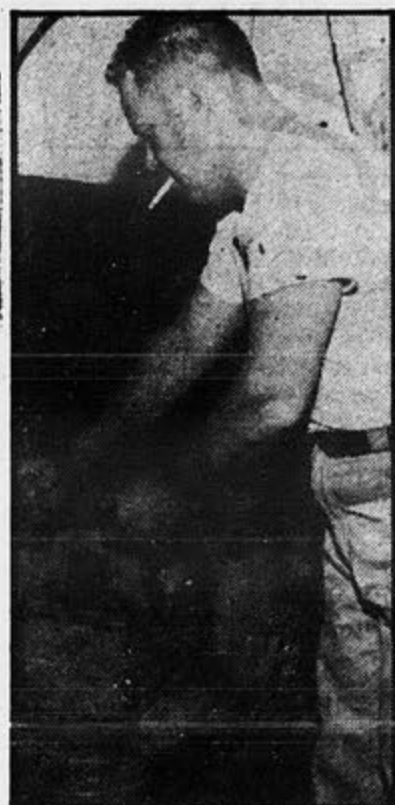


1. At Port Newark terminal, Ideal X is loaded for maiden trip to Houston. Giant crane, with a lift of 70 tons, hoists loaded trailer as others wait turn. Trailers are lifted right off special truck chassis.



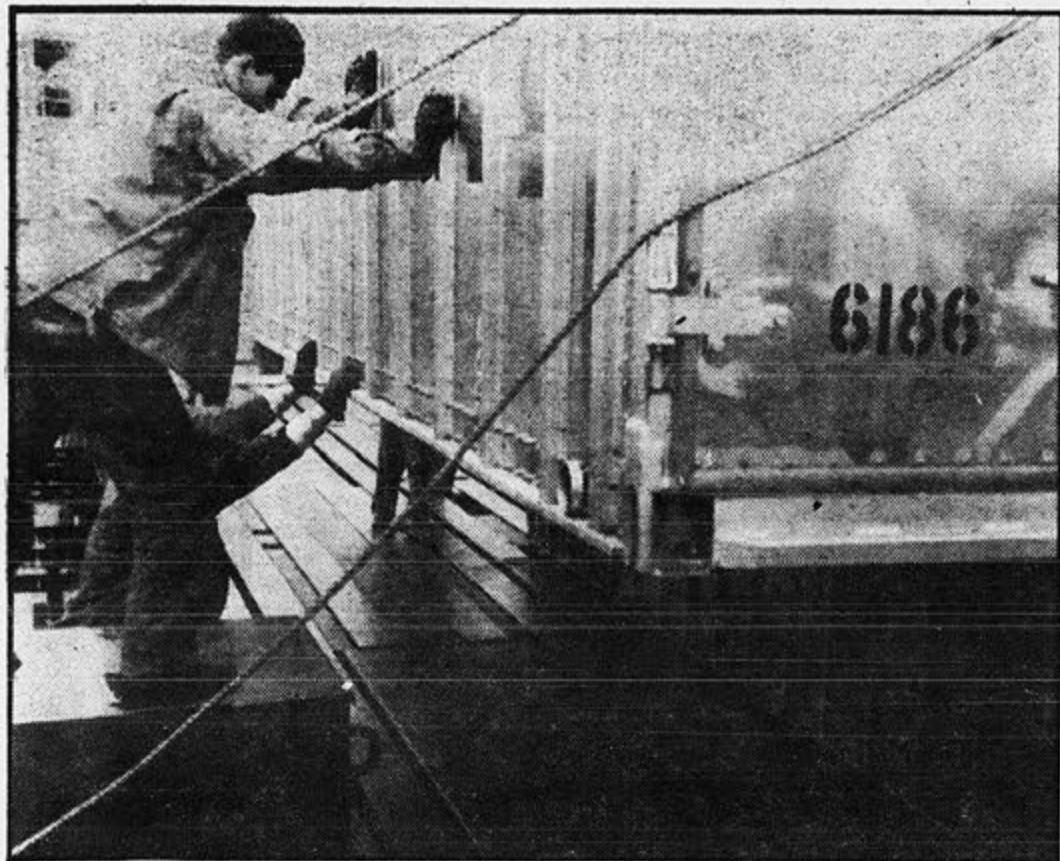
2. Trailer is positioned on deck by longshoremen handling guide-lines. Three V-shaped pins on each side of trailer fit into openings on the special deck and are locked into place from below.



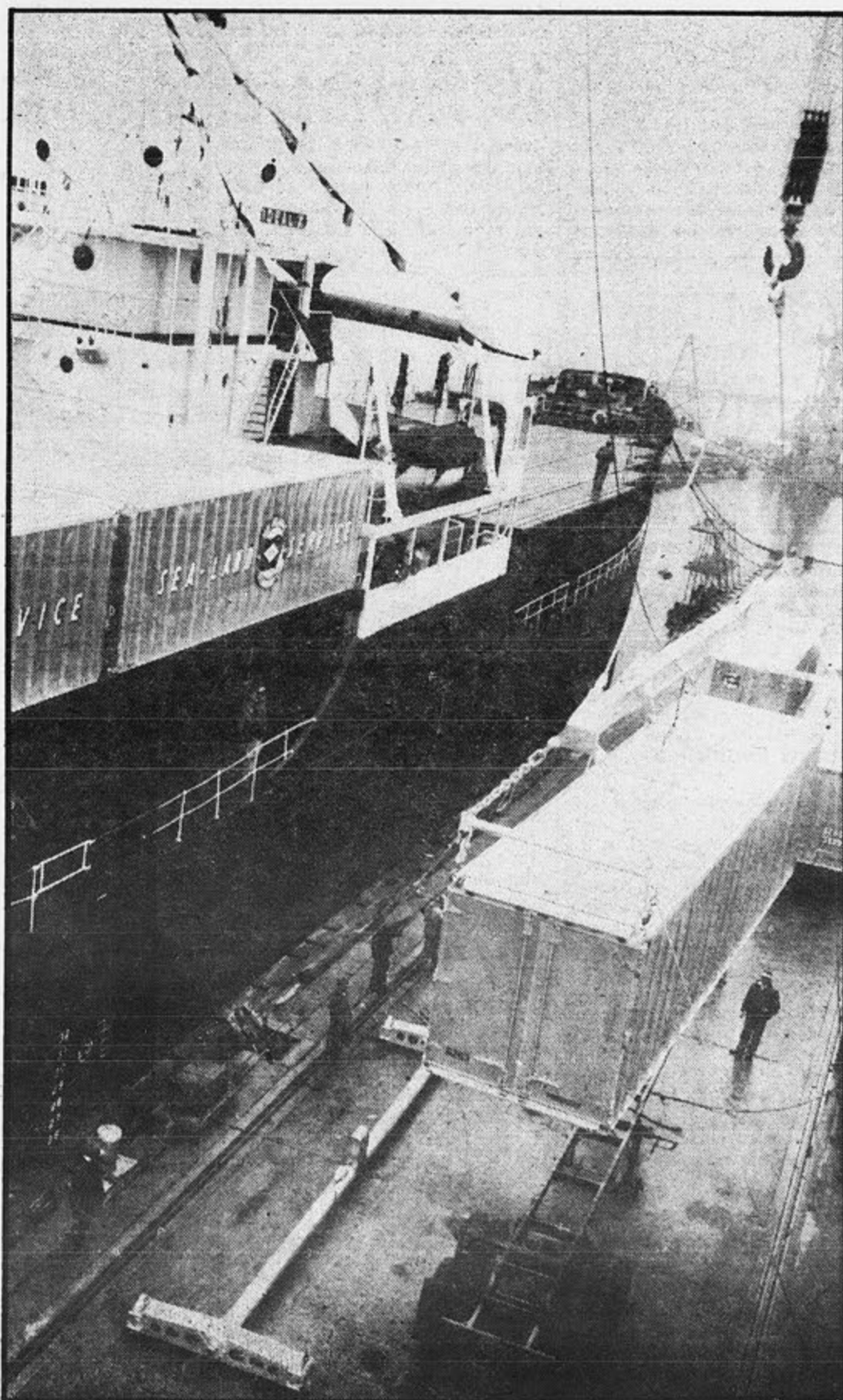


Aboard Almena, oiler A. Jones (left) tests bilge pump, as Les Kurlander, OS (top) sets to secure gangway for sea. 2nd pumpman D. Nagy peers into tank to check ballast.

In fireroom (top), T. Yatogo, FWT (left), and 2nd asst. engr. confer, as W. Foster, oiler; E. Josephson, AB; J. Badyk, AB, finish lunch. 3rd cook C. Ayala is in galley.



3. Crane on dock can "zero" locking pins of trailer into place once it is nudged into position. Split-second timing is needed or pins will bend.



6. Afterdeck holds 38 trailers, forward deck (when loaded) holds 20. Loading is longshore work. SIU crew does maintenance work on trailers only in emergency at sea.



4. Longshoreman removes hook from rings on top of trailer. Remote gadget can also do job.



5. Below platform deck, pier crew on ladders lock pins of trailer into place.

# Mobile Busy Again; New Berths Planned

MOBILE—Expansion work at the Alabama State Docks is expected to be in full swing by the end of the month. Bids were due to be opened this week for the dredging of slips for three additional berths.

The docks are to be constructed south of existing berthing facilities and will replace old wooden wharves now used by the City of Mobile.

Another major undertaking proposed for the area which would extend along a 650-mile navigable inland waterway as far north as Rome, Ga., is being pushed by the Coosa-Alabama River Improvement Association.

The executive committee of this group told SIU Port Agent Cal Tanner that its plans for the waterway would take about ten years for fulfillment. The proposal is to provide a nine-foot waterway from Mobile and the Alabama River north on into the Coosa River and eventually into Georgia.

### Shipping Breaks Loose

Aside from shipping, which broke all bounds during the past two weeks, shipyard and repair yard work under contract to the SIU-affiliated Marine Allied Workers is enjoying a real boom of its own. The work has come mostly from the Maritime Administration and the private companies who will operate ships coming out of the Mobile reserve fleet.

Five Victories and two Mariners have been withdrawn from lay-up here in the past two weeks. As a result, one yard under MAW contract had to triple the number of its employees within a week just

to handle the work on the Victories, which are supposed to take part in the "Blue Jay" supply run to US military bases in the Arctic. The Mariners were sold to a non-SIU company.

On the shipping side, job activity has been very good in Mobile recently, and the port was also called upon to supply men for other ports short on manpower. Men were dispatched to the Andrew Jackson (Isthmian) and George Lawson (Pan-Oceanic) in Savannah and to the Sea Cloud (Compass) and Heywood Brown (Victory Carriers) in New Orleans.

A total of 140 men were dispatched to regular jobs and another 150 to various relief assignments around the harbor.

# Record Sale Disposes Of 10 Mariners

WASHINGTON—The Maritime Administration last week completed the largest single sale of Government-owned merchant vessels ever made to US shipping companies in disposing of ten Mariner-type ships to two companies.

Eight of the ships were bought by United States Lines for its Far East service and two others by Pacific Far East Lines as part of a \$1 billion ship replacement program involving 24 new and reconstructed vessels. PFE ships are manned by West Coast SIU affiliates.

The record sale brought the total of Mariners sold by the Government to 20, leaving an even dozen still to be disposed of. Two others were taken over by the Navy and a third, the Cornhusker Mariner formerly manned by Seafarers, was wrecked on a reef outside Pusan, Korea, in mid-1953.

### 35 Were Built

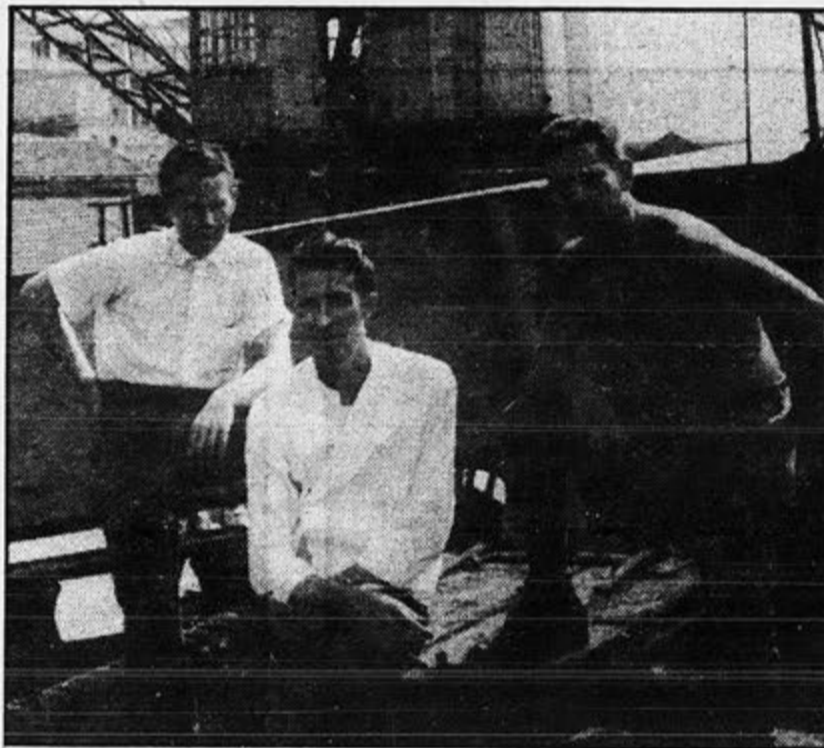
All told, 35 of the new, fast cargo ships were built under a \$350 million program the first and only major Government ship construction program since 1945.

SIU Seafarers crewed up the first one to be launched under the program when the Keystone Mariner, operated by Waterman, went into service in October, 1952. Since that time three and a half years ago, the Government has been hard pressed to find buyers for the costly ships. Sales prices of the ships range from \$4.6 to \$4.9 million each.

# Picture-Taking On Malden SIU Trip



Crewmembers and skipper of Josefina stand for portrait in harbor of Victoria, Brazil. Standing (l-r) Harold Jaynes, bosun; Chuck Babick, AB; Captain Charles Vehofer; Ando Hauke, AB; Fred Burrus, AB. Kneeling (l-r) George Rode, OS; Henry Batagowski, MM; William MacDonald, AB. Photo by John Ogles, ch. mate.



The Josefina was discharging grain in Rio harbor when Seafarers Batagowski, Dolan Gaskill and Bona were snapped by Seafarer Charles Kasco. Ship was on maiden voyage under SIU flag.

# Fast Crew Action Eases Bad Injury

Seafarer Frank Napoli is currently laid up in the Staten Island hospital with a badly-fractured shoulder and a serious infection. But bad as things are, they would have been much worse were it not for prompt action by his shipmates and the SIU Welfare Services Department.

Napoli was in the galley of the George Lawson when she ran into a storm on March 27. The ship started to roll and pitch severely, spilling grease from the deep fat frier onto the deck. Napoli slipped in the grease and fell against the sink, smashing his left shoulder.



Napoli

He was put ashore in Algeria where he was operated on immediately. Meanwhile fellow crewmembers notified the Union about the accident. The Union, in turn, contacted the company to arrange for early repatriation for Napoli

by plane as soon as he was able to move.

### Totally Neglected

It was fortunate that this was done, because for five days after the emergency operation he was completely neglected in the Algerian hospital. No doctor visited him, his dressing were not changed and he was even left wearing the same underclothes in which he had entered the hospital. It wasn't until he complained loudly to the company agent that he got any care.

After three more days he was placed aboard a plane, as arranged, and flown back to New York. By this time infection had set in because the stitches in his shoulder had been loosely sewn and he had to be rushed to the hospital on arrival. At present he is undergoing treatment in Staten Island to clear up the infection

# Seafarers In Action

As the minutes keep arriving at headquarters it looks like the Senators in Washington must have been snowed under by all the Seafarers' mail on the "50-50" issue. The Arlyn (Bull Line) reports that 96 letters went out from the ship and nine Senators replied to the crew, eight of them in favor of the crew's position. The passenger ship Del Sud got out no less than 223 letters with Seafarer Charles W. Dowling, secretary-reporter, making sure that everybody had stamps and stationery. And these were just two of many ships which, as reported in the LOG, went to work in earnest on this issue.



Dowling

Two Waterman ships are enjoying considerable benefit from the new SIU feeding system. The Gateway City cited the steward and his galley gang, while on the Warrior the baker got a special citation for doing a "very good job." On another ship the Orion Clipper, baker E. Brown got the palm for his "excellent baking for the entire voyage." On tankers, where the run is on the monotonous side, good cooking is appreciated even more than on the freightships.

Then there was the tanker Republic which reported that the "food served on this vessel is wonderful" and the George Lawson which praised the "entire steward department." Unfortunately, no names were submitted from these ships.

Handling the chairmanships at several port meetings on May 2 were a number of rank and file Seafarers. Bill Brightwell conducted the Union's business in Houston; J. Touart in Wilmington and Fred England in San Francisco. Mobile's chairman was H. Duker while G. B. Gillespie in Lake

Charles and F. Boyne in Savannah also were elected to the chairmanship. On the Pennmar, ship's delegate Harold D. Riggs put in a strong pitch for the Seafarers safety program now being conducted in conjunction with the shipowners. He pointed out that one ordinary seaman was injured aboard and urged the crew to participate in the safety suggestion meetings so that headquarters can get the benefit of the crew's opinions.



Touart

Laundry drains on the Seamar were backing up and not functioning properly so Seafarer Ken Morgan went to work and before long all was ship-shape in the laundry room, earning Morgan a vote of thanks from his appreciative shipmates.

Laundry drains on the Seamar were backing up and not functioning properly so Seafarer Ken Morgan went to work and before long all was ship-shape in the laundry room, earning Morgan a vote of thanks from his appreciative shipmates.

# Hq. Baggage Room Moved

Seafarers who wish to check their baggage at SIU headquarters in Brooklyn are advised to note the change in the location of the baggage room, which is now in the building behind headquarters.

# Among Our Affiliates

An option of one of two medical care plans for dependents is being offered to its membership by the Marine Cooks and Stewards. One is a direct payment plan under which dependents are free to go to any doctor or hospital and the fund pays costs up to a certain scheduled limit. The other is a service plan under which dependents get service at very moderate or no charge by going to a specific clinic such as the Kaiser Foundation clinics in California.

A 14-cent hourly increase this year and an additional eight cents in 1957 has been negotiated by the Brotherhood of Marine Engineers at the Warner Sand and Gravel Corp. in Philadelphia. The company, a building construction outfit, operates tugs and barges.

A picket line has been posted by the Sailors Union of the Pacific in a dispute with the owners of the Western Trader. The ship had been carrying no deck watches and was fined by the Coast Guard accordingly. The owners claim the vessel is a cannery tender and should be covered by fishing boat rules which would put her under another jurisdiction.

A \$50 monthly increase for deckhands and \$55 a month for oil barge men settled a four-month strike of the Inland oatmen's Union against San Francisco tug and barge companies. Additional increases of \$20 and \$15 a year will be given in 1957 and 1958 to the deckhands with the tankermen getting the same raises plus \$5. Welfare benefits were also increased in the settlement.

**THESE ARE YOUR FAMILY'S BENEFITS:**

- HOSPITAL ROOM & BOARD
- SURGICAL EXPENSES
- DOCTOR VISITS IN HOSP.
- EXTRA EXPENSES

**DO YOU KNOW HOW TO COLLECT THEM?**

GET YOUR COPY OF THE NEW WELFARE PLAN AT ANY SIU HALL !!!

# La. Hopeful Of 'Wreck' Law Repeal

LAKE CHARLES — Trade unionists in the state are hopeful of seeing some action toward repeal of Louisiana's "right-to-work" law now that newly-elected Governor Earl Long has taken over the helm once again.

Long, who's been Governor of Louisiana before, succeeded outgoing Gov. Robert Kennon. State law bars Louisiana governors from succeeding themselves.

The hopes of labor that the state's anti-labor "work" law will be overturned hinges on the fact that in the elections which returned Long to office, most of the state lawmakers supporting the "work" law were defeated by an overwhelming labor turnout at the polls. Feelings run high on this issue in the state, SIU port agent Leroy Clarke points out.

On the local labor front, members of the plumbers and steamfitters unions here are due to meet next week for a vote on a new contract offer and may still turn it down. Talk of a walkout by these groups has been increasing lately. In turn, the Laundry Workers Union has decided to go along with the existing contract for another year.

### Shipping Good

Meanwhile, the SIU shipping picture is good. Nine jobs were filled here on a call for New Orleans.

Nine Cities Service tankships, the Del Mundo (Mississippi) and the Steel Age (Isthmian), in Orange, Texas, accounted for the job activity. All of them were in good shape. One final development, a sad one, involves the passing of Brother Morris E. Garret. He was buried in his home town of Abilene, Texas. A wreath was sent to the services on behalf of the Union.

# Senate Will Study Atom Ship Plans

WASHINGTON—A series of bills that will have the effect of completely revamping US ship types will be the subject of Senate Commerce Committee hearings next month. Senator Warren Magnuson (Dem.-Wash.), committee chairman, has set June 6 and 7 hearing dates on proposals to build atom-powered ships and other prototype vessels.

Among the bills which will be discussed are those calling for an atom-powered "peace" ship as well as an atom-powered vessel for regular merchant service; bills authorizing research into new vessel types and vessel equipment; construction of two more prototype ships and conversion of another Liberty ship.

### Delay Over Purpose

Of greatest significance are the bills dealing with atom-powered vessels. Plans for an atom-powered merchant ship have been hung up for a year now in a dispute over the type of vessel to be built.

The administration has proposed a "peace ship" with a Nautilus-type reactor. This would be a floating display of atomic energy exhibits and would not serve any commercial purpose.

# 'Boy—Good That I Had This Glove!'



The SIU Welfare Plan has 13 benefits it provides Seafarers at no cost to them. Of the 13 the family-hospital and surgical program is one of the most recent. It went into effect a year ago, June 1, and the results of its first year of operation are surprisingly good.

Over 500 Seafarers' families have received major assistance from the Plan in paying hospital and surgical costs, with over \$83,000 paid out for this purpose. The figures show that the Plan has been of even greater value to Seafarers than was anticipated.

Shoreside unions have long made hospital-surgical protection for both members and their families a part of their bargaining. Maritime unions have been slower to come around for two reasons. First, because seamen themselves have the protection of marine hospitals; second because it was believed that very few seamen had wives and children and therefore they did not need this kind of benefit.

However, the SIU's experience with its maternity benefit program (a separate Welfare Plan benefit) indicated that contrary to popular opinion, a great many seamen did have family obligations. Now the hospital-surgical plan again proves that large numbers of seamen have the same responsibilities and burdens that shoreside workers have and are entitled to shipowner-paid protection accordingly.

# 'Wreck' Law Defeat

Union members everywhere should be cheered by the decision of the Supreme Court upholding the union shop on the railroads. But at the same time, there is no cause for a victory celebration, because the decision does not touch the millions of non-railroad workers subject to state "wreck" laws.

The difference is that Congress in 1951 specifically went on record to shelter railroad unions and their members from the union-busting state "wreck" laws. It said that no state laws outlawing union shops could apply to railway labor. Four years before the 80th Congress had written exactly the opposite provision into Taft-Hartley—they said any state law, no matter how severe, overrides the union shop clause under the Taft-Hartley law.

Union members then, other than railway workers, still have to contend with "right to work" in 18 states. The appeal to the Supreme Court shows that big business is actively supporting the "wreck" moves. But the fact remains that Congress in 1951 took the opposite tack from the Taft-Hartley Congress of 1947. Labor can well ask now: "If it's good for railroad workers, why isn't it good for the rest of the country?"

# Rain, Ships Take Leave Of Seattle

SEATTLE—Job activity is taking a back seat to the weather in this part of the Pacific northwest.

"For the past seven weeks we have had the best weather in the country—with practically no rain," Jeff Gillette, SIU port agent, added, "and we invite anyone to come out and check the records."

Shipping, meanwhile, had dropped off a bit and has remained slow. Only one payoff, the Mankato Victory (Victory Carriers) due late this week, is in prospect at the present time.

The Longview Victory (Victory Carriers) was unexpectedly joined by the Alice Brown (Bloomfield) to make up two payoffs during the last period, and both these vessels signed on again.

### Restored Harmony

Gillette also reported that he expected relations between the chief mate and the crew on the Longview to run a bit smoother now, after a lengthy session he had with the mate and the delegates prior to the payoff.

The mate "was a little hard to get along with" on the last trip, especially in matters such as posting times for callbacks and sailing, or whenever somebody needed a hospital slip. It is expected there will be a little better understanding among officers and crew on the current voyage, thanks to the "beef session" held earlier.

Rounding out the port's activity during the period were three in-transit callers, the Massmar (Calmar), and the Kyska and Maiden Creek (Waterman).

# MEET THE SEAFARERS

### PETER CHOPLINSKI, OS

Seafarer Pete Choplinski reached the SIU the long way around half-a-dozen years ago after a varied career at sea and ashore. Now though, he is set as a Seafarer, come what may. "I wouldn't work ashore under any conditions anywhere," he says, "because we have the best conditions in the world on SIU ships."

A native of Southampton, Long Island, Choplinski put in 13 years in the 20's and 30's campaigning as a welterweight. He fought under the name of Petey Mike and campaigned extensively in the fight clubs which flourished around New York in pre-television days.

In the late 30's he made his first trips to sea on Esso tankers. He took them out four or five times on the offshore runs but conditions were miserable and the pay wasn't anything to talk of either. "I would put in hours and hours overtime every week and never get anything for it," he recalled.

Then came a two-year stint in the Army in 1938 and 1940. He got a medical discharge and went to work ashore in a New Haven factory.

When the Korean War broke out Choplinski decided to take a crack at shipping again. He caught a coastwise tanker out of the SIU New York hall in 1950.

After six years' sailing SIU, Choplinski still bubbles with enthusiasm over Union shipboard conditions. "The best hotel won't feed you like a ship does," he says.



### NICHOLAS J. WUCHINA, FOW

Seafarer Nick Wuchina was a member of several unions in the years before he started sailing, but as far as he is concerned, being a Seafarer assures him the best of representation. "There's no other outfit that will back you up like the SIU does."

A native of Ligonier, Pennsylvania, a resort town near Pittsburgh, Wuchina was heading home for a couple of months' vacation after paying off the Robin Locksley. Before he started sailing in 1943, Wuchina had varied work experience in the Pittsburgh area. He was fireman on a steel mill railroad for Crucible Steel, worked on the open hearth in steel mills and also in rubber mills.

His first SIU ship was a Liberty to England, and after that he was a confirmed Seafarer.

Sailing changed his life in other ways, because he met his wife while on a trip to Germany. They were married there two days before Christmas, 1947. His wife came to the States the following year, followed by his stepson three years later.

Wuchina subsequently bought a house in Ligonier and is now paying off the home with his earnings as a Seafarer.

"I've been in the Steelworkers, Rubber Workers and Mine Workers unions," he concluded, "but I like it best in the SIU."





**IBERVILLE (Pan Atlantic), April 26**—Chairman, L. M. Strickland; Secretary, Charles J. Mitchell. One man discharged after missing ship in Philadelphia. Ship's fund—\$39.05. Report on new MTD voice broadcasts to ship posted on bulletin board. Ship's treasurer elected.

**ALCOA POLARIS (Alcoa), April 22**—Chairman, E. Wright; Secretary, R. Collins. Repair lists turned in. Ship's fund—\$42. Ship's radio to be fixed in Mobile this trip. Request to be more quiet and not to wake up watch standers.

**ARAPAHOE (Marine Transport), April 22**—Chairman, Frank Baron; Secretary, Paul Smyth. One man missed ship in Hirohata, Japan. Radiogram sent to headquarters. One man

## Digest Of SIU Ship Meetings

missed ship from Moyi to Yawata. Try to get ice cream and fresh vegetables in Hawaii. Discussion on medical aid and cooperation between crew and captain.

**SEATRAN NEW JERSEY (Seatrains), April 22**—Chairman, A. Mendez; Secretary, P. Patrick. Headquarters report read and accepted.

**BIENVILLE (Waterman), April 23**—Chairman, W. J. Brown; Secretary, M. Longfellow. Letter forwarded to headquarters about man who was sent to hospital in Japan. Ship's fund \$3.05. Beef in deck department about things in general. Deck aft to be washed down every day.

**DEL VALLE (Mississippi), April 29**—Chairman, Charles Murree; Secretary, R. Irizarry. Delegate to see chief mate about painting. Ship's fund—\$70.21. Ship's delegate elected. Ship's reporter elected. Showers and toilets to be painted. Messroom and pantry to be kept clean at all times.

**SUZANNE (Bull), April 22**—Chairman, H. Orlando; Secretary, J. S. Shaw. John Carey accepted post as ship's delegate. \$12.40 in ship's fund. Crew requested Captain Svendsen to attend meeting at payoff. Less noise in passageways during day and night. Messmen asked for more cooperation.

**ALCOA PEGASUS (Alcoa), May 1**—Chairman, none; Secretary, none. Headquarters report accepted and carried.

**SUZANNE (Bull), April 8**—Chairman, J. Cornier; Secretary, H. Orlando. Some dispute over rest period concerning deck department. No repairs done last voyage. Delegate-chairman resigned post and new chairman elected. Ship's fund—\$12.40. Headquarters report accepted and posted. Brothers were asked to share bananas with everyone at breakfast. Benches to be placed aft or midship for comfort of crew in summer. Cooperation asked in keeping messroom clean.

**ROBIN GOODFELLOW (Seas Shipping), Feb. 7**—Chairman, Vincent Ganco; Secretary, Frank Van Dusen. All crew quarters to be painted this trip. New washing machine installed. New locks being installed in doors. New reporter elected. New treasurer elected. No ship's fund at present; fund to be established. All communications read and voted on at ship-board meeting at payoff in New York. Ship's fund to be used for union business only. Voluntary contributions—\$100 limit. New ship's delegate, recorder and treasurer elected. Library and laundry rooms to be kept locked in port. Ship's reporter to get mail for crew in port.

**BENTS FORT (Cities Service), April 26**—Chairman, Henry F. Leavy; Secretary, B. F. Grice. No smoking in shelter deck. One man missed ship in Lake Charles. Patrolman to see about new mattresses. Menus need improving. Steward running too many second meats. Washing machine to be cleaned after using.

**ROBIN GOODFELLOW (Seas Shipping), April 22**—Chairman, John Young; Secretary, Frank Van Dusen. A few disputed hours. No major beefs. Medicine cabinet to be checked for supplies. Also slopchest. Drain in laundry room to be fixed. Hospital to be cleaned. Discussion to have menus in galley 24 hours in advance. Bring cups and glasses back to pantry. Leave keys in foc'sle when getting off ship. Foc'sles to be left clean.

**ALAMAR (Calmar), April 22**—Chairman, George P. Brannan; Secretary, Elbert Hogge. Ship's fund—\$20.65. Members to donate to ship's fund. Discussion on variety of food and food to be improved.

**MAE (Bull), April 21**—Chairman, J. Emerick; Secretary, T. J. Schultz. All foc'sles being painted. Storm doors to be repaired. Patrolman to clarify new feeding system regarding leftovers. \$1.65 for long distance phone calls to Houston and Lake Charles from Galveston. Ship's fund—\$17.65. To ask negotiating committee to in-

clude air conditioning on all SIU ships. Donation of \$1 to build up ship's fund. Clean up afterdeck more often.

**CHILORE (Ore), April 22**—Chairman, J. Long; Secretary, A. Diaz. Ship's fund—\$17.98. Suggestion made to turn in all repairs before going into shipyard. All cups to be removed from recreation hall after using. Delegate to see steward about putting out more juices.

**DEL SOL (Mississippi), April 15**—Chairman, J. Spina; Secretary, C. McLellan. Misunderstanding among two members reported. All squared away. Ship's fund—\$36. Few hours disputed overtime. Latter part of report No. 123 to be discussed next voyage. Agent in New Orleans to be contacted about paying men off while on articles after giving 24 hours notice. Company refuses to give discharges after coastwise trip. Discussion on watches broken less than 24 hours in Ambize, West Africa. Chief mate refused to fix port hole dogs in engine department stating it was chief engineer's job.

**FLOMAR (Calmar), April 26**—Chairman, John Hunt; Secretary, Al Whitmer. One man sick and may be taken off at Panama Canal. Headquarters will be notified if man is put ashore in Panama. Calmar to place two life rafts in all their ships for safety. Catwalk to be built over deck cargo of steel. Washing machine hose to be repaired. Scullery sink backs up dirty water, which is health menace and should be fixed. Engineer to be consulted about this matter.

**ALMENA (Pan Atlantic), April 22**—Chairman, E. Brandisbo; Secretary, Peter Karas. Ship's fund \$13.30. Iron was purchased. F. Karas elected ship's reporter. Headquarters report posted. Discussion on box tanker agreement.

**MASSMAR (Calmar), April 23**—Chairman, James Eichenberg; Secretary, Fred T. Miller. Ship's delegate elected. One man missed ship in Long Beach. No beefs. Ship's fund—\$20. Vote of confidence to officials in fine job on new freight clarification and new Isthmian Lines, Inc. contract.

**MARIE HAMIL (Bloomfield), April 15**—Chairman, H. K. Pierce; Secretary, A. Bokan. Ship's fund—\$4. Donated \$20 for wreath for crewmember's deceased father. Radio operator to post news broadcast reports. Treasurer elected. No LOGS or communications received. Steam pipes to be fixed. All linen to be turned in. Steward stated if anyone wants favorite dish prepared, notify him and chef would prepare it, if possible.

**STEEL ROVER (Isthmian), April 26**—Chairman, None; Secretary, None. Headquarters report accepted.

**DEL SOL (Mississippi), April 15**—Chairman, J. Spina; Secretary, C. McLellan. Misunderstanding among two members. Ship's fund—\$38. Few hours disputed overtime. Three men logged for being drunk and missing work. Headquarters reports read and accepted. Agent to be contacted in New Orleans about clarifying paying men off while on articles after giving 24 hours notice. Company refuses to give discharges after coastwise trip. Discussion on broken watch in West Africa. Mate refused to fix port hole dogs in engine department rooms.

**JEAN (Bull), April 23**—Chairman, John A. Buzelowski; Secretary, Louis Flax. One man missed ship in Baltimore. Sanitary pump to be checked while ship is in port. Discussion held on article in Argosy Magazine reference work of Earle S. Gardner and Court of Last Resort in proving innocence of SUP brother of murder. Letter to be written to Author Gardner expressing feelings of crew.

**STEEL ROVER (Isthmian), April 22**—Chairman, Frank Pasquall; Secretary, Tony Gaspar; Clerk, W. Walker. Communications read and accepted.

**SEATRAN NEW YORK (Seatrains), April 11**—Chairman, A. M. Montemano; Secretary, J. Jersey. No beefs. Ship's fund—\$7.10. New ship's delegate elected. Headquarters reports Nos. 122 through 125 accepted.

**STEEL ROVER (Isthmian), April 14**—Chairman, Charles Bush; Secretary, Willie Walker. No beefs. One man left in hospital in Honolulu. \$15.25 in ship's fund. Deck delegates called for special meeting for Deck men after ship's meeting. Discussion on having Union put out working rules for engine department same as Steward Department.

**SEATRAN NEW YORK (Seatrains), April 25**—Chairman, Johannes Sorel; Secretary, John F. Gersey. \$10.10 in ship's fund. Headquarters report read and accepted. Several men asked for lifejackets. Crew asked not to remove screws from oscillating fans in rooms. Fans to be repaired.

**LAWRENCE VICTORY (Mississippi), April 15**—Chairman, Nicola N. Bass; Secretary, S. Rivera. Everything running smoothly. Repair list ready. Painting and replacements for appliances to be taken care of. Several rooms, heads and showers will be painted this trip. Report on ship-board safety suggestions and improving conditions aboard ship made out by all departments. To be turned in to patrolman. To take better care of laundry room.

**LEWIS EMERY, JR. (Victory Carriers, Inc.), April 15**—Chairman, Anthony Malello; Secretary, W. Schafer. Paint padeyes white on deck. Make two single bunks in cook's room. Keep noise down in passageways. Build shelves for library.

# SS Planet: A Little Bit Of Heav'n

"There are times when a ship is not what a ship should be, but this is definitely not one of those occasions," says "Big John" Wunderlich, ship's reporter on the supertanker Orion Planet.

"This is a ship, a real ship, the kind of a ship a man can feel allied to. She is broad of beam (84'4" at the deckhouse), with the much desired length of 617'7". She cruises at 17 knots, which is as fast as you can want, but not so fast that she doesn't ride easy and free in a strong wind and heavy seas.

"She is not sluggish like a Liberty, nor slow rolling like a s'iff-backed T-2. She has been kept in perfect trim and excellent condition, which makes her easy to handle and light to maintain.

**Holds Initial Gloss**  
"All her paintwork is clean and enamel-smooth, still holding its initial gloss. Her running gear is

rustfree, and all bolts, gears and dogs are greased, slipping freely in'to place with little effort. She is a true example of good seamanship."

Apparently "taken" with the ship, Wunderlich notes also that she boasts comfortable, well-ventilated foc'sles and messrooms, a large recreation room, tiled toilets and showers, good laundry facilities and "a fine crew," led by Roy Clarke, bosun; Jimmy Davis, steward; H. Walker, ship's delegate, and Ralph Burnsed, deck delegate.

"On behalf of the crew, I wish to compliment the NMU steward from the previous voyage (the ship was formerly manned by the NMU) for making arrangements to stay aboard the ship for three days before the arrival of the SIU crew. He truly deserves a vote of thanks for his seaman-like effort to make everything pleasant upon arrival, even to arranging for breakfast."



Burnsed

## 'Queen Of The Alice Brown'

Full of that uplifting "one-world" spirit, SIU crewmembers have unanimously chosen this Canadian miss as "queen" of the SS Alice Brown. The young lady, "Miss Fury Ferrier," is, not too surprisingly, a model of Canadian furs. "She's a perfect model nobly planned, who warms, comforts and commands the admiration of all shipmate brothers," according to George Vourloumis, ship's delegate, and Brothers Thomas "Steve" Johnson, Alfredo H. Perez, Marty Culp, William Calefato and John P. Doyle.



## Polaris Deck Gang At Ease



Coffeetime out in the open sun on the Alcoa Polaris finds deck department men (top, l to r) Tom Fillingim, Shorty Gardner, Bob Schwarz, Stokke; bottom, Charlie, Jack Osse, George Forrest, all stoking up a bit. The ship's on the bauxite run to the Caribbean.

## LOG-A-RHYTHM:

### Our Seamen

By L. Riley

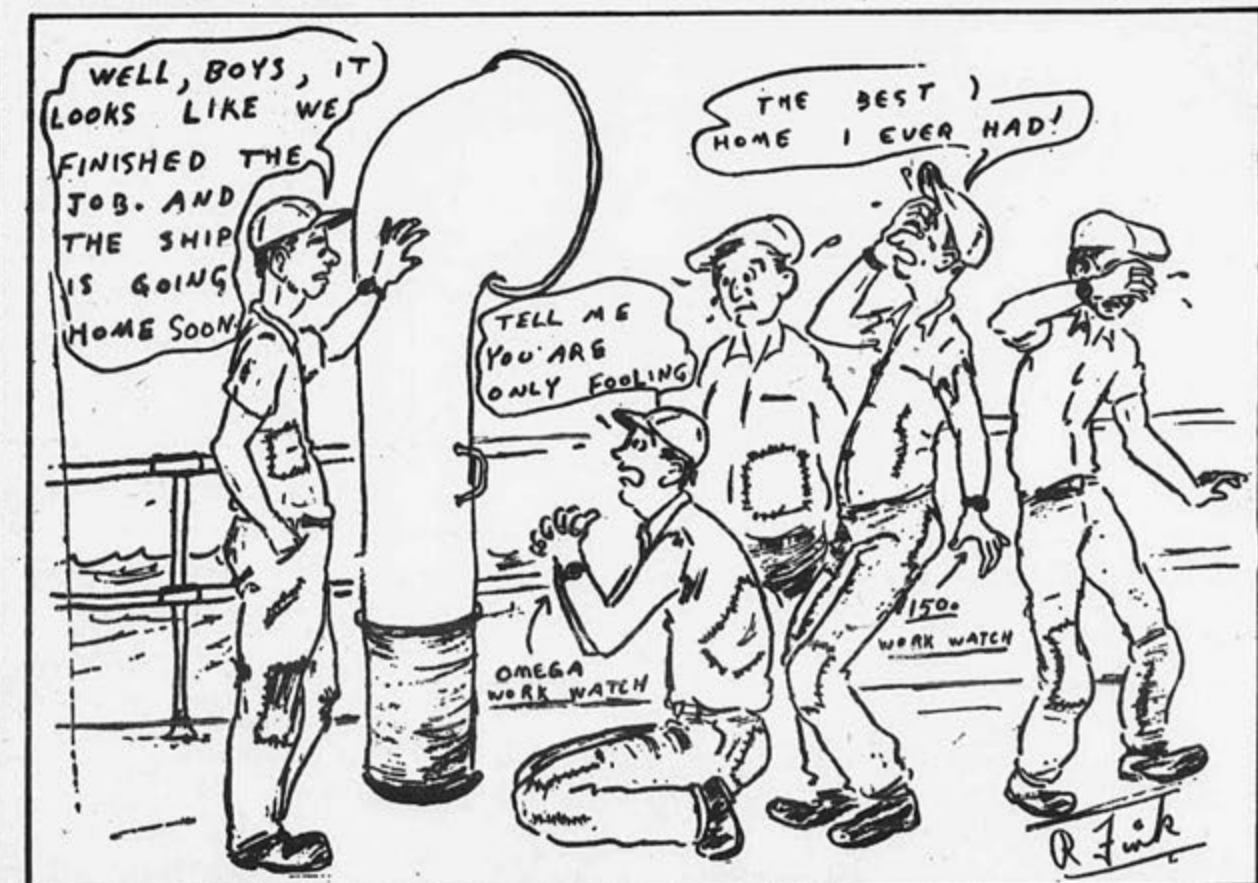
They're not as spruce as the Marines,  
Most times they're wearing working jeans;  
They do not hut in Army style,  
Nor rival Navy's rank and file.  
But when it comes to downright grit—  
These boys excel in having it!

They'll ship in sunshine or in rain,  
Arrive at port—and home again.  
The toughest job's another chore,  
They proved their spunk in every war;  
They're valiant, fighting, salty seamen  
(Yet oh, how gallant to their women).

So let's all toast these sailing men  
This Maritime Day—honoring them.

## 'The Homesteaders'

—By Seafarer Robert Fink



Rattled by rumors that their bonus-pay dredging job in Venezuela has to end sometime, Seafarers on the Chester Harding take the news a little hard, says Rbert "Red" Fink. The reference to the timepieces indicates how well they're making out.

**Runner Stays Ahead On Chow**



All hands are busy with the job at hand, consuming the good food dished up by steward A. W. Wasiluk and his gang on the Alcoa Runner. J. Colon, crew pantryman, looks on. No other names were supplied for the photo.

**New Speed-Up Scheme Has Alma In A Trance**

They're always coming up with something new on the City of Alma. This time, if rumors can be believed, the 1st assistant engineer has a scheme all figured for getting a little extra work out of the boys in the engine room.

He isn't complaining, mind you, but if he can squeeze ten hours' work into eight, he'll make a lot of points with somebody.

**Nothing 'Crude' Planned**

And he's not planning anything crude exactly—no whips, speed-up music or anything like that. He'll settle for something simple like hypnosis. All he has to do is keep the gang in a trance while they're on watch and he'll have them eating out of his hand.

Of course, first he's got to get the 2nd assistant to teach him some tricks. The Second is actually an amateur hypnotist; the First is just trying to cut in on his sidekick's hobby.

Source of the intelligence about these mystical goings-on is Jake Malenke, ship's reporter, who notes that the 2nd has already had a couple of crewmembers going around in a trance.

"He had 'Duke' the bosun all the way 'under,'" Malenke points out, "but no one is sure whether it was due to the 2nd's hypnotic powers or the liquid refreshments which were being served at the time."

**Sorry He Woke Up**

"They also say yours truly was 'under' and was seeing cowboys and indians, pretty dancing girls, etc. I'm sorry he ever woke me up. I'm very partial to pretty danc-



Malenke

ing girls—especially on a long trip to the Far East.

"Anyway, our three wipers, Marty O'Toole, 'Shorty' Mallet and Dick Suttle, are now on notice regarding the First's plans for them. He may speed up production a bit by hypnotizing them, but if they spot those dancing girls too, look out!"

**Beware Of Case Chasers**

Despite the best efforts of the authorities, the Public Health Service Hospitals are still plagued with ambulance chasers. Seafarers approached by these characters or their front men are advised for their own good to give them a fast brushoff.

It is well known that the ranks of the ambulance chasers contain many who will charge excessive fees or simply sell out their clients to the companies. Most of them are known to be pretty poor lawyers or else they wouldn't be digging for business the way they do.

The time to choose a lawyer is not while you are sick or injured and being hypnotized by a fast line of chatter. Wait until you are recovered and then if you need an attorney go out and shop around for the best attorney and the best deal you can get.

**Irenestar Crew Kindness Hailed**

To the Editor:

May I take this occasion to express my feelings and thanks to the officers and brother crewmembers of the SS Irenestar for the sympathy they showed when my mother died recently.

At the time we were 1,000 miles from Cape Henry light-ship, and had bad weather. But the chief engineer, Mr. Swell, said that after we get the pilot

and after a 15-minute search of the ship we turned around and went back to the most likely spot where Brother Jackson might have disappeared. We searched the area thoroughly but no trace was found.

This all happened seven days out of Kakinada, India, in the South China Sea, enroute to Japan.

The crewmembers of the Ocean Joyce regret the loss of Brother Jackson and offer their deepest sympathy to all the members of his family.

Courtney Rooks  
Ship's delegate

**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.

aboard, they'll put "full steam ahead" so that I could make it home in time for the funeral.

Our family cannot tell the crew in words their feelings toward such a fine bunch of men. The beautiful anchor-shaped floral piece that was sent was outstanding. It was a kind and very beautiful thought.

I offer my heartfelt thanks to each and every one of the officers and crewmembers, especially to Jiggs Jeffers, ship's delegate; C. Boone, engine delegate; R. Alston, steward, and J. Boldiszar. Thanks also on behalf of my family to each and every one. God bless them all.

Henry Karpowicz

**Joyce Men Mourn Loss Of Shipmate**

To the Editor:

As ship's delegate of the SS Ocean Joyce I have the regretful duty of informing you of the loss of at sea of our brother member Harry J. Jackson.

Brother Jackson was a quiet, retiring sort of man. For this reason, we did not expect his sudden disappearance, although he seemed to have been under some mental stress during his last few days with us.

He even asked me to take him to the old man, who gave him a room topside, thinking that he might rest easier there, be able to think things out for himself undisturbed and then could see a doctor in Japan.

**Stood Watch**

But he only stayed topside one night, stood his 4 to 8 AM watch and was around on deck the next morning where he was seen by several of us. Then about 11:45 AM, his wristwatch was found on the bulwarks and we couldn't find him.

I notified the old man at once

**Sunny Point Not What It Seems**

To the Editor:

As you may know by now the SS Jose Marti has been here at Sunny Point, NC, which is about ten miles to somewhere when we can make it, since April 28. The rumors now have it that we may have to stay put here at least until May 18.

In this whole area, our true salvation is the "South Smoking House," where we can make use of a public telephone, two soda machines and a couple of cookie and vending machines.

Since smoking is strictly forbidden everywhere else around here, the little house is always crowded. But this is something I can't understand, as the boiler tubes were blown just after supper on April 30, and sent heavy black cloud up into this clean and country-like atmosphere.

This newly-acquired ship is scheduled to stop in many important ports, such as Lisbon, Naples, Leghorn and Istanbul, but a good number of the boys are already disgusted with the place we are in right now.

Anyone who throws in for a job on any one of the ships coming to park here for a while should understand where he is going.

Luis A. Ramirez

**Lauds Job Done By Union, LOG**

To the Editor:

Your gracious letter, together with a copy of the LOG of April 27, 1956, containing my poem, was received with much pleasure and appreciation indeed. I am grateful for your kindness.

I enjoyed from cover to cover your stout articles, which reflect so well the great work our SIU representatives have done and are doing. Amen also to the "oldtimer's" laud for our Union leadership, and to his grand faith for the future.

Thank you also for your nice wishes for the book of poems I'm planning. The best always to you and the Brotherhood.

James Kerrigan

**Arizpa Sticks To Old Routine**

To the Editor:

The Arizpa is still living true to form, with the same old routine.

Liza and Helen met the ship at the locks in Bremerhaven as usual. The mayor gave us the regular reception at the "Penguin," and the "Better Business Bureau" on board approved "Elfi's" in Bremerhaven as a place for the elite.

Hamburg and Rotterdam also got our share even though we were only there for a short time.

**More Casualties**

The casualty list increased this trip, and so did the replacements. They're both on the same ratio.

But social prestige has obliged Brother Gil Borge and yours truly to say adios to the good old Arizpa. We are seeking a new chateau.

However, we are leaving some very good men behind to keep up the old morale. To them we say farewell and smooth sailing.

Ollie Olvera

**Black Gang Nixes Kettering Beef**

To the Editor:

This concerns the letter from the Robin Kettering (Seas Shipping) in the March 2, 1956, issue of the LOG titled "Kettering Raps Power of Chief."

The remaining members of the black gang who stayed on for another trip feel that the captain and the chief engineer were very cooperative but, like all department heads, are subject to criticism.

However, lads, there's a very old saying that you can please some of the people all of the time, and all the people some of the time, but you can't please all of the people all of the time.

This is signed by Viggo Sorensen, Camlel Caus, George Wanka and A. F. Kamedra, in addition to myself.

Bob Huykman  
Engine delegate

**Steel Apprentice Is In Good Shape**

To the Editor:

I got some terrific pictures from Bahrain about the general strike there, and will mail them in as soon as I get everything together.

We have had wonderful weather, and the crew here on the Steel Apprentice is tops. I have never seen in all my life of going to sea as well a bunch of SIU men as we have aboard.

I read in the LOG recently about the death of Harvey Guenther in New Orleans. I knew Harvey and his wife, Gwen, quite well, and was really shocked. He was a great SIU man and a helluva nice guy.

F. "Whitey" Johnson

**Burly**

**Life's Full Of Disappointments**

**By Bernard Seaman**





## The Most Money.



## to the Most Men!

## THE SEAFARERS VACATION PLAN

- **The First In Maritime!**
- **The Best In Maritime!**
- *The Seafarers International Union, Atlantic & Gulf District, won the first industry-wide vacation plan in the maritime industry in 1951. Since then the Union-won Plan has consistently led the field with millions of dollars paid out in vacation benefits to seamen. The current SIU vacation pay of \$244 per year per man is the highest average in the industry!*

### HOW THE SIU VACATION PLAN WORKS:

The Seafarers Vacation Plan provides vacation pay for every day of time worked aboard ships of SIU-contracted companies, regardless of the number of ships or companies a Seafarer works for during a year.

A Seafarer can collect vacation pay earned to date any time he has worked a minimum of 90 days seetime within any 12 month period. For 365 days of work he collects \$244.

In order to speedily collect vacation pay, A Seafarer:

- Brings ship discharges to any SIU-A&G hall.
- Files an application listing seetime and the ships worked on.
- The application is then sped to the Vacation Plan headquarters in New York. If application is made in New York it is handled and paid within an hour. On out-of-town applications checks go out the same day the application is received.

The only caution: You must have a minimum of 90 days within a 12 month period in order to file; you must file within one year after the payoff date of your discharge.