

TIGHT PHS BUDGET HITS TB HOSPITAL

SIU Protests Cutback In Service

Story On Page 3

All Seafarers Rescued In Valley Forge Sinking

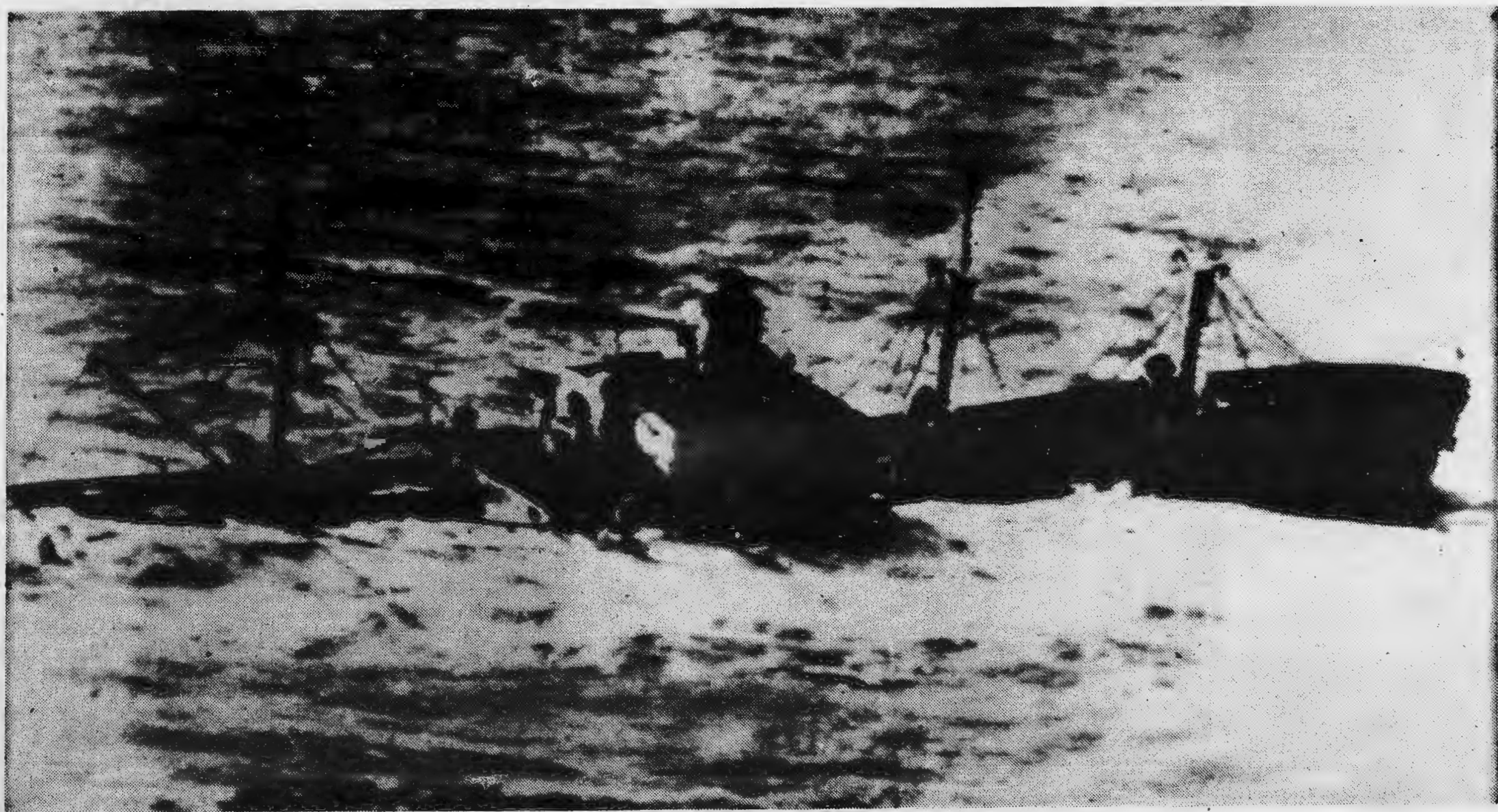
Story On Page 2

SIU Sets Pay Talks

Story On Page 3

US-Flag Tankers Submit Case For Import Quotas; AMMI, Big Oil Hostile

Stories On Page 2



Near Break-Up.

SIU-manned Liberty ship Valley Forge is shown awash in South China Sea, after running aground on Barlang Kap Rock south of Singapore on New Year's Eve. All of the crew was taken off safely, but not until seven men abandoned their lifeboat on a reef and swam ashore on Bintan Island. (Story and crew list on Page 2.)

Tanker Group Presents Case For US-Flag Imports; Defense Office Studies Bid

American-flag independent tanker operators, backed solidly by the SIU and the NMU, have put in their detailed bid for a 50 percent quota rule on oil imports. As requested by the Office of Defense Mobilization, the Joint Committee of American Flag Tankers has submitted a 91-page detailed

statement as to why a 50 percent quota rule is essential both for an American tanker industry and the nation's security.

The tanker group had submitted its initial plea to the ODM last fall. After considering the bid, the ODM requested additional supporting data including statistics, which have now been turned in.

In its presentation, the tanker committee brought forth the following facts:

- The United States is becoming increasingly dependent on foreign oil to supply essential fuel for its industrial machine. US imports, running at about 80 million tons

annually now, are expected to more-than-double by 1969.

- Despite our growing dependence on outside oil, only 4.6 percent of imports were carried by American-flag tankers in 1958, and the percentage will continue to shrink year by year, without a quota rule.

- The long-term trend is to leave the United States industrial economy entirely at the mercy of foreign-flag and runaway-flag tanker operators.

- The lack of an adequate tanker fleet is recognized by both military and civilian authorities as a danger to US security.

- A quota rule would restore an adequate tanker fleet at no cost whatsoever to the Government and taxpayers. On the contrary, it would bring in additional revenues, as this oil is now being carried by tax-dodging runaways.

- The inadequacy of the US fleet is such that should a quota be ordered, there would, of necessity, have to be additions to the fleet to carry half of America's oil imports.

- In periods of emergency, the US consumer now has to pay through the nose for oil—witness what happened during the Suez crisis of 1956 when tanker rates went up 300 percent.

- The US has no way of assuring that the operators of runaway-flag tankers would place their ships at US disposal in the event of emergency. They can be freely transferred, in most instances, to other flags.

- All other major nations have taken steps to assure that their oil needs are met in large part by

ships of their own registry. France, for example, requires two-thirds of her imports to come in on French-flag tankers.

In light of the above, and other data, the committee has requested the President to issue a ruling that at least 50 percent of all imports be carried on American-flag vessels which have coastwise privileges.

Should such a ruling be put into effect, the United States would need a minimum of 1,860,000 dead-weight tons of tanker capacity to handle 50 percent of American needs. At present, all tankers un-

(Continued on page 10)

20-Millionth Benefit Dollar



Seafarer Frank Cannella accepts vacation benefit check for \$343.23 from dispatcher Ed Mooney. The disbursement represents the \$20 millionth SIU benefit dollar paid out under Vacation and Welfare Plans.

Men Strike US-Owned Liberia Ship

PHILADELPHIA—A runaway-flag Liberia ship, the Madison Bell, was hung up here by her crew on Wednesday, January 13, as an initial step by the recently-formed International Maritime Workers Union to win decent conditions on escape flag ships.

The Greek crew of the vessel, which is owned by a New York company, World Seas Shipping of 17 Battery Place, walked off the ship in protest against unsafe working conditions, inadequate wages and other mistreatment. The ship was formerly the SIU-manned Christine.

Normally, a Liberia ship under the American flag carries a manning scale of 28 crewmembers in the unlicensed capacities. The Madison Bell had only 17 unlicensed men, 15 of whom have signed pledge cards. The excessive undermanning renders the ship clearly unsafe in the view of the IMWU.

The IMWU was formed through joint action by the SIU and National Maritime Union for the purpose of organizing among runaway ship crews.

It is expected that the owners of the ship will challenge the right of IMWU to organize in the Federal Courts.

The Madison Bell was loading scrap iron, eventually destined for Japan.

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PAUL HALL, Secretary-Treasurer

HERBERT BRAND, Editor. BERNARD SEAMAN, Art Editor. HERMAN ARTHUR, IRWIN SPIVACK, AL MASKIN, JOHN BRAZIL, ARTHUR BERGER, CHARLES BEUMET, Staff Writers. BILL MOODY, Gulf Area Representative.

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SS Valley Forge Breaks Up Near Singapore; Crew Safe

Seafarers who were aboard the freighter Valley Forge, which broke up on a reef in the South China Sea off Singapore, were paid off in Seattle last week and reunited with their families after undergoing a New Year's holiday which will stand out in their memories for years to come.

It began Thursday, December 31, after the vessel ran hard against Barlang Kap Rock—a reef which, according to the ship's skipper Peter F. Petrone, was not listed on his charts.

SOS messages were transmitted to the effect that five holds were awash and the hull was splitting (probably due to the expansion of the wheat cargo as it became wet). At the time, the seas were mountainous and winds had reached gale force.

Rescue operations got underway

the same day. A tug, the Griper, reached the scene as the Valley Forge began to break up. A life boat manned by four seamen was lowered despite the angry seas, and transferred eight men to the waiting tug. It returned, picked up 18 more crewmen, but couldn't make it back to the tug. Later, however, they were rescued by the British mine-sweeper Fisherton.

Meanwhile, back at the ship, another lifeboat with seven aboard—including the skipper—went over the side. Apparently unable to

rendezvous with any of the rescue ships, its occupants ended up on a reef a few hundred yards from nearby Bintan Island, Indonesia. Reports have it that the men swam ashore safely, and received a food and clothing drop New Year's Day from a British military aircraft.

No Injuries

There were no reported injuries among the 37 aboard. The men later were moved to hotels in Singapore and given fresh clothing and food.

A chartered plane flew the crew back to Seattle where they were met in the afternoon of January 9 by Port Agent Ted Babkowski and a representative of Peninsular Navigation, the shipping company's agent. The men were paid off that evening.

According to the company's own crew list, here is an alphabetical listing of the unlicensed personnel aboard:

Andersen, Richard W., oiler
Baker, Clarence J., deck engr.
Beaton, Ronald W., AB
Beierlyn, Frank L. Jr., AB
Brady, John, OS
Brown, Arthur W., utility
Datko, William, baker
Delmendo, Tranquillino A., MM.
Dyer, Charles T., oiler
Francisco, Roland, messman
Hansen, Paul O., deck maint.
Hayes, Kenneth R., steward
Hlerro, Perfecto N., FWT
Hunt, John C., chief cook
Karman, Per, AB
Kofschoten, John Jr., wiper
Krieg, Stanley, AB
Lund, Fred K., wiper
McDevitt, James T., AB
Mesaros, Earl E., oiler
Mitchell, James C., bosun
Mitsis, Nikolaos, 3d cook
Pettersen, Norman R., OS
Sharp, Jos., FWT
Snead, Delos, messman
Tucker, Gerald W., OS
Urbanowicz, Kazimierz, AB
Valenzuela, Alejandro, FWT

AMMI, Big Oil Gang Up On US-Flag Tanker Fleet

Major oil companies which operate large numbers of runaway-flag ships are now moving to destroy existing American-flag independent tanker operators with the help and approval of the American Merchant Marine Institute.

The oil companies have moved against American-flag tanker operators in two areas as follows:

- A meeting of the tanker committee of AMMI on November 24, 1959, including representatives of such companies as Sinclair, Atlantic Refining, Tidewater, Esso, Standard of California, Amoco, Texaco, Socony, Gulf and Cities Service, has gone on record to force newly-built tankers into bankruptcy and Government lay-up fleets.

- The tanker committee and the AMMI are fighting hard to prevent any build-up of American-flag tanker operations by imposition of a 50 percent quota rule on US oil imports. The proposed quota would call for half of all imports to come on American-flag tankers.

The November 24 meeting, in which the officers of AMMI participated, reiterated and approved an action by the AMMI board of directors denouncing Maritime Administration assistance to operators of newly-built US-flag tankers.

The resolution called upon Maritime to discontinue mortgage moratoriums, forcing the tankers

into bankruptcy and "if for any reason, the vessels are not sold by the Government after foreclosure they should be placed in the reserve fleet and not withdrawn from the fleet for operation or charter except in the case of a national emergency."

The mortgage moratoriums by Maritime involved Government mortgage guarantees to new tanker construction. The newly-built American-flag ships, upon coming out of the yards, have had difficulty in making ends meet. Consequently the Government moved to get a postponement on their mortgage payments so as to enable the owners to keep the ships operating under the American flag.

Among the objectives of the major oil companies in opposing the moratorium is their hope of buying the ships at bargain prices after they have been forced into bankruptcy, or else keeping them in lay-up indefinitely so as to destroy all competition to their company-owned fleets.

These objectives are secondary to the oil companies' desire to destroy independent tanker opera-

tors as an organized group. By so doing, the oil companies would eliminate the possibility of a 50 percent quota on oil imports ever being imposed by the US. Such a quota would compel the oil companies either to charter American-flag tankers for their import business or transfer ships back to the American flag from the runaway flags. Either step would mean a sharp increase in the employment of American tankermen.

The oil companies are interested in maintaining the smallest possible fleet under the US flag for coastwise purposes. They want to carry all of the growing import volume on runaway ships.

Allowances Cited
The most ironic aspect of the whole situation from the SIU point of view is that the oil companies and the AMMI which are protesting any kind of Government assistance to independent operators are themselves the recipients of all kinds of special privilege, including oil depletion allowances. On the dry cargo side, the AMMI represents subsidized American steamship operators.

Budget Ax Hits TB Hospital

SIU Scholarship Candidates Can Still Make Applications

There is still time for Seafarers or children of Seafarers to apply for an SIU scholarship, the Seafarers Welfare Plan has announced. With two more College Entrance Examinations slated for February 6 and March 12, candidates for the scholarship who get their applications in now will be able to compete for five four-year \$6,000 SIU college scholarships.

The basic requirement for a scholarship candidate is three years' seetime for a Seafarer on SIU ships, or for the father of a scholarship applicant.

Interested applicants should contact the Seafarers Welfare Plan now at 11 Broadway, New York 4, N.Y., so as to be able to complete all requirements in time for the March 12 examination. Those applicants who have not submitted all their qualifications yet are urged to do so.

The five winners of the scholarships are selected by a group of university administrators on the basis of qualifications and College Entrance test results. The latter is given considerable weight in the final determination.

Since the Scholarship Plan has been functioning, a number of SIU men and children of Seafarers have completed their studies and are now engaged in medicine, dentistry, teaching and other professions.

Manhattan Beach To Close; SIU Protesting Cutbacks

WASHINGTON—The annual attack by budget-cutters on the Public Health Service facilities for seamen is already underway. The Public Health Service has already announced plans to close the Manhattan Beach TB hospital and ship the patients elsewhere, possibly contracting them out to New York City or other private hospitals for care. The closing of the hospital is set for June 15.

In addition, it is unofficially reported that the Savannah Public Health hospital, long the target of the budget-cutters, is due for the ax. The news is expected in the forthcoming budget which is to be published shortly.

The projected closing of Manhattan Beach has brought prompt reaction both from the patients and the SIU, demanding in the event this has to take place, that the patients get appropriate care at another PHS facility.

"We would like Manhattan Beach to be kept open if at all possible," SIUNA President Paul Hall declared in a communication to the surgeon general of the Public Health Service, "but whatever the final decision, we emphatically oppose any plan which would give second-rate medical care to seamen by contracting them out to institutions where they will suffer a loss in quality of treatment and attention."

Hall noted that, "if there is room, as we believe there is, elsewhere in the Public Health system to care for these patients, then that room should be made available to the men at Manhattan Beach. If there is no room for them, then that proves there is a definite need for keeping the Manhattan Beach hospital open."

He pointed out that there are a number of beds available at the Staten Island hospital which could be used to accommodate TB patients. Many of these beds, in fact, are in an unused wing formerly utilized for that purpose. The Savannah hospital, he noted, had approximately 300 beds all told, and here too, some of them could be set aside for TB purposes.

The reason given by the service for closing Manhattan Beach is a decline in the patient count from 339 in 1955 to 185 today. The de-

cline is attributed to improved methods of treating TB. It is expected that by June 15 the patient population will be down to around 150.

Manhattan Beach has been at a disadvantage since the Air Force closed its adjoining base. That left the hospital with the full expense of maintaining its heating and power plant which it formerly shared with the Air Force. The General Services Administration has declared the area surplus property and would undoubtedly peddle it off to a housing developer or for similar purposes once the hospital is closed.

As far as the patients themselves are concerned, the general consensus is that if the hospital is to close they would be better off in a general PHS hospital such as Staten Island because of the availability of general care and surgical treatment. Patients now at Manhattan Beach who need surgery have to go over to Staten Island for it.

The service has indicated that a limited number of patients could be accommodated at other PHS hospitals such as Seattle, San Francisco and New Orleans, all of which handle TB patients, but that

the others would have to go to outside hospitals.

Both the patients and the Union are emphatic in opposing any contracting-out to New York City hospitals. The quality of medical care given at city hospitals is admittedly inferior to that of the Public Health Service. As everyone in the city administration agrees, there is not enough money available to properly staff city hospitals. In fact, the situation in city hospitals is such that last February Mayor Wagner appointed a committee to find ways to improve patients care and cut costs, and on June 19 this past summer, a committee of internes and resident physicians at the city hospitals assailed the quality of care given and the severe shortages of both doctors and nurses.

The interne shortage is such that city hospitals have been forced to rely upon medical trainees from foreign countries who do not have medical education on a par with that in the United States.

In addition, the city has been actively cutting down on its treatment of TB patients in hospitals, seeking instead, as a money-saving measure, to treat them as outpatients whenever the disease has been arrested and the patient can safely stay home without danger to his family or neighbors. In the process, it has been closing down its facilities at Seaview hospital, one of the hospitals mentioned as a possibility for the TB patients.

Contracting-out the patients has several other disadvantages. The

(Continued on page 10)

He Proves It: Better Chow Via Food Plan

An outstanding record as a top feeder in a good-feeding fleet has been credited to Seafarer William R. Stone, chief steward aboard the Margaret Brown until recently. Stone,

who was on the ship for almost a year until he got off in December, was hailed by the crew for running one of the best-feeding ships afloat. This was done through his adhering to the feeding plan set up by the Union with its contracted operators and his use of the SIU steward department guide.

To top off Stone's accomplishment, he was hailed by the company for having done a remarkable job of top-notch feeding while at the same time keeping waste down to a bare minimum and getting the most out of the food dollar.

The gourmets and chow-hounds aboard the Margaret Brown are reported to have watched Stone's departure with great dismay when he left the ship to be with his family for the Christmas vacation.

Stone spent almost a year on the Margaret Brown, and during the six voy-

ages he made, the crew had fresh milk almost every day. The ship also gained a perfect score of 100 percent from the US Public Health Service, winning a sanitation certificate.

This is quite an achievement since there were only five freighters which have ever scored 100 percent on the sanitary inspection.

Stone's outstanding performance shows that, working in accord with the feeding plan, he can keep the men well fed at a saving in cost to the companies. The feeding plan, which was designed to cater to the individual tastes of Seafarers, replaces the institutional style, "big-pot" school of cookery with "to order" food preparation. The result is fresher, tastier food plus elimination of the waste involved in mass cooking.

The feeding plan and steward's guide are all part of the program to bring professional food preparation and good food to shipboard Seafarers.

Since the feeding plan was developed, an ever-increasing number of shipping companies have been using it.



Stone

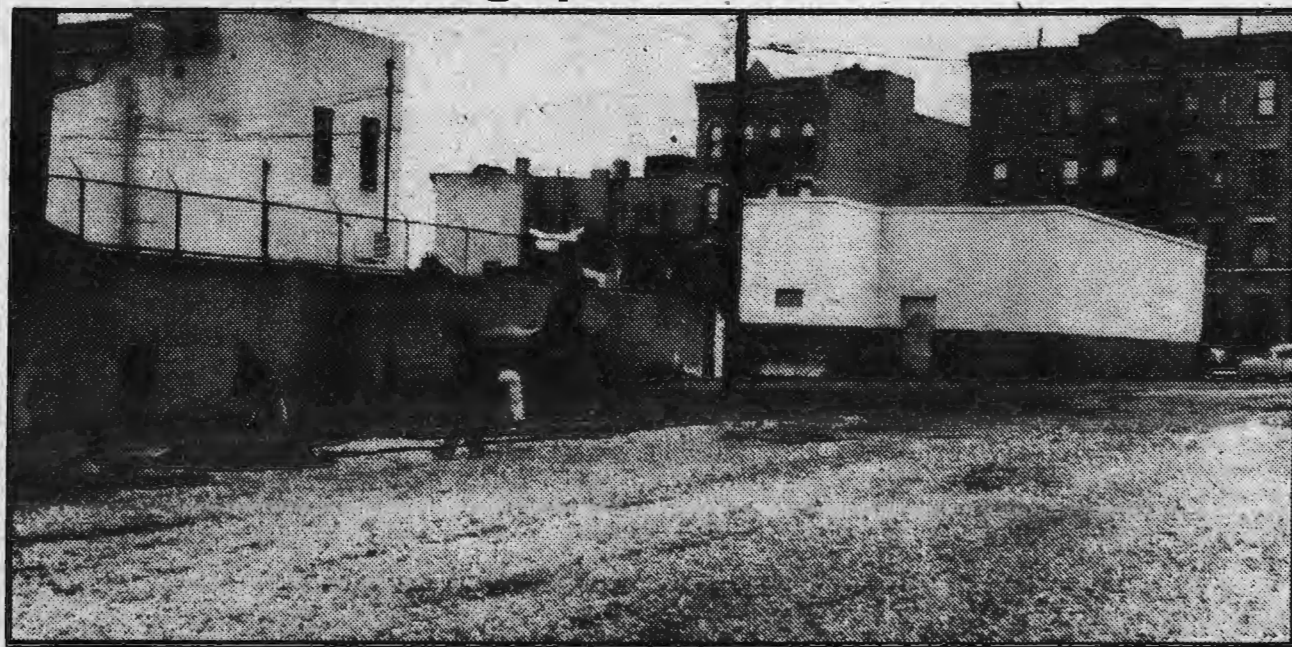
British Push Plans For Gas Tanker

The British have had "spectacular success" with a system for carrying dangerously explosive methane gas, after experimenting for one year. As a result, the chairman of the British Gas Council soon will seek permission to build a 20,000-ton tanker or two 10,000 tankers to carry the cargo, thereby capitalizing on their efforts.

During the course of one year, the British tanker Methane Pioneer, capable of carrying 2,000 tons of the gas—which is lowered to a temperature of about minus 258° Fahrenheit during transportation thereby increasing greatly the safety margin—reported highly successful results.

The British theorize that a 20,000-ton tanker making 14 trips a year would carry the equivalent of the household gas made from 2,000,000 tons of coal.

More Parking Space For Seafarers' Cars



Workmen are shown in process of paving lot up the block behind SIU headquarters hall to provide additional parking space. Job has now been completed and 75 spaces marked off for convenience of Seafarers. Lower parking lot (not shown) handles 55 vehicles.

SIU Sets Pay Talks

SIU-contracted companies have been notified by the Union of its desire to reopen the existing agreement for the purpose of discussing increases in wages and overtime rates.

The SIU agreement has provision for such reopeners during the life of the contract.

A negotiation meeting has been set up for February 3 at Union headquarters to discuss proposed contract changes. Details will be carried in future issues of the SEAFARERS LOG.

Jobs Surge In Baltimore

BALTIMORE — Shipping has been good here during the previous two weeks, with some 227 men getting berths and expectations for more job opportunities being available with the possible crewing of five more ships.

The membership was strongly urged at the last meeting to make appointments for their wives' and children's annual medical check-up.

It was also reported that Union attorneys are hopeful of obtaining back monies very soon—perhaps by the middle of this month—for the crew of the Pacific Carrier. The ship was sold at auction here for back debts.

The following ships paid off during the preceding shipping period: Emilia, Mae, Jean Carolyn and Angelina (Bull); Bents Fort, CS Baltimore (Cities Service); Baltimore, Chilore, Marore (Marven).

Signed on were: Marore, Santore, Chilore, Venore (Marven); Edith (Bull).

In transit: Ames Victory (Victory Carr.); Steel Advocate, Steel Worker (Isthmian); Calmar, Bethcoaster (twice), Flomar (Calmar); Alcoa Patriot, Alcoa Polar's (Alcoa); Oremar (Marven); Afoundria (Waterman); Mt. Evans (Tramp Ship); Irenestar (Traders), and Robin Gray (R&N).



SEAFARERS ROTARY SHIPPING BOARD



December 23, 1959 Through January 5, 1960

As has been the trend in the past, everything slowed down over the long Christmas and New Year's holidays, including shipping from SIU ports. The end of the holidays saw only 929 men being shipped, a sizable decline from the prior period's 34-month record high of 1,486 men. However, a shipping slump after a long holiday has been the general trend in past years and it is expected to be short-lived.

All of the major SIU ports with the exception of Baltimore reported big drops in their shipping totals for the past two weeks. However, there were four ports, Boston, Baltimore, Norfolk and Tampa, all reporting improved shipping for the period.

Hardest hit in the slump were New York, Mobile, New Orleans and Houston, shipping only 454 men among them. This represents a decline of over 850 men from the previous two weeks. Even the West Coast ports, which have been enjoying fine shipping for some time now, felt the holiday decline. Seattle, for example, shipped only 48 men as compared to 110 just before the start of the holidays.

While registration remained fairly constant, it is expected to increase somewhat in the coming weeks as many Seafarers who got off

their ships to spend the holidays with their families will be registering for berths again.

Most of the holiday decline can be based on the fact that there has been a drop in the number of ships calling at ports. Many ports reported little or no ship activity for the period.

There was a total of 195 vessels calling at SIU ports over the past period. Of this total, 48 paid off, 25 signed on and the remaining 122 were in transit. As compared to the pre-holiday report, this is a decline of 61 vessels.

Leading the list in ship activity was the port of Houston which reported 32 ships, with New York and Baltimore close behind. These ports serviced 30 and 29 vessels respectively. There were two ports, Jacksonville and Tampa, with no vessels signing on or paying off, and one port, Wilmington, with no ships signing on.

Percentage-wise, class A men picked up an additional one percent of the total number of jobs shipped. Out of the 929 jobs, class A accounted for 553, which is 59 percent of the total, class B for 210, or over 23 percent, and class C for 166, just under 18 percent—a healthy figure for class C men.

Ship Activity

	Pay Offs	Sign On	In Trans.	TOTAL
Boston	3	1	6	10
New York	20	3	7	30
Philadelphia ..	1	1	10	12
Baltimore	11	5	13	29
Norfolk	3	4	5	12
Jacksonville ..	—	—	11	11
Miami	1	—	2	3
Tampa	—	—	6	6
Mobile	6	1	5	12
New Orleans ..	1	2	18	21
Houston	1	6	25	32
Wilmington ...	1	—	6	7
San Francisco ..	—	1	4	5
Seattle	—	1	4	5
Totals	48	25	122	195

DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	2	3	3	8	—	1	1	2	2	3	1	6	1	3	1	5	2	3	2	7	6	5	7	18	4	14	7	25	—	1	1	2
New York	19	42	17	78	—	16	14	30	8	34	5	47	1	4	6	11	—	5	8	13	47	11	13	71	101	202	48	351	2	41	52	95
Philadelphia	3	9	1	13	—	1	—	1	3	2	2	7	—	3	2	5	—	1	—	1	7	5	1	13	14	14	9	37	—	2	—	2
Baltimore	9	36	14	59	3	3	14	20	15	36	10	61	4	7	14	25	3	5	1	9	61	25	9	95	28	74	17	119	3	6	22	31
Norfolk	3	9	2	14	—	4	3	7	5	6	—	11	1	1	2	4	—	4	—	4	11	4	4	19	10	15	2	27	1	6	6	13
Jacksonville	3	6	2	11	—	—	2	2	1	2	2	5	—	—	—	—	—	—	2	2	5	—	2	7	9	10	—	19	—	—	—	—
Miami	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	1	—	—	—	—
Tampa	2	3	—	5	—	1	1	2	2	5	1	8	—	—	—	—	—	—	—	—	8	—	—	8	5	9	—	14	—	1	3	4
Mobile	12	13	4	29	—	1	2	3	—	4	3	7	1	—	1	2	—	—	—	—	7	2	—	9	44	49	7	100	—	1	14	15
New Orleans	15	21	13	49	1	1	2	4	9	7	4	20	3	1	2	6	2	6	4	12	20	6	12	38	87	76	33	196	3	8	21	32
Houston	16	31	8	55	2	8	8	18	9	14	16	39	4	6	9	19	1	2	1	4	39	19	4	62	35	51	14	100	1	7	10	18
Wilmington	6	3	—	9	—	3	1	4	1	3	—	4	1	—	2	3	—	—	2	2	4	3	2	9	10	9	3	22	—	3	1	4
San Francisco	1	6	3	10	1	2	1	4	3	3	2	8	—	—	1	1	—	—	—	—	8	1	—	9	15	23	5	43	2	4	1	7
Seattle	4	2	3	9	—	3	1	4	3	4	1	8	1	—	—	1	—	4	3	7	8	1	7	16	12	5	2	19	—	3	3	6
TOTALS	95	184	70	349	7	44	50	101	61	123	47	231	17	25	40	82	8	30	23	61	231	82	61	374	374	552	147	1073	12	83	134	229

ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				CLASS B				
	GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL	
Boston	—	5	—	5	—	2	3	5	1	3	1	5	—	—	—	—	1	5	4	10	5	—	10	15	—	6	—	6	—	2	5	7	
New York	14	49	9	72	—	16	13	29	3	25	3	31	1	8	3	12	2	2	7	11	31	12	11	54	47	146	37	230	5	37	32	74	
Philadelphia	1	15	—	16	1	3	4	8	1	6	2	9	—	2	3	5	—	—	—	—	9	5	—	14	1	28	2	31	—	4	2	6	
Baltimore	3	24	3	30	1	9	12	22	—	33	7	40	1	10	10	21	—	5	3	8	40	21	8	69	10	68	11	89	1	11	20	32	
Norfolk	3	8	2	13	—	—	—	—	1	6	—	7	—	1	3	4	—	—	2	2	7	4	2	13	3	10	3	16	—	1	—	1	
Jacksonville	1	5	—	6	—	2	5	7	—	—	—	—	—	—	3	3	—	—	2	2	—	3	2	5	2	8	—	10	1	2	2	5	
Miami	—	1	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	—	—	1	1	—	1	—	1	—	—	—	—	
Tampa	1	3	—	4	—	2	—	2	—	4	—	4	—	2	—	2	—	—	—	—	4	2	—	6	1	12	—	13	—	—	1	1	
Mobile	3	16	2	21	—	2	2	4	—	3	1	4	—	1	3	4	—	—	1	1	4	4	1	9	14	58	4	76	—	7	4	11	
New Orleans	5	28	3	36	—	6	6	12	2	16	3	21	—	3	2	5	1	1	2	4	21	5	4	30	36	98	10	144	2	33	20	55	
Houston	8	30	3	41	1	14	9	24	7	30	3	40	1	7	6	14	—	6	4	10	40	14	10	64	12	36	2	50	1	9	12	22	
Wilmington	—	2	—	2	—	—	2	2	—	1	—	1	—	—	2	2	1	—	1	2	1	2	2	5	1	9	—	10	—	4	2	6	
San Francisco	1	4	1	6	—	4	—	4	—	4	—	4	—	2	—	2	—	—	—	—	4	2	—	6	6	19	3	28	2	3	1	6	
Seattle	2	11	—	13	1	3	4	8	1	8	1	10	2	2	2	6	—	1	—	—	1	10	6	1	17	1	11	—	12	—	4	2	6
TOTALS	42	201	23	266	4	63	60	127	16	139	21	176	5	38	37	80	5	20	27	52	176	80	52	308	134	510	72	716	12	117	103	232	

STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				CLASS B				
	GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL	
Boston.....	6	1	2	9	—	—	—	—	2	—	1	3	—	—	1	1	—	—	2	2	3	1	2	6	9	5	5	19	1	—	1	2	
New York.....	23	11	35	69	1	4	8	13	15	5	16	36	—	—	4	4	—	—	7	7	36	4	7	47	110	44	133	267	2	14	88	104	
Philadelphia.....	5	3	4	12	—	—	4	4	1	—	6	7	—	—	1	1	—	—	1	1	7	1	1	9	15	4	7	26	—	—	8	8	
Baltimore.....	18	4	21	43	1	1	10	12	16	6	17	39	—	1	11	12	2	—	10	12	39	12	12	63	49	15	44	108	1	1	8	10	
Norfolk.....	1	1	—	2	1	1	2	4	1	—	1	2	—	1	2	3	1	—	6	7	2	3	7	12	6	5	3	14	1	—	—	1	
Jacksonville.....	2	1	1	4	1	—	—	1	2	—	2	4	—	—	—	—	—	—	4	4	4	—	4	8	4	3	—	7	1	—	1	2	
Miami.....	—	—	2	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3	—	3	—	—	—	—	
Tampa.....	2	1	9	12	—	—	3	3	1	—	3	4	—	—	1	1	—	—	—	—	4	1	—	5	5	3	11	19	—	—	1	1	
Mobile.....	8	2	14	24	—	—	7	7	2	1	2	5	—	—	6	6	—	—	—	—	5	6	—	11	42	13	70	125	—	—	13	13	
New Orleans.....	14	4	37	55	1	—	7	8	3	3	8	14	—	—	5	5	1	—	2	3	14	5	3	22	58	19	133	210	2	1	47	50	
Houston.....	12	5	6	23	—	3	12	15	8	3	10	21	2	2	9	13	—	—	1	3	4	21	13	4	38	17	11	11	39	1	1	13	15
Wilmington.....	1	1	3	5	—	—	—	—	—	—	1	1	—	1	—	1	—	—	—	—	1	1	—	2	7	3	4	14	—	1	1	2	
San Francisco.....	5	1	3	9	1	1	1	3	1	1	5	7	—	—	—	—	—	—	2	2	7	—	2	9	24	2	13	39	1	2	6	9	
Seattle.....	6	2	3	11	—	—	2	3	1	—	2	3	—	—	1	1	2	1	8	11	3	1	11	15	13	2	7	22	1	1	2	4	
TOTALS	103	37	140	280	6	10	56	72	53	19	74	146	2	5	41	48	6	2	45	53	146	48	53	247	339	129	444	932	11	21	189	221	



Seafarer Bill Mitchell (top photo) does the honors as Santa Claus in the New Orleans hall, distributing toys to children of SIU men. Above, Seafarer Jack Meyer and family relax after dinner at hall. Around table are Brenda, Meyer, Mrs. Meyer, Rickey, Eddie.



Baltimore's Santa Claus (top) was Seafarer Chester Wilson. Above, Seafarer Joseph Linhart, off the Bethlex, enjoys dinner with Miss Catherine Nicely. Below, cafeteria gang consisting of L. Walther, H. Wheeler and W. Minton prepare the food.



SIU Holiday Benefits Up To \$8,500

Approximately \$8,500 was paid out by the SIU Welfare Plan in Christmas benefits, a tally of the benefit figures show. Christmas bonuses of \$25 given to Seafarers in the hospitals, totaled approximately \$4,000. A similar amount was spent for men who are on disability-pension, each man getting \$25. Another \$415 went for cigarettes distributed in the hospitals.

Christmas Dinners

Also, as is the long-established custom within the SIU, Seafarers, their families and friends all over the country were guests of the Union at Christmas dinners in the halls or nearby restaurants. Several ports provided gifts for children distributed by fully-equipped Santa Clauses. All told, more than 3,000 guests were served, with New York, Baltimore, New Orleans and Houston accounting for two-thirds of the total. Baltimore had the largest turnout, 615 diners, followed by New Orleans, 475; Houston, 439 and New York 435.

Of course, many of the diners in A&G halls included men from other SIUNA affiliates. Similarly, Seafarers on the West Coast were entertained by the SIU Pacific District.

Probably the most unusual dinner was the one held in Tampa for 100 guests. It was at the Las Novedades Restaurant, which as Port Agent Bennie Gonzalez noted "is the only Spanish restaurant to ever win the academy award for fine cooking." Naturally, the menu had a Spanish tinge to it, being a departure from the standard American Christmas menu.

Hospital Patients Applaud Union's Christmas Cheer

Hospitalized seamen at the Manhattan Beach TB hospital have expressed thanks to the Union for the SIU's contributions during the Christmas season. A letter from Thomas Daisey, head of the patient's council stated the patients' appreciation for floral decorations placed in the hospital for the holidays.

Seafarers at the hospital received \$25 hospital bonuses as voted by the trustees of the Seafarers Welfare Plan plus cigarettes. In addition, as Daisey's letter noted, the Union arranged for an 18-foot decorated Christmas tree, wreaths for the front of the building and plants for the hospital's chapel.

Hide Esso Men's Finance Data:

Law Hits Collins, Anti-Union Front Man In Oil Fleets

The New York State Supreme Court has ordered John Collins, professional promoter and operator of "independent associations" in the tanker field, to surrender financial records, cancelled checks and similar data which he has been withholding from the Esso Tanker Men's Union, an autonomous affiliate of the SIU of North America.

The court action was the outcome of a suit by ETMU demanding that Collins give Esso tankermen their property back. Collins has been withholding the records for over a year and a half, ever since he was fired by the tankermen back in the summer of 1958.

In another development, the National Labor Relations Board New York regional office has thrown out an election petition for the Esso fleet by a Collins-created "independent association," the Esso Seamen's Association, on the ground that it is "supervisor-tainted." The ESA was created by Collins in an effort to deprive Esso tankermen of their control of their own union affairs and force them back again into a Collins-dominated "association."

The successful ETMU suit against Collins came about when Collins, after being ousted by the tankermen, refused to turn over all of the tankermen's records. Among the many items missing were financial reports and financial data for two fiscal years, 1951-52 and 1954-55. In both years, ETMU reports, there were unexplained heavy declines in accumulated surplus totaling some \$18,000.

In the course of the suit, ETMU learned that Collins had a secret agreement providing him with a lifetime job and a pension as well, his salary to continue after his retirement. The costs of the pension were paid for by ETMU at the rate of \$1,500 annually. Apparently, ETMU said, Collins had more than one such arrangement in the string of "independent associations" he controls in the tanker field.

During the pre-trial examination, Collins made several damaging admissions under oath. He conceded that he had no written agreement for years as to the amount of money he took from Esso men for his services; that he kept various union books and records in the cellar of his home; that the Esso men's office rent was paid in his name and the lease was in his name although he maintained that it was not his office.

He also conceded that he had

ETMA cancelled checks in his possession (the Esso union had formerly been known as Esso Tanker Men's Association).

During the questioning, Collins suffered a sudden loss of memory when asked how much ETMA paid him for his services, but did recall that Mrs. Collins prepared his paychecks on occasion.

Another admission by Collins concerned his failure to pay withholding and Social Security taxes for employees of the so-called "ETMA office" for the year 1957. He conceded that he had personally paid some of the penalties involved for failure to pay the taxes.

The office involved was supposedly operated by Collins' string of "associations" including groups in Texaco, Socony, Tidewater, Esso and Cities Service.

When not running the affairs of all these so-called "independent associations" Collins serves as a professor at Fordham University where he teaches labor history and labor law, among other subjects.

Seafarers will remember Collins as the man who tried to set up a company union in Cities Service to block SIU certification in the fleet. His effort failed when the Collins association was found to be company-dominated by the NLRB.

Urge Tally Of Tips For Age Benefits

WASHINGTON—The SIU has joined four other AFL-CIO unions in urging the Government to count tips as a part of wages in computing Social Security benefits.

Under the present set-up, Uncle Sam takes an income tax bite out of the money a worker gets in tips. But these same tips don't count toward Social Security benefits, and it is this double standard to which the unions object.

With Social Security benefits getting bigger and broader, Seafarers and other union members who draw gratuities are losing out in ever-increasing amounts as the years roll by.

The five unions involved estimate that counting tips toward Social Security would benefit about 1½ million of their members. These include hotel and restaurant employees, bartenders, building service employees, barbers and beauticians, as well as seamen represented by the SIU and National Maritime Union.

Meanwhile, President George Meany, of the AFL-CIO, has directed the AFL-CIO legislative department to press for Congressional adoption of a bill that would permit Social Security credit for tips in one of two ways:

1—Workers would report their tips to their employer, who would then deduct their share of the Social Security tax and match it with his own share.

2—In the absence of a direct report by a worker on his tips, his employer would use a fixed formula to determine his tax deduction, and then match it.

Thanks also came from Seafarer John Driscoll on behalf of the SIU men at the hospital. (See "Letters to the editor" page 14.)

Right-To-Work Promoter Feeling US Tax Heat

One of the leading advocates of the National Right to Work Committee is in hot water with the Internal Revenue Service because they claim he failed to pay taxes on property acquired in 1954.

E. S. Dillard, a "champion of the compulsory open shop"

was involved in some transactions with the Brown Dynalube Company from which the Government says he owes more than \$92,000 in back taxes. A claim has been filed against him with the US Tax Court in Washington.

In 1954 when he purchased the Brown Dynalube Co. he also obtained the outstanding common stock and accounts payable, for a dollar. He advanced \$1,800 to the firm and accepted from them \$85,000 in bonds payable in 20 years.

Government Claims

The Government claims these bonds were worth their face value and should have been reported as income and been taxed. Dillard says they weren't worth anything.

The situation is complicated by the fact that Dillard donated \$10,000 to a church, which then sold the bonds for the same amount, receiving cash for them. He deducted this from his taxes as a \$10,000 contribution; as well as another \$20,000 which he donated to the Dillard Foundation, Inc., a tax-exempt charitable foundation which he incorporated himself.

He donated another \$10,000 to the same church and half of this was purchased by a Minor Foundation, Inc., a foundation incorporated by Dillard's tax lawyer.

Dillard says the bonds were worth their full value when he contributed them, though they were worth nothing when he acquired them. The Government believes the opposite is true; that they were worthless when contributed (and so the tax credit for the contributions should be voided) but were worth the full face value when acquired.

The tax court judges will have to decide who is right about the value of the bonds at each stage of the various transactions.

Sea Safety Awards Due For 1959

The Marine Section of the National Safety Council is expected to announce the winners soon of the 1959 fleet safety contest awards. Last year, the contest was won by the SIU-contracted Alcoa Steamship Company.

The awards are given in several categories. One category consists of privately-owned dry cargo ships, another of privately-owned tankers, since accident rates on tankers are usually less because of the absence of cargo-handling gear. A third category consists of Government-owned operations. Awards are also given in shipyard, tug and barge operations and other groupings.

Awards are based upon the amount of time lost in accidents in relation to the number of hours worked, rather than on actual accident totals, since many minor mishaps do not cause any loss of work time.

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.

SS Del Mundo—Way Back In 1938



Ex-Seafarer Fred Farmer submitted this photo from his scrap book showing the first baseball team on an SIU ship. This gang was off the old SS Del Mundo on Thanksgiving Day, 1938. Fourth from left, standing, is the late Eugene Nobles, whom Farmer describes as a "real Union man." He adds, "Men like him and several others in this picture helped make the SIU strong." Standing second from right is John Clark, then deck cadet, but now president of Mississippi Shipping Company. Farmer is at right.

See Early Approval Of Plan For English Channel Tunnel

LONDON—The way has been cleared for a long-dreamed-of and controversial tunnel project, which the tunnel would be constructed under the English Channel, connecting England and France. The project, a 36-mile engineer's "dream problem" has been tentatively approved by the British Ministry of Transport.

It had to overcome the objections of the Defense Ministry, which didn't want the tunnel for strategic reasons, and the Ministry of Finance, which had reservations about the financing of the tunnel. The project was supported by the Board of Trade, for economic reasons. With the amalgamation of Western European countries into two large trading blocks, severe strains have been put upon the British economy, and the increased transportation facilities of the tunnel will be important.

Also, the construction of such a link would be a major political step signifying the desire of the British to draw closer to Europe politically. Announcement of the official acceptance of the plan is being delayed for political reasons, it is believed.

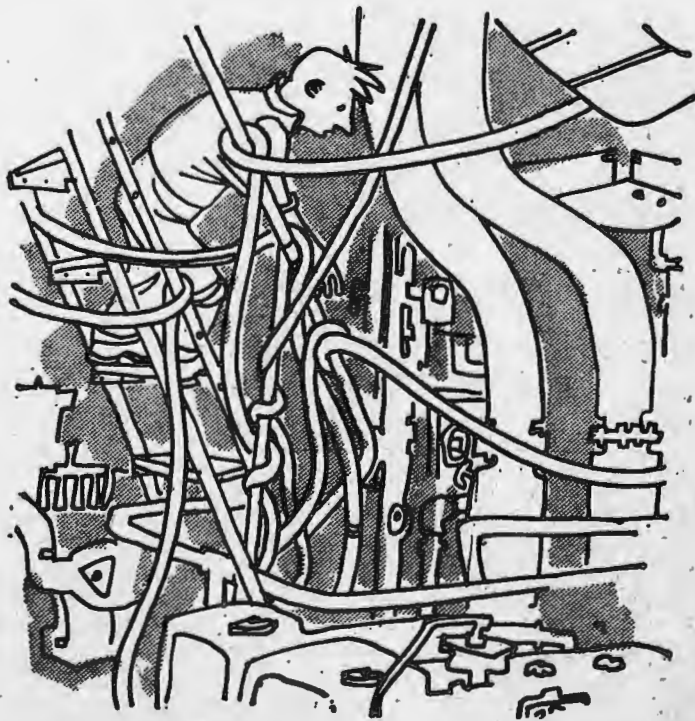
France Anxious

The French have wanted a tunnel to England for a long time, and when the expected approval is announced, will no doubt, enter into immediate negotiations with the English. A treaty between the two countries will be drawn up establishing some kind of a joint

tunnel authority, providing for the working out of a number of legal details and other matters.

The Suez Canal Company, looking for a significant undertaking in which to reinvest its enormous assets (freed by the Egyptian nationalization of the Suez Canal), has a 30 percent interest in the tunnel combine.

The ventilation problems will bar automobile traffic. Cars will have to be transported on railway flat cars while the passengers ride up ahead in a lounge car. It is estimated that the construction of the dual rail tunnel will take six years.



Keep The Ladders Clear

Engine room ladders are usually steep enough to require cautious navigation, particularly when the weather is acting up. Consequently, it goes without saying that obstructions are an open invitation to accidents.

Keep ladders clear—both the railings and the steps—so that your shipmates have a fair chance of getting up and down them in one piece.

An SIU Ship Is A Safe Ship

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

TV Is Phony Ad Champ

A spokesman for television challenges this department's recent report that TV advertising has become the No. 1 deceiver of the buying public. In effect, says Louis Hausman, director of the Television Information Office of the National Association of Broadcasters, this is an unfair charge; other forms of advertising such as newspapers carry the same misleading claims for which we criticized TV.

Hausman should have a chance to tell his side. But there is growing evidence that false TV ads have been most effective in misleading many families into unnecessary expenditures, especially for patent medicines, cosmetics and toiletries.

Hausman writes: "The Arthritis & Rheumatism Foundation report to which you referred, made it clear that 'all forms of media were used extensively'.

"Your comments make no distinction between advertisements for products or services which the report describes as 'not harmful in themselves, and may even give temporary relief,' and 'those which are worthless and may be harmful, and for which patently false and misleading claims are made.'"

"You quote Dr. Hillenbrand of the American Dental Association as saying that television toothpaste commercials are rigged and misleading. He did say this but he went on to say 'unsupported advertising claims continue to give television viewers as well as readers a false sense of security'. No one can defend misleading advertising. But it is important to remember that advertising claims are not materially changed from one medium to another. The same claims are employed as copy themes in all media which are used. If, in fact, they are false and misleading, they are equally so in all media.

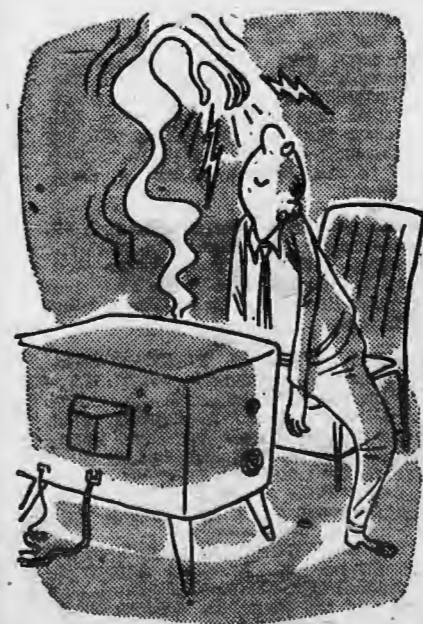
It's true that newspapers and other media also publish misleading ads. But the Arthritis & Rheumatism Foundation survey did show that of the arthritis sufferers who had bought falsely-advertised products, 25 percent did so because of TV, 21 percent through newspaper ads, 15 percent through magazines, 10 percent through radio.

In general, advertising of drugs and toiletries has become one of the most deceptive areas. No less an expert than Kenneth Willson, president of the National Better Business Bureau, has said that the current use of advertising "to further medical quackery is a serious setback".

The misleading nature of the TV commercials showing one aspirin dissolving quicker, and giving "faster relief" than others, has just been criticized by an article in the New York County Medical Society's magazine. If one type or brand takes only one second to dissolve, and another as much as four, there's no practical difference.

TV ads can be especially misleading because they are dramatic, can show pseudo-scientific demonstrations, can rig demonstrations, and can "doctor" products to make them look better. TV commercials present actors who convincingly talk like doctors, dentists and scientists. General Motors and Libby-Owens-Ford could claim in other ads that the view through their car windows is clearer. In TV commercials they were able to "prove" it. But, the Federal Trade Commission says, they first rolled down the windows before showing the "clearer" view.

Other advertisers have been reported using shaving cream instead of icing to make their cakes look better, salt tablets to make their beer foamier; hot wine in the cup instead of the coffee they're actually selling, and bleach, not cleansing powder, under the sponge that wipes away the hard-to-clean spot.



Nor is anything more convincing than the announcer protected by an "invisible shield" in the TV commercial for Colgate's Gardol.

The combination of sight and sound on TV has proved to be almost hypnotic in its power to persuade. Dr. Arthur Shapiro, a Professor of Medicine at the State University for Research in Hypnosis, has said that "the smoking habit is being established and re-established all the time in advertisements everywhere... The man selling cigarettes on television is a spellbinder. His spiel is repetitious, suggestive, monotonous, soothing, reassuring."

More evidence of the power of TV ads has come from the Bureau of Labor Statistics. Its price checkers have reported greatly-increased consumption of deodorants, nail polish, lipstick and other toiletries, which they attributed to heavy TV advertising.

Nor can the public be satisfied if some of the medical products sold through TV and other advertising media are not actually harmful and "may even give temporary relief". It's harmful to the pocketbook to pay \$3 for an "arthritis medicine" which is basically aspirin. The aspirin itself is available for as little as 15 cents for a bottle of 100.

Even some advertising men themselves are getting critical of the misleading claims currently being made—not only in TV ads, of course. Fairfax Cone, of the big Foote, Cone & Belding advertising agency, recently said that "newspapers, magazines, TV and radio could clean up advertising with the next deadlines simply by demanding proof of claims."

Cone asks, "how can four different cigarettes all be lowest in nicotine; how can three different headache remedies all work fastest?" The TV industry can stop the criticism of its ads quickly enough by doing just what Fairfax Cone advises.

Steelworkers' Victory Stifles Big Biz Union-Crippling Drive

Settlement of the steelworkers' contract beef last week for an estimated 40 percent more than it would have cost the companies six months ago marks a severe setback to a big business drive to cripple union contract conditions—specifically, work rules and grievance procedures. The United Steel

Workers of America won a package that will add up to 41 cents an hour by 1962.

The irony of the situation is such that if the steel companies had offered the union last spring just what they spent in advertising the "inflation" issue, the bitter 116-day steel strike probably never would have occurred. As it worked out the responsibility for any inflation that results from the steel strike can be placed squarely upon the companies for their obstinate attitude before, during and after the strike.

For Seafarers, the agreement means no likely interruption of offshore or Great Lakes oreboat movements for the next 30 months. This is particularly significant in light of the drive by the SIU Great Lakes District to sign up, non-union Lakes ore fleets. The drive was hampered by the lay-up of ships during last summer's strike, although the Lakes Union did succeed in winning a signal election victory in the 12-ship Reiss fleet.

The lesson of the strike for the steel companies is that you can't holler "inflation" to keep down workers' wages and at the same time refuse to reduce your own prices while your profits are booming and every management executive is pulling down a six-figure salary plus fancy stock options and bonuses.

The shrieks of alarm about "inflation" were also viewed with a certain amount of skepticism because of the failure of the industry to cut its prices during the 1958 recession, when mills were running at about half capacity.

'Inflation' Is Cry

The industry's calculated strategy was to use the "inflation" cry as a cover for its move to tear the heart out of contract work rules and seniority protection. This combination forced the strike. The only result was that the strikers recouped all their wage losses out of just one contract clause, which assures each worker a cash payment of \$1,300 to \$1,500 upon retirement.

The insincere "inflation" pitch of the steel companies is also being sounded by the railroads now, bringing up a full-scale rail strike this April. Here, too, the objec-

tive is to destroy long-standing work rules.

The "inflation" argument falls flat on its face every time business concerns jack up their rates above and beyond increases in labor costs, and widen their profit margins. A steel price hike is a certainty within three months or so, although the mills are operating at their peak, and profitably.

Prices Didn't Drop

Ironically enough, it is widely agreed that if the steelmakers had any degree of sincerity in their "inflation" pitch, they could have convinced the public simply by the tiniest drop in steel prices. Such a move would have sand-bagged the union's wage demands without a strike. The unwillingness of the firms to make any price concession exposed the total fraud of the "inflation" tactic.

Another totally-deceitful tack employed by the steel companies was to complain about union industry-wide bargaining. At the same time, the major producers exerted tremendous pressure on smaller steel companies to keep them in line. This reply of the old Army game known as "do-as-I-say-not-as-I-do" was exposed when a smaller producer, Kaiser Steel, moved to settle on its own with the union.

Kaiser was browbeaten into line by US Steel with threats of can-

celled business contracts. The company eventually broke away from the leash, defying retribution. The pact Kaiser settled for involved less cost than the rest of the industry now has to pay.

The collapse of the steel company's "inflation" position is also underscored by the fact that a far smaller cash offer would have produced a settlement without a strike in the first instance.

While the companies yielded a round to the Union, it was done in part with an eye to future advantage. At stake in a quick settlement was the prestige of Vice-President Richard Nixon, who had personally-intervened in the contract talks in their late stages.

Apparently convinced that their interests can be advanced by the "right kind" of President in the White House, the steel industry's sudden willingness to make sizable concessions to the union can be regarded as a huge campaign contribution. The companies may be looking forward to reaping some dividends not only in the form of a new Republican President, but more importantly, a possible swing to the right in Congress. Such a Congress might be called upon to fetter union bargaining strength. All of the statements following the settlement took pains to point up Nixon's role and to emphasize the boost the settlement gave his Presidential prospects.

Blue Cross Rate Moves Spur Union Hospital Plans

Soaring increases in hospital costs in the New York area may prompt unions within the city to activate programs to establish their own hospital and medical care systems. The programs would operate

through union-negotiated welfare plans. For several months now, New York City unions have been studying a proposal to build and operate hospitals for the benefit of union members and their families.

This proposal was discussed by New York unions last September, when hospitalization insurance rates were boosted 26.5 percent.

Last week, Blue Cross announced it is thinking of boosting the cost of its insurance each year for the next four years. The increases will run rates up 58½-95 percent higher during this period, according to the firm.

Outline Reasons

Though the hospital association let it be known that no final decision had been made yet on the rate increase, there was little doubt that the company would petition the State Insurance Department for higher rates.

Blue Cross gave several reasons for the proposed increases. These were: the need for increasing wage and salary scales of hospital employees; rising cost, and hospitals' requests for increases in Blue Cross payments.

While rate hikes were being contemplated, so were extensions of benefits, according to the hospital service. One proposal brought forth was that room and board allowances for a semi-private patient be extended to 120 days at full credit from a present 21 days at full pay and 180 days at half rate.

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.

A Family Affair



Juan Rodriguez and his family are pictured in the SIU hall. From left: Esquivel, 3; Rodriguez and his wife Carmen; baby Everlice, 2½ mos., and Juan, 7.

MDs Serenaded Via Records, Senate Drug Probers Report

Senate investigators looking into price-fixing and "payola" practices in the drug industry have come up with something that beats everything yet—in this case to three-quarter time. One drug company has taken to sending out phonograph records to physicians with music on one side and advertising on the other.

Singing Violins

One such record has the noted Russian violinist David Oistrakh playing a concerto on one side and a blurb for Miltown, a brand name tranquilizer on the other. Another one of these "freebies" (a disk-jockey term for a "gift") features the "Twelve Days of Christmas" on the one side and a message from "Appetrol," a drug

to control appetite, on the other.

For the benefit of those not familiar with the song, "The Twelve Days of Christmas" is a carol about some lavish gift-giving.

The drug company has not come out with anything like "Music to Prescribe Our Medications By," but this expected shortly. The musical advertisements were mailed to physicians by Wallace Laboratories, a division of Carter Prod-

ucts, the firm, which markets Miltown.

The investigations are being conducted by a Senate subcommittee under the direction of Sen. Estes Kefauver. The group is trying to show that high drug prices are caused in part, by the expensive promotion campaigns used by drug companies to induce doctors to prescribe by brand name rather than technical name.

The technical name is the scientific name given to the drug; the brand name is the company's name for the drug, and is usually much more expensive. For example, if a physician said "Take two aspirin and go to bed," he would be prescribing the generic or technical name. If he said, however, two two 'Bayers' and go to bed," he would be prescribing by brand name. Medical investigators have proven that all aspirin is the same, and the least expensive brand of aspirin is just as good as the most expensive brand.

Kefauver Prying

Sen. Kefauver estimated that "one-third" of the retail price of drugs is spent for "advertising and promotion." The money spent by the companies does not make the market any larger. It just gives them a larger share of the existing market, if it is successful.

The new hearings, which are to start January 21st, will be solely concerned with tranquilizers. Although tranquilizers were originally developed for use in mental hospitals, they have lately become very popular with people who are suffering from anxiety tensions and emotional disturbances.

Currently, at the manufacturers level, sales amount to some 200 million dollars per year. Retail sales probably push this figure up to around a half-billion dollars. The subcommittee is trying to find out whether prices are competitive, or whether new anti-trust legislation is needed.

ILA, Shippers Still Talk On Premium Cargo Rate

Although longshoremen are now working again all along the Atlantic and Gulf coasts under the terms of their new three-year contracts, the International Longshoremen's Association and the New York Shipping Association are continuing to negotiate on the major issue left unresolved by the agreement.

This issue is the payment of premium rates on cargo shipped through the port in containers that are loaded or unloaded away from the docks.

The longshoremen's contract with the NYSA, which also served as a model for contracts in the South Atlantic and Gulf ports, stipulated that premium rates should be paid on container cargo, but left the amount of the payments to future negotiation or possible arbitration.

Union Research

The union is now doing research to determine how many men are likely to be displaced as container cargo expands in volume.

Meanwhile a number of shipping companies, apparently heartened by the signing of the new longshore contracts, are going ahead

with their plans for new container operations.

The SIU-contracted Bull Lines, for instance, plans to expand its container service to Puerto Rico next spring, and has ordered 196 aluminum cargo containers and 166 tandem chassis trailers for delivery next March and April. The containers—30 of which will be refrigerated—will be used on the company's six C-2 freighters operating between New York, Baltimore and the island.

Grace Line also is kicking off its new "Seatiner" service with the Santa Eliana, which will sail from New York on January 29 for Venezuela.

The Santa Eliana, formerly a standard C-2 freighter, has been converted to a container ship and will be the first US ship of its kind to engage in foreign trade.

Next month the Santa Eliana will be joined in the Venezuelan trade by the Santa Leonor.

PANDORA (Epiphany) Dec. 6—Chairman, Luke J. Wynns; Secretary, John Jelliffe. John Jelliffe was unanimously elected ship's delegate. Delegates from each department will submit repair lists to ship's delegate who will, in turn, submit them to captain. Winger needed for washing machine. Steward will issue linen piece by piece on linen day. Cleaning of laundry and recreation rooms agreed upon by delegates.

FORT HOSKIN (Cities Service) Dec. 8—Chairman, R. T. Gazie; Secretary, James Roberts. 1st assistant to repair watertight doors. Balance in ship's fund \$20. It was suggested that transportation clause be clarified by patrolman at payoff, and also to check Article 2, Section 55, No. 2 (a). It was requested that company notify crew 24 hours in advance of foreign trip. The majority of crew voted that the food needs improving.

MARYMAR (Calmar) Dec. 6—Chairman, Guy Walter; Secretary, Elmer Barnhill. Elmer Barnhill elected ship's delegate. Christmas decorations were discussed. Attempting to get a library from one of the West Coast halls.

ELIZABETH (Hull) Dec. 6—Chairman, Vellinga; Secretary, R. Hernandez. Minor repairs should be reported so as to allow sufficient time for the engineers or mate to order requirements while the ship is at sea. Two men were paid off at Puerto Rico. Vote of thanks to the steward dept. for a job well done.

CS MIAMI (Cities Service), Dec. 8—Chairman, D. E. Shields; Secretary, H. C. Wirtz. Joseph Bidzilya elected ship's delegate. Messroom and laundry are to be kept clean.

DEL AIRES (Mississippi) Nov. 22—Chairman, A. F. Doty; Secretary, John Whited. One man hospitalized. In Buenos Aires. Some disputed OT. It was suggested that a buzzer be installed in crews messroom for stand-by man and to install a whistle which can be heard when portholes are

closed. Steward will look into the matter of steaks twice a week. Vote of thanks to steward dept. for fine job.

PENN VANGUARD (Penn Marine Co.) Nov. 29—Chairman, H. Zern; Secretary, A. J. Nelson. Dave Miller elected ship's delegate. Deck dept. lockers to be repaired and all others to be checked. Need clotheslines for lower passageways. Guards for radiators to be fabricated. Men shipped on 25th to receive linen allowance of \$6 each. Launch schedule to be arranged before arrival to coincide with various departments' working hours.

JOHN B. WATERMAN (Dec. 13—Chairman, Howard Bergine; Secretary, L. A. Brown. Repairs progressing.

Digest Of SIU Ship Meetings

Ship's fund \$6.25. R. F. Kennedy elected as new ship's delegate. Bosun suggests all members contribute to purchase necessary ingredients for egg-nogs at Christmas and New Year. Dayman's gear should be packed and left at the hall.

PENN SHIPPER (Penn Shipping Co.) Dec. 6—Chairman, A. Landry; Secretary, Duke Gardner. Ship's fund \$3.10. No beefs, steward dept. to clean recreation room; black gang and deck to clean laundry room. Repair list

not completed in shipyard. Vote of thanks for steward dept.

ZYPHERHILLS (Peninsular Nav. Co.) Nov. 28—Chairman, C. Martin; Secretary, L. D. Pierson. Charles Martin elected ship's delegate. Lists should be made up of things needed from slop chest in Honolulu. List will be made up of men that did not get transportation.

ELIMIR (Marine Carriers), Dec. 26—Chairman, P. Shauger; Secretary, G. Hair. Two men failed to join ship. One missed in Norfolk, the other after getting his job assignment from Houston. Mack D. Brendle resigned as ship's delegate. M. Welch elected new ship's delegate. Locker broken into Dec. 13 and \$100 stolen.

YAKA (Waterman), Dec. 27—Chairman, W. R. McIlveen; Secretary, Howard F. Menz. Repair work requested was done: ship sprayed, hospital painted, medicine chest checked and in good order, new washing machine aboard, all beefs squared away. Coffee cups not to be left on deck. To be brought back to pantry and pantry left clean.

ANTINOUS (Waterman), Jan. 3—Chairman, Fred Travis; Secretary, Eugene Ray. I. B. Ducan, wiper, taken ill, paid off in Genoa. One man injured in mess hall fight. Crew messman logged one day. Steward department thinks its unjustified. Men getting off are requested to strip all bunks and leave rooms clean.

WINTER HILL (Cities Service), Jan. 6—Chairman, W. R. James; Secretary, A. M. Pietrowski. Drain under coffee urn to be left open since it clogs up and has to be taken apart. One man missed ship in Lake Charles. Sailed three men short last two trips, because no replacements came from Houston. Stores discussed and steward has ordered plenty of everything now.

THE CABINS (Texas City), Jan. 2—Chairman, Jesse W. Maloney; Secretary, Joseph S. Moore. Ship's fund \$26.44. Ship's delegate wants to have a patrolman meet the ship in Lake

Charles. Agreed to make coffee in the urn only for morning meals. Steward department given a vote of thanks.

VENORE (Marven), Jan. 5—Chairman, R. J. Brown; Secretary, M. Kleiber. New repair list made up and presented to captain. Ship's delegate resigned, Stanley M. Wojten elected. Crew extends thanks to the steward department for an excellent New Year's meal.

COALINGA HILLS (Marine), Jan. 6—Chairman, Peter Di Capua; Secretary, Albert W. Dykes. Special vote of thanks to steward department, especially chief cook and baker, for splendid service and best of food. Have had trouble with galley range and captain will not take proper steps to get it repaired. No money on board for draws in Midway. Captain only allowed \$5, claimed he had no money. Pumps discharge gas, they leak so badly, and almost killed the pumpman, who was sent down without a gas mask to set valves. AB went down to get him and gas was so strong he couldn't do so. Required special medical equipment from Midway to save his life. Captain wouldn't give men a hospital slip or allow a doctor aboard. Later ordered men off the ship so that gas leakage could be fixed. When men returned they were restricted to ship for remainder of ship's stay in Midway.

BALTORE (Marven), Dec. 31—Chairman, Stanley Holden; Secretary, B. Wentworth. Everything running smoothly. No beefs. One man was hospitalized in Venezuela. Crew extends a vote of thanks to the chief cook for donating oysters which were served at the Christmas dinner.

DEL ALBA (Mississippi), Dec. 13—Chairman, R. E. Darville; Secretary, G. G. Parker. R. G. Schram was elected ship delegate. Some disputed OT. It was suggested that each member of the crew clean the washing machine after use.

ALCOA PIONEER (Alcoa), Dec. 27—Chairman, H. W. Martin; Secretary, E. Canonizado. A new ship's delegate

was elected. A suggestion was made that the ship be equipped with new mattresses and pillows. Patrolman commended the manner in which the last payoff was conducted. Captain informed the ship's delegate to tell the crew that the slop chest will be paid in cash on your last draw. Ship's fund is \$19. One man missed ship. No beefs.

DEL SANTOS (Mississippi), Oct. 20—Chairman, L. Antoine; Secretary, Ziellinski. \$12 in ship's fund. No food is to be given kook boys and any member doing so is to be brought up on charges.

COEUR D'ALENE VICTORY (Victory), Dec. 5—Chairman, W. R. Layton; Secretary, F. G. McQuagge. Repair lists submitted. Chief cook's room needs painting, same for deck maintenance. Fight between wiper and oiler to be handled by shore authorities, very little cooperation from chief engineer with deck department.

DEL SANTOS (Mississippi), Dec. 20—Chairman, L. Antoine; Secretary, Mont. McNabb. \$12 in ship's fund, few hours of OT disputed. Motion made to have ship fumigated, to get new gangway as present port side one is rotten. Lifeboat situation to be brought to attention of patrolman. Starboard boat hasn't been able to be lowered in two trips. Very unsafe.

JOSEFINA (Liberty Navigation), Dec. 19—Chairman, J. E. Tanner; Secretary, W. D. Lomax. Due to the refusal of the captain to issue a draw in Ceuta, the crew put in for OT for the watch below, since no draw is equal to restriction aboard the vessel. A few hours of disputed OT. Beef on engineers working without a call-out of unlicensed personnel, and chief and first ast. yelling at wipers. Resolution made that a draw should be issued anytime an SIU ship docks and shore leave is granted. Want to have a representative of the Food Plan check the stores before sailing to make sure of the quality and quantity of provisions. Seat in library needs repair. Weevils in chow, no sweet pickles or hot mustard, night-lunch of poor quality.

Dressing Up For Holidays



Alcoa Ranger saloon gets floral decoration as Seafarer Richard McAll, saloon messman, does the honors. Photo was taken on eve of Christmas sailing.

NY Suffers Usual Post-Holiday Decline

NEW YORK—Shipping dropped quite a bit during the last period, yet despite the decline, many "A" men didn't grab jobs off the board as they were posted, according to Bill Hall, port agent.

There were very few beefs from men who were paid off here last week, with the exception of an OT discrepancy aboard the Robin Gray, where \$200 of overtime pay was disputed, but eventually doled out. The money collected involved a restriction-to-ship beef.

NLRB Hearing

Hall reported that the upgrading school is coming along well. He also noted the Marine Allied Workers Division has National Labor Relations Board hearing coming up on the 20th. This involves some 450 employees of a company now under organization.

The following ships paid off: Robin Gray (Robin); Kathryn, Beatrice, Carolyn, Elizabeth, Dorothy (Bull); Seatrain Texas, Seatrain Louisiana, Seatrain Texas, Seatrain Savannah (Seatrain); Fairland, Bienville; Raphael Semmes, Gateway City (Pan-Atlantic); CS Nor-

folk, Council Grove (Cities Service); Thetis (Rye Marine); Steel Executive (Isthmian) and Afoundria (Waterman).

Signed on: Robin Hood (Robin); Steel Worker (Isthmian) and Kathryn (Bull).

In transit: Azalea City (Pan-Atlantic); Seatrain New Jersey (Seatrain); Alcoa Pointer (Alcoa); Longview Victory (Victory Carriers), and Capt. N. Sitinas (Tramp Shipping).

Union Has Cable Address

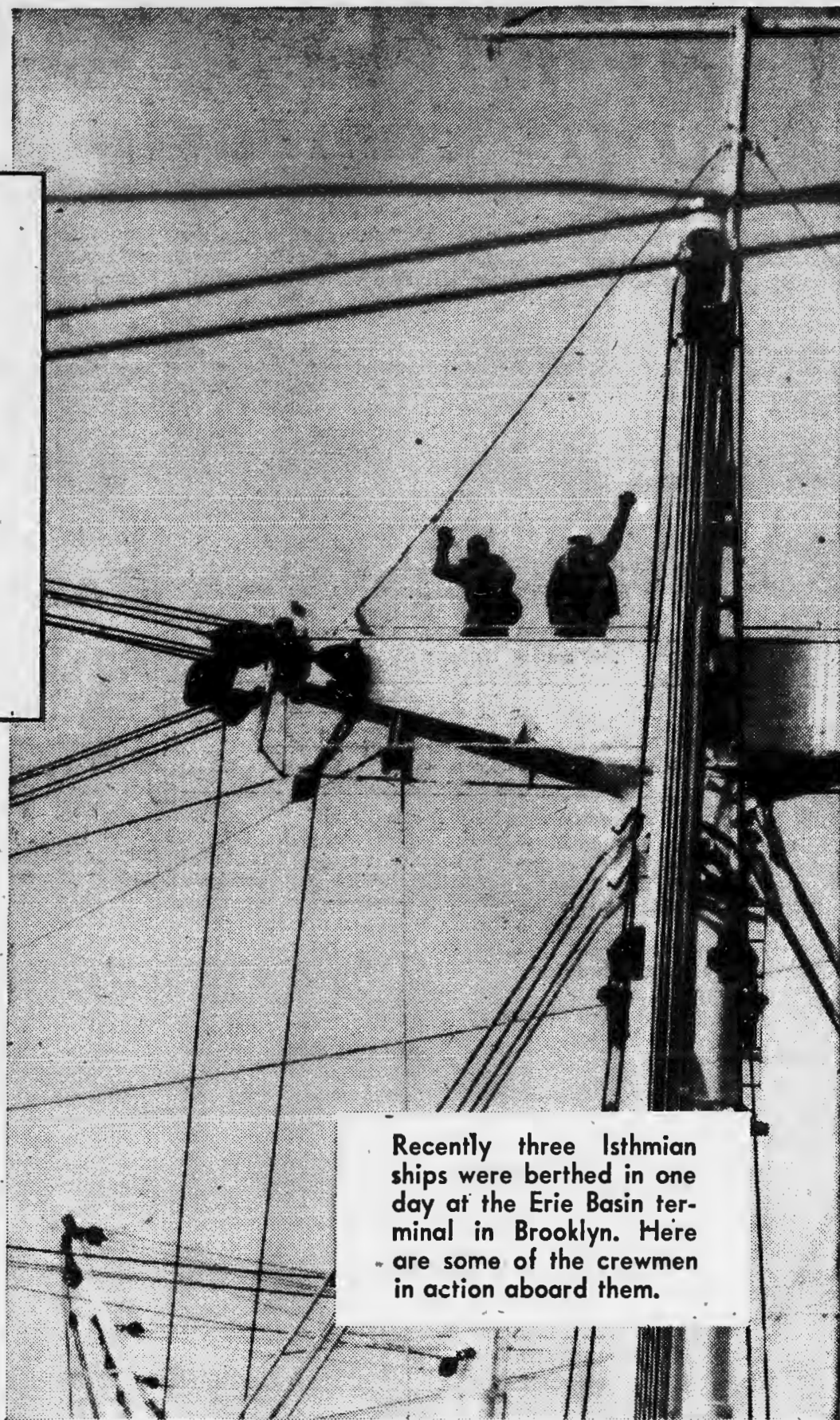
Seafarers overseas who want to get in touch with headquarters in a hurry can do so by cabling the Union at its cable address, SEAFARERS NEW YORK.

Use of this address will assure speedy transmission on all messages and faster service for the men involved.

STEEL SHIP SEAFARERS



Six Seafarers take a coffee breather aboard the *Steel Architect* while ship is at Brooklyn dock.



Recently three Isthmian ships were berthed in one day at the Erie Basin terminal in Brooklyn. Here are some of the crewmen in action aboard them.

A pair of deckhands wave greetings from their lofty perch aboard *Steel Surveyor*. Nobody seems to be dizzy up there.



Steel Architect men at work (l. to r.) are Nick Scookla, bosun; Chas. Ackerman, and J. Patterson, deck maintenance men, and Bernie Landers, AB. It was a good day for outdoorsmen.



L. Brace, oiler, gets "needled" by Dr. L. Lip-pert aboard *Architect*.



Steel Age pantryman Frank Stirk taps a cup for Hubert Goley, DM.



Ralph J. Smith, messman, pours for Angel Valdez (left) and John Bodin, *Steel Surveyor* ship's delegate.

TB Hospital Set To Close; SIU Hits 'Contracting-Out'

(Continued from page 3)

Seafarers Welfare Plan medical department, which has been conducting a successful drive on tuberculosis with the cooperation of PHS fears that such a step would destroy much of the progress made to date. Dr. Joseph Logue, director of the department, notes that at present, between the periodic check-ups at the center and follow-up services at the PHS, the medical department can keep track of seamen with a history of tuberculosis and promptly detect any signs of new flare-ups. This program, relying on periodic checks every three or six months if necessary, would be seriously disrupted should the seamen be hospitalized outside the PHS system. In the last analysis it is doubtful

that the contracting-out system could provide any appreciable cash savings, and even more doubtful that it could provide medical care of a similar quality. For example, the average cost of caring for Manhattan Beach Seafarers ran last year between \$25 and \$26 daily, and this cost was admittedly above what it was per man when the hospital was full, and higher than what it would be at another PHS facility. New York City now pays \$20 a day to public voluntary hospitals who care for city patients and estimates the per diem cost of TB patients at that figure.

"As far as we are concerned," Hall declared, "the contracting-out system is simply another subtle way of undermining the Public Health hospital system. If this move is successful, it will lead to the contracting-out of other groups of patients and efforts to close down the hospitals completely."

If the Government accepts its responsibilities in the public health field, he concluded, it must continue to operate a hospital system which is indispensable to a program of medical research and to the training of physicians, nurses and other specialists.

Greek Fleet On Increase

The Greek merchant fleet is growing by leaps and bounds — thanks to hordes of Liberian operators which are hungrily seeking registry under that country's flag.

Latest reports indicate the Greek fleet has grown to 3,000,000 gross tons—as of the end of last December—from a previous 1,776,000 gross tonnage logged during the similar year-ago span. According to Government statistics there are now 746 ships operating under the Greek flag, and presently 26 vessels of 220,835 gross tonnage are in the process of registering, it was further reported.

The reason for the switch to the Greek flag, lies in plans of US maritime unions to organize runaway ships. Shipowners of Greek origin hope to use the Greek flag as a protected sanctuary which would be immune to organizing by the newly-formed International Maritime Workers Union.

der the US flag, available for the import trade, total about 1,500,000 deadweight, some 85 tankers in all.

This group of 85 tankers consists of 58 ships in lay-up and 27 ships in the grain and oil export-import trade. The rest of the nation's tanker fleet is on commitment to the military or else in the coastwise trade.

Consequently, a 50 percent quota rule would have the following impact on US maritime:

- All of the tankers now in lay-up, 58 ships, would have to be broken out and crewed up. Most of these ships are T-2s, although some are new supertankers which have not been able to obtain charters.

- Orders would have to be placed in shipyards for heavy new commitments on tanker tonnage, to meet the expected doubling in US oil imports within the next ten years.

- Steps would undoubtedly be taken to transfer back to the American-flag large numbers of modern supertankers now in run-away-registries.

All told, Maritime Administration figures show that from 1949 through 1958, 84 tankers built in American yards during those years went under foreign registry. The total tonnage involved is 2,464,000 deadweight, averaging out to about 30,000 deadweight tons per ship.

Since these ships were built in American yards in the first instance, they could be transferred back to the US flag and would be eligible for coastwise documentation upon appropriate legislative

INQUIRING SEAFARER

QUESTION: Are you waiting for a particular run at this time? Which one?

Joseph Martus, engine dept.: Yes, I want to get down to the Caribbean, around Puerto Rico or thereabouts, so I can practice my hobby: skin diving. On the other hand, these runs are short, and allow me more time at home with my wife.



with my wife.

Samuel Doyle, chief steward: Yes, a South African trip. I like the climate there this time of year; I have made many friends in the area. I can always pick up a painting or sculpture in Durban to add to the collection I have been building for five years.



Andres Rodriguez Perez, bosun: I have a son stationed in France near Toulon, so naturally prefer a European voyage—which I am waiting for at the moment. The last time I saw my son was two years ago, so am hoping to pick up a ship headed there before long.



Angelo Rogas, steward: You bet! I'm looking forward to catching a round-the-world tripper. There's no payoff like a big payoff—and that's worth waiting for. I've already made three or four of these long trips, the last of which was in July, 1959.



J. L. Gomez, OS: For the past nine years, I've been making world cruises on my favorite type of vessel: the C-3. These ships handle best in any weather so, naturally, I'm wait-around 'til I can pick one up. Another thing: these long trips help a man get valuable experience under various conditions.



Walter H. Stevall, bosun: I'm looking forward to a coastwise run—the same type I've been shipping on for the past year. I prefer a Seatrain ship or Pan-Atlantic trailer-ship, which are my favorites. Again, short hauls enable me to spend more time with my wife and family here in New York.



LABOR ROUND-UP

The United Packinghouse Workers is once again attempting to reach agreement with the management of Wilson & Co. following a Federal court decision to outlaw use of National Guardsmen to close the plant at Albert Lea, Minn. The strike started November 3, and involves plants at Cedar Rapids, Iowa; Kansas City, Kan.; Memphis, Tenn.; Omaha, Neb., and Los Angeles, Calif.

The Meatcutters Union has entered a plea at Federal District Court in Washington, DC, to bar strikebreaking Mexicans from coming across the border into El Paso, Tex., where they are being used in the employ of the strike-bound Peyton Packing Co. The Union referred the Court to a recent Labor Department finding holding that the admission of aliens to the US for the purpose of working at the Peyton plant adversely affected wages and working conditions of workers in the US similarly situated.

The Amalgamated Clothing Workers of America is sponsoring a cooperative housing project to be located in Brooklyn, NY, and known as Amalgamated Town. It will provide apartments for about

2,300 low and middle income families; rentals are planned at \$23 per room. The project was initiated by the United Housing Foundation, and was three years in the making before it was finally approved by the Board of Estimate. This brings to four the number of similar projects underwritten by the ACWA.

Religious and political leaders in Vermont have joined forces to combat right-wingers' efforts to push a "right-to-work" law aimed at killing union existence in that state. The committee—known as the Vermont Council for Industrial Peace—will work closely with the National Council for Industrial Peace, headed by Mrs. Eleanor Roosevelt and former NY Senator Herbert H. Lehman. The major aim of the organization is to oppose laws which would make the union shop illegal.

After more than 20 years of bargaining with the North Carolina Pulp Co., at Plymouth, four AFL-CIO unions—acting as two separate bargaining units—won a lopsided 737-2 NLRB election. The vote was called for by management to define the bargaining units after a dispute over the status of a few "supervisory" employees. The mill was organized officially in 1940, at which time the management recognized the unions without benefit of an NLRB election. Involved are the Pulp, Sulphite & Paper Mill Workers; Papermakers and Paperworkers; Operating Engineers, and International Brotherhood of Electrical Workers.

Seattle Men Hang Back

SEATTLE—Though several In-transit ships created a need for replacements here last week, it was difficult to get men to sign on for the jobs. This, of course, placed a hardship on the members on these ships which sailed short of their usual complement, reports Ted Babkowski, port agent.

During the coming two weeks conditions should improve, and it's hoped that Seafarers will grab jobs off the board as they come, thereby helping themselves and their shipmates.

No ships paid off during the preceding period.

One vessel signed on: Valiant Hope (Hope).

Four ships were in transit: Seamar and Marymar (Calmar); Ocean Deborah (Ocean Trans) and Helen (Olympic Trans).

Oil Quota Import Would Boost Size Of US Tankship Fleet

(Continued from page 2)

der the US flag, available for the import trade, total about 1,500,000 deadweight, some 85 tankers in all.

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Consequently, a 50 percent quota rule would have the following impact on US maritime:

- All of the tankers now in lay-up, 58 ships, would have to be broken out and crewed up. Most of these ships are T-2s, although some are new supertankers which have not been able to obtain charters.

- Orders would have to be placed in shipyards for heavy new commitments on tanker tonnage, to meet the expected doubling in US oil imports within the next ten years.

- Steps would undoubtedly be taken to transfer back to the American-flag large numbers of modern supertankers now in run-away-registries.

All told, Maritime Administration figures show that from 1949 through 1958, 84 tankers built in American yards during those years went under foreign registry. The total tonnage involved is 2,464,000 deadweight, averaging out to about 30,000 deadweight tons per ship.

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New Tanker Carries Barley

There was a time when tankers were built to carry oil and other petroleum products. But that was in the good old days. Now a graphic floating commentary on the state of the tanker business can be seen in the SIU-manned Penn Challenger—the first tanker ever to carry grain on her maiden voyage.

The new 33,000-ton tanker, owned by Penn Tankers, is scheduled to sail from Seattle to Gdynia, Poland, later this month with 30,000 tons of barley—the largest single shipment of grain ever made by an ocean-going vessel.

action by Congress. Ships that were not built in US yards could not obtain such documentation without drastic revision of long-standing US maritime legislation.

In fact, even before the tanker committee put its bid in, Standard Oil of California, which is under contract to the Sailors Union of the Pacific, had a bill submitted on its behalf authorizing it to transfer three to six tankers back to the US flag for use directly in coastwise service. The legislation is pending.

(The "New York Times" on January 6, 1960, in discussing the tanker import proposal, erroneously reported that the benefits of the proposed order would be limited to ships that had never sailed foreign, but there would be nothing to stop Congress from granting run-away flag ships coastwise privi-

leges upon their transfer back to the US flag.)

Actually, the first beneficiaries of 50 percent quota would be present T-2s and supertankers now in lay-up. Once these were fully-employed, providing some 2,400 jobs for American seamen, and ships were still needed, transfer-backs and new tonnage orders would follow.

Among the ships eligible for transfer-backs that were built in the US but sent foreign are such vessels as the Lake George and Olympic Games, two medium-size "supers," which were transferred by the Onassis interests; four Cities Service supertankers, the original W. Alton Jones (now renamed the CS Valley Forge), the Cradle of Liberty, Statue of Liberty and Liberty Bell which were built here for foreign accounts; and a number of supertankers built in US yards by Niarchos, Caras and other independent operators.

Also eligible for transfer-backs are 144 T-2s of better than two million deadweight tons which were transferred foreign between 1949 and 1958.



Houston Still Prosperous

HOUSTON—Shipping conditions in the past two weeks have been good, and indications are that things will remain the same through the next period.

One ship paid off, six crewed up and there were 25 vessels in transit, it was noted.

The one payoff was the Steel Vendor (Isthmian). Signing on were the Mount Whitney (American Tramp); Del Oro (Miss.); Topa Topa (Waterman); Ames Victory (Victory Carriers); Interocean (Inter-Ocean), and Valiant Force (Force SS Co.).

In transit: John C (Atlantic Carriers); Steel Surveyor, Steel Artisan (Isthmian); Bents Fort, Fort Hoskins, CS Baltimore, CS Norfolk, Council Grove, Cantigny, CS Miami, Chihuahua (Cities Service); Michael (Carras); Seatrain NJ, Seatrain Georgia, Seatrain Texas, (Seatrain); Beauregard (Pan Atlantic); Atlantis (Petrol); Penn Explorer (Penn.); Seagarden (Peninsular); Mae (Bull); Madaket, Andrew Jackson (Waterman); Cabins (Texas City); Del Santos (Miss); and Elemer (Ocean Pet.).

'Let 'Em Learn To Swim'



N'Orleans In Doldrums

NEW ORLEANS—Shipping was in the doldrums during the previous period, with only 90 men getting regular jobs, though some of these were "B" and "C" men. Payoffs reached an all-time low, but the outlook for the coming period is much better.

One ship paid off during the previous shipping period: the Andrew Jackson (Waterman).

Two ships signed on: Alcoa Puritan (Alcoa) and Andrew Jackson (Waterman).

In transit were: Alcoa Puritan, Alcoa Corsair (Alcoa); Seatrain Georgia, Seatrain Louisiana, (Seatrain); Steel Worker, Steel Fabricator, Steel Artisan, Steel Vendor (Isthmian); Gateway City, Raphael Semmes (Pan Atlantic); Suzanne (Bull); Andrew Jackson, Monarch of the Seas, Wacosta, Madaket, Claiborne (Waterman); Ames Victory and Mankato Victory (Victory Carr.).



Some time back, the SEAFARERS LOG suggested that the American Merchant Marine Institute change the "A" (for American) in its name to "R" (for Runaway) in view of the Institute's constant support of runaway operators. Just recently the Institute showed once again that it is inimical to an American merchant marine and is serving as the cat paw of the major oil companies.

A meeting of the AMMI's tanker committee, which consisted of representatives of virtually all the big American-owned international oil companies and officers of the AMMI, called upon the Maritime Administration to deny any kind of assistance to financially-troubled independent tanker operators under the American flag. Instead, the group asked that the independents be driven into bankruptcy and their ships be put into the reserve fleet and never broken out except in cases of extreme emergency. (For details, see story on page 2.)

Further, just this week, the AMMI made it known that it is unalterably opposed to any administrative ruling which would give American-flag tankers a reasonable share of America's oil imports. At present, that share is down to less than five percent. Dozens of US-flag tankers are in lay-up or carrying grain cargoes to keep out of bankruptcy.

The irony of the situation is that the companies squawking about minimal Government assistance to American-flag tankers are the very same outfits which have all kinds of built-in special privilege provided by that same Government. Among them are the special oil depletion allowances, which cut their taxes far below those of other industries; a free hand to bring oil imports into the States on tax-free, low-wage runaway ships plus insurance guarantees from the US in the event of emergency and protection of the US Navy and US State Department for their ships.

For that matter, the Institute represents to large degree those companies which are the most heavily-subsidized by the US, both as to construction and operation, yet they would deny moves to strengthen an American-flag tanker fleet at no cost whatsoever to the US taxpayer.

In the last analysis, it's clear that the AMMI executives and major oil companies are among the number one enemies of a strong merchant marine.

Reds May Hunt Own Nose Cones

Seafarers manning Suwannee missile ships in the South Atlantic may soon have Russian counterparts hunting nose cones in the Central Pacific. This is one of the implications of a recent announcement in which the Soviet Union said it would fire a series of new and "powerful" space rockets into the Central Pacific sometime between now and February 15.

Another factor, as far as Seafarers and other US seamen are concerned, is the Soviet's warning to all ships and planes to steer clear of the designated area during the test period.

Although the US—with Seafarers playing a prominent role—has recovered a number of nose cones and data capsules fired from Cape Canaveral, the Moscow announcement did not specifically say that Soviet ships in the area would attempt to recover rocket sections.

The Reds did say, though, that after each launching a special fleet of Soviet ships would cruise into the target area to make "necessary measurements." This increased the likelihood that some attempts at recovery might be made, with the possibility that Red seamen may soon be engaged in their own rocket-recovery competitions, just as Seafarers now are.

No Official Prohibition

The Soviet announcement urged all governments to instruct their air and sea craft to stay out of the target area, but so far there has been no official US Government prohibition. On previous occasions, during its own tests in the Pacific, the Government has warned ships and planes to stay out of the test areas.

The target area delineated in the Soviet announcement is about 1,000 miles east of the Marshall Islands, where the US has also tested nuclear devices. It is about halfway between Hawaii and New Guinea and about 3,000 miles from the nearest Soviet territory—the port of Vladivostok and the Kamchatka Peninsula north of Japan.

The announcement did not identify the launching site for the tests, but it was generally believed that the launching site would be somewhere in eastern Siberia.

This would give the Soviets a

missile range which would lie on the other side of the globe, but which would almost exactly parallel the US missile range running from Cape Canaveral to Ascension Island.

Lakes Outfit Asks OK On Ore Haulage

WASHINGTON — The T. J. McCarthy Steamship Company, a Great Lakes District contracted operator, is asking the Federal Maritime Board to allow it to continue hauling ore on the Great Lakes until present contracts have expired. McCarthy is seeking a Federal subsidy enabling it to operate in the Lakes-to-Europe trade which the FMB holds would conflict with its ore-hauling rights in domestic service.

The Maritime Board had earlier decided that, in light of the subsidy request, the firm should stop hauling ore for the Wilson Transit Co. McCarthy, however, argues that the domestic trade in which the firm is engaged is not competitive with other non-subsidized domestic operators on the Lakes.

The steamship operator also stated that it has an agreement with the Wilson firm whereby the latter won't insist on full performance of the contract and won't exercise its option to keep the agreement in effect provided that McCarthy performs under the contract during the open seasons of 1960 and 1961.

It was noted by the FMB, however, that McCarthy had purchased four ore ships from Wilson to handle the trade, and if McCarthy can't continue to carry the cargo, then Wilson will be obligated to do so. Thus the ore carriage in question will not be available to other carriers, the Maritime Board stated.

McCarthy is seeking operating subsidies for 16 to 24 sailings a year to the United Kingdom and the Continent. It has already won approval for continuance of its auto-ferrying operations.

Vote Benefit To Andersen

Seafarer Lawrence Andersen, 59, a charter member of the SIU and a sea-going man since 1931, has been approved by the SIU Welfare Plan Trustees for a disability pension,



Andersen

The veteran Seafarer, who ships as AB, last went to sea aboard the Wacosta (Waterman). Ill health prevented him from returning to his job; as a result he was found unfit for duty. Consequently, he applied for the disability pension.

The retired Seafarer resides in Mobile, Ala. Down through the years he had shipped on a wide variety of SIU vessels, sailing throughout World War II.

effective retroactive to January 3, 1960.

Andersen will receive the \$35 weekly benefit check, as approved by the trustees at the last meeting.

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The retired Seafarer resides in Mobile, Ala. Down through the years he had shipped on a wide variety of SIU vessels, sailing throughout World War II.

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 DRYDOCK



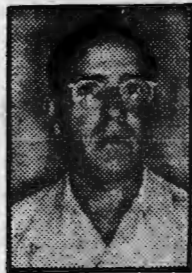
Stomach trouble sent Seafarer Michael "Mike" Miller to the USPHS Hospital in New Orleans, and now it looks like he'll have to have an operation. Mike last sailed as a cook and steward on the SS Alice Brown, and before that shipped on the Atlantic. Very stoically, he says "What is to be, will be."

Also down New Orleans are Seafarers Leroy Clarke, Richard Carrillo, Accurso Bonti and Nelson Wood.

Brother Clarke's last ship was the Del Norte. He's doing fine after having a 16-inch cut on his stomach for an operation, and is up and around talking about being an outpatient soon.



Bonti



Wood



Clarke



Carrillo

In for a thorough examination after having taken sick on his last voyage is Seafarer Richard Carrillo. His last ship was the SS Del Mar. An oldtimer, he has sailed mostly on passenger ships with the exception of trips on freighters during the American Coal beef. As Brother Carrillo says: "It's probably the mileage."

A broken leg sent Seafarer Accurso Bonti to the hospital. His last ship was the Waldo. "Things wouldn't be too bad if I get my last payoff from the Waldo... but it's a World Tramping ship." The payoffs have been delayed by US seizure of the ships. Seafarer Nelson Wood, whose last ship was the Steel Admiral, had a heart attack but is now doing fine. He looks forward to being able to get up and around soon.

Seafarers on the beach or on shore leave are asked to remember their buddies in the hospitals and visit them, or drop a line to say hello.

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Accurso Bonti Irvin Matthews
Roderick Brooks Michael Miller
Sevando J. Cnales Amiel Mitchko
R. B. Carrillo Cleo Mixon
G. W. Champlin John Naugle
Leroy Clarke George Pease
Lavern Coats Francis Regan
William Counts Edwin Reynolds
Hugh Dick M. Rodriguez
John French Gosta Roupe
Charlie A. Gedra Antonio Santiago
W. L. Griffin Cyril Sawyer
Wade B. Harrell Henry St. Germann
Harry R. Hebert Chas. Summerell
Neres Johnson David Williams
Edward Knapp Nelson Wood
Norman Krumm

**MT. WILSON STATE HOSPITAL
BALTIMORE, MD.**

George Davis

In the Galley



Calvin Crabtree, pantryman aboard the Alcoa Ranger, looks after something on the range. Seafarer Crabtree lives in Mobile, Alabama, when he's not shipping.

FROM THE SHIPS AT SEA

In the course of a little more than a month, we have, in rapid succession, celebrated Thanksgiving, Christmas and the New Year. The LOG has received a large number of menus from well-stuffed Seafarers with requests to reprint said menus for the benefit of all to see.

Unfortunately, there are so many on hand now that if they were printed they would make an edition larger than the New York telephone directory. So as the next best measure, we are printing the names of some of the ships that sent in outstanding menus.

The menus were quite similar... turkey and roast beef were included on all of them... and from the "looks and size of the shipboard feasts, from the shrimp cocktails to the after dinner mints, the cooks must have produced monumental dinners that would be the envy of patrons of the more expensive restaurants ashore.

Some of the menus received were from:

SS Bienville; SS Pandora; SS Alcoa Corsair; USAF Roseknott's and SS Penn Voyager. All of the galley gangs on these ships received hearty thanks from the crews for top-notch holiday feeding.

LOG-A-RHYTHM:

Time

M. Dwyer

Time is too slow, for those who wait

Too swift for those who fear

Too long for those who grieve

Too short for those who rejoice.

But for those who sail, and love

Time is eternity.

Hours fly, flowers die.

New Ways pass by.

Love stays.

Some Ideas On Homesteaders

To the Editor:

I have read Mike Gottschalk's article and several others about the homesteaders and I thought I'd add a few of my own, personal ideas.

I would like to ask what a married Seafarer who has a family to support, a home, children in school, etc., is to do? And what about the Seafarer who might be trying to save

injuries, both internal and external, at the USPHS hospital on Staten Island, which has all the facilities for such an examination.

In the meantime I want to take this opportunity to thank Brother Skaggs for visiting me while in the hospital overseas. Honorable mention should also go to all my shipmates on the Suzanne for their many kindnesses. Brothers Horace Mobley and Israel Echeverria in particular, were especially helpful.

Also, thanks to the crewmembers who had the rare presence of mind to take candid shots at the scene of the accident.

Most of all I want to wish all my brother Seafarers a Very Merry Christmas and a Happy New Year.

Clarence L. Cousins

✠ ✠ ✠

Broken Wrist Stops Seafarer

To the Editor:

My New Year's Resolution is to stay out of bone wards, although we are all well treated here. The feeding plan leans pretty heavily on fats, gravies and pretty waitresses.

While carrying a motor and pump frame, I slipped on a ladder. I was okay but the frame and angle iron came down across my forearm and wrist. I broke one wrist bone and dislocate some others. Fortunately, I am healing nicely.

The plaster cast is no handicap and I am now able to write a letter with my right hand. The doctor insists that wrist bones require more time to heal than straight bone breaks, so unless I knit unusually fast, the doctor says I'll be in here for two months. The accident occurred 10:30 AM at Bremerhaven, while the ship was readying itself for its departure to New Orleans. The port captain said that I will be able to return on a company ship. Needless to say, this hospital business is a new experience.

John P. Forgette

✠ ✠ ✠

Penn Voyager Hails Stewards

To the Editor:

I am the ship's delegate and am writing this letter on behalf of the crew and myself. We would like to praise the steward department for being tops in their field and for being wonderful, not only at Christmas and Thanksgiving, but throughout the whole trip.

The members of the steward department are: Steward, B. A. Baa; chief cook, J. A. Shea; baker, J. Willoughby; 3rd cook, E. Bayne; crew mess, H. Dailey; pantry utility, J. Kumor; PO messman, S. Ginsberg; and BR, T. Tonucle.

Harry Diddlebock

✠ ✠ ✠

Likes LOG, Praises SIU

To the Editor:

Sure enjoy getting the LOG regularly... keep up the good work; let all Seafarers back and support a fine organization like the SIU. A cheerful holiday season to all.

J. W. Henry

✠ ✠ ✠

Season's Best To All At SIU

To the Editor:

Merry Christmas and Happy New Year to the Officers and Members of our Union.

Morris M. Schapiro

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.

enough money to buy a home or small business or some money for a few comforts after retirement?

No one, who stops and gives thought to the matter, would say that a man is not entitled to the above if he is willing to work and save and not hurt his brothers while accomplishing his aim.

Well you sure can't accomplish any of the above if you have to pile off a ship every few months. Can it be that a Union brother is trying to trump up something to knock every man off a ship after a year? There are instances, but they are very rare, in which a man should be taken off a ship, and I'm quite sure that if it is legitimate, and properly handled by the crew itself, the Union officials will go along with such.

In the SIU, in any port in the East or West coast, or Gulf, any member can make one, two or any number of trips, pay off and register, and ship within a few weeks, or even a few days if he is lucky.

Personally, I believe our whole set-up is the best, as far as shipping rules, shipping turnover, benefits, vacations and everything else is concerned. I see no reason for any changes whatsoever.

Dick Simpson

✠ ✠ ✠

Praises News, Sends Regards

To the Editor:

I wish to thank you so very much for sending me your wonderful paper. I sure do look forward to receiving it and reading it, as I have to stay in the house most of the time on account of a heart condition brought on by my late husband's death.

Again, I thank you so very much and good luck to you and your staff.

Also, a Merry Christmas and a Happy New Year to all.

Mrs. C. H. Yackes

✠ ✠ ✠

Cousins Sends Yule Greetings

To the Editor:

Having returned home after a three-week stay at the hospital in Aden, Arabia, I am convalescing from a broken ankle, a bitten tongue and an injured tailbone sustained while a crewmember aboard the Suzanne.

At my first opportunity I expect to return to New York for a thorough check-up to determine the full extent of my

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

I would like to receive the SEAFARERS LOG—please put my name on your mailing list.

(Print Information)

NAME

STREET ADDRESS

CITY

ZONE

STATE

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

ADDRESS

CITY

ZONE

STATE



New Hall In Jacksonville

The office at the left is that of the Port Agent William "Red" Morris. At the right top is hardworking Union secretary Mrs. George Truesdale and at the right bottom is Charlie Thompson, Morris' assistant, and Mrs. Truesdale. The SIU set up an office in Jacksonville because of the heavy traffic in that port caused by the missile ships.

The SIU-contracted Suwannee Steamship Company, which operate the missile-ship fleet on the South Atlantic range, has its company headquarters in Jacksonville. Photos by "Big John" Wunderlich.



LOG-A-RHYTHM:

Atlantic City

By Walt Bentkowski

The Atlantic City
Was a rusty old pot
That sailed the seas
With the rest of her lot.

She'd carry a load
Way over her decks
And still keep in time
With all the old wrecks,

The smokestack was dirty,
The paint was all spots
The engine groaned,
She made but eight knots

The wheel on the bridge
Appeared to be stuck
Some even swore
It was from a Mack truck . . .

While some sailors scorn,
The seas may still mourn
An aging hull;
With a rusty old mast
With nothing left
But a forgotten past . . .

Tank-Cleaning? They've Had It

Seafarer Charlie Wiggins Reports On Dirty Work

It happens that I am on a tanker that has mucked tanks two trips in a row. In a wand-waving message from headquarters we were called upon to clean the tanks three days from Aruba. The deck gang turned to, working day and night and made it just in time to tie up at San Nicholas.

When the pay off came, the aches and pains, sweat and blood, became dim memories because it was a job well done and this was easily confirmed as so even by the MET (Most Exacting Taskmaster). It can also, as in most cases, line this a job to put behind you as not likely to happen again for a while.

Good News!

We discharged at a northern port and some us happily handed over the money we collected to our several (or one, darling) loyalties and then back to ship it was where we were

greeted with good news — we were to muck tanks once more.

As might be well imagined, the enthusiasm had somewhat diminished. There was more time though, or so it seemed, and we agreed to bring out any of the crew who cared to work which mollified the deck gang, whose nerves had begun to wear a little thin.

By the time we had butter-worried and bottom-washed and were ready to muck we were running the Florida straits. Because of the risk of black-oiling all those "tanfastic" fannies in play-land, we were forced to dump our buckets of rich, black ooze on the deck.

Stop What You Did

We worked all that day and into the night and had ourselves a sizable load along the bulwarks when around ten o'clock, the wand-wavers sent a change of orders: we were to go to a

different port and there was no need to clean tanks.

Can you see us there? All sopped with oil, sweat, cuts, bruises and nerves strung like missiles at Canaveral . . . ready to explode at the least rumor? Can you see us getting this news, we gallant messengers to Garcia? Can you imagine the messenger to Garcia being recalled a few minutes before his arrival?

Perhaps you can understand then how we felt. Perhaps you can see us gathered in little

knots, mumbling the news and trembling in cold sweat from the night breezes and the chagrin within us; even from the Most Exacting Taskmaster to the lowly ordinary.

See us now gathered in a group on the deck, and at the peak of our exasperation one of the wipers calls out:

"What do we do with this crap on the deck?"

A high-humored deck hand replies: "Hell, we've got to shovel it all back into the tanks."

LOG-A-RHYTHM:

Ghosts

By M. Kehrweider

You've sailed round the world and found it exotic
When you saw what you liked, you walked up and bought it;
Life was exciting, each day brought anew,
More ginmills to frequent, more new things to do.

You lived to the fullest, drank dregs from the cup
And promised yourself you would never give up.
The fun you were having, the conquests you made,
Were kicks to remember, (you forgot that you paid).

One day you discovered no new place to go
Besides you were busted, had been rolled for your dough.
You decided to visit a house you'd once been
Although you had sworn you would never again.

You were made welcome but the scene was all wrong
No blaring music, no risqué song.
You wanted to drink, but her bar wasn't there
The corner was taken by a crib and high-chair
You walked over to peek, and chanced to behold
Yourself staring back, so "brazen and bold,"

You wanted to swear, or maybe to cry,
I really suspected a tear in your eye.
You were told very gently, but firmly as could be
"Though you planted an acorn, you won't harvest the tree,"
Sail your ships in the ginmills and have your women at sea,
This crib holds seven-wonders-of-the-world, and he belongs to me.

Stay Put For Jobless Pay

Seafarers who are collecting state unemployment benefits while on the beach waiting to ship are urged to stay put and avoid changing their mailing addresses if they want to continue receiving their checks regularly. Several Seafarers have already experienced interruptions of from three to five weeks in getting their next check after they notified the state unemployment offices that they had moved and changed their mailing address.

An average delay of a month is reported in most cases, causing considerable hardship to the men involved.

SHIPBOARD SKETCHES

by Ben Graham



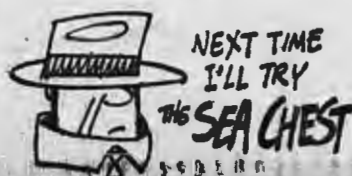
Knows His Peas And Barbeques

When Seafarer Hugo Murray, a bosun, is ashore, he spends a lot of his time in the kitchen cooking, so when he beefs about the chow aboard ship, he knows what he's talking about.

He cooks by choice, and not because his wife, who may be busy taking care of their three daughters, insists on it.

Murray just enjoys fooling around with fancy dishes and admits, "I don't claim to be a professional, but I can make a mean barbecue sauce." Murray has never worked as a cook and, in fact, has refused to sail as a member of the galley because that would "take the fun out of cooking."

The most interesting thing that Murray has seen during his 20 years at sea was a recent sea rescue. He saw an injured man removed from the Bents Fort by a helicopter for the first time.



Been gone long?

Says Welfare Plan 'Tops'

To the Editor:

The membership hospitalized here at the USPHS, Manhattan Beach wish to express their sincere thanks to the Union for the many contributions the SIU has made to them this past Christmas season. The \$25 gifts, the cigarettes which were given to each of us, and the beautiful floral decorations which graced this institution

brothers should make it a "must" to contribute blood whenever possible, for you never realize how important it is until one of your family is ill and is in need of it.

Also many thanks to Joe Campo in the port of Philadelphia. He is untiring in his efforts to help anyone who comes to see him. Without his help, many of us would find the going rough.

Mrs. Sophia Szmir
Alexander Szmir

Wants ID Cards For Dependents

To the Editor:

I feel that the Welfare Plan should issue identification cards to all our dependents. I say this for simple reason that if one of them has to go to the hospital and says that he or she belongs to our Welfare Plan, many times the people at the hospital say they never heard of it and then a lot of telephone calls and red tape becomes necessary.

Why not make it easy for everyone by having the Welfare Plan issue an identification card. I would like the membership to vote on this.

G. Castro

Seafarers Help Indian Union

To the Editor:

Please reprint this letter demonstrating our assistance to the Seafarers of India.

National Union of Seafarers of India,

4 Goa Street, Ballard Estate
Fort, Bombay I, India

Dear Sirs:

We wish to donate 166 rupees to your Union, hoping that it will help your organization in its difficulties.

Respectfully yours,
Crew
SS Bulk Leader

Seafarer Praises Jersey Bar

To the Editor:

Several members have asked me to write recommending a newly-opened bar in Union City, New Jersey and asking that a copy of the LOG be sent there.

It is a family operated affair, owned by Tom Reilly and his daughter Edith—a friendly welcome is promised to all, fair prices, and he has a heavy hand with the night lunch.

J. C. Arnold

Del Mundo Men Donate Gifts

To the Editor:

Would you please print a note of appreciation for the gifts donated to the tubercular patients here at the Hospital at New Orleans from the crew of the SS Del Mundo.

The Patients

'Buttering-Up' A Rancid Captain

(Ed. note: The following reminiscence was submitted by R. J. Peterson a veteran seaman and retired skipper.)

Reading your drydock column makes me recall the time that I escaped from a hospital in Peru back in 1913. We had been away a long time on a voyage from London to Santos to New-castle, Australia to Mixillones, Chile, and to Callao, bound for Lobos de Tierra to load guano for Antwerp around the Horn.

In the bark Dovenby at Callao, lying at anchor in the open roads, I was then somewhat of a leader of the seamen on board, the ringleader of sorts. Then one morning, like a bolt out of the blue, we refused to turn to! Our butter was rancid.

The chief mate hurried forward and, armed with a big fid, went for us like a bull. We sat on the fore hatch, swung our

legs and hummed the old chantey "The times are hard, the wages low. Leave her Johnny, leave her." The chief mate, with the fid under his arm, went aft with a rolling gate.

Then I went aft too, and asked the captain to see the consul. He refused.

"All right," I said, "I have a piece of rust in my eye and have to see the doctor."

"All right," he said, and in conspiracy with the chief mate, put me in a hospital at sundown. I didn't have a particularly pleasant night there in the hospital... a dying man groaned all night, bells tinkled every hour on the hour, nuns and nurses prayed at the altar there all the time...

Early the next morning, the doctor came making his rounds. He looked at my eye, said nothing, and quickly passed on

to the next patient. The head nurse then came by, gave me a hospital shirt and put me to bed... "por una semana," as she said, which means for a week.

It then struck me that the ship was leaving the next day and that I was to be left behind and paid off. I watched for my chance, jumped out of the bed, ran to the locker, got my clothes, dressed in a hurry, and sneaked out of the gate. By the time they discovered I had left the hospital, it was too late to stop me.

At the waterfront I called up the consul and told him about the butter and the trouble. He told me to go to the ship chandlers to meet with him and return with him to the ship in the captain's boat.

The captain, when he saw me, was extremely disappointed. My shipmates received me with exclamations of joy... they said they got fresh butter.

Tree At Sea



Seafarers on the Calmar Line freighter Alamar set their Christmas tree up in a rather unusual place for this season's festivities, and the word "up" is used advisedly, or so Seafarer J. O. Miller tells us. They set the tree in the foremast truck, where it towered high above all the other trees around in the harbor. The deck department rigged it up, and the engine room took care of the lighting. Photo by L. B. Hagge.

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Paul Hall

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Quebec LAFontaine 3-1569

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Canal 7-5212

TORONTO, Ontario.....272 King St. E.

Empire 4-5719

ST. JOHN, NB.....177 Prince William St.

OX 2-5431

VANCOUVER, BC.....298 Main St.

MFOW

BALTIMORE.....1216 East Baltimore St.

Eastern 7-3383

HONOLULU.....56 North Nimitz Highway

Phone 5-8077

NEW ORLEANS.....523 Bienville St.

MAGnolia 0404

NEW YORK.....130 Greenwich St.

Cortland 7-7094

PORTLAND.....522 NW Everett St.

Capitol 3-7297-8

SAN FRANCISCO.....240 Second St.

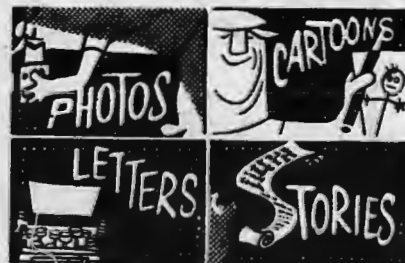
Douglas 2-4592

SAN PEDRO.....298 West 7th St.

Terminal 3-4485

SEATTLE.....2333 Western Ave.

Main 2-6326



Send 'em to the
LOG



FINAL DISPATCH

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan:

Louie T. McGowan, 56: Brother McGowan passed away from injuries in Savannah, Ga., last October 28. He had served in the engine department of the SIU since 1955. Surviving him is his wife, Euclise, of Savannah, Ga. Burial was in the same city.

Frederick Diekow, 67: An SIU steward since 1939, Brother Diekow died of cerebral thrombosis, in Ft. Lauderdale, Fla., last September. He was buried at Dade Memorial Park, Miami, Fla. His wife, Elizabeth, survives him.

Lawrence G. Moriarty, 31: Brother Moriarty had sailed in the engine department since 1955. He passed away at the USPHS hospi-

tal, Staten Island, NY, last September, of thrombosis. He is survived by his wife. Place of burial was St. Mary's Cemetery, New Bedford, Mass., which was Brother Moriarty's home town.

Luther R. Milton, 53: Brother Milton died of a heart attack this past November 17 while at sea aboard the SS Azalea City. A native of Roanoke, Va., he joined the SIU in 1947, serving in the engine department. Surviving him is his wife. He was laid to rest at Roanoke (Va.) Cemetery.

Type Minutes When Possible

In order to assure accurate digests of shipboard meetings in the LOG, it is desirable that the reports of shipboard be typed if at all possible.

EVERY
SUNDAY | DIRECT VOICE
| BROADCAST

TO SHIPS IN ATLANTIC EUROPEAN
AND SOUTH AMERICAN WATERS

"THE VOICE OF THE MTD"

EVERY SUNDAY, 1620 GMT (11:20 EST Sunday)

WFK-39, 19850 KCs Ships in Caribbean, East Coast of South America, South Atlantic and East Coast of United States.

WFL-65, 18850 KCs Ships in Gulf of Mexico, Caribbean, West Coast of South America, West Coast of Mexico and US East Coast.

WFK-95, 15700 KCs Ships in Mediterranean area, North Atlantic, European and US East Coast.

Meanwhile, MTD 'Round-The-World
Wireless Broadcasts Continue . . .

Every Sunday, 1915 GMT
(2:15 PM EST Sunday)
WCO-13020 KCs
Europe and North America

WCO-16908.8 KCs
East Coast South America

WCO-22407 KCs
West Coast South America

Every Monday, 0315 GMT
(10:15 PM EST Sunday)

WMM 25-15607 KCs
Australia

WMM 81-11037.5
Northwest Pacific

MARITIME TRADES DEPARTMENT

Well-Traveled Strikebreaker



Oregon unionists snapped photo of professional scab William (Beano) Glover as he was headed for work on the strikebound "Portland Oregonian" with his wife Justine (left) and strikebreaker Patsy Moore. Glover has a long record of scabbing on struck newspapers in such far-flung places as Westchester County, New York; Zanesville, Ohio; Ypsilanti, Mich.; Haverhill, Mass. and Houston, Texas.

PERSONALS AND NOTICES

John L. Whisman
Please contact your wife at 2089 Market St., San Francisco 14, Calif.

John Price
Please contact Miriam and Whitey Benzuk, formerly of 1204 Louis St., Camden, NJ, at 1562 Bradley Ave., Camden 4, NJ. Tel.: Woodlawn 8-2125.

Paul E. Sabo
Please contact your mother. Address: 2277 W. 41st St., Cleveland 13, Ohio.

Rudy Maples
Write Floyd Williams, 1170 Union, Memphis, Tenn., or call BR 6-8143 in Memphis.

Crewmembers
SS Steel Advocate
Feb. 6 to May 15, 1958
Please contact Seafarer Perry Martin Pederson as soon as possible. Urgent. He can be reached at 356 55th St., Brooklyn 20, NY.

William Henry Johnson
Please contact Mrs. Mary Ison, RFD No. 1, Bx. No. 298, Pennington Gap, Va. Your wife is seriously ill.

Santiago Martinez
Please get in touch with your wife.

Ernest C. Anderson
Claude D. Berry
Donald L. Christensen
Arthur L. Craig, Jr.
Bernado Tombocon
Joseph Yonick

Income tax refund checks are being held for you by Jack Lynch, room 201, SUP building, 450 Harrison Street, San Francisco, Cal.

Anyone who happened to have been in Brightwell's Tavern on December 23, 1957, get in touch with Walter Brightwell at once at 1559 Telephone Road, Houston, Texas.

Anthony M. Evensen
Please contact Edvald Johannesen, Furuboth Eldsvignes, Asane, Norway.

The following men should contact patrolman at headquarters:

Donald J. Wagner, Enrique Torres, Kenneth Olsen, James McMahon, Desire Le Berre, Kenneth K. Kemmis, Arthur Gaetaniello, Raymond Buckman, Benjamin S. Fine, Ernest T. Squires, Guillermo O'Neill, Charles Henkenius, Gerald O. Biegel.

Frank Sarmiento
Please get in touch with Mr. Salano, 1581 Pitken Ave. Tel: DI 2-0971.

John H. Murray
Important you contact your son, care of Gerner. Same address as previously.

Wilmington Slows Down

WILMINGTON — Shipping was slow here during the previous period, but so was registration, according to Reed Humphries, port agent.

Conditions should improve, however, during the coming span with nine ships due to hit port, adds Humphries.

At a meeting of the local Maritime Trades Department, Port Council of Southern California, Humphries was elected president of that body, representing the SIU, A & G District. Also elected were: William McClain, Vice President, Laborers; Les Parnell, Treasurer, Radio Operators' Union.

Paying off during the preceding period was the Kyska (Waterman).

No ships signed on.
In transit: Ocean Deborah (Ocean Trans.); Transeastern (Transeastern); Kenmar, Alamar (Calmar) and Kyska, Yaka (Waterman).

Tampa Steady

TAMPA—Shipping held steady in this port during the last span, with 19 jobs taken out of a registration of 31 men.

There were no payoffs or sign-ons. These ships were serviced in-transit: Alcoa Patriot (Alcoa); Topa Topa, Madaket (Waterman); Beth-tex (Ore Nav.); Raphael Semmes (Pan-Atlantic) and Bradford Island (Cities Service).

SIU BABY 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:

Ana Elena Collazo, born December 16, 1959, to Seafarer and Mrs. William Collazo, New York City.

Ning Vally Lin, born August 13, 1959, to Seafarer and Mrs. Quey Sing Lin, New York City.

Donna Marie Cole, born December 14, 1959, to Seafarer and Mrs. Robert Lee Cole, Jacksonville, Fla.

Ahne Roper Houchins, born November 8, 1959, to Seafarer and Mrs. Clarence M. Houchins, Axton, Va.

Patricia Ann Howton, born December 6, 1959, to Seafarer and Mrs. Marshall V. Howton, Houston, Tex.

Kenneth Lee Hugg, born November 30, 1959, to Seafarer and Mrs. Newton A. Hugg, Jr., Slidell, La.

Perry Alan McLemore, born November 17, 1959, to Seafarer and Mrs. Casper McLemore, Phila, Miss.

Henry Joseph Maas III, born December 6, 1959, to Seafarer and Mrs. Henry J. Maas Jr., New Orleans, La.

Rita Ortiz, born December 15, 1959, to Seafarer and Mrs. Albert Ortiz Jr., Galveston, Tex.

Steven Craig Smith, born November 10, 1959, to Seafarer and Mrs. John F. Smith, Covington, La.

Norman Stanley Nolan, born November 17, 1959, to Seafarer and Mrs. Stanley W. Nolan, Galveston, Tex.

Joseph Edmund Klondyke, born November 27, 1959, to Seafarer and Mrs. Joseph Klondyke, New Orleans, La.

Celeste Lorraine Pizzitolo, born December 9, 1959, to Seafarer and Mrs. Vincent P. Pizzitolo, New Orleans, La.

Linda Catherine Strauss, born December 8, 1959, to Seafarer and Mrs. Benjamin Strauss, Rockaway Beach, NY.

Joseph Andrew Sullivan, born September 29, 1959, to Seafarer and Mrs. Frederick R. Sullivan, New Orleans, La.

Dale Wayne Oakley, born June 11, 1959, to Seafarer and Mrs. Oliver P. Oakley, Olyphant, Pa.

Jax Reports All's Well

JACKSONVILLE — Shipping held steady in the port here during the last two weeks. The missile ships are still requesting replacements and the arrivals of in-transit vessels were at a steady pace, reports William Morris, port agent.

There were no payoffs or sign-ons, but 11 ships were serviced in transit. These were: Sword Knot, Coastal Crusader, Coastal Sentry, and Rose Knot (Suwanee); Fairland, Azalea City (Pan Atlantic); Bradford Island (Cities Service); Longview Victory (Victory Carr.); Robin Grey (Robin) and Seatrain Savannah (Seatrain).

Tramps Make Bid For Share Of US Operating Subsidy

Pressed hard by a declining charter market and cutthroat runaway-flag competition, the American Tramp Shipowners Association is pleading for Government assistance to keep a US-flag tramp fleet alive.

The association has called upon Congress to act swiftly to provide legislative relief for tramp shipowners, including provision for operating subsidies. Its bid has the active support of the SIUNA.

In their plea for assistance, the tramp operators cite the fact that today about 75 percent of US foreign trade consists of bulk cargoes, including one-third of the US steelmakers' iron ore, almost all of the bauxite the aluminum industry uses, and heavy exports of coal and grain.

Practically all of this cargo moves on foreign-flag ships. The only business keeping tramp ship operators going consists of farm surplus cargo carried under the 50-50 act.

The tramp operators' group points out that no tramp ships have been built in the US since World War II, and the tramp fleet of war-built Libertys is unable to compete with larger, faster and more modern foreign ships, irrespective of wage differences.

To meet this problem, the tramp committee requests the following:

- A ruling that US-flag tramps get as much grain as foreign-flag tramps under "50-50," aside from what liners or tankers might carry.

- Permission to form tramp conferences which would enable the tramps to set basic cargo rates at a stable and profitable level, instead of the present wild rate fluctuations.

- A trade-in system enabling tramps to turn in their Libertys for newer vessels in the lay-up fleets.

Encouragement for the construction of new tramp ships and expansion of operating subsidies to cover tramps.

The operators note with respect to the latter item that at the time the 1936 Merchant Marine Act was passed liner ships carried the bulk of the nation's trade in the form of package cargo. Now the trade pattern has shifted to bulk cargo operations, so that the 1936 Act is unable to satisfy the need for a well-balanced merchant fleet.

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:

January 20
February 3
February 17

Mobile Haven For Runaways

MOBILE—Shipping was a little on the slow side during the last two weeks, but almost every man who wanted to sign on during the holidays was able to do so.

During the coming two weeks the outlook is good, with two ships due to crew up after undergoing repairs.

Even though tonnage has fallen off, the Alabama State Decks is operating in the black, due to the large amount of petroleum and ore cargoes arriving, mostly in the bottoms of runaway-flag ships.

The following ships paid off: Barbara Fritchle (Liberty); Alcoa Corsair, Alcoa Cavalier, Alcoa Roamer (Alcoa); Monarch of the Seas, Claibourne (Waterman).

Runaway 'Luxury' Tour Vessel Breaks Down On Maiden Trip

MIAMI—Back again as a runaway ship operation, the old SS Puerto Rico, now known as the Bahama Star, had to be towed into port on her maiden voyage. En-route to Miami from Nassau, the Bahama Star suffered a turbine breakdown. There were 735 passengers aboard at the time.

The operators of the Bahama Star are none other than Eastern Shipping, which also operates the runaway-flag SS Yarmouth and SS Evangeline. All three ships were formerly-manned by Seafarers when they were under the American flag.

The SIU has a set of Labor Board charges pending against the operators for firing the crew of the Yarmouth after they sought Union representation in protest against runaway wages and conditions.

Described in the releases as a "plush multi-million dollar" vessel, and a "luxury ocean liner," the Bahama Star is now 29 years old, being built back in 1931 as the Borinquen. When it was operated by the SIU-contracted Bull Line as the SS Puerto Rico, in the late 40's and early 50's its maximum practical passenger capacity was less than 200 berths. The 735 passengers it now carries was described, accurately-enough, as a

"full load." The ship weighs in at 7,000 gross tons.

The Bahama Star has had a long and somewhat-unhappy history. After operating it for a number of years as the Puerto Rico between New York and San Juan, Bull Line was forced to abandon the operation in good part because of heavy competition from the airlines, which, incidentally, receive many direct and indirect Government subsidies in the domestic services.

The ship was subsequently transferred foreign and purchased by the Arosa Line, a Swiss concern which ran a Panamanian-flag passenger service. Arosa used it on the transatlantic run and in Caribbean tour service, with approximately the same number of berths as it now has, around 750.

Arosa Line later went broke with all three of its passenger ships being seized for non-payment of debts, including over a well-balanced merchant fleet.

cally enough, the companies that were stuck with the bunker bills included Esso and California Standard, both major runaway operators themselves.

It was then that Eastern Shipping stepped into the picture and bought the so-called "plush multi-million dollar" vessel for use in the Caribbean cruise trade out of Miami. Eastern gets \$54 per head for the round trip between Nassau and Miami. If the crew wages are on a par with the Yarmouth's, the "plush multi-million dollar" phrase relates to the profits—not the ship.

Med Ship's First Stop: Indonesia

WASHINGTON—Indonesia will be the first stop for the new SS Hope, the floating medical center to be launched this spring by voluntary contributions from Americans everywhere. The ship will be operated by American President Lines under contract to the SIU Pacific District.

The Hope ship—formerly the Navy hospital ship Consolation—will stay in Indonesia for about six months for the purpose of teaching medical knowledge and techniques to medical and allied professions in countries abroad. Other countries, including Pakistan and Vietnam, will be visited, too.

The project was strongly endorsed by AFL-CIO president George Meany at the organization's convention in San Francisco last September.

Recently Meany sent a letter to all affiliated unions urging the memberships to support the project which he termed "a humanitarian public service at its finest."

LET 'EM KNOW!
Write TO THE LOG

on
the
ball

NEWS HEADLINES IN REVIEW



NEW SURGE OF ANTI-SEMITISM SUDDENLY ERUPTS... SWASTIKAS ARE DAUBED ON SYNAGOGUES THROUGHOUT THE WORLD... POSSIBILITY OF A CENTRALIZED PLOT BEING INVESTIGATED.



PRIME MINISTER MACMILLAN OF BRITAIN BEGINS A MONTH-LONG, 18,000 MILE TREK THROUGH AFRICA... TO STUDY PROBLEMS OF SELF-RULE FOR AFRICAN NATIONS.



CONSTRUCTION OF ASWAN DAM ON NILE BEGINS... NASSER CLAIMS IT WILL INCREASE EGYPT'S INCOME FROM AGRICULTURE BY 35%. DAM WILL COST \$1,000,000,000.



AMERICA ASKS HIGHLY INDUSTRIALIZED NATIONS AND JAPAN TO AID UNDERDEVELOPED COUNTRIES.



NATIONS OF THE WORLD SIGN TREATY DEMILITARIZING ANTARCTIC... NUCLEAR TESTING BANNED ON ICE-COVERED CONTINENT... PENGUINS TO BE ENTITLED TO QUIET.



RUSSIANS RENEGE PROPAGANDA LINE... REDS WILL PER-UP CAMPAIGNS... COMMUNISM TO BE MADE MORE PALATABLE AND BUILD NATIONAL PRIDE.

Seafarers Lifeboat Class Number 20



Bosun Bill Doaks, top right, instructs his lifeboat class in the art of properly securing lifeboat line once boat has been hauled out of water. Watching from left front are: Maurice Spear, Leon Krawczyk, Chuck Tallman, Hector Rondo, Jim O'Donnell, and Wong Fah.