

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

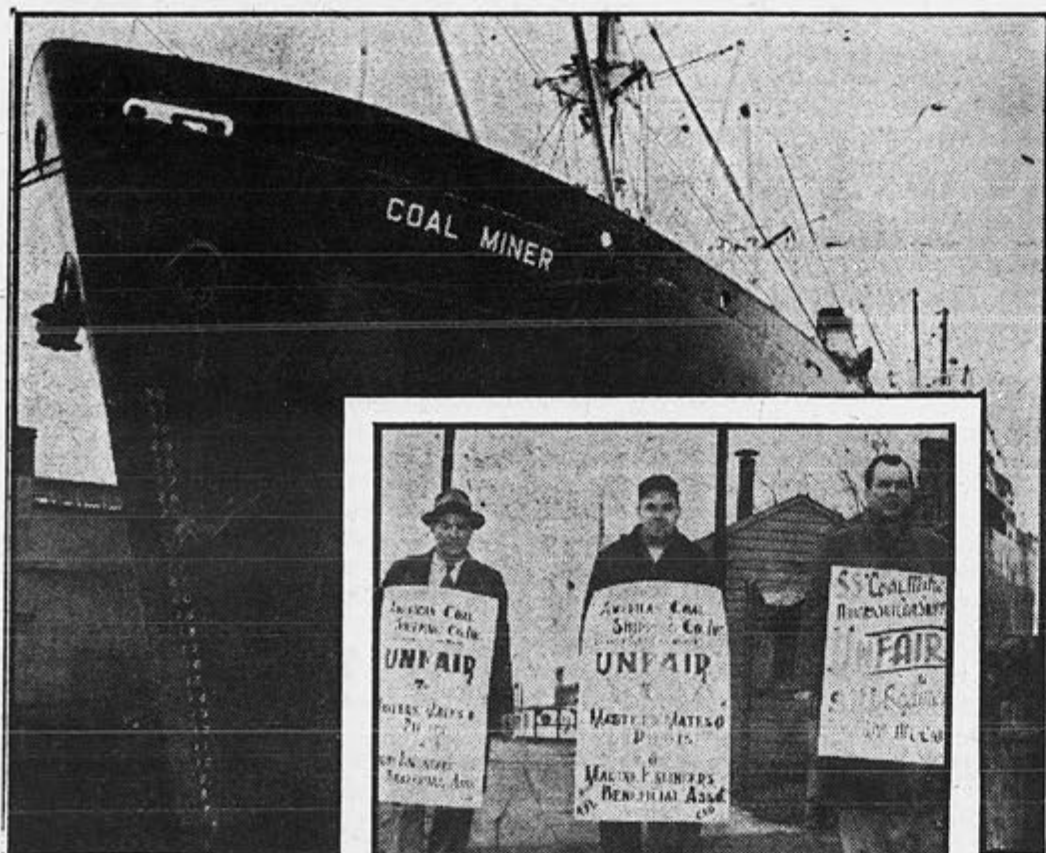


Final Journey. While throng of mourners stands in silent attention, the Rev. George Dorn intones prayer over flower-covered casket of the late Harry Lundeberg. Widow, Ida, and SUP members are seated in front row. Over 2,000 attended funeral. Lundeberg, the founder and president of the SIU of North America from 1938 on, died Jan. 28 after a heart attack. (Story on page 3).

Breakout Slow-up Hits Europe:

NEED FOR US SHIPS MOUNTS

—Story On Page 3



Ship Tied Up In Coal Beef

With her bow anchor dangling idly, American Coal Shipping's Liberty, the Coal Miner, is tied up in Norfolk as a result of picketing by three unions. Mates and engineers are striking company as unfair for refusal to sign contract. Seafarers are protesting hiring discrimination. The National Labor Relations Board has upheld the SIU complaint against the company accusing it of unfair labor practices on the hiring issue. Picketing is going on all along the coast from Savannah to New York. (Stories on pages 2, 5.)

'American Coal Unfair To SIU,' NLRB Charges

—Story On Page 5

SIU of NA Pledges No Basic Changes In Union's Policy

—Story On Page 2

NMU Smog Fogs Coal Ship Beef 'No Basic Change In Policies'--SIU of NA

Having maintained a steady barrage of abuse against the SIU, NMU President Joseph Curran went all out this week with publication of an eight-page diatribe accusing SIU, in effect, of betraying home mother and country. The pamphlet fires the same decaying and moldy collection of charges which have been scattered at SIU in previous weeks. All the splatterings have been carefully scraped off the walls and reassembled into new pellets.

The old adjectives—"conspiracy"—"sellout"—"cut-rate"—"irresponsible"—are scattered monotonously through the text.

When it comes to dealing with American Coal, NMU finds itself more at home with the fabric of its daydreams than the facts of the matter.

Here are a few samples:

CURRAN SAYS: The SIU's complaint and picketing is an attack on the hiring hall because, according to Curran, the SIU says an "agreement to get crews exclusively through a union hiring hall constitutes an unfair labor practice."

THE FACTS ARE: There is nothing in the SIU complaint to stop any union from signing a contract calling for a hiring hall once it has established it has a right to represent the employees. Nor does the NLRB complaint attack the hiring hall. In fact the NLRB says a hiring hall contract can be signed once a union has established its right to represent the crews. The usual procedure for establishing this right is by winning a collective bargaining election. What SIU is attacking is discrimination by a shipping operation which had not yet obtained ships and crews, but tried to bar Seafarers from legitimate organizing efforts. As has been noted before, Curran has an allergy to free election contests so he screams "attack on hiring hall!"

CURRAN SAYS: The company's contract for marine officers with District 50 was a "valid contract."

THE FACTS ARE: 1) District 50's agreement permits the com-

pany to compel officers to waive the protection of the Jones Act. If they are injured, they cannot sue for damages. 2) The so-called "marine officers unit," as Curran calls it, has been unable to supply the company with marine officers. The company has had to advertise in newspapers all over the country to dredge up manpower. This is "valid?" or is it "company union?" 3) The District 50 unit involved, a Norfolk local, never had a deep sea contract.

MEBA and MM&P were in negotiations with the company for weeks. They failed to get a contract because they refused to sign a Jones Act waiver. Nevertheless, Curran—and District 50's "marine officers union"—got a contract!

QUESTIONS: Does NMU's "contract" with American Coal also provide for a Jones Act waiver? What's in the contract, anyway?

How is it that the company's employment applications for both licensed and unlicensed seamen carry a Jones Act waiver which must be approved by the applicant?

If this is so, doesn't this represent the first time that any marine union anywhere has agreed to concessions on the Jones Act, one of the basic protective props for seamen which Andy Furuseth fought for many years ago? Whatever NMU's contract may provide, by calling District 50's contract "valid," does Curran mean that dumping the Jones Act is okay with him?

Is that why he bellows "Tonsina," "sellout" and "56-hour week" to cover up?

CURRAN SAYS: The MEBA and MM&P agreed, at a meeting with him, to follow one of two courses: "1) to get their men aboard American coal ships and then demand recognition, or 2) to instruct their members not to take jobs on American coal ships in which case the company would almost certainly be compelled to



cancel its contract with District 50 . . ."

THE FACTS ARE: MM&P and MEBA representatives insist that Curran offered only the first of the two alternatives. It was the officers' unions who maintained that the second course should be followed. They subsequently did so. When they insisted on this course, Curran said he would refuse to honor their picket lines.

Curran himself, in a letter to AFL-CIO President George Meany, gives the lie to his own statement. He declared: "We advised the MEBA that their decision to picket the American Coal Shipping Company vessels was not constructive . . . We also suggested that if District 50 could not supply licensed personnel [with its "valid" contract—Ed.] the MEBA make its engineers available, get them on the ships and at the right time take appropriate action . . ."

Not a word of mention of "instruct their members not to take jobs . . ." This was an afterthought on Curran's part to make it appear that MEBA agreed with him.

CURRAN SAYS: "Representatives of the Maritime Trades Department gave AFL-CIO President Meany a completely distorted version of the dispute to get him to intervene on behalf of SIU."

THE FACTS ARE: President Meany showed he was fully aware of what was going on from the start when he said on October 31, before SIU acted on American Coal that the coal ship set-up was a "clear violation of basic principles of trade unions." Meany added, "cut-throat competition of this nature can demoralize the whole shipping industry." Neither the MTD or SIU had discussed the matter with President Meany before that statement.

CURRAN SAYS: "Shortly before the merger convention in 1955, the AFL unions got together to set up the Maritime Trades Department . . . The big concern was to sew the organization up tight against any chance of former CIO unions having a say in it."

THE FACTS ARE: The Maritime Trades Department has been in existence since 1946! This is a

typically deliberate and, blatant misstatement of fact by the NMU president.

There are many more of the same in the document, most of them of the generalized "have you stopped beating your wife" variety. Among them is one very revealing accusation—that the SIU "deludes" local union officials into believing its beef is legitimate.

It is obvious that NMU is very unhappy that the SIU, as well as MM&P and MEBA, each have a legitimate complaint which is recognized and supported by union men in shipyards, rail terminals and elsewhere on the waterfront. When union waterfront workers see NMU men ordered across picket lines of three maritime unions, they need no "deluding" as to the nature of the NMU.

Vote On SIU Delegates

Nominations have now been received at headquarters from candidates running for the position of delegate to the next SIU of NA convention. The convention will open Monday March 25 in San Francisco.

The delegates will be chosen by secret ballot vote running from February 28 through March 6, 1957. At the nominating deadline, just six men had thrown in for the six posts open, assuring their election. The six nominees are Lindsey Williams, Cal Tanner, Earl Sheppard, Paul Hall, A. S. Cardullo and Marty Breithoff.

The balloting will follow the same procedure as that used in SIU elections.

To Elect Tally Group
Ballots will be counted by a six-man headquarters Tally Committee which will be elected on March 6.

The procedure for the nominations was outlined and approved at the February 6 membership meeting in all ports. The nominations were declared open at these meetings. Acceptances of candidates had to be submitted by midnight, Monday, February 11, 1957, with credentials due in person by noon of the next day or postmarked midnight, February 11.

Under the international union's rules, the SIU Atlantic and Gulf District is entitled to 15 votes and

Change In Policies'--SIU of NA

SAN FRANCISCO—A special meeting of the executive committee of the Seafarers International Union of North America pledged that there would be no basic changes in the international union's policy as a result of the death of International President Harry Lundeberg. The meeting was convened February 1 following the sudden death of Lundeberg on Monday of that week.

SIU A&G Secretary-Treasurer Paul Hall formally assumed his duties as international president at the committee meeting. As first vice-president of the international, Hall automatically became president under terms of the SIUNA constitution.

The committee voted that Lundeberg's successor as secretary of the Sailors Union of the Pacific would become first vice-president of the SIUNA. Morris Weisberger, East Coast representative of the SUP, was subsequently elected SUP secretary at an SUP headquarters meeting Monday.

John Hawk, SIUNA secretary-treasurer, will continue in that post, with headquarters here, and will still serve as the international's representative at upcoming world labor conferences.

In another action, the executive committee named Sam Bennett, newly-elected president of the Marine Firemen, Oilers and Water-tenders, an international vice-president in place of Vincent J. Malone, who retired from office and did not run in the MFOW election just concluded.

Raymond McKay, new president of the Brotherhood of Marine Engineers, was also elected a vice-president, replacing Wilbur Dickey, who resigned.

All officers will serve until the SIUNA convention here next month, beginning March 25.

a maximum of 15 delegates to the convention. The membership approved recommendations by the secretary-treasurer that the delegation's 15 votes be divided among six delegates, that number being deemed ample to represent the District.

The international union convention, which convenes every two years, will meet at the Whitcomb Hotel in San Francisco.

SEAFARERS LOG

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The National Labor Relations Board last week issued an unfair labor practices complaint against American Coal Shipping, charging that the company was discriminating against Seafarers.

The beef started when the new shipping venture was formed and was awarded 30 Liberties by the US Government. Learning of the award (the company had no ships of its own at the time) the SIU followed normal organizing tactics. Seafarers went to the company office to apply for employment when and if the company obtained and operated ships. Such employment would have put the SIU in a position to petition for a fair and free bargaining election to determine who would have the American Coal contract.

From November 13 on, when Seafarers first applied, approximately 300 qualified SIU men approached the company in this fashion. Every single man was rejected. Many of them were even denied an opportunity to file an application.

It wasn't until December 13 that the company acquired a ship. This was the Chian Trader, purchased from Arc Steamship Company. The ship was renamed the Coal Miner and crewed by the National Maritime Union.

When Seafarers were discriminated against in this fashion, the SIU placed picketlines on all ships subsequently acquired by the company, informing all comers of the company's discriminatory policy.

It is NMU's contention that it has a "contract" with the company. This "contract" was signed four months before American Coal had a single ship or any employees for NMU to represent. It is this company effort to escape an SIU organizing drive and evade a collective bargaining election through a so-called "contract" which has now been attacked by the NLRB.

A second dispute in which the company is involved is between the company and two officers' unions, the Masters, Mates and Pilots and the Marine Engineers Beneficial Association. After being in negotiations with the officers for some weeks (the two unions had the contract for the Chian Trader under Arc Steamship Company ownership) the company turned around and signed with an affiliate of District 50 of the United Mine Workers. The officers' contract provides for waiver of all Jones Act rights.

2,000 Mourn At Lundeberg Rites

SAN FRANCISCO—A throng of over 2,000 mourners followed the last remains of Harry Lundeberg to his final resting place in the Sailors Union of the Pacific burial plot at Olivet Memorial Park, Colma, Calif. While his body was laid to rest on Thursday, January 31, all work stopped on SIU of NA ships at 2 PM and spe-

dreds of Sailors, Firemen, Cooks and members of the SIU A&G District.

Five Mile Procession

A police motorcycle escort led the procession from Anderson's Funeral Home to the cemetery. So great was the throng of mourners that the parade of automobiles carrying them stretched out a full five miles.

Meanwhile, additional messages of condolence kept pouring in from prominent persons in labor and maritime. AFL-CIO President George Meany declared: "His untimely passing is a great loss to American labor and especially to the seamen whom he served devotedly for many years. His courage and zeal in his life's work will be long remembered by his friends and associates within the AFL-CIO."

Admiral E. L. Cochrane, former Maritime Administrator, who is now associated with the Massachusetts Institute of Technology, declared: "The American Merchant Marine and maritime labor owe him much and his honest and fearless leadership will be greatly missed."

Rank and file members of the Sailors Union served as pallbearers during the ceremonies.

Seafarers at branch meetings throughout the A&G District voted on February 6 to match the contribution by the SIUNA to a memorial trust fund for the children of Harry Lundeberg. The international union executive committee at its meeting last week voted to establish a memorial fund for this purpose and to request the participation of all unions affiliated with the SIUNA. Besides his wife, Ida, Lundeberg left three children: Gunnar, 9; Allette, 6, and Erik, 2.

cial meetings were held in all SIU of NA hiring halls in his memory.

'Largest Ever Held'

The funeral, described in local papers here as the largest ever to be held in San Francisco, attracted mourners from all walks of life in the most literal sense of the term. Those present included Secretary of Labor James Mitchell and Mayor Christopher of San Francisco, ship operators and officials, members of San Francisco's leading families and, of course, hun-

Ship Need Rising; Breakouts Slowed

WASHINGTON—Zooming ship repair costs are being blamed for fouling up a large-scale breakout of Government-owned ships. The Maritime Administration has announced that it is being handicapped by lack of funds in repairing ships already assigned to US operators and has to slow down breakouts accordingly.

However, pressure is still growing for additional shipping space and Maritime Administrator Clarence Morse has made it clear that breakouts will continue above the 125 figure. Breakouts of up to 212 ships have been authorized thus far with the total number of assigned vessels standing at 64.

Longer Charters

To meet the problem the Maritime Administration is calling for longer term charters and also asking that the operators pay the breakout costs in return for lower charter rates.

Typical of the growth in shipping demand was the statement by officers of the European Coal and Steel Community to the effect that more ships should be broken out. The officers of the group, which handles European steel production, said that Europe will need a "substantial increase" in US coal tonnage this year "up to as much as 40 million tons."

Increase Of 800 Voyages

This would represent an increase of eight million tons, or 800 Liberty ship loads, over the amount exported to Europe alone in the year ending April 1, 1957.

Even the full reopening of Suez, expected in May, will not make

much of a dent in the demand for shipping.

Despite this juicy shipping plum, the breakouts are in difficulties because repair expenses are running as high as \$230,000 a ship, Morse said. In return, Liberty vessels bring the US \$130,000 a year in charter fees. Since the charter money goes into a fund which pays for the breakouts, the Maritime Administration would be about \$900,000 in the red in the first year.

The Maritime Administration is now asking operators to charter

Victorys for 18 months and Libertys for 24 months. The longer charters would cover the rising costs of shipyard work. Coal and scrap charters would be based on the 24-month figure. It is not known whether the operators who have put in for ships will be willing to take the risk of a two-year charter.

In addition to the slowdown caused by repair costs, breakouts are being spaced out intentionally, Morse said, so as not to dump a heavy load of shipping on the market at one time.

MTD Board Names Hall President

Meeting in Miami on February 4, the executive board of the AFL-CIO Maritime Trades Department elected Paul Hall to fill out the unexpired term of MTD President Harry Lundeberg who died on January 28.

Lundeberg, the first MTD president under the merged AFL-CIO setup, was elected to a four-year term in December, 1955.

Hall, who has been secretary-treasurer of the SIU A&G District since 1948, was in San Francisco at the time, where he had gone to attend Lundeberg's funeral. Informed of his election, he declared that the MTD would continue to give full representation to the problems of all its members. At present, MTD is backing up the SIU A&G and MM&P which, together with the MEBA, are currently involved in a dispute with American Coal Shipping.

The MTD, with over 150,000 members, is composed of most of the nation's seagoing unions, the International Brotherhood of Longshoremen, the Teamsters, Operating Engineers, Grain Millers, Brotherhood of Firemen and Oilers, and State, County and Municipal workers.



Newly-elected SUP secretary is Morris Weisberger.

Weisberger Elected SUP Sec'y-Treas.

SAN FRANCISCO—Members of the Sailors Union of the Pacific have elected Morris Weisberger, New York port agent of the SUP, to succeed Harry Lundeberg as secretary-treasurer of the union. Weisberger had the unanimous support of all SUP port agents and officials for the post.

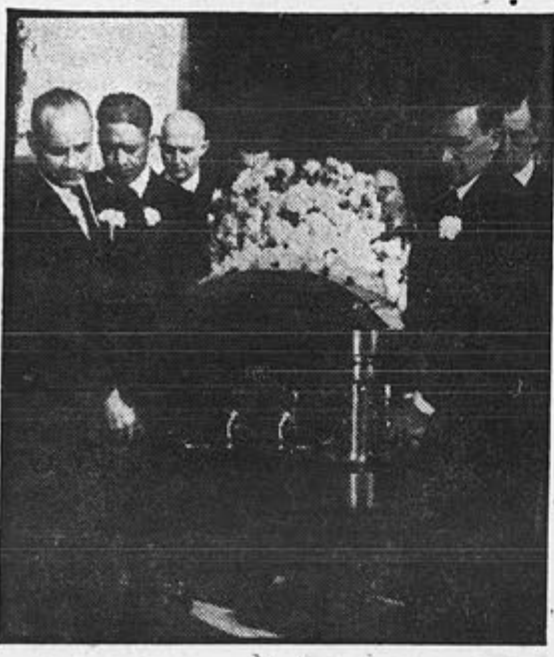
The action by the Sailors was taken at a meeting of 1,500 SUP members at San Francisco headquarters on Monday, February 11. The SUP constitution provides for succession to be decided by a majority vote of the headquarters membership.

Weisberger will serve until the next annual SUP election which starts December 1, 1957. Balloting in the last election had been virtually completed at the time of Lundeberg's sudden death on January 28. Lundeberg had been unopposed on the ballot.

Weisberger is well known to Seafarers at SIU headquarters since the SUP agent had his offices in the New York hall and had worked closely with SIU officials.

He first began sailing in 1925 on the Lakes, then on the East Coast until 1935. He joined the SUP that year and worked in union posts here and at Honolulu, Seattle, San Pedro and other ports between periods at sea.

In 1939, he was elected SUP agent in New York, and has been in that post ever since. SUP Patrolman William Armstrong is now serving as acting New York agent.



Part of the huge crowd of seamen, friends, civic and shipping leaders who turned out for the Lundeberg funeral services in San Francisco is shown at top. Six rank and file Sailors Union members served as pallbearers (above, left). Among those who joined in the final tribute (right) were (front, l to r) SUP member Charles Cates; SUP Assistant Secretary Harry Johnson. Mayor George Christopher, Police Commissioner Thomas Mellon and Police Chief Frank Ahern. Burial was in Olivet Memorial Park, Colma, Calif.

SCHEDULE OF SIU MEETINGS

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

- February 20
- March 6
- March 20
- April 3
- April 17

AFL-CIO Votes Rackets Code, Acts on 3 Unions

MIAMI BEACH—Following adoption of an anti-rackets code by its Executive Council, the American Federation of Labor-Congress of Industrial Organizations has already acted against three AFL-CIO affiliates.

The Executive Council's vote was immediately followed by "clean up or get out" mandates to three of the Federation's international unions. In addition, AFL-CIO President George Meany expelled the head of a directly-affiliated local in Philadelphia and the International Chemical Workers Union acted independently against one local union in New York.

The code which touched off these actions is basically concerned with three areas: (1) the administration of welfare and pension funds; (2) the exclusion of those persons who violate the principles of the AFL-CIO or various Federal laws, and (3) the elimination of any business interests which might reflect on a union officer's ability to represent the members.

Toward these ends, the code calls for barring of persons convicted of crimes from holding union office, and also bans men "commonly known to be crooks and racketeers" though they may never have been convicted in a court of law. It lays down rules to prevent the mishandling of welfare and pension funds, forbids substantial financial interests in businesses with which union leaders bargain, and provides for the ouster of supporters of the Communist or Fascist lines even though they may not hold party membership.

President Meany said that there was no intent to oust men who were conducting themselves honorably simply because they had been convicted of a crime years ago. On the other hand, he said, men who had never been convicted of a crime could find themselves liable to removal.

The Executive Council, however, was adamant in taking the position that unionists had no right to hold their jobs if they invoked the Fifth Amendment to escape Government investigation.

The section of the code dealing with business investments holds that no responsible union leader should have personal financial in-

Lk. Charles Movies Back

LAKE CHARLES — Seafarers who may have missed some of their favorite movies during the motion picture operators' beef can catch up on the shows again.

Port Agent Leroy Clarke also reported that the AFL-CIO International Association of Machinists now has a picketline out against the Columbia Southern Chemical plant over wages and conditions, but meetings are still going on.

Shipping has perked up a bit, meanwhile. Nine Cities Service tankers, plus the Pan-Oceanic Transporter (Pan Oceanic), Del Mundo (Mississippi) and the Steel Surveyor (Isthmian) in Port Arthur, and the Val Chem (Valentine) in Port Neches, made calls here during the period.

Feelings are running high on one of the Cities Service wagons, the Chiwawa, over a sudden shift in runs. The Chiwawa has been going from here to Florida ports for the past two years, but was switched last week to go up to Bridgeport, Conn.

"The 'sunshine run' brothers really moaned at this switch, in the light of all the cold weather up north," Clarke added.

terests which conflict with his functions as a representative of workers.

Adoption of the code was criticized by Dave Beck, president of the Int'l Brotherhood of Teamsters, who was absent when the Executive Council voted it unanimously. Beck was also the sole dissenter when the Executive Council previously decreed that union leaders who invoked the Fifth Amendment in Government probes of labor racketeering should be required to leave their jobs.

Teamster officials challenged the authority of a Senate subcommittee to inquire into their operations and defended their right to use Constitutional privileges.

Even before the Executive Council formally adopted the code, the AFL-CIO president gave evidence that he would proceed vigorously with the anti-rackets campaign by ousting Charles Naddeo as the secretary-treasurer of Can Workers Local 22623 in Philadelphia.

Naddeo, who was charged with failing to run the local in accordance with the Federation's ethical standards, is also a vice president of the 72,000-member Laundry Workers International Union.

The Laundry Workers Union is one of the three international unions which the Executive Council ordered to clean up within 90 days. The other two internationals are the 73,000-member Allied Industrial Workers and the 25,000-member Distilling, Rectifying and Wine Workers.

Subsequently, the International Ladies Garment Workers ousted one of its officials, Sam Berger, for pleading the 5th amendment.

Labor Hits Wreck Bill In Indiana

On the heels of a legal victory over proponents of "right-to-work" legislation in California, organized labor has opened an intensive campaign to prevent the passage of anti-union bills now pending before Indiana's lawmakers.

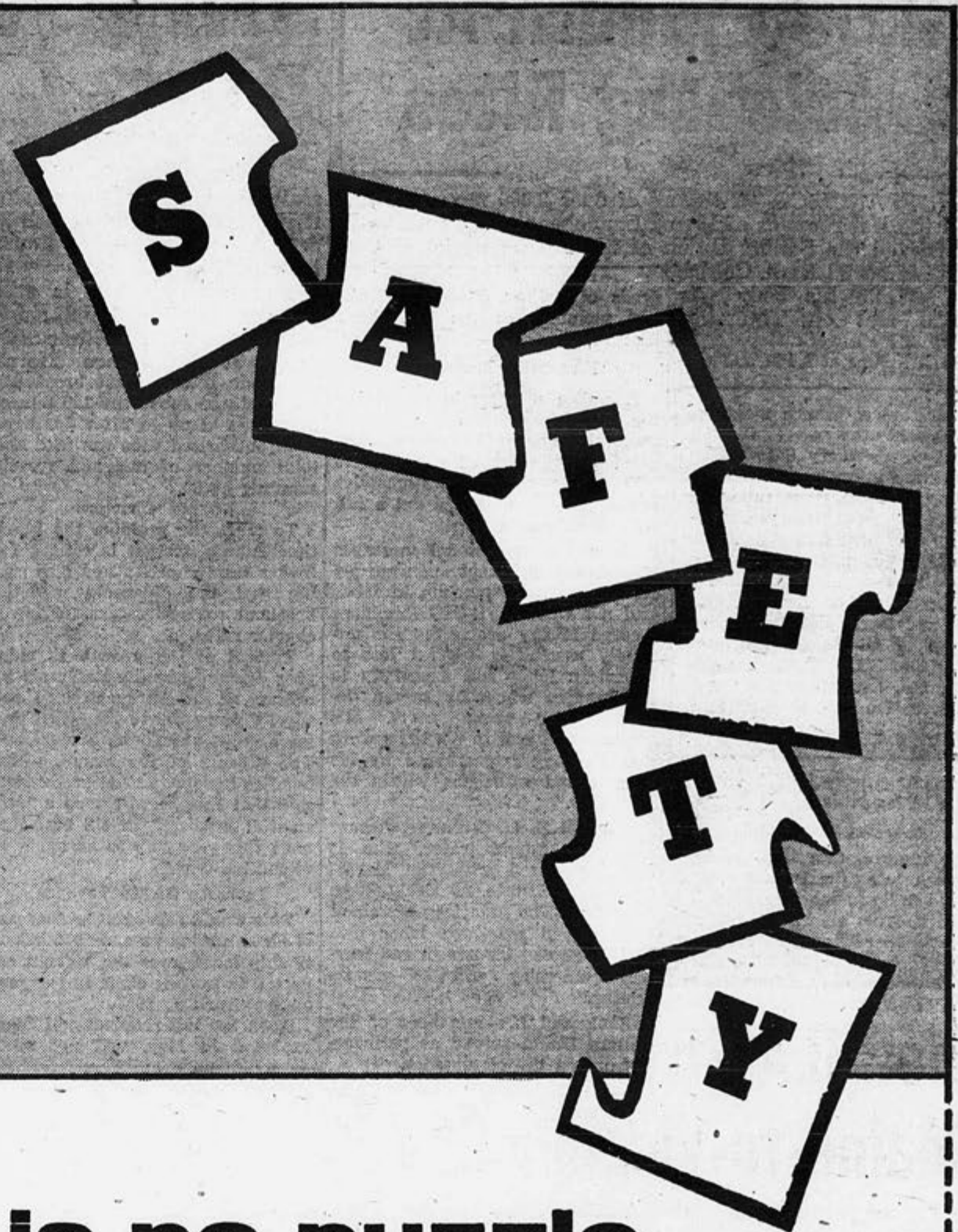
The California victory came about when a California Superior Court judge issued a preliminary injunction prohibiting the city of Palm Springs from enforcing a "right-to-work" ordinance outlawing the union shop and other forms of union security, and making the open shop compulsory.

The Palm Springs ordinance, enacted last December, was written by the Palm Springs Employers Association, and was the first such city ordinance enacted in the country.

In an 11-page decision, the court ruled that only the Federal and state governments may prohibit union security clauses in labor-management contracts.

Meanwhile, in Indiana, officials of the state AFL and CIO, which are as yet unmerged, are spearheading the campaign against "right-to-work" bills now pending before both houses of the Indiana General Assembly.

The measures have been opposed by Governor Harold W. Handley, but are being strongly supported by influential Hoosier State newspapers such as the Indianapolis Star and Indianapolis News.



is no puzzle . . .



There's nothing mysterious or hard to understand about shipboard safety. On the other hand, there are no magic formulas either. Shipboard safety simply involves day-to-day concern with ways and means to avoid accidents.

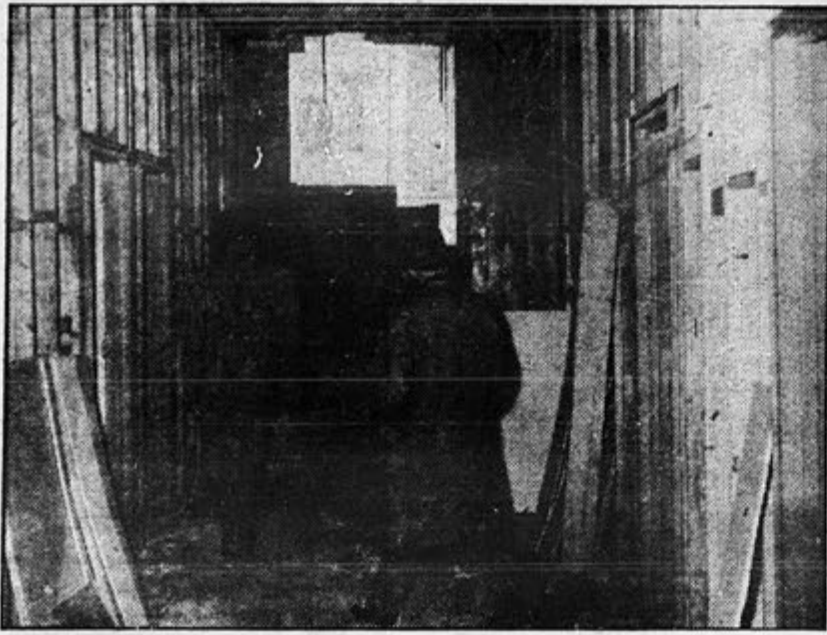
That is why the joint Union-shipowner safety program calls for regular safety meetings aboard ship. In addition to dealing with specific safety problems, the meetings and the safety committees constantly alert the crew to the need for safe practices and safe gear.

This "safety first" approach by all parties concerned is the biggest single factor in bringing a ship home accident-free.

An SIU Ship is

a Safe Ship

SIU Health Center Shapes Up



SIU welfare plan officials (top) check progress of construction and remodeling of the Union's first health center in Brooklyn, one block from the SIU headquarters hall. Work on the center, at 21st St. and 3rd Ave., is expected to be completed by mid-March. Partitioning will provide space for offices, labs and examination rooms where Seafarers can obtain physical checkups. Since photos were taken, plans have been made to start installing x-ray and lab equipment next week. At left, an electrician installs wiring.

New ILA Strike Halts Maine-to-Virginia Ships

For the second time in less than three months, the Atlantic coast from Portland, Me. to Hampton Roads, Va. was shut down Tuesday night by striking members of the International Longshoremen's Association.

A few days previously, Port of New York longshoremen had voted down the final contract offers of the New York Shipping Association and longshoremen in Baltimore, Hampton Roads, Boston, Providence, and other northeastern ports also rejected the employers' offers. The New York vote was 14,458 to 1,185.

The Tuesday night date—February 12—marked the expiration of the 80-day Taft-Hartley no-strike injunction which on November 24 ended a nine-day ILA tieup of the entire Atlantic and Gulf coasts. Shortly before the northeastern ports voted, however, ILA leaders went ahead with the signing of new three-year contracts in New Orleans and other South Atlantic and Gulf ports, thus precluding the support these ports had given the other ILA members during the November strike.

Meanwhile, the Federal Government indicated how seriously it views a lengthy strike by sending Joseph F. Finnegan, director of the Federal Mediation and Conciliation Service, to New York in an attempt to bring about a meeting of the minds between the shippers and the ILA.

Talks Continue

Negotiations between the two parties have been continuing despite the calling of the strike, which involves about 25,000 longshoremen in New York and about 20,000 men in the other ports.

However, Secretary of Labor James P. Mitchell, commenting on Finnegan's role, said that "the Federal Government plans no further actions at this time."

The shippers' proposals, on

which the men voted, provided for a three-year contract calling for a 32-cent-an-hour wage boost spread over this period, increased contributions to the welfare fund, paid holidays for qualified men, a seniority system, and other provisions.

The ILA, while not objecting to the 32-cent offer, called the employers' offer of 14 cents during the first year inadequate; and also said the contract did not call for a sling load limitation, an eight-hour guarantee, money for clinics and clinical services, or "reasonable" premium rates for holdmen and hatch bosses.

Coastwise Bargaining Issue

Underlying all of the ILA's contract demands, however, was its insistence on coastwise bargaining. The International Brotherhood of Longshoremen, which has been continuing to wage a vigorous battle to assure decent trade union representation for the longshoremen, maintained from the start of the contract talks that the ILA leaders, by making coastwise bargaining their No. 1 demand, were letting all the bread-and-butter issues go by the board, to the detriment of the longshore workers.

The NLRB, acting on a complaint by the shippers, last December obtained a restraining order from the Federal District Court barring the ILA from continuing with the coastwise demand. The ILA appealed the order but the Court of Appeals unanimously ruled that the ILA was guilty of an unfair labor practice when it insisted that it would not sign a contract for New York until the coastwise bargaining demand was granted.

Labor Bd. Upholds SIU Charge Against Coal Co.

The bitter fight being waged against American Coal Shipping is now reaching its climax. While picket lines continue to tighten the screws on the company, the National Labor Relations Board has issued a complaint charging the company with discriminating against Seafarers in its hiring practices. The complaint upholds an SIU charge against the company.

The next step is for the Labor Board to go to court seeking an order which would, in effect, declare illegal the present hiring of coal ship crews by the company and force revisions in its hiring practices.

The Labor Board action was only one of a number of fast-moving developments. Others of importance were:

- The Maritime Trades Department, AFL-CIO, pledged its full support to the coal ship beef.

- The Monte Marine Corp., where the SS Thomas Paine was docked in Brooklyn, and American Coal, are seeking injunctions through the NLRB to halt picketing of various ships under Taft-Hartley secondary boycott charges.

- Maritime Administrator Clarence Morse repeated that he would not allocate any more ships to the company until it can run its vessels.

- The company managed to move a second shipload out of Baltimore but the first ship, the Coal Miner, is now tied up in Norfolk. Two other company ships are getting ready to try to load.

Cannot Refuse Hiring

NLRB actions on charges and countercharges are all expected to come to a head next week. In upholding the SIU complaint, the NLRB agreed, in effect, that the company had no right to deny employment to Seafarers at a time when it had no ships actively operating under a maritime union contract.

In its findings, the NLRB pointed out that American Coal did not take possession of its first ship, the Chian Trader, until December 13. However, it signed an exclusive contract with NMU two months before. The agreement covered all vessels to be acquired by American Coal despite the fact that the company "did not employ any unlicensed personnel" and NMU did not "have a substantial or representative complement of employees in the collective bargaining unit covered by the agreement."

By refusing employment to some 300 SIU members, American Coal was deemed guilty of "discriminating in regard to the hire or tenure or terms or conditions of employment . . ."

At the same time the SIU, the Masters Mates and Pilots and the

Marine Engineers Beneficial Association are contesting NLRB court action seeking to remove picket lines in New York, Norfolk and Savannah.

The Maritime Trades Department executive board took action in Miami after hearing from representatives of the striking unions on the progress of the beef.

On the picket front itself, American Coal has been able to move just two shiploads of coal since the beef began in November. On December 16, the Coal Miner, privately-purchased by the company, managed to load at Lamberts Point in Hampton Roads and make one trip to Europe.

Met By Picketline

On her return to Norfolk late in January, the Coal Miner was met by a three-union picket line at the entrances to the Chesapeake and Ohio terminal. Fearing that terminal workers would refuse to handle any cargo, the C&O quickly withdrew the Coal Miner from the pier.

A second ship, the Casimir Pulaski, managed to get out of Baltimore only after a temporary restraining order followed by police action had cleared pickets from the streets.

American Coal originally had planned to move upwards of 300,000 tons of coal each month to start and as high as 800,000 tons later on, using Government-chartered ships.

Company injunction efforts have met with rebuffs on several previous occasions. A Georgia court refused an anti-picketing injunc-

tion against two coal ships being broken out in Savannah, and a Virginia jurist denied an ACS request for a picket ban in front of the company's offices in Norfolk.

An interesting sidelight to the coal beef is the smooth operation of the Bull Line which was recently purchased by American Coal. Bull, which has contracts with the SIU and the legitimate officers' unions, has been carrying coal on four of its own Liberties and has been assigned four others thus far by the Government.

Ships Keeping Boston Active

BOSTON—A welcome spurt of good shipping is keeping things busy in this area, although as usual the outlook is unpredictable.

Just how long the "boomlet" will last is uncertain, notes Port Agent James Sheehan, so Seafarers on the beach here are advised to make the most of it while they can.

The Bents Fort, Cities Service Norfolk and Bradford Island (Cities Service), and the Arickree (US Petroleum) paid off during the period, and all signed on again. An additional sign-on was the Ocean Ulla (Ocean Trans), which paid off two weeks ago.

Besides these, the Cantigny (Cities Service) and Robin Sherwood (Seas Shipping) stopped off in transit. All beefs were settled at the payoffs.

INQUIRING SEAFARER

Question: How do you feel about keeping pets aboard ship?

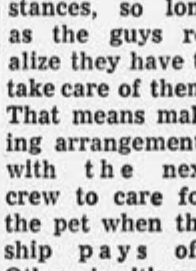
James C. Flanagan, AB: There's no need to keep pets aboard ship because they can be disease-carriers and can spread illness among the crew. I like dogs and other animals, but not on board a ship. They belong ashore and are more comfortable there, too.



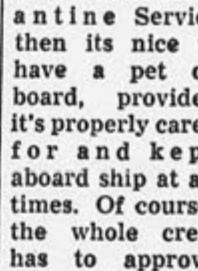
Frank A. Stewart, MM: A well-trained dog or cat is okay, but a small bird like a parakeet is much better because there is less of a mess to handle. My personal favorites are tropical fish, but unfortunately, you can't travel around with them very well.



Keith Donnelly, pumpman: It's alright under the proper circumstances, so long as the guys realize they have to take care of them. That means making arrangements with the next crew to care for the pet when the ship pays off. Otherwise it's not fair to the animal.



James Lupo Jr., AB: If it's okay with Public Health and the Quarantine Service then its nice to have a pet on board, provided it's properly cared for and kept aboard ship at all times. Of course, the whole crew has to approve as well as the skipper. Otherwise there's trouble.



John Byrd, wiper: Most fellows like the idea of having a pet aboard. But any pet, like a dog, should stay aboard the ship as a mascot for the next crew, not become the burden for any one in the gang. Some ships won't allow pets though.



USPHS Has Last Say On Duty Slip

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

Iceberg Sinks French Vessel

BOSTON—A small French coastal freighter sank off Cape Breton Island after a reported collision with an iceberg. The 308-ton Petit Bras d'Or was successfully abandoned by the crew of ten. The men were subsequently picked up by a Canadian ship.

If the report is accurate, it represents the first sinking by an iceberg since 1944 when the International ice patrol was not functioning because of the war. The Coast Guard, which operates the service, expressed surprise at the report noting that it was unusual to find icebergs in shipping lanes so early in the year.

COE VICTORY (Victory Carriers), Oct. 16—Chairman, A. Binlon; Secretary, H. Franklin. Received letter referring to opening of books to new members. Also about putting in overtime in regard to restriction in Mojil. No disputed overtime except the 38 restricted hours. Report accepted. Discussion on slop chest. Patrolman to check prices.

OCEAN EVELYN (Maritime Overseas), Oct. 20—Chairman, R. Stough; Secretary, L. Guellnitz. Steward department commended for fine job. Question on overtime in deck department. Ship's fund \$9.23. Good menus and fine food.

ALICE BROWN (Bloomfield), Sept. 23—Chairman, A. Nickle; Secretary, B. Bessilieve. Captain kept crew waiting for draws. Ship's fund \$18. Some disputed overtime. One man missed

SEA MONITOR (Excelsior), Sept. 24—Chairman, J. Garber; Secretary, M. Burgawn. Captain ran out of American money, claims it cannot be obtained in Japan and Korea. Five men performing—one logged. One man in steward department warned about fouling up.

ALCOA ROAMER (Alcoa), Oct. 28—Chairman, J. Jordan; Secretary, F. Corio. Ship's fund \$41. Spent \$38 rental of films. Reports accepted. Shelves to be put on bulkheads to hold bottles. Discussion on athletic equipment.

GATEWAY CITY (Waterman), Oct. 7—Chairman, H. Carmichael; Secretary, W. Sink. Repair list submitted. Plenty of overtime with none disputed, no beefs. One brother hospitalized in Bremerhaven. Recommend pantryman to be put off in Norfolk. Report accepted. Patrolman to be on dock on arrival in Norfolk. New delegate elected. Two thermidor heaters to be ordered for day men's and bosun's fo'c'sles. All old repair lists to be consolidated and see if something can be done.

Oct. 28—Chairman, H. Carmichael; Secretary, W. Sink. Delegate missed ship sailing from New Orleans, to be reported on arrival in Norfolk. Wiper missed ship in New Orleans, to be turned in in Norfolk. Report accepted. New delegate elected. Repairs to be made in shipyard. Two new coffee percolators to be put in crew mess-room.

HASTINGS (Waterman), Oct. 24—Chairman, C. Wallick; Secretary, J. Wells. Repair list to be submitted. No transportation for men getting off ship—to be taken up with patrolman at payoff. Some disputed overtime. San Juan gangway watch to be taken up with patrolman, company had their men. Men asked to be sober at payoff. All books and permits to be turned over to patrolman at payoff. Delegate to give up job. Linen to be turned in at payoff. Catwalk lights to be turned on by 4-8 watch. Vote of thanks to steward department.

EMILIA (Bull), Oct. 29—Chairman, F. Buhl; Secretary, C. Stansbury. All beefs to be discussed with delegate. Ship's fund \$42.00. Beef to be settled at meetings not in Union hall. Friction between crew members—request more harmony and cooperation. Vote of thanks to chief cook for job well done.

ARIZPA (Waterman), Oct. 28—Chairman, R. Eden; Secretary, D. Nunn. Repair list submitted. Few hours disputed overtime. One man ill with rupture. Report accepted. All rooms to be orderly and neat for payoff. Return soiled linen to locker. Members urged to vote.

STEEL ADMIRAL (Isthmian), Aug. 4—Chairman, T. Kline; Secretary, A. Notturmo. Laundry and library to be cleaned. Washing machine to be turned off after use. Delegate to see captain about sending mail in Persian Gulf ports.

CHILORE (Ore Nav.), Nov. 2—Chairman, W. Everett; Secretary, J. Abrams. Repair list turned in—some repairs made. Ship's fund \$18.63. Report accepted. Cups to be returned to pantry. Laundry to be kept clean.

HASTINGS (Waterman), Dec. 2—Chairman, H. Butts; Secretary, J. Wells. Clothes not to be hung in fidley, as it is fire hazard. Clothes line put up in shelter deck. All doors to be locked in Korea. Keep all unauthorized persons out of passageways and crews quarters for protection of personal property and gear. Request clothes drier be placed on ship. Chairs to be returned to recreation room after use. Return cups to pantry. Galley air vents to be cleaned. Vote of thanks to steward department for fine Thanksgiving dinner.

COEUR D'ALENE VICTORY (Victory Carriers), Oct. 28—Chairman, G. Sult; Secretary, L. Pepper. Some disputed OT. Pantry sinks need attention. Ship's fund \$9.50. Pantry sinks to be replaced with stainless steel. No launch service at Yawata, Japan. Members to spot sougee fo'c'sles. New library to be put aboard next voyage. Day workers and card players to refrain from using coffee made for watch standers. Return all coffee cups.

DEL SUD (Delta Line), Nov. 11—Chairman, J. Caves; Secretary, L. Briant. New delegate elected. Picnic fund \$204.52. Ship's fund \$41.65. Reports accepted. Driers to be put on ship. New secretary-reporter, athletic director and librarian elected. Suggestion to donate money to Tobias Fund in New Orleans. Discussion on various funds, etc.

VENORE (Ore Nav.), Nov. 10—Chairman, J. Corcoran; Secretary, T. Cummings. Report accepted. New delegate elected. Need new soap dishes. Vote of thanks to steward department for good food.

JEAN (Bull), Dec. 16—Chairman, B. Glick; Secretary, M. Enore. Discussion on food and night lunch; washing machine, black gang's bathroom. Vote of thanks to steward department for job well done.

CHARLES C. DUNAIF (Orion), Oct. 28—Chairman, J. Zierels; Secretary, C. Stack. Repairs completed in Japan. One man missed ship. Report on raise in pay. Few hours disputed OT. New man picked up in Japan. Communication from headquarters on seniority read. Need new large sheets, mattress covers, pillow cases and bedspreads. Repair lists to be submitted by each department delegate. Request sober payoff. Noise to be kept down in passageways.

Digest Of SIU Ship Meetings

ship in Penang due to change in sailing board. Deck morale extremely low. Dirty ship, no tools, low overtime, consistent logging and poor chow. One man hospitalized in Colombo.

MURRAY HILL (Fairfield), Oct. 7—Chairman, C. McQueen; Secretary, L. Donovan. Checker board purchased. Special meeting for Class "A" called. Launch service discussed. Draw list to be made for ten days in Japan. Wiper complains pantry man threatened him; pantryman denies same. Suggestion to move percolators to recreation room. Linen exchange discussed. Wipers to paint showers.

Oct. 14—Chairman, C. Demers; Secretary, B. Bessilieve. Three copies of previous meetings' minutes to be typed by public stenographer in Halifax and air mail one copy to headquarters. Wire Boston for LOGS and communications dating back to July 5th. To see captain about lifting logs. Ship's fund \$17. Repair list turned in. Repairs completed. Several beefs. Lack of proper and efficient working gear. Some disputed overtime—will square up two items. Secretary to present and discuss resolutions at headquarters and report back to membership.

SEATRAN LOUISIANA (Seatrains), Oct. 29—Chairman, S. Garcia; Secretary, B. Hay. Ship's fund \$97.40. TV repaired. \$10 donated by brother after raffle. Report accepted. New delegate elected. Vote of thanks to headquarters for job well done, and also to cooks for good job. Two men getting off at Edgewater.

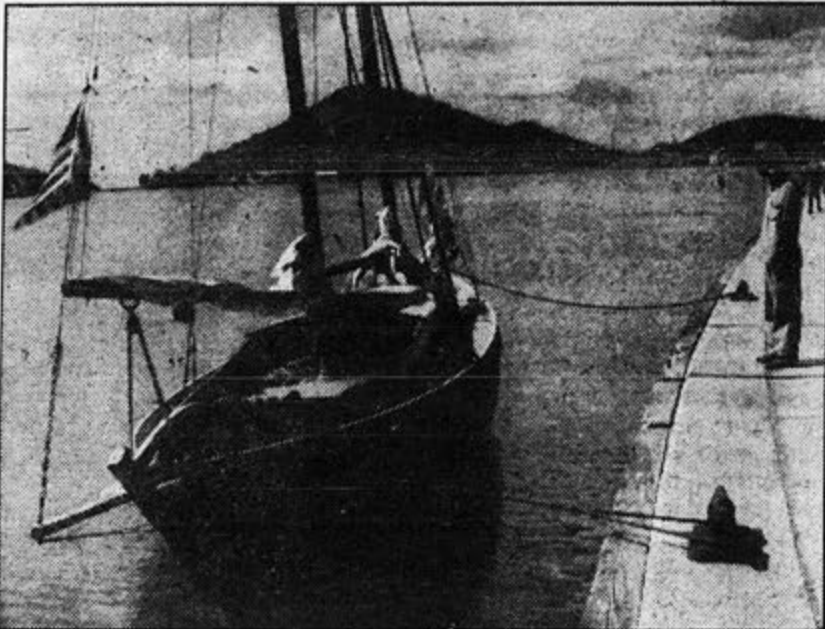
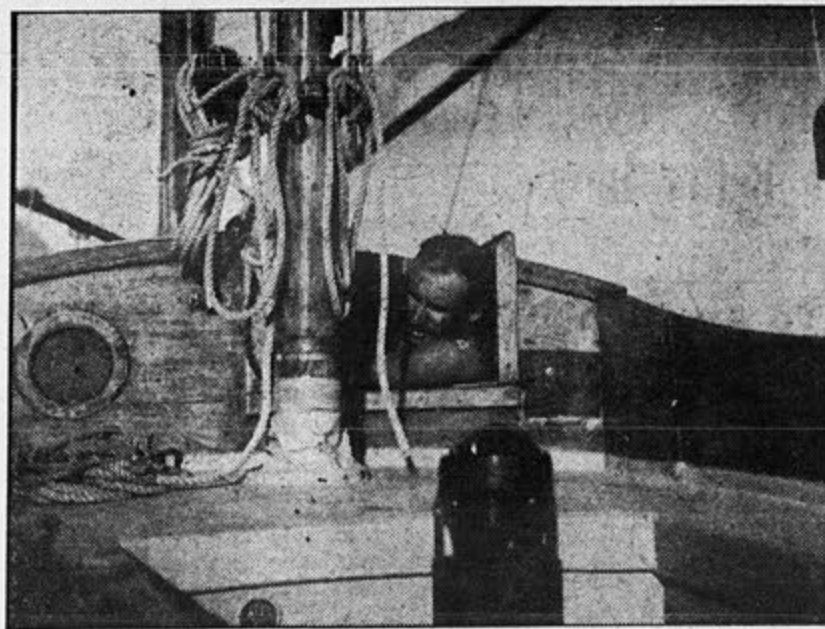
SEATRAN NEW JERSEY (Seatrains), Oct. 14—Chairman, D. Gylland; Secretary, R. Lund. Discussed air conditioner with chief engineer. Patrolman to check all books—men who have required amount of time to get "A" books. Two men missed ship in New York. Wiper and baker have "A" books. Old linen to be turned in when new linen is issued. Repair list to be made up. Discussion on ship's fund. Vote of thanks for negotiating committee.

SEA CLOUD (Pegor), Sept. 23—Chairman, J. Parnell; Secretary, A. Jones. Take care of repair list next meeting. Report to be sent to headquarters inquiring why captain doesn't carry American money. New reporter elected. No cooperation in galley of fo'c'sles. Galley left dirty by night cook & baker. Baker incapable of doing his job—to be turned over to patrolman at payoff. Discussion on boxes, to be taken up with old man. Need more variety in night lunches.

ARAPAHOE (Trans Oceanic), Oct. 21—Chairman, M. Hoy; Secretary, J. Dipuccio. Anyone drinking on ship in port will be logged. One member missed ship in Buenos Aires; joined in Rosario. Some disputed overtime—to be settled by patrolman at payoff. Congratulations to negotiating committee and headquarters officials on successful efforts in obtaining new port gains in new contract. Washing machine left running several times. Light to be installed to prevent this. Messhall and passageways to be kept clean. Proper attire to be worn in messhall.

JOHN B. WATERMAN (Waterman), Oct. 21—Chairman, C. Frey; Secretary, J. Pulliam. Letter to J. Algina regarding shortage of milk in New Orleans. LOG notified of death of brother's father. Reports accepted. New reporter elected. Discussion on increased primes in slop chest over last trip. OS to keep laundry clean; wiper to clean recreation room with cooperation of crew. Crew to keep messhall and pantry neat between meals.

SEACOMET II (Sea Traders), Oct. 26—Chairman, L. Richardson; Secretary, W. Harren. Repair list submitted. Discussion on draw in Rotterdam; milk returned in Rotterdam. Crew dissatisfied with steward. Ship's fund \$18.85. Some disputed overtime. Beef about sailing without securing ship. Short electrician.



Seafarer Olavi Kivikoski is shown peering out of the cabin of the boat on which he recently completed a solo west-bound crossing of the Atlantic. Below, his boat, the Turquoise, is tied up in St. Thomas, Virgin Islands.

US May Act To Cut Out China Bonus

WASHINGTON—The Government and Maritime Administration may begin putting pressure on steamship companies to discontinue payment of area bonuses off the China coast in future contracts. The basis for the action is a Navy claim that the waters off Formosa are no longer considered dangerous.

The implication of the Navy statement is that there is some kind of unofficial truce in the Formosa area between the Chinese Communist Government on one side and the Chinese Nationalists on Formosa. It has been reported in the "New York Times" that the Chinese Reds have offered Chiang Kal-shek a high post in the Chinese government.

Indirect US-China trade is reportedly increasing with rising shipments going through Hong Kong.

100% Formosa Bonus
At present Seafarers receive 100 percent bonus while in Formosan waters and along the China coast. There is also a \$5 a day bonus in the Saigon area.

Bonuses are part of the SIU's contract as well as those of other maritime unions. However, if the Government refuses to pay subsidy for these bonus items to the subsidized operators the pressure will be on to discontinue them at future contract negotiations.

Seafarer Solos Ocean 2 Ways

It took Seafarer Olavi Kivikoski 3½ years to do it, but he has finally realized his ambition to make a solo round trip across the Atlantic. The veteran Seafarer arrived safely in Miami, December 15, completing the last leg of his westbound crossing, after overcoming several mishaps including a near-shipwreck on the Cuban coast.

Back in 1953, Kivikoski crossed the Atlantic eastbound in his 30-foot schooner, the Turquoise, leaving New York in June and arriving in Holland after 67 days. From there he sailed up to his home town of Kemi, Finland, where he was feted by his neighbors. Then he flew back to New York and shipped for the year.

In 1955, he went back to Finland intending to make the return trip that summer. He got as far as Denmark where an accident disabled his two-masted ship and hung him up too long to start back across.

Back he came to the States and shipped until the spring of 1956. Finally, on June 18, 1956, he started out from Denmark on the west-bound voyage. He stopped at England and then beat his way across the Bay of Biscay to Lisbon, Portugal. From Portugal he headed westward, but ran into stormy weather which did further damage to the ship.

He returned to Lisbon for repairs and set out once again, making it to Las Palmas, Canary Islands, without incident.

By this time it was mid-August, and the hurricane season was underway. "If I got caught in a hurricane with my little boat that would be the finish," he said, "so I waited the season out in Las Palmas. Then I left on October 18 and had a smooth trip across to St. Thomas, Virgin Islands, where I put in 36 days later."

From St. Thomas he coasted his way into San Juan. Then after

leaving he ran into the worst weather of the entire trip. A storm blew up and a sudden gust of wind swung the slack boom around. Kivikoski didn't duck fast enough and was caught flush on the temple on the left side of his head.

"The blow affected the eyesight in my left eye so that I could hardly see. I managed to hold to my course by squinting out of my right eye. After several hours I had to go below to catch some sleep." But when he woke up a few hours later "the ship had turned completely around and was running dangerously close to a coral reef on the north coast of Cuba."

He managed to steer through the breakers and ground the boat in shallow waters inside the reef. Then he waded ashore and staggered along a couple of miles in the broiling sun to a fishing village.

After resting up there awhile, the fishermen helped him push out into deeper water. He then made it to Miami without further incident.

Once there, he sold the boat to a cameraman who intends to put in a glass bottom and use it for marine photography. As for himself, he says he has no more ambitions for solo voyaging.



SEAFARERS IN ACTION

Add to the honor list of SIU anglers the name of Brother R. Koch whose fishing prowess won him the plaudits of fellow Seafarers on the Stony Creek. While the tanker was at Harbor Island, Tex., second pumpman Koch hauled in a nice batch of sea trout which, say the crew, "was enjoyed by all and a vote of thanks was given to him by all with the exception of the cooks who had to clean the catch."

Another SIU angler who came in for special mention by his shipmates was steward R. Richardson on the Marymar. The Marymar crew didn't make any claims about Brother Richardson's catch, but they did report that he was "really having a ball" and that they had to do plenty of listening to tales of the "ones that got away."

Votes of thanks to steward departments for good chow are commonplace on SIU ships, particularly during the holiday season. But the men on the Fort Bridger, it seems, appreciate what appeals to the eye as well as what appeals to the stomach.

And so they not only gave a vote of thanks to the steward department for a fine Christmas dinner, but also a special vote of thanks to John McLemore for designing and drawing the Christmas menus. Also, they said "thanks" to "Harrison" for his tasty pizza pies and to "Sparks" for his "many unflinching courtesies to all members of the crew."



YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

Size Of Can No Clue To Amount

A shopper who whisks through a supermarket these days, grabbing packages without stopping to check the net weights, can shortweight herself considerably.

One new father who has been doing the family marketing writes that he is both confused and irritated at the way food canners and packers fudge, legally, on weights and measures, like the 24-ounce bottles of apple juice he thought were quarts. He's also distressed about the high cost of those tiny cans and jars of baby foods.

His family pediatrician, he reports, says that after a baby is a few months old it's as safe and much less costly to mash the family's fruits and vegetables. He's right about the cost. You can pay 15 cents for 7 3/4 ounces of Junior applesauce, for example, while a 16-ounce can of ordinary applesauce costs only 16 cents. Or you can pay 15 cents for 7 1/2 ounces of baby chicken and meat soups which really contain little chicken or meat. Consult your own doctor about how soon you can start mashing some of your own baby foods.



In the matter of confusing packages, a survey by this department finds there is not only a bewildering multiplicity of sizes, but two packages that look much alike to the casual buyer may vary from 3 to 20 percent in their contents.

Moreover, the trend is toward smaller sizes of cans claimed to be more convenient for the consumer. Whether or not they're really more convenient, they're certainly more expensive per ounce of edible material.

The Federal Food, Drug and Cosmetic Act outlaws obviously deceptive packaging, such as the old-time 1-ounce bottle of vanilla extract with thick glass sides that actually looked bigger than honest 2-ounce bottles. But some of America's best-known brands are packaged in containers that give you anywhere from one-half to two ounces less than is usual for the particular food.

While the law says the net weight of the contents must be stated, you sometimes have to search all over the can or package to find it.

Take a famous brand of peanut butter. Its 11-ounce jar doesn't look much different from the usual 12-ounce jars that cost the same 35 cents. Among the jelly jars, most of which give you 12 ounces, watch out for the one that provides 10.

There are the well-known brands of applesauce packed in 15-ounce jars that cost as much as the 16-17 ounce containers on the shelf. Apparently a number of manufacturers like to put up 15 ounces of something rather than the 16-ounce pound that was the traditional measure of our forefathers. One brand of corned beef hash gets a little closer to the 16-ounce mark. It gives you a full 15 1/2 ounces compared to the 16-ounces of the other brands.

How To Stretch Tomatoes

You might do a double take at one of the most widely-advertised tomato juices, packed by a famous company whose president recently made a speech warning newspapers and magazines that advertisers should not be expected to tolerate articles that are against their interests. While other brands of tomato juice on the shelf give you 1 pint (14 ounces for your 15 cents), this company gives you a half ounce less for the same money. This represents a real advance in farming methods. Multiply a half ounce by several million cans and you have grown yourself a lot more tomatoes.

Take two individual-size cans of pork and beans. At the same 10-cent price, one brand gives you 8 ounces, the other 7. Just to show the fallacy of such "convenience" sizes, note that you can buy a pound can for only three cents more.

When it comes to tuna fish, a shopper needs an electronic calculator to see who gives you how much. Various brands are 6 ounces, 6 1/2, 7 and 7 3/4.

The president of one major frozen food company himself has criticized those processors who put out an 8-ounce package of the newly-popular cooked fish specialties with the same facing as the 10-ounce packages, "primarily to fool the public." There's another way the public gets fooled in buying frozen prepared foods, revealed by the New York State Marketing Service. Some processors, for example, bread shrimp so heavily the pieces look much larger than they are.

Which Comes First?

The Government has caught up with those packers of frozen chicken and turkey pot pies which had only minute bits of chicken or turkey. Standards now set the minimum amount of meat pot pies may contain. In buying precooked dishes, note that under Federal law ingredients must be listed in order of predominance. If a package says "gravy with beef," this means there is more gravy than beef. If a jar says "chicken with noodles," that means you get more chicken than noodles. If it says "noodles with chicken," as do some leading products of this type, you know you get mostly noodles, but there must also be enough chicken to be worth-mention.

It would also be in the service of the taxpayers if the state extension services that have been praising to the public the "convenience" of the new frozen uncooked meats, would also tell about their high cost. This department finds frozen packaged boneless stew beef is 93 cents a pound, while fresh boneless stew in the same store is 69 cents a pound. Packaged frozen round steak comes to \$1.04 a pound, compared to well-trimmed fresh round at 89 cents a pound. Packaged frozen loin lamb chops at \$1.95 a pound, no less, compared with fresh chops at \$1.05.

New Runaways Fill US Yards

WASHINGTON—Although Federal Maritime Administrator Clarence Morse is decrying the shortage of steel for US shipbuilding, the Maritime Administration has approved construction in US yards of at least 31 tankers for foreign flag operations.

Ten of these tankers are already being built and the MA has approved "in principle" the construction of 21 others, resulting in the 31 figure. The real total, however, is somewhat nearer 35 since the MA's figures only go up to December 31 and the agency has approved additional construction since then.

Aside from the steel situation, the planned foreign flag construction also brings to the fore the question of US shipyard space. Privately-owned yards presently can provide 77 ways. Although all of the foreign flag tankers will not be on the ways at once, they will still take up a good deal of the available facilities.

Morse raised the shortage issue in testimony before the House Merchant Marine Committee. He called the existing facilities adequate even if the steel shortage were overcome, and said he saw no need to activate reserve shipyards to meet the growing demand for new merchantmen.

Steel Supplies Low

He said the steel shortage would plague US shipbuilding at least through 1958, and that the MA would not reach its goal of 60 new ships on the ways "until some period ahead."

The ten foreign flag tankers now being built include three for the Texas Company and two for Ocean Tankers, Limited. The other five tankers were originally authorized for US flag operation, but their owners have since been granted permission to transfer foreign on the promise of building larger ships. These five tankers include one for Carras, one for New York Tankers, one for Industry Tankers and two for Transoceanic Marine.

The 21 tankers approved "in principle" break down as follows: Monrovia Tankers, 2; Astrophe Navigation, 2; Flanagan-Loveland,

6; Ocean Tankers, 1; Texas Company, 1; Barracuda, 3; Onassis, 3, and Somerset, 3.

While maintaining that present ship building facilities are adequate, Morse did admit that the MA has received "active" requests from companies interested in leasing Government yards in Wilmington, NC, and Vancouver, Wash. He also said there had been interest in reopening yards on the Gulf and in California, as well as the Navy-controlled yard in Kearny, NJ. Space in foreign yards has been at a premium and this has boosted the demand for US facilities.

LABOR ROUND-UP

In the first state merger of 1957, North Carolina's 150,000 AFL and CIO members have been united in the North Carolina State AFL-CIO. The merger—the 20th since the AFL-CIO national merger in December, 1955—was brought about through unity of the AFL State Federation of Labor and the CIO State Industrial Union Council. It represented an about-face by the AFL group which opposed a CIO merger proposal last summer.

Although present bargaining agreements will not expire until the end of the year, the Millinery Workers Union has already notified employers that it will press for a guaranteed annual wage for the majority of millinery workers and a 20-weeks' work-or-wage guarantee for seasonal employees, such as those making straw hats. The GAW demand is coupled with a proposal for a training program to replenish the industry's supply of skilled workers.

As the result of the purchase of two struck plants by Henry Kaiser, Oregon lumber and sawmill workers are now back at work under the terms of a new three-year contract. The workers struck the two plants, which manufacture insulating board, 19 months ago. Kaiser bought both plants a couple of

weeks ago and made the settlement of their labor disputes the first order of business. The three-year pact can be reopened annually for wage negotiations.

With their husbands pounding their beats, wives of St. Louis policemen have been picketing the city hall with a demand for a 10 percent wage boost. Especially incensed over a \$950,000 fund for additions to the city museum, some of the wives carried picket signs reading: "The art museum gets the wings and we get the bird."

Demands for a wage cut of 14-cents an hour have been made by the Bates Manufacturing Company in a pact reopener with the Textile Workers Union of America. Bates operates five mills employing 6,000 workers in Maine. The company argues that Southern mill's pay that much less. Union spokesmen indicated that they would press for a small increase.

A flagrant violation of the wage hour act was reported by the AFL-CIO Building Trades Department recently. A Rome, Georgia, tenant farmer reported that he was paid \$3 a day for an 11-hour day working as a painter, roofer and carpenter. He got \$78 for 26 days work which was only good at the commissary store. The employer, by classing the man as "farm help" hoped to evade the \$1 an hour minimum and the 40 hour week. The Labor Department has been notified of the violation.

On the other side of the minimum wage picture, New York State is going to match the Federal wage minimum by requiring \$1 an hour in retail trades after February 15. The present level is 75 cents.

The difficulties of organizing Southern textile mills were underscored by the sale of the Darlington Manufacturing Company, Darlington, SC. The mill has been booming with three shifts and had a year's backlog of orders but was sold piece by piece after the Textile Workers Union of America won an election at the plant. The sale announcement was made six days after the election was held. Among equipment peddled at auction were 84 new looms that had been bought to increase the mill's output. The property was sold on orders of Deering, Milliken & Co., operators of 28 other mills, all of them non-union.

Fairfax County, Va., is planning to place a \$500 tax on each "labor agent" working in the county. The plan is to be considered by the county supervisors next month. Labor groups in the area are planning to challenge application of the law.

Tanker Crewmen Collect 700 Hours' Disputed OT

NEW YORK—Some 700 hours of disputed overtime for the SIU crew of the tanker Federal (US Petroleum) was collected last week after an eight-hour

McKay New BME Head

Wilbur Dickey, president of the Brotherhood of Marine Engineers for the past four years and a union officer for the past five years, has tendered his resignation to the BME's executive board and been replaced as president by Raymond McKay, former BME first vice president.

Citing personal reasons for his decision, Dickey asked the executive board to be relieved of the presidency effective January 17. The board accepted Dickey's resignation with regret and expressed appreciation for his past services.

In a letter to the board, Dickey said that although he was leaving the presidency, he would continue, whenever possible, to work in the union's behalf.

McKay, the new president, has been active in BME administrative and organizational affairs since 1952, when he came ashore as a member of the union's negotiating committee. He was elected first vice president in 1954.

hassle in the company office. The bonanza added another \$1,500 to the one-year payoff for many in the crew.

The ship put in at Bermuda after being out over a year, and crewmembers were taken off and repatriated by air. Headquarters patrolmen spent eight hours in the company office settling beefs and getting the crew paid off SIU-style. The 700 hours represented OT for men in all three departments.

"Everybody was happy about it," SIU Assistant Secretary-Treasurer Claude Simmons pointed out, "except the captain who had disputed all the overtime in the first place."

Meanwhile, shipping has slowed down considerably in this port due to the tug strike that began February 1st. Most of the ships that were scheduled to arrive here were diverted to Baltimore and other ports.

However, a total of 16 ships were paid off, six signed on foreign articles and 15 were serviced in transit. Among the in-transit vessels were the Alcoa Runner and Alcoa Roamer (Alcoa), which both came out of temporary lay-up. In turn, the Harold T. Andrews (New England Industries) went into lay-up.

LET 'EM KNOW!
Write TO THE LOG

Box Score On US Social Security

Legislation passed in 1956 has improved the Social Security system by providing benefits for disabled workers and optional retirement at 62 for women.

There are a number of other benefits in the program which are not generally known. Various SIU Welfare Plan provisions also add to the Government's aid. On this page is a summary of the major Social Security and Union benefits involved.

US Gov't Benefits

Benefits From SIU Welfare

SEAFARERS	Disabled, 50-64	MAXIMUM BENEFIT: \$108.50 per month starting July '57 (this is a new benefit)	\$150 per month (Combined benefits up to \$258.50 starting July '57) Family hospital, surgical benefits Children eligible for scholarship
	Disabled, 65 or over	MAXIMUM BENEFIT: \$108.50 per month (effective now)	\$150 per month (Combined benefits up to \$258.50 as of now) Family hospital, surgical benefits Children eligible for scholarship
WIVES (of retired Seafarers 65 or over)	Working Wife	MAXIMUM BENEFIT: (In addition to husband's benefits) \$86.80 per mo. (if she retires at 62) \$108.50 per mo. (if she retires at 65)	Children eligible for scholarship If husband is on disability, elig- ible for family hospital, surgi- cal benefits
	Non-Working Wife	MAXIMUM BENEFIT: (In addition to husband's benefits) \$40.80 per mo. (if she files claim at 62) \$54.30 per mo. (if she files claim at 65)	Children eligible for scholarship If husband is on disability, elig- ible for family hospital, surgi- cal benefits
WIDOWS (Any Age)	No Children Under 18	MAXIMUM BENEFIT: \$81.40 per month Up to \$255 burial benefit	\$4,000 death benefit Family hospital, surgical benefit for 90 days after last day Sea- farer worked Seafarer's earned vacation pay Children eligible for scholarship
	One Child Under 18	MAXIMUM BENEFIT: \$162.80 per month Up to \$255 burial benefit	\$4,000 death benefit Family hospital, surgical benefit for 90 days after last day Sea- farer worked Seafarer's earned vacation pay Children eligible for scholarship
	Two or More Children Under 18	MAXIMUM BENEFIT: \$200 per month Up to \$255 burial benefit	\$4,000 death benefit Family hospital, surgical benefit for 90 days after last day Sea- farer worked Seafarer's earned vacation pay Children eligible for scholarship

'From All The Ships At Sea'



Carib Queen Causes Stir In France

ST. NAZAIRE, France — The TMT Carib Queen arrived here on her maiden voyage last week and touched off a commotion. The likes of which the town hadn't seen since World War II days. More than 250 European shipping authorities swarmed all over the vessel and incidentally, partook of a few dozen magnums of champagne that were opened for the occasion.

NATO representatives in France, seeing the ship for the first time, were reported as impressed by its ability to deliver wheeled and tracked vehicles in short order.

With many hundreds of the local citizenry present, special ceremonies were held involving speeches and the cutting of a big cake. Then Eric Rath, president of TMT, announced to the throng of about 600 that there would be champagne for everybody — an announcement which did wonders for Franco-American relations.

After unloading her Army cargo, the Carib Queen took on some general cargo and proceeded to Bremerhaven. There she loaded up on Volkswagens for transport back to the US.

The converted Landing Ship Dock is scheduled to make two more trips carrying Army cargo after which she will go into the company's regular service in the Caribbean area.

A sister ship to the Carib Queen is nearing completion and will also be manned by Seafarers. TMT already operates LSTs under tow of ocean-going tugs in the island service.

Unlike shoreside industries where members can always contact their union by picking up a phone, or in person after the 5 o'clock whistle, men at sea are always geographically far removed from their Union's facilities ashore. But there is a steady stream of communication between the Union ashore and the seagoing membership regularly by mail and, in emergency cases, by cable.

Having a team of elected delegates aboard ship who are keyed to the needs of the men has long proved workable and efficient. Now the formalization of the functions of a ship's reporter to handle communications, correspondence and just "keep in touch" is also demonstrating its usefulness.

The reporter is a key link between the SIU, the ships and the membership on regular Union business as well as the LOG. We salute these agile penmen on a job well done.

Too Little Too Late?

Confronted for some time with only passing interest in Washington and a sort of creeping paralysis in its own ranks, US ship operators are faced with an even more curious situation in American shipyards. Finally driven to the realization that they must build new, modern ships to meet mushrooming foreign competition, they now must compete both for steel and construction space with these same foreigners.

Some might say that the industry brought this on itself by its long history of inactivity, but the issue goes deeper than that. If US shipping is to maintain its ten-year role as the supply lifeline of the free world, it must have the ships with which to do the job.

Right now, work on new American tonnage is being held up because shipyards are swamped with US Government-approved orders for foreign tankers. This construction is eating into scarce steel supplies, but American operators can't even get an even break on steel. A reappraisal of this Government policy certainly seems to be in order.

'Steady As She Goes'

Certainly no finer monument can be credited to Harry Lundeberg than the prosperous Seafarers International Union of North American that he founded and sparkplugged from 1938 on. The decision by the SIUNA executive committee last week to push ahead on the same course he originally established is a measure of the imprint Lundeberg left in the seamen's movement.

Even busy San Francisco paid tribute to him in a manner accorded to few men, as sailors, union officials, civic leaders and the whole shipping community turned out by the thousands for a final farewell. Maritime unionists everywhere share the feeling that things will never seem quite the same without Harry around.

Waterman Asks Subsidies On Five Trade Routes

WASHINGTON—A comprehensive application for subsidies on five major trade routes has been filed with the Federal Maritime Board by the SIU-contracted Waterman Steamship Corp. The company's application would cover a minimum of 114 sailings a year up to a top figure of 174 voyages to all parts of the continent and the Far East.

Involved in the Waterman application are the following services:

- Between US Gulf ports and ports in the United Kingdom, Eire and northern Europe.

- Atlantic - Gulf - California and Far East Service on the westbound leg to Japan, Formosa, the Philippines and the Asiatic mainland, also eastbound to the Atlantic and Gulf area.

- A similar service direct from the Pacific Coast to the Far East.

- A North Atlantic to France and Northern Europe service.

- A Gulf to Mediterranean and Black Sea service.

The Waterman application would compete with many of the existing subsidized trade services and as such would represent a sharp break with past tradition of having one or at the most two operators subsidized on an essential trade route. Application for subsidies from Isthmian, Isbrandtsen, States Marine and other companies also indicates that the old system of subsidizing a handful of favored operators is on the way out.

The filing of so many new sub-

sidy petitions has touched off a struggle between the newcomers and established operators in the field.

In fact, the filing of the Waterman bid virtually marks a clean sweep of non-subsidized companies offering cargo liner service in the offshore trade. Waterman was the last of major non-subsidized operators to file an application for operating aid from the Government.

As previously reported in the SEAFARERS LOG, Isthmian Lines Inc. has also filed application seeking subsidies on a number of its regular services.

Seattle Has Dip In Jobs

SEATTLE — The crystal ball proved itself right during the past period, when shipping slowed up temporarily as expected.

Despite four payoffs and sign-ons, plus three in-transit ships, job turnover was relatively light, Port Agent Jeff Gillette noted.

All of the ships that paid off signed on again the same day for a new trip. These were the Frederic C. Collin (Drytrans), and Auburn (Alba), Fairport (Waterman), and Ocean Joyce (Ocean Trans).

In transit were the Losmar, Seamar (Calmar) and Northwestern Victory (Victory Carriers). There was nothing out of the ordinary on any of them.

Seatrains To Build Ship

A new railroad freight car carrier will be built for its coastwise service, Seatrain Lines has announced. The company presently operates six such vessels in runs between Edgewater, New Jersey, and Texas and Gulf ports.

The last ships to be built by the company were the Seatrain Georgia and Louisiana at a cost of approximately \$4 million each. They came out in 1951. Each can carry 100 loaded freight cars as do the other four ships on the Seatrain run.

Details of the new vessel have not yet been revealed, but it is certain that the ship will set the company back considerably more than the \$4-million-tabs on the Louisiana and Georgia.

Seatrains pioneered the current trend toward special ships built for hauling rail freight cars, trucks or truck trailers when it began operations more than 25 years ago. The cars are loaded by shoreside cranes onto railroad track set in the holds and decks of the ships, at the company's special terminals.

'57 'Seamen's Manual' Out

Seafarers interested in getting the "last word" on deck seamanship can find it in the handy 1957 edition of the "American Merchant Seamen's Manual." Its 800-odd pages cover everything from signaling, first aid and wire splicing to handling small boats under sail, including a digest of the laws pertaining to merchant seamen. The book is useful for upgrading preparation as well as a standard reference for emergencies. List-priced at \$7 per copy by Cornell Maritime Press, Cambridge, Md., this is the 5th edition since 1938. Most marine bookstores stock it.

Among Our Affiliates

Sam Bennett has taken over as president of the Marine Firemen's Union, replacing Vincent Malone who retired after 19 years in the top slot. The tally of the MFOW election formalized Bennett's position, as he was an unopposed candidate. Jack Hatton was elected vice-president, and C. A. Peterson, treasurer. Other's chosen are J. T. Balent and Leonard Knopp as San Francisco business agents; A. H. Ward, Seattle port agent; Joe Dobosics, San Pedro agent; Art Coleman, Portland agent; E. G. Ramsey, New York agent; T. L. Meyer, Baltimore agent and Alex Jarrett, Honolulu agent. The three propositions on the ballot also carried by approximately two to one.

An important ruling on the powers of the Canadian government to control British flag registry is awaited by the SIU Canadian District. The ruling concerns ore-carrying ships which run between Seven Isles, Quebec, and US ports. The ships are Canadian-owned but registered British to escape Canadian standards. The Canadian District has been conducting an organizing drive on these vessels.

A resume of the Brotherhood of Marine Engineers Welfare Plan shows that it has paid out over \$137,000 in benefits since it started functioning in 1950. Of this total, more than \$43,000 was paid in the 1956 calendar year, reflecting improvements in benefit rates and addition of new benefits.

STONY CREEK—(Mar Trade), Oct. 4—Chairman, R. Pappan; Secretary, R. Meloy. New delegate elected. Reports accepted. Discussion on issuance of soap and soap powder; improvement of food and its preparation; new coffee pot; new repair list to be drawn up; fo'c'sles to be sougeed and painted.

Nov. 11—Chairman, C. Dogget; Secretary, R. Pappan. Repair list submitted. Forecast to be painted next trip. Ship's fund \$30. One man hospitalized in Aruba. One man missed ship in Germany. Discussion on menus.

HASTINGS (Waterman), Nov. 7—Chairman, H. Butts; Secretary, J. Wells. New delegate elected. Repairs being made. Communications posted. All minor beefs to be discussed with department delegate. Vote of thanks.

Digest Of SIU Ship Meetings

to steward department. Good crew—should have good trip.

REBECCA (Maritime Overseas), Sept. 29—Chairman, A. Kessen; Secretary, L. Lewis. Ship's fund \$8. Report accepted. Discussion on performers and action that will be taken on same. Contact patrolman regarding crew loading stores in Wilmington and inquire why company does not have shore gang load same.

Nov. 4—Chairman, J. Arellanes; Secretary, F. Timmons. Few hours disputed overtime. Ship's fund \$8. Vote of thanks to steward department for good food and service. Vote of thanks to delegate for good job. Vote of thanks to radio operator for typing maritime news each week.

LEWIS EMERY JR. (Victory Carriers), Oct. 27—Chairman, P. Millican; Secretary, P. Parker. Need new washing machine. Letter sent to LOG about trip with pictures. Dispute on hospital slip concerning wiper, will be referred to patrolman. Report accepted. Repair list to be made up by each department. Awaiting mail from agent in Wilmington concerning amount due on movie films.

ALMENA (Pan Atlantic), Nov. 11—Chairman, J. Jellitte; Secretary, A. Novak. No smoking on deck or doorway leading to main deck. New agitator secured for washing machine. Need ship's fund for incidental expenses. One man missed ship in Baytown. Few hours disputed overtime. Report accepted. Contact Union regarding need for agreement covering Pan Atlantic combination ships. Baker requests new quarters, present quarters inadequate. Washing machine not being cleaned after use.

SEA CLOUD (Amer. Mer. Mar.), Oct. 21—Chairman, B. Anderson; Secretary, Gage. Bathrooms to be repaired. Galley scuppers to be opened. Need spare room on main deck for cook and baker; pure black pepper and large salt and pepper shakers; American money for draw.

Nov. 18—Chairman, B. Anderson; Secretary, Gage. Need verbal clarification of rules for securing ship while under way. Want draws in foreign ports issued according to contract. To secure maximum variety of stores aboard. Want clarification as to pay-off after pay has been stopped. Repair lists to be turned in. Delegate requested sober payoff. Want clarification of rules regarding painting.

JEFFERSON CITY VICTORY (Vic. Carriers), Nov. 19—Chairman, J. McRae; Secretary, B. Richardson. Man fired without reason. New treasurer and delegate elected. One man paid off due to illness in family. Few hours disputed overtime. Question about man's shipping card. Delegate to be reimbursed for money spent on ship's business. To start ship's fund. List to be made to rotate laundry sanitation. Proper attire to be worn in messroom.

YORKMAR (Calmar), Oct. 15—Chairman, M. Luksa; Secretary, J. Kain. Windscoops placed aboard. Repairs being made. Ship's fund \$17.50. Communication from headquarters regarding new seniority ratings discussed. Windscoops to be painted white to avoid hitting them at night. No hot water in steward department bathroom.

Nov. 11—Chairman, B. Slaid; Secretary, J. Archie. New delegate elected. Three replacements in northwest. Two men paid off by mutual consent. Few hours disputed. Secretary-treasurer's report read and accepted. Brothers from affiliates to be fully informed of shipping rules when dispatched to A&G contracted ships. Discussion on replacing chains for porthole deadlight. Door to saloon to be repaired. Less noise in passageways. Discussion on improvement in feeding since new cooks came aboard. Repair lists to be turned in.

OCEAN DINNY (Ocean Trans.), Nov. 10—Chairman, M. Machal; Secretary, W. Tregembo. New delegate elected. Inside work to be done during bad weather. Crew to keep pantry clean at night. Repair lists to be turned in before payoff. Discussion morning coffee.

OCEAN ULLA (Marine Overseas), Nov. 4—Chairman, P. Sanderlin; Secretary, P. Livingston. Report accepted. Laundry to be kept clean. Cups and glasses to be kept in order on morning watches. Proper attire to be worn in messroom and pantry.

JOSEFINA (Liberty Nav.), Nov. 18—Chairman, H. Janynes; Secretary, D. Wentworth. To take travelers checks as draws for entire voyage. Turn off washing machine when through using.

DOROTHY (Bull), Nov. 18—Chairman, H. Towkiss; Secretary, (none). Repairs made. Beef with mate, to be squared away with patrolman. Few hours disputed overtime. One man paid off in San Juan. Reports accepted. Request change in menu in Porto Rico.

CHIWAHA (Cities Service), Nov. 18—Chairman, C. Hill; Secretary, W. Dickens. Repair list submitted. No action; will be taken up with agent in Lake Charles. Master refused to call replacements for men after giving 48 hours notice. Few hours disputed overtime. Reports accepted. To see agent for relief gang to take on ships' stores in port. New delegate elected. Fan tail to be washed down; dishes to be cleaned better.

JOHN B. WATERMAN (Waterman), Nov. 11—Chairman, E. McCaskey; Secretary, C. Gill. One man missed ship in San Francisco. Repair list to be made up. Letter reporting business of agents' conference read and approved. Report accepted. Discussion concerning desirability of converting crew's quarters aft to afford greater comfort and accommodations if and when ship is converted. Cups to be returned to pantry. Slop chest price increase discussed.

STEEL AGE (Isthmian), Oct. 14—Chairman, F. Carpenter; Secretary, M. Burns. Repairs partly completed. New reporter elected. Report accepted. Ship's fund to be started by means of arrival pools. Steward claims old eggs to be used for baking only, relatively fresh ones for table. Linen shortage. Crew warned to watch their drinking.

CHICKASAW (Pan Atlantic), Nov. 15—Chairman, C. Ducoffe; Secretary, H. Will. One man fired; to be taken up with patrolman. To contact patrolman at Tampa to settle old beef.

MARYMAR (Calmar), Nov. 11—Chairman, M. Flood; Secretary, C. Campser. Minor beefs settled. New delegate and treasurer elected. Baker to take care of iron. All beefs to be referred to steward concerning steward department.

ANGELINA (Bull), Nov. 15—Chairman, A. Whitmer; Secretary, J. Edlins. One man missed ship—referred to headquarters from P.R. Resignation effective after payoff. Ship's fund \$83. Few hours disputed overtime. Laundry clean-up list for wipers and ordinary to be made up. Need variety in night lunches. Laundry to be kept clean.

WILLIAM H. CARRUTH (Transfuel), Nov. 12—Chairman, W. Reck; Secretary, N. McGuire. Captain complained about members' private expenses ashore. No milk in Spezia or Horta. Some disputed overtime. Food not up to par. Steward department passage-way needs cleaning. Laundry soap to be issued. Patrolman to examine menus.

SEATRAN NEW JERSEY (Seatrains), Sept. 22—Chairman, W. Blanton; Secretary, D. Rundblad. Air conditioning to be put in working order. One man fired—to see patrolman about same. New delegate elected. Roof aft leaks—patrolman to check.

Oct. 14—Chairman, A. Gylland; Secretary, R. Lund. Two men missed ship in New York. To see engineer about air conditioner. Men to get books. No beefs. Soiled linen to be turned in. Repair list made up. Discussion to start ship's fund. Vote of thanks for Negotiating Committee for new raise.

Nov. 14—Chairman, K. Kelly; Secretary, J. Tito. New delegate elected. Reports accepted. One member struck on head by guard, reported to hospital. Motion to lock messhall while in port. Suggestion for improvement of food: better ham, bacon and potatoes for breakfast. Linen to be put out on Friday. Cooking of steaks to be improved.

MURRAY HILL (Atlantic Marine), Nov. 4—Chairman, W. Frazer; Secretary, L. Williamson. Crew to abide by agreement regarding type of transportation when leaving ship. Slop chest list to be given out. Iron purchased; does not work on ship's current. Iron to be raffled off. Repair list to be submitted. Showers need painting. Communication on election proceedings received. Report accepted.

JOHN B. WATERMAN (Waterman), Nov. 6—Chairman, W. Wade; Secretary, C. Gill. One man missed ship in Yokohama. Report accepted. Letter to be written to J. Algina requesting assistance in obtaining compensation for men whose personal property was stolen in Pusan. Fresh milk to be obtained in Nigata if delivered in suitable containers. Fine Thanksgiving dinner served.

INES (Bull), Nov. 10—Chairman, (none); Secretary, R. McCutcheon. Ship's fund \$46.40. Flowers sent to deceased crew member's kin. One man hospitalized in Germany. Few hours disputed overtime. One man paid off in San Juan, sent to States for medical attention. Reports accepted. Vote of thanks to negotiating committee for new agreement and benefits. New delegate elected. Need new ice box and new washing machine. Fruit shortage. Vote of thanks to electricians for repairing washing machine.



'Soft Terms' Set To Plug Ship Sales

Except for the slight difference in the amount of ready cash required, buying a used ship is getting pretty much like buying a jalopy. The "small down payment, three years to pay" system is being adopted by shipowners to encourage peddling of T-2s, Libertys and other well-worn tonnage.

The "Journal of Commerce" reports that this tactic is becoming popular among tanker owners eager to make a killing on the inflated prices of T-2s. The high asking prices have made it difficult for a shipowner to peddle his ships easily. After all, even ship operators sometimes find it hard to scrape up close to \$3 million in cold cash for one US-flag T-2.

30 Percent Down

As a result, those looking to sell their ships are asking 30 percent down (a cool million in the case of a tanker) with three years to pay up the remaining two million.

A Liberty ship, even under today's inflated prices, might be picked up for about \$300,000 down, under this one-third-down plan.

Recent asking prices on the American market run as high as \$1 million for a Liberty ship. These prices are above Korean war levels. Foreign T-2s have been offered at between \$4 and \$4½ million but have found few nibbles at that figure.

Defense Brass Upholds MSTs

WASHINGTON — The Department of Defense has again thrown up its battlements against any suggestions for changes in the operation of the Military Sea Transportation Service. In a written statement to Senator Warren Magnuson, chairman of the Senate Interstate and Foreign Commerce Committee, the Department repeated its claim that MSTs does not compete with private shipping companies.

The Defense Department statement argued that MSTs has given most of its business to private operators in past years and will continue to do so. It cited a figure of 72 percent of total MSTs tonnage being carried on ships chartered from private operators.

Shipping interests and sea unions have contended that there are many types of cargo which should properly be carried by private steamship companies but normally go on MSTs ships. They also point to the heavy passenger traffic of MSTs, particularly dependents of servicemen, which they say, should be carried by private industry.

State Cracks Down On Insurance Fraud

Seafarers who were warned several months ago to beware of car insurance frauds now have it on the word of the New York State Insurance Department that insurance outfits peddling car insurance have been fleeing time-payment car buyers of millions of dollars.

The warning to Seafarers, in the SEAFARERS LOG of November 23, was contained in the "Your Dollar's Worth" column by Sidney Margolius, who called the situation a "national scandal" and charged that finance companies selling car insurance have been overcharging unsuspecting buyers, particularly on collision insurance.

"The gouge," Margolius said, "has operated chiefly by charging buyers the Class 2 rate for drivers under 25, whether or not there actually is a young-driver in the family, and without asking the buyer if he has a young driver. The Class 2 rate is approximately twice as high as Class 1."

Now that charge has been substantiated by the state insurance department report which lists overcharging on collision insurance as one of the two major abuses in the sale of car insurance.

Fancy Packages

The other major abuse, the report said, is the selling of fancy insurance "packages" in which non-essential coverage is coupled with travel emergency credit certificates "of highly dubious value."

The LOG column reported that misclassification of auto drivers has resulted in car owners being overcharged as much as \$75—making an annual national "take" of

about \$25 million—and that some companies wrote 6 out of 7 policies at the Class 2 rates although 4 out of 5 car owners are entitled to the lower Class 1 rates.

That charge has also been substantiated by the state department report which declares that while the companies should normally write about 30 percent of their policies with Class 2 conditions, examination of the books of some of these companies showed that up to 80 percent were in Class 2.

The department said that so far it had forced the reimbursement of over \$1 million to overcharged policyholders. The 425 companies authorized to sell collision insurance in this state were all ordered to submit reports and on this basis, the department said, additional refunds are in sight.

The LOG article listed the following insurance companies and their affiliated finance companies named by the National Better Business Bureau as already known to have overcharged on insurance through misclassification:

Cavaller Insurance Co. (Commercial Credit Co.); Calvert Insurance Co. (Commercial Credit Co.); Emmco Insurance Co. (Associates Discount Corp.); Industrial Insurance Co. (American Installment Credit Corp.); Marathon Insurance Co. (Pacific Finance Corp.), and Service Fire Insurance Co. (Universal CIT Credit Corp.).

'Going, Going, Gone'



Dramatic series of photos shows the Turkish liner Izmir with the bow of the US freighter Howell Lykes sunk deep in its side after a collision in the harbor at Izmir, Turkey. Badly damaged, the liner heels over (center) and sinks in shallow water (bottom). Five persons were killed on the liner. 240 others were rescued after the Lykes pushed the Izmir to within 100 yards of the beach.

With Families...



Valerie Jean Spence of Brooklyn makes her debut with the rest of the family, including Seafarer and Mrs. Leonard C. Spence and brother Kevin Michael, 1 1/2. Valerie was born Dec. 18, just in time for Christmas at home.



Always happy when dad is home, Debra Ann Sheldrake had her first birthday this week, on Feb. 12. Seafarer Pete Sheldrake was away at sea on the Bienville when she was born. He sails in the deck department.



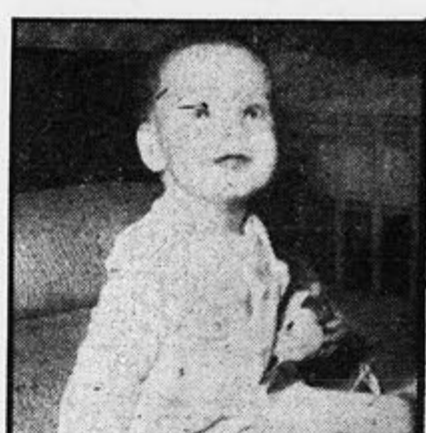
Judging from the smiles, the holidays were fine for Ann, 3, Dad's Harry C. Kilmon Jr., SS Steel Worker.



Comfortable couch makes a dandy spot for some horseplay by Deneen, Windy and William Lovitt Jr. The youngsters are the children of Seafarer William Lovitt of New York. Deneen isn't so keen on the camera, it seems.



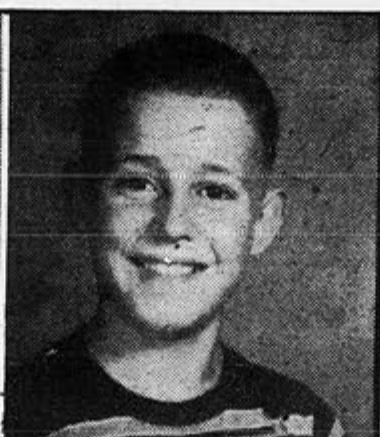
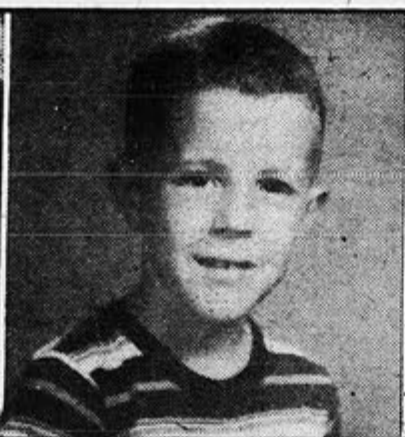
Not one bit camera-shy, Elbert Milton Welsh Jr. (left) and brother John Ralph engage in some mugging while mom looks on. The boys are the pride and joy of Seafarer Elbert M. Welsh. John was two in December.



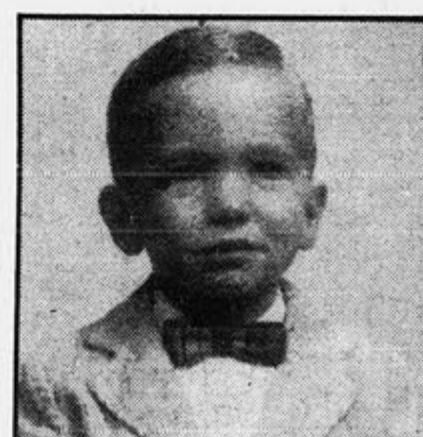
With pal Donald Duck, Rosemary Bischoff, 6 mos., is content. Dad is G. Fred Bischoff, Irvington, NJ.



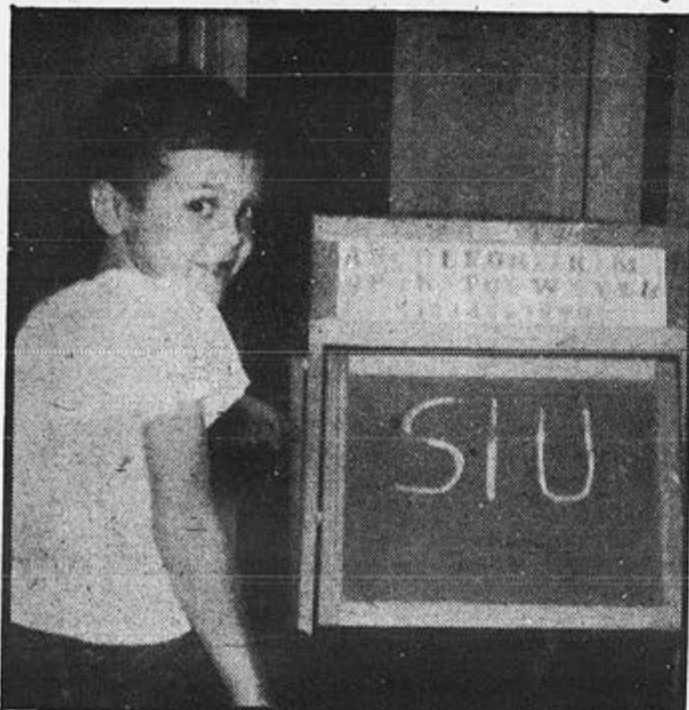
This family group framed by the foliage is Seafarer and Mrs. George B. Thurmer and sons Sidney, 8 (left), and Stephen, 11. The boys are pictured in close-up photos in the same order, which make it plain why dad George is so proud of them. He's on SIU disability-pension due to blindness.



A big happy smile lights up Ronny Delmont, 5, of Cumberland, Md. His dad is Robert Delmont, AB.



Larry Edwin Emory is the son of Seafarer Dewey E. Emory of Tampa. He will be 3 in March.



Paul Grant Hartley is seven, and is learning his "SIU" along with the usual ABC's and the "three R's". Paul is Seafarer Melvip Hartley's youngster in Lexington, North Carolina.



Mike Reed Jr., 4 1/2, serenades sister Patti Layne, 1 1/2, with a little guitar music at their home in Stonewall, Miss. Seafarer Mike Reed is the father of this pair.



The family of William O. Bolling, AB on the Del Rio, includes sons Billy, 3 (rear, left), and Randy, 2, with stepchildren Donald, 12; Wanda, 11; Tommy, 16, and Sylvia Ann, 19.

What About S-E-X?

IF HE'S GOT A RACKET, HE'S ONE OF THE BOYS

You think you have problems? Did you every try mating a cricket? Did you ever try it without even being sure whether you started with a mama or a papa cricket in the first place?

'In The Chips'



Chipping job keeps Reed, DM (left), and W. E. Coutant, DM, busy on the fantail of the Fort Hoskins, as the ship plows along coastwise. Photo by C. R. Coumas.

to be thriving (who wouldn't?) on a diet of scrambled eggs for breakfast, chopped liver for dinner and heart of lettuce for supper." (No night lunch?) "Steward is complaining about food costs and the chief cook is mumbling about chopping liver."

Shorthanded?

If a crewmember quits while a ship is in port, delegates are asked to contact the hall immediately for a replacement. Fast action on their part will keep all jobs aboard ship filled at all times and eliminate the chance of the ship sailing shorthanded.

LOG-A-RHYTHM: Casbah, Cairo

John F. Wunderlich

Pho-ho-pho-ho-pho-ho. The dirty beggar played his flute. "Master, master, buy this rug, "No better this side of Suez," Shouts the merchant in the Bazaar.

"Baksheesh, baksheesh, sahib, "Me no papa, me no mama," Cries the littleurchin Running at my side. Nowhere but Cairo,

Dirty beggars Dressed in filthy burlap, Streets littered with refuse. An unbearable odor, Camels, donkeys, full-blooded horses.

Shouting, cries, begging; Rugs, perfumes, jugs, Western wine, Eastern silk. Buy or sell, anything on Earth; A virgin mistress, a spool of thread, A life for a penny Blood is cheap.

Cheating, stealing, bargaining, The rattle of coins passing hands.

Swearing, cursing, praying. Allah, Allah, Allah, Allah is Great, Allah is Ever-present Allah, Allah, Allah.

Narrow streets are crowded With people on their knees, Facing Mecca in Northeast Allah, Allah, Allah.

The native quarter. Casbah, Cairo.

Top Feeders Draw Crews' Raves For All-Out Efforts On Holidays

To the Editor:

The steward department of the Pan-Oceanic Transporter went all out to make Christmas Day on this rust bucket as refreshing and pleasant as possible for those who were unable to be with their families at home. Both messrooms were gaily decorated for the festive occasion. A good deal of the credit for the decorations goes to M. Beeching, our ship's delegate, and Ted Gerber, deck delegate. The steward department put everything it had into the prep-

Ralph McDavies is chief cook, Jessie Finch is baker and Joe Rodriguez is 3rd cook, all of whom did a fine job with the help of messmen Jim Lush, Harold Whitman and E. Ericksen...

Eddie Eriksen SS Yorkmar (Ed. note: The menu featured four entrees, eight vegetables and no less than ten different kinds of pie and cake, plus assorted cookies.)

We were docked in Beaumont, Texas, which due to the holiday was very dead. However, the steward department put out a very good Christmas dinner and the majority of the crew was here to enjoy it. It was no use trying to have some of everything that was on the menu because it just couldn't be done... We are on our way to the West Coast and then to Japan and Korea...

Charles "Chuck" Burns SS Topa Topa

Christmas on the Steel Admiral, although gloomy due to a long lack of shore leave, lack of mail and the fact that those who had to work had to stay aboard even in such a dubious liberty port as Khoramshahr, Iran, was enlivened by the Christmas supper served by the steward department and enjoyed by the crew.

Rumor had it that enough beer was aboard for a bit of Christmas cheer but apparently no recount some was found lacking. Enterprising as usual, Seafarers were able to get around this by promoting beer of their own from other sources and many a cold one was indulged in throughout the day.

The messroom was decorated by Evaristo Aldahondo, OS, and steward A. D. Espino. Saloon MM Angelo Maciel helped by making flowers from white paper napkins and decorated the tree with same...

Thurston Lewis Steel Admiral

(Ed note: Since all of the menus were lengthy and only make everybody hungry all over again, we are unable to print them. For the record, some ships, like the BEAUREGARD, which was in Bremerhaven with L. Munna riding herd as steward, only sent in menus. This one had turkey and baked ham, plus a choice of roast beef, broiled lamb chops, broiled sirloin steak or broiled fish to order and endless trimmings. No slacker either, the SEAMAR had 5 entrees and 11 different vegetables for dinner.)

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.

aration of the big meal, Beeching was invaluable. Not only did he help prepare many of the dishes, but he was also on the ball as far as serving and dispensing the egg-nogs, too.

Our menus were typed on Christmas Cards, one for each crewmember. Table decorations included potted wax plants. The only bad feature of the set-up was that there wasn't a single camera around.

W. J. Walsh Ship's Reporter

Steward W. Joe Brown outdid his usual good supply of the edibles, with hopes of better to come on future holidays.

The crew is an unusual collection from various unions, some SUP, IBU and a couple on their first cruise with the SIU. With due respect to all the unions, this ship has the cooperation of all members as one unit. It is a good ship with a better crew...

Hubert G. Goley SS Maiden Creek

Here we are on the West Coast going to Frisco on Christmas Day, and it's hot. The heat's got us all, while in most of the cities in the States it's snowing.

But at least we enjoyed a good Christmas dinner and I couldn't help sending our menu in to the LOG. I've never seen a menu like this on any ship, and on a Calmar ship that's something to be proud of.

Our menu was prepared by chief steward Jimmy Archia.



Galley staff on the Maiden Creek looks mighty pleased after turning out festive holiday meal. Pictured (l to r) are Robert Wallace, utility; George Mirabueno, chief cook; John E. Mullin, 3rd cook; W. Joe Brown, steward, and Sherman Wright, baker. Their efforts won high praise.

SEAFARERS IN THE HOSPITALS

- USPHS HOSPITAL STATEN ISLAND, NY Fortunate Alfonso Nathan Goldfinger Henry A. Anderson John Gonzalez Alfonso A. Armada Ralph Hayes Ricardo Armesto Eddie Hernandez Nicholas Bechlivanis Thomas Horan Dollah Ben Gunnar Johnson Apron Castillo Alfred Kaju Theodore Cieslak James King John J. Cook Salvatore Legayada Louis Corne Jean Lipari N. B. Edrington William Luhrsen James H. Fisher Isaac McCants Percy Foster Ludwig Manhart Ramon Galarza Franciszek Mietki Chester Gawrych Harvey W. Morris Estell Godfrey C. T. Morrison

- C. Osinski James Sealey F. G. Pages Arnold Seibel Robert Parker Andrew Snider Santos Pizarro Matthew Stabile Antoni Plaza Richard Suttle Charles W. Price John B. Tierney Jose Ricamonte B. Tingley Adolfo Rodriguez Dominick Trevisano Jose Rodriguez Hayward Veal C. M. St. Clair Charles Wilbert Manuel Sanchez William R. Williams Stanley C. Scott Daniel Wilson

- USPHS HOSPITAL MANHATTAN BEACH BROOKLYN, NY Manuel Antonana H. F. MacDonald Eladio Aris Michael Machusky Fortunato Bacomo Benjamin Martin Frank T. Campbell Albert Martinelli John J. Driscoll Vic Milazzo Robert E. Gilbert W. P. O'Dea William Guenther James M. Quinn Bart E. Guranick George E. Renale Howard Halley G. E. Shumaker Tab Hassen Kevin B. Skelly Billy R. Hill Henry E. Smith Thomas Isaksen Stanley F. Sokol Ira H. Kilgore Michael Toth Ludwig Kristiansen Karl Treimann Frank J. Kubek Harry S. Tuttle Frederick Landry Fred West Leonard Leidig Virgil E. Wilmoth Archibald McGuligan Pon P. Wing

- USPHS HOSPITAL SEATTLE, WASH. Henry Danner R. E. McLeod Andrew A. Franklin J. Sampson Leslie Johnston Ralph H. Watkins

- USPHS HOSPITAL SAVANNAH, GA. Albert Birt Jimmie Littleton William E. Hall John M. Power Clyde Hiers Vincent San Juan H. Lanier

- USPHS HOSPITAL SAN FRANCISCO, CALIF. Orville E. Abrams A. T. McDonald William Adams Dan S. Munro Marcelo B. Belen Donald J. Pressley Floyd W. Haydon Georgios Spiliotis Herbert P. Knowles Fred D. Stagner

- USPHS HOSPITAL NORFOLK, VA. Francis J. Boner John K. Naeble Robert J. Caldwell T. P. Parker Donald H. Gray Fannie Rogers Lewis F. Hamilton William R. Snyder Rosco J. Hampton

- CHARITY HOSPITAL NEW ORLEANS, LA. Robert Bradford

- VA HOSPITAL NEW ORLEANS, LA. John Abadie

- USPHS HOSPITAL BOSTON, MASS. J. L. Bourgeois Edward J. Farrell John J. Cox Alfred A. Hancock Clarence Crevier John Keegan Thomas J. Driscoll Chas. R. Robinson Charles Dwyer George A. Weddell

- USPHS HOSPITAL FORT WORTH, TEXAS Morris J. Black Rosendo Serrano B. F. Delbler John C. Palmer Siegfried Gnittke

- VA HOSPITAL ALBERQUERQUE, NM Charles Burton Dominick Trevisano SUFFOLK SANATORIUM HOLTSVILLE, LI, NY E. T. Cunningham

- USPHS HOSPITAL MEMPHIS, TENN. Claude F. Blanks

- MONTEBELLO CHRONIC DISEASE HOSPITAL BALTIMORE, MD. Francisco Bueno

- USPHS HOSPITAL BALTIMORE, MD. Roy W. Bell Walter Mitchell Kenneth Bewig John A. Morris Alfred Bokan Norman Okray Kermit Bymaster William Pendleton Victor B. Cooper Tony Pisaní Thomas D. Dailey Conrado Reyes Armando Dafermo Juan Rivadulla Eddie Game William E. Roberts Dan Gentry Erling Rogne Gorman T. Glaze David A. Schick John B. Haas Alonzo D. Sistrunk Archie B. Hall Juan P. Taboada Fred Holmes Cecil Utley Edward Huizenga Bruce E. Webb Earley Joyner Ernest H. Webb Richard Kavanaugh John R. Webb

- Herman Kemp Wilmer C. White Joseph Lewis Albert W. Wilhelm Ebbie Markin Norman D. Wilson Francisco Mayo Edward L. Woods Max C. Marcus Ralph Youtzy

- USPHS HOSPITAL GALVESTON, TEXAS Evie A. Douget Concepcion Mejia

- USPHS HOSPITAL NEW ORLEANS, LA. Henry Abbo Abel Manuel Restituto Bernadas Alois F. Mauffray Norman Blanchard Gregory Morejon Mack Brendle Talmadge L. Moss Herman Carson Michael Muzio Virgil Coash Clarence Owens Claise Coats Kenyon Parks Serio M. DeSosa Eliza Platt Leroy Donald Veikko Pollanen William Driscoll Junest P. Ponson Atomane Elchuk Lynn G. Powers Charles Fetter Randolph Ratcliff Warren Gammoms F. Regalado Arnie Glascock Emile Roussell Leon Gordon Howard E. Schieve Clarence Graham Toefil Smigielski Herbert Grant William J. Smith Louis H. Harris Lonnie R. Tickle William Havelin Arturo Valente George Jacobus Roman Vilorio Barney Kelly Dirk Visser Edward G. Knapp James E. Ward Leo Lang Lawrence Wessels Karl Larson Ranson Wilson William Lawless William Wilson Tineman Lee Stanley Wright Oliver Lewis D. G. Zerrudo R. E. McLamore Jacob Zimmer Henry Mass Jr.

Editor, SEAFARERS LOG, 675 Fourth Ave., Brooklyn 32, NY

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ROBIN KIRK (Seas), Dec. 2—Chairman, J. Skarvells; Secretary, C. Kreiss. Most repairs made. Foc'sles to be painted. To purchase fresh fruit in East Africa. Ship's fund \$72.80. Reports accepted.

RAYVAH (Ships & Freights), Nov. 11—Chairman, J. McElroy; Secretary, F. Paylor. New delegate elected. Members to donate \$1 toward fund. Ship sailed short two men. Messhall to be kept clean. Coffee cups to be washed after use. Cigarettes to be declared to avoid fines. Washing machine to be turned off after use. Laundry room to be kept clean. Refill coffee urn after filling percolators at night.

ROBIN SHERWOOD (Seas), Nov. 11—Chairman, W. Murphy; Secretary, L. Derstler. New delegate elected. Repairs made. Beefs not to be discussed

to be contacted on arrival to straighten matter out. Ship's fund \$72.80. Several hours disputed overtime. Repair lists to be made out early so repairs can be made before arrival in States.

CAROLYN (Bull), Nov. 18—Chairman, J. Sheehan; Secretary, E. Martin. Ship's fund \$13. Silence to be observed after 9:00 PM so men can get some rest. Smoked hams too salty. Ketchup not satisfactory. Vote of thanks to delegate for job well done.

ALCOA RANGER (Alcoa), Nov. 24—Chairman, S. Rivers; Secretary, F. Napoli. Men cautioned not to perform on ship. Few hours disputed overtime. Reports accepted. New delegate elected. Repair list to be submitted. Bed springs needed—to be called to patrolman's attention.

BIENVILLE (Waterman), Dec. 1—Chairman, C. Henry; Secretary, C. Riffer. Overtime on chain locker. Ship's fund \$34.10. Some disputed overtime. New delegate elected. Discussion on chow. Night lunches to be improved. Steward reported on amount of milk consumed. Vote of thanks for fine Thanksgiving dinner.

IDEAL X (Pan Atlantic), Nov. 29—Chairman, J. Acheson; Secretary, H. Muston. Report accepted. New delegate elected. Members urged to vote. Need new library. Ship sailed short one wiper. Request television set for messroom—to be purchased from ship's fund.

SHINNECOCK BAY (Veritas), Nov. 4—Chairman, C. Houchins; Secretary, J. Dolan. New delegate elected. Few hours disputed overtime. Messhall, pantry and alleyway need sougeeing. To write headquarters about clarification on delayed sailing. Linen to be issued piece for piece returned. Laundry and recreation room to be kept clean. Light bulbs not to be removed from alleyways and anyone caught stealing will be brought up on charges.

RAPHAEL SEMMES (Waterman), Nov. 18—Chairman, W. Scarlett; Secretary, J. Crawford. Repair list submitted. Garbage to be dumped aft of gangway. Work bench to be removed from aft so men can sleep. Ship to be fumigated for rats. Vote of thanks to steward department.

CITIES SERVICE MIAMI (Cities Service), Nov. 7—Chairman, F. Jerkins; Secretary, C. Makuch. All repair work and improvements finished in galley. Steering engine repaired. Passages to be kept clean. Would like new arrangement of rooms. To check on feeding. Ship's fund \$11. Four hours disputed overtime Report accepted. Would like to have movies each trip. New safety measures, if workable, will be adopted. Food problem to be taken up with patrolman on arrival in Linden.

DEL MONTE (Miss. Shipping), Nov. 13—Chairman, W. Kavitt; Secretary, J. Picou. \$13.50 spent for Thanksgiving Day dinner. Ship's fund \$61.50. Few hours disputed overtime. Delegate to see patrolman about purser. Knives and forks not to be used to remove bread from toaster. Garbage not to be dumped from porthole. Another arrival pool to be started. Screen door to be left open for more air.

MONARCH OF THE SEAS (Waterman), Nov. 19—Chairman, D. Ransom; Secretary, E. Ray. One man missed ship in NO. Report accepted. New delegate elected. To submit letter for payoff at sea. Repair list to be submitted. Dishes to be returned to pantry.

SUZANNE (Bull), Oct. 25—Chairman, G. Prota; Secretary, G. Prota. Chief cook ill; left ship in Japan. Ship's fund \$5.40, turned over to Union in Philadelphia as donation to log. Repair list turned in; some repairs completed. Vote of thanks to steward department for job well done.

JEAN LAFITTE (Waterman), Aug. 18—Chairman, J. Goude; Secretary, D. Mease. Ship's fund \$17. Reports accepted. New delegate elected. Decks in crew quarters need painting. To purchase iron in Japan and book shelf for recreation room.

Sept. 23—Chairman, J. Goude; Secretary, J. Thomas. Ship's fund \$17. One hour disputed overtime. Men to donate \$1 for room keys. Captain to put out American money draw before arrival in Korea.

Oct. 7—Chairman, C. Volk; Secretary, J. Thomas. Ship's fund \$2.05. Report accepted. New repair list to be submitted for action.

Nov. 12—Chairman, J. King; Secretary, J. Thomas. Repair list submitted. Korean draw discussed—no action. Ship's fund \$2.05. Need new agitator for washing machine. Crew's quarters and recreation room need painting. Suggestion to switch personnel around in rooms to facilitate feeding sick men in hospital.

A. M. HUDDLE (Bull), Oct. 14—Chairman, S. Sterland; Secretary, W. Laridon. Three men hospitalized in Hawaii. New reporter elected. Some disputed overtime—to be squared away at payoff. Report accepted. Food situation discussed. Each person to sign their name to any beef they may have.

WINTER HILL (Cities Service), Nov. 23—Chairman, J. Nelms; Secretary, S. Wells. New delegate elected. Suggest lamb as second meat choice instead of first. Crew warned about smoking outside house along side of dock. Bunks to be repaired. Washing machine repaired.

STEEL VOYAGER (Isthmian), Dec. 15—Chairman, M. Cross; Secretary, D. Bull. Ship's fund \$1. Deck maintenance man promoted to carpenter.

Even Bandur Shapur Looks Good

After a 32-day non-stop journey via the Cape from New York to Bandar Shapur, Iran, the Steel Worker still has some good things to say about the Persian Gulf.

"The long haul without touching port for over a month was miserable," reporter G. C. Reyes commented, "but at least it's nice and cool in the Persian Gulf this time of the year. The fishing is good and there is a swell bunch of guys aboard, too." The ship originally left the States on December 24, the day before Christmas.

Port Time

—by Seafarer Norman Lightell



—SS Del Viento

News of its arrival comes at the same time as a belated report on the dramatic rescue of a seaman during the last voyage. Bosun William Velasquez earned high praise for the feat, in which he saved shipmate James Downey, OS, from drowning.

Saved From Sharks

Downey had fallen from a stage into the shark-infested waters of the Basrah River while chipping the hull.

A commendation from Isthmian's marine superintendent said that "from all accounts Downey had gone under once or twice and in all probability would have lost his life" if the bosun hadn't dived into the swiftly-moving waters to save him.

"It is very edifying for us to know that we have such high caliber seamen as Velasquez in our midst. It is incidents of this kind that will forever keep up where they belong the high standards of our American merchant marine," Capt. J. J. Parilla added. His praise was echoed by Capt. F. Schloss, master of the Steel Worker. The ship is going back to Basrah, Iraq, from Bandar Shapur.

Alma Yule 'Tops'; Even Skipper Got A Present

Even as unlikely a place as Yokkaichi, Japan, offers a chance to spread some holiday cheer, and the gang on the City of Alma did it up in real style.

The SIU crew went one better than the brothers on the Marymar, who presented their skipper with the first Christmas card he'd ever gotten from a crew.

On the City of Alma, they came up with a bone chess set for the captain, plus a cocktail set for the chief mate from the deck gang.

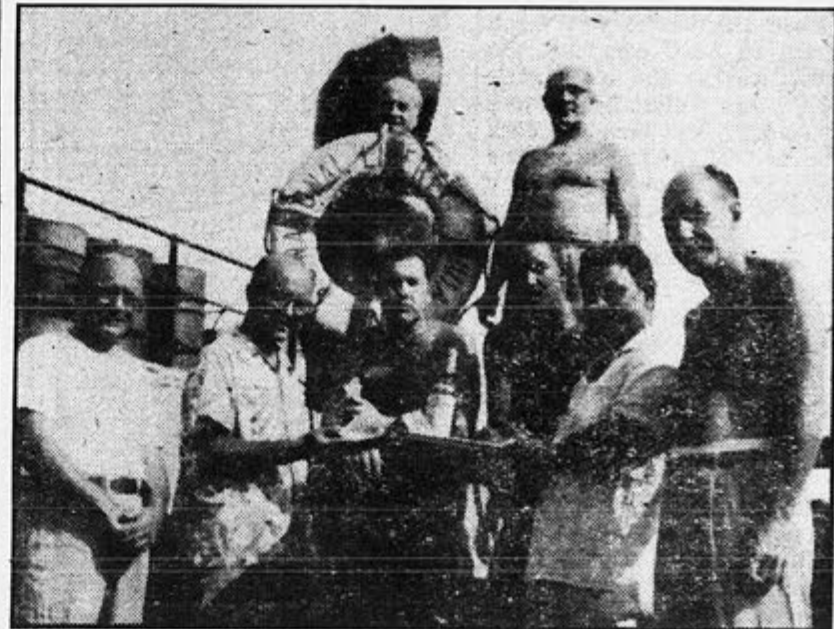
"The skipper's remarks of thanks were very warm and sincere," reported James Dyer. Accepting the gift, Capt. Hugh Anderson said, "you weren't compelled to do this, you didn't have to do it, and the only reason I can think of that you did it because you like me . . . This is the first time anything like this has ever happened to me."

With all this good feeling abounding throughout the ship, many crewmembers also exchanged gifts ranging from scarfs to cufflinks. Of special note were the crew's efforts on behalf of George Little, DM, to help make it possible for him to call and speak to his children, who are hospitalized in Arizona, while the ship was in Okinawa during the holidays.

Paul Whitlow, ship's delegate, presented the gifts to the captain and mate, who had responded in

kind a few moments earlier with several bottles of liquid refreshments for the holiday dinner aboard the ship.

The Gang's All Here



Georgia Lauds Seatrain Try

Pleased with the way Seatrain Lines tried to get its ships into port for Christmas so that most crewmen could be with their families the Seatrain Georgia adopted a vote of thanks for the company's thoughtful efforts. "Sir Charles" Oppenheimer, ship's reporter and meeting chairman, passed on the request. The Afoundria wasn't as fortunate, however, according to reporter Robert N. Walton. Christmas Day for them was spent anchored in the middle of the Columbia River fog-bound. "It wasn't very cheering, but it was calmer than being at sea. We had a white Christmas, but the white stuff was fog."



The occasion was a "watermelon party," but it looks like the National Liberty (top) had something else with it, too. In front (l to r) are S. Small, MM; P. Loleas, steward; F. Donaldson, AB; N. Quinones, MM; J. Nicole, AB; F. Bruggner, deck engr.; at rear, E. A. Caligiura, MM, and E. Gonzales, wiper. In bottom photo, the trio on the Steel Fabricator framed by the gauges are Louie, oiler; Jessie R. Matthews, FWT, and 3rd asst. engr. Zebrowski. Matthews submitted the photo.

Digest Of SIU Ship Meetings

In bars or foc'sles—to be taken to department delegate. New reporter elected. Foc'sles to be painted this trip. Change of jobs matter to be taken up in New York. Foc'sles to be sougeed. Laundry to be kept clean. Discussion on logging as per new agreement. Books to be returned to library after use.

SEATRIN LOUISIANA (Seatrain), Dec. 2—Chairman, N. Kirk; Secretary, W. Hay. Good crew, fine ship. Vote of thanks to steward department for splendid Thanksgiving dinner. Ship's fund \$81.40. Few minor beefs to be straightened out in New York. Report accepted.

SEATRIN SAVANNAH (Seatrain), Nov. 29—Chairman, S. Barnes; Secretary, F. Moran. Ship's fund \$50.78. Delayed sailing time disputed. Two men short leaving NO. Reports accepted. Vote of thanks for fine Thanksgiving dinner. Toaster to be repaired. Messhall to be painted.

BIG BEND (Mar-Trade), Dec. 1—Chairman, A. Ben-Kori; Secretary, L. Bollard. New washing machine received. One man missed ship. Some disputed overtime. Two issues of library received. Crew warned about smoking on deck.

FLORIDA STATE (Ponce Cement), Nov. 10—Chairman, Secretary, R. O'Dowd. New delegate elected. Need linen. Repair list to be submitted. Ship's fund \$17.25. One man missed ship in Florida. Report accepted. To rotate ship's delegate by departments whenever possible every three months. Vote of thanks to steward department. No beefs.

FREDERIC C. COLLIN (Transfuel), Sept. 29—Chairman, L. O'Connell; Secretary, J. Billiet. Some disputed overtime. Communications posted. Vote of thanks to SIU staff in securing new contract and additional shipping. Discussion on keeping laundry room clean and washing machine after using. Ship to be fumigated for roaches.

Nov. 10—Chairman, G. Hubner; Secretary, R. Simpson. One man hospitalized for appendicitis. Few hours disputed overtime. Repairs to be completed this trip. Each department to have their own working gear and supplies. Return all cots to store-room; make up repair list; check on mail situation.

WESTPORT (New England Ind.), Oct. 21—Chairman, W. Sanders; Secretary, J. Moore. Ship's fund \$4.35. Report accepted. New delegate and reporter elected. Keep seats open for watches at supper.

OCEAN DEBORAH (Maritime Overseas), Nov. 12—Chairman, Harford; Secretary, C. Mazuk. Report accepted. Few minor beefs to be squared away. Vote of thanks to steward department for good work and cooperation.

DEL VALLE (Miss.), Nov. 15—Chairman, B. Wright; Secretary, R. Irlzarry. Men to cut down on drinking. Ship's fund \$114.69. Ten hours disputed overtime; delayed sailing. Report accepted. All cokes to be sold for lack of space.

CAMP NAMANU (USPC), Nov. 4—Chairman, T. Marineau; Secretary, N. Merris. Crew warned not to waste stores because of unexpected change of orders. Aliens signed on with writer that they could be paid off with transportation on 24 hours notice. One man missed ship in Japan; two paid off mutual consent in Singapore. Captain to arrange shore leave in Laurenceo Marque. To give limited draw. Ship's fund \$21.35. 468 hours disputed overtime; to be referred to patrolman. Repair list turned in; some repairs completed. Expected payoff in Philadelphia. Report accepted. Washing machine to be cleaned after using. Endeavor to have cashier checks aboard at payoff.

ROBIN KIRK (Seas), Nov. 10—Chairman, J. Bourgeois; Secretary, C. Kreiss. Captain requested to buy fresh fruit in East Africa. Stated fruit would make crew sick and his orders were not to buy any. Union

Relax, Fellas, It's Only A Camera



Taking a breather on deck (l. to r.) Armando Garcia, galleyman; the chief cook; Gabe Bonfont, carpenter, and Mike Reyes, saloon MM, try to stare down a shipboard camera-man. They're all on the Steel Seafarer.

Crew Gets Ship In Shape --Finds It's A Runaway

The first shipboard get-together of twins John and Don Dickerson was cut short recently as the SS Transglobe was transferred to foreign-flag operation.

"Everyone had really put out his best to bring this ship up to style, but she ran off and left us anyway," commented ship's reporter Richard Glennon. For the Dickersons, the voyage marked the first time they had sailed together in over five years. It was only the second trip for the Transglobe with an SIU crew, in fact.

Wasted Effort

The hard thing for the crew to face was the wasted effort getting the ship into shape for a foreign crew after the vessel was taken over from an NMU company. On the initial voyage the black gang started the ball rolling by painting out its foc'sles, and then the deck department followed suit. The showers and heads were finished, the steward's gang took care of the mess-hall, galley and passageways, "and the ship was beginning to look like a home."



Don Dickerson Although he didn't mention it, maybe everyone should have figured things were going too well to last. The weather was good going over and back, there was a royal spread put out for the holidays—even Alka Seltzer for those who had too much—and cooperation all around "was a credit to the Union." Glennon singled out a second-tripper, Eddy Crise, OS, for special mention on that score.

The Dickerson brothers, with Don sailing wiper and John as AB, fell in naturally with this spirit, Glennon noted. "An excellent barber, John kept the crew looking trim and sharp. Then, as we sailed from Rouen, Don was called to do an emergency repair weld on the

engine casing to hold in the lube oil. A temporary repair made by one of the officers hadn't held but once Don got to it there wasn't another leak."

News that the ship was being transferred came out the night they got back to the States.

'With Thanks'



Former Seafarer James E. Chew, AB, (left) is shown in Cleveland as he presented a plaque to Dr. H. T. Zankel on behalf of the Paralyzed Veterans of American chapter at Crile VA Hospital. Drafted into the Army two years ago, Chew became paralyzed in an auto mishap last year. He's secretary of the local PVA group.

Asks New Rule On Replacements

To the Editor:

Recently on a coastwise trip to Wilmington, NC, we had two ordinaries, one AB and two wipers pay off. When the captain was asked about replacements, he said he wasn't required to order any because we do not have a hall there.

So we had to sail to Lake Charles five men short. This saved the company money, but

tunate enough to have his work from his world-wide travels published.

Oiler Richard Rodgers, better known as "Pineapple," is our fisherman. He is out there every day looking at his lines port and starboard to see if he has a bite.

You have to go a long way to beat the steward department on here. Baker Joe Padelsky keeps the boys happy with his pastries, and Michael E. Pappadakis, our chief steward, who is doing the chief cook's work due to his illness, has the boys ordering seconds. Crew messman Franko keeps the boys laughing with his Italian humor and all in all, it's a good trip.

John Morison

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Letters To The Editor

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put extra work on the rest of us.

Crewmembers on this ship, the Winter Hill, feel that this situation could be remedied by requiring the company to order the men from the nearest hall and letting the men taking the jobs pay their own transportation to the ship. If a man gets off due to illness, then the company should be required to furnish transportation.

This would not only help a man on the beach but also would keep our ships from sailing short-handed.

Star Wells
Deck delegate
Jim Parnell
Ship's delegate

~ ~ ~

Merry Dunaif Is Chile-Bound

To the Editor:

The crew on the Charles C. Dunaif just keeps rolling along on the way to Chile. We first boarded her in Seattle to take a load of grain to Japan.

We had a pretty rough trip coming over; it took us 25 days. Saki, women and song was our motto for seven days while we were in Yokohama.

Now we are on our way to Honolulu to pick up stores and bunkers, and then head for that warm trip down to Chile. We are to load pig iron for Japan. You never know when you sign on one of these tramp Libertys how long you are going to stay out.

We do have a real fine crew on here. They don't come any better than our captain. Our bosun, better known as Johnny "Bananas" Zeirels, keeps entertaining the boys with his tape recorder and poetic sea stories. John Waterbury, OS, is our inquiring photographer and is all over the ship taking pictures. He hopes some day to be for-

Urges Screening Of New Bosuns

To the Editor:

I think that the manner in which bosun's endorsements are handed out ought to be changed for the benefit of all concerned.

Before a man gets a bosun's endorsement, he should have to go before a membership committee which could pass on his qualifications, such as work skills and knowledge of safety. This committee should consist of men with at least ten year's experience sailing bosun, who know what the job is all about.

Although the Coast Guard says any man can sail bosun after just three years on deck, the Union should have the right to check on his ability to direct a gang safely and properly and to look into his qualifications for deck work.

Once a man passed this committee and got his endorsement, he would be sure to command respect both from his department and from the mates with whom he has to work.

Marcelino Santiago

~ ~ ~

Offers A Good Deal On Cars

To the Editor:

I would like my brother SIU members know that I am working ashore for a while at a Chevrolet car agency in Linden, NJ.

Anybody who's looking for a good deal on a new or used Chevy can get one out here by contacting me at the Linden Motor Car Co., 101 W. St. George Ave., in Linden.

As an SIU member since 1946, I'd be happy to do any favor that I could for a fellow Union man.

Bernie Friedman

'The Right Man'—And Wife



Newlyweds "Daisy" Chee Geok Lan and Seafarer Howard W. Newton Jr. are shown following their wedding last November while the Steel Vendor was in Singapore. A slip-up in the LOG (Dec. 7, 1956), which used a picture of someone else with Newton's name, has kept the new bridegroom busy with explanations ever since. Newton hopes to bring his wife home to Lake Charles soon.

Burly

By Bernard Seaman



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

Heavy-Duty Cranes Feature Of Lift-On Pan-Atlantic C-2s

A pioneer in the lift-on area, Pan-Atlantic Steamship Corporation is now moving ahead with its plans to convert its C-2s into containerships, and expects to have the first conversion completed by mid-summer. Three other C-2s, with which Pan-Atlantic will launch this new type of coastwise service, will be converted at later dates. Eventually, others are expected to be converted under the company's long-range program.

Work Starts In April

The contract for conversion of the first C-2 into a lift-on capable of carrying 204 loaded trailer bodies has been let to Mobile Ship Repair, Inc., and the actual work is slated to begin early in April.

Although the ship's overall length—460 feet—will remain the same, a major change will be effected in the exterior appearance by adding sponsons which will increase the width by 72 feet. The

60,000 Miles On Atom Fuel

WASHINGTON—The submarine Nautilus has run out of fuel—almost. After 60,000 miles without a fuel replenishment, the Nautilus has to stop for "bunkers."

The world's first atom powered ship traveled two years on its original stock of enriched uranium before it was decided that fuel replacement was in order.

Would Slow Down

Not that the ship couldn't continue running, the Navy explained. It's just that it wouldn't have been able to show as much speed and power.

The refueling will mean replacing its uranium slugs with fresh, new ones. The old ones will be tested to see how much further the Nautilus could have traveled before running out of energy.

Fuel savings and space savings are the two major assets of an atom powered ship which will some day make it possible to replace all conventional oil-burning vessels.

sponsons, or outboard blisters, will be added to the sides of the vessel to make it more stable at dockside. The sponsons will cover some 370 feet amidships, leaving the bow and stern as is.

Another major external change will be effected by removing the cargo booms of the conventional C-2 and adding two traveling cranes, one forward and one aft of the ship's superstructure.

The deck and below deck sections will also be completely altered with the conventional hatches made large enough to accommodate trailer bodies up to 35 feet long. The trailers will be loaded five deep below the deck with a sixth trailer on the hatch, above the top of each column. The trailers will be special jobs with reinforced corner posts to support this kind of loading.

Compensate For List

The two traveling cranes, which will do the actual lift-on, lift-off work, will be specially-engineered to compensate for any anticipated list of the ship during dockside operations.

The cranes will be able to lift loads of up to 60,000 pounds and will be able to complete a loading cycle—one container off and one on—in about five minutes.

They will stand on legs that roll on tracks along the ship's deck edges and over the sponson sections at the forward and aft cargo holds. Jib extensions will overhang the vessel's sides, above the dock apron, so that the containers will travel laterally during the transfer from truck chassis to ship's hold or vice versa. When no longer needed, the hinged extensions will be folded inboard.

The containerships, which will retain their present cruising speed of 15½ knots, will be able to operate in any port where the water is deep enough for them to reach the dock and where the dock apron will allow a container to be pulled alongside.

Shipping Round-Up & Forecast

January 23 Through February 5

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	15	6	9	3	6	5	30	14	44
New York	63	11	45	18	57	12	165	41	206
Philadelphia	29	5	17	8	12	1	58	14	72
Baltimore	51	22	31	14	26	15	108	51	159
Norfolk	23	7	8	13	4	8	35	28	63
Savannah	11	2	4	2	5	1	20	5	25
Tampa	11	1	8	1	16	5	35	7	42
Mobile	29	5	29	2	19	4	77	11	88
New Orleans	38	17	37	6	34	16	109	39	148
Lake Charles	23	8	14	6	12	8	49	22	71
Houston	23	17	12	12	9	9	44	38	82
Wilmington	19	6	15	7	14	5	48	18	66
San Francisco	26	11	15	15	18	7	59	33	92
Seattle	10	8	7	7	7	6	24	21	45
Total	371	126	251	114	239	102	861	342	1203

Port	Shipped						Total A	Total B	Total Ship.	
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C				
Boston	11	3	0	7	5	8	2	20	11	31
New York	77	7	3	53	6	4	63	5	7	125
Philadelphia	13	1	0	10	7	3	13	3	3	26
Baltimore	39	8	1	36	10	12	16	11	13	49
Norfolk	13	0	0	6	8	0	6	7	0	13
Savannah	1	0	1	2	2	4	1	0	1	4
Tampa	7	6	3	7	1	3	7	2	4	14
Mobile	19	3	0	13	4	1	12	4	0	26
New Orleans	51	7	2	32	7	2	37	0	0	70
Lake Charles	12	2	3	12	9	0	8	8	1	19
Houston	33	20	12	11	7	5	5	7	5	32
Wilmington	1	0	0	1	2	1	2	0	0	4
San Francisco	29	4	2	12	13	9	18	9	1	49
Seattle	8	6	4	7	5	7	7	5	7	22
Total	314	67	31	209	88	57	197	64	43	1070

SIU shipping fell off during the last period, as the total registration outpaced the number of men dispatched to jobs. The total shipping was 1,070; 1,203 men were registered.

The tug strike, East Coast longshore strike plus the idling of crews by the transfer of several ships to foreign flags cut heavily into the job turnover.

Only Tampa, Mobile, Lake Charles, Houston and Boston escaped the general decline in shipping. Boston remained good, the same as before; the others gained slightly. The remaining ports all showed marked decreases from the shipping in previous weeks.

Class A Ratio Up

Class A men accounted for the highest percentage of the total jobs since the SIU seniority shipping system went into effect almost two years ago. Class A men filled over 67 percent of the jobs, class B 21 percent and class C the rest. For class C, this was the slow-

est period since last April.

The change was only relative, since months of good shipping have boomed Class C jobs.

The shipping outlook now hinges on the outcome of the dock and tug strikes, since they will affect Atlantic coast shipping at least as far south as Hampton Roads.

Generally, this is the forecast port by port:

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

Earth's All Cracked Up, Study Finds

The sea has given up another one of its secrets and revealed what we've suspected all along—that the world is cracked. What's more, this crack in the sea's floor has a lot to do with earthquakes.

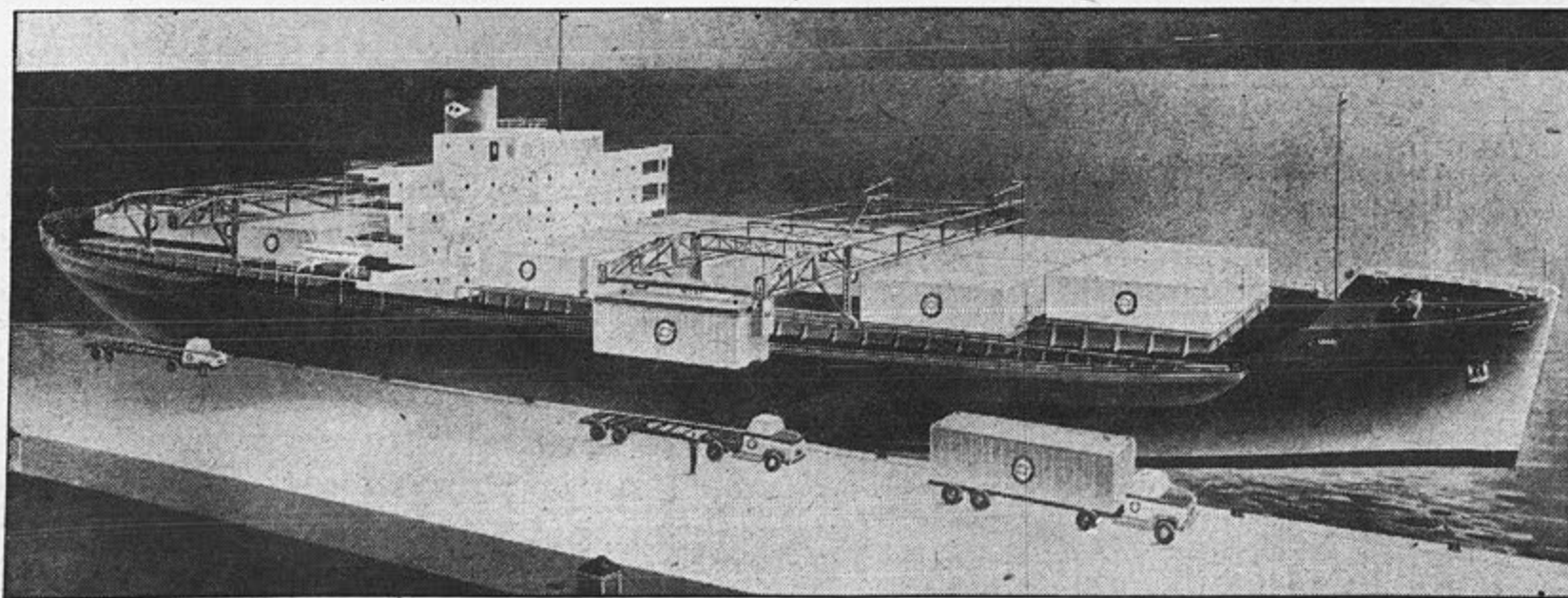
These are the findings of Columbia University scientists who, after five years of investigation, have learned that in the sea's floor there is a trench 20 miles wide, two miles deep, and running around the world in a continuous line 45,000 miles long.

Slices Through Atlantic

The fissure roughly bisects the North and South Atlantic, winds around the Cape of Good Hope and across the Indian Ocean, bypasses Australia, cuts through the South Pacific, and continues parallel with the western coasts of South and North America to about Alaska. One branch of the fissure forks off in the Indian Ocean and reaches into the Arabian Sea and the mainland of Africa. Another branch splits off at Easter Island in the South Pacific and heads for Cape Horn.

All along both sides of the crack, the scientists found, are remarkably similar mountain ranges about 75 miles wide.

It had previously been noted that many of the earthquakes in the North and South Atlantic in the past 40 years coincided exactly with the location of the trench in the sea's floor. Now the scientists have learned that earthquakes in other parts of the world also follow the trench.



Artist's conception of scheduled conversion of C-2 freighters to trailership operations shows movable deck cranes maneuvering truck trailer body into position. When completed, the ship will be able to carry 204 trailers stacked five deep in the holds and on deck. Hatches will be modified so that trailers up to 35 feet long can be carried below deck. The ship will have movable deck cranes fore and aft, eliminating extensive shore-side facilities now needed on Pan-Atlantic's T-2 "piggyback" ships that carry both oil and trailers coastwise.