



**Vacation Time.** Taking well-earned rest after long stay on Robin Kirk since the start of Robin beef, Seafarers Jose Rivera, Joe Volanski and William Leston (l to r) apply for SIU vacation pay at Union headquarters. They helped spark 33-0 SIU win over NMU in Kirk election last fall. (Story on Page 2.)



**Cargo Of Jeeps.** Ship's delegate Harry K. Kaufman (right) and unidentified Indonesian pose on Steel Chemist with cargo of jeeps vessel hauled from Djakarta to Medan, Sumatra. Other ships have been alerted to pick up American evacuees from the area where Indonesian troops are fighting rebels. No immediate danger to US citizens is reported.

## Does '36 Act Apply?

# ASK STUDY ON TRAMP SUBSIDIES

—Story On Page 3

## *SIU Pact Wins Big OT Bundle For Robin Crew*

—Story On Page 2



**Lady Of Leisure.** An SIU veteran of the Delta Line passenger fleet, Sister Mary Chopin, 71, talks over old times with SIU Port Agent Lindsey Williams at her New Orleans home. She is the first woman in the SIU to qualify for SIU disability benefits. She sailed as a Delta Line stewardess and was torpedoed once during the war. (Story on Page 3.)

# SIU Collects 764 Hours OT For Robin Kirk Men

The return of SIU representation on Robin Line ships is producing dividends in overtime payments not only for SIU men on the ships, but also for the handful of NMU men left in the fleet.

Meanwhile, the SIU has won formal permission from Federal District Judge Sidney Sugarman to intervene in the National Maritime Union's suit against the National Labor Relations Board. The NMU suit is aimed at upsetting SIU certification on Robin Line ships.

**Rules NMU Picketing 'Unfair'**  
The NMU suffered a setback on another legal front when a board examiner ruled that NMU picketing of Robin Line and Mooremack ships in face of SIU certification on four Robin Line ships was an unfair labor practice. The NMU picketlines were in protest of the certification and an attempt to compel Mooremack to hire NMU men on SIU-certified ships.

SIU patrolmen who covered the payoff of the Robin Kirk in New York last week secured payment of 764 hours of disputed overtime for the crew, under the SIU contract, following a six-hour beef session with company officials. The settlement amounted to some \$1,500 in extra pay to be split among the crewmembers involved.

In addition, SIU representation netted an extra 36 hours in overtime pay for a passenger utilityman and 10 hours for an oiler, both of whom were NMU men. The payments also covered overtime work under the SIU agreement. Paul Drezak and Ed Mooney were the patrolmen covering the ship.

The overtime had been disputed by the Kirk's officers since the same work under the NMU agreement which covered the ship prior to SIU certification would have merely been routine work.

Three other Robin ships on which SIU bargaining rights have been certified by the labor board

have produced similar cases of large overtime settlements for the crews under the SIU contract.

The still-pending NMU court action is designed to bar the labor board from certifying SIU bargaining rights on three other Robin ships which voted SIU and to overturn the certification orders on the first four ships as well.

Earlier, NMU objections to the Robin Line balloting were ruled out by the New York regional director of the NLRB. The regional director recommended SIU certification on the three remaining ships, in accord with the election results.

## 11 Months Under NMU Pact Proves Dead Loss

It was a losing proposition in more ways than one, the 11 months Seafarer John Novak was an OS on the Robin Mowbray. The pinch, he said, was bad enough in the wallet over the loss of overtime, but that was just the beginning.

Novak, who has been working under the NMU's "superior" contract on the Robin Mowbray since May, 1957, estimates he lost from \$800 to \$1,000 doing "routine" work which would be overtime under the SIU contract. Sougeeing, chipping and painting, in fact, just about everything was "straight time under our (NMU) contract" according to the NMU boss.

For example, Novak explained, during the last trip which lasted 85 days, he picked up 296 hours overtime. But if he had been working under the SIU agreement, he would have averaged around 400 hours OT.

"What I really missed was the gangway watch-standing OT paid on SIU ships. My complaining about this loss of money certainly affected many of the NMU men aboard, especially when I kept reminding them this would be OT on an SIU ship." Many of them were dissatisfied, he declared, but afraid to say anything.

"I would like to give credit to their cooks. They did a darn good job considering the stores put aboard that ship. Not only were they generally inferior, but in many cases there was not enough. We always ran out of milk, unless of course passengers were put aboard, and fresh fruit was very rare. If we got two oranges or apples a week, we felt good."

**Novak**  
Another shortage, Novak said, was soap. "Here we were on an African run, which certainly gets hot, and many times all we could get was one bar of soap for a couple of weeks. Believe me, we had to ration them."

The last trip certainly was different from the trips during the early part of the beef. John commented. The SIU men then really had to be on their toes or be fired. The company fired men at every opportunity, for instance when a man was a few minutes late in reporting to the ship.



Home-coming of the Robin Kirk was occasion for a reunion of brothers Steve and James Bergeria (top). James (right) was also in New York with the Ines. In bottom photo, Ed Mooney, SIU assistant secretary-treasurer, goes over beefs with A. Maiello, chief cook (right). Electrician D. P. Carroll (standing) waits chance to tell about the trip. The Kirk paid off last week.

## 'This Is The NMU'

### NMU's 'Fear' Campaign Hit; Voting Voided

The National Maritime Union's United Marine Division has been accused by the regional office of the National Labor Relations Board of creating "an atmosphere of fear" in an election recently held in New York harbor. As a result, the regional director has recommended that the election be set aside.

The NMU is the same organization that has been blaring "intimidation" charges at the SIU for several weeks, following the drubbing it received at the hands of the SIU in its attempted raid on Seafarers' jobs on the Robin Line ships.

The NLRB regional officer said that the NMU's victory in a vote conducted among employees of the Brooklyn-Staten Island Ferry should be voided because the NMU-UMD had "engaged in a campaign which created an atmosphere of fear among the employees and deprived them of their free choice of a bargaining representative." Included in the campaign were "threats of loss of jobs, money and work opportunities." The election was held December 12. It resulted in NMU-UMD getting 65 votes to 55 for the International Longshoremen's Association. There were 24 challenged ballots.

It is interesting to note that the NMU-UMD embarked upon this course of action among the ferry workers at the same time the NMU was building up a full head of steam over alleged SIU "intimidation" of Robin Line men who voted overwhelmingly to repudiate an NMU raid. In the course of that campaign the NMU used such expressions as "Robin Line Scandal Grows."

The NMU's charges in the Robin Line vote have been rejected by the regional board as without foundation.

### Transit Union Raps Raiding By NMU Unit

The National Maritime Union's United Marine Division has been charged with raiding by another AFL-CIO affiliate, the Transport Workers Union. TWU filed a complaint in Federal Court seeking an injunction to halt the alleged raiding tactics against a group of TWU-contracted employees of the Delaware, Lackawanna & Western RR.

The NMU division is the same group that was recently involved in an unsuccessful attempt to raid the SIU-contracted Willis tug fleet in Philadelphia. At that time, NMU attorneys tried to get the NLRB to declare the illegality of the union shop.

The Transport Workers Union, in its petition for an injunction, said that it had filed a complaint earlier with the AFL-CIO Industrial Union Department against the NMU's tactics. An arbitrator selected by the Department to hear the case had ordered the NMU to cease its action.

Nevertheless, the TWU maintained, the NMU division has persisted in harassing the TWU-contracted employees.

## SEAFARERS LOG

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## 23 Competing For Five SIU Scholarship Awards

The largest group of candidates ever to apply under the SIU Scholarship Plan, 23 in all, completed the scholarship contest requirements last week by taking the standard College Entrance Examination Board test. The group is now awaiting the meeting of the board of college educators in June who will select the winners of five \$6,000 four-year college scholarships offered by the SIU Plan.

In the group of 23 are 11 active Seafarers and 12 children of Seafarers. Under the terms of the Scholarship Plan, at least one of the five scholarships is reserved for an active Seafarer. However, Seafarers compete across-the-board for all five of the scholarships. The fifth award goes to the SIU crewmember who attains top ranking among the remaining Seafarers after the first four winners are chosen.

This year's awards will be the sixth made by the Scholarship Plan which first began in 1953 with four awards yearly. The basic award calls for \$1,500 a year for four years of study at any recognized college or university in the US or its territorial possessions. It can also be applied to graduate and professional school study, and a number of candidates have taken advantage of that feature.

Last year four Seafarers were winners. They were Richard A. Harford, John W. Logan, Gene R. Sinclair and Ed Skorupski. The

fifth award was won by Joyce DeVries, daughter of Seafarer Peter DeVries.

In addition to the results on the College Entrance Board examinations, candidates are judged on the basis of their high school records and other school activities.

Winners are selected by a board consisting of Miss Edna Newby, director of admissions, New Jersey College for Women; F. D. Wilkinson, retired registrar, Howard University; Bernard Ireland, assistant director of admissions, Columbia College; Elwood C. Kastner, registrar, New York University, and C. William Edwards, director of admissions, Princeton University.

## In-Transits Tampa Fare

TAMPA—Shipping has been on the fair side although there were no vessels paying off or signing on during the past period.

Six vessels called into port for servicing during the last two weeks. They were the Madaket, Aninous (Waterman); Fairland, Gateway City (Pan-Atlantic); Cabins (Texas Ref.) and the Steel Age (Isthmian). All reported in clean.

(Continued on page 8)

# SIU Assails Charges On Bernstein \$

Apparently acting on the initiative of United States Lines and utilizing a planted story in the "New York Herald Tribune" as the starting point, NMU President Joseph Curran has filed a complaint with AFL-CIO President George Meany concerning the SIU's loan to the Arnold Bernstein shipping interests. The SIU is now preparing its formal answer to the charge.

The loan of \$500,000, which has been a matter of public record in the official files of the Federal Maritime Board for more than a year, was unanimously approved by the membership in all ports back in December, 1956. Subsequently, the membership voted an additional \$250,000 if and when needed, when the operation gets underway.

Denial of the loan in the first instance, or withdrawal of the money now as demanded by Curran, would wreck the Bernstein operation and leave US Lines with its monopoly of American-flag passenger operations in the north Atlantic trade. In the process it would destroy a bright potential of employment prospects for American merchant seamen.

### Curran's Charge

The text of a telegram sent to SIU Secretary-Treasurer Paul Hall by AFL-CIO President George Meany reads as follows:

"Following telegram dated March 19 received from President Curran, NMU.

"This morning's New York Herald Tribune reports on page 12 section 3 that SIU has made loan to American Banner Line in the amount of \$750,000. Vice Admiral Hillenkoetter, executive vice-president of the company, has confirmed loan. He is also quoted as stating loan will not influence company in manning its vessels.

"We have known SIU officials and attorneys have already met with company and worked out manning scale which happens to be substantially lower than union standards. Fact that money passed between company and SIU is interesting news. Have no doubt investigation will show deal was made on firm condition SIU was to get contract, no matter what window dressing may be set up to cover up this fact.

"AFL-CIO ethical practices Code V Paragraph 5, clearly prohibits affiliated union from making loans with any company with which it bargains. As we see it unless SIU calls off this deal, it must face charges under AFL-CIO practices Code V, Section 5. The matters referred to in this telegram are of such paramount importance as to warrant your immediate attention."

"May I have your reaction to the statements contained in this telegram and the position of your union."

### SIU Answer

In answer to Meany's wire, Hall sent the following message:

"Re your wire pertaining to Curran's complaint. I shall within the next few days forward to your office complete files, records and information pertaining to this matter. Curran's statement of this matter, as usual, is full of half-truths and outright misrepresentation of facts."

The voluminous record of the transaction, plus additional data relating to the US Line-Curran role starting back in 1955 is being forwarded to the AFL-CIO President.



Presentation of first disability benefit check for Sister Mary Chopin, retired SIU stewardess (left), led to recollection of wartime experience with disabled Seafarer Rufus Stough (above with Mrs. Stough). Sister Chopin shows news clipping about her original rescue from torpedoed ship on which she was shipmate with Stough. Also retired, Stough later was torpedoed on another ship, picked up by U-boat and held in German internment camp for two years.



# First Lady Sailor Retires

NEW ORLEANS—Two old shipmates who survived sinkings by German subs in World War II have been approved by SIU Welfare Plan Trustees for retirement under the SIU's Disability Pension Plan. One of them, Mrs. Mary Chopin, 71, is the first woman Seafarer to

become eligible for the benefit. The other is Rufus E. Stough, 62, veteran steward and chief cook.

Mrs. Chopin and Stough were shipmates on the Del Valle (Mississippi) when the ship was attacked and sunk by a submarine in the Caribbean on April 12, 1942.

Details of the harrowing experience that followed the midnight attack are still vivid memories to Mrs. Chopin, who recounted for the LOG correspondent how the ship went down in 17 minutes after the first torpedo struck.

Crewmembers and passengers quickly evacuated the ship and only one life was lost, that of the ship's doctor, Dr. Benjamin A. Price of New Orleans.

After drifting in lifeboats for 17 hours, the survivors were picked up by a Navy rescue ship.

Mrs. Chopin was none the worse for the experience, which included a ducking when she jumped from a Jacob's ladder she was descending to a waiting boat.

Both she and Stough returned to New Orleans and shipped on the first available ship. Mrs. Chopin sailed throughout the remaining war years without mishap, but Stough was not so fortunate.

He was a member of the crew of the Jonathan Sturges when that ship was torpedoed February 23, 1943. Stough and seven companions drifted for 41 days in a boat before they were picked up in the

Atlantic by a German sub. Meanwhile, one man had died in the boat.

Stough was placed in a German internment camp where he was held until January, 1945, when he was exchanged and repatriated. The nearly two years Stough lost in the internment camp was allowed by Welfare Plan Trustees toward the seafarer's disability pension plan eligibility.

Mrs. Chopin, who is widowed, lives in her small home in New

Orleans and looks forward to the days when Mississippi passenger ships are in port. She sailed for many years as stewardess on the Delta Line passenger run to South America before calling it quits. Then she visits with the friends with whom she sailed for years to "get the news from down south" and relive the experience of her years at sea.

Stough, whose son, Rufus, Jr., himself is a veteran Seafarer, lives quietly with Mrs. Stough in their home in suburban Arabi, Louisiana.

# No Early End To Slump, Gov't Economists Warn

WASHINGTON—Contrary to the optimistic view voiced by Administration spokesmen, Government economists are revising their opinions on the recession outlook. They are predicting a continued down curve and are pushing back the date for the expected upturn.

The "Wall Street Journal" reports that the general consensus of the economists is that as mid-March business is still heading downward, there's no clear sign of the bottom and the slide could go on for a couple months more.

They base their revised opinion on the fact that unemployment is probably higher now than the 5.2 million of mid-February and that personal income, which dropped \$2 billion in February from January's annual rate, is falling further still. All of this points to a continued recession, past the second, and most probably through the third quarter of this year.

Most of the specialists agree that they cannot give too clear a picture of the future, basing their predictions on charts of the past. "You never really know where you are," one of them argued. "Where are we going? I don't know for sure, and I don't think anyone else

does. All I can tell you is where we've been and the figures are usually 30 days behind."

But what they see, they contend, indicates that the basis for new, more drastic anti-recession moves, including a tax cut, has already been laid out. While President Eisenhower has said he will make his decision on a tax cut depending on the economic statistics for the month of March, "there no longer is much question about what these indicators will show," the economists state.

As for the March statistics, which won't be out until mid-April, an AFL-CIO economist retorted, "this whole business that we have to wait to see what the March figures show is just plain nuts." The Federation has urged the President to enact stronger anti-recession measures immediately, stating that waiting another month will only further confirm the present downturn. "No important economic indicator holds out hope for an upturn in the next month."

# Study Tramp Subsidy Via '36 Ship Act

WASHINGTON—A new effort to focus attention on the problems of US trampship operators and the need for upgrading what's left of the US tramp fleet has been opened by Sen. Warren G. Magnuson (D-Wash.).

The chairman of the Senate Interstate and Foreign Commerce Committee has called on Maritime Administrator Clarence G. Morse to explain whether American-flag tramp vessels would be qualified for operating subsidies "under your interpretation of existing law" and, if not, what would be needed to qualify them under the 1936 Merchant Marine Act.

He noted his information "that not a single American-flag tramp ship has been contracted for by an American operator since the war.

On the other hand, the building of foreign-flag tramps has increased at a tremendous rate."

A follow-up to the exchange between Magnuson and Morse was sent to Morse separately by Sen. John M. Butler (R-Md.). He urged that any assistance to tramp operators be based on an agreement for orderly replacement of existing tramp vessels with new, modern bulk carriers built in American shipyards.

The plight of the tramp operators is a long-standing one, and grows steadily with the entry into service of more and more modern foreign-flag tonnage. At the same time, due to the overall decline in the industry, the tramps today are also constantly competing with liner operators and even idle tankers for the decreasing number of "50-50" cargoes available.

An attempt to gain some relief for the tramps was made two years ago when Rep. James Byrne (D-Pa.) introduced a bill in the House which would have provided what amounted to an operating subsidy for trampships competing for cargoes with foreign-flag vessels.

### Economics Isn't Only Issue

Moreover, the problem of the tramps is not only one of economics, and their own survival, but goes much deeper than that. The question also arises of the advisability of having more and more US foreign trade moved on foreign ships as well as the role which the US merchant fleet would have to fill in any national emergency.

Sen. Magnuson pointed out that while the world's tramp ships carried only a third of America's tonnage in 1937, they carried 75 percent of it last year, and a much larger volume of tonnage was involved, at that.

"Even more disturbing," he pointed out to Morse, "is the question of where we will get the vessels to carry these cargoes in the event of another war. Then our country would be called upon to supply huge quantities of coal to maintain the economy and war potential of our allies. Increased quantities of foodstuffs would also have to be carried to our allies to keep them going. Moreover, in the absence of American-flag ships to carry these cargoes, how would the iron ore required for our war machine be imported?"

He said the US tramp fleet today is "down to about 70 vessels, principally of the Liberty type."

# SF Inactive

SAN FRANCISCO — Shipping dragged its heels throughout the past period in this port, and there is not much to say about the future so far.

The Ames Victory (Victory Carriers) paid off while the Maiden Creek (Waterman) signed on during the last two weeks. In transit were the Yorkmar, Calmar (Calmar); La Salle, Yaka and the Topa Topa (Waterman).

## Quitting Ship? Notify Union

A reminder from SIU headquarters cautions all Seafarers leaving their ships to contact the hall in ample time to allow the Union to dispatch a replacement. Failure to give notice before paying off may cause a delayed sailing, force the ship to sail short of the manning requirements and needlessly make the work tougher for your shipmates.



## Crewless Sub Ship Plans Now 'Reality'

LONDON—Predictions of a 100,000-ton atom-powered submarine tanker, which will eventually cross the ocean unmanned, are now a "reality" according to a leading British engineering firm. The new sub, which will carry a crew of five men initially but later travel automatically, lacks only one thing, the firm said—the money to build her.

Frederick Mitchell, chairman of the Mitchell Engineering Company, designers of the underwater supertanker, said that the nuclear-powered submarine would have a displacement of from 80,000 to 100,000 tons and would travel at speeds of 40 to 50 knots. The vessel would look like an airplane fuselage with a propeller in front and a small cabin on top. It would load and unload underwater.

Mitchell added that he hoped the

proposed vessel's speed, capacity and efficiency would make it economically attractive to prospective backers. "We shall go on with the project," he said, "until we're satisfied it will have economic results. Then an oil company or somebody will have to move in with their capital."

If constructed (and the company said they hoped one would be within the next five years) the vessel would be the largest tanker on or under the sea. To date, the 85,000-ton-tanker Universe Leader is the world's largest although an American shipping magnate, Daniel Ludwig, plans to build five 103,000-ton tankers at his Kure, Japan, shipyards.

The Mitchell firm also claims that it has developed a method of harnessing a nuclear reactor that eliminates a turbine or reciprocating engine. Steam would be used to spin a reactor core and couple it to a driving shaft. This, the announcement said, would greatly increase a ship's carrying capacity.

The US Government has also been trying its hand with atom-powered submarines, most of them for the military. The Navy now has three nuclear submarines in operation and another 21 planned or under construction.

As to submarines for commercial use, the Maritime Administration recently awarded a \$25,000 contract to the Electric Boat Division of General Dynamics Corporation to study the feasibility of an atomic-powered submarine tanker. Also in the field of underwater carriers, Japan has announced experiments with submarine tankers but has not revealed any details.

## Mobile Jobs Holding Up

MOBILE—Shipping in this port for the last couple of weeks was considered good with over 100 men being shipped to regular jobs and another 100 to various relief jobs in and around the harbor. The next period should also be good as the Wacosta and the Claiborne (Waterman) are expected out of layup and will take on full crews.

The vessels paying off and in-transit in the port during the last period were the Alcoa Clipper, Patriot, Pennant, Corsair (Alcoa); Florida State (Ponce); Monarch of the Seas, Claiborne, Iberville (Waterman); Del Sol, Del Rio (Mississippi) and the Steel Age (Isthmian).

# Shipping Round-Up & Forecast

March 5 Through March 18

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	6	4	6	3	5	0	17	7	24
New York	77	10	49	21	55	14	181	45	226
Philadelphia	8	0	7	1	6	1	21	2	23
Baltimore	45	28	40	19	25	19	110	66	176
Norfolk	8	7	7	6	2	4	17	17	34
Savannah	9	1	7	0	3	0	10	1	20
Tampa	11	3	9	3	7	2	27	8	35
Mobile	31	3	19	2	20	4	70	9	79
New Orleans	23	11	25	11	26	15	74	37	111
Lake Charles	14	4	15	7	8	2	37	13	50
Houston	36	18	26	20	28	13	90	51	141
Wilmington	13	5	6	9	9	1	28	15	43
San Francisco	15	5	10	3	17	5	42	13	55
Seattle	21	6	15	6	20	7	56	19	75
<b>Total</b>	<b>317</b>	<b>105</b>	<b>241</b>	<b>111</b>	<b>231</b>	<b>87</b>	<b>789</b>	<b>303</b>	<b>1092</b>

Port	Shipped						Total A	Total B	Total C	Total Ship.
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C				
Boston	5	3	1	1	0	0	2	0	1	14
New York	57	8	4	48	15	11	47	9	17	152
Philadelphia	1	0	0	5	1	0	2	0	1	8
Baltimore	51	14	0	42	19	4	39	9	2	132
Norfolk	0	4	1	2	2	1	0	5	1	2
Savannah	4	1	0	4	0	0	4	0	0	12
Tampa	8	1	0	6	3	2	5	1	0	19
Mobile	29	2	2	26	9	1	27	5	0	82
New Orleans	51	10	0	39	9	1	37	10	1	131
Lake Charles	7	5	1	15	10	0	4	3	0	26
Houston	19	10	0	15	13	1	10	7	0	44
Wilmington	10	5	0	4	12	0	9	5	0	23
San Francisco	9	2	0	9	2	0	13	2	0	31
Seattle	12	0	0	7	2	0	6	2	0	25
<b>Total</b>	<b>267</b>	<b>65</b>	<b>9</b>	<b>223</b>	<b>97</b>	<b>21</b>	<b>205</b>	<b>60</b>	<b>23</b>	<b>695</b>

SIU shipping and registration both inched up during the last period, though neither gain was very substantial. Shipping rose to a 970-job total; registration to 1,092.

Eight ports contributed to the general upturn and even two in the "loss" column continued very active. Since New

York placed in neither listing, remaining "as is," a welcome trend may be in the making.

On the "up" side were Baltimore, Savannah, Tampa, New Orleans, Lake Charles, Wilmington, Seattle and San Francisco. The general gain among the West Coast ports has been long-awaited. However, although Savannah and Tampa both showed gains, there wasn't too much to them.

A decline was reported in Philadelphia, Norfolk, Mobile and Houston, but the last two named ports were still plenty pretty busy. Boston joined New York in the status quo column. Philadelphia was way off.

Both the deck and engine departments shipped an equal number of men, but the number of deck registrants ran way ahead of those shipped. Black gang shipping almost equalled the engine registration. The steward department continued to be least active.

New York is still shipping the most class C jobs and only four ports shipped no class C men at all. The overall seniority shipping figures showed class A men taking 72 percent of the jobs, class B 23 percent and class C the remainder.

The following is the forecast port by port:

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

### 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.

## 'Agency Shop' Pact Bars Free-Riders In Plants

MIAMI—Union contracts with "agency shop" clauses that require "free riders" in unionized plants to pay their own way are winning increasing acceptance these days. One of the latest arrangements of this type covers non-union hotel workers here, well in advance of the 1958-59 season.

The basis of the "agency shop" is that non-union employees pay basic union dues although union membership itself remains on a voluntary basis. Thus non-union workers who claim religious convictions or other reasons for not joining a union pay at least part of the cost of union benefits and representation.

Previously, the unions would be obligated to process grievances and represent workers who paid nothing to the union but still derived the benefits of wage gains and other improvements negotiated by the union for its members. In essence, the "agency shop" arrangement amounts to recognition that unionization at a plant invariably produces greater benefits for the workers than the boss would hand out on his own.

The contract between the Miami Beach Hotel Association and AFL-CIO Hotel Employees Local 255 is similar to one just reached by the AFL-CIO Oil, Chemical & Atomic Workers and the Corn Products Refining Corporation covering three plants in Illinois and Missouri. The OCAW pact calls for the company to deduct \$4 per month from the wages of non-union workers, just as it does for OCAW members under the regular dues checkoff system.

A Federal mediator who assisted in the OCAW negotiations said that about one percent of the negotiated union contracts in the US now include "agency shop" clauses. The agreements bypass company arguments against union shop

clauses which require union membership as a condition of employment, particularly in states with "right-to-work" laws.

At the same time, they provide the unions with the revenue with which to do their job and, in many cases, lead to applications for union membership from the former "free riders." In the Corn Products case, company officials reported no complaints from the non-union group over the new contract.

## Pan Canal Sets Vessel Record High

WASHINGTON—The continuing preoccupation of the world's diplomats with affairs of the Suez Canal and the Middle East hasn't affected traffic through the Panama Canal one bit.

Two canal records were broken during 1957, while work continued on various improvements in the 44-year-old waterway. One new high mark was set when 8,848 deep-sea vessels hauled 50.7 million tons of cargo through the Atlantic-Pacific short-cut last year. For the first time in history also, more cargo was carried from the Pacific to the Atlantic side than in the opposite direction.

Panama Canal traffic is increasing steadily despite the fact that many recently-built vessels are too large to go through. More than 150 supertankers are in this category.

## MMP Picks Trustee For Local 88

The International office of the Masters, Mates and Pilots has established a temporary trusteeship for the administration of the business affairs of Local 88 in New York.

Captain Roy D. Lurvey of Boston, the president of the International was designated as trustee. He has established offices at 225 Lafayette Street where business is being conducted and the affairs of the local are being restored to normal.

Meanwhile, a State Supreme Court judge has ordered that all property and assets of Local 88 at its Washington Street headquarters be turned over to Captain Lurvey.

Judge Benjamin Brenner issued a temporary restraining order against an insurgent group that had seized physical control of Local 88's offices two weeks ago.

The judge pointed out that the group's action was contrary to the constitution of the local. He decried their use of illegal methods and force, contrary to American principles of rule by law and constitutional process.

The trustee has been handling Local 88 shipping since the contracts of Atlantic and Gulf operators are signed with the International and not with any local union.

LET 'EM KNOW!  
Write TO THE LOG

# Bridges, US Clash Over Back Taxes

SAN FRANCISCO—The Federal Government is putting the tax bite on Harry Bridges and two other officials of the International Longshoremen's & Warehousemen's Union to get its share of an alleged \$500,000 defense fund raised to fight Bridges' deportation.

Investigation of the fund has been underway for two years, according to the district director of the Internal Revenue Service here. The ILWU has called the Government's latest move "petty vindictiveness."

Bridges, the ILWU president; J. E. (Bob) Robertson, first vice-president, and Henry Schmidt, international executive board member from Bridges' home Local 10, are all on the carpet. The union said the three have been notified "to pay personal income taxes on some \$147,000 spent by the union for legal fees and court costs."

The money assessed reportedly represents taxes due on salaries plus a pro-rated share of defense funds raised for all three men.

They were convicted of perjury in 1950 for swearing at Bridges' naturalization hearing earlier that the ILWU president had never been a member of the Communist Party. Schmidt and Robertson were Bridges' witnesses at the hearings. The Government lost a civil suit to deport Bridges after the 1950 conviction was reversed by the Supreme Court.

The ILWU was bounced from the CIO in 1950, along with several other unions, on charges of being Communist-dominated.

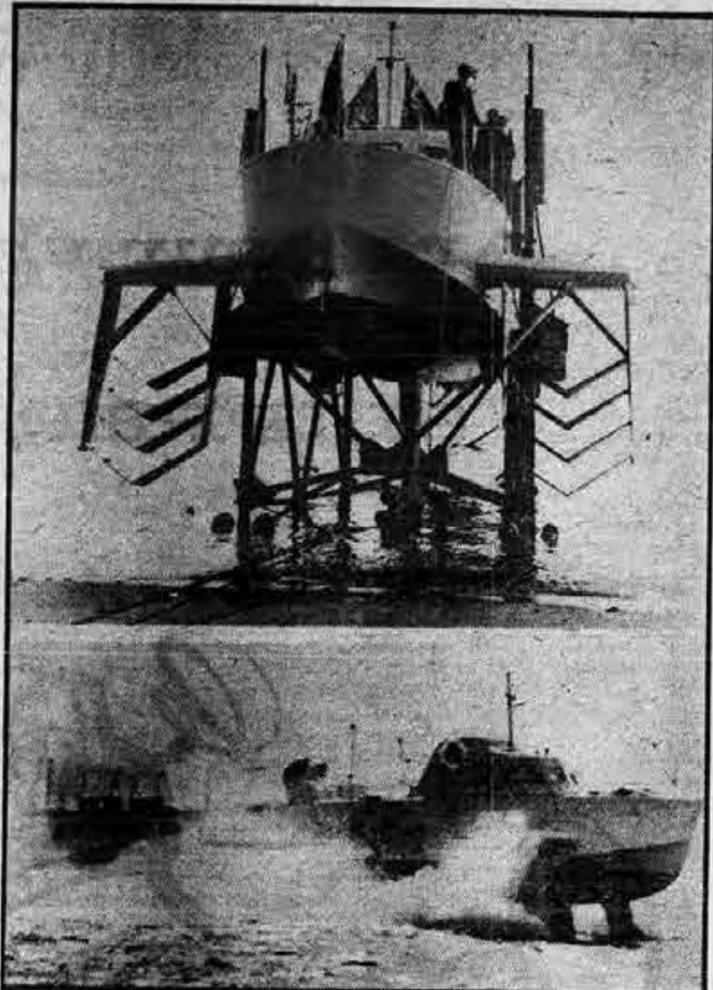
# Cabins Sinks 2 NY Tugs; No Injuries

A Coast Guard spokesman has tentatively blamed a defective rudder as the cause of a collision in which the SIU-manned tanker, The Cabins, rammed into a Staten Island storage dock, sinking two seagoing rescue tugs and setting adrift a score of smaller craft.

The vessel, owned by Sabine Transportation Co. of Texas City, Texas, had just been cut loose from her tow when it appeared that she had a jammed rudder. Heading downstream, the 10,000-ton tanker rammed into the Witte Marine storage docks on Staten Island, sinking two tugs which were in the docks. A number of smaller craft, including a tug, dredge scow, two steel car floats and a derrick were cut free. The Coast Guard and the towing tug rounded up the drifting vessels.

There were no reported injuries aboard The Cabins although the vessel herself received a 16-inch gash in her bow and a crack along her port side. The vessel is now in Todd Shipyard for repairs.

# Queer Duck Takes To Water



Unique craft built by two British companies for the Defence Board of Canada is this 59-foot, 17 1/2-ton hydrofoil that will be used for research purposes. The craft skims along the water (bottom photo) with the aid of three hydrofoil units mounted on its sides and stern. Named the Bras d'Or, it is of aluminum alloy construction. The top photo shows the two side-mounted hydrofoil units.

# LABOR ROUND-UP

The Massachusetts legislature has called upon Congress not to "enact any legislation relating to the 'right to work,' so called, or any similar legislation." The amendment, which cleared the house by a vote of 27 to 12, was introduced by state Rep. William Fleming. The bill also urged Congress to oppose any laws designed to prohibit closed shops or to provide that no employee shall as a condition of his employment be required to join a labor union. Such laws, the resolution said, "will, if enacted, tend to undermine the strength of labor and of labor unions throughout the country." Copies of the resolution were sent to the House and Senate and to each member of Congress from Massachusetts.

Striking members of the International Association of Machinists will now receive \$35 a week strike benefits from their union. Over 110,000 members voted in favor of increasing the portion of the member's dues going to the International from \$1.30 to \$2 a month. Fifty cents of the increase will go into a special strike fund which can be used only for the purpose of paying benefits. Payments will begin when the fund totals \$2 million. The rest of the increase will pay for the members' subscription to their weekly newspaper, "The Machinist"; cover the cost of bonding all IAM local and district financial officers, and other special services provided to the locals.

The Philadelphia City Council has passed a motion requiring all contractors doing work for the city to pay not only the prevailing wage, but to pay prevailing fringe benefits and to maintain other standard working conditions. City Council President James Tate said

that the principle of the ordinance had been followed by the local government. The new law places all the enforcement under a permanent five-man board, one of whom must be from the building trades. The difference between the required prevailing wage and the wages actually paid will be withheld from the sums due to the contractor, and violators will be prevented from obtaining future contracts for municipal work for three years.

The first strike in 25 years in the dress industry ended in a major victory for some 105,000 members of the Ladies Garment Workers Union. The new contract provides for an estimated 11.25 percent increase, stricter enforcement machinery and a union agreement to rescind special concessions given to a small number of employers. Most of the workers will receive an eight-percent increase, the first pay hike in the industry in five years.

Peter Schoemann, general president of the Plumbers' union, has warned that the present policy of the NLRB toward building trades practices could bankrupt local labor unions. The situation arose from a recent order to building and construction trades unions to stop certain union practices or face stiff penalties. In March, 1956, Schoemann pointed out, the NLRB ordered an El Paso local to refund all dues and assessments collected in the previous 22 months from employees of a plumbing concern because of an alleged closed shop. Before this, he said, the Board had been issuing "cease and desist" orders for these practices, but never orders to pay back all dues and assessments.

# NY Votes \$45-Week Jobless Pay Benefit

ALBANY—A bill raising New York's maximum unemployment insurance benefits from \$36 to \$45 a week has been unanimously approved by the State Legislature. The bill, which represents a compromise between the Republican-controlled legislature and the Democratic administration, is expected to receive Governor Harriman's signature shortly.

The legislature also considered a Harriman proposal to extend insurance benefits to unemployed workers to 39 weeks, instead of the current 26. The measure was intended to provide additional help for workers who have been unemployed for long periods as a result of the current economic slump, and are exhausting their benefits. A similar increase in state workmen's compensation benefits, raising the maximum from \$36 to \$45 weekly, was also adopted.

Moves have also been made on the national scene to provide Federal help for unemployed workers. A number of proposals have been introduced in Congress and by the Administration for putting Government funds at the disposal of the states in increasing unemployment insurance benefits. There have also been proposals for extending Federally-aided state unemployment insurance benefits to as much as 39 weeks. Federal plans seem bogged down in conflicting suggestions for financing the jobless pay benefits.

The new \$45 maximum will be paid to workers whose average wages were \$90 a week or more. Seafarers who apply for benefits are expected to qualify for the maximum.

Benefits are paid to workers employed by companies that have their home offices in New York. As a result, they would be available for Seafarers employed by such operators: Isthmian, Victory Carriers, Bull, Calmar, Cities Service and Robin among others who have their home offices here.

### Seamen Quality

Seamen in New York State can qualify for benefits immediately if their ship is laid up, or if they are required by contract regulations to leave their vessels. They may also qualify for benefits after a seven week waiting period if they quit

# Outlook Good In Baltimore

BALTIMORE — Shipping remained good over the past two weeks and the forecast indicates it will continue so for the next period. Port Agent Earl Shepard reported the patrolmen in this port wish to congratulate the various ships' delegates and crews for the fine job and effort they are putting in enforcing the SIU contract on the ships which hit this port. "They are keeping these ships clean in all respects," he said.

There were nine vessels paying off during the period. They were the Evelyn, Emilia, Jean, Mae (Bull); Council Grove (Cities Service); Venore, Oremar, Marore (Marven) and the Alamar (Calmar). Signing on were the Venore, Marore (Marven); J. Kufukundis (Martis) and the Texmar (Calmar).

In-transit vessels included the Steel Seafarer, Plymouth Victory, Steel Admiral (Isthmian); Morning Light (Waterman); Robin Gray, Robin Locksley (Robin); Alcoa Partner, Alcoa Ranger (Alcoa); Cubore, Venore (Marven) and the Natalie (Intercontinental).

their jobs. Other states have different eligibility rules.

The new bill was approved unanimously by Republican and Democratic state legislators. It involves a compromise over bills that were passed by the legislature earlier in the session, and bills that were passed by the legislature last year, and vetoed by Governor Harriman. The compromise involves methods of financing the increases, the provision that was the key to the controversy and the veto. New York state unions had opposed the earlier proposals because they worked hardships on certain workers and industries.

# IBL Studies Peace Plan In PR Beef

SAN JUAN—The SIU-manned trailership Bienville is still tied up and unable to unload here due to the four-week strike by members of the AFL-CIO International Brotherhood of Longshoremen.

A new plan to end the strike was offered by Governor Luis Munoz-Marin of Puerto Rico this week. It would provide extra compensation during an 18-month period for longshoremen idled by the new service. The Bienville is the first of two Waterman-Pan-Atlantic ships in the "sea-island" service being introduced here.

The vessels carry all their cargo in special truck trailer bodies on deck and in the holds which bypass conventional cargo-handling methods. The vans are loaded on and off the ship by moveable deck cranes and then can be driven right off the dock to their destination after being hooked onto truck cabs. As a result, fewer longshoremen are needed on the dock and on the ship for this type of operation.

Gov. Munoz-Marin's proposal calls for the company to pay full wages to the laid-off workers for a six-month period, and 50 percent of wages for a year thereafter. The company's freight handling costs would thus still be less at the State-side end and cut in half here after six months. The proposal reportedly calls for the extra compensation to be paid whether the laid-off workers get other jobs or not.

The situation is complicated by the fact that the Puerto Rico has no system of unemployment benefits and is still trying to set one up.

The Beaugard, which was to have entered the "sea-land" run to PR on March 18, is being held back pending settlement of the dispute. The Bienville was on her maiden voyage as a trailership when she arrived here and kicked off the dispute.

# Sign Name On LOG Letters

For obvious reasons the LOG cannot print any letters or other communications sent in by Seafarers unless the author signs his name. Unsigned anonymous letters will only wind up in the waste-basket. If circumstances justify, the LOG will withhold a signature on request.



# SUP Members Vote On 7-Month Rule



A. Kroll, Sailors Union, signs up to cast vote in referendum on shipping rules. Looking on are committee members (l to r) Sam Beard, Les Morris, Alfred Ezergailis, Walter Gagraca.

Members of the Sailors Union of the Pacific have cast a heavy vote thus far in the union's secret ballot referendum on the proposed 210-day time limit aboard ships. The voting got underway March 1 and will continue to the end of April in SUP headquarters and all branches.

The 210-day limit would replace the existing one-year rule in the SUP. It would require all crewmembers to leave the ships after 210 days' continuous employment, thus leaving a berth open for a replacement to come off the beach.

Another proposition on the ballot calls for constitutional amendments and shipping rule changes, which have to be voted on secret ballot according to the SUP constitution, to be voted on during the SUP's regular annual elections. This change would save the cost of repeated referendums during the year and dispose of any questions such as these during one voting period.

The proposed 210-day rule was put on the ballot after considerable discussion at SUP membership meetings over the length of time a Sailor should spend aboard ship without getting off. Union officials have made no recommendations one way or another, leaving the decision in the matter entirely up to the membership.

Arrangements have been made for SUP crews to vote as soon as

they hit port since the union is eager to get the widest possible expression of opinion on the subject. A two-thirds majority is needed to ratify.

In announcing the start of the referendum, SUP Secretary-Treasurer Morris Weisberger declared, "The only way we can find out for sure what the membership wants is to put it on a secret ballot . . . This (210 day rule) is something entirely new in Sailors Union policy. Consequently it is the duty of each and every member to study this proposition carefully . . ."

## 19-Ship Co. Target Of Lakes Drive

DETROIT—A coordinated organizing drive in the 19-ship Boland and Cornelius fleet has been kicked off by the SIU Great Lakes District, the Masters, Mates and Pilots, and the Marine Engineers Beneficial Association.

The campaign to organize the Buffalo shipping firm was announced by the SIU Great Lakes District. It represents the first joint drive undertaken by unions affiliated with the AFL-CIO Maritime Trades Department since the Great Lakes organizing conference in February. Detroit is central headquarters for the drive.

Most of the B&C fleet is composed of self-unloaders that carry stone, coal, and chemicals.

The SIU Great Lakes District also announced that it is planning to move its headquarters from its long-time location at 1038 Third Street. The move is part of a program for modernizing and streamlining the entire Great Lakes operation.

### Don't Send Your Baggage COD

Seafarers are again warned not to send their baggage COD to any Union hall. The Union cannot accept delivery of any baggage where express charges have not been prepaid.

Men who send baggage COD to Union halls face the prospect of having to go to a lot of trouble and red tape with the Railway Express Co.

## NMU Pact Dead Loss

(Continued from page 3)

Enough SIU men were fired to give the NMU a majority of the crew in the voting which followed.

"But this last trip, under NMU certification, was just the opposite. We had a few foul balls aboard," he said, "and many of them would not turn to securing or to let go. There were a number of logs recorded during the trip, but not one guy was fired."

There was one thing which there was no shortage of, Novak noticed, and that was NMU representatives. "Every time we would hit port they would come aboard and flood the ship with propaganda and what not, but did nothing to enforce their own contract. Many times we had some disputed OT, but nothing would come of it. It got so I didn't even bother trying for it this last trip.

"I'm glad to be on the beach for awhile," he said, "but I do feel sorry for the NMU men still on her. They don't know what they are missing."

Are your shoes

SLIPPERY?



It takes more than clean decks and non-skid paint to make the footing safe on a ship. The proper type of footwear is another factor in preventing a nasty spill.

Shoes with crepe soles, or those with leather heels and steel toe plates may be mighty stylish ashore, but they have no place on the deck of a ship. Crepe rubber in particular is extremely dangerous because it gets slick as can be from the slightest bit of moisture underfoot.

Stick to the approved work shoes with non-skid soles and your chances of staying upright throughout the voyage will improve considerably.



An SIU Ship is a Safe Ship

# YOUR DOLLAR'S WORTH

## Seafarer's Guide To Better Buying

By Sidney Margolius

### Some Price-Cutting Here

Moderate-income families are now able to buy some of the most popular small appliances and portable typewriters at cut prices. A number of leading manufacturers have announced they will no longer fix retail prices. (The makers who finally abandoned Fair Trade price-fixing included GE, Sunbeam, Toastmaster, and Royal.) For a while in various large cities, the biggest discount houses and department stores had a price war. They were selling \$17 steam irons for \$11, \$15 coffee-makers for \$10, \$19 toasters for \$13 and \$40 clock radios for \$28.

But normally, you now can expect to buy any brand of such small appliances at discount of 20-25 percent from independent retailers, and 30-35 percent from the larger discount houses in big cities. Even before the hold-out manufacturers had abandoned Fair Trade, most other makers of small electric appliances had quit trying to stop retailers from cutting prices.

At one time, 45 states had Fair Trade laws permitting manufacturers to set retail prices on their products. Now only 31 states have such laws intact. But even in these states Fair Trade is dead except on drugs, cosmetics and some hardware items. The National Association of Retail Druggists now is asking Congress for a new national law to make such price fixing effective again. Rep. Oren Harris of Arkansas has introduced the drug association's bill which would make it illegal for a dealer to cut a price if the manufacturer advertised it or printed it on the item.

Passage of this bill would end or drive underground many of the reduced prices on appliances and other goods. It would also enable drug manufacturers to continue to keep up the high prices of medicines, such as brand-name antibiotics, which now often cost \$10 to \$20 for a prescription.

### Year Of Price Cuts

In all, this is a year of big price-cutting at the retail level, with increasing pressure on manufacturers also to reduce prices. Almost half the stores surveyed by one buying syndicate said they would emphasize cut prices this year. But while the buyers' market is noticeable in appliances, clothing and textiles, and to an increasing extent in furniture, rugs, some building materials and tires, the big problem keeping living costs up this year is the high price of food.

The Dun & Bradstreet wholesale food index actually had climbed by winter's end to a point eight percent higher than a year ago. The rise has been due mainly to the high price of meat. Now speculators have taken advantage of the small potato crop, further cut by the cold Florida weather last winter, to boost the price of this staple to the highest it's been in the past six years.

High food prices on the one hand and declining wages on the other actually are forcing families to curtail food consumption. In 1957, food prices rose 4.8 percent, and consumption dropped three percent. People have cut down on meat as prices rose 10 to 12 percent above last year's tags.

April food costs will be a little easier than the recent winter ordeal if you pick your values. Pork and eggs especially will be cheaper. But this is only a temporary respite before a new upsurge this summer.

Here are tips on April buying opportunities:

**APPLIANCES:** Reductions on small appliances bring into easier reach the growingly-popular steam irons. These are generally displacing dry irons as they can be used both dry and wet. (The Sunbeam and GE steam irons just removed from price-fixing are among the most popular and highest-quality brands. Fixed prices had been abandoned earlier on the popular Westinghouse steam iron.)

**CARS:** Retail price-cutting on cars is widespread too. The dealers have absorbed about half the four percent jump in manufacturers' suggested prices this year, so that the real increase over '57 is about two percent on the average. This will be further trimmed as manufacturers grant more "merchandising allowances" to dealers to unload the current models.

But there's also a rise in sharp advertising practices, the Better Business Bureaus reports. Prevailing techniques for fooling buyers are (1) advertising cars at very low prices which aren't available or which the dealer has no intention of selling; (2) pressuring buyers to take higher-priced models or loading cars with extras; (3) exaggerating prices to give fictitiously high trade-in allowances.

The recession noticeably is turning people towards the lowest-priced models. So far this year the Big Three—Chevy, Ford and Plymouth—have grabbed 61 percent of the market, with the medium-priced cars taking the worst beating. Last year by spring the Big Three's share was 57 percent.

The '58 Chevy particularly is taking a big lead. Actually three out of ten cars sold so far this year, including all American makes, have been Chevies. Despite the frequent complaints that US cars are too big, the public seems to want jumbo models. They make driving more of an adventure. Last year Ford and Plymouth were the biggest of the popular-price makes and jumped up in sales.

But the other success story this year is the increasing popularity of the smallest car—the Rambler. So far this year, Rambler has more than doubled its 1957 sales.

A big car doesn't necessarily provide maximum responsiveness, or, of course, best gas mileage. On a horsepower-per-pound basis, the Chevy Six rates high. But among the eights, Plymouth rates highest, with Ford and Rambler also providing high power per pound.



# Kings Pt. Fights Civilian Status

WASHINGTON—Two years of permanent status on a par with Annapolis and West Point have by no means ended the stormy debates over the functions of the US Merchant Marine Academy at Kings Point, Long Island, NY. Academy staff members of the Maritime Service are battling various bills before Congress which would class them as civil service employees and include in their pay the tax-free allowances they now receive. They are also suing for back pay, calling for restoration of former rank following a "demotion program."

Bills to impose civilian status have been introduced by Rep. Herbert C. Bonner, chairman of the House Merchant Marine Committee, and Senator Warren Magnuson, who chairs the Senate Foreign Commerce Committee. The bills have the backing of the Maritime Administration which contends that the Academy should be civilian instead of quasi-military, because it is training men for civilian merchant service.

### Closing Considered

Back in 1953, the Maritime Administration gave serious consideration to closing Kings Point, when questions were raised as to the justification for a Government-supported maritime officers' school. A reprieve was gained for the school by its influential alumni association, and less-costly training programs for unlicensed men were eliminated instead.

Since then, and especially after Congress gave the school permanent status in 1956, Kings Point has been a haven for officer personnel of Navy rank. It is still very much an annex of Annapolis although

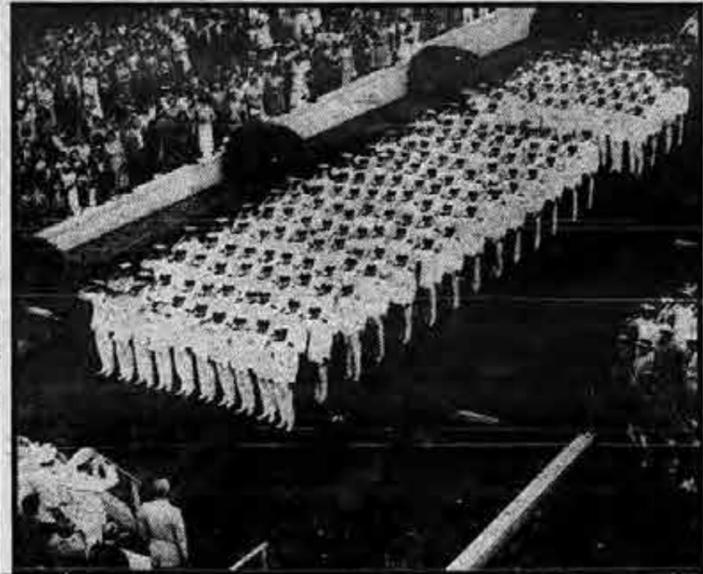


its stated purpose is to train civilian officers for the privately-operated merchant marine. Accordingly, the staff of the school has enjoyed a number of Navy-type privileges, including assorted tax-free allowances and exemption from civil service regulations.

The semi-military nature of the ostensibly civilian academy is shown by the fact that its staff is composed of 205 officers and petty officers and only 19 seamen. Four officers of "flag" rank—an admiral and three captains—are included in the 205-officer figure. There is also a heavy sprinkling of commanders, lieutenant commanders, lieutenants, lieutenants (jg), ensigns and warrant officers, aside from petty officers of various ratings.

"This is an improvement over the situation four years ago," a story in the "New York Herald Tribune" pointed out. "A survey quietly conducted by the Maritime Administration at that time found there were no seamen at all."

"The surveyors found that three dishwashers were petty officers second class. The man who cleaned the heads," the paper continued, "was a petty officer first class. The laborers who set up the stands and mowed the grass in the football field were also first class petty officers. One commissioned officer's



Semi-military status of Kings Point is exemplified by uniforms, close-order drill and gunnery training.

duties were reported as 'insufficiently clear to be classified.'

Kings Point has been attacked in the past by the SIU, and the AFL-CIO Maritime Trades Department as an unnecessary diversion of maritime funds. The Union has argued that except in cases of extreme emergency, there has always been a glut of licensed officers available for the constantly-shrinking US merchant fleet. Consequently, it can hardly absorb the Kings Point graduates, and the evidence is clear that only a small percentage of Kings Pointers actually go into merchant service anyway.

The Union has also maintained that academy graduates lack the essentials of sea-going experience offered by men who obtain licenses "out of the fo'c'sle."

The National Maritime Union maintained a similar position until 1952 and then reversed itself, apparently under pressure from US Lines and other large subsidized operators who prefer to have a

large pool of ships' officer material available.

A 1954 Maritime Administration survey showed that only 642 out of 4,441 men who graduated from Kings Point during the years 1945 to 1953 were actually serving on merchant ships. By contrast, 884 were in the Navy and the rest in shoreside jobs, although trained at taxpayer expense to serve in the merchant marine.

It was pointed out at the time that there was no way in which the Government could compel a Kings Point graduate to stay in merchant service.

The study also noted that of the operators queried, "the majority advised that men up from the ranks were better in matters relating to practical routine, handling of the crew and ship maintenance . . . Kings Point runs the risk of too much Naval science and military ceremony thereby making its graduates less adaptable to merchant vessel routine . . ."

# 'Don't Call Us Pirates,' Tax-Dodge Co's Demand

Protesting that they are true Americans, owners of runaway-flag tanker, ore and tramp fleets are objecting to being identified as "pirates" in critical remarks from shipowners under legitimate maritime

flags. Accordingly, the New York press has reported that the runaways are planning a counter-attack against implications that there is something tainted about dodging US taxes, as well as manning regulations, feeding provisions, safety standards and wage scales of both US and foreign maritime nations.

One unidentified spokesman declared that the complaints were inspired by foreign-flag maritime nations. "They just don't want an American merchant marine" was the way he put it, thus identifying the runaway flag shipowners as true-blue patriots.

Part of the runaways' strategy, or so the story goes, will be to argue that there is nothing wrong with a policy of using the Liberian or Panamanian flag because it permits owners to operate "without too much government interference," as the news story put it. That includes "the avoidance of heavy taxes."

The runaways' answer to the charges is "you're another," pointing to depreciation allowances and

other aids given by foreign shipping governments to their fleets.

At the present time, the American-owned Liberian-Panamanian fleet consists of close to nine million tons of shipping.

### Moving? Notify SIU, Welfare

Seafarers and SIU families who apply for maternity, hospital or surgical benefits from the Welfare Plan are urged to keep the Union or the Welfare Plan advised of any changes of address while their applications are being processed. Although payments are often made by return mail, changes of address (or illegible return addresses) delay them when checks or "baby bonds" are returned. Those who are moving or plan to move are advised to immediately notify SIU headquarters or the Welfare Plan, at 11 Broadway, New York, NY.

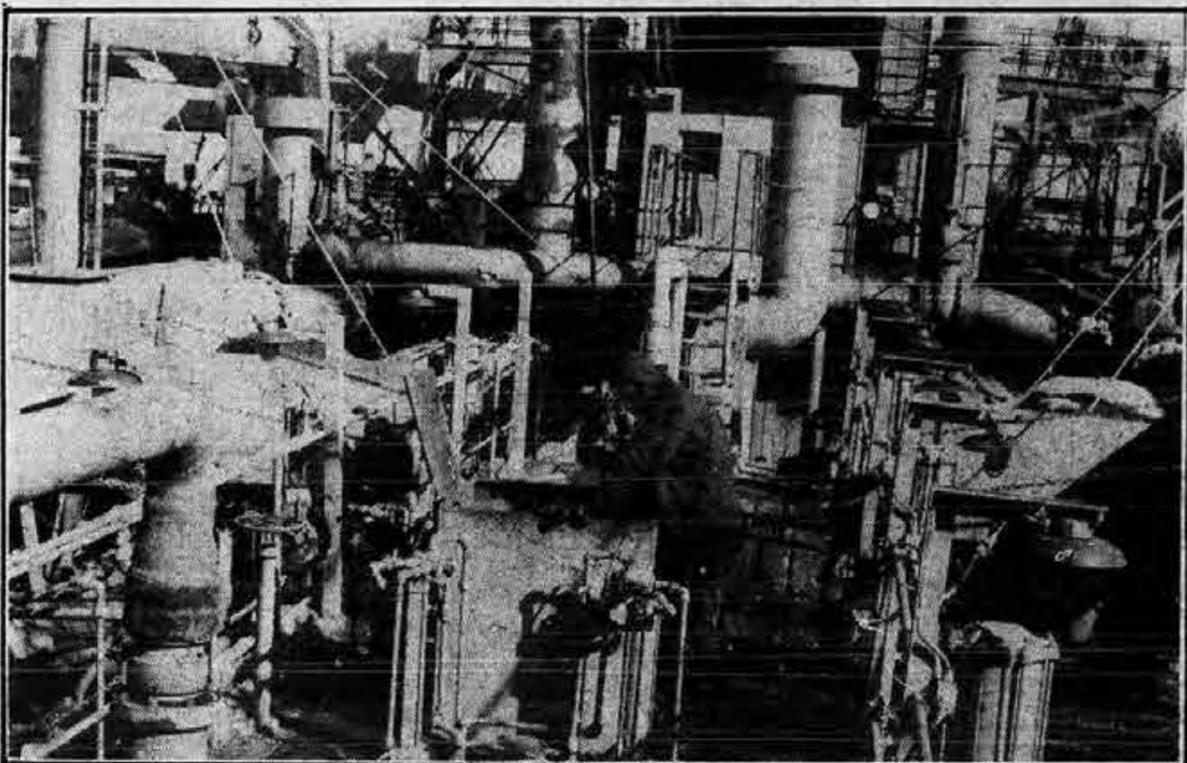


Back from a "trip" out Coney Island way, the Sandcaptain prepares to tie up at Atlantic Basin. Carl Peterson, AB, does the honors with the heaving line.

**T**HAT WANDERING DREDGE, the Sandcaptain, is back in New York harbor again after a lengthy sojourn in Venezuela. This time, the SIU-manned vessel is occupied in the reconstruction of the Atlantic Basin terminal in Brooklyn, part of an ambitious program by the Port of New York Authority involving the rebuilding of a stretch of Brooklyn waterfront from the Brooklyn Bridge all the way down to Red Hook.

On its last outing, the Sandcaptain was involved in the dredging of a deep-water channel for tankers to enable them to enter Lake Maracaibo, Venezuela. Before that, back in 1951-52, it and two sister ships participated in the construction of the New Jersey Turnpike.

Now the ship shuttles between Ambrose Channel and Atlantic Basin, dredging sand and depositing it at the pier site as fill to support the new Pier 10.



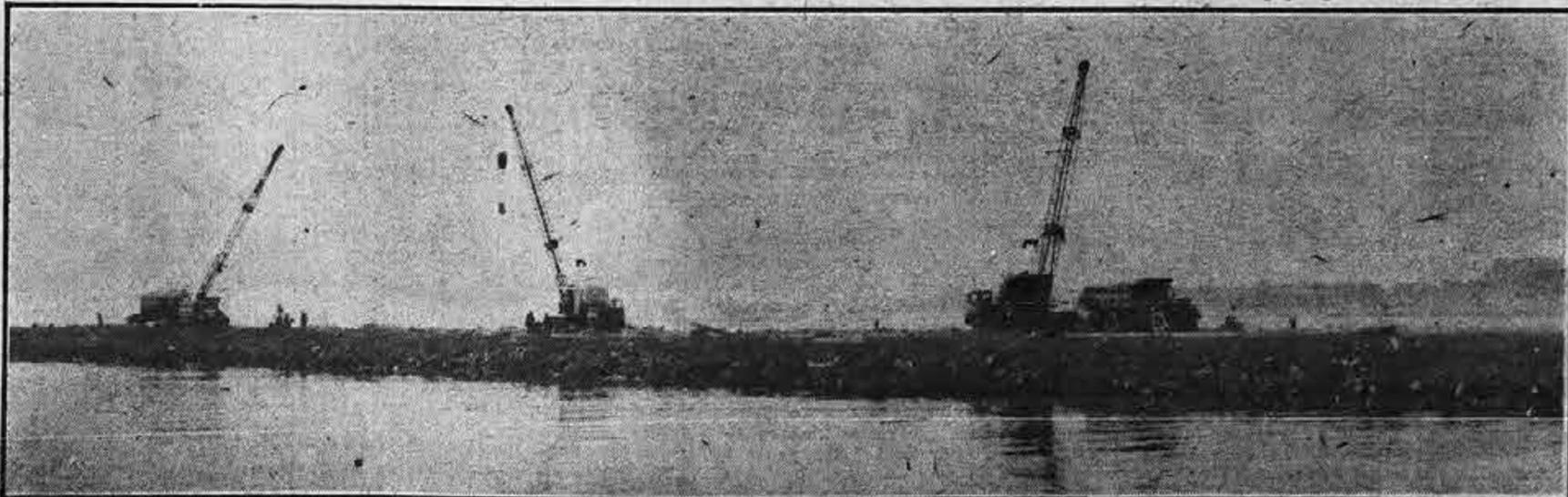
Herb Libby, AB, keeps watch as loaded bins are flooded at pier site. Mixture of sand and water is then ejected, with sand settling to provide footing for pier.



Section of one of the vessel's bins shown emptying load of sand.



Pipe carried from bin.



While fill is put in for new piers, cranes are at work demolishing existing structures. Old Atlantic Basin set-up had six berths which were too small to meet present day cargo-handling requirements, and too difficult for ships to berth at.



Three de from rail

# Rebuilding New York's Waterfront



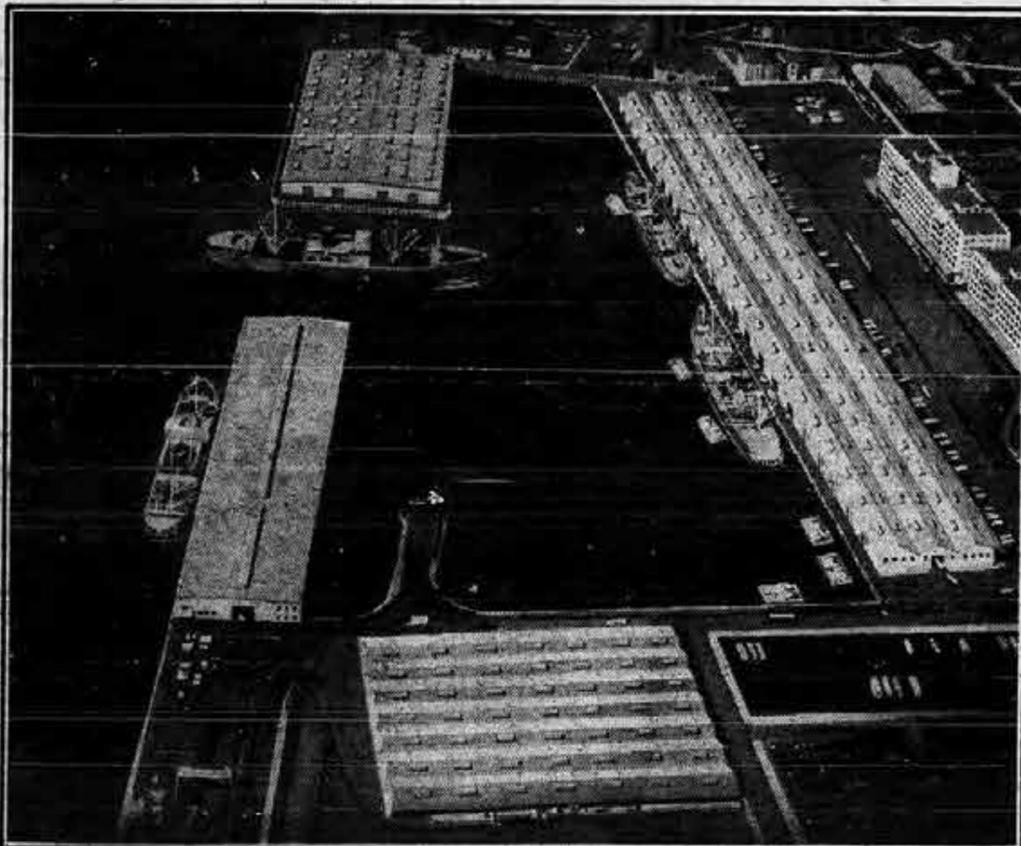
Rigging on davit gets attention from three deck gang Seafarers.



Frank Prezalar, chief cook, defies cold in T-shirt.



es sand and water mixture under pressure.



Artist's rendering shows how Atlantic Basin will look when construction is finished. Sandcaptain is working on Pier 10 (top, left).



Andy Messana (right) checks off stores delivery against order list.



Deck gang members chip ice after winter storm.



R. Karner, ship's welder, makes repair on section of sunken pipe.



James Terry, pantryman, at work in messhall of "good feeding" ship.



P. Daniels, AB, looks out toward "sea"—in this case, New York Bay.

# Build Tankers Or Pay Penalty, MA Warns Victory Carriers

WASHINGTON—Efforts by the Onassis and Niarchos interests to postpone construction of two 105,000-tonners and several smaller tankers have been balked by the Maritime Administration. Members of the House Merchant Marine Committee announced that the Government's shipping agency has refused to let the operators put off the new construction, and has notified them that they must build or pay the penalty. The Congressmen said that unless the operators comply, the matter will be investigated by the committee.

The agreement to build new American-flag tonnage was part of an arrangement in which the Government permitted the Onassis interests to transfer 12 tankers and two Libertys to runaway registry. Onassis' ships are still under foreign flag, but other Libertys transferred foreign are clamoring to come back under American registry and get a crack at 50-50 cargo.

Within the last two weeks, the Maritime Administration has approved requests by their owners to put the Libertys Pegor and Penn Trader back under the American flag and to man them with American seamen. The Maritime Administration has also okayed an application for a flag change submitted by the owners of the Wanda, a tanker converted into a dry cargo ship.

Maritime's refusal to let the operators postpone construction of the two supers and the smaller tankers came to light a few days after members of the House Merchant Marine Committee had protested to the Maritime Administration against granting permission for the delay, and the possible cancellation of the ships. Earlier it was learned that Maritime Administrator Clarence G. Morse was weighing a decision on the "postponement."

The fall in tanker rates was said to be chief reason the operators made their move. This was coupled with Government restrictions on US oil imports largely from the Persian Gulf, which is the only trade that could be really profitable for the large oil carriers.

The proposal drew heavy fire from Congressmen who were critical of the construction arrangements and of a Government settlement that had been signed with Onassis over the ownership of Victory Carriers Inc. and other Onassis-owned fleets. Technically speak-

ing, Onassis does not "own" Victory Carriers since a trust fund has been established in the name of his minor children who are US citizens.

Onassis now apparently has the alternative of building the ships or abandoning the project and paying the Government an \$8 million "penalty" for non-performance of the original contracts. Since the penalty would be small compared

with the income the ships earned during the Suez crisis, members of Congress could be expected to probe the deal if construction is dropped.

The original deal permitted Onassis to transfer 12 tankers and two Libertys to runaway registry, all of them before the Suez crisis in November, 1956. All of the Onassis ships were manned by Seafarers.

## INQUIRING SEAFARER

QUESTION: What is the most popular topic of shipboard bull sessions?

F. DeBeaumont, carpenter: With a group of men, what else—women.

By the time they exhaust their various experiences in the different parts of the world the trip is usually over. But if there is time, they enjoy a good argument about sports and whatever news they get over the radio.

William Royes, FWT: Outside of the usual conversations concerning

women, the next subject is generally how shipping is ashore. After that they throw the bull about everything and anything. Every ship has its "experts" in every field, and you can always get "expert" advice about anything in the world.

H. Braumstein, bosun: I think the Union is the main topic of conversation when they are not talking about women.

They discuss the contract, differences between other unions, and usually how conditions are aboard the ship they are on. It seems they were always better on some other ship.

Cal Wilson, bosun: It seems to me that they are either talking

about the last ship they were on, or how the next trip will be better. This is after they have had their fill talking about women. The ports on the itinerary and the various spots to hit in them come in for plenty of discussion.

David C. Archia, chief cook: While on ship the men usually talk

about women and poker. While ashore they talk about ships and poker. Me, I like to talk about poker. But we also gab a lot about baseball, the prize fights and other sports.

Ceell Rush, chief pantryman: There is always a lot of talk about

the Union. The shoreside activities of our Union like the health centers are always mentioned and discussed as are the other welfare benefits we have. After that I would say that sports takes up most of the gab time among the crews.



## Boston Gets Skyscraper

BOSTON—Prudential Life Insurance Company has announced it will go ahead with plans to build a skyscraper development project in the Back Bay area. The company held off starting the program until they received assurances from Mayor Hynes and other city officials that they would aid in getting the company favorable tax rates during the project's first 17 years.

The men on the beach here are looking forward to watching the coming baseball season in style, reports James Sheehan, port agent. The new television set was delivered this week and all are "sidewalk superintendents" concerning where the shelf for the set should be placed.

It was a fair shipping period but the outlook is not top good. The port had the Bents Fort, Canfigny and Government Camp (Cities Service) paying off and signing on during the last period. The Robin Kirk (Robin) was also in port for servicing over the last weekend. All of the vessels were reported in good shape.

## MCS Patrolmen Board Liners In Stream, Boost Port Time

SAN FRANCISCO—In a move to facilitate the settling of shipboard beefs among the large steward departments on the West Coast passenger liners, Marine Cooks and Stewards Union patrolmen are now

boarding the vessels while they are still in the stream. In this way, MCS Secretary-Treasurer Ed Turner announced, most of the beefs will be settled before the vessel is berthed and the members will be able to avail themselves of the limited time off available to them. The fast turnaround on passenger ships makes shore leave time precious.

The new system went into effect when San Francisco Dispatcher Pete Bianchi and Patrolman Tony Brancati boarded the SS Matsonia shortly after she entered the

Golden Gate. Within half an hour after the vessel had docked, nearly all of the union business in the steward department had been squared away.

The system will be expanded, Turner said, depending on weather conditions and Government regulations. No persons will be allowed on the servicing launch who do not have proper clearance and who are not assigned to the vessel by the union. Turner complimented the Customs men for their cooperation in allowing the union officials aboard the vessels in the stream.

STEEL ADMIRAL (Isthmian), Feb. 15—Chairman, M. Orlando; Secretary, S. Memka. Ship's delegate elected. Coffee urn valve to be repaired. Check on ship's repairs from previous voyage.

March 2—Chairman, J. Kramer; Secretary, H. Orlando. Everything running smoothly. Submit repair lists before arrival. Mate to obtain blackout curtains for messhall port holes. Vote of thanks to steward dept. for job well done. Empty pockets before placing clothes in washing machine.

STEEL TRAVELER (Isthmian), Feb. 3—Chairman, H. Fruga; Secretary, P. Tampol. Few minor beefs. One work-away SIU man picked up in Calcutta.

## Digest Of SIU Ship Meetings

Request rigging awning back aft. Ship's fund \$24. Engine dept. crew's quarters to be cleaned up before arrival in port. Patrolman asked not to accept beefs unless cleared through meetings, excepting if beef occurs between now and pay-off. Beefs to be ironed out before instead of taking them top side. Ship needs fumigating.

AFOUNDRIA (Waterman), Feb. 14—Chairman, W. Sink; Secretary, M. Bartlett. Ship's fund \$12. Repair lists to be turned in. Skid pads to be put on galley decks.

STEEL ADVOCATE (Isthmian), March 2—Chairman, O. Arndt; Secretary, W. Jenkins. Some disputed. See captain about souging messrooms and hospital; lights on after-house. Men on watch be given time to make coffee before crew is called.

OCEANSTAR (Trilon), Jan. 12—Chairman, S. Mangold; Secretary, L. Santa Ana. No beefs. Contact patrolman re: transportation for men who joined ship in BR. Repair list submitted.

COUNCIL GROVE (Chiles Service), Feb. 24—Chairman, E. Reed; Secretary, N. Johnson. Ship's delegate elected. Three men getting off. Menus to be typed for each table; two for each table. See engineer about rusty water.

STEEL ROVER (Isthmian), Feb. 15—Chairman, T. Gaspar; Secretary, F. Savels. Ship's fund \$20. Few hours disputed at. One man missed ship. Vote of thanks to steward dept. for job well done. No LOGs received.

VALLEY FORGE (Paninsular), March 2—Chairman, J. Brown; Secretary, J. Morton. Repairs to be made. Two men hospitalized in Rotterdam. Stored up for Far East trip. Rooms to be painted. Leave Union literature on bulletin board. Few hours disputed at. Requested Sparks to get Union news if possible. Request captain put out draws every five days. Discussion on 4 to 8 watch's sanitary work. Steward reported on extra stores; capt. refused some tropical fruits. To start ship's fund. Discussion on neglecting to perform duties. Vote of thanks to Robin Line men for victory. Handles on life boats should be secured to davits. Vote of thanks to steward dept.

KYSKA (Waterman), February 9—Chairman, S. Alpedo; Secretary, J. Bergstrom. Smooth voyage and no beefs. Port time in Oakland, following port payoff questionable, original payoff in Portland—settle with patrolman at payoff. Motion to post communications at once. Motion to move hospital from after house on C-2's and use space for engine watch fo'c'sle. New delegate elected. Vote of thanks to previous delegate for job well done. Motion to start ship's fund for phone calls, stamps and other items. Voted down. Passageways and quarters to be souged. Check fo'c'sles for fans—no spare on ship. Vote of thanks to steward dept.

DEL SANTOS (Mississippi), February 14—Chairman, R. G. Newell; Secretary, J. A. Crawford, Jr. No beefs. \$25 in ship's fund. Several men continued to foul up after being warned to straighten out. Request that vegetables be cleaned someplace besides in recreation room; dump garbage aft; return books to library. Vote of thanks to steward dept. for improved chow.

KATHRYN (Bull), March 16—Chairman, W. Orits; Secretary, P. Neklitch. No beefs. Some disputed at. Eng. room door to be repaired. Complaint about captain keeping things locked up and strict with purchased articles from foreign ports. Discussion on custom declarations. Deck dept. needs extra keys for bathrooms. Wash water dirty—turns clothes yellow. Electrician wants wiper to distribute linen. Forthole in messroom leaks. Repair list to be made up and submitted to patrolman.

YOUNG AMERICA (Waterman), March 5—Chairman, A. Land; Secretary, M. Matgimistis. Everything run-

ning smoothly. \$27 in ship's fund. Crew to turn in all excess linen, and keep messhall clean. Gift of cuff links and wallet given to steward by unlicensed personnel for cooperation in showing movies at sea.

CABINS (Texas), February 24—Chairman, J. Nash; Secretary, J. M. Atchison. Some disputed at. \$8 in ship's fund. Motion made to keep officers from socializing in the crew's messroom unnecessarily. 15 yea. 4 no. To see patrolman about remarks made by chief and 1st eng. that delegates don't last long on this trip.

PLYMOUTH VICTORY (Isthmian), February 9—Chairman, F. Fullbright; Secretary, P. Luteman. Members requested to dress properly when entering messhall. Vote of thanks to crew from ship's delegate. Some disputed at. Fo'c'sles have not been souged. Duties of each dept. to keep laundry and recreation room clean. Vote of thanks to steward dept. on preparing holiday meals.

TOPA TOPA (Waterman), March 9—Chairman, E. M. Foster; Secretary, L. E. Wing. Everything running smoothly. Repairs to be made. Members cautioned about hose on washing machine wringer frame edge; when pushed against it it cuts hose. Hot water heater to be fixed.

DOROTHY (Bull), March 5—Chairman, Simpkins; Secretary, L.Hie. Repair list submitted. Everything running smoothly. To have patrolman check medical supplies. Vote of thanks to steward dept.

ALCOA PILGRIM (Alcoa), March 2—Chairman, W. Messinger; Secretary, J. Robinson. New delegate, treasurer and reporter elected. Pantry to be kept clean. Obtain small ship's fund from arrival pool in Beirut—based on first bill after pilot comes aboard. Report accepted.

CHARLES C. DUNAIF (Colonial), March 3—Chairman, F. LaPlant; Secretary, W. Stephens. Avoid unnecessary noise so off-watch crewmen can rest between watches.

DEL SANTOS (Miss.), March 8—Chairman, E. Hans; Secretary, J. Crawford. Ship's fund \$22. Few hours disputed at. Motion to have meeting with patrolman before payoff. See patrolman about speaker system for galley from saloon mess. Vote of thanks to steward for job well done. See patrolman about fresh vegetables and better grade of stores.

IDEAL X (Pan-Atlantic), March 15—Chairman, W. Christian; Secretary, A. Wilson. No beefs. Discussed payoff procedure. Some disputed at. Vote of thanks to steward dept. General discussion about linen, cups, cleanliness.

ORION STAR (Orion), March 9—Chairman, R. Henke; Secretary, R. Mills. Galley was souged and painted. Capt. to order Pall Mall cigarettes. Ship's fund \$390 yen. Some disputed at. Motion to get Union literature and instructions on unionism, also SIU history literature. Vote of thanks to steward dept. for menus and good food; also to delegate for fine job.

SEANAR (Calmar), March 3—Chairman, F. Myatt; Secretary, J. Eichenberg. Ship to go into shipyard. One man missed ship; obtained replacement. Good crew aboard. Ship's fund \$11.50. Motion to have pension plan on sea time—no age limit. Discussion on pension plan.

SEATRAN GEORGIA (Seatrail), March 16—Chairman, Sir Charles; Secretary, A. Lambert. \$26.70 in ship's fund. Reports accepted. To see about pay telephone booths. Messhall to be souged, fans to be cleaned, wind scoops to be repaired as soon as possible. Members requested to return torn linen.

CITRUS PACKER (Waterman), February 7—Chairman, L. Kyser; Secretary, W. E. Harper. Some disputed at. To see patrolman about repair of catwalk. Request for crew to keep messroom and laundry more shipshape after use. Vote of thanks to steward department for fine food and service.

STEEL SCIENTIST (Isthmian), March 11—Chairman, C. Bush; Secretary, F. S. Omega. Repairs made. \$85 in ship's fund. Reports accepted. Suggestion made that arrival pool should be conducted between San Francisco and Manila.

CITRUS PACKER (Waterman), March 9—Chairman, J. Dunlop; Secretary, C. Rawlings. Everything running smoothly. \$3 in ship's fund. Some disputed at. Vote of thanks to carpenter for fixing laundry room. Vote of thanks from steward to his entire dept. for making this one of the best voyages ever made.

FLORIDA STATE (Ponca Products), March 14—Chairman, J. A. Leslie; Secretary, C. L. Raulerson. Repair list checked. \$16.85 in ship's fund. Patrolman to see captain about water cooler.

INES (Bull), March 16—Chairman, B. Heitz; Secretary, L. Savier. Contact union about subsistence and lodging—pursor claims meals only. Ship's fund \$15. Reports accepted. Check parts for washing machine. Card players to clean up after game. Steward to order cois for next trip. Vote of thanks to steward dept.

LUCILE BLOOMFIELD (Bloomfield), February 8—Chairman, E. C. Golegs; Secretary, T. J. Schvitz. No beefs. No disputed at. One man hospitalized in Belgium. Captain agreed to distribute ship's schedules as soon as received. Slop chest to be added.

# 'Back In The Picture'



## Portugal Co. Eyes 'Super' Liner Trade

ROTTERDAM—A tentative "order" for four giant passenger liners of 120,000 tons each has reportedly been placed with a major Dutch shipyard by a newly-formed company known as the American-Europe Line. The ships would operate under the Portuguese flag.

The proposed vessels will dwarf everything else afloat, with accommodations for 10,000 passengers each. The financing would reportedly call for an investment estimated at \$340 million.

In terms of size, the ships would be almost 50 percent bigger and over 150 feet longer than the Queen Elizabeth. The three-class Elizabeth carries 2,315 passengers and a crew of 1,100. The American-Europe Line ships would have 3,000 cabins and a fare somewhat under the current tourist class rate.

Plans of the new company parallel those of American hotelman H. B. Cantor for two slightly smaller transatlantic liners in the same tourist trade. Cantor has been trying unsuccessfully to secure a Federal construction subsidy to help build his proposed "floating hotels" for US-flag operation.

If the plans of the American-Europe Line materialize, they would pretty well sew up the transatlantic tourist trade for foreign-flag operators. The growing demand for this type of travel has interested only one American entry, American Banner Line, which is readying one 15,000-ton ship to go into this service later this year.

After sailing for a year or more on Robin ships to fight off a National Maritime Union raid, Seafarers on those vessels already certified to the Union have more than one reason to be happy about getting back under the SIU banner.

Naturally, they are gratified that their efforts have saved these ships and jobs for the SIU. They are also pleased that they are now being properly compensated for their work in contrast to the "free overtime" they had to donate to the company under the inferior NMU contract.

The case of the Robin Kirk, reported on page two of this issue, points up the difference, plus the desirability of getting sound Union representation at the point of production, without delays and buck passing. By contrast, the experience of a Seafarer aboard the Robin Mowbray, the one ship in the fleet taken by the NMU, underscores the differences between the two organizations and the reasons why Seafarers on the Robin Line ships voted SIU despite the heaviest pressures from the other side.

What it proves is that you can't sell seamen a second-rate contract if you want to win their allegiance. That's something that the NMU would do well to ponder.

## Cadillacs For Bread-Lines

The confidence exuded by Administration spokesmen in Washington, contrasting sharply with the most optimistic forecasts by Government economists, still offers no help for the nation's five to six million unemployed workers and their families. It takes more than confidence to feed and shelter the average family of four, even for those fully employed all year round.

Those of the jobless fortunate enough to still have some form of benefits coming in are again only slightly better off than the thousands who long ago exhausted their meager rations of state aid and others who never got any.

Complicated as the situation is, especially when the slow-moving processes of Government even in normal times is considered, it is clear that if there ever was a time for action, responsive to the economic picture right now, this is it. As one Senator has noted, the time has long passed for lofty debate on "cure-alls" such as cuts in excise taxes on Cadillacs or safe deposit boxes.

# Senate Report A Smear On US Unions—Meany

AFL-CIO President George Meany has charged the report of the Senate Select Committee on Improper Activities in the Labor-Management Field with being anti-labor on its broad charges against unions.

He said that it was a "disgraceful example of the use of sensationalism in an attempt to smear the trade union movement."

In reviewing the long awaited report, Meany said that the committee's findings did not justify its conclusions and that the evidence uncovered could not support its charges. "Anti-labor bias is inherent in the broad, unsubstantiated charges the committee hurls at the entire labor movement."

"The headline-catching figure of

\$10,000,000 allegedly stolen from union funds cannot be justified by the record of the committee's hearings."

"In sum," Meany said, "we find the committee's report little more than a publicity seeking document."

Also supporting Meany's denunciation of the report was Senator Pat McNamara (D-Mich.), a committee member. McNamara refused to sign the report stating that while there was much in it with which he generally agreed, "it is with the findings and conclusions of the committee that I must, in good conscience, vigorously disagree."

"The over-all effect of this report, it seems to me, is to frame a blanket indictment against the labor movement."

## Rail, Truck Van Run Set By Seatrain

Seatrain Lines, forerunner in transporting loaded railroad cars by sea, has announced its intention to extend its service to carrying loaded trucks in the near future.

"Seamobile," as the new service is called by the company, is expected to start operations by mid-year. It will combine the features of low-cost water transportation with door-to-door delivery service in containers by highway or railroad.

Although the new service will continue to use present Seatrain vessels, the cargoes will be carried in specially-constructed containers. These containers, which come in two sizes, can be transferred readily between Seatrain ships, railroad cars and highway trailer rigs.

The new program is expected to offer greater flexibility to the company's operations, as the vessels will be able to carry both conventional box cars and truck trailers loaded on flatcars. As the containers are unloaded, they can be shipped inland by rail and then removed and hauled by truck to their final destination.

## Seattle Slow

SEATTLE—There is not much to report on the shipping side from this port. The Fairport (Waterman) was the only vessel paying off and signing on during the period while all of the in-transit business was supplied by the Losmar and the Yorkmar (Calmar).

## Pick Up 'Shot' Card At Payoff

Seafarers who have taken the series of inoculations required for certain foreign voyages are reminded to be sure to pick up their inoculation cards from the captain or the purser when they pay off at the end of a voyage.

The card should be picked up by the Seafarer and held so that it can be presented when signing on for another voyage where the "shots" are required. The inoculation card is your only proof of having taken the required shots.

Those men who forget to pick up their inoculation card when they pay off may find that they are required to take all the "shots" again when they want to sign on for another such voyage.

## Seafarers In Action

The crew of the Young America decided to do more than offer a



Hatimios

vote of thanks for the effort put into the vessel's movie program by steward Nicholas Hatimios. So the members presented the steward with cuff links and a wallet as a token of their appreciation.

Hatimios would go to no end, the report said, to get good movies and show them at night while at sea.

"Feeding has been 100 percent better this trip" is the report from the Mankato Victory. And all of the praise is due to the fine steward department on board. Votes of thanks were given to Antonio Schiavone, chief cook; Theodoro Diangson, baker, and Benigno Bautista, chief steward.

Seafarers on the Del Norte have voted to give an additional \$10 from the ship's fund to an orphan's cause in Brazil. This brings the total contribution from the ship to this cause to \$200. In addition to this, the crew gave a sound vote of thanks to chief baker Emiliano A. Ducusin. But the vote was not only for his top rate baking, but, also his "fine productions."

Although they were not classified as productions, the crew of the SS Topa Topa showed their appreciation at the last meeting with a vote of thanks to chief Cook D. M. Ravosa for his "delicious pizza pie."

"Votes of thanks to the cooks and stewards for fine meals and service" were given by the crews of the Marymar, Del Viento, Morning Light, Steel King, Kyska, Angellina, Alcoa Patriot, Pacific Cloud, Seatrain New York, Valley Forge and the Steel Vendor, to mention just a few.

"No beefs, outside of a few disputed hours of overtime," is the report from the three departments on the Hastings, while the delegates on the Alcoa Corsair went one further, "no beefs, no disputed OT."

# LOG-A-RHYTHMS

## Sunset

By I. C. Weisbrot

I am restless,  
And I know not why;  
I see a glorious sunset  
Upon a rainbow sky.  
The quiet seas, and all beauty  
Fill the air.  
The world's at peace,  
And peace is everywhere.

(An unseen hand conveys the sun  
to hidden depths.)

Quiet, my soul, quiet; Then  
There will come an evening when  
You will be led away by one  
Who led away the sun.

## First Love

By David Grossman

As the ship sails today  
And I watch the sea roll by,



\*Send 'em to the Log

I think of how we parted,  
And the special reason why.

She said I had a choice to make  
"Give up the ships or me;  
"Cause I don't want the man I  
love  
"Always out at sea."

She hung her head in sorrow,  
She knew what I would say:  
"I'll never give up sailing  
"Even though we part today."

So I'm still out sailing,  
And someday there will be,  
A girl who is ever willing  
To share me with the sea.

## The Iceberg

By M. Dwyer

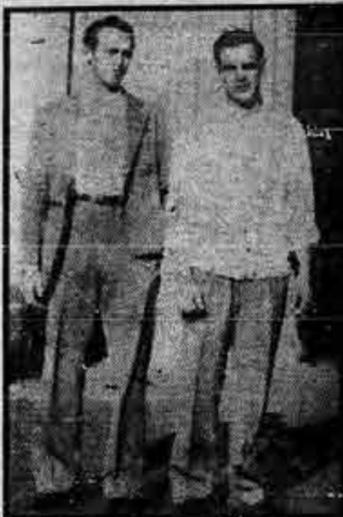
She stands alone  
Mid cold and frost,  
A sight to gaze upon;  
Here massive strength none can  
compare  
As silent gulls pass on.

Destruction seems her only whim,  
In day or darkest night;  
A ship that rams her mighty hulk  
Too soon is lost from sight.

Oh many a story she could tell,  
Of ships she has destroyed;  
Though men test their skill and  
courage,  
Her grasp, cannot avoid.

She recalls the great Titanic,  
And a light they couldn't see;  
She's heard the cries of drowning  
men  
Mid strains of "Nearer My God,  
to Thee."

## Days Gone By



Walt Benkowski submitted these photos in the hope of hearing from the boys pictured. At top, Al Ihrig and friends on a Caribbean trip of the Montebello Hills in Nov., 1947. Below, Jack "Whiskey" Berger (left) and Leonard Stout in Frisco that year off the Calmar. Benkowski lives at 2537 Crafton Drive, Cornwall Hts., Pa.

## Halls Antinous For Sympathy

To the Editor:  
This is for the crewmembers of the Antinous, in appreciation for their kindness after the recent death of my father, who was also the father of one of their shipmates, Harry R. Huston.

There just aren't words to thank them properly for the beautiful flowers. They were sent in a container and ar-

## 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.

ranged to resemble a ship's wheel. I was overwhelmed when I read the kind words on their card, which certainly helped to fill the lost feeling we had because my brother couldn't be with us.

Our dad was a very fine man and I like to feel he is still spreading his goodness. Thank you all. Your fine tribute to our dad will always be treasured.  
Nelle Zahradt

## SIU Gift Aids Staten Hospital

To the Editor:  
We wish to acknowledge and thank the Seafarers International Union for its generous gift of lounge furniture which this hospital can so profitably utilize.

The thoughtfulness and generosity of such interested organizations as yours greatly aid us in our endeavor to render the finest medical care to our patients. Once again, our thanks for your interest.

John N. Bowden  
Medical Director

(Ed. note: Dr. Bowden is Medical Officer in Charge at the USPHS Hospital, Staten Island, NY.)

## Union Progress Pleases Mother

To the Editor:  
Please notice the change in my mailing address for the LOG. I do not want to miss getting it for I truly enjoy reading it so much.

The LOG is the best. I would like to know just what you all will think up next to benefit the boys. It is just wonderful what you have accomplished. Thank you a million from Marcus N. Evans' mother.

Mrs. M. V. Roberson  
Houston, Texas

## LOG Provides Link With Sea

To the Editor:  
Kindly add my name to your mailing list and forward the LOG to my Canadian address.

It is my usual practice to spend from two to three months each year visiting my family and friends in Burgeo, Newfoundland. During these periods I have no contact with my shipmates or any knowledge of the shipping situation. The LOG would provide me the link I need at such times. Also, my relatives and friends who live by and from the sea always have enjoyed very much read-

ing about the happenings throughout the maritime industry in the LOG.

Chester L. Anderson

## Urges Protest, On 'Runaways'

To the Editor:  
Enclosed is a letter and questionnaire which many voters in Florida are receiving now from Rep. Paul G. Rogers on legislation which may come before the current session of Congress.

As I fill mine out, I respectfully suggest others do the same and also make a notation that their Congressmen should do something to help US seamen and keep our ships from getting permission to fly foreign flags.

It is a disgrace that the American people permit such things to happen and that this nation has to lose a large source of revenue. It is also poor policy to entrust American tourists on these ships that may have incompetent crews and are not required to meet any safety inspection standards.

Mrs. Luther Roberts

## Lauds Hospital For Fine Care

To the Editor:  
I'd like you to print this as a letter of thanks for some of the finest medical care I've ever known. I'm talking about St. Vincent's Hospital, in Jacksonville, Florida, where I was dry-docked last August for two and a half weeks.

Once I got off my ship, the SS Pan Oceanic, the doctors and other hospital personnel took me in hand and really were wonderful. They gave me the finest treatment, always made me comfortable and did everything to make sure I had all the care I needed.

Special thanks should go to Doctor Adams who was especially kind. It's really wonderful when a stranger can go into a hospital and get that kind of care. It gives him a whole new lease on life. Thanks again, St. Vincent's and all concerned.

A good word is also in order for the SIU officials in Boston who kept things straightened out for me and were very helpful all the time.

Eddie Farrell

## Mourn Passing Off SIU Brother

To the Editor:  
The following is the text of a letter sent to the family of our departed brother, Virgil Wilmoth, who died here at the Manhattan Beach Hospital on March 11, 1958:

"We came to know Virgil very well during his long stay here. We knew him as a fellow-patient who never grumbled when things were not going his way; and we also knew him as a friend. And although we have, in his passing, lost a friend, we know that your loss is much greater than ours.

"We are taking this means of expressing our sympathy because the distance which separates us makes it impossible to do otherwise. And while these few lines seem to us inadequate, believe me when I tell you they are sincere.

"His fellow Union members who knew him best would like, if it were possible, to express their feelings to the members of his family in person. Failing this, all we can do is to tell you that if there is anything we can do please do not hesitate to call on us."

John Driscoll

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## Fireman's Dream

-By Seafarer K. Rankonen



Well, the good old days were never like this!

**RAPHAEL SEMMES (Waterman),** March 1—Chairman, M. Carmichael; Secretary, W. Tedd. All repairs not made. Some disputed at on delayed sailing time. One man injured—hospitalized. Ship's fund \$12. Recommend small donation at payoff. Report accepted. Check with headquarters why port time cannot be collected on this type of ship. Repair list to be checked for repairs not completed.

**JOHN B. WATERMAN (Waterman),** Jan. 19—Chairman, A. Harrington; Secretary, J. Deitsch. No beefs. Cooperation among crew. Ship's fund \$17.50. Some disputed at. Treasurer elected. Washing machine to be repaired. Need new mattresses and pillows. Messroom chairs to be repaired. Request for more coals.

March 2—Chairman, A. Harrington; Secretary, A. Southers. Everything

evenings. Draws to be in American money as far as it lasts and then in yens.

**FLORIDA STATE (Ponce Products),** January 14—Chairman, J. McCranley; Secretary, M. C. Caddy. No beefs and no disputed at. \$24.27 in ship's fund. Need sink stoppers and soap dispensers for bathrooms. Request for smaller steaks.

February 25—Chairman, J. McCranley; Secretary, C. Raulerson. Some disputed at. Ship's delegate elected. Crew expresses thanks for quick action of getting patrolman to ship to settle beefs. Repair list to be drawn up by dept. delegates.

**BENTS FORT (Victory Carriers),** February 26—Chairman, J. Geuder; Secretary, J. D. Brigham. Man missing at sea. \$11 in ship's fund. To endorse resolutions adopted by Fairport 10/27/57 concerning establishment of retirement plan based on sea time alone; that built in bunks with drawers be provided all crew members; roomy wooden lockers; lockers for foul weather gear. Accepted 30 yes, no nays.

**ANTINOUS (Pan Atlantic),** no date given—Chairman, R. Holder; Secretary, M. Weston. Everything running smoothly. No beefs. \$18.40 in ship's fund. Vote of thanks to steward department. Request catwalk over deck on both sides of ship; cut off switches on chipping hammer. After eating men to leave so extra men may be fed.

**ALCOA PILGRIM (Alcoa),** January 24—Chairman, T. Crawford; Secretary, W. Messenger. Washing machine not repaired yet—delegates to see 1st Asst. about same. Smooth trip. Repair lists submitted. Poor launch service. Suggest that of be stricken from absents regarding launches as men in steward dept. would suffer for time off, as advised by patrolman. Vote of thanks to ch. cook. Beef re: cleanliness of glasses. Suggestion that crew members attend safety meetings together with officers and delegates. Safety devices requiring repairs not attended to. Use of breathing apparatus to be taught to all crew members. Discussion on use of raise for retirement fund. All agree retirement fund is needed but not at expense of raise.

**ARMONK (New England),** Feb. 23—Chairman, R. O'Connor; Secretary, T. Buckley. One man hospitalized. Requested library. Galley, messhall, pantry, showers to be painted. Each member to donate 50c toward fund. Motion to get standardized form pertaining to injuries, etc. and immediate notification to welfare dept.

**DEL MUNDO (Miss.),** Feb. 4—Chairman, W. Stockman; Secretary, R. Meloy. Repair lists submitted. Few men logged. No beefs. Few hours disputed at. Day's pay for 2nd electrician taken up with patrolman. One man missed ship, rejoined following port. Electrician requested lights be left on in passageways. Bad mattresses to be turned in to steward. Need new washing machine. Coats to be turned in before arrival.

**NEVA WEST (Bloomfield),** Feb. 16—Chairman, W. Geis; Secretary, W. Kavitt. Capt. to allow draws as in past. Also promises immediate medical attention to sick crew members. New keys to quarters issued only on deposit of \$1. Galley, messhall, pantry, storerooms and passageways to be painted. Ship's fund \$20. Crew warned about discussing beefs with officers while drunk.

**CHIWAHA (Cities Service),** March 8—Chairman, C. Quinnt; Secretary, L. Floyd. Two men missed ship. One man injured; obtained replacement. Reports accepted. Do not use fire buckets for trash. Need new screens for port holes. Return cups to messroom. Remove clothes from stateroom. Sidley when dry. Vote of thanks to crew for job well done.

**WM. H. CARRUTH (Penn.),** Feb. 22—Chairman, G. Coker; Secretary, E. Powell. Some repairs made. Report accepted. Laundry room to be kept clean. Replace cups and dishes in pantry at night. Water cooler leaking in passageway. Steward obtained new mattress.

**OCEAN STAR (Triton),** Nov. 28—Chairman, R. Smith; Secretary, L. Santa Ana. New delegate elected. To see about coffee urn. Repair water faucets in showers. Instruct crew on operation of washing machine.

**ELIZABETH (Bull),** March 5—Chairman, W. Janisch; Secretary, H. Dombrowski. One man left ship due to illness. Some disputed at. Delayed sailing disputed. Stores to be checked for better grade and more variety. See patrolman about rationing of cigarettes. One man given time off to go to court.

**ALCOA PARTNER (Alcoa),** March 9—Chairman, A. Gregoire; Secretary, M. Ricci. Some disputed at. Members to remove dry clothes from engine room to make room for others. See patrolman about taking on stores at time of payoff.

**AZALEA CITY (Pan-Atlantic),** March 7—Chairman, C. Sopper; Secretary, R. Kiedinger. Everything running smoothly. Motion to institute some system to check sailing time. New delegate elected. Juices to be put out.

**YORKMAR (Calmar),** Feb. 27—Chairman, W. Zaleski; Secretary, J. Moskowski. Some disputed at. Everything running smoothly. Discussion on feeding men on watch first, and preparation of better breakfasts.

# Big Eater? You Only Think So!

It'll take some fancy eating to top the pace set by one ship's oiler whose capacity for calories was recently disclosed in the "Mobile Press Register."

Seafarer Daniel G. Harrison supplied the details on the eating habits of seamen for a feature story that exposed for

folks ashore what "that sweet salt air" does to a man's appetite. Whether his unnamed oiler was real or imaginary for the purposes of the news story is not clear.

What's certain is that whatever else he was, the guy knew how to eat, and wouldn't come off too bad in a contest with "Humphrey Penworth," the mammoth-sized character in Ham Fisher's "Joe Palooka" comic strip. If it's any sign of the times, even Humphrey is on a diet these days.

According to the "Register," Harrison conceded: "Sure you eat more on a ship, but then, like everywhere, there is no standard to go by. Almost everyone on a ship eats a good meal three times a day." He noted too that heavy eating doesn't affect a guy's size. Some folks are just built that way, and can eat whatever, wherever and whenever they want to with a clear conscience.

For its news and historical in-



Urp! What a crummy meal. Ahh, mess, bring me another full house!

terest, he then went on to tell about this oiler "who was no doubt the biggest eater for his size that most people ever saw. He was a

good six-footer, but a trim 180 pounds. He was all man."

It developed that the oiler, "when he was in an eating mood," could dispose of six fried eggs, an equal number of strips of bacon and toast and three cups of coffee at breakfast. On those occasions when he wasn't up to eating much—"which was seldom," Harrison stated—he cut down to four eggs.

Our man's dinners were also a treat to watch (by everyone except maybe the port steward) when he dusted off "four pieces of beef, four pieces of pork roast, 'nice size pieces, too,' five large helpings of mashed potatoes and a quart of milk... two large pieces of pie, which was a half of a pie, and three plates of jello." Subscribing naturally to the maxim "Waste not, want not," our man didn't leave a scrap on his plate, of course.



Harrison

A steward department veteran since 1923, Harrison also related some general pointers on ship feeding as part of the formula for a happy ship.

"Usually we of the steward department try to please the men and keep them happy by serving what they want, when they want it," he said. "That way, we all get along and have a good ship, with few complaints. As soon as the men start complaining about their food, they start complaining about other things, and it isn't long before everyone aboard is in such a state that nothing pleases them."

When this happens, Harrison added: "It's time to look for another ship."

(Ed. note: Thanks to Brother J. A. Denis, who sent us the story from Mobile.)

## Sea-Mail Makes Good, Rivals Regular Service

Dropping a message over the side inside a bottle is one way of beating the prospective rise in US postal rates, especially where the ocean currents instead of Uncle Sam's postal employees do the carrier and routing work.

Once upon a time the bottle message was the only way of putting out a distress call. Sailors with no radio and at the mercy of the seas still use it, and the familiar gambit is also utilized by scientists and meteorologists to check weather, tides and currents. It is likewise a favored device for making "pen pals."

Seafarer Pat Ryan tried the "sea-mail" route last year while on the Robin Tuxford (now the Flying Endeavour) enroute from Trinidad to Durban, South Africa. The bottle was dropped off seven days out of Trinidad and three months later

Ryan was rewarded for his pains with a letter from Maceio, Brazil, reporting its discovery.

As things turned out, Ryan couldn't have done much better using the regular mails. An answer to his message from Klinger C. Bezerra was dated June 27 and reached Ryan's home in Pottsville, Pa., a few days later via air mail. Since Ryan had returned to the States and paid off only two weeks earlier, he actually got his answer only a few days late. That is, assuming he had used the mail for his original message, and there would have been no forwarding involved, as is often the case with seamen's mail.

Maceio, a city of about 120,000, is about 130 miles south of Recife in the Brazilian state of Alagoas. Accordingly, Ryan's message took a pretty direct, though slow, course in reaching shore. Bezerra reported that an uncle who lives outside the city found the bottle not far from the beach where he was taking a swim. Since he didn't know any English, he turned it over to his nephew, who then got in touch with Ryan. Bezerra said the bottle had received some water but the message was still pretty readable. Ryan is now on the Robin Kirk, where he'll probably find time for some more sea-mail correspondence en route to South Africa.

### On Location



Movie star John Wayne (right) poses on location for a film shot at Kamagura, Japan, with Dave Benevides, a Yokohama restaurant operator well-known to SIU men. Whitney Johnson on the Ocean Joyce, who supplied the photo, says many SIU and SUP men on the beach worked in the movie.

### Arithmetic Made Easy

There's no set formula for it, but no one can argue with the equation. When you combine a loaded tanker and a fire on the dock, the only solution is a fast getaway. The situation developed while the supertanker Cities Service Norfolk was in the Persian Gulf not long ago. With typical understatement, ship's secretary Bendt Nielsen neatly stated the case as follows: "The captain appreciated the remarkable speed with which the crew undocked the ship in Ras Tanura (the dock was on fire!)." No doubt the crew appreciated it also, but this sentiment never made the brief report in the ship's minutes on the incident.

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

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Dexter Worrell

## Meeting Time At Sea



Gathering of black gang is also get-together for the Wroton clan on the SS Charles Dunair (top), with Robert Wroton, Norman Wroton, Jr., oilers; Dave Miller, FWT, and wipers Joe Sadler and Jim King pictured in the usual order. Above, Jack Mullis, chairman (standing), and Max Factor, secretary, serve as officers of ship's meeting on the Alcoa Cavalier. Looking on is Jack the barman. Photo by George Gill.

## Asks More Time For Docking Call

**To the Editor:**  
I would like you to publish this so we can see what the other brothers have to say about it. My idea is that at the next negotiations the Union should ask for a 30-minute call when the deck department is called out to dock the ship after 9 PM and before 7 AM. The 15 minutes we have now is not enough time to put on your heavy gear

has helped me greatly, and I find that I am now qualified to enter most of the colleges in New York. I will have to take an entrance exam, but will be doing so with much more confidence now than I would have had before. Most of this has come about because of the free time we have aboard ship. We have regular working hours, some during the day and some at night, but on the whole a lot of time is spent just reading or taking it easy.

I have come to realize that we can spend much more time studying than many working ashore. Besides that it is easier to concentrate while on a ship as it is much more peaceful and quiet. I feel that more of the brothers should take advantage of the time they have aboard ship and try and further their education. It is heartening to see more and more of them coming aboard with books to read, and some to study. This is a natural advantage they have, and they should not waste it.

Carlos Diaz

## Welfare Speeds Wife's Arrival

**To the Editor:**  
I would like to express my appreciation for the help the welfare department of our Union recently extended to me in making some of the necessary arrangements so that my wife could join me in this country. As I am a hospitalized Seafarer, it is difficult for me to come and go as I would like. Consequently, it would have been practically impossible for me to make her coming here a reality. Without the aid of the welfare department, this happy event would have to be postponed indefinitely.

I would particularly like to thank Toby Flynn for his generous assistance. At no time was he too busy to help me with my problem. The staff at the SIU Welfare Plan office acted for me in a like manner. On Friday, March 21, my wife was due in New York. I can assure you she joins me in this inadequate but sincere expression of thanks.

Fabian Furmanek

## Westport Has Lots Of Kicks

**To the Editor:**  
This last trip brought up a new one. The old man wanted the crew to sign for a draw before it was even issued. It helps to be a bit wacky if you go to sea and on here it's an absolute necessity. However, in spite of four major cracks on the main deck and traveling like some bum by detours, it looks as though we may make it into port.

Guy Gage  
SS Westport

(Ed. note: They did.)

## 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.

and rain gear and maybe have a cup of coffee so you can wake up.

Some mates make sure you are next to the dock when your 15 minutes are up and are pretty strict about it.

David Jones  
SS Cantigny

## Finds Studying Easy On Ship

**To the Editor:**  
I am writing this letter to the LOG in the hope that my experience may benefit some brothers who find themselves in the same sort of situation.

In my case, I wanted to continue my education and get my college degree, but I could never find the time nor the money to do so ashore. Besides that, I realized it has been 12 years since I graduated from high school and I was concerned over the fact that I might not qualify for a college in New York.

This has been bothering me for some time now, and since I have plenty of time on my hands while shipping, and some money to spare, I decided to try a review correspondence course to see how I would stand if I tried to enter some college.



Diaz

I think the hardest part was to start studying again. It's not easy, but after taking the first plunge and putting my mind down to it regularly, I found things easier. I have spent many hours in the past couple of months going over old courses that were almost forgotten but, to my surprise, most of them came back very quickly.

The correspondence course



# PERSONALS AND NOTICES

**Donald R. Skow**  
Get in touch with Dan Skow, 1018 Garden St., Hoboken, NJ.

**Thomas Cassidy**  
It is important that you contact T. J. Gollas at Jefferson Courts, 6745 N 11th St., Beaumont, Texas.

**Vincent Genco**  
Louis Rizzo would like to hear from you. His new address is 535 Smith Ave, NW, Canton 8, Ohio.

**Vincent Chavez**  
Get in touch with Dick Martinez at 2117 La Rue St., Philadelphia, Pa.

**Simon Kendall**  
Ex-Battle Rock  
The Railway Express office at Denton Harbor, Michigan, is holding your gear for you.

**A. A. First**  
Ex-Battle Rock  
Railway Express in Seattle, Wash. is holding your gear for you.

**C. Schrank**  
The LOG office is holding your receipt. Please send us your present address and it will be mailed to you.

**B. Larsen**  
Your wallet and book have been forwarded to the New York mail-room by the San Francisco Yellow Cab Company. Please pick them up.

**Arthur Beck**  
Juan M. Soto asks you to get in touch with Joseph Frieberg, attorney, 320 Broadway, NYC, regarding the accident.

**Surat Singh**  
Get in touch with Mr. Starr, 401 N. Broad St., Phila. 8, Pa., concerning insurance.

**Rudolph Cefaratti**  
Your wife wants you to contact attorney Sol Berenholz at 1209-1212 Court Square Building, Baltimore 2, Md., as soon as possible.

# Lk. Charles Only 'Fair'

**LAKE CHARLES**—Labor in this port is waiting for a final court ruling on temporary injunctions issued against the Butchers and the Building Trades unions. As was reported, the Building Trades had started an organizing drive among the non-union contractors here and closed some of them down. The ruling is expected next week.

Shipping was only fair for the period with plenty of men on the beach. One C card landed a berth when a replacement call came in late Saturday which none of the A- or B men wanted.

Calling into the area were the Chiwawa, Cantigny, Government Camp, Winter Hill, Bradford Island, Council Grove, Fort Hoskins, CS Baltimore, Bents Fort (Cities Service); the Petro Chem (Valentine); Val Chem (Heron); Michael (Carras); Ideal X (Pan-Atlantic). All were reported in good shape.

The outlook for next period is not too good with no change in shipping expected.

# RECENT ARRIVALS

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

**Myra Roslyn Daniel**, born July 14, 1957, to Seafarer and Mrs. Winfred Daniel, Savannah, Ga.

**Megan Elizabeth Gordon**, born November 15, 1957, to Seafarer and Mrs. John T. Gordon Neshaminy, Pa.

**William Keith, Gulley, Jr.**, born January 24, 1958, to Seafarer and Mrs. William Keith Gulley, Clarksburg, West Va.

**Larry Jefferson Henry**, born December 16, 1957, to Seafarer and Mrs. Hayden F. Henry, Mineral Bluff, Ga.

**John Peter Natale**, born February 26, 1958, to Seafarer and Mrs. Grancesco Natale, Fairfield, Conn.

**David Phillip Thlu**, born December 17, 1957, to Seafarer and Mrs. Goon P. Thlu, New Orleans, La.

**Luke A. Ciamboli Jr.**, born January 18, 1958, to Seafarer and Mrs. Luke A. Ciamboli, San Francisco, Calif.

**Ronald Wayne Deale**, born January 13, 1958, to Seafarer and Mrs. Thomas Deale, Birmingham, Ala.

**Lynn Ethel Montena**, born January 9, 1958, to Seafarer and Mrs. Richard Montena, Gansevoort, NY.

**Hal Franklin Copper**, born December 15, 1957, to Seafarer and Mrs. Carl I. Copper, Zephyrhills, Fla.

**John Kucharski Jr.**, born January 29, 1958, to Seafarer and Mrs. John Kucharski, Baltimore, Md.

**Ken Alley Tatum**, born February 15, 1958, to Seafarer and Mrs. William A. Tatum Jr., Maplewood, La.

**Mark Evan Thompson**, born February 27, 1958, to Seafarer and Mrs. Clem Thompson, Mooresville, NC.

**James William Wood III**, born January 6, 1958, to Seafarer and Mrs. James W. Wood Jr., Tampa, Fla.

**John Delbert Young Jr.**, born March 8, 1958, to Seafarer and Mrs. John Delbert Young, Crichton, Ala.

**Julio Delgado**, born November 15, 1957, to Seafarer and Mrs. Julio Diaz-Delgado, Ponce, PR.

**Henry Harold Garza**, born January 25, 1958, to Seafarer and Mrs. Antonio Garza, New Orleans, La.

**Antonio Gonzales**, born February 26, 1958, to Seafarer and Mrs. Gilbert R. Gonzales, Galveston, Tex.

**Martha Grace Loffler**, born February 1, 1958, to Seafarer and Mrs. John C. Loffler, Grafton, West Va.

**Carlos Enriquez Lopez**, born February 8, 1958, to Seafarer and Mrs. Alfonso Lopez, Bronx NY.

**Joseph Moreni**, born February 19, 1958, to Seafarer and Mrs. Peter Moreni, Philadelphia, Pa.

**Julia Ann Porter**, born March 13, 1958, to Seafarer and Mrs. William S. Porter, Philadelphia, Pa.

**Denise Aida Rivera**, born January 31, 1958, to Seafarer and Mrs. Robert Rivera, Jersey City, NJ.

**Darnice Inez Smith**, born January 31, 1958, to Seafarer and Mrs. Francis E. Smith, Dundalk, Md.

**Peter Sorensen**, born February 25, 1958, to Seafarer and Mrs. Ejvind Sorensen, Tottenville, SI, NY.

# 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.

**David E. Jones, 57:** Brother Jones died on January 26, 1958, in Galveston, Texas. Death resulted from a liver ailment. He became a full member of the Union on February 2, 1940, and sailed in the steward department. Brother Jones is survived by his wife, Mrs. David Jones, of Houston, Texas. Burial took place in City Cemetery, Hattiesburg, Miss.

**Daniel Bissett, 54:** A malignant condition caused the death of Brother Bissett on December 25, 1957, in Norfolk, Va. He became a full member of the Union on December 5, 1938, and sailed in the engine department. Brother Bissett is survived by his wife, Edith Bissett, of Norfolk, Va. He was buried in Raleigh, NC.

# Union Has Cable Address

Seafarers overseas who want to get in touch with headquarters in a hurry can do so by cabling the Union at its cable address, SEAFARERS NEW YORK. Use of this address will assure speedy transmission on all messages and faster service for the men involved.

# Dad's A Seafarer



Maria Teresa Colon, daughter of Seafarer Leopoldo Colon poses in summer attire.

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**WFK-95, 15700 KCs**  
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Meanwhile, MTD Round-The-World Wireless Broadcasts Continue...

EVERY SUNDAY, 1915 GMT (2:15 PM EST Sunday)  
Europe and North America  
WCO-13020 KCs  
East Coast South America  
WCO-16908.8 KCs  
West Coast South America  
WCO-22407 KCs

EVERY MONDAY, 0315 GMT (10:15 PM EST Sunday)  
Australia  
WMM 25-15607 KCs  
Northwest Pacific  
WMM 81-11037.5

## Coal Co. Closes Norfolk Offices —No Business

NORFOLK—American Coal Shipping has given up for the time being on the coal export trade. Captain Gordon McAllister, company spokesman, said that ACS will close its office in Norfolk "temporarily" and transfer all operations to its New York City office on or about June 1.

The action was taken, McAllister said, because the company's only ship in operation, the Coal Miner, will not be calling at Norfolk. It has been in the grain trade for several months. When the company was originally formed, it spoke in terms of chartering 80 Liberty ships, carrying approximately 800,000 tons of coal every month in the export trade.

### Sharp Export Decline

While McAllister insisted, "This doesn't mean we're going out of business" indications are that it would be a long time, if ever, before the company got back into the coal-carrying trade, because of a sharp decline in US exports of this commodity.

West Germany, which was one of the leading importers of American coal last year, taking 4,900,000 tons in 1957, has announced that it will not purchase more than 2,000,000 tons this year. Other European countries are also cutting back, with coal from Poland filling much of the gap and British mines also exporting for the first time in many years.

### \$3 Per Ton

In addition, competition for available loadings in Norfolk has been heavy with the result that coal rates to northern Europe are down near the \$3 per ton mark, one-third of the amount needed to break even under the American flag.

At present, in addition to the Coal Miner, the company retains title for the moment on the Thomas Paine. It is expected that the Federal Maritime Board will recall the Paine to the lay-up fleet some time in April. Five other ships, the Cleveland Abbe, Casimir Pulaski, Martha Berry, Harry Glucksman and Walter Hines Page have already been returned to the

## 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:

April 2  
April 16  
April 30  
May 14

Government after making a few voyages each on the coal run.

The Norfolk news report said that McAllister "indicated" the company would reopen the office "if the company gets more ships." It was not made clear just what the company would do with additional ships when it has no cargo for them to carry. No plans have ever been released on proposed new ACS ships.

The American Coal Shipping experience can be regarded as a classic example of the ups and downs of US-flag shipping. When the company was first formed in the summer of 1956 coal export and coal ship freight rates were sharply on the upgrade. They reached a peak of about \$16 a ton at one time for a brief period, but started sliding in the spring of 1957 and the company's business went down the toboggan slide.

## MAW Meeting Success In NY Organizing Drive

NEW YORK—Organizing by the SIU's Marine Allied Workers Division has been meeting with much success in the various marine companies the more than 50 companies

now, under MAWD contracts, 24 are in this port. Three more contracts are being negotiated with new companies and are expected to be signed sometime within the next few weeks.

Assistant secretary-treasurer Bill Hall called attention to the importance of Seafarers making appointments for an SIU Medical Center examination as soon as they register if they have not already had one. There is a short waiting list and the men are processed very quickly.

It has been a good shipping period for the men on the beach here with some jobs left hanging on the board for as many as three and four calls. Seafarers are urged to take these jobs as they are placed on the shipping board in order to prevent last minute placements, or having a vessel sailing short.

The last Waterman vessel in idle status in this port, the John B. Waterman, came out of lay-up last week and signed on a full crew. Next period's shipping will receive a boost from the Dorothy (Bull) which is expected to take on a crew during the latter part of this week.

During the past two weeks 14 vessels paid off, four signed on and 20 were in transit. The vessels paying off were the Sandcaptain (Const. Agr.); Robin Locksley (Robin); John B. Waterman, Raphael Semmes, Azalea City, Andrew Jackson (Waterman); CS Baltimore (Cities Service); Alcoa Partner, Alcoa Ranger (Alcoa); Elizabeth, Frances, Dorothy (Bull) and the Natalie (Intercontinental).

Signing on during the period



Hal Banks, SIU Canadian District, and member of MTD executive board, presents charter for MTD Southeast Florida Port Council to local union representatives. They are (l to r) Vince O'Reilly, Marine Engineers Beneficial Association; Ed Mahoney, International Brotherhood of Longshoremen; Al Lopez, SIU, and John Davis, Operating Engineers.

## MTD Forms Fla. Council

MIAMI—Another area was added to the growing network of Maritime Trades Department Port Councils last month when MTD executive secretary-treasurer Harry O'Reilly issued a charter to

the Southeast Florida Maritime Port Council.

Five MTD affiliates are mem-

bers of the newly formed council. They are the Marine Engineers Beneficial Association; the International Union of Operating Engineers; International Brotherhood of Longshoremen, Masters, Mates and Pilots and the Seafarers International Union, A & G District.

The new council, located in one of the most important maritime centers in the southeast, has opened a headquarters center in Miami with office space and meeting facilities available to affiliated local unions.

Officers of the Southeast Florida Council are President John Davis of the Operating Engineers, Vice-President Al Lopez of the SIU-A&G District and Secretary-Treasurer Vincent O'Reilly of the MEBA.

The MTD has also established a number of port councils in the Great Lakes area recently as part of its organizing program for that section of the country. Councils in other Atlantic and Gulf ports as well as on the West Coast, have been functioning for a number of years now.

## Canada CP Message In US Mailings

The disappearance of the Communist Party's "Daily Worker" early this year in a split between party factions left a void in CP propaganda activities which other front groups have been quick to fill.

One of the latest entries, from over the border in Canada, is a Toronto distributing outlet called the "Northern Book House." Its key publication, "Northern Neighbors," is openly billed as "Canada's Authoritative, Independent Magazine Reporting the USSR."

### All About Sputnik

Making the most of the propaganda gained by the Soviets from the launching of two Russian Sputniks last fall, the organization offers several bonus deals covering translated works on space science and economics along with new subscriptions. "An exciting new novel" lauded for its caricature of US Secretary of State John Foster Dulles is also prominently featured in the propaganda package.

In case anybody misses the point, "Northern Neighbors" the only favorable comment cited by "Northern Neighbors" in its own behalf is by "The National Guardian," long noted for its Party line views.

In common with the usual CP tradition, "Northern Neighbors" uses the "front" technique, avoiding mention of its affiliations.

## Take Polio Shots, PHS Head Urges

WASHINGTON — Warning that a serious polio outbreak could occur this summer, Surgeon General Leroy E. Burney of the Public Health Service has urged a speed-up in the vaccination program.

Dr. Burney reported that 48.5 million persons under 40 still have not been vaccinated and the 19 million under the age of twenty are not protected against the disease. He said that if the incidence of polio is high this summer, a large number of unvaccinated persons could be infected.

### Parents Run Risk

Seafarers and other merchant seamen can get their polio shots at any Public Health Service hospital. The shots, which are injections of the Salk vaccine, prevent the disease.

Parents of pre-school children run a special risk, Dr. Burney pointed out, because the attack rate of the disease is high among small children. If these children have been vaccinated, they themselves are protected against paralysis, but they can still harbor the virus and pass it on to their parents.

Immunity against the disease is greatly heightened by the full course of three injections. The first two shots are administered about a month apart, and the third several months later. Even one shot or two greatly increases resistance to the disease.

With warm weather ahead, now is the time for SIU men to get the first two shots.

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