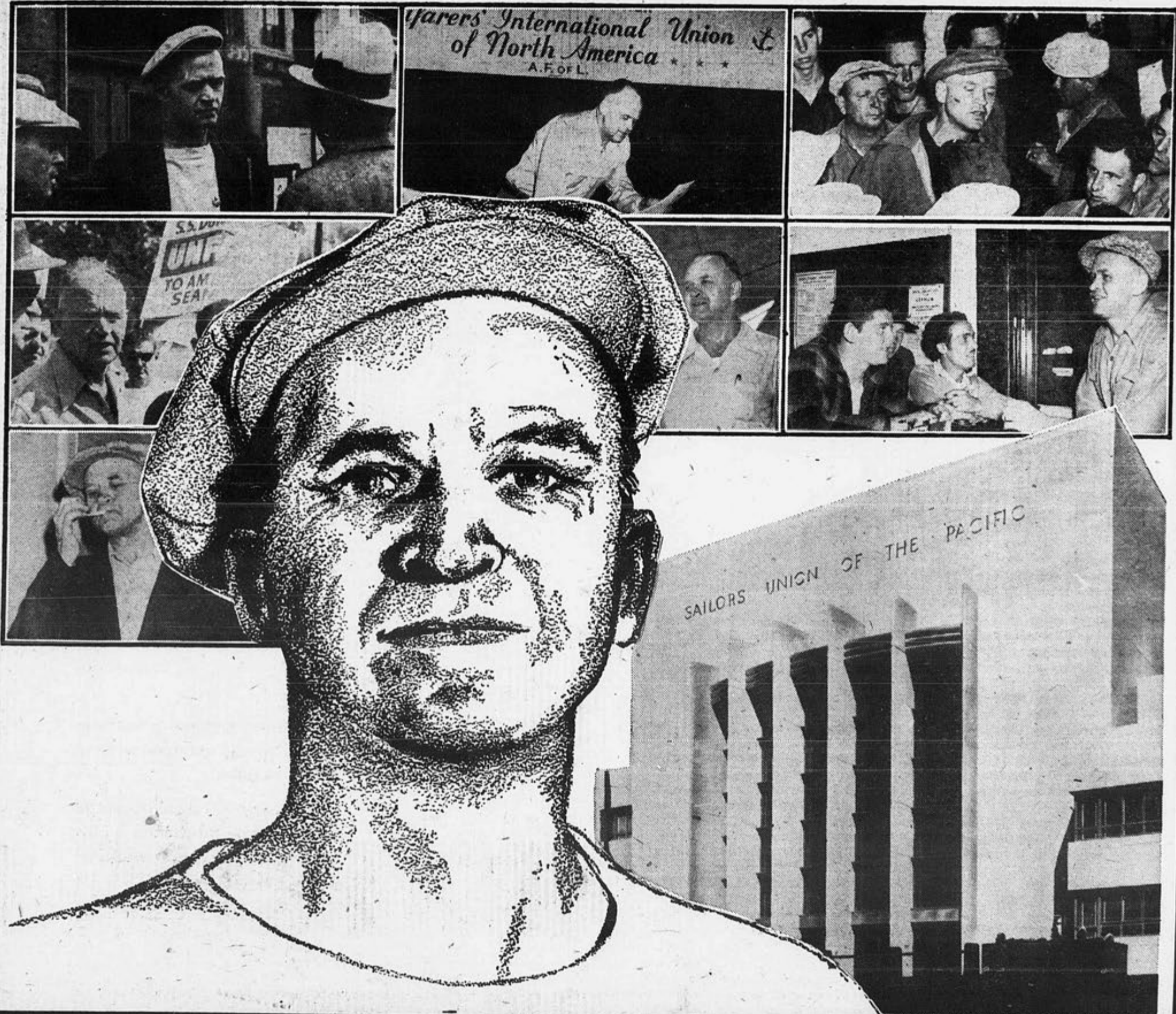


• OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • AFL-CIO •

LUNDEBERG DIES OF HEART ATTACK

SIUNA Founder Stricken At 56

Story On Page 3





Drug supplies, shown here being checked by an employee at Staten Island USPHS hospital, and other equipment will be replenished under new PHS budget. Requested appropriations for USPHS program provide \$5 million increase primarily to build up supply lists in USPHS hospitals throughout the country.

Drop Fight On Hospitals; Budget Asks \$5 Million Increase In PHS Funds

WASHINGTON—Cheering news for Seafarers and members of all maritime unions is contained in President Eisenhower's Public Health Service budget request. For the first time in the past four years, the administration is asking for an increase in appropriations for the hospitals, over \$5 million all-

restocking. At the major Staten Island facility much of the equipment originally installed in 1935 when the place was built is in need of replacement. Additional help in the laboratories and more clerical help will be hired. The funds will also serve to meet civil service pay increases of recent years.

The Hobby-Hoover program, product of ex-president Herbert Hoover's commission studies, and Mrs. Oveta Culp Hobby, former secretary of Health, Education and Welfare, called for the closing down of all medical facilities for seamen. Initially, in 1953, efforts were made to reduce the number of hospitals, closing down Fort Stanton and Mobile. Savannah was similarly threatened but was saved after widespread protests by Seafarers and maritime unions.

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Met With Eisenhower

Later in the year the real intent of the Hobby-Hoover program was revealed when proposals for a complete shutdown were advanced. Once again, strong protests by the SIU, and in particular, a meeting on the subject between SIU of NA president Harry Lundeborg and President Eisenhower, succeeded in staving off the closings.

However, one result of the attack on the hospitals was the paring down of the budget appropriations to rock-bottom levels with the result that the hospitals were caught in a squeeze between rising costs of operation and reduced appropriations.

The new budget request represents a complete about-face by the Department. It recognizes the need for the hospitals and discontinues the meager diet of funds to which the hospitals had been subject.

In addition to serving seamen, the PHS hospitals take care of Coast Guardsmen and certain civilian civil service employees.

The \$44 million request also covers the operating costs of the Carville Leprosarium, the narcotics hospital in Lexington, Ky.; and the mental hospital at Fort Worth, Texas.

Norwegians Back Strong US Shipping

In a dramatic about-face after years of opposition, a spokesman for the Norwegian shipping interests has come out in favor of a strong US merchant marine. The "Norwegian Shipping News," a trade publication, declared it welcomed a sizable active merchant navy under the US flag to aid the Western world in times of crisis. The declaration is expected to help knock the props out from under opponents of "50-50" in the current session of Congress.

Norwegian shipping interests and the Norwegian government have long been prominent among opponents of "50-50" legislation and other action designed to assist US ship operators. Apparently, though, the Suez crisis has brought home forcefully the need for plenty of US shipping to keep Western Europe from economic collapse.

Only US Has S

"History has shown," the article says, "that the Western World needs a substantial reserve of tonnage to be activated in times of crisis and only the United States can afford to build and maintain such a fleet.

"In order to keep a permanent reserve fleet, a nation must have a sizable active merchant navy as a nucleus and trained and experienced seamen and ship operators.

"On these grounds, we welcome the new building program under way in American yards . . . A continuation and extension of the present program would . . . be beneficial to the whole Western world."

SIU of NA Answers Curran Smear In Letter To Meany

A formal reply to NMU President Joseph Curran's attack on the SIU and the International Brotherhood of Longshoremen has been filed with the AFL-CIO executive council. In a letter addressed to AFL-CIO President George Meany, SIU of NA vice-presidents Paul Hall and Morris Weisberger, acting on behalf of the SIU of North America, answered issues raised by Curran at the time of the last New York longshore election.

On that occasion, Curran issued an open statement to the press in the form of copies of a letter to Meany assailing the SIU and the IBL for seeking to win new representation for longshoremen in New York. In the course of the statement he said of the SIU: "As you know, NMU was built on the ashes of a corrupt organization . . . The SIU . . . is what is left of an organization formed many years ago for the purpose of destroying NMU."

The SIU of NA answer declared that "in taking issue with the Federation's considered position" (on the longshore election) "Curran publicly attacked the SIU with a set of vicious lies and half-truths, and in doing so presented his opinions as a spokesman of the AFL-CIO and a member of the Ethical Practices Committee. We must therefore answer in the proper forum."

Sacrificed Labor's Policies

The SIU statement declared further: "The Curran record in the trade union movement is shot through with fickle opportunism; with the sacrifice of labor's policies for personal advancement; with immature, erratic shifts of position, and with basic unreliability. The record clearly indicates that on more than one occasion Curran has allied himself . . . with organizations directly dual and hostile to the Federation and that he has succeeded in weakening and hampering the labor movement accordingly."

In dealing with Curran's attack on the SIU, the letter stated: "This was purely and simply a cover-up of Curran's and the NMU's role in the early days of maritime labor. As you recall, the SIU was formed by a group of seamen who wanted a democratic, non-Communist labor organization and who could not stomach the role of being captives of the waterfront section of the Communist Party. The NMU, as Curran himself has admitted, was a captive of this group for eleven

full years from 1936 to 1947. Yet Curran now, for opportunistic reasons, attacks the SIU's formation and defends that sordid period of NMU history.

"As late as 1945, after nine years' service to the party cause, Curran could still say in public, 'We heartily hail . . . the entire Soviet nation for all they've achieved under the great and wise leadership of Comrade Stalin.' (Pilot, October 19, 1945). Yet Curran criticizes the SIU for opposing NMU in those years!

CP Break Came Late

"It wasn't until 1947, as the result of various pressures, and under competition from Harry Bridges for a leading role in maritime, that Curran finally began his break with the Communists. As late as 1949 he was still ousting the party machine from NMU office. As late as December, 1955, after the merger, he was still complaining about the threat of the Communists to his organization. He evidently found it difficult to dissolve the marriage."

After reviewing the many instances in which Curran, at different times, has taken exactly opposing positions on the same issue, the letter asks, "How . . . can anyone, place any trust or confidence in what Curran will say or do . . . who will Brother Curran stab in the back next?"

Turning to Curran's role on the waterfront, the letter pointed out "he was no 'Johnny-come-lately' in his support of ILA. Three and a half years ago, when the entire labor movement, including Walter Reuther, then CIO president, stood solidly behind you and the Executive Council in acting against ILA, Curran equivocated and took a dim view of the AFL action. The AFL's forthright action . . . was for him an opportunity to advance his strength on the docks. He did not hesitate, covertly and openly, to oppose the IBL and support ILA throughout the first two elections . . .

"In the subsequent two year period, Curran went so far as to support and encourage a dual and hostile operation aimed at raiding

and undermining the SIU of North America. We speak of the United International Seamen's Union, an abortive ILA-sponsored organization . . .

Gave Them Space In 'Pilot'

"The two ranking officers of this so-called seamen's union openly boasted that their purpose was to raid legitimate maritime unions . . . When their intent was exposed, Curran utilized the pages of his official union newspaper to give ILA, an expelled organization, an opportunity to issue a blanket denial . . ."

The letter cited a "third instance of Curran's preference and support for dual and hostile organizations" in the American Coal beef. "Curran supported a local affiliate of District 50, United Mine Workers—which had no deep sea agreements—against the contract claims of the AFL-CIO affiliates, one of them an organization which had a 20-year record of support for the NMU . . ."

Ridiculing Curran's pretensions toward supporting "unity" in maritime, the letter recalled how Curran destroyed the Conference of American Maritime Unions, when "involved in an internal political war. He decided it was to his advantage, and did not hesitate to denounce other members of CAMU . . ."

"Is it any accident," the letter asks, "that the only effective unity that ever existed on Curran's side was his ten year loyalty to Harry Bridges?"

Supporting a charge that Curran has "run away from every situation in which he could have utilized his strength to further Federation policy and the policy of the CIO before the merger," the letter recalled his behavior after Bridges and the Communist-dominated National Union of Marine Cooks and Stewards had been booted out of the CIO.

The expulsion of Bridges and his longshore union "left Curran as the major spokesman for CIO in maritime and the responsible official to devise ways and means of

(Continued on page 15)

Settle Doria Crash Suits

The Italian Line, operators of the Andrea Doria, and the Swedish American Line have agreed to a settlement of suits resulting from the collision of the Doria and the Stockholm. Terms of the settlement call for both companies to drop their lawsuits against each other.

A joint liability fund of \$4,400,000 would be set up to satisfy claims of passengers and shippers against the two concerns. Insurance companies would add to the fund bringing it over \$6 million. The total of such pending claims amounts to nearly \$150 million. The two companies would apply in the courts for a limitation on their financial liability.

If all claims are settled out-of-court then there would never be a court finding on the blame for the collision.

However, the agreement on setting up a joint fund indicates that the operators jointly accept blame for the collision in accord with the report that was filed by a committee of US marine experts with the House Merchant Marine Committee. The report criticized both sides for the handling of the ships before the collision.

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SIU Mourns Lundeberg Loss

Death Ends Many Years Of Militant Leadership

SAN FRANCISCO—Harry Lundeberg, the founder of the Seafarers International Union and the leading figure in maritime for over two decades, died of a heart attack in Peninsula Hospital on Monday, January 28. Death came to the 56-year-old president of the



Cap or white "Lundeberg Stetson" became Sailor's garb.

SIU of NA just a few days before his expected discharge from the hospital. He had suffered a mild heart seizure January 20.

His passing cut short a militant, crusading career on be-

half of American seamen which reached back into the early 1930's. It was Lundeberg who led the revival of maritime unions in the United States, beginning with the bitter and tumultuous 1934 maritime strike. From there he pressed ahead relentlessly, battling shipowners, the Government and

the maritime section of the Communist Party on behalf of the men he represented.

Word of his death visibly affected many oldtimers at the SUP hall here, and drew tribute from leading figures in maritime and Government. California's Governor Goodwin J. Knight, Secretary of Labor James P. Mitchell, San Francisco's Mayor Christopher and key shipping leaders paid high tribute to his courage.

Mitchell described Lundeberg as a man "who devoted a lifetime to improving conditions for seamen, and was a great American and a fine labor official. His wisdom and courage will be greatly missed."

J. Paul St. Sure, president of the Pacific Maritime Association; Randolph Sevier, head of Matson Navigation; George Killion, president of American President Lines, and Roger D. Lapham, former head of the American-Hawaiian Steamship Company, with all of whom Lundeberg battled without quarter to win economic gains for his membership, acknowledged his honesty in negotiations.

Kept His Word

"Whenever Harry Lundeberg gave his word, he kept it to the letter," Killion said. "Through many collective bargaining crises I have never had need for a written document to support a commitment by Mr. Lundeberg on behalf of his sailors."

Lapham's message echoed these sentiments: "If you made a deal with him, you knew he would live up to it. Once you came to an understanding with him, he went to bat with his own people to see that it was carried out to the letter."

"His personal leadership was largely responsible for the strong position of the SUP and SIU in national maritime union affairs," St. Sure noted.

Paying tribute to Lundeberg on behalf of the SIU-A&G District, Secretary-Treasurer Paul Hall characterized his contribution to maritime unionism in these words:

"Andrew Furuseth's great contribution to seamen was the 1915

Lundeberg's Legacy: A Flourishing Union

The successor to Andrew Furuseth as the secretary of the Sailors Union of the Pacific in 1936, Harry Lundeberg continued in that post until his sudden death Monday. Between these two men lies the history of American maritime unionism.

Lundeberg's legacy is the Seafarers International Union of North America, embracing 45 autonomous unions of marine crafts on all coasts, the Great Lakes, Canada and Alaska. He was its founder and only president.

California labor know him as its marine spokesman and as a vice-president of its powerful State Federation of Labor from 1938 on. He had also been president of the AFL-CIO Maritime Trades Department since June, 1955.

Quit Maritime Federation

Lundeberg was a rough and tumble fighter who always spoke, dressed and acted like a sailor. In 1947, he blithely walked in on a lawyers' convention in Santa Cruz, Calif., where the late Sen. Robert Taft was to make a speech. He left that meeting with a concession on the hiring hall from the co-author of the Taft-Hartley Law which enabled all maritime unions to stay in business and prosper.

Like Furuseth, Lundeberg was born in Norway, on March 25, 1901, the son of Allette and Gunnar Lundeberg of Oslo. His father and three of his brothers had been seamen, and he first went to sea at ten.

During the first World War, he

shipped out of England on the nitroglycerine boats and had ships torpedoed under him a couple of times. He sailed under nine different flags before settling in the US in 1919.

He joined the SUP on a transfer from the Australian Seamen's Union and made Seattle his home. A dynamic organizer, he became Seattle agent for the SUP in 1934, a year after he gained US citizenship. The SUP then was a part of the old International Seamen's Union, which had never recovered from the 1921 strike fiasco.

A new union-smashing assault was launched by shipowners that year, and Lundeberg came to the forefront of the sailors' movement. Out of the bitter, bloody '34 strike emerged the Maritime Federation of the Pacific, a brief alliance between Lundeberg and longshore leader Harry Bridges.

Quit M'time Federation

But Lundeberg quit the presidency of the Maritime Federation when he became SUP secretary in 1936. The short-lived excursion convinced him the Communists were maneuvering to gain control of the unions solely for political purposes.

After the '36 strike that fall, the West Coast unions gained a wage increase and recognition of the hir-

(Continued on page 15)



At strike meeting (l); SUP hq. ground breaking (r).



'46 stop-work meeting in 'Frisco gets latest news.

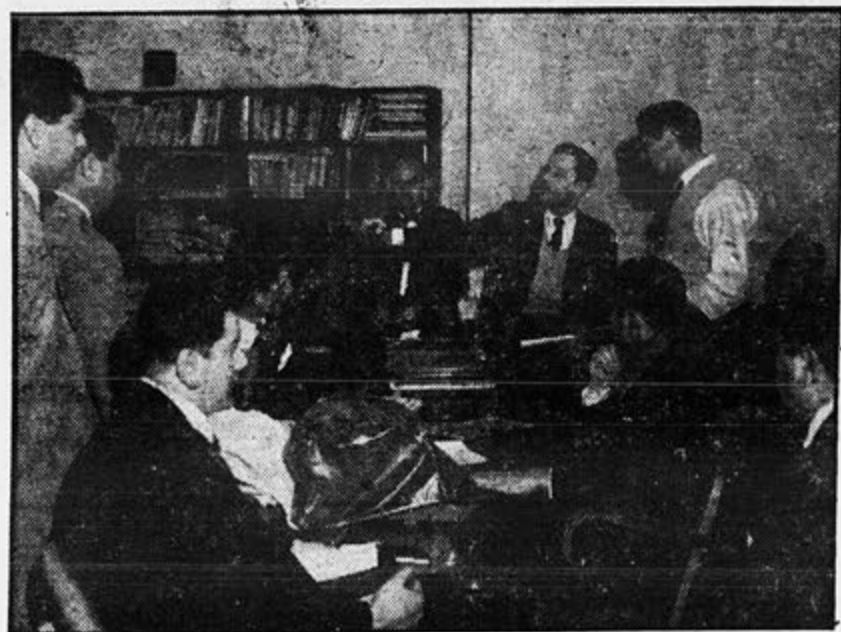


Lundeberg rose to fame as leader of seamen during bitter and bloody 1934 strike of seamen and longshoremen on West Coast. Strike paved the way for revival of maritime unions and birth of SIU of North America.



"There was a time when he alone stood between the nation and the Soviet power in American waters." Here Sailors fight to defend picket line against CP raid.

Chilean Unionists Visit SIU



Members of trade unions in Chile listen intently as interpreter (with arm outstretched) explains SIU operations during group's visit to SIU headquarters. Sitting behind interpreter is representative of US State Department under auspices of which group is studying trade union methods in this country. At right of interpreter is SEAFARERS LOG staff member who conducted tour of headquarters facilities.

Texas Court Spins 'Wreck' Law Around

AUSTIN, Texas—Backers of state "right to work" laws have been set back on their heels here by a state court ruling which has completely reversed the application of the law.

The Texas Supreme Court has ruled that the state's "right to work" law means a worker cannot be fired on account of membership in a union.

The "wreck" laws now on the books in 17 states provide that no worker can lose his job because of non-membership or membership in a union. Normally this has been interpreted to mean that unions could not sign any kind of union shop or maintenance of membership contract which requires a worker to be a union member to hold his job under the contract.

Now the Texas court maintains, the law also means a union member must be protected by the State.

Fired for Organizing

The case arose when the Bryan, Texas, fire department fired Don Lunsford for organizing a Fire Fighters local. Texas unionists decided to go to court on the firing on the basis of the state "right to work" legislation.

The Texas Supreme Court said that the state legislature intended to protect "the right of member-

ship in a union as well as the right of non-membership."

"The intent seems obvious to protect employees in the exercise of free choice of joining or not joining a union. The purpose of the statute is to afford equal opportunity to work to both classes of employees."

Among Our Affiliates

A pension plan for tankermen is the first order of business with the Sailors Union of the Pacific. The union is out to get a pension arrangement from Standard Oil, Union Oil and other West Coast tanker outfits comparable to that of the Pacific Maritime Association pension agreement.

Agreement has been reached between the Marine Cooks and Stewards and its contracted employers to set up a seniority arrangement. The seniority system is designed to reduce the number of casuals and one-trippers on West Coast ships, reserving employment for professional seamen. Thirty-one days or more employment since June 24, 1955 and payment of dues and initiation fees to the union are two of the requirements for seniority.

A new wrinkle in welfare benefits, severance pay, is being sought by the Staff Officers Association. The Union has asked that the trustees of the welfare plan provide severance pay benefits to any member of the union who had been in the industry a minimum number of years. The issue is now going to arbitration for a decision.

Unemployment insurance amendments in Ohio are the first order of business for the Great Lakes District, SIU. Under existing law, seamen are eligible for unemployment insurance during a 40-week period, but are barred during a specific twelve weeks when Lakes boats are usually laid up.

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

Shipping Round-Up & Forecast

January 9 Through January 22

Port	Registered						Shipped												
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C	Stew. A	Stew. B	Stew. C	Total A	Total B	Total C	Total Ship.
Boston	18	6	3	9	5	4	8	8	1	7	2	5	6	1	4	21	11	10	42
New York	76	14	66	21	63	10	103	10	9	82	13	20	71	9	12	256	32	41	329
Philadelphia	28	6	21	6	15	5	25	1	0	14	6	2	10	2	2	49	9	4	62
Baltimore	50	12	30	9	17	9	46	9	10	15	9	21	26	9	11	87	27	42	156
Norfolk	15	9	9	20	6	5	16	13	3	10	13	4	8	7	5	34	33	12	79
Savannah	7	2	11	0	8	3	6	2	8	6	1	6	7	4	3	19	7	17	43
Tampa	11	3	10	2	11	2	8	3	0	5	2	0	11	2	4	24	7	4	35
Mobile	21	6	15	3	14	3	11	4	0	7	4	1	14	0	1	32	8	2	42
New Orleans	44	11	43	10	46	11	45	4	2	32	10	3	45	4	2	122	18	7	147
Lake Charles	11	3	9	10	5	5	12	1	1	9	9	2	4	2	1	25	12	4	41
Houston	20	8	13	6	14	4	22	8	2	16	9	3	12	5	5	50	22	10	82
Wilmington	7	4	9	4	6	3	12	3	1	4	5	4	7	3	4	23	11	9	43
San Francisco	25	11	13	13	25	9	23	8	9	19	12	11	18	6	4	60	26	24	110
Seattle	18	6	8	12	6	9	16	13	19	17	13	17	13	6	20	46	32	56	134
Total	351	101	260	125	241	82	852	87	65	243	108	99	252	60	78	848	255	242	1,345

SIU job activity increased again over the past two weeks, and was up to a total of 1,345 men shipped. Registration lagged at 1,160.

The overall picture indicates that shipping will rise again in coming weeks, due to additional ship breakouts for the coal trade.

Six ports matched the increase for the period, including Boston, New York, Norfolk, Tampa, Wilmington and Seattle. Declines were listed in Philadelphia, Baltimore, New Orleans, Lake Charles, Houston and San Francisco. In addition, Savannah and Mobile continued the same pace as before.

Shipping Catches Up

Class A shipping finally caught up with the A registration. Class A men also filled the largest proportion of the total jobs in the 11 months since mid-February, 1956. Class A men shipped 63 percent of the jobs, while class B filled 19 percent and class C the remainder. The class A job percentage was seven percent over two weeks ago and 15 percent above what it was one month ago when it hit a low of 48 percent.

The following is the forecast port by port:

- Boston: Fair . . . New York: Good
- Philadelphia: Good . . . Baltimore: Good
- Norfolk: Good . . . Savannah: Fair
- Tampa: Fair . . . Mobile: Fair
- New Orleans: Should improve . . . Lake Charles: Good
- Houston: Good . . . Wilmington: Fair
- San Francisco: Good . . . Seattle: Good; needs deck and engine department ratings.

Book Lays PQ-17 Loss To British Navy Head

One of the most dramatic and tragic battles in which Seafarers were involved during World War II is being fought all over again—but this time with books instead of bullets.

The incident is the virtual destruction—in July, 1942—of Convoy PQ-17, the first convoy to Russia containing American ships under British command. A British historian has blamed top British naval leaders for the disaster.

Seafarers Manned Ships

Seafarers and SUP members have a very personal interest in this convoy—better known to them as the "Fourth of July" convoy—because they manned most of the 20 American freighters in the 33-ship fleet which left Iceland on June 27, 1942, with 188,000 tons of cargo for Russia.

Protecting the convoy, when it sailed from Reykjavik, was a task force of destroyers, sloops, corvettes, "ack-ack" ships, armed trawlers, rescue vessels and British subs. Covering the convoy's flank, about 100 miles to the east, was another protective fleet consisting

of aircraft carriers, battleships, cruisers and destroyers.

It soon became apparent that the Nazis had no intention of letting the convoy reach its destination. Despite the heavy protection, Nazi bomber and torpedo planes broke through a rain of bullets and by July 4 they had sunk three freighters including the Calmar Liberty ship Christopher Newport.

Only 11 Ships Survived

Nevertheless, on the evening of July 4 the convoy commander, acting on orders from London, ordered the merchantmen to scatter and proceed on their own. By July 7, PQ had lost 18 freighters with 100,000 tons of cargo, and eventually only 11 ships reached Archangel.

Now the issue has been reopened with the publication in London of a new book which holds the British Admiralty responsible for the debacle.

In his book, "The War at Sea," Captain S. W. Roskill blames Admiral of the Fleet Sir Dudley Pound for the tragedy which, he says, "in the light of present knowledge could easily have been avoided."

Captain Roskill says that the Admiralty had a tendency to direct operations at sea from Whitehall. He claims that if the scatter order had been sent to the convoy's commanding officer for action as he saw fit, "the convoy and escort would have been kept together."

What's more, Captain Roskill takes a swipe at Sir Winston Churchill for writing in his history of the war that he knew nothing about the Admiralty's order until after the war was over. The Prime Minister, says the captain, shows a "lapse of memory."

SEAFARERS

PORT O' CALL

New York and Baltimore
675-4TH AVENUE • 1216 E. BALTIMORE
BROOKLYN BALTIMORE

Storm Damages Transatlantic

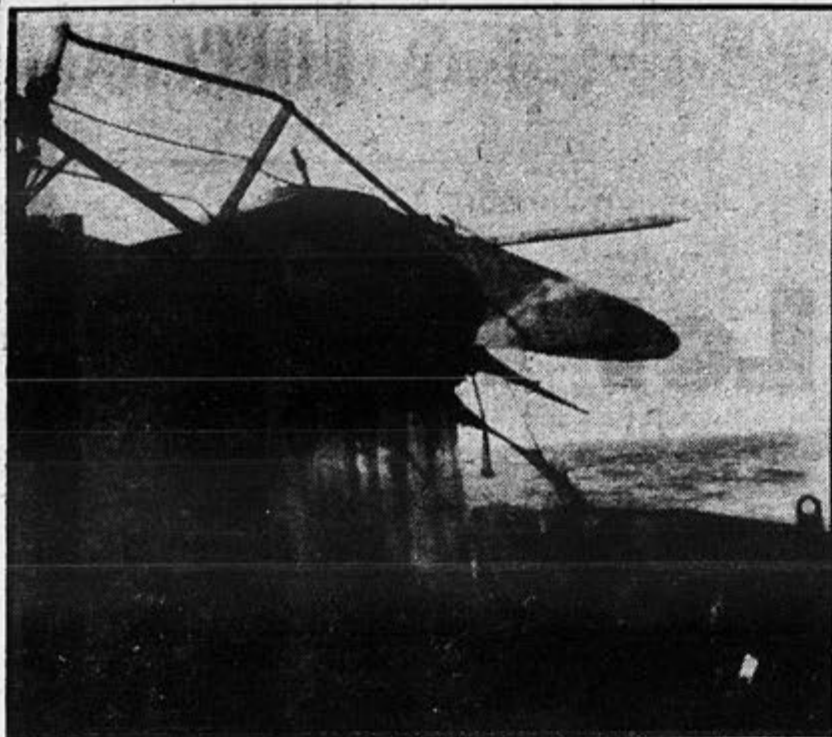


Photo taken by crewman Ayson, and sent in by bosun Bilyk, shows some of storm damage done to Transatlantic enroute from Singapore to Japan. Storm, believed caused by Typhoon Polly, caused injury to chief mate and endangered crew for 15 days.

NY Mulls Plan To Peg Jobless \$ To Pay Scale

A novel approach to unemployment insurance in which the benefits would be pegged to the rise in earning powers is being considered by New York State. The program would probably include an increase in the present level of unemployment benefits as well.

The proposal would provide that the unemployment insurance benefit be pegged at half of the average weekly wage of production work-

ers. This would work out to about \$40.00 a week at present levels, but would go up as wage levels rise. Since most SIU shipping companies have their headquarters here, the change would be of considerable benefit particularly to Seafarers in the class B and C seniority brackets. These men are eligible for unemployment payments under application of the 60-day contract clause.

At present, the State's unemployment benefits are at a \$36 a week ceiling. Any change in the dollars and cents level has to be voted by the legislature, making it very difficult to adjust benefits promptly to meet rising costs and earnings.

In addition, the legislature will be asked to vote an increase in disability pay and a contribution of up to \$150 for hospital expenses of families living in the state. Chances for adoption of the latter two proposals are not considered favorable.

Icy Blasts Don't Slow NY Shipping

NEW YORK—Even with the good shipping, this port has been a good place for polar bears during the past two weeks. Temperatures ranged from zero up to 20 degrees, with plenty of ice and snow.

There has been so much ice in the Hudson River, according to Assistant Secretary - Treasurer Claude Simmons, that some of the ships have been taking as much as three hours to breast into a dock and tie up.

But in spite of the weather, the port was busy with a total of 36 ships that arrived for payoff, sign-on and in transit. Among the payoffs was the tanker Big Bend (Mar-trade) which was laid up and transferred foreign. In addition, Bloomfield's Genevieve Peterkin, which stopped off here in transit, got a new name. She is now the Alice Brown, replacing the former Alice Brown which was sold to another company some time ago. Bloomfield also operates the Mary Adams, Neva West and Margaret Brown, all of which are supposed to be swapped for States Marine C-2s sometime after June. She already has one C-2, the Lucille Bloomfield.



ILA Bids For AFL-CIO Truce, Promises Reform

Although it was the winner in three successive New York dock elections, the International Longshoremen's Association has asked that it be allowed to surrender to the AFL-CIO. In a statement released by ILA President William Bradley last week, the ILA promised it would adhere to a ten-point program of reforms as a basis for proving it is worthy of re-entering the Federation.

The Bradley statement acknowledged that the AFL-CIO has been justified in its position towards ILA and agreed that the ILA was finding it impossible to continue indefinitely outside the ranks of organized labor. "The International Longshoremen's Association," it said, "realizes more profoundly than ever before, the need to gain readmission to the organized labor movement."

The dramatic announcement by the ILA came after a series of meetings initiated by that organization with representatives of the IBL and the SIU. Prior to the last New York waterfront election, ILA, in similar meetings, had refused to abide by demands that it live up to the AFL-CIO's clean-up mandate. ILA won the election convincingly enough. But the fact that IBL got 7,500 votes and persisted in its campaign, with the support of the SIU, was enough to convince ILA leaders that a new course was needed if they were ever to end Federation opposition to them.

Must Satisfy AFL-CIO

At the meetings, the ILA asked what it had to do to win a truce and was told that the only course open was to satisfy the Federation that it had followed the AFL mandate of 1953.

As the ILA itself acknowledged in its statement, "the AFL-CIO marine union representatives stated that the conversations and discussions in no wise are to be construed as a commitment . . . and that in the final analysis, the determination of the fitness of an organization to wear the AFL-CIO label was up to AFL-CIO president George Meany, as executor of Federation policy, the Executive Council and the Federation itself."

Of interest to Seafarers in the ILA's statement is its plea that the IBL ask the SIU to "cease such of its activities as have in the past been directed against the International Longshoremen's Association." The ILA also pledged support of the Maritime Trades Department and, in the event of its return to the Federation, asked for admission to that Department. Action on these matters, of

course, awaits further proof of the ILA's ability to carry out its intentions.

The ten-point program put forth by ILA is as follows:

- Adherence to the principles of the AFL-CIO constitution and protection and advancement of work-

The following statement was issued jointly by the SIU and the International Brotherhood of Longshoremen:

"The ILA statement proves the correctness of the AFL-CIO position with respect to the waterfront situation. The ILA must now show that actions speak louder than words. We are certain that at the proper time the Federation (AFL-CIO) will make judgment on that basis.

"The International Brotherhood of Longshoremen and the Seafarers International Union, Atlantic and Gulf District, were—and still are—concerned with

"1) Protecting the longshore worker at the dock level,

"2) Protecting the IBL and its interests,

"3) Upholding the position of the AFL-CIO.

"Meanwhile, the status is unchanged. The IBL will continue its publication, the Waterfront News, and will continue to act in protection of the interests and welfare of longshore workers.

"The Bradley statement accurately describes the conversations and their results."

ing conditions and welfare of longshore workers.

• Establishment of internal union democracy.

• Equal treatment of all bona-fide longshore workers, including those who support the IBL.

• Full recognition of the IBL and its existing agreements.

• Opposition to any efforts by the Communist Party or Harry Bridges to extend their influence on the Atlantic and Gulf coasts.

• Establishment of recognized auditing and accounting procedures in all its affiliates.

• No discrimination in employment against men who have supported the IBL or still support it.

An MTD committee is invited to represent any dock worker who feels he is being discriminated against.

• Support of the AFL-CIO's and the MTD's organizing, legislative and economic program with a view toward eventually gaining membership in the MTD.

• Support of efforts to reduce strife and bitterness on the waterfront.

• Authorization for the president of the MTD to appoint a three-man supervisory body, including himself, to see that the program is carried out.

LABOR ROUND-UP

The largest non-union millinery shop in Massachusetts, the Paul Hat Co. of Worcester, has been signed to a contract by the United Hatters, Cap and Millinery Workers. About 150 workers are covered by the one year contract which provides wage and welfare gains.

After being on strike for eight months in the company's Winchester, Va., plant, members of the United Rubber Workers Union have called for a nationwide boycott against the O'Sullivan Rubber Corporation. Unions and their members are urged not to handle or purchase O'Sullivan heels, soles and plastic products. The company, which advertises its product as the country's "No. 1 heel," pays 40 to 50 cents hourly below organized plants.

Ringling Brothers will be back on the road this spring after signing a union agreement with the American Guild of Variety Artists for about 300 circus entertainers. The agreement ended a year-long dispute between the circus, AGVA and the Teamsters Union. Seafarers in several cities aided AGVA during its picketing of the circus last year.

The Canadian Pacific railroad is running again following the end of a nine-day strike by 3,000 locomotive firemen. The strikers were protesting layoff of firemen on diesel-powered trains. An agreement to arbitrate the dispute resulted in a return to work.

Speak Out At SIU Meetings

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

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

Frozen Out More Ways Than One



Unidentified deck gang members aboard tanker Big Bend are shown chipping ice off rigging while ship was in Portland, Maine. Crewmembers themselves were frozen out of jobs when ship subsequently transferred to runaway flag. (Photo courtesy Portland Press Herald).

Tramp Subsidy Plan Due For Airing In Congress

WASHINGTON—Proposals to offer operating subsidies to tramp ships will get a thorough airing at this session of Congress. Representative James Byrne (Dem.-Pa.) has reintroduced a bill to that effect which would subsidize both dry cargo and tankships in the tramp trades.

The Byrne bill was first offered late in last year's session when it admittedly did not have much chance of passage. This time the bill is expected to get full consideration in light of plans of both Senate and House maritime committees to study an overhaul of the 1936 Merchant Marine Act.

Such plans have the support of the SIU which has long held that US operators should be assisted across-the-board instead of limiting benefits to a select few.

The bill would give a tramp or contract operator an operating subsidy whenever he competes with a foreign flag bidder for available bulk cargoes. The subsidy would run for the duration of a contracted voyage or time-chartered series of voyages. If foreign bidders did not compete for the business, no subsidy would be paid.

Subsidies would be based on estimates of fair and reasonable costs of the lowest-priced foreign competitor. For practical purposes, this means that US tramps would receive the difference between the cost of operating a runaway flag ship and US-flag costs.

The subsidies would cover the same expense items as are now subsidized in the liner trades, including insurance, maintenance, repairs, wages and subsistence.

One of the major features of the bill calls for the subsidies to be paid only to those operators who arrange to replace their existing ships. This feature would serve to upgrade the existing tramp fleet which consists very largely of Libertys with only a handful of more modern, faster vessels.

Recent Arrivals

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

Alexander Guss Janavaris, born December 26, 1956, to Seafarer and Mrs. Guss A. Janavaris, Astoria, NY.

Jo Ann Caruso, born December 20, 1956, to Seafarer and Mrs. Giuseppe Caruso, New Orleans, La.

Daryl Leif Libby, born December 28, 1956, to Seafarer and Mrs. Herbert Libby, Lincolnville, Me.

Arlene Frances Perkins, born November 6, 1956, to Seafarer and Mrs. Woodrow W. Perkins, New Orleans, La.

Richard Anthony Nauman, born December 21, 1956, to Seafarer and Mrs. Allan Richard Nauman, Baltimore, Md.

Michelle Ann Labenz, born December 21, 1956, to Seafarer and Mrs. James Labenz, Glenolden, Pa.

Billy Ann Bennett, born June 3, 1956, to Seafarer and Mrs. Charles B. Bennett, Kenner, La.

Annie Patricia Thompson, born November 5, 1956, to Seafarer and Mrs. Alfred D. Thompson, Flomaton, Ala.

Thomas J. Hilburn, Jr., born January 9, 1957, to Seafarer and Mrs. Thomas J. Hilburn, Fairhope, Ala.

Karen Lucille Hao, born January 3, 1957, to Seafarer and Mrs. Edward Hao, Brooklyn, NY.

Dawn Patricia Patin, born November 6, 1956, to Seafarer and Mrs. Luther J. Patin, New Orleans, La.

Valerie Jean Spence, born December 18, 1956, to Seafarer and Mrs. Leonard C. Spence, Brooklyn, NY.

Nick Sebastian Singh, born December 18, 1956, to Seafarer and Mrs. Kenneth S. Singh, Philadelphia, Pa.

Lawrence Aubrey Price, Jr., born December 24, 1956, to Seafarer and Mrs. Lawrence A. Price, Baltimore, Md.

Theresa Louise Cutrer, born December 16, 1956, to Seafarer and Mrs. George S. Cutrer, Mobile, Ala.

David Guy Horton III, born August 7, 1956, to Seafarer and Mrs. David G. Horton, Mobile, Ala.

Balto Has Few Beefs, Many Jobs

BALTIMORE — Shipping has slowed up here but was still at a comfortable level above the 150-job mark during the past two weeks.

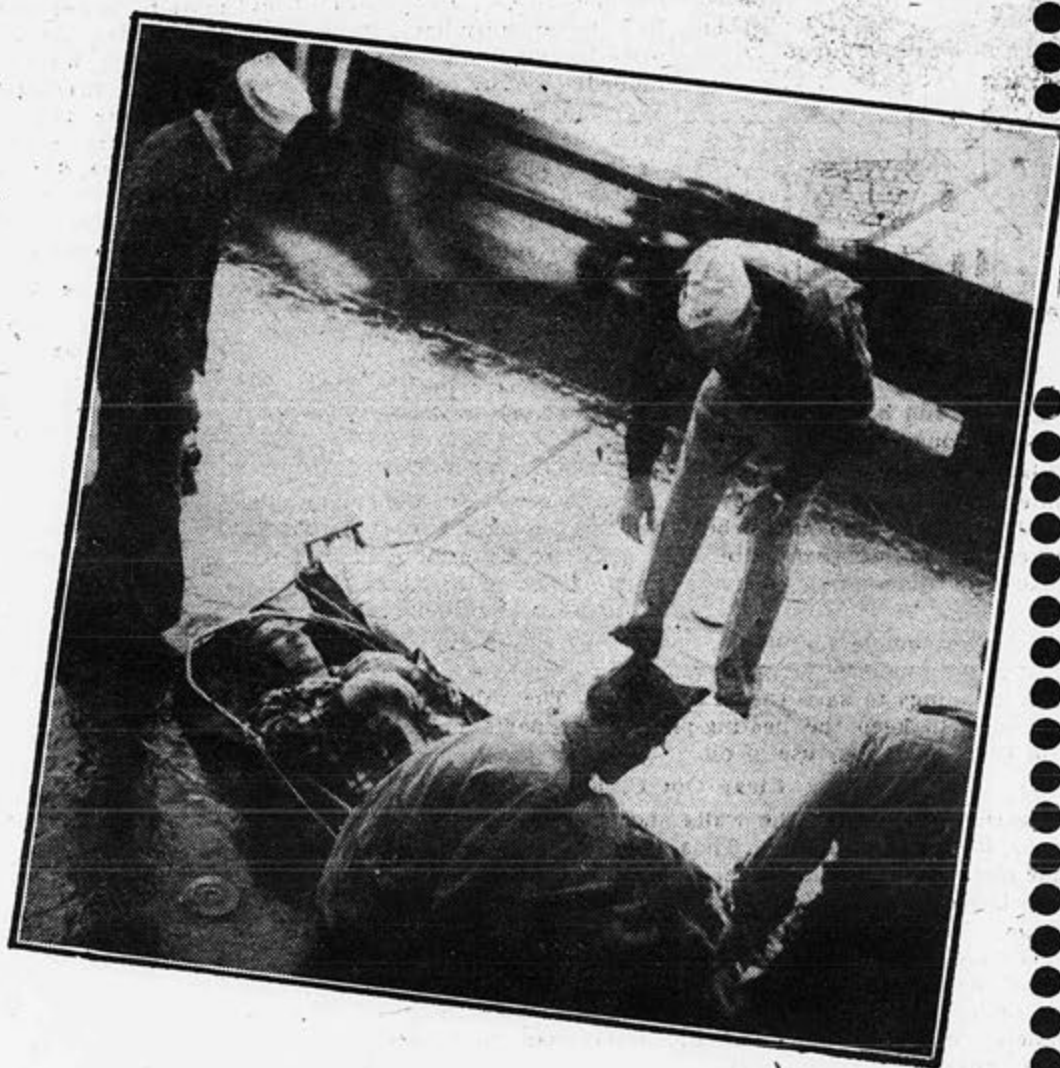
All the ships in port have been in good condition, with few beefs to speak of, according to Port Agent Earl Sheppard. One item held over for clarification concerned a carpenter on a Calmar ship who was required to renew the shackles on the ship's running gear. All other beefs were easily handled.

A total of 11 payoffs, 12 sign-ons and 17 in-transits were listed for the period. Among the sign-ons was the Andros Legend, the former Ocean Nora (Ocean Trans), sold to Colonial Steamship. Colonial now has two Libertys, the Charles Dunaif and Andros Legend; two T-2 tankers, the Seatiger and Ivy, and the supertankers Orion Clipper and Orion Planet.

Aside from the sale, Ocean Transportation also disposed of two other Libertys recently, by transferring them to foreign-flag operation. These were the Ocean Rose and Ocean Nimet. The company still has one Liberty, the Ocean Ulla; a C-4, the Ocean Evelyn, and four C-2s, the Ocean Deborah, Ocean Dinny, Ocean Eva and Ocean Joyce.

In other developments, the upper portions of Chesapeake Bay have been frozen over during the spell of extreme cold weather that hit the Atlantic coast in mid-January. Even Coast Guard cutters found the going rough as they went to the rescue of icebound motor tankers and barge tows.

Don't Let This Happen To You!



Safety on the job should be the concern of every worker. But more so than in any shoreside occupation, it should be the first concern of men who make their living on the sea. For conditions on a ship are far different from those ashore.

Shipboard facilities usually cannot provide comprehensive treatment for injured Seafarers, and certainly are not on a par with those which can be found ashore. Often the best that can be done for an injured man is to give him first aid. Sometimes hazardous transfers to other ships are required, and hospital facilities in foreign ports are often not comparable to those Stateside.

Thus any accident which happens aboard a ship, even a minor one, is magnified by the nature of seafaring. This makes safety all the more important for Seafarers. Think safe. Play it safe.

An SIU Ship is a Safe Ship.

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

How To Conserve On Fuel

The worst shock to moderate-income families in this year of rising prices is the stiff increase on fuel oil just announced by major suppliers. The rise of a cent a gallon in most parts of the country is the second boost this heating season. The two increases have raised fuel oil from last winter's 14.9 cents a gallon in a typical coastal area, to 16.4 cents (more in some inland areas). This is a rise of ten per cent just this year.

As a result of steady increases each year, fuel oil's tag has jumped 30 per cent in five years. Thus, many moderate-income families will have a heating bill of \$300 or more in the colder parts of the country, and find themselves paying \$50 a month and more to keep their houses warm in mid-winter.

The price boost is attributed by the oil companies to the demand abroad caused by the blocking of shipments through the Suez Canal. Humble Oil Co., a Standard Oil of New Jersey subsidiary, started the price-jacking, and was followed immediately by other producers and suppliers. Not only did all raise the price simultaneously, but by the exact amount.

This circumstance has aroused the interest of a number of Congressmen and Government agencies, despite the power and influence of the petroleum industry which gets notorious tax concessions from Congress. Even retail oil dealers have been shocked by the severity and boldness of the increase and one dealers' association has asked Congress to investigate it.

Unless Congress acts to force back the price hike, moderate-income families had better take all possible steps to keep the lid on their use of fuel oil. It is unfortunate but true that moderate-cost houses are often costlier to heat than better-built ones which are more thoroughly insulated and have more adequate radiation (larger and better-quality radiators).

The largest single fuel-waster in oil furnaces, technicians tell this writer, is the tendency of many families to skip some of the desirable annual cleanings to save the \$12-\$15 cost. The value of the cleaning is not only to keep the heating-plant components in good condition but to keep down your use of oil.

Clean Out Carbon

As carbon gathers on the walls and flue passages of the boiler or furnace, it acts as insulation. Thus, instead of the heat being absorbed by the metal, it goes up the flue. You can still have the furnace cleaned on a relatively mild day when you may be able to do without heat for a couple of hours.

Also have your serviceman check the carbon dioxide content of the flue gas, the draft intensity over the fire and in the smoke pipe, and the stack temperature. The higher the carbon dioxide content, the more complete the combustion. But the serviceman must take a reading with a gauge to determine this.

Be warned against a new gimmick oil distributors have of selling various types of additives at an unwarranted extra cost. Some now sell a special "Tank Anti-Rust" solution which has an exaggerated "list price" of \$3 for a four-ounce can. It actually costs the dealers 18 cents a can.

The Housing & Home Finance Agency also points out that the customary temperature of nearly 75 degrees average in many homes is unnecessarily high. Maintaining a household average temperature of 68 degrees would save about ten per cent of the fuel consumed.

Cut Heat At Night

Some fuel saving also can be achieved by shutting down the heat supply at night to lower household temperature about ten degrees. The shutdown should be made some time before retiring, else the house remains hot during part of the sleeping hours, and doesn't pick up sufficiently early in the morning.

Whether you burn coal or oil, it's important that the external surfaces of boilers and hot-air furnaces, and also the hot-air and hot-water pipes leading from the heating plant, and all return pipes leading to the boiler, be covered with insulator material.

An investment in insulation even now will save oil or coal the rest of this winter and the winters to come. Fortunately, both storm windows and insulating materials have come down in price recently. The most important and often the easiest place to insulate is the ceiling over the heated part of the house. Engineers now say six inches of insulation should be used in the attic floor, or if the attic is used for living space, over its ceiling.

The average house loses 25 per cent through its windows. Competition has cut prices of storm windows somewhat, and these can be installed on a relatively mild day.

But be warned! Bait sellers are still advertising windows at low prices and trading buyers up to overpriced ones.

Storm Window Prices

A top-quality three-channel aluminum storm window should cost no more than \$20-\$25, including installation. A good-quality two-channel type should cost no more than \$18-\$20, installed, and at the barest minimum, \$14-\$16.

The easiest and least-expensive way to cut heat loss immediately is by adequate weather-stripping and caulking. The average house loses 24 per cent of its heat through air infiltration.



Morse Halts Ships To American Coal

WASHINGTON—Picket line action by engineers, mates and Seafarers has won a major victory over the strikebound American Coal Company. Maritime Administrator Clarence Morse announced that the Government would not release any more ships to American Coal Shipping until it straightened out its labor problems.

Morse based his order on the ground that the labor dispute has effectively prevented the use of the ships for the purposes for which they were chartered. Before the order was issued, six ships had been broken out for the company but most of them are effectively tied up at various repair yards up and down the coast.

American Coal was supposed to get 30 ships under the original award. It had another ship which it purchased privately. The company's bid for 50 more Government charters apparently has been placed in the deep freeze for the time being.

While the strike-bound company's ships are being held up, breakouts are continuing on coal ships for other operators. An additional two ships have been allocated to Waterman Steamship Company, making four in all, and three more ships—two coal ships and one for grain, for a total of five—to the Bull Steamship Company. Other SIU contracted operators are also in line for tonnage as the breakouts continue.

Five Allocated

The five ships allocated to Bull are the James Bowdoin, John C. Kendall, Grenville Dodge, Joseph A. Brown and Jesse Applegate. The company already has four of its own Libertys, the Angelina, Arlyn, Carolyn and Dorothy, on the coal run.

No change has been reported in the status of the six Government-owned ships being broken out for American Coal. The Thomas Paine is still shut down although it has been moved from Red Hook to Greenpoint. The Casimir Pu-



Stewpot is useful ingredient of any successful picketline. This one's functioning near Brooklyn pier where Seafarers, mates and engineers have tied up Thomas Paine.

aski is being worked at Maryland Drydock, Baltimore, behind the picket line. Four other ships, two in Charleston, SC, and two in Savannah, are also high and dry as a result of the picket lines.

Participating in the coastwise picketing are members of the Masters, Mates and Pilots; Marine Engineers Beneficial Association, supported by the Brotherhood of Marine Engineers, and the SIU.

PERSONALS AND NOTICES

Nels Larson

Contact Mrs. Pearl Larson, 1512 Constance St., New Orleans 13, La.

James Phelps

Get in touch with Hugh Potter, Internal Revenue Service, PO Box 1278, Savannah, Ga.

John J. Leskun

We're all anxious and worried about you. Please write home. Rene.

"Brownie"

Your wife and baby are sick and need you. Contact 1014 Druidon Ct.

Audly C. Foster

The above-named man or anyone knowing his whereabouts is asked to get in touch with his wife, Rose Foster, 714 Grand St., Hoboken, NJ, regarding some important papers.

"A friend"

"A friend" wishes to thank Hank Walters, Mike and others on the Topa Topa for the wonderful favor they did in Frisco.

"Violante"

Kenneth Heller, who was with you in the 81st Boat Company in La Pallice, France, wants you to contact him at 1987 E. 22 St., Brooklyn, NY.

Robert L. Willis

An important message is being held for you by Mrs. S. Wessel, Seamen's Church Institute, 25 South St., New York 4, NY.

David E. Collins

Your mother is ill and wants you to contact her at 102 Seth Boyden Terrace, Newark 12, NJ.

Thomas Hickey

The above-named man or anyone knowing his whereabouts is urged to get in touch with his wife. She is now living at 2406 Newkirk Ave., Brooklyn, NY.

Gustave W. Bechert

Contact your wife at 2108 Poplar Grove St., Baltimore 16, Md., or phone Wilkens 7-1151.

Mike Romanoff

SS Natalie

Gear you left behind on SS Hastings in Seattle has been left in SUP baggage room, San Francisco. It is in a carnation canned milk carton with your name on top. Art, ex-SS Hastings.

Ex-SS John B. Waterman

Disputed overtime from the pay-off in Tampa can be collected from Waterman office in Mobile by Charles Gill, steward; Jessie Winfield, galleyman, and Robert Lipscomb, NCB.

Baggage of the following men

which has been left 18 months or more at the Seamen's House YMCA, 550 W. 20 St., New York, NY, will be disposed of after February 21 unless claimed:

- W. Atterbury, R. Barlow, J. Braver, R. Buja, W. Bunnard, J. Clark, W. Davis, M. DeNicola, R. Dunnigan, F. Fernandez, N. Finley, J. Fisher, D. Gabriel, J. Galvin, M. Goldberg, H. Harris, F. Jacobs, G. Joseph, J. Klemons, H. MacDonald, R. Mansard, O. Nelson, H. Nielsen, P. Nelson, J. Nusenban, S. Orellian, J. Rosario, W. Schultz, C. Singleton, F. Thomas, R. Warden.

SEAFARERS

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SF Expects Slack After Heavy Run

SAN FRANCISCO—Shipping is still holding up well, and should be fair for the next two weeks. There are no payoffs scheduled so far, but there should be a bunch of in-transit ships to take up the slack.

Four payoffs came around during the last period, the Ocean Deborah (Ocean Trans), Steel Fabricator (Isthmian), Jean LaFitte (Waterman) and Northwestern Victory (Victory Carriers). The Deborah and Jean LaFitte signed on again, along with the Maiden Creek (Waterman).

The in-transits included the Hastings (Waterman), Steel Vendor (Isthmian), Lewis Emery Jr. and Longview Victory (Victory Carriers), and the Deborah again, Port Agent Leon Johnson reported.

Johnson, who had been serving as acting agent, has resumed the duties of port patrolman, following the election of Marty Breithoff as San Francisco port agent. Breithoff previously had been serving as SIU West Coast representative. The last election was the first time that the San Francisco agent's post had been on the ballot.

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.

CARIB QUEEN . . .



Seafarers are right in the midst of one of the most significant trends in cargo handling—the development of "lift-on" and "roll-on" ships. Pioneering in the "lift-on" area is the SIU-contracted Pan Atlantic Steamship Company, while the recently-signed TMT Trailer Ferry Inc. is an advocate of "roll-on" transportation.

The "lift-on" as represented by Pan-Atlantic's piggyback tankers, and its planned containerships, has the advantage of eliminating the waste space involved in carrying truck undercarriages, since it handles trailer bodies like so many boxes. However, it requires a special shoreside rig to load and unload the containers, making it best suited for vessels on a fixed itinerary.

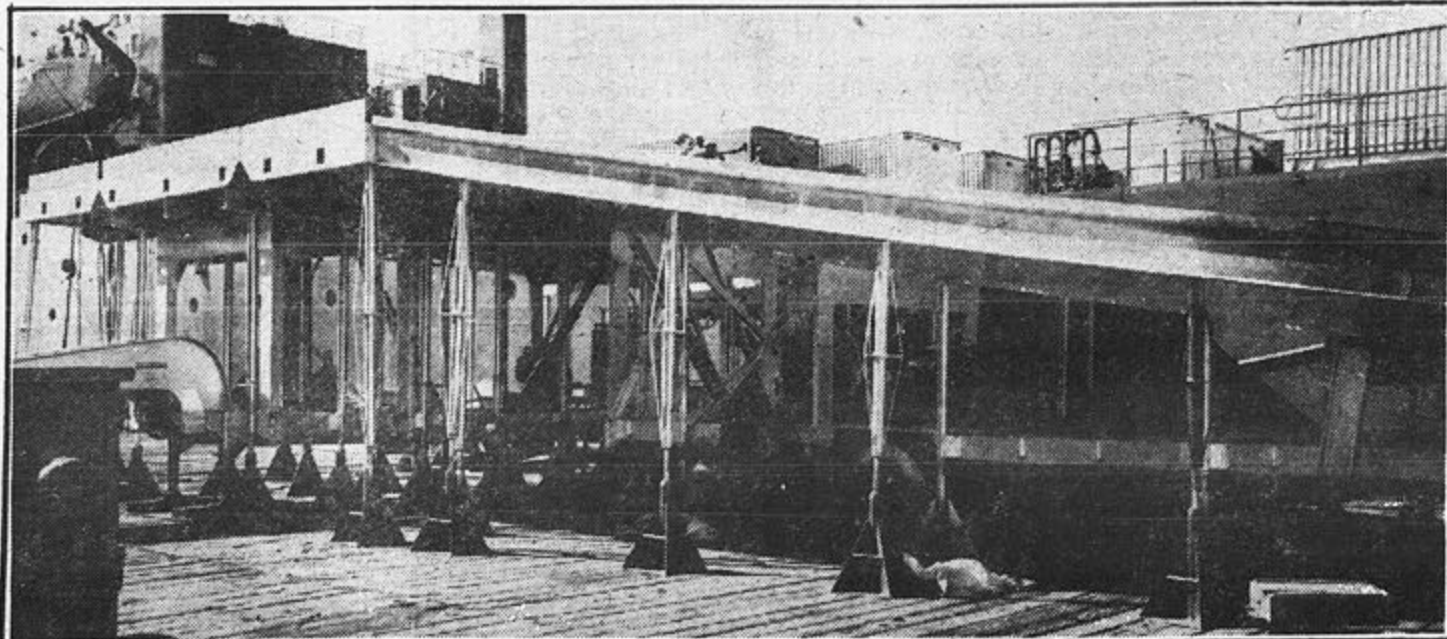
The "roll-on" ship, while accommodating a smaller number of truck trailers, can load or discharge anywhere a dock and truck driver is available. It carries its own loading rig in the form of stern ramps as well as portable side ramps to upper decks. This flexibility has stirred considerable interest among military authorities.

Pictured here is the SIU-manned Carib Queen, first of a projected fleet of "roll-on" ships shown at Jacksonville, Fla., and at the Brooklyn Army base prior to its maiden voyage. The outcome of the TMT and Pan-Atlantic innovations is likely to alter the shape of merchant shipping in the years to come.

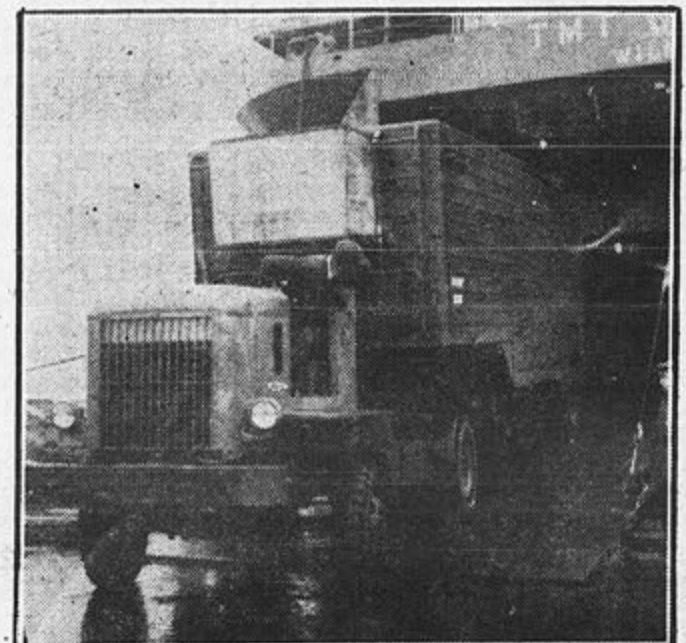
first of the 'ROLL-ONS'



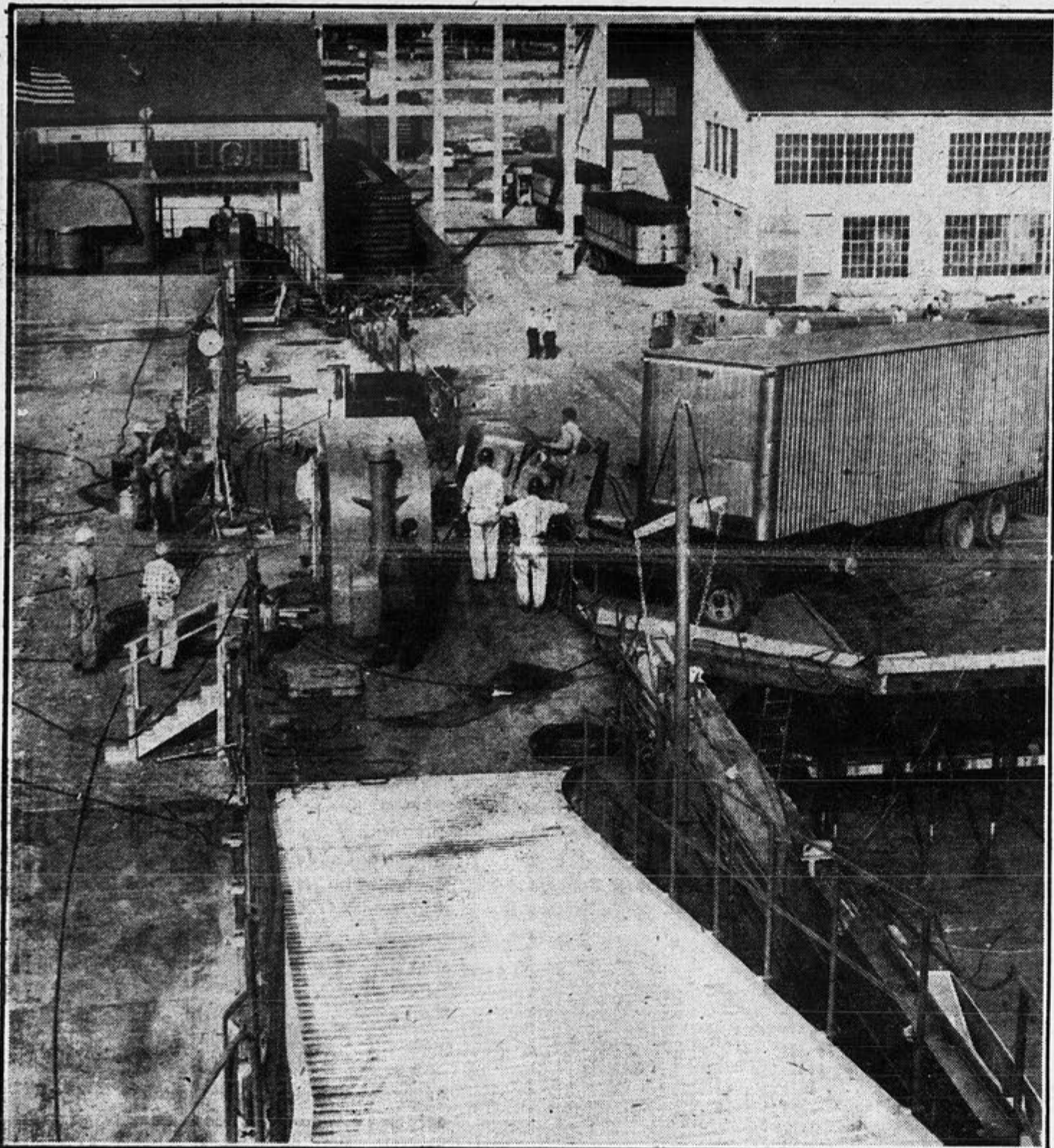
The converted Landing Ship Dock, Carib Queen, is shown in Jacksonville, Fla., before departing on her maiden voyage. Broad beam, stern ramps and huge enclosed deck running through length of ship make LSD's ideally-suited for "roll-on" type operation. A sister ship, the Florida Queen, is now in the yards.



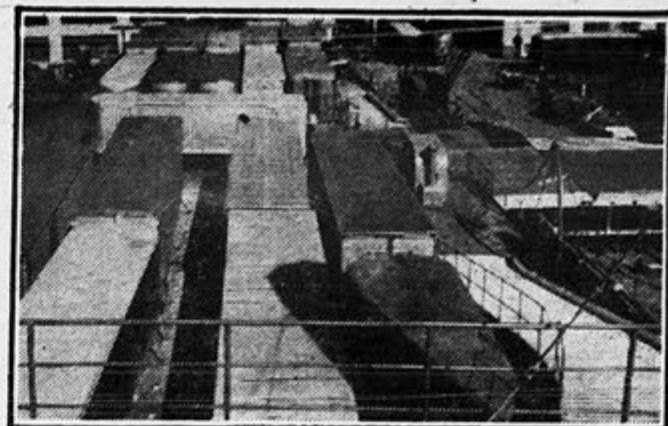
In addition to loading through the stern, ship has this portable side ramp, making it possible for trucks and cars to roll up to a spacious deck aft. Trucks already loaded are visible at top. A second ramp for automobiles runs to a third deck forward of the bridge. The Carib Queen carries the side ramps along with it. All it needs is a flat docking area to unload.



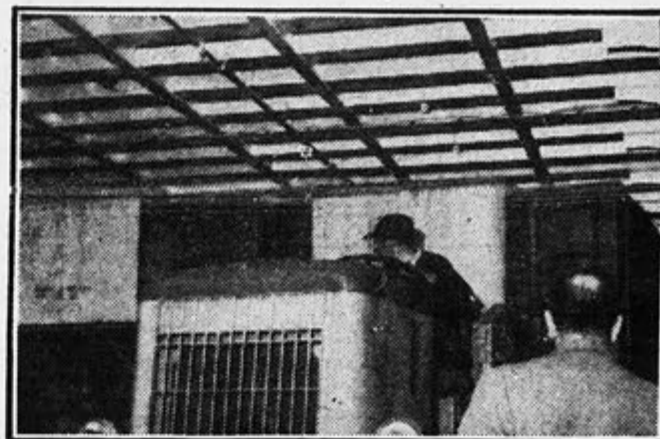
Driver backs Army refrigerated truck up stern ramp into mammoth enclosed deck. Trucks are then lashed down to deck brackets with wire ropes and turnbuckles.



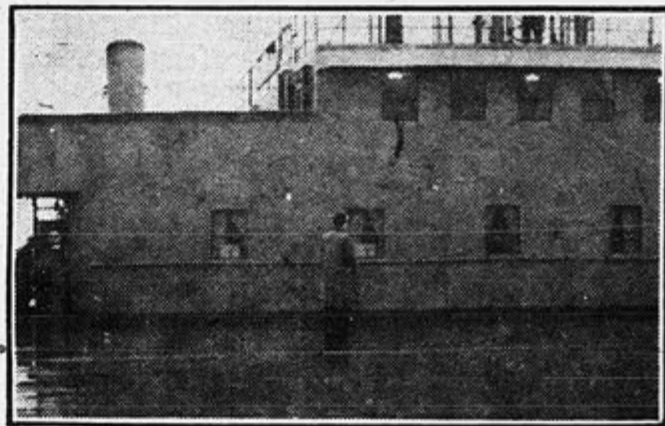
Here truck trailer is shown coming off portable side ramp aboard upper deck aft. Ramp in foreground leads up to the third deck forward of the midships house. Row of objects running along deck floor are brackets to which trailers are lashed to the deck. In "lift-on" operations, trailer-truck undercarriage is eliminated and trailer bodies are locked onto deck.



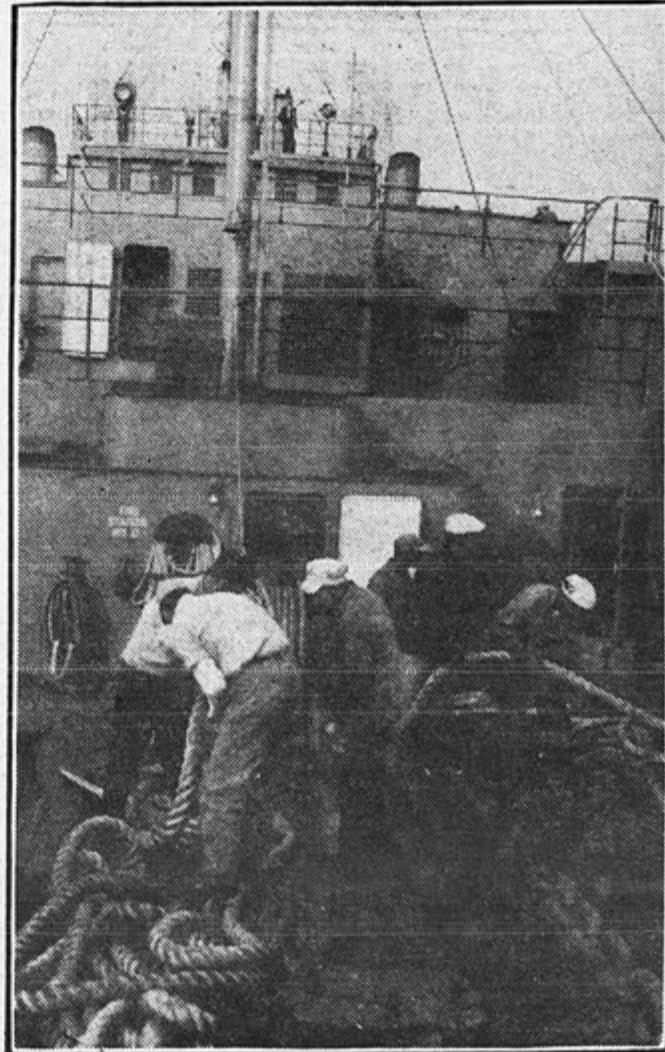
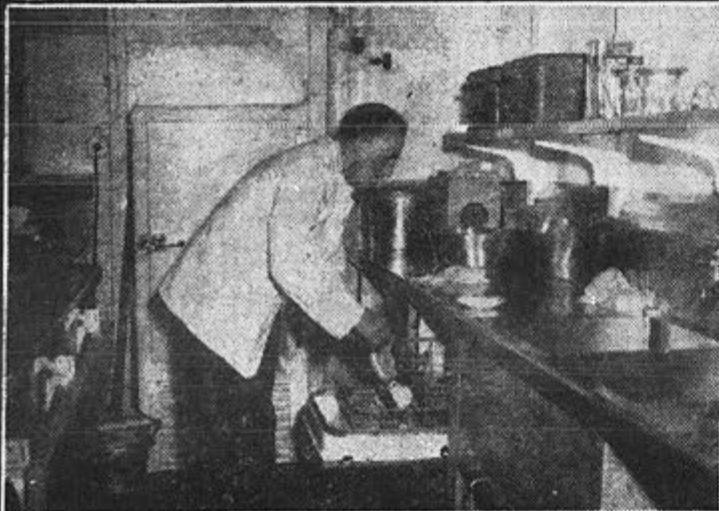
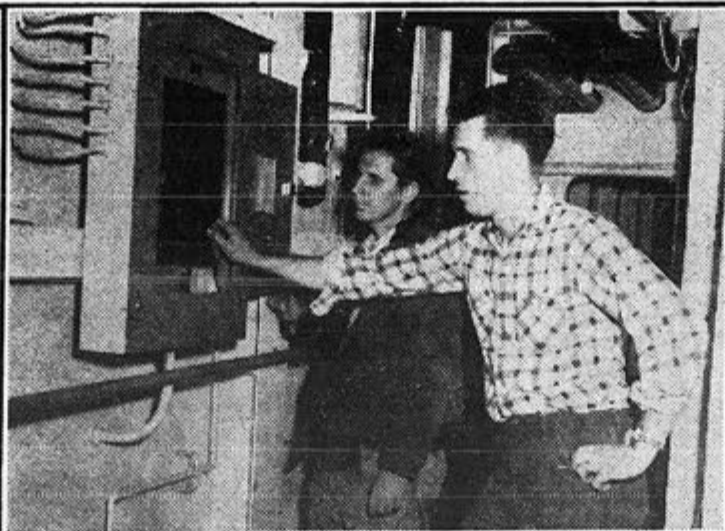
Upper deck, aft, is shown fully-loaded with truck trailers. Under normal conditions, company says it can load the entire vessel within four hours.



Inside enclosed lower deck driver backs truck into place. He then disengages cab and drives out to pick up another trailer body. Guide rails help him back trucks in.



Portion of the deck, forward of the bridge, which is used for automobiles. Wide midship house provides plenty of space for crew quarters and other shipboard facilities.



Deck gang takes in lines at Merrill-Stevens drydock as ship gets ready to go to oil berth for bunkers. Vessel is now under charter to MST.

Part of gang is shown running through fire and boat drill (top, left) while in Jacksonville. At top right is SIU scholarship winner Joe Kite (left) and electrician Jack Myer. Kite did some of ship's electrical installations in between engineering studies at U. of Florida. Bottom left, saloon pantryman Wilson Deal shows off electric dishwasher. At right, it's coffeetime for D. Martin, P. Bagget, D. Hiotto.

ROYAL OAK (Cities Service), Dec. 13—Chairman, J. Henry; Secretary, D. Beard. New delegate and treasurer elected. Ship's fund \$66.02 left in custody of Houston Hall while ship was in Galveston yard. Vote of thanks to baker for sweets put out at coffee time.

STEEL SCIENTIST (Isthmian), Nov. 1—Chairman, R. Johnson; Secretary, S. Zeagler. Ice box door and ice machine question. Side remarks directed at steward uncalled for and against Union policy. Personal feuds shall not be used to involve entire crew or go against Union constitution. Matter to be discussed with patrolman.

Nov. 4—Chairman, R. Johnson; Secretary, S. Zeagler. Discussed anonymous writings concerning chief steward. Complaints about food preparation. Two men missed ship; rejoined next port. One man hospitalized in Honolulu; replacement obtained.

Digest Of SIU Ship Meetings

Ship's fund \$4. Arrival pool to be started. New washing machine purchased. Few hours disputed. Letter on new books discussed. Vote of thanks to credential committee. Ship to be fumigated. Drinking and wash water tanks to be cleaned. Discussion on repair list. Steward asked to obtain bleach and watch food preparation more closely. Members to clean up after using laundry. Proper attire to be worn in pantry and messhall. Quiet to be observed in passageways. Ask patrolman about fresh milk in Japan and other foreign ports.

SWEETWATER (Metre Pat.), Oct. 17—Chairman, L. Gain; Secretary, B. Shapiro. One man sick in hospital; to be referred to patrolman at payoff. Ship's fund \$4.50. Saloon mess having trouble with Chief Mate; to be referred to patrolman. Delegate to see patrolman about fans, library and rusty water.

Nov. 11—Chairman, C. Taylor; Secretary, B. Shapiro. To obtain library upon arrival in port. Arrangements to be made for launch service in Ostrica. Ship's fund \$2.40. Discussion on launch service in Ostrica. Discussion on heat in foc'sles; grade of meat being put aboard. Delegate to check on man who missed ship in Ostrica. Crew to donate 25c each to ship's fund.

MONTEBELLO HILLS (Western Tankers), Dec. 2—Chairman, J. McCreth; Secretary, E. Lamb. Ship's fund \$37. One SUP member picked up in Laurencio Marques. Repair list to be submitted before arrival in states. Draw list made out for travelers checks. Passageways sprayed. Quarters need painting. Port discharges not received. Captain keeping men from working overtime. Expressed appreciation for fine Thanksgiving dinner served. One member jailed and fined in Laurencio Marques for profane language. Mate involved in fight with crew members. Captain disputing overtime. Headquarters to be notified of conditions on ship.

ALCOA ROAMER (Alcoa), Nov. 22—Chairman, H. Gaskill; Secretary, F. Colro. Two men hospitalized. Ship's fund \$19.05. Members to donate \$2 each toward ship's fund. To ask patrolman about transportation at payoff.

LOSMAR (Calmar), Dec. 9—Chairman, none; Secretary, T. Lindsey. Few hours disputed overtime. New delegate elected. Suggestion that chipping be postponed during meal hour. Need more jams and less marmalade. Larger hot water heater required. Repair lists made up. Messhall and pantry to be kept clean. Vote of thanks to steward department for job well done.

PENNMAR (Calmar), Dec. 9—Chairman, F. Holland; Secretary, V. Monte. All lockers to be painted. Foc'sles to be left clean when leaving ship. Fine cooperation among crew. Report accepted. Need soap dishes for showers. Vote of thanks to steward department for fine job and good service. Vote of thanks to ship's delegate.

QUEENSTON HEIGHTS (Mar Trade Corp.), Nov. 17—Chairman, C. Brightwell; Secretary, E. Ray. No LOGS or communications received. One man hospitalized at Bahrain. Headquarters notified. Repair list to be submitted again; repairs not being made. Some disputed overtime. All foc'sles and passageways to be painted. Vote of thanks to steward department for fine job.

STEEL ADMIRAL (Isthmian), Nov. 18—Chairman, C. Scofield; Secretary, T. Lewis. No repairs or painting done. Letter to be written to headquarters concerning same. Eleven copies of bound LOGS for sale at \$5 a copy. Treasurer and secretary-reporter elected. Donation of \$2 from each crew member to purchase copies of LOGS. Balance for ship's fund. Steam valve on coffee urn to be repaired. Sink leaks in officers' pantry; to be repaired. Need 1957 calendars; hotter water in pantry and rooms. Milk to be ordered in Durban. Crew warned about loggings. Delegate to check on back-dating of articles. Shore workers to be kept out of gal-

ley. Feed shore workers after crew leaves messroom.

BALTORE (Ore), Nov. 17—Chairman, G. Hildreth; Secretary, J. Mack. Eighty hours disputed overtime. Washing room to be cleaned. Ship's fund \$20.75. Radio to be repaired. Water very rusty. Request occasional cookies at coffee time. Will notify Welfare if bosun quits ship in Panama.

JOSE MARTI (Overseas Nav.), May 27—Chairman, L. Iovino; Secretary, M. Kruse. Various beefs pertaining to security watches. Ship's fund \$47. Treasurer elected. Repairs being made. New reporter elected. Need more juices in morning and more variety of meals. Mess hall and recreation room to be kept clean. Request more than one carton of cigarettes per week. Crew to take better care of washing machine.

June 29—Chairman, M. Kruse; Secretary, J. Lewis. Some overtime beefs; to be discussed with patrolman. Ship's fund \$47. Better preparation of food requested. Delegates to inspect storerooms for quantity and quality of food. Tablecloths to be removed after dinner. Cigarettes to be discarded in receptacles.

LAWRENCE VICTORY (Miss), Nov. 10—Chairman, S. Stevens; Secretary, S. Rivera. Treasurer elected. Need new galley range. Discussion on rolling chucks for ship; suggestion to have same installed. Reports accepted.

Nov. 24—Chairman, A. Gregoire; Secretary, S. Rivera. Rough weather this trip. Few hours disputed overtime. Reported accepted. Vote of thanks to steward dept. for good Thanksgiving dinner. Would like company to supply ice cream freezer. Crew remained to cast their votes.

DEL MAR (Miss), Nov. 18—Chairman, R. Slough; Secretary, C. Dowling. Men who put in for lodging while air-conditioning was off, will be held up for port ruling. Members urged to vote. Ship's fund \$376.77. Some disputed overtime. Reports accepted. Vote of thanks to negotiating committee for wage increase, overtime and welfare benefits. Movies to be rented with money from ship's fund.

STEEL VENDOR (Isthmian), Nov. 16—Chairman, J. Henning; Secretary, V. Orancio. Two men missed ship in Subic, rejoined in Manila. Captain to order fresh milk in Durban. Ship's fund \$27.91. Reports accepted. Repair list incomplete. Laundry room needs souceing; drain pipe in refrigerator plugged up, should be cleaned.

ALCOA PATRIOT (Alcoa), Nov. 28—Chairman, E. Grady; Secretary, D. Knapp. To see patrolman about mail service in Trinidad. Ship's fund \$77.62. Few hours disputed overtime. Fine Thanksgiving dinner served. Mail service beef. Discussion to keep longshoremen out of passageways. Gangway watch to keep an eye on all open doors.

ALCOA PARTNER (Alcoa), Nov. 22—Chairman, S. Jansson; Secretary, C. DeHospedales. Payoff on Monday. Vote of thanks to steward department for job well done. Few hours disputed overtime. Cook got off ship due to illness. Report accepted. New delegate elected. Motion to elect new delegate every three months to rotate from each department.

CITY OF ALMA (Waterman), Aug. 25—Chairman, G. Noles; Secretary, J. Shearer. Ship's fund \$21.65. Contact headquarters about receiving logs in foreign ports. Need new washing machine. To reimburse steward for taxi fare in Casablanca. Delegates to contact patrolman on all beefs.

Oct. 6—Chairman, T. Scruggs; Secretary, J. Shearer. New treasurer elected. New delegate elected.

ANTINOUS (Waterman), Oct. 12—Chairman, J. Dunlop; Secretary, M. Broussard. One man missed ship in Mobile. Minor deck beef settled. New delegate elected. Beef to be settled at meetings. Clean clothes to be taken down when dry. Night lunch used several times. Eggs taste peculiar. Bread and buns too hard.

MARYMAR (Calmar), Oct. 17—Chairman, T. Buterakos; Secretary, H. Guinier. Iron purchased for \$8.50 from ship's fund. Ship's fund \$20.10. Few hours disputed overtime. New delegate elected. Former delegate hospitalized. Vote of thanks to baker. Patrolman to get member straightened out regarding importance of cleanliness.

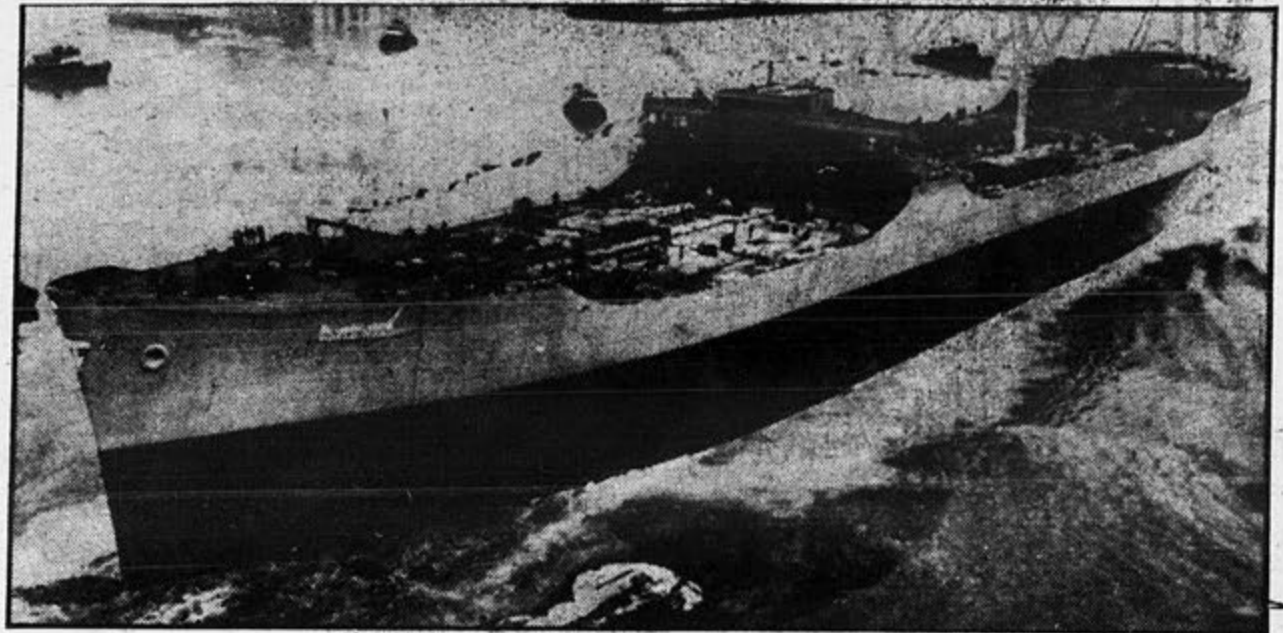
CHILORE (Ore), Oct. 15—Chairman, T. Yablonsky; Secretary, J. Abrams. Ship's fund \$16.28. Spent \$20 for wreath for mate's wife. Report accepted. Need new urn brush. Urn to be cleaned out twice a week with baking soda. Discussion on profiteering on board ship.

ALCOA CLIPPER (Alcoa), Oct. 8—Chairman, L. Nicholas; Secretary, C. Bielack. Special communication on admissions to Class "A" seniority ratings. Report accepted.

Oct. 14—Chairman, R. Roberts; Secretary, J. Barnett. Captain to take action if men do not attend fire and boat drill. Collected \$30 for movies. New delegate elected. Delegate to see patrolman about water. Discussion on drinking water fouling up every time ship rolls.

OCEAN EVA (Maritime Overseas), Oct. 5—Chairman, A. Capote; Secretary, W. Daniels. New delegate elected. Ship's fund \$26. Poor mail service to ship. Contact Seattle hall requesting company to forward mail. To contact Frisco regarding transportation issue from Seattle. Welcome extended all SUP and MFOV members.

SIU Co's Order Giant Tankers



Stepped-up pace of tanker building in US yards is symbolized by launching of 46,500-ton World Beauty at Quincy, Mass. Ship is designed for foreign operation but same interests announced order for 106,500-tonner to be under US flag.

Additional plans for new tankers have been announced by two SIU-contracted companies—one of them being even larger than the projected "world's largest ship" ordered by Victory Carriers.

Transoceanic Marine, representing the Niarchos interests, has ordered a 106,500 dead-weight ton tanker to cost an estimated \$25 million. The tanker would be ready for service at the end of 1959. The usual transfer provisions would apply. In this instance, two smaller tankers, a 65,000-tonner and a 32,650-ton tanker, would be transferred to foreign flag after being ordered originally for US operation.

One other 32,650-ton ship is slated for American-flag operation by this company.

Of immediate benefit to Seafarers is the announcement that the Military Sea Transportation Service has extended the charters for four Orion agency supertankers, the Orion Star, Orion Planet, Orion Comet and Orion Clipper. These ships are of 29,300 dead-weight tons. Now under time charter for two to three years, the ships will go on consecutive voyage charter for four to five years when their present charters expire.

In addition, MSTs will charter for 3½ years a new 65,000-ton tanker being built for Orion by Bethlehem for 1960 delivery.

MSTs said that its contract with Orion is "part of its program of forward planning to permit the lay-up of the Government owned tankers as a mobilization reserve." The Government ships had to be broken out to meet the current oil emergency, so that there are no extra ships available to the Navy.

FINAL DISPATCH

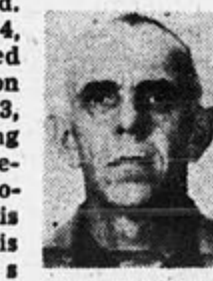
The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and the SIU death benefit is being paid to their beneficiaries:

Robert Brown, 57: On November 21, 1956, Brother Brown died at



sea aboard the SS Steel Age. Cause of death is unknown. He is survived by a sister, Hattie Myers of New Orleans, La. Brother Brown joined the Union on November 5, 1943, and was sailing in the steward department.

James Harvey Walker, 47: Brother Walker died from pneumonia in Baltimore, Md. on January 4, 1957. He joined the Union on April 5, 1943, and was sailing in the engine department. Brother Walker is survived by his wife, Doris Blanche Walker of Baltimore, Md.



Burial took place in St. Stanislaus Cemetery.

John B. Hegarty, 72: Brother Hegarty died from natural causes in Paducah, Kentucky, on November 2, 1956. He joined the Union on April 28, 1942, and was sailing in the engine department. Brother Hegarty is survived by a sister, Mary Ellen Hegarty of Paducah, Kentucky. Burial took place in Mt. Carmel Cemetery.

List Details In Cables To Union

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

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

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

DIRECTORY OF SIU BRANCHES

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- BALTIMORE 1216 E. Baltimore St. Earl Sheppard, Agent Eastern 7-4900
- BOSTON 278 State St. James Sheehan, Agent Richmond 2-0140
- HOUSTON 4202 Canal St. A. Michelet, Agent Capital 7-6558
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- MOBILE 1 South Lawrence St. Cal Tanner, Agent HEMlock 2-1754
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- NEW YORK 675 4th Ave., Brooklyn HYacinth 9-8600
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- SEATTLE 2505 1st Ave. Jeff Gillette, Agent Elliott 4334
- TAMPA 1899-1811 N. Franklin St. Tom Banning, Agent Phone 2-1523

- WILMINGTON, Calif. 505 Marine Ave. Reed Humphries, Agent Terminal 4-2374
- HEADQUARTERS 675 4th Ave., Bklyn. SECRETARY-TREASURER Paul Hall ASST. SECRETARY-TREASURERS J. Algina, Deck C. Simmons, Joint J. Volplan, Eng. W. Hall, Joint E. Mooney, Std. R. Matthews, Joint

SUP

- HONOLULU 16 Merchant St. Phone 5-8777
- PORTLAND 211 SW Clay St. Capital 3-4336
- RICHMOND, Calif. 510 Macdonald Ave. BEacon 2-0925
- SAN FRANCISCO 450 Harrison St. Douglas 2-8363
- SEATTLE 2505 1st Ave. Main 0290
- WILMINGTON 505 Marine Ave. Terminal 4-3131
- NEW YORK 675 4th Ave., Brooklyn HYacinth 9-8163

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- HALIFAX, N.S. 123 1/2 Hollis St. Phone 3-8911
- MONTREAL 634 St. James St. West Plateau 6161
- FORT WILLIAM 130 Simpson St. Ontario Phone: 3-3231

- PORT COLBORNE 103 Durham St. Ontario Phone: 3591
- TORONTO, Ontario 272 King St. E. Empire 4-5719
- VICTORIA, BC 617 1/2 Cormorant St. Empire 4531
- VANCOUVER, BC 298 Main St. Pacific 3468
- SYDNEY, NS 304 Charlotte St. Phone: 6346
- BAGOTVILLE, Quebec 20 Elgin St. Phone: 545
- THOROLD, Ontario 52 St. Davids St. CANal 7-3202
- QUEBEC 85 St. Pierre St. Quebec Phone: 3-1569
- SAINTE JOHN, NB 85 Germain St. Phone: 2-5232

Great Lakes District

- ALPENA 1215 N. Second Ave. Phone: 713-J
- BUFFALO, NY 180 Main St. Phone: Cleveland 7391
- CLEVELAND 734 Lakeside Ave., NE Phone: Main 1-0147
- DETROIT 1038 3rd St. Headquarters Phone: Woodward 1-6857
- DULUTH 531 W. Michigan St. Phone: Randolph 2-4119
- SOUTH CHICAGO 3261 E. 92nd St. Phone: Essex 5-2410

'They Have No Business Traveling ...'



Boston Enjoys Good Shipping

BOSTON—Shipping has been good in this area. There is little else to report at this time.

Port Agent James Sheehan said the outlook is still uncertain, but if anywhere near the same amount of ships turns up here during the current period, things will be fine.

He listed six payoffs, five sign-ons and three in-transit ships as the cause of the port's relative prosperity. Shipping practically equalled registration, so there is no real beef on that score.

The Council Grove and Government Camp (Cities Service), Alice Brown (Bloomfield), Pap Oceanic Transporter (Pan Oceanic), Michael (Carras) and Ocean Ulla (Ocean Trans) were the payoffs. With the exception of the Ocean Ulla, they all signed on again.

In transit to the port were the Kern Hills (Fairfield), Steel Artisan (Isthmian) and Val Chem (Valentine). All payoffs were clean and the ships were in good shape, Sheehan added.

See Pickup In Lk. Chas.

LAKE CHARLES—Job activity here slowed up somewhat last period, but it should pick up again before long.

Port Agent Leroy Clarke pointed out there was only one payoff and sign-on during the last two weeks, although 14 ships made an appearance during the period. The lone payoff was the Chiwawa (Cities Service), which signed on coastwise all over again.

Eleven other Cities Service tankers, in addition to the Del Sol (Mississippi) here and the Val Chem (Valentine) in Port Neches, Texas, paid a call. They were all in good shape, free of beefs.

Americans always like to boast about their ingenuity and their get-up-and-go. In many areas, these qualities are almost legendary—the automobile industry being a good example. But when it comes to transatlantic passenger shipping these typical American traits are sadly lacking.

Instead there exists a stodgy "why change?" outlook with operators content, year after year, to cling to an outworn pattern of operation which regards ocean travel as "luxury" and an unprofitable prestige item. Meanwhile it is the European shipowner who is abreast of the times and eagerly and ingeniously adapting his operations to meet the changing pattern of travel. The Europeans have grasped an important economic fact, namely that ocean travel is no longer a "luxury" for a pampered few, but is well within means for untold millions of Americans.

European operators are building tourist-class ships for this trade as fast as their resources permit, but the flood of travelers seeking accommodations is rising even faster. Yet American steamship operators yawn in the face of the opportunity to add more ships, provide many jobs and incidentally, make quite a few bucks for themselves.

Perhaps operators who have been spoon-fed on subsidies for 20 years no longer have the energy or the spark to get out of their swivel chairs and tackle the problem. The only bright spot on the horizon is the plan of the Arnold Bernstein shipping interests, newcomers to US flag traffic in this trade, for a low-cost passenger ship. A few more infusions of new blood in this area would be beneficial to seamen, the traveling public and the entire merchant marine.

World Needs US Ships

For years the SIU and other sections of the maritime industry have been warning America that she must maintain a sizable merchant navy to serve her own peacetime needs and be prepared for all emergencies.

Far too often, these warnings have fallen upon deaf ears. True, when the occasion prompted it, various orators, generally speaking for the US Government, have arisen and paid lip service to the ideal of a strong US merchant fleet. But sometimes, their actions have resulted in decimating the fleet, rather than strengthening it. Even now there are elements who are intent on undermining the "50-50" law.

It is especially interesting and heartening, therefore, to have the Norwegian shipping interests, traditionally foes of "50-50" and other aid to US shipping, come out now in favor of a strong US merchant marine, as reported elsewhere in this issue. Such a fleet, the Norwegians point out, is vital not only for the protection of the US but the protection of all of the Western world.

We hope that these words, coming from across the seas, will lend productive emphasis to what US maritime unions have been saying all along.

Congress Approval Seen For 24-Hour Quarantine

WASHINGTON—It looks like the steamship industry is going to get its 24-hour quarantine service on a permanent basis after all. President Eisenhower has requested funds for this purpose for the balance of the 1957 fiscal year and has included a budget request for \$190,700 to cover the service through the 1958 fiscal year.

If approved by Congress as expected, the new funds would make it possible for ships to clear Quarantine when arriving in port after five PM. Under the existing operation, any ship arriving after that hour has to drop the hook and wait until the next morning before it can clear Quarantine and dock.

Shipping interests have long protested this arrangement as unnecessarily costly to them. In the past two years, efforts were made late in the legislative sessions to get approval for overtime pay for Quarantine inspectors so that they could handle late arrivals.

The bill passed two years ago but was vetoed by the President. Last year, it was lost in the adjournment rush.

Job Activity Still Frantic In Seattle

SEATTLE—Luck came in "sevens" during the past two weeks in this port.

A streak of seven payoffs, an equal number of sign-ons and another seven in-transit ships combined to produce "terrific shipping," Port Agent Jeff Gillette reported. However, activity should slow down some in the current period.

The list of payoffs and sign-ons was identical, creating a heavy demand for replacement manpower. Registration was far below the shipping totals.

The payoffs included the Murray Hill (Fairfield), Natalie (Intercontinental), George A. Lawson (Pan Oceanic), Anniston (Ace), Transatlantic (Pacific Waterways), Wild Ranger (Waterman) and Ocean Dinny (Ocean Trans).

Brief visits were made by the Hastings, Jean LaFitte, City of Alma (Waterman), plus the Yorkmar, Pennmar, Calmar and Massmar (Calmar), all in transit. All of the ships in port were in good shape.

The same doesn't apply to Seafarer R. McLeod, Gillette noted. McLeod was reporting to the local marine hospital for a physical prior to shipping out, slipped on the ice while getting out of a cab and broke his leg. He's now signed on as a patient at the hospital instead.

Seafarers In Action

The American Coal Liberty ship Thomas Paine is locked up tighter than a drum, thanks in part to the efforts of Seafarers who have been picketing her along with marine engineers and mates. The weather was rough on the pickets too, with temperatures down to three degrees and never rising above 20 for several days in a row but the lines have held firm just the same.



Cowdrey

Among Seafarers who have really put out on the line are R. Wendell, R. Haskins, A. Aciego, D. Ray and G. Ross.

Also R. Audy, R. Miller, C. Ben-civeinga, A. Greenier, F. Morales, L. Aloba, T. Cordova, H. R. Armstrong, R. Andersen and A. Grillo.

These are a few of the many men who have done an outstanding job on the line.

Picket captain Robert Cowdrey deserves a boost for keeping the lines going smoothly and filling in himself on many occasions when there was a slot open.

Other pickets have been putting out equally in Baltimore, Charleston and Savannah, but at least its a trifle warmer in that direction.



Wendell

The crew on the Seatrain Louisiana has noted "big thanks" to Casimir Szymanski, chief cook, Don Foster, 3rd cook and Wong Chin, night cook. On the Western Trader,



Foster

all is sweetness and light also, with the bosun and entire crew giving the steward department a vote of thanks for their service. In return, the steward department praised the deck department for

the nice paint job on the showers and toilets. Plenty of harmony to go around here.

Sub Ships On Way: Morse

Last issue the SEAFARERS LOG reported on the plans of a Japanese builder for a submarine oil tanker powered by atomic energy. Now Maritime Administrator Clarence Morse is talking in terms of a whole fleet of such ships, both tankers and freighters.

Before anybody rushes out to buy a skin diving outfit, let's hasten to say that the Maritime Administrator was speaking in terms of 40 years from now.

He predicted world-wide adoption of such submarine ships, and what's more, foresaw them being operated by remote control from a shoreside point.

Speed? Oh yes, plenty of that. He estimated that 50 to 60 knots would be normal underwater cruising speeds for the ships-to-be, making an Atlantic crossing in two days or so.

Underwater ships like these, it is believed, could sail underneath severe weather disturbances. They would also keep the crews (if any) from suffering channel fever.

'Sea-Spray'

—by Seafarer Robert 'Red' Fink



"Yeah, I love you. You're the most beautiful girl for a thousand miles . . ."

LOG-A-RHYTHM:

Wrath Of The Sea

By William Willdrige

We were sailing along on a coastwise trip
Till we came to the cape called Hatteras,
When the angry winds and the stormy sea
Came out to challenge and batter us.

We didn't have much ballast
And the ship was very light,
When suddenly all hell broke loose
As we sailed along that night.

The giant waves came whipping over us
They may have been 30 feet high—
But seeing them crash and come tumbling down
You'd think they came from the sky.

Then, to make matters worse,
We ran into fog and rain,
And it seemed right there to all the crew
That the sea had gone insane.

The crew began to curse the sea
"Stay down, you devilish witch!"
But the raging sea continued on,
Through a night as black as pitch.

It seemed a battle to survive
As we fought the sea's great might,
But for all the beating that it took,
Our ship never gave up the fight.

Then the storm subsided,
As quickly as it came,
It seemed to be a miracle
How quickly it was tame.

But now that you've heard the epic
Of the mighty, raging sea,
I'm set to go right out again
'Cause that's life for me.

—SS Government Camp

Works Ashore:

Really Misses A Patrolman!

Working with the Air Force, even as a civilian, Seafarer William R. Cameron sure misses seeing a union patrolman every payday. He's learning the perils of shore-side living—with no union on your side—the hard way.

"I haven't been to sea in about a year . . . thought I would try the beach for a while since the Air Force here at Brookley Air Base, Mobile, needed a photographer. Although I've been here about 11 months, I first retired my SIU book in August in case I make up my mind to go back to sea in a hurry," Cameron pointed out. He got off the Del Sol a year ago.

"Right now I'm employed at the base as a photographic laboratory technician, but don't let the name fool you. It doesn't mean anything. As a matter of fact, by the time you print this, I will be out of the laboratory.

"Having once belonged to a union like the SIU, a guy can't stand a set-up like that. Whenever it came time for OT, the boss and his assistant made it. I have no patrolman at these payoffs, so I don't see any money when the boss does my job.

"This is probably one reason why very few men can stay on the



On "location" at Brooklyn Air Base, Seafarer William R. Cameron misses that OT.

beach. The Union has us spoiled—and we love it. It's always good to have someone to back you up," he added.

At any rate, Cameron said, his present situation with the Army has proved very valuable in one respect. It's made him a sadder man but a wiser one. "You never know how good a thing is until it's gone," he writes.

Urges All-Out 'Ship US' Drive

To the Editor:

Many American manufacturers overseas don't know the difference between American-flag ships and those under foreign flags except that one is cheaper than the other.

An advertising campaign by the many licensed and unlicensed seamen's unions could show American manufacturers

our good brothers to maintain a reducing diet have been vain.

Brother Pat Foy, our 8-12 fireman, stands out as exhibit A in this category. He has gained 18 pounds and let out two notches in his belt-line despite determined efforts to reduce.

The deck and engine department departments are also operating in top SIU style. Both departments are unusually well manned and their efforts display a real pride and interest in what they accomplish.

Pete Walsh
Ship's delegate

Offers Thanks For Sympathy

To the Editor:

Please print this card of thanks in the LOG. I wish to express my appreciation to the crew and master of the SS Pacific Ocean for the gift check and beautiful words of sympathy sent me upon the death of my dearly beloved son, W. E. Waddle. He was also known as "Buck" to all his friends.

I also want to thank the Union welfare office and all those who sent words of comfort. I will never forget everyone's kindness during that time.

Mrs. Caroline Waddle

Buys Out Tavern In Union City

To the Editor:

As a brother member of the SIU in good standing, I'd appreciate seeing this item in the LOG regarding the place of business I recently purchased.

It is the Glass Ceiling Tavern, Bar & Grill, located at 140-48th St., Union City, NJ, where a neat, clean and friendly atmosphere prevails at all times.

Transportation to the tavern is excellent. From Hoboken, the No. 19 or No. 21 Public Service bus or from the Port Authority Bus Terminal in New York the No. 61 bus all leave you in front of the place. It takes only about 15 minutes by bus or cab from either place.

I would also like it noted that I would like to hear from my former buddies and shipmates, especially Benny, Mike, George and Gus.

In my business here, I have an excellent patronage of tugboat and lighter captains from the New York Central. I also have a social and athletic club which I am sure my brother members of the SIU will enjoy.



Greeting the New Year, Ed Biedrzycki says hello from his tavern in Union City.

We have pool, darts, bowling and other forms of entertainment.

I would also like you to forward some extra copies of the LOG, which my patrons always enjoy reading. Thank you for your consideration, and smooth sailing to all my brothers in the future.

Edward C. Biedrzycki

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.

the many advantages of using US bottoms that far outweigh the higher cost.

The groups which are interested in a strong US merchant fleet are failing to use their strongest weapon by not going direct to those who can say how their products should be shipped. There would be less "runaway" ships to contend with if the manufacturer always said "ship US."

Harry N. Schorr

He's Happy Son Tied The Knot

To the Editor:

Please publish this in the LOG so that my brothers can share my joy over the marriage of my son, Robert on Jan. 13 in Brooklyn, New York. He has chosen a wonderful girl, also from Brooklyn.

I hope my shipmates on my last ship, the Fairland, will see this, too.

Samuel Erlitz

Wedding Assist Is Appreciated

To the Editor:

My wife and I would like to thank the crew of the Mankato Victory for the nice wedding gift they presented to us.

We also wish to thank the baker for making our wedding cake and offer our sincere appreciation for the kindness and understanding of the entire crew.

Roy A. Johnson

Steel Seafarer Is Happy Ship

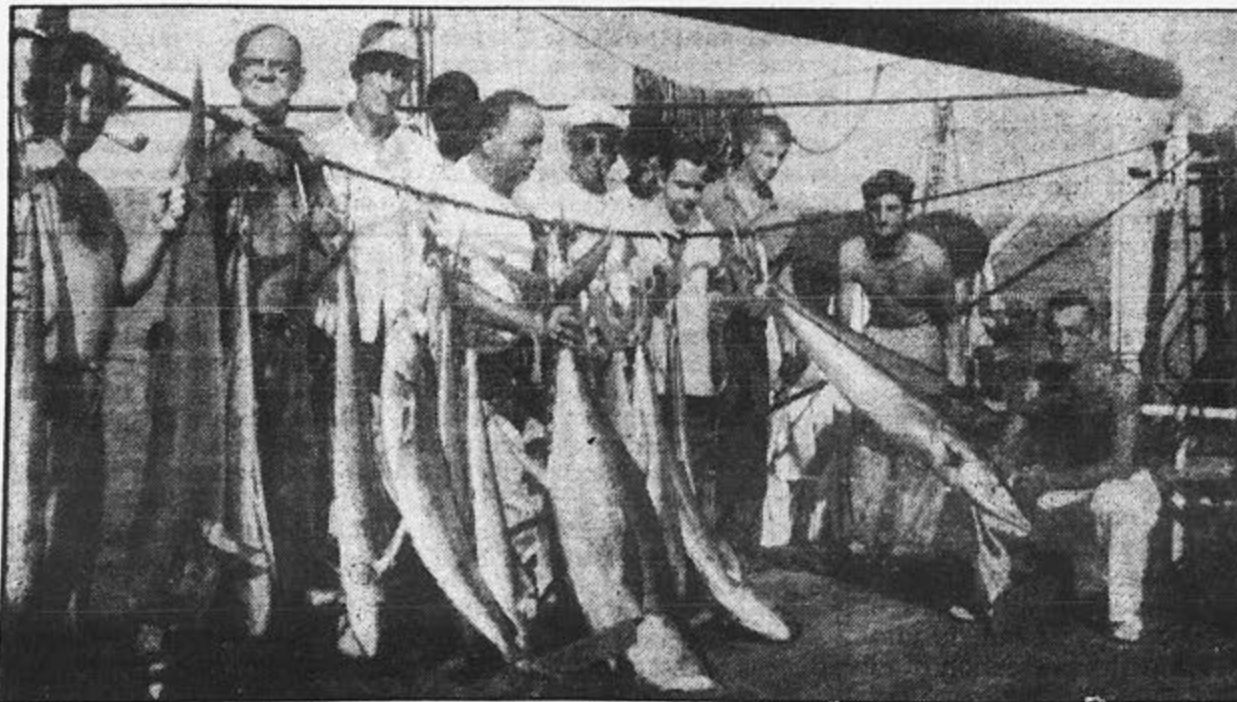
To the Editor:

We are pleased to report after a month's sailing from the Port of New York that everything is functioning smoothly aboard the Steel Seafarer. We're on the Persian Gulf run via the Cape of Good Hope.

One of the many contributing factors toward making this a very comfortable trip was Capt. Greenlaw's decision to have the crew's quarters painted at the start of the voyage. We most heartily approve of this action and join in endorsing our old man for being 100 percent fair to the crew.

Another thing is that the steward department has really been putting it out in first-cabin style. Anyone who maintains that Christmas comes only once a year has never been privileged to sail with chief cook Ivar Rosvold and baker Clarence White. Due to their continued good efforts, all attempts by some of

Can You Top This?



Unwilling to be tabbed as slouches in the angling department, Seafarers on the Texmar display part of their recent catch of 58 dolphin, tuna and wahoo, all of which weighed in at around 1,600 pounds. Bill Souder submitted the photos and figures.

ARICKARE (US Pat.) (Nov. 11—Chairman, C. Shaw; Secretary, J. St. Marie. One member left in France. Report accepted. All cots and linen to be turned over to steward at end of voyage. All quarters to be left clean for next crew.

ARLYN (Bull), Dec. 2—Chairman, R. O'Rourke; Secretary, L. Filie. Ship's fund \$3.09. Some disputed overtime. Food to be improved. Plumbing to be connected in sink near ice box. New library to be ordered.

BRADFORD ISLAND (Cities Service), Oct. 28—Chairman, E. Haskins; Secretary, J. Patterson. Delayed sailing in Florida. Report accepted. Washing machine to be fixed.

CITRUS PACKER (Waterman), Dec. 9—Chairman, A. House; Secretary, L.

HILTON (Bull), Dec. 10—Chairman, E. Kresz; (no secretary). New delegate elected. Soap to be left in showers and wash rooms. Suggestion to use new washer for white and new clothes; old one for work clothes. Departments to alternate in keeping laundry clean.

JOHN B. WATERMAN (Waterman), Dec. 9—Chairman, A. Kamebra; Secretary, G. Gill. Repair list submitted. Ship's fund to be started at time of draw in Seattle. Draw to be given after arrival due to lack of sufficient American money aboard. Some disputed overtime. New treasurer elected. Washing machine to be replaced on arrival on east coast.

MADAKET (Waterman), Dec. 9—Chairman, W. Herold; Secretary, C. West. New delegate elected. New movies to be obtained. Repair lists to be drawn up and submitted before arrival in San Francisco. Crew to clear messroom as quickly as possible on movie night so movies can be shown promptly at 6 and 8 P.M.

MANKATO VICTORY (Victory Carriers), Nov. 4—Chairman, M. Willey; Secretary, A. Lazzaro. Beef with master about mail. Some disputed overtime. Report accepted. New delegate elected. Need more night lunch.

MARORE (Ore), Dec. 9—Chairman, M. Ohstrom; Secretary, D. Fecko. Repairs not made. Some disputed overtime. Report accepted. New delegate and reporter elected. Laundry to be cleaned after use. Need hose connection and electric plug for ironer. Ironer to be kept by delegate while in port.

MONARCH OF THE SEAS (Waterman), Dec. 9—Chairman, D. Ransome; Secretary, E. Ray. Report accepted. Need new washing machine. Discussion on repairs. Agent to be approached about payoff at sea.

CS MIAMI (Cities Service), Dec. 12—Chairman, K. Heilman; Secretary, F. Jennings. Some repairs made. Need door hooks. Ship's fund \$11. Reports accepted. New delegate elected.

RAYVAH (T. J. Stevenson), Dec. 2—Chairman, G. Bowden; Secretary, F. Paylor. Repair list to be submitted. Crew to be sober at payoff. Ship's fund \$34.72. Some disputed overtime. To purchase new volume control for messhall speaker. Messhall to be kept clean at all times. Rooms to be kept clean. Vote of thanks to radio operator for news bulletins.

ROBIN TRENT (Robin), Oct. 14—Chairman, W. Walker; Secretary, M. Kaminski. New delegate, reporter and treasurer elected. Discussion on cleaning laundry, slop sink and recreation room—same set up to continue. Discussion on ship's fund; none to be started.

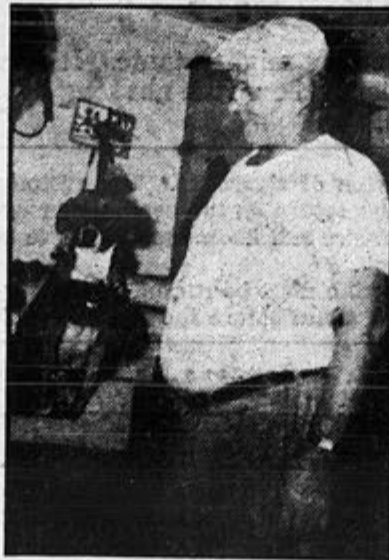
STEEL EXECUTIVE (Isthmian), Dec. 4—Chairman, (none); Secretary, (none). No draw in Durban. One accident. Some disputed overtime. Request for more steaks. New washing machine to be ordered. Discussion on securing milk in Durban. Potatoes not cooked enough.

STEEL FLYER (Isthmian), Dec. 2—Chairman, J. Kowalski; Secretary, E. Saul. Need new coffee urn. Not enough heat; to be referred to patrolman. Some men missed ship. Letter to headquarters about shot situation. Ship's fund \$88.01. Few hours disputed overtime. Reports accepted. Discussion on having contract amended to carry more than one bale of cargo to avoid paying transportation when returning light. Need more LOGs. Bread and milk to be bought in smaller quantities and more frequently. Rooms to be left clean. Discussion on roast beef.

ROBIN DONCASTER (Seas), Nov. 18—Chairman, A. Omile; Secretary, J. Samborski. One member left ship sick. Three ditty bags sent to hospitalized man. Few hours disputed overtime. Reports accepted. Vote of thanks to agents and headquarters for accomplishments for contract, etc. Discussion about steak night. Need another percolator in messroom—to be used during meal time only. Need extra rack for percolator. Laundry room sinks to be kept clear. Rooms need painting.

STONY POINT (USPC), Nov. 26—Chairman, L. Akins; Secretary, D. Fisher. Report on smoking on deck. Oiler missed ship. New delegate elected and new treasurer. Discussion on subsistence; engine room gang shifting into watch fo'les; new washing machine; ship's fund. Repair list to be drawn up.

Yule Pals



Neither man nor beast missed yuletide cheer on the SS Mae last Xmas. Ship's mascot "Stinky" had his own tree and decorations plus plenty of extra holiday fare. Steward Joe Shea (right) took care of that. Reporter Chuck Hostetter sent in the picture.

Sickness Dogs Nimet But Crew Meets Test

A mid-sea race to catch up with an Army transport so a seriously ill shipmate could get right back to the States helped liven things recently on the Ocean Nimet, already beset by a variety of other ills among the crew.

The mercy mission paid off three days later, according to L. B. Bryant Jr., engine delegate, when the transport E. D. Patrick reached San Francisco and deck engineer Arthur Fortner was rushed right to the hospital. Earlier, before the two ships met, the radio operator had vainly tried to contact help when emergency aid on the Nimet failed to relieve Fortner's pain. Doctors in Japan had diagnosed the case as bladder trouble, but eventually even morphine did no good.

Lifeboat Transfer "It was a comfort to all of us when the Patrick's lifeboat came alongside for him so that he could be rushed to proper care." The Nimet arrived later, in time for payoff and transfer to foreign-

flag operations, "another good US ship gone down the drain."

Actually, what was otherwise a smooth, clear trip was marred only by illnesses among the crew and officers, and the need for makeshift manning arrangements.



After the chief mate was hospitalized earlier in Muroan, Japan, all the mates moved up one notch, bosun Freddie Burrus became 3rd mate and Eddie Frye, DM, took on the bosun's chores. "Through it all," said Bryant, "with full cooperation from everyone, they did a fine job. Everyone readily agrees the deck gang was tops, and ship's delegate Johnson deserves a big hand as well."

The black gang wasn't neglected in the sickness department either. N. Rogers, 8-12 oiler, was retired from duty early in the trip, followed by Wayne Murphy, 2nd cook and baker. Fortunately, the mates displayed more than ample first aid knowledge and a ready skill at inserting needles whenever needed.

In turn, James Wilson, wiper, was promoted to oiler. Chief cook Whitey Mack and Vic the 3rd cook wound up as the only two in the galley but also came through in high style. "It was a jury-rigged trip all the way, but all hands met the test," Bryant commented.

Digest Of SIU Ship Meetings

Santa Anna. Ship's fund \$13.85. Report accepted. Incorrect distribution of work—unqualified men assisting electricians.

FRANCES (Bull), Dec. 14—Chairman, W. Deak; Secretary, A. Campbell. Delayed sailing disputed. Report accepted. Bathrooms to be kept clean; members urged to keep laundry clean; shut off timer when finished. Wringer to be repaired and black-gang fo'les to be sougeed. Gangway watch should log all sailing board changes.

HAROLD T. ANDREWS (New England Ind.), Nov. 24—Chairman, C. Downs; Secretary, G. Decker. Poor preparation of food; below par. Bunks to be stripped down when leaving ship. Ship's fund \$8. Need new iron—to be purchased from fund. Crew recommended chief cook should not sail as cook—to be referred to patrolman.

MANKATO VICTORY (Victory Carriers), Nov. 25—Chairman, C. Aycock; Secretary, C. Rise. Some disputed overtime. Report accepted. Discussion about members drinking and their actions during voyage. To be referred to boarding patrolman for action.

TOPA TOPA (Waterman), Dec. 13—Chairman, D. Ravosa; Secretary, F. Kustura. Two men missed ship. Four hours disputed overtime. Report accepted. Repairs to be taken care of. Vote of thanks to steward department.

YORKMAR (Calmar), Nov. 25—Chairman, J. Gavin; Secretary, J. Kain. Repair list submitted. Ship's fund \$18.22. Few hours disputed overtime. Report accepted.

BATTLE ROCK (USPC), Nov. 18—Chairman, J. Air; Secretary, B. Agol. Mattresses to be checked before payoff. Ship's fund \$55. Vote of thanks to cooks and messman for fine job. Vote of thanks to negotiating committee for current contract. Charges recommended for member who performed while intoxicated.

Nov. 30—Chairman, G. Ruf; Secretary, B. Agol. English pounds and American cigarettes to be properly declared in next English port. Delegate to handle mail at crew's request. Stamp money to be taken from fund. Stores to be obtained in next port of call. Ship's fund \$17.75. Suggestion to start arrival pool. Black gang to paint own fo'les. Draws to be given out in respective country's currency instead of checks. Shore personnel to be kept out of messrooms and passageways to prevent loss of gear, etc. To see skipper about check system.

CHARLES C. DUNAIF (Orion), Nov. 16—Chairman, J. Zelreis; Secretary, J. Morrison. Repair list submitted. Report accepted. New delegate elected. Turn off washing machine after using. Remove clothes from line when dry. Steward department to take care of recreation room; deck and engine department laundry room.

'Windy' Still Stirs Up Storm Aboard Pennmar

Some Broadway huckster with a "two bits-a-peek" telescope could make a quick fortune riding the Calmar fleet. He could do it on the Pennmar, for sure, according to Okal Jones, deck engineer.

Jones, like many a veteran sailor, feels that all this "traditional" stuff about saluting a sister ship when she passes in view is a lot of hokum, but sometimes it pays off. The thought of the captains on two ships standing at attention, with their bosuns dipping "Old Glory" and whistles blasting away is alright by itself.

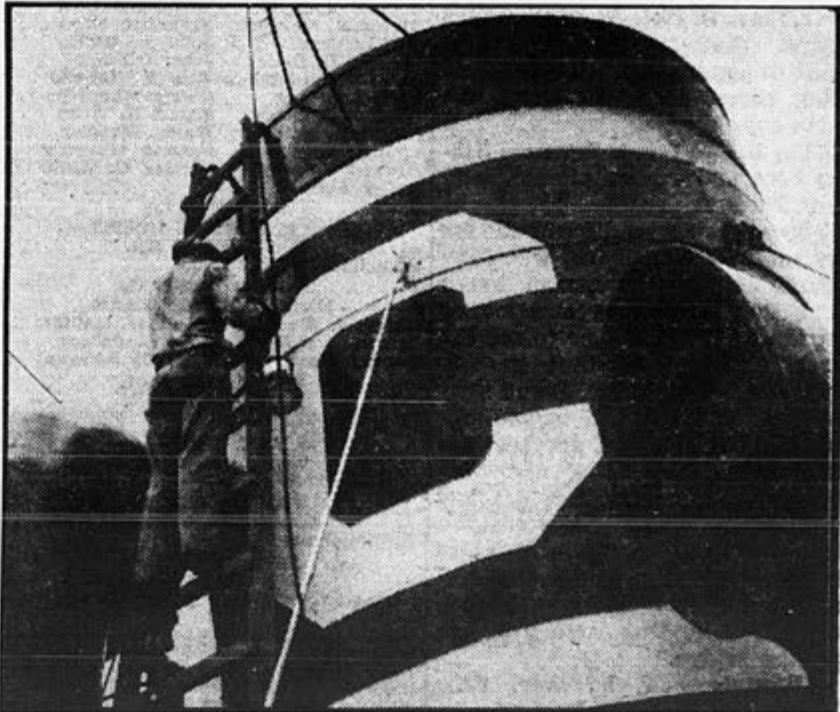
What bothers Jones is that if he had one of those "peek-a-boo" telescopes or periscopes to give everybody who wants one a look-see at the other ship passing in view, "it would be as good as a weekend's OT."

Excellent View The view through the glass, it develops, would now and then present the visage of that well-known Calmar skipper, Capt. "Windy" Gale, who had been master of the Pennmar for a number of years. Jones served under him seven years ago and obviously hasn't recovered yet. "Windy" has that effect on the boys, so they can be pardoned their exuberance.

As it was, Jones only had a pair of binoculars that everybody was trying to get a chance at, and he got crushed in the rush. Whether Elvis or Marilyn would be "also-rans" in competition with "Capt

"Windy" is another question altogether. Gale hasn't come up against that kind of competition yet, and until he does, he gives the gang enough of a charge to break the monotony of an otherwise routine trip.

It Rates A Blue Ribbon, Anyway



It won't win any art prizes, but a careful, steady hand shows up when you're perched on a ladder trying to decorate the stack. Tom Ulisse took the photo on the Flomar, one of the "C" for Calmar intercoastal runs. The unnamed artist was the ship's delegate a few trips back.

LET 'EM KNOW! Write TO THE LOG

Burly



By Bernard Seaman

Will France Nix Ooh-la-la Next?

The traditional land of wine, women and song, France is getting mighty tame. It was under ex-Premier Mendes-France that milk-drinking became a laudable virtue not long ago. Now it's a pretty good place to visit, provided you don't smoke.

"For the first time anywhere, to our knowledge," Seafarer John McElroy, chief steward on the Rayvah, writes, each crewmember was required to turn in all but one box of matches.



McElroy

This is a new gimmick, another excuse for extracting dollars through fines from American seamen. Matches are cheap and plentiful in this country. McElroy enclosed a notice to ship captains informing them that the crew must declare cigars, cigarettes and matches in excess of the 200 cigarettes allowed each man. Further, crewmembers taking more than two packs of cigarettes and matches ashore are warned they are subject to heavy fines and confiscation.

"Moreover," the notice reads, "all members of the crew should be advised that there are a number of customs officers in civilian dress scattered over the chief bars in the city who are likely to try and induce them to sell some cigarettes. . . ."

That isn't all either, McElroy says. A well-known waterfront

character—female—"spends most of her time on American ships. . . . This babe is said to be a customs informer, her method being to snoop around lockers while 'visiting' rooms and to spot that extra

carton of cigarettes. The customs boys return on the heels of her departure and know exactly where to look.

"She must be run off a ship several times before she will stay off."

Giving The Boys The Bird



Cooks on the Longview Victory give the birds the onceover before they were trotted out for New Year's dinner at sea. Turkey, roast beef and all the trimmings were prepared by Smoky Shreiner (front), chief cook and ex-charter member of the SIU now sailing again, and Pete Morreale, 3rd cook. Photo by Tony Nottage, electrician.

SEAFARERS IN THE HOSPITALS

- USPHS HOSPITAL BALTIMORE, MD.**
 - Donald Averill
 - Roy W. Bell
 - Kermit Bymaster
 - Victor B. Cooper
 - Arthur Cornman
 - Thomas D. Daisley
 - E. J. DeBardelaben
 - Lyle Feurtade
 - Gorman T. Glaze
 - Archie B. Hall
 - Fred Holmes
 - Edward Huizenga
 - Earley Joyner
 - Herman Kemp
 - Joseph Lewis
 - Gettis Lightfoot
 - Francisco Mayo
 - John A. Morris
 - John Ossmow
 - Wm. E. Roberts
 - George Stambillis
 - Ernest H. Webb
 - Elmer Wheeler
 - Francis Wherrity
 - Wilmer C. White
- MONTEBELLO CHRONIC DISEASE HOSPITAL BALTIMORE, MD.**
 - Francisco Bueno
- USPHS HOSPITAL FORT WORTH, TEXAS**
 - Morris J. Black
 - Benjamin Deibler
 - Samuel Glove
 - Siegfried Gnitke
 - John C. Palmer
 - Rosendo Serrano
- USPHS HOSPITAL MEMPHIS, TENN.**
 - Claude F. Blanks
- VA HOSPITAL ALBERQUERQUE, NM**
 - Charles Burton
- SUFFOLK SANITORIUM HOLTSVILLE, LI, NY**
 - E. T. Cunningham
- USPHS HOSPITAL NEW ORLEANS, LA.**
 - Herman Carson
 - Cloise Coats
 - Donald Dambriano
 - Serio M. DeSosa
 - Leroy Donald
 - Chas. A. Dorrrough
 - William Driscoll
 - Atomane Elchuk
 - Charles Fetter
 - Arnie Glasscock
 - Leon Gordon
 - Clarence Graham
 - Herbert Grant
 - Horace Gray
 - Clarence Hafner
 - William Havelin
 - Martin Kelly
 - Edward G. Knapp
 - Leo H. Lang
 - Samuel Langham
 - Duska Korolia
 - Karl Larsen
 - William Lawless
 - R. E. McLamore

- USPHS HOSPITAL STATEN ISLAND, NY**
 - Fortunato Alfonso
 - Henry A. Anderson
 - Dollah Ben
 - Julin Blomgren
 - James K. Cann
 - Louis Corne
 - Newton Edrington
 - James H. Fisher
 - Ramon Galarza
 - Estell Godfrey
 - Alfred Kaju
 - William Luhnren
 - A. Lykiardopoulos
 - Franciszeh Mietki
 - Loyd McGee
 - C. T. Morrison
 - C. Osinski
 - Robert Parker
 - Adolfo Rodriguez
 - Jose Rodriguez
 - Stanley C. Scott
 - James Sealey
 - Andrew J. Snider
 - C. M. St. Clair
 - C. Sundquist
 - John B. Tierney
 - Dominick Trevisano
 - Wm. R. Williams
 - Daniel Wilson
- USPHS HOSPITAL MANHATTAN BEACH BROOKLYN, NY**
 - Manuel Antonana
 - Eladio Aris
 - Fortunato Bacomo
 - Frank T. Campbell
 - Harry J. Cronin
 - Robert M. Douglas
 - John J. Driscoll
 - Robert E. Gilbert
 - William Guenther
 - Bart E. Guranic
 - Howard Hailey
 - Taib Hassen
 - Billy R. Hill
 - Thomas Isaksen
 - Ira H. Kilgore
 - Ludwig Kristiansen
 - Frank J. Kubek
 - Frederick Landry
 - Karel Leetman
 - Leonard Leidig
 - Anthony D. Leva
 - Joseph D. McGraw
 - Archibald McGuigan
 - H. P. MacDonald
 - Michael Machusky
 - Benjamin Martin
 - Albert Martinelli
 - Vic Milazzo
 - Joseph B. Murphy
 - W. P. O'Dea
 - George G. Phifer
 - James M. Quinn
 - George E. Renale
 - G. E. Shumaker
 - Kevin Skelly
 - Henry E. Smith
 - Stanley Sokol
 - Michael Toth
 - Karl Treimann
 - Harry S. Tuttle
 - Fred West
 - Virgil E. Wilmoth
 - Pon P. Wing
- USPHS HOSPITAL SAVANNAH, GA.**
 - Albert Birt
 - S. N. Hurst
 - Jimmie Littleton
 - Theodore Smith
- USPHS HOSPITAL SAN FRANCISCO, CALIF.**
 - Orville E. Abrams
 - William Adams
 - Marcelo B. Belen
 - Arthur J. Fortner
 - Robert A. Gannon
 - Joseph Gill
 - Herbert P. Knowles
 - Joseph C. Marso
 - Albert M. Morse
 - Fred D. Stagner
- USPHS HOSPITAL NORFOLK, VA.**
 - Francis J. Boner
 - Earl Conleton
 - Chas. W. Crafford
 - Earl C. Gilbert
 - Willis N. Gregory
 - Marshall G. Shankle
- USPHS HOSPITAL SEATTLE, WASH.**
 - L. Bosley
 - D. K. Campbell
 - A. W. Canter
 - Frank Schembri
 - L. Twite
- USPHS HOSPITAL GALVESTON, TEXAS**
 - Walter Craven
 - Concepcion Mejia
- USPHS HOSPITAL BOSTON, MASS.**
 - J. L. Bourgeois
 - Clarence Crevier
 - T. J. Driscoll
 - Charles Dwyer
 - Alfred Hancock
 - John T. Keegan
 - George A. Weddell

Pleasant Trip Cheers Del Mar

To the Editor: I can assure you that I never read a more truthful statement than the letter in the LOG (Dec. 21, 1956) concerning the 1st assistant engineer aboard the SS Del Mar. It really described the guy to a "T".

We are just completing voyage No. 64 and the "Old Boy" is back again, but I must say this has been a pretty smooth trip. We only have a few hours of dis-

meeting the SS Wild Ranger among the American merchant ships we visited in the Port of Pusan. We are much obliged to that ship's officers and crewmembers for their concern about our orphanage. We will never forget these gentlemen for their generous contribution.

Please express our thanks to all of them, especially the captain and chief steward (Don Ruddy—Ed.) who were so interested in saving the poor children. We hope they come back here so we can thank them again.

We all pray for their good health and smooth sailing.

Kyong Nom Orphanage Pusan, Korea

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.

puted overtime, and no beefs—thanks to that letter in the LOG. I think that it had a great deal to do with the fact that this has been a pleasant trip.

Still it will take a lot more than one trip before the guy can prove to the many men who have worked aboard this ship in the past eight years that he is the kind of 1st assistant that he would like us to believe he is.

He has made a few trips the same as this one on several occasions, only to turn around the next trip and become his old self again by treating the gang like a bunch of animals instead of human beings.

I hope these letters will continue to be printed in the LOG, as I think they may help to keep his kind in line.

Louis P. Anderson

Here's Billie, Uncle Bill

To the Editor:

I have an uncle who sails on your SIU ships whom I am anxious to hear from.



Billie

about my Uncle Bill, because I haven't heard from him in a very long while.

I am nine years old and would like very much to have my picture in the SEAFARER'S LOG because I know Uncle Bill reads it all the time. It was taken when I made my first Holy Communion.

I also want him to know I got a baby brother in October. Thank you very much. I hope we hear from my uncle very soon.

Billie Ryan
Renews, Newfoundland

Orphans Thank SS Wild Ranger

To the Editor:

We regret to inform you that our orphanage in Pusan, Korea, has been suffering lately from a lack of financial support. For nearly two years we have been accommodating 295 orphans, including about 12 GI babies, so the port security office in charge of this section investigated the orphanage fully before they permitted us to solicit any donations.

We were very fortunate in

Spirit On Alcoa Pioneer Lauded

To the Editor:

As the wife of an SIU member, I would like to express my thanks to a great Union.

I first began reading the LOG six years ago, and was very much impressed with its progressive ways. Since then, I have followed with great interest the constant progress this fine Union has made. It has provided a higher standard of living for all its men, with better wages and the greatest benefits ever known for him and his family. I know of no other union that can top the SIU and its wonderful leadership.

The so-called "SIU Family Album" in the LOG is a step in the right direction, too. It gives you a proud, warm glow of belonging, and is a joy to see.

My dear husband felt this warmth and belonging during a recent illness. He said everybody treated him as nice as if they were his own family. This is a wonderful comfort to us at home when our loved one suddenly gets ill while out on a trip.

For this reason, I'd like to express my heartiest thanks and gratitude to all the men on the Alcoa Pioneer who were so helpful and kind to my husband. May God bless them all.

Mrs. James E. Guy

Ashore, Still Keeps In Touch

To the Editor:

Although I expect to be ashore for awhile and shall be temporarily away from the sea, I would still greatly enjoy keeping track of old shipmates and Union advancements.

I've run into some people who get the NMU "Pilot" and it's discouraging that I don't receive the LOG to back up my statements concerning the many advantages of the SIU.

Having tasted the proof of the pudding, I shall always remember the wonderful unity enjoyed by our brothers. It's a great feeling to have a Union behind you, which will back its members and always seek better conditions for them. We never existed solely on propaganda or illusions. Keep up the good work.

Charles R. Garrison

SIU Welfare Aid Lauded By Wife

To the Editor:

My sincere thanks to the SIU for the benefits given me through the Welfare Plan during my recent hospitalization.

The SIU is indeed a splendid organization and is run very efficiently, certainly deserving cooperation and appreciation from its members and their families.

Mrs. Gorham M. Bowdre

Planet Finds Excitement The Hard Way

"It goes without saying that the Persian Gulf shuttle is about the dullest run that we have," says B. Padgett on the Orion Planet, "but it seems that just when things seem impossible something comes along to break the monotony."

They had to ram a Japanese fishing boat and rescue all hands to do it, though.

The mishap was discovered one day south of Yokohama, when the bosun and crew messman heard some loud screaming and looked out the porthole in time to see the mast of a fishing boat passing alongside. They soon found that the mast was attached to one section of the boat and another was drifting away. "The mate on watch was unaware that we had even hit anything. As is customary on tankers, the helmsman was working (shining brass) and had not been in a position to keep a lookout. The 2nd mate had just left the bridge."

All ends well, however. The fishermen showed their thanks by providing a freshly caught 60-pound tuna for supper before their boat went down for the last time.

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

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Lundeberg's Legacy: A Flourishing Union

(Continued from page 3)
ing hall. Their victory stirred a new burst of union enthusiasm among seamen on the Atlantic and Gulf, many of whom wanted no part of the newly-formed National Maritime Union.

At the same time, Lundeberg's independent action on behalf of seamen earned him enmity from another quarter, the ISU, and the SUP was expelled. Other seagoing affiliates also drifted away from the ISU, leaving a tremendous void which the death of Furuseth on January 24, 1938, opened wider.

Finally, Lundeberg persuaded the American Federation of Labor convention at Houston that October to issue a new charter covering seamen and allied crafts, and the SIUNA was born. SUP organizers were sent out to help the fledgling, and separate Atlantic and Gulf Districts were established with headquarters in New York and New Orleans. By 1941, they amalgamated into one district.

Fought US Controls

During the war years, Lundeberg fought attempts by US agencies to clamp iron-fisted controls on merchant seamen and perpetuate their rule over hiring. These efforts were climaxed by the post-war 1946 general strike when the Wage Stabilization Board refused to approve an SUP agreement which embodied higher benefits than the CIO unions had gained earlier. Within a week, the sailors had their increase.

Through it all, Lundeberg was engaged in a running battle with Bridges, the waterfront CP and the NMU to preserve the sailors' jurisdiction. On one memorable occasion, he was on the spot when an NMU-Bridges squad tried to storm a sailors' picketline. In the ensuing fracas, someone hit him with a cloth-wrapped pipe, breaking his jaw. Only after the last invader had gone did he dust himself off and go for treatment. Lundeberg didn't want them to have the satisfaction of knowing he had really been hurt.

His fight against the waterfront Communists was highlighted two years ago by a 4-1 victory in a National Labor Relations Board election, in which his sailors, the marine firemen and a new anti-Communist cooks and stewards union gave Bridges the worst drubbing of his career. The victory chased the last remnants of Communist-dominated unionism off West Coast ships.

In 1950 he opened his spanking new headquarters in San Francisco, touching off a building boom which has provided modern halls and superior comforts for his membership.

Nixed Cabinet Post

A friend of Governors, Senators, shipping tycoons and the Vice President of the United States, Lundeberg turned down a chance to become Secretary of Labor in the first Eisenhower cabinet. He didn't want to cut off his ties with the sailors by moving into the rarified atmosphere in Washington.

Forever tie-less, with an open-collared shirt and the familiar "Lundeberg Stetson" on his head, he never forgot he was a sailor. When he wanted to visit his family in Norway after 30 years, the SUP voted him full expenses there and back in 1947. But Lundeberg had other ideas, and shipped as an AB on the SS Marine Jumper. He worked his passage both ways and returned the union's funds to the treasury.

Lundeberg had another rare distinction when a successful SUP

drive against a Panamanian-flag ship produced the first American union agreement on a foreign-flag vessel. The ship was renamed the SS Harry Lundeberg, and he never missed a chance to make conditions on it the best ever seen. His last major beef was in the same field, when the sailors won an agreement on the runaway SS Duncan Bay last September after 12 days of picketing.

SIU Mourns Lundeberg

(Continued from page 3)

Seamen's Act. Lundeberg's was his leadership in winning the greatest economic benefits seamen have enjoyed anywhere at any time. Under Lundeberg, the SUP set the pace for the entire industry.

"His contribution is all the more remarkable in light of the fact that he often faced the fiercest kind of opposition from many quarters, including the bitter enmity of the Communist Party. Lundeberg was the one single force on the West Coast which kept the Party from winning complete domination of the entire West Coast maritime labor movement. Not only did he defeat their bid, but he subsequently destroyed their apparatus on West Coast ships and reduced them to impotence."

Stood Alone Against Soviet

Similar views were expressed by C. J. Haggerty, secretary of the California Federation of Labor. "There was a time when he alone stood between the nation and Soviet power in American waters," Haggerty declared. "He had two great and consuming interests in life; his family and the Sailors Union of the Pacific."

Funeral services for Lundeberg were held Thursday afternoon, attended by hundreds of seamen, friends and public leaders. Burial was in Olivet Memorial Park, Colma, Calif.

Lundeberg is survived by his wife, Ida, and three children: Gunnar, 9; Allette, 6, and Erik, 2. He lived in nearby Burlingame.

File Answer To Curran

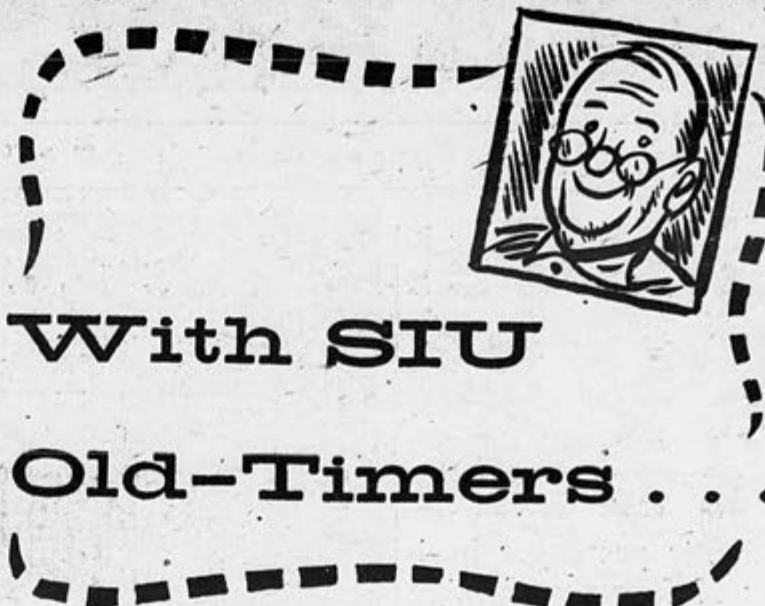
(Continued from page 2)

winning west coast longshoremen back into organized labor.

"How did Curran meet that challenge: He walked away and left it, leaving Harry Bridges more solidly entrenched than ever.

"In that same year, the CIO expelled the Communist-dominated National Union of Marine Cooks and Stewards. Curran had the first crack here too. He made some feeble, half-hearted gestures at handling the situation, but when he realized he needed, in his own phrase, 'more brains and guts' to meet the problem head on, he walked away and left it.

"That left the SIU of North America to tackle the problem single-handed. The SIU of North America fought this fight for five years, and in the end it won—completely and overwhelmingly. Today, instead of a Communist-dominated organization on United States ships, we have the Marine Cooks and Stewards, AFL-CIO, thoroughly supporting the principles of organized labor."



With SIU
Old-Timers . . .



"It makes a man proud to be part of our great SIU. It's nice we're not forgotten," says Brooklyn's Ben Bailey.



"Getting along fine for an old man nearly 72," Tampa's Nick Giosue has "much to be thankful for."



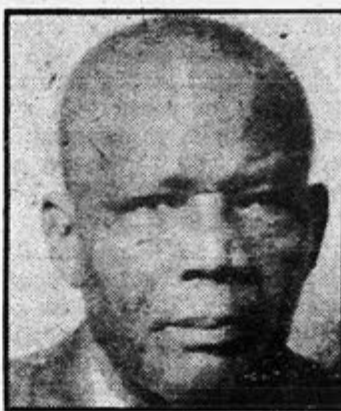
Dogged by sickness, Wm. K. Tobin of New York City is back in the Staten Island marine hospital.



Robert L. Butler, down in Carriere, Miss., sends thanks "for helping to balance the budget!"



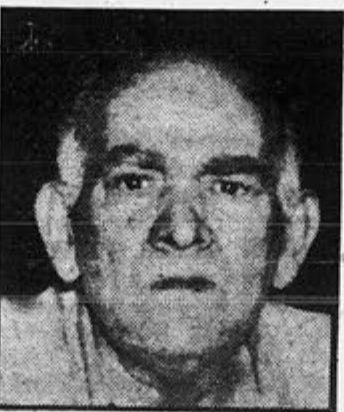
Tampan Francisco Delgado is still under doctors' care, but is "getting used to the idea by now."



Just turned 70. William E. Lake of Boston "is proud of SIU's continuous progress for all seamen."



Ernest Trotman's biggest wish is "greater progress for SIU in years to come." He lives in NYC.



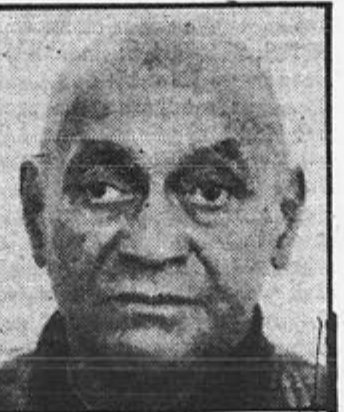
Trying the cure of the sulphur waters in Florida right now, James "Blackie" Mason is from NO.



"Best step I ever took came when I walked into SIU hall on Stone St." says Ben Trottie of NYC.



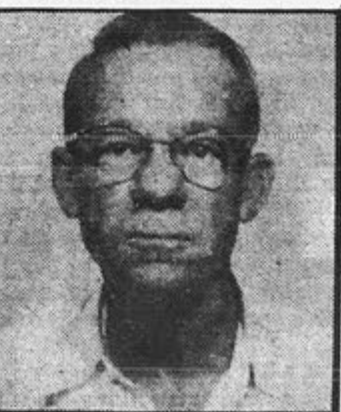
Pete Henderson, in Mobile, says SIU benefits "certainly warm my old heart. Thanks, all."



Sam Knuckles of NO, a 46-year sea veteran, "will never forget what SIU has meant to me."



"It's good to know you're not forgotten," says oldtimer Bernard Roll, 80, in Seattle, Wash.



Prichard, Ala. is home for Cyril Lowery "but my heart's out there with my brothers at sea."

(The brothers above are among those receiving SIU disability benefits.)

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Europe Ships Get Tourist Class \$\$ As US Co's Doze

Predictions of record transatlantic passenger business in 1957 coupled with news of four new foreign ships in this service highlight a glaring inadequacy of the American merchant marine. The Trans-Atlantic Passenger Conference, reviewing 1956, has declared that "nearly every one of our 25 member lines reported that during the peak of the 'high season' they could be carrying at least two to three times as many passengers if they had the ships to accommodate them."

But despite that glowing estimate, there are, at present, only four US-flag passenger ships in the transatlantic trade and these are outmoded three-class vessels unsuited to the demands of the present market. Four other combination ships, American Export's "four aces," carry only 125 passengers each.

Consequently, the potentially lucrative travel business is going by default to European operators with US operators planning to continue services in the same antiquated groove. The one apparent bright spot in the picture is the proposal for a tourist-class ship now being developed by Arnold Bernstein which, if run as advertised, would tend to conform with present-day demands.

The picture in the transatlantic trade shapes up this way:

- There is a vast market which is not being tapped by US shipping.
- European operators are tapping this market by offering comfortable tourist-class facilities to budget-conscious Americans.

- The trend toward longer vacations and rising living standards promises to increase the business in the long run.

- In the face of this, US operators persist in clinging to the totally outmoded concept of the three-class super-ship, a hangover from the 1920's.

There is no question that the travel pattern is changing. The biggest demand for space, according to the Trans-Atlantic Conference, is in tourist class where there are never enough accommodations. The majority of Americans who would like to travel abroad are uninterested in whether the ship has a wine steward. What they want is a clean, comfortable, two or three bed cabin, a private bath and access to all recreational and entertainment facilities on the ship.

Discussing this development, a spokesman for one of the foreign operators told the LOG:

"Most American travelers today are professionals or others who are pretty well off but not wealthy. They want comfort like air-conditioning and outside rooms and above all, they want a private bath and toilet. They want a nice lounge, swimming pool and all the rest, but they don't want to pay the fancy price for first-class luxury."

"We give them all that on our ships."

"We have a limited number of first-class accommodations, because there will always be those who insist on it. But most of our accommodations are tourist class."

"When our latest ship came in, and we entertained the press and travel agents, they were amazed to see what is called tourist class today. It's not like it was years ago."

Living standards have risen and today's tourist class traveler demands more than yesterday's."

The "three-class" ship, like its European counterpart, the "three-class" railway car, is an outgrowth of a class society in which aristocrats and other "social betters" were "protected" from contact with the rest of the population. Today, of course, anybody who has the moolah can crash the first class set, so the social meaning of the division has disappeared except for movie actress and business tycoons on the expense account who can't be caught dead saving money.

In terms of comfort if not in luxury services, the upgrading of the tourist ship has made everybody a "first-class" passenger.

One Big Difference

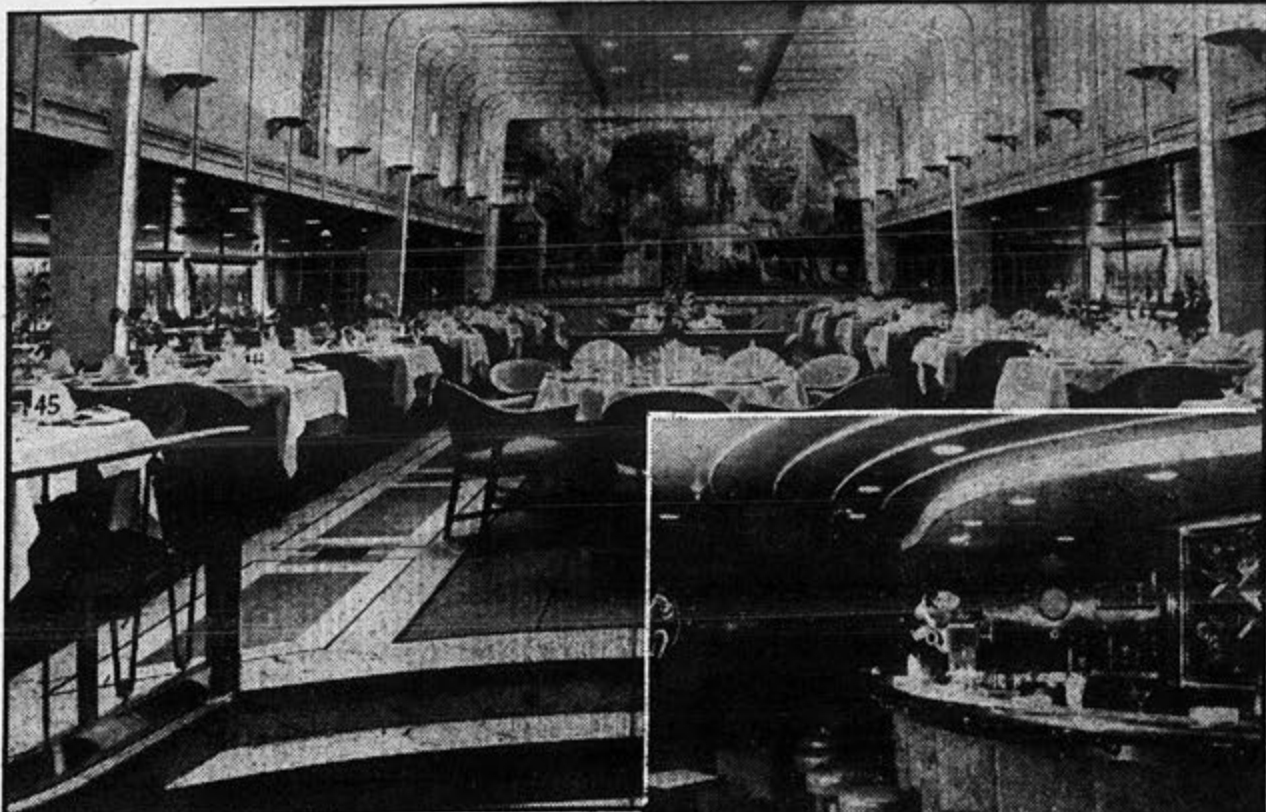
There is one important difference between the old and new passenger ship. The "three class" ship is an economic extravagance. Its tourist class is far inferior; its first class far too expensive. One reason is the costly and meaningless duplication of facilities, with locked doors and "do not enter" signs excluding many passengers from mingling with the elite. The set-up is discouraging to Americans who are accustomed to having the run of a facility. After all, whether they ride coach, Pullman berth or roomette, they all use the same dining car on a railroad. Not so on a "three class" ship.

A typical "three class" ship has a "three pot" system to go with it. One pot is the first and cabin-class galley with separate dining rooms on each side. Then there is the tourist galley with a separate menu and separate dining room. Finally there is a crew galley. Each set-up means different staffs, china, silverware, kitchen utensils, food storage and other costly duplications.

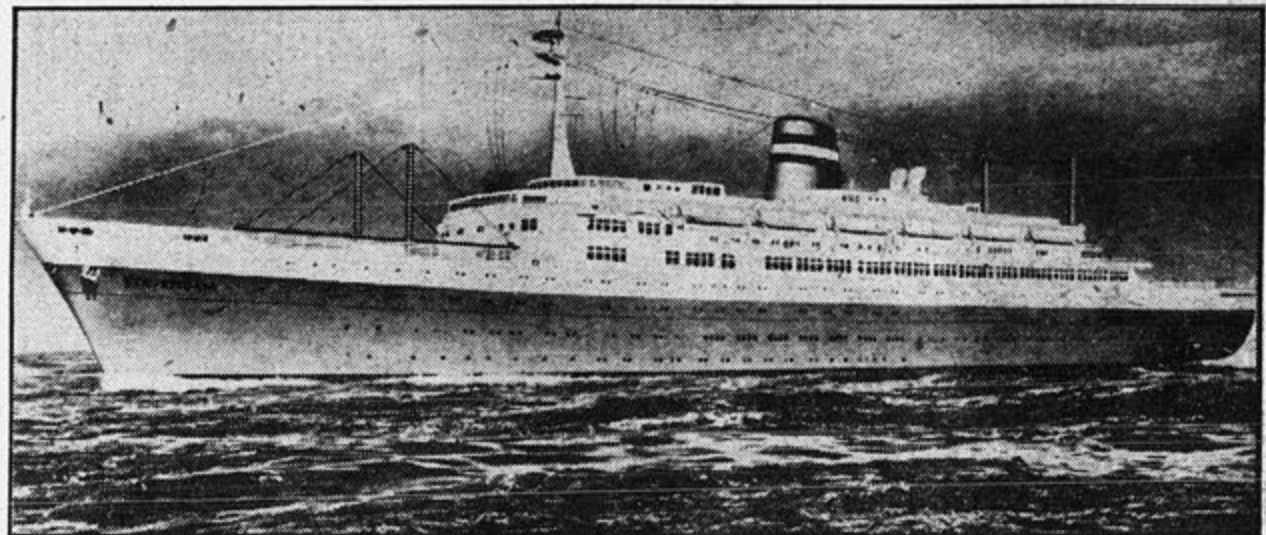
The set-up also means three lounges, three ballrooms, three bars, and different deck areas. The tourist class usually sits in the balcony of the motion picture theatre. If there is one swimming pool, the tourists can splash only at certain specified hours. The same goes for the gym.

It costs more to build such a partitioned-off ship and it costs more to run it. Actually, the well-to-do first class passenger reaps most of the benefit of US subsidy in the form of space, service and facilities at the partial expense of the US taxpayer.

Even your "three-class" ship operator regards the whole situation with tongue in cheek. If there are plenty of reservations for first class and not so many for cabin, a few doors are opened and others closed off, stencils are changed and presto—cabin class berths suddenly become "first-class." The passenger involved doesn't know it



Holland-America's Statendam (below) coming out soon will have 800 tourist berths, just 69 first class. At top are tourist dining room on Bergensfjord (Norwegian-American) and tourist bar on Ryndam (Holland-Amer.) showing typical facilities on tourist-type ships.



but all he is getting for his extra money is a label. It's something like putting a Cadillac emblem on a Chevy.

Crew-wise of course, the three-class ship is staffed more heavily than the one-class operation, with close to one crewmember for every passenger aboard. Much of the excess consists of assorted crafts of a non-maritime nature—kennel attendants to take care of first-class passenger's dogs, recreation and social leaders to "organize" passengers and keep them happy, instructors in various games and sports, musicians, numerous kitchen specialists to supply elaborate menus (seasick or not, the passengers pay), plus an assortment of personal service flunkies heavily concentrated in first class.

Offhand it might look like this means more jobs. It does, but only for non-seamen, plus the fact that these ships, as uneconomical luxury showpieces, limit job opportunities. Where there are now four such ships, there could be a dozen designed to meet travel needs of the majority without frills. The dozen ships would supply far more employment for professional seamen, although they would not be manned so heavily in the miscellaneous categories.

Since all US passenger ships are subsidized, the question is which type is more suitable from the Government's view. There are two reasons given for such subsidies. One, that they maintain US flag service on essential trade routes, second that they provide

accommodations for high speed troop movements in an emergency.

Obviously, addition of more ships in the tourist category answers the Government's needs better than a very limited number of superliners. In World War II, in fact, the US had to depend heavily on the Cunard Line to move US troops. Putting more ships on the water also reduces the risk of loss.

European operators, who originated the "three class" ship, are now rapidly abandoning it. Ships like the Bergensfjord, Stockholm, Kungsholm, Gripsholm, Ryndam and Statendam carry the bulk of their passengers in tourist with first class accommodations as low as 40 berths.

Air-conditioned accommodations, outside rooms and private bath are standard. While first-class has a small separate dining room, one galley serves all and the menus are virtually identical. All other shipboard facilities are open to everybody.

These ships are being built to serve the American market. The Americans like it that way and are making that mode of operation a profitable one.

American operators and the US Government are overlooking a tremendous shipping potential when they neglect the huge segment of the population, which also has the money and the desire to take a European vacation.

House Body Studies US Shipping Set-Up

WASHINGTON—The House Merchant Marine Committee has formally adopted an agenda involving broad investigation of all phases of US maritime policy. Chairman Herbert Bonner reported that the committee will explore at least seven major subjects including tramp shipping, foreign flag transfers, aid to presently-unsubsidized companies, trade-in programs and reserve fleet policies.

Bonner's announcement follows the statement by Senator Warren Magnuson, chairman of the Senate Interstate and Foreign Commerce Committee, that his body will look

into all phases of the operation of the 1936 Merchant Marine Act.

The Senate committee chairman has already appointed a sub-committee of five to deal with maritime questions. The sub-committee consists of John O. Pastore (Dem., RI); William A. Blakely (Dem., Tex.); John M. Butler (Rep., Md.) and Norris Cotton (Rep., NH.) as well as the chairman.