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

5 SIAIES REJECT CURBS ON UNIONS

Story On Page 3

SIU Ships Show Accident Decline

Story On Page 2

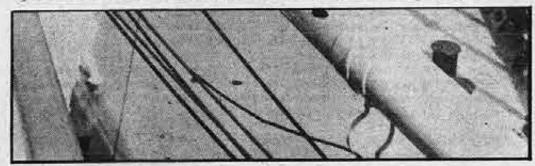


Job Fight Wins. Linked with California labor effort to beat "right-to-work" bill on Tuesday's ballot, Sailors Union members Glenn Rowe, W. J. Parker, Ed Haskell and Wallace Boyce flank sign outside SUP San Francisco headquarters urging defeat of job-killing measure. SIUNA affiliates helped whip bill by almost two to one. (Story on Page 3.)





The SIU-The First Twenty Years



Cover Of SIU Anniversary Supplement—See Centerfold

SIU Vote Opens. American Coal veteran A. Wheaton, AB (left), cast one of the first ballots in SIU 1959-60 election of officers that began November 1. Steward Ed Kaznowsky (right) prepares to go into the voting booth at Union headquarters in New York while Joe Bracht, polls' committeeman, looks on. Seventy-three Seafarers are competing for the 38 posts on the ballot, Voting in all SIU ports will continue through the end of December. (Story on Page 3.)

SIU Safety Program Cuts Down Shipboard Injuries

Operating less than two years, the SIU's joint health and safety program has produced significant benefits for SIU men and their families. All available figures indicate that the program is reducing accidents throughout the SIU-contracted fleet.

Part of the program involved the establishment of medical centers in four ports to aid in the detection of ailments before they disabled the Seafarers involved. The four centers have been in operation an aggregate of 50 months since the first opened in Brooklyn in April, 1957. That center alone handled 4,000 exams in its first year.

On the shipboard side the biggest accomplishment has been in cutting injuries, particularly losttime injuries, in the SIU-contracted fleet. Company figures submitted to the Safety Department of the Seafarers Welfare Plan and information obtained directly from the companies themselves both show accident rates on the decline.

In a typical case, one major SIU operator had an accident frequency rate of 21,11 in 1955. It was down to 13.0 last year and is 9.87 so far in 1958. Other companies have reported similar results.

These figures come from a formula representing the number of lost-time accidents per million man-hours in a fleet. It is based on a complex National Safety Council equation that takes into account the 24-hour exposure to accidents aboard ship. Shoreside workers have their accidents figured on the basis of eight hours.

In the course of one year, the average ship represents some 350,-000 man-hours (total crew times days worked multiplied by 24). For example, a 13.0 AFR (accident frequency rate) could represent 13 lost-time accidents on three ships during one year, or 4.3 accidents per vessel.

The front-runner among SIU companies last year, Alcoa Steamship, lost the top spot in maritime competition by a whisker. Its accident frequency was 3.71, with the industry average at 7.30 for passenger and dry cargo ships. Yet its record is even better this year than last.

Through August, 1958, the Alcoa Roamer and Alcoa Patriot were still neck-and-neck in the race for fleet honors. The Roamer had a total of 608 straight days without a lost-time miskap; the Patriot, 603 days.

Throughout the SIU fleet, the figures show that lost time accidents are only about one of every three accidents aboard ship. The others are of the minor variety ing. They also show that the ratio of all accidents to the total of jobs involved is about 25 to 30

SIU's Safety Plan Pays Off

Accident reports covering October, 1957 through June, 1958, show the following:

. No fatal accidents to SIU

. 95 of every 100 Seafarers with no lost-time accident;

· 85 of every 100 Seafarers with no accidents at all.

Based on Scafarers Welfare Plan records of hospital benefits pald:

o 87 of every 100 Seafarers required no hospitalization for any cause (injury or illness) in 1957;

. Less than 2 of every 100 Seafaters were hospitalized more than once in 1957.



Seatrain Georgia sign stresses ship's safety record. Messman Koa Lim poses before sign. Photo by Glen Vinson.

percent. However, a more ac-| cent. cause of the usual turnover of jobs reduces that percentage considerably to about 13 to 15 per-

These conclusions are curate figure, dealing with the drawn from reports on about three total number of men involved be- fourths of all SIU-contracted ships. The safety picture is best pre-

sented by the following figures: (Continued on page 15)

LOG Check-Up Explodes Seamen's 'Accident' Rate

Any search for safety information and statistics in the maritime industry will inevitably lead you to the Marine Index Bureau. The SEAFARERS LOG went to the Marine

Index Bureau. It found out + that the Bureau doesn't really | It does not perform any safety eduknow.

Yet the Bureau has been reporting so-called accident and illness

SEAFARERS

LOG

FEATURE

rates in maritime for 20 years. Just recently, the Bureau reported its latest "statistic" along these

lines to the National Safety Council. Said the Bureau; ". . . over the past seven years . . . illnesses and injuries reported, based upon the total number of seamen's jobs, rose from 47.5 percent to the 81.1 per cent." This 81.1 per cent figure was picked up by newspapers the following day as "accidents" only.

been led to believe that four of every five seamen have at east one accident a year these days. Fortunately, such is not the case. For the "illness and injuries reported" by Marine Index turn out to be in fact "illness and injury reports"-a small difference in spelling but a big one in meaning its injury and illness reports because one illness or injury can, and does, often involve a number of successive reports.

A second factor rendering the Bureau reports invalid lies in the is greater than the number of seamen's jobs-a natural result of the inclination of most seamen to take some time ashore between trips.

Skeptical of the 81.1 percent report, the SEAFARERS LOG questioned the Marine Index Bureau on its reporting methods. The company subscribers seeking in-formation on individual seamen. Health and Safety program.

cation service.

At the end of each year, the Bureau tallies all the reports received and projects this information as follows: In 1957, for example, the Bureau received 24,490 injury reports and then another 23,000 illness reports. Using 58,-500 jobs in the industry as a base, the Bureau arrived at a casualty rate of 81.1 percent-although it did not consider the number of men involved. When the LOG questioned this statistical pro-cedure, the Bureau conceded that the 58,500 figure more accurately should have been the same 90,-000 men who were employed in the industry. This use of the A casual reader would have thus 90,000 figure would have chopped one-third off the 81.1 percent.

The Bureau told the LOG it doesn't have the following figures:

· Number of actual injuries and Illnesses

· Number of lost-time injuries and amount of lost time involved · Number of men involved in

The Bureau's totals are heavily weighted with reports on inconsequential injuries such as scratches, cuts and bruises, most of which would not involve lost fact that the number of seamen time on the job. In fact 36.7 percent of all the injuries the Bureau listed were "contusions, abrasions, etc." to the extremities, which means minor cuts and bruises on bands or feet. Another 10.1 per-

cent were "unspecified injuries." The accepted procedures of the National Safety Council call for LOG learned that the Bureau col- reports to be made on the lostlects reports furnished by shipping time basis, reflecting the actual halls. companies, tabulates them and severity of illness or injury in The passes these reports on to shipping relation to time spent on the lob.

Safety Messages Aid Drive



in the hold

- An SIU Ship is a Safe Ship -

Typical of series of safety reminders in each issue of the SEA. FARERS LOG is the one above which cautions against entering holds and tanks alone.

Fishermen Vote 'No' On Bridges

SAN PEDRO, Calif.-Almost a year after their victory over a Harry Bridges-inspired raid, members of the SIU of North America's Seine and Line Fishermen's Union won

five National Labor Relations + Board elections, defeating an- the fishermen, Local 33 demanded other attempt by Bridges to take over their union.

The SIU of NA affiliate, in voting covering crewmembers of 42 West Coast fishing boats, defeated Local 33 of the International Longshoremen's and Warehousemen's Union by a total count of 193 to

The elections were a decisive defeat handed to Bridges, whose Local 33 had been attempting to raid the SIU Fishermen's membership for some time now, starting back in September 1957.

At that time, the SIU-affiliated union signed a contract for the fishing season with the canneries calling for a \$55 a ton rate. To cover up its attempt to take over

turning runaways is now up to 22 with the announcement that three | Seine and Line Fishermen's Union, more vessels have been redocu- declared at the conclusion of the mented under the American flag. voting, "We sincerely hope this The three returnees are the Chris NLRB election victory will mean H, a Liberty tanker; the Theokeeter and the Arion, all of them formerly Liberian-flag vessels.

These ships, like the 19 vessels redocumented before them, are probably in the market for "50-50" farm surplus cargoes, since they are unable to compete in the open market with the many larger, more modern foreign-flag tramps that have been built in recent years.

Ships can re-register under the American flag at will, simply by showing that the ownership is American. Since almost all of these ships were transferred foreign by Americans in the first instance, this has been no great problem.

A majority of the ships returned thus far are being operated by SIU-contracted tramp shipping companies and are being manned by Seafarers out of SIU hiring

The transfer-back move started last February and has been proceeding in fits and spurts since

an \$80 tonnage rate, which was termed ridiculous by the SIU fishermen as it would have led to the closing of most West Coast canneries.

Roving strong-arm squads then attempted to pressure SIU fisher-men into walking off their boats in support of Bridges' demands. The tactics used included intimidation of fishermen through mass longshore picket lines, threats of violence against fishermen, their wives and families and threats against members of the SIU Pacific District who came to the fishermen's aid.

No OT Policy

The ILWU raid was defeated at the time when Pacific District crewmembers voted a "no-overtime" policy while in Los Angeles, thus hitting back directly at the Bridges-run longshore union whose members were then deprived of normal evertime earnings. The SIU Cannery workers of the Pacific also assisted in the fight.

As a result, Bridges had to withdraw his picket-lines and resort to an election petition instead, which, as it turned out, also proved unsuccessful in breaking the ranks of SIU fishermen.

John Calise, secretary of the the end of internal disruption directed against the Seine and Line Union by ILWU Local 33."

SIU of NA Secretary-Treasurer John Hawk and Andrea Gomez, SIU vice-president, were active in the beef on behalf of the fishermen throughout the attempted raid.

SEAFARERS LOG Nov. 7, 1958 Vol. XX, No. 23



HERMAN BRANG, Editor, BERNAID BRAMAN, Art Editor, Herman Arthur, Inwin Spinack, AL Maskin, John Brahl, Anatole Levroit, Stay Writers. Bill Moody, Gulf Arca Representation.





Waiting for their turn to use the polls in headquarters in the SIU's biennial election are Seafarers (I-r) H. White, Miguel A. Velez, Rafael Salldana and Ricardo Lata. Early voting in this year's election was fairly brisk in all ports.

Voting Brisk For 38 SIU Offices

Voting in the biennial SIU elections got off to a brisk pace as Seafarers on the beach at headquarters and in other ports lined up to cast their ballots for the candidates of

their choice. A total of 73 candidates are on the ballot trolman, Baltimore agent, Norfolk for 38 elective posts. Ballot- agent, Houston agent and agents ing will continue for two months, for the three West Coast ports. until December 31, 1958.

While the actual voting started in all ports on Saturday, November 1. Monday, November 3 was the first complete day of balloting and lines of Seafarers waited their turn at the polling place. In head-quarters, approximately 400 Seafarers cast their ballots through Wednesday with voting running equally heavy in the outports.

As per the requirements of the SIU constitution, all ballots voted in a port are placed in a sealed envelope and mailed by certified or registered mail to a central location in New York. The polls committee members are required by the Union constitution to write their names across the flap of the envelope after it is sealed. The Commercial State Bank and Trust Company, at 1400 Broadway, has been selected as the safe deposit agency for the voted ballots.

At the conclusion of the elections a 14-man tallying committee consisting of six elected from headquarters and two each elected from Treasurer Paul Hall and other Baltimore, Mobile, New Orleans and San Francisco will get the ballots from the safe deposit and count the votes.

The heaviest concentration of candidates is in the headquarters port with 25 men running for eight joint patrolmen posts open. Other contested offices are Boston joint patrolman, Philadelphia agent, Baltimore joint patrolman, Tampa agent, Mobile joint patrolman, New Orleans agent and joint patrolman with eight running for three patrolmen's posts in that port, and Houston joint patrolman.

Running unopposed are the candidates for secretary-treasurer, five assistant secretary-treasurers, Boston agent, Philadelphia joint pa-

Tell it to the Log!

agent, Savannah agent, Mobile

Details Boycott

Final details on the projected world-wide boycott of runaway-flag shipping will be worked out by the International Transportworkers Federation at a meeting hext week in Hamburg, Germany. The ITF's International Fair Practices Committee will meet November 13 and 14 to decide on the scheduling of the boycott action.

ITF General Secretary Omer Union, were in New York recently and consulted with SIU Secretarymaritime union leaders on the boycott plans. Hall was elected as the representative of American seamen on the ITF's general council in August,

Becu announced that union members shoreside and aboard ship in 62 countries will join in the boycott action which was approved at the ITF's 25th congress in Amsterdam. He is now negotiating for supporting action from international labor bodies representing workers in allied industries.

Ships will be asked to pay a minimum scale of approximately \$140 a month or else be boycotted. This is equivalent to British wages plus benefits.

At present, approximately 13 percent of the world's shipping tonnage is registered under the runaway flags, with the bulk of it consisting of Liberian and Panamanian registry. A large part of this shipping is American-owned. In all about 1,500 ships are involved with an estimated 75,000 scamen, all of them outside the scope of union contracts.

California Leads 5-State Rejection Of 'Wreck' Bills

Organized labor scored a smashing victory in Tuesday's elections as aroused voters in five states trounced proposed "right to work" bills. The anti-labor, open shop measure was decisively defeated in the industrial and shipping states

of California, Washington+ and Ohio, and went down to defeat in Colorado and Idaho as well. It was put on the books in only one state, Kansas.

Late figures indicated that California voters had rejected the misnamed bill by a margin of 10 to 6, and had snowed it under by 500,000 votes. The same picture emerged in Washington state, where the "right to work" initiative was turned down by a margin of 13 to 8. In highly industrialized Ohio, where the campaign to defeat the bill was headed up by a coordinated labor drive,

For a round-up of results in the election see page 8.

the "right to work" measure was trounced by more than 800,000 votes.

Labor unions in all five states, including SIU of NA affiliates in California, Washington and Ohio, played an active part in telling the state's voters about the dangers of the open shop bill. Unprecedented numbers of posters were displayed calling for "no" votes on the measure, huge volumes of literature were distributed, and unions conducted a vigorous drive to register members and their families and get the vote out. The campaign paralleled one conducted in Louisiana two years ago, where the SIU and other unions went all out to win repeal of the state's "right to work" law.

Well-Financed Campaign

"Right to work" was defeated in the face of a well-financed campaign supported by big business and anti-labor groups that had hoped to gain the advantages of the open shop. For union workers, Becu and Tom Yates, general the measure would have meant the secretary of the British Seamen's end of genuine protection and job security, and an opening wedge for (Continued on page 15)

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:

November 12

November 26

December 10



Sign on Harrison Street opposite Sailors Union of the Pacific San Francisco headquarters was one of many in California urging voters to turn down Proposition No. 18 calling for a state "right to

AMMI Head Balks At Growth Of US Maritime

Ralph Casey, president of the American Merchant Marine Institute, purportedly speaking for a major segment of the operators, has again demonstrated concern exclusively for

subsidized shipping and has * written off any expansion by "impracticable" from Casey's other sections of the industry as "impracticable."

In a statement distributed to member companies of the AMMI, Casey denounced maritime unions as responsible for all the ills of the industry and reaffirmed his consistent position on behalf of subsidized companies against the interests of the rest of maritime. The statement was a copy of a position presented by Casey in the arbitration proceedings dealing with the dispute between the Institute and the Masters, Mates and Pilots.

The 20-page document, loosely draped with irrelevant and often inaccurate data, also reveals a total lack of perspective and understanding of the conditions and history of the maritime industry, Stripped of all the trimmings and the off-the-top-of-the-head analysis of the problems of maritime and reasons for industry conditions, Casey's pitch was for preservation of status quo for the major subsidized companies. In effect Casey saw no hope for the rest of the industry.

The AMMI president, blithely bypassing Congressional judgment and jurisdiction for dealing with subsidies, says flatly it is "impracticable" to expand the subsidy provisions of the 1936 Merchant Marine Act. At the very time his statement was issued, the Federal Maritime Board was hearing applications for subsidies from no less than five major operators presently unsubsidized. The FMB sees nothing "impracticable" about these applications. What is standpoint is that there is a possibility of broadening subsidies to include companies other than the fat cats to which his services are dedicated.

The so-called "haves" of the industry are violently opposing additions to the ranks of the subsidized operators; consequently, Casey finds such additions "impracticable," although in theory he is supposed to be the spokesman for all companies in the Institute.

Casey states the American merchant marine is inadequate and barefacedly offers as the reason that "much of this deficiency can be traced directly to labor trouble." Casey carefully refrained from repeating his pitch for preservation of American shipping under Panamanian and Liberian flags on the grounds that they are "our fifth line of defense." It would be fitting for Casey in his role as spokesman for the industry, to take the position, as does maritime labor, that these ships be returned to the American flag. That of itself would put an end to the deficiency.

Having written off the expansion of the industry as "impracticable" on behalf of the clique of major subsidized companies and having expressed tender concern for the runaway-flag operator, it is understandable how Casey, in his statement, foresees no future for the shipowners outside of these two categories. With not-too-carefully concealed satisfaction, he envisions a merchant marine consisting of 300 ships under the American flag,

(Continued on page 15)

Nevember 7, 1958



SEAFARERS ROTARY SHIPPING BOARD



October 15 Through October 28, 1958

Shipping fell way off in the last period, hitting a six-month low with a dispatch total of 908 jobs. However, registration declined almost as much to a total of 1,060. This was the lowest two-week registration since May. These figures illustrate the erratic conditions in the shipping industry, since the total jobs shipped in the previous report represented a 15-month high. At the same time, due to the drop in both registration and shipping, the "on the beach" figures at the end of the period showed no rise and, in fact, also fell off a bit.

Two hundred ships were handled by all ports during the past two weeks, covering 51 payoffs, 37 sign-ons and 112 in-transit vessels. New York, New Orleans and Baltimore handled 95 ships of the District-wide total. (See "Ship Activity" summary at right.)

The general decline in shipping was not reflected in seven ports, all of which were busier than in the previous period. All of the West some improvement. In addition, Lake Charles showed no change. New York, Philadelphia, Norfolk, Savannah, Mobile and Houston all declined | Slow . . . San Francisco: Fair . . .

Seniority-wise, the "slow" period produced some sharp shifts in the proportion of jobs filled by the three seniority groups. Class A men accounted for 75 percent of all jobs shipped, class B for 20 percent and class C for the five percent remainder. Thus the only increase was in the class A portion, indicating that the top seniority men don't hold back on taking jobs when the pickings are not as plentiful as usual.

Figures for the period also show that nine ports still have 100 or less men on hand in all departments. Boston, Philadelphia, Norfolk, Savannah, Tampa, Lake Charles, Wilmington, San Francisco and Seattle all fall into this category. Of these, Norfolk, Savannah, Tampa, Lake Charles and Wilmington also have fewer than 50 class A men registered on the beach in all departments. These figures are a guide to the job potential in any port.

The following is the general outlook port by port: Boston: Not much doing . . . New York: Good . . . Philadelphia: Should be better . . . Baltimore: Good . . . Norfolk: Quiet; coal is still not moving much . . . Coast ports plus Boston, Baltimore, Tampa and New Orleans showed Savannah; Slow . . . Tampa: Fair . . . Mobile: Good . . . New Orleans; Good . . . Lake Charles: Quiet . . . Houston: Good . . . Wilmington: Slow . . San Francisco: Fair . . . Seattle: Fair.

Ship Activity

Pay	Sign	In Trans. 1	OTAL
Boston 3	3	4	10
New York 18	12	10	40
Philodelphia 2		10	12
Baltimore 7	5	12	24
Norfolk 1		-	2
Savannah	-	7	7
Tampa 1	-		- 7
Mobile 9	3	1	13
New Orleans. 6	5	20	31
Lake Charles	-	10	10
Houston 1	3	17	21
Wilmington 1	-	4	5 .
San Francisco. 1	3	7	11
Scottle 1	2	4	7
TOTALS 5)	37	112	200

DECK DEPARTMENT

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Boston	20		1	-8	-	-2	2		1	2	.2	5	73	1	3	3	No.	01114	-	-	5	3	-	8	12	23	4	39	-	8		10
New York	18	43		74	1	13	10	24	17	32	16	65	-	3	5	8	-	-	2	2	65	8	2	75	85	153	43	281	3	30	26	59
Philadelphia	- 1	9		13	-	- 8	4	5	3	6	- 2	10	-	1	1	1	-	-	-	-	10	1121	-	11	9	23 96	4	36	-	2	6	8
Baltimore	10	28	7	45	2	•	12	18	7	28	- 11	4.6	-	-	5	5	-	-	-	- 30	46	5	-	51	38	96	9	143	8	21	39	68
Norfolk	4	5	2	11	-	1	2	3	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	- 6	13	3	22	-	4	. 5	9
Savannah	1	3	-	4	-	-	1	1	-	-	- 1	1	-	-				-	-	-	1	-	-	1	2	9	1	12	-	1	- 1	2
Tampa	_	4	1	5	-	-	2	2	-	5	-	5	-	1	2	3	-	_	-	-	5	3	_	8	2	5	2	9	200	1	5	. 6
Mobile	4	11	3	18	-	-	5	5	3	10	-	13	1	-	3 1	4	-	-	2	-	- 13	4	-	17	24	26	4	54	1	1	5	7
New Orleans	19	28	6	53	2	6	6	14	11	31	9	51	2	4	1	7	1	-	3	4	51	7	4	62	47	66	10	123	1	9	15	25
Lake Charles	-	1	2	3	1	-	2	3	-	2		2		-	100		100	-	- 22	-	2	20/0	8000	- 2	1	10		15	1	5 <u>65</u> 4	10	11
Houston		20	7	38		6	10	16	9	10	9	28	2	1	9	10	1000		_	38	28	-10	100	38	22	41	3	66	1	7	10	18
Wilmington		8	.2	10	_	_	-	-	100	5		5	15.5	-	_			_			5	0.00		- 5	2	14	2	18	â	4	2	4
San Francisco	5	13	2	20	1	2	3	. 6	4	10	5	19	1	2		7	0000	13=2/		3	10	7	=	26	11	14	13	20	2	1	20	
Seattle	6	9	1	16	202	1	3	1 4	3	7	1	111	1	5	6	12		1		1	11	12	150	94	11	10	1	31	5	6	3	11
	04	104		210	-	36	-60	Tor	-	140	-	201		-10	40			-	-	-2			-	200		-10		- 31		-		
TOTALS	84	184	50	220	1	30	62	105	57	148	36	201	100.00	10	40	901	PECAL-	22.5		1	261	60	200	328	212	512	91	875	21	92	129	242

ENGINE DEPARTMENT

200	Registered Registered CLASS A CLASS B							Ship CLAS			Shipped Shipped CLASS B CLASS C							TOT	10.750+0			Reg	<u> </u>		n The Beach CLASS B							
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New York	20	47	12	79	1	12	12	25	13	43	7	63	2	7	9	18		2	7	9	63	18	9	90	54	158	17	229	7	27	21	55
Philadelphia	_	5		5	_	1	4	5	22	4	1	4		1		1	_:	1		1	4	1	1	6	1	19	1	21		2	4	
Baltimore	1	25	- 6	32	_	4	7	11	-	34	8	42	_	1.5	1	4	_	-	-		42	4	-	46	13	81	. 8	102	3	28	27	58
Norfolk	_	2	-	2	-	3	2	5	-		1	1	_	1-0	_	2.5	_		_		1	-		1		9	- 1	10		12	8	20
Savannah	_	3	1	4	-	-	-	_	1	2	_	3	_	-	_	-	_	1	-	1	3	-	1	7	_	9	1	10	_	1	1	2
Tampa		2	_	2	-	-	-	-	-	4	-	4	-	1	1	2	_				4	2	-50	6	1	6	1	8	_	1	1	2
Mobile	4	12	1	17	-	2	3	5	4	7	1	12	_	2	6	8	_	-	-		12	8	0	- 20	14	33	4	51	_	3	3	
New Orleans	4	20	2	26		5	2	7	3	26	3	32	-	3	4	7		6	6	12	32	7	12	51	14 23	33 64	4	91	2	8	7	17
Lake Charles	3	4	_	7	-	1	2	3	1	5	1		-	-	4	4	_	-	-	-	6	4	-	. 10	5	5	-	10	-	3	3	
Houston	7	24	2	. 33	1	6	4	11	4	9	5	18	-	2	4	6	1	-		1	18	6	1	25	11	34	2	47	1	12	6	19
Wilmington	_	5	1	6	_	1	3	4	-	3	_	3		-	1	1	_	124	1220		3	1	-	4	3	14	1	18	1	7	5	13
San Francisco	4	8	-	12	-	2	2	4	3	10	3	16	2	2	4		-	1	-	- 3	16	8	-	24	6	22	1	29	-	3	3	
Seattle	-	. 8	-	8	_	3	5	8	1	5	1	7	_	4	3	7	-	-	-	-	7	7	-	14		12	1	12	0.0	5	6	11
TOTALS	43	167	25	235	2	40	46	88	30	154	29	213	4	23	43	70	1	10	14	25 2	13	70	25	308	132	478	42	652	14	114	96	224

STEWARD DEPARTMENT

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Now that he is receiving his \$150 monthly payments from SIU Welfare Plan, Seafarer John Taurin often reflects on his long seafaring career, especially his experience of being torpedoed in both World Wars.

Taurin caught his first "tin fish" in 1918 in the mid-Atlantic when he was a bosun on the SS Lucia, an Army Transport ship. Again in

1942 a U-boat struck, this time in the Caribbean. There was heavy loss of life aboard the Barbara (Bull Line) but luck rode with Taurin a second time.

All told Taurin stayed with seafaring for 57 years until a heart ailment forced his complete retirement last November at the age of 70.

He was a mere 13 when he hopped his first ship in Riga, Latvia, at the turn of the century. Four years later he was in the States and had become a member of the International Seamen's Union in Baltimore, When the SIU was chartered in 1938, Taurin signed up. He is proud that through 40 total years of union membership he had a clear union

Freighters, tankers and passenger ships made no difference to Taurin. When finances ran low he grabbed "whatever hooker I could find." After being torpedoed for

the second time, he took a respite from the sea, putting in five years with the Union at Baltimore headquarters. He served as a patrolman, doorman and hospital committeeman before shipping out again as a quartermaster on Ore Line boats, which lasted until 1953. Then he worked on and off until his retirement.

Taurin's heart condition has kept him in and out of hospitals during the past few years. He puts his time to good advantage, however, working on various handicrafts. Some of his braided cord belts, earned him first and second places in past SIU art contests. He also enjoys a good hand of pinochle every now and then. Taurin and his wife make their home in Baltimore.



John Taurin and wife in photo taken some years ago.

LABOR ROUND-UP

AFL-CIO Laundry and Dry Clean- ers were allowed to vote. The ing Union at 22 dry cleaning and strike, which started over a breaklaundry plants in Anniston, Ala- down in contract negotiations, was bams, entered its third month last marked by legal harassment of week. The 165 union members union, individual strikers and their struck at the plants in a drive to families. The company manufacland a contract providing for a \$1 tures Cherokee brand bedroom and an hour minimum, as compared to their present scale of 20 cents an hour. Despite the fact that the union has received pledges from the 165 employees at the plants, most of the companies have refused to recognize or negotiate with the union. Many of these firms have been paying as little as \$13 for a 70 hour week. Although hampered by the state's "Right to Work" law and stringent antipicketing provisions, the strike has cut production down to 20 percent of normal because the companies have been unable to obtain enough scabs to work at these low rates.

* * * Members of the Steelworkers Union employed by Dominion Steel & Coal Corp., at its tube plant in Montreal, won a new two-year pact calling for a package increase of 18 cents-an-hour. The new agreement raises the base rate from \$1.58 to \$1.74 an hour in four jumps, the first of which is retroactive to August 6. The company employs some 900 Steelworkers.

* * * The strikebreaking provisions of the Taft-Hartley Act have again been relied on by an employer to oust a union from its plants. Local 251 of the Furniture Workers located in the southwest. The con-Union had been striking Carolina Woodturning Co., of Brysen City, NC, since April 8, 1957. The workers found themselves on the out- Maritime Trades Department, repside last week when the NLRB decertified the union in an election throughout the US.

The strike by members of the in which only the 124 strikebreakdining room furniture.

A "seven point program of preparedness" calling for major changes in the national defense, heard President John J. Grogan against their personal convictions. warn of the introduction of automation into industry. Automation, the struck ships on September 13 Grogan warned, hurts both small business and the worker; the work- tion of the eight vessels have been er because it takes too long for going on ever since. The problem him to reap the benefits and gains of their return to Canadian regisof automation, and the small businessman because he can't afford ownership requirements under Caexpensive automated machinery.

* * *

Some 200 delegates to the sixth biennial convention of the American Federation of Grain Millers voiced their overwelming support of the union's new major organizing campaign and voted to increase per capita tax payments from \$1 to \$1.50 a month to finance it. The hike, which will increase the organization's annual income by \$240,000, will be used to expand the union's organizing staff with special concentration on feed mills vention also wrote a detailed code of ethics into the constitution. The union, a member of the AFL-CIO resents some 40,000 grain millers

Talks Progress In CNS Beef



Representatives of SIU and of Cuban labor confer in Havana on problem of ex-Canadian National ships. They are (I to r) Louis Neira, SIU; Hal Banks, SIU vice-pres. in Canada; Jose Ensenat Polit, gen'l sec'y, Cuban Maritime Union; Paul Hall, president SIU of NA; Silverio Simpson Girod, Cuban Confederation of Labor; Sergio Pons Rivero, gen'l sec'y, National M'time Federation of Cuba.

MONTREAL-Optimism is rising that a break will come soon in the deadlock over the Canadian National fleet which has been tied up since July 4, 1957. A series of meetings between SIU of NA representatives and representatives of Flota Maritima Browning de Cuba,

the present operators of the vessels, has approached agreelication of the Canadian District, declared that a settlement appears possible.

The objectives of the meetings which have been held at various times in Montreal, New York and Havana, are to return the ships to the Canadian flag, the manning of the vessels with Canadian SIU members and the signing of an agreement between the SIU affiliate and the operators.

At present the ships are still Cuban-registered as the result of the earlier sale of the vessels by Canadian National to the foreign trade bank of Cuba. Troy Browning, an American ship operator who runs vessels contracted to the SIU Great Lakes District, was to have operated the fleet on behalf of her Cuban owners.

Coastwide protests by the Canadian District assisted by the A&G District and supported by the world seamen's movement made it clear that the new owners could not hope to operate the fleet until the economic beef the crews had against the former owners was settled. Consequently, Cuban crews that had been placed on some of was adopted by delegates to the the ships, were brought back home, 19th convention of the Marine and much to the relief of the men Shipbuilding Workers Union in themselves who were obviously Cincinnati. The convention also under pressure to work these ships

The crews were removed from and negotiations over the dispositry has been accentuated by the nadian law. Canadian citizens have to be involved in such a registration.

As far as the ships are concerned, they are sitting exactly where they were on September 13, the Ciudad de la Habana in Maryland Drydock, Baltimore, and the other seven ships in Halifax, Nova



ment on the disposition of the fleet. The "Canadian Sailor" publication of the Canadian District, As Crews Do Fine Job

NEW YORK—Both business and shipping for this port have been very good over the past two week period, Bill Hall, assistant secretary-treasurer, reports. While job turnover re-

mained fairly constant, a greater number of jobs, more sley (Robin); Fairland, Beauregard than 95 percent of them, were and Raphael Semmes (Pan-Atlantaken by class A and B men.

Mention should be made at this time, Hall said, of the fine job the ships' and departmental delegates are doing on their vessels before coming in for payoff. Out of the 18 vessels paying off in this port during the past period, only seven of them had beefs; three of the beefs were disputed overtime, two concerned minor repairs and the other two contract clarifications. Continued cooperation of this kind, he explained, not only makes it easier to pay off a vessel, but also results in additional port time for the crews.

Organizing in and around New York harbor has been meeting with much success. The SIU's Marine Allied Workers Division has reported signing up another company which manufactures marine equipment, and is expecting to get action on three others.

The membership was reminded that the polls will be open from 9 to 5 every weekday and from 9 to 12 on Saturdays in the two-month of a fund to pay tramps to SIU elections. The polls committees are elected every morning between 8 and 9 AM.

There were a total of 40 vessels calling at the port during the past period. Two of them, the Hilton (Bull) and the Seatrain New Jersey (Seatrain) called for full crews as they came out of lay-up.

There were 18 vessels paying off, 12 signing on and 10 in-transits. Paying off were the Edith (Bull); Azalea City, Fairland, Bienville, Gateway City, Beauregard, Raphael Semmes (Pan-Atlantic); Alcoa Polaris (Alcoa); Steel Artisan (Isthmian); Robin Locksley, Robin Sherwood (Robin); Seatrain Louisiana, Seatrain Texas (Seatrain); Atlantic (American Banner); Cantigny (Cities Service); Antinous, and the Andrew Jackson (Waterman).

Signing on during the period were the Antinous and Andrew Scientist (Isthmian); Robin Lock- United Kingdom.

tie); Hilton (Bull); National Liberty (American Waterways) and the Atlantic (American Banner).

The in-transit vessels were the Seatrains Georgia and Savannah (Seatfain); Portmar and Alamar (Calmar); Hurricane and Warrior (Waterman); Val Chem (Heron); Alcoa Runner (Alcoa); Mermaid (Metro-Petroleum) and the Steel Navigator (Isthmian).

Spell Out **Plans For Idling Ships**

Foreign-flag tramp shipowners, alarmed over falling profits, have come up with further details on a plan which would boost their depressed charter rates. The backbone of the plan is the setting up their excess vessels off the market until the rates go back up to a more profitable level.

A committee representing some ten foreign maritime flags, said it plans to sound out shipowners in advance of a December 1 meeting to settle the issue. British, Italian and Greek owners were reported in accord with the provision calling for a fund, possibly in the \$30 million vicinity area, out of which the owners who voluntarily lay-up their vessels, would be paid.

It has been estimated that the fund would pay an annual fee of \$22,500 to keep a tramp in lay-up, and a bonus of \$95,000 to Liberty ship owners who scrap their vessels. US-flag vessels would not be involved.

Included in the international committee are representatives of tramp owners in France, Germany, Jackson (Waterman); Alcoa Polaris Japan, Greece, India, Italy, the (Alcoa); Steel Artisan and Steel Netherlands, Switzerland and the

LINKOL WHILE

FMB Opens Hearings On Waterman Subsidy Bid

WASHINGTON-Waterman Steamship Company's bid for an operating subsidy on four major trade routes is now being heard by a Federal Maritime Board examiner. Company rep-

resentatives are testifying on the SIU-contracted operator's US North Atlantic to North Europe application for subsidy on the 18 to 30 sailings. The proposed following runs: US Gulf to the United Kingdom and North Europe, 30 to 40 sailings annually; US Gulf, California and Far East Service westbound, 18 to 30 sailings a year; Pacific Coast to Far East, 30 to 42 sailings a year and

Dining Out? Charge It . To Expense

WSHINGTON - Loopholes in the revised 1958 tax form may send expense account spending soaring. despite Government efforts to contain it, many tax experts believe. The practice of a businessman entertaining his wife and friends at the theatre, night club or restaurant and listing such expenses as "necessary" to the business, is expected to become more widespread than ever.

Under the new tax form, the taxpayer will not be required to file an itemized account of all his spendings. Instead he must merely submit an account of his expenses to his employer, indicate the total on the form, and he is home free -almost. The regulations are expected to make it easier to provide for more liberal expense accounts.

However, the Internal Revenue will seek to accomplish its objectives by subjecting company rec-Companies will be pressed to show necessary" clause.

announced that it would require rot yet signed on. taxpayers to itemize expenses, but it backed down in the face of a rash of complaints plus the fact City, Raphael Semmes (Pan-Atlanthat this in an election year.

services to Europe would cover Atlantic Coast and North Sea ports exclusive of Portugal on the south and Scandinavia on the north.

In supporting the subsidy application. Waterman is pointing to its existing services on many of these routes. On the North Atlantic-Continent run, the company spokesman cited the fact that this particular service is overwhelmingly dominated by foreign-flag lines.

Major opposition to the Waterman subsidy proposal has come from US Lines and from Lykes Brothers, with US Lines arguing that Waterman was unable to op-erate successfully on the North Atlantic to Europe run. The Waterman spokesman pointed out that the service had to be suspended because Waterman, as a non-subsidized operation, could not compete with the subsidized lines on these runs.

Waterman, Isthmian, States Marine and Isbrandtsen are four major non-subsidized companies who are now seeking Government assistance. Should their applications be approved, it would mean that virtually all offshore liner operations would be receiving subsidy aid, leaving the tramps, tankers and ships in the coastwise and intercoastal trade outside the subsidy group.

Tampa Slow

7 AMPA - Shipping has been ords to closer scrutiny than before, slow for the men on the beach here as there were no vessels signin detail that expenses had a direct ling on during the last two weeks. business connection, so as to and the only jobs shipped were qualify under the "ordinary and replacements to in-transit vessels. One vessel, the Yaka (Waterman) Previously Internal Revenue had paid off during the period, but has

> In transit were the Fort Hoskins, Cantigny (Cities Service); Gateway tic) and the Antinous (Waterman). getting rattled. It was on his third of other "easy money" shows.



Winner of \$1,800 on one TV quiz, John Lombardi brushes up on his homework in preparation for another contest while John Mascola looks on. Both sail with the Sailors Union of the Pacific.

SUP Man A Winner On TV Quiz Show

Tired of watching Navy and Coast Guard officers pick up extra money on television quiz shows, John M. Lombardi, a member of the Sailors Union of the Pacific, decided to show

the audiences that a merchant? seaman could do just as well. appearance, when he was up to put in three appearances, and walked off with a check for \$1,800. go and "do them one better."

Lombardi was sailing as OS on the President Jackson when he decided to try his hand as a contestant. When his vessel called into New York recently he went down to the program's interviewing office and asked for a chance to prove his point.

The girl who processed his application was a little surprised, Lombardi said, for the ship was in port for only a few hours and he did not have time to "dress up" in style as did the other contestants. However he met all of the eligibilto put him on the show.

The questions were not too hard, Lombardi noted, and the only dif-

time quiz program, Tic Tac Dough, missed not because he didn't know the answer, but because he had to

> He had been asked the name of Napoleon's second wife, and all he had to answer was Maria. "However I had to give her middle name and said, Maria Theresa, instead of Maria Louisa," Lombardi answered. (Maria Theresa was her grandmother and the mother of the ill-fated Marie Antoinette who was guillotined during the French Revolution.)

However he was not completely out of the money for he pocketed the \$1,800 in winnings from his earlier appearances. Besides he is ity requirements and they decided still eligible to be called for another show sometime in the future: Meanwhile, Lombardi said, he will take it easy ashore with his winficulty he had was to keep from nings and try his hand at a couple

Canada SIU **To Get Hotel** At Lake Port

magistrate's attack on the SIU Canadian District last August "for not providing facilities for its members," has aided the union in putting through long-sought plans for hotel accommodations for its members. As a result, architects and designers are now drawing up blueprints, while attorneys are clearing up the legal technicalities in the way of the operation.

The Canadian District has long been aware of the pressing need for better accommodations in the port, but the District's contracted ship operators had ignored the problem. When the magistrate made his attack on the union. SIUNA vice-president Hal Banks immediately utilized it to push through the hotel plan.

He wrote the operators declaring: "We have been aware for a number of years that some form of quarters should be provided for our members and your employees in this area." Employer representatives on the board of trustees of the Canadian District Welfare Plan went along, under the circum-stances, with the union proposal So he applied for NBC's day- \$2,800, that he slipped up: He for accommodations to be financed by the plan.

Thorold, a small but bustling Canadian seaport on the Welland Canal, is notorious for its lack of lodging accommodations. The number of Seafarers congregating in the port has often left men without a room for the night.

Prices at the hotel are expected to be in line with other low-price SIU rates. Welfare Plan funds will finance the project.





Ladders Are for Climbing

It would seem obvious that ladders are for climbing and not for securing lines. Yet, on one SIU-manned ship a crewmember suffered an injury from leaping to the deck because his passage down a ladder was obstructed by someone who had tied a line to one of the lower rungs of the ladder.

Whether the obstruction is a line as in this instance, a bucket of paint on the landing or any other obstacle to safe passage, it doesn't belong there. Keeping ladders, stairways and passages clear reflects good shipboard housekeeping and neatness on the job aside from reducing hazards to your shipmates.

An SIU Ship is a Safe Ship

YOUR DOLLAR'S WORTH Seafarer's Guide To Better Buying

By Sidney Margolius

Labor Fights Drug Costs

Group health services sponsored by unions and consumer co-ops now are seeking to expand their own drug services as one way to beat price gouging by the big pharmaceutical manufacturers.

For unions and group health plans have come to realize that nowadays the cost of the medicine often is greater than the doctor's fee for prescribing it. A doctor may charge you \$5 or \$6, but the bill for the medcine often is \$8 or \$12 in the case of the modern antibiotics, and sometimes as much as \$15 or \$20 for other drugs and vitamin

Latest union-sponsored health-care organization to open its own pharmacy is AFL Medical Service Plan of Philadelphia, the Labor Committee of Group Health Federation of America reports. The new pharmacy fills prescriptions at a minimum charge for union families coming to the center for medical care.

Numerous co-op and union-serving pharmacles throughout the country are working out ways to team up to beat the modern pharmaceutical gouge. They are seeking ways to cooperate in developing private brands; to educate people in how to buy drugs at least cost; to exchange information on products, prices and suppliers; and most importantly, advises Harry Winocur, director of the pharmacy operated by District 65 in New York, to educate doctors to prescribe medicines by generic name rather than brand name.

For that's the heart of the problem. Nowadays your doctor often will prescribe a brand-name drug rather than the basic medicine itself.

The brand-name equivalent invariably carries a much higher price

For example, druggists sell Pred-nisone for \$10-\$18 per 100, but Meticorten, its brand-name equivalent, costs \$25-\$30, depending on the individual retailer's pricing policies. Reserpine costs \$2-\$4.50 per 100, depending on where and how you buy it. But brand-name Serpasil costs \$5. Dextro-amphet amine sulphate costs you \$1.45-\$2.70 per 100. But if your doctor prescribes brand-name Dexedrine, you'll pay \$5. The new Theragran formula has a price tag of \$15.75 for 180. But other therapeutic vitamin preparations of the same potency are available for as little as \$7.50 for 250, a cost of three cents apiece compared to 8.8 cents for Theragran.

According to Harry Abrahamson, president of Celo Laboratories, wholesale drug cooperative, the Council of Pharmacy and Chemistry of the American Medican Association is reported once to have checked the prices of "ethical proprietaries" (the brand-name products which manufacturers advertise primarily to the medical profession). The Council found that the wholesale price of twelve of the "ethicals" was \$31.45, while the price of twelve identical pharmaceutical substances was \$11.26.

But while state pharmaceutical associations recently have been trying to educate doctors to prescribe by generic name, and save the patients often half the price of the prescription, the AMA itself has been little help in combating the trend to prescribe by brand-name. In fact, the AMA has been a beneficiary of the exorbitant prices charged by drug companies. The Federal Trade Commission's investigation of antibiotics prices found that 15 leading manufacturers had placed 32 pages of antiblotics advertising in the Journal of the AMA in 1949 but by 1957, were buying 534 pages.

Moreover, before 1950, generic names such as penicillin or strepto- shrewder tactics in their dealings. mycin were generally mentioned. But after that date, the ads in the AMA Journal emphasized the various patented brand-name variations of penicillin or streptomycin.

These patented brand-name variations cost much more than the original substances under their generic names. A dose of pencillin, for year. However, the United States example, has a wholesale price of five or six cents compared to a wholesale price of 30 cents for a dose of the newer patented anti-

The drug manufacturers have persuaded doctors to prescribe by brand-name not only through the AMA but by employing a small army of representatives to visit doctors frequently, by entertainment and gifts and constant mailings of brochures.

These pharmaceutical representatives are called "detail men". The FTC found that during its 18-month campaign for Terramycin, one of the new antibiotics, Chas. Pfizer & Co., one of the biggest and most lucrative companies, increased its detailing staff from eight to 300 men, as well as using direct mail, journal ads and exhibits.

One former detail man, now working with union health plans, tells this department that the companies have a fabulous sampling program, that some dortors are able to make a side profit by selling the samples, and there are even retailers who regularly buy the samples from the doctors.

The technique of patenting a variation of a hasic medicine and selling it under a brand-name has resulted in fabulous profits for the drug manufacturers. For example, the 1957 profit statement of Pfizer shows that the company made a profit of over 2) per cent on its sales, and of 60 per cent on its investment.

In fact, the FTC found that the companies it recently surveyed averaged about 25 cents in profit on each dollar they took in, for brand-name antibiotics.

SIU Crews Win Safety Awards

Seafarers aboard the Steel Chemist and the Steel Traveler received \$250 each from Isthmian Lines last week for having the safest ships in the company's fleet. The two vessels tied for first place in the semi-annual Isthmian Fleet Safety contest by turning in spotless accident-free records for the+

six months from January paid to the ship's fund for the period, 47 were lost time, and the through June, 1958.

Close behind in second place was the Steel Voyager which reported one accident, while the in the 24-ship fleet in the six-month during the period. Steel Executive, Steel Rover, Steel Scientist and the Steel Surveyor, all tied for third place with two accidents each.

Under the rules of the contest, Isthmian gives \$250 checks to both the unlicensed and licensed personnel of the vessel turning in the best accident-free record for the six-month period. The money is

A Liberty ship, built in the Baltimore yards in 1943, will soon be bearing the flag of Communist China. Transferred to Britain in 1944 under the Lend Lease Act, the Springbank later passed into private hands, and recently was sold to China for \$406,000, the first time in many months that any Liberty ship sale has topped the \$400,-000 mark.

A second English ship, the 38-year-old freighter Canadian Fir, was bought by Red China for the phenomenal price of \$250,000. It was estimated that the same ship would be worth about \$40,000 on the scrap market in the United States, with few buyers anywhere interested in a ship of that age.

The emergence of China as a maritime nation has been a boon to shipowners outside the US, who are finding that the ship-hungry Chinese are willing to pay better than the going price to satisfy their growing demand for ships. On the US market, Libertys generally net about \$350,000.

Most of the sales to the Chinese have been in ones and twos since the sellers, predominantly US allies, fear to antagonize this country by any mass sales. Nonetheless, over the past few months, China's fleet has grown by over 100, most of which consists of charters rather than sales.

Shipowners do not believe the harvest will continue for much longer. They expect that the Chinese will begin to sense their importance in the maritime field and, noting the exorbitant prices they have been paying, will resort to

The flood of Chinese purchases and charters lately is a result of the relaxed sales regulations adopted by US allies early in the still maintains a complete embargo on all trade with Communist China, which only an act of Congress can rescind.

Notify Union About Sick Men

Ship's delegates are urged to notify the Union immediately when a shipmate is taken off the vessel in any port because of illness or injury. Delegates should not wait until they send in the ship's minutes but should handle the matter in a separate communication, so that the Union can determine in what manner it can aid the brother.

It would also be helpful if the full name, rating and book number was sent in. Address these notifications to Welfare Services at headquarters.

comfort of the crew.

shipboard welfare and recreational remaining 85 non-lost time accidents. Nine ships in the fleet re-Of the 132 accidents reported ported only one lost-time accident



Steel Chemist Captain H. L. Howser turns over \$250 Isthmian award to crew members (I to r) P. Colonna, eng. delegate; J. Kearns, steward and ship's delegate; W. Carter, deck delegate; R. Murray, Safety Representative.

Notes From Other SIUNA Affiliates

through December 15. The vacanis unopposed for the top slot of secretary-treasurer while Red Mc-Laughlin and Norm Cunningham are alone in the race for the two assistant secretary-treasurer posi-

Three-man committees in each port will supervise the balloting.

Company action in barring an SIU Canadian District patrolman from its ships resulted in a walkout ships, while other personnel stood Safety Council of Japan. by for immediate action. The patrolman was attending a meeting aboard ship to discuss various beefs with the crew when he was ordered Car Traps Later, while on the pier, he was attacked by three company policeoff the vessel by company officials.

Nominations have been opened for all officials of the Sailors Union

It's Duck Time

LAKE CHARLES-It's either a feast or a famine on the shipping near Liverpool last July following front in this port, Leroy Clarke, a short visit here. So McAteer deport agent, reports. While there was a large number of ships call- there. On October 3 he parked his ing into the area over the past period, shipping was almost at a standstill.

Talking about feasts, if all of the boasting going around the hall ship's lounge on the voyage over. here comes true, Clarke said, the men on the beach will all be living off wild duck for the next month. The duck hunting season opened November 1, and many of the last week while they were investibrothers have been oiling their gating a homicide. shotguns for a try at the birds.

Calling into the area over the Fort, Council Grove, CS Norfolk, Winter Hill, CS Baltimore, Royal Island (Cities Service),

General elections for 18 official, been 90 nominations for the 17 posts in the SIUNA Canadian Dis- different posts, but many of the trict have opened and will continue men have been named for more than one position and the final cies, carrying two year terms, are ballot will contain a smaller group, being sought by 22 men. Hal Banks Nominations will remain open until November 15.

Pacific District crewmembers aboard the SS Ventura were complemented by numerous maritime organizations in Japan for their rapid and efficient extinguishing of a fire which broke out while the ship was docked at Yokohama. Among groups to extend praises were the Japanese Fire Department, Japanese and United States of two crews on Canadian Pacific Coast Guard and the Maritime

Showaway

NEW YORK-If it had not been for the fact that he parked his car near the scene of a homicide, a lonesome British electrical engineer, working in New York, would probably still be making round-trip voyages as a stowaway to visit his family in England.

The engineer, William Roland McAtter, became lonesome after his wife returned to their family cided to go and visit them over car near the 52nd Street Cunard Line pier, boarded the liner Britannic, mingled with the passengers and ate sandwiches in the

Meanwhile his car, which had remained on the street for three weeks without being ticketed or towed away, was spotted by police

When the ship arrived in New York on the 18th, the engineer, two-week period were the Bents his lonesameness temporarily cured, went down to pick up his car. He was arrested by the police Oak, Cantigny and the Bradford and turned over to the Immigration authorities.

Vote Result: Dems Riding High Hail Bienville Seafarers'

A landslide victory has been scored by the Democratic party in Tuesday's elections for the 86th Congress. The Democrats racked up wins from coast to coast gaining 13 seats in the Senate and at least 45 in the House.

The new Congress will con-A landslide victory has been scored by the Democratic party in Tuesday's elections for

The new Congress will consist of 62 Democrats and 34 Republicans in the Senate, and Frank Carlson, R. 280 Democrats and 152 Republicans in the House. Two seats are still in doubt.

Each party scored one major victory in the races for governor. Republican Nelson Rockefeller defeated incumbent Democrat Averell Harriman for Governor of New York, and Democratic candidate Edmund (Pat) Brown defeated Sen. William Knowland for Governor of California.

Rockefeller's 550,000 vote plurality carried in Rep. Kenneth B. Keating, Republican candidate for the Senate seat being vacated by Republican Irving Ives. Out in California, voters chose Democrat Clair Engle to replace Knowland as senator.

In other notable contests, Sen. John W. Bricker (Rep., Ohio) was deleated by Democrat Stephen M. Young, who attacked Bricker's connections with big business. Sen. John W. Malone of Nevada, noted isolationist and ultra-conservative, was beaten by Democrat H. W. Cannon.

Massachusetts Sen, John F. Kennedy (Dem.) won easily in his bid for reelection. Baltimore Mayor Thomas D. D'Allesandro lost his bid for election against Maryland Senator J. Glenn Beall, Republican incumbent. Sen. John J. Williams (Rep., Delaware), an outspoken critic of shipping subsidies, narrowly won re-election.

In House races, Democrats scored heavily in all parts of the country, picking up most scats in New England, Middle Atlantic and Fast Central states normally dominated by the GOP. A Democrat was even elected from Vermont for ships before 1970." the first time since 1852.

The following is the l'st of US Senators for the upcoming 86th Congress (names in dark type are those elected Tuesday).

Alabama: Lister Hill, D.; John Sparkman, D.

Alaska: Election Nov. 25 for two terms, length to be determined by the Senate.

Arizona: Carl Hayden, D.; *Barry Goldwater, R. Arkansas: J. J. McClellan, D.; J.

Wm. Fulbright, D. California: T. H. Kuchel, R.; Clair Engle, D.

Colorado: Gordon L. Allott, R.; John A. Carroll, D.

Connecticut: Prescott Bush, R.; Thomas J. Dodd, D.

Delaware: J. A. Frear, Jr., D; John J. Williams, R. Florida: G. A. Smathers, D.; *S.

Georgia: R. B. Russell, D.; H. E. Talmadge, D.

Idaho: H. C. Dworshak, R.; Frank F. Church, D. Illinois: Paul H. Douglas, D.; E.

M. Dirksen, R. Indiana: H. E. Capehart, R.; R. Vance Hartke, D.

Iowa: T. E. Martin, R.; B. 3. Hickenlooper, R.

One Payoff Is 'Frisco's Fare

SAN FRANCISCO - Shipping for this port was on the slow side during the past period as only one vessel, the Maiden Creek (Waterman), paid off while the City of Aima' (Waterman) and the Wang Governor (North Atlantic) signed

Among the in-transit vessels were the Losmar, Flomar (Calmar); Steel Advocate, Steel Fabricator (Isthmian) and the Iberville and Choctaw (Waterman).

Kansas: A. F. Schoeppel, R.; Kentucky: John S. Cooper, R.;

T. B. Morton, R. Louisiana: Allen J. Ellender, D.; Russell B. Long, D.

Maine: Margaret C. Smith, R.; Edmund S. Muskie, D.

Maryland: John M. Butler, R.: *J. Glenn Beall, R. Massachusetts: L. Saltonstall, R.;

*John F. Kennedy, D. Michigan: P. V. McNamara, D.; Philip A. Hart, D.

Minnesota: H. H. Humphrey, D; E. J. McCarthy, D.

Mississippl: J. O. Eastland, D.; John C. Stennis, D. Missouri: T. C. Hennings, Jr., D.

Stuart Symington, D. Montana: James E. Murray, D.; Mike Mansfield, D.

Nebraska: Carl T. Curtis, R.; Roman L. Hruska, R. Nevada: Alan Bible, D.; H. W.

Cannon, D. New Hampshire: Styles Bridges, R.; Norris Cotton, R.

New Jersey: Clifford P. Case, R.; Harrison A. Williams, D.

New Mexico: C. P. Anderson, D.; Dennis Chavez, D. New York: Jacob K. Javits, R.; K. B. Keating, R.

North Carolina: Sam J. Ervin Jr., D.; B. E. Jordan, D.

North Dakota: Milton R. Young. R.; *William Langer, R.

Ohio: Frank J. Lausche, D.: Stephen M. Young, D. Oklahoma: Robert S. Kerr, D.;

A. S. M. Monroney, D. Oregon: R. L. Neuberger, D.; Wayne L. Morse, D.

Pennsylvania: Joseph S. Clark, D.; Hugh Scott, R.

Rhode Island: Theodore F Green, D.; *John O. Pastore, D. South Carolina: Strom Thurmond, D.; Olin D. Johnston, D. South Daketa: Karl E. Mundt,

R.: Francis Case, R. Tennessee: Estes Kefauver, D.;

*Albert Gore, D. Texas: Lyndon B. Johnson, D; R. Yarborough, D.

Utah: W. F. Bennett, R.; Frank E. Moss, D. Vermont: George Aiken, R.,;

Winston L. Prouty, R. Virginia: A. W. Robertson, D.; Harry F. Byrd, D.

Washington: W. G. Magnuson, D.; Henry M. Jackson, D.

West Virginia: Robert C. Byrd, D.; J. Randolph, D. Wisconsin: Alexander Wiley, R;

William Proxmire, D. Wyoming: J. C. O'Mahoney, D.; Gale McGee, D.

* Reelected.

Seafarers aboard the Bienville (Pan-Atlantic) were hailed for a "remarkable showing of seamanship in all respects" following their rapid-fire rescue of Seafarer C. W. Howard,

after he fell overboard. In a+ cient action.

Howard, who was crane maintenance man on the Pan Atlantic trailer-carrier, was working on the ships have two traveling cranes with which they load and unload trailer boxes.

He fell overboard at 11:36 AM on October 17 and was picked up by a lifeboat 16 minutes later although a heavy swell was running

Be Sure To Get **Dues Receipts**

Headquarters again wishes to remind all Seafarers that payments of funds, for whatever Union purpose, be made only to authorized A&G representatives and that an official Union receipt be gotten at that time. If no receipt is offered, be sure to protect yourself by immediately bringing the matter to the attention of the secretary-treasurer's office.

letter to all crewmembers, at the time. The lifeboat was back in its cradle at 12:05 PM, just 29 the crew for its fast and effi-minutes after the accident occurred. The ship was off the Florida coast at the time.

"I truly know," the skipper declared, "that every crewmember aft gantry crane at the time of did act in a seamanlike manner, the accident. All of the trailer- from the men in the engine room giving me the proper and speedy maneuvering revolutions, the men on the bridge carrying out my orders, the men that went forward as lookouts without being told to do so, the men that stayed aboard to bring the lifeboat aboard and, of course, the men that manned the lifeboat." He added that they did "a remarkable job of getting the boat away from the ship considering at least a seven to nine foot swell was running."

He concluded as follows: "As master of the vessel I do not be-lieve it could have been done any faster, or as fast, by any other crew unless they had been trained highly in this type of rescue. Even though trained, I have my doubts they could have done it as fast considering the condition of the

"I want to thank every man on board for doing everything he did. It was a remarkable showing of seamanship in all respects.
"I only hope that in the future

I will have the pleasure of sailing with men that can carry out orders

MA Sees Atom Fleet By '70

WASHINGTON-The start of a maritime nuclear age is not far off, according to Kemper Sullivan, Deputy Nuclear Projects officer of the Maritime Administration. If the expected as well and as calmly as you men

Conceding that the \$30,500,-000 cost of the MA's first nuclear ship, the Savannah, will be 35 percent greater than that for comparable conventional ships, he foresaw lower costs with the passing of the experimental stage. The Savannah, designed for round-theworld service, will carry 9,400 tons of cargo and 60 passengers. A conventional ship of its nature would cost about \$23,000,000.

The MA's contention in effect disagrees with the findings of the 'Pacific Shipper," a West Coast maritime magazine, published in the last issue of LOG. The magazine concluded that the overall expenses of operating a nuclear ship would be much too great to warrant commercial usage. It suggested that the Atomic Energy Commission and MA had not correctly sized up the operating costs that would have to be borne.

Sullivan contended that the costs for a reactor and power plant and other operational devices would be more than overcome by the ship's cost-reducing advantages. Higher rate of speed, more cargo space, faster turn-around, and smaller craw were cited among these. Regarding the reduced crew, he said nuclear ship crews would consist of specialized manpower who would utilize remote control and other modern conveniences to a the early days large extent. Other advantages they put out one given were the need to refuel the vessel only six to eight times during its lifetime, instead of regular it you went hunbunkering, and the vast changes in marine machinery, hull form and general arrangement which was for the working anticipated in the years ahead,

The appointment of Lewis Strauss, former AEC chairman, as US Secretary of Commerce is expected to have considerable effect in advancing the Government's Administration is part of the Department of Commerce.

trend in estimated costs for nuclear ships continues, "the nuclear plant should be in com- did at a time of emergency." petition with conventional

THE INQUIRING SEAFARER

QUESTION: The SIU is celebrating its 20th anniversary this month. What, in your opinion, has been the greatest benefit you have gained by being a member of the SIU?

John Dolan, steward: Respecta-

the thirties, seaman was looked upon as next to nothing, as shiftless and irresponsible. But today, because the Union came in and got us better conditions,

increased wages and stabilized the industry making per, before they would deem you union member. Next to this we the sea more of a career, we are means a lot to me. In addition to this we have such benefits as a welfare and vacation plan. In the carly days no one dreamed seamen would ever enjoy these benefits as we have them today.

\$

DeForest Fry, chief cook: The difference we now enjoy in both wages and work-

ing conditions. In cut of meat and if you didn't like gry, and 12 hours a day was average seaman. Today I

make more on overtime than I made then in regular pay. Another major advantage is in Union rep- and who put their resentation. No longer must the hopes for the use of atom power company boss himself. Now we on merchant ships. The Maritime | call the Union hall and they go down and go to bat for us. That makes quite a big difference.

John L. Gibbons, chief cook: The bility! When I started sailing in protection we get by just being in the SIU, and be-



ing recognized and looked upon as a union member. When I first sailed we had to kneel and scrape to the steward, the port steward, port captain, and the ship's skip-

worthy of the job. Not so today. respected in our communities. That Now we ship from a shipping board, and compete with other members of the Union who are just as qualified for the berth. I'd much rather get a job because of seniority and rating, as it is now, than because of whom I knew, as it was then. It makes you feel secure to have union representa-

Walter H. Stovall, AB: Better living and working conditions. The

Union put in a lot of time and effort getting these for us, and I for one surely appreciate them. I am sorry that many of the oldtimers who first shipped with me

sweat into this Union, are not individual seaman go before the around to enjoy these benefits. We have gone far in this industry in modern halls and facilities in this the past 20 years, and I doubt I could have done better if I stayed from the old one-room store-I ashore to make my living.

J. Maldonado, carpenter: Back in 1927 when I started shipping out,



my wife told me to stay home as seamen were the "last people in the world." That may have been so then, but today we are looked upon as respectable men, just like any other

have the big gains we received in wages, the medical center and vacations. Earlier a working man with a family could not take a vacation from the sea. If he stopped working, money stopped coming in. But today, we can take time out with our families, and still receive enough money to live on until we ship again,

John (Jake) Fedlow, AB: The more than 100 percent improvement in wages,

working and gen eral shipboard conditions. One thing we never would have today except for a strong union is a standard set of fair shipping rules and the



shipping board which guarantees a man an even break in trying for a job. Besides this we now enjoy a welfare and vacation plan, have and other ports. It's a big jump shipped out of in the early days.



Homecoming: Happy Day For Natalie, DeSoto Men

Back in New York for payoff and with vacations in prospect for those crewmembers piling off, SIU crews on the DeSoto and Natalie were the targets for LOG visits last week. Returning from Japan, DeSoto crewman R. P. Taylor (right) shows a happy grin for cameraman as he totes oncoming stores for trip to Europe. At left, Karl Dreimer unwraps souvenirs from Far East for routine Customs check. Lionel Desplant waits turn to show gifts he brought home. Natalie (photos below) was back from intercoastal trip to West Coast. Both ships were in good shape.









Waiting for big payoff from Far East voyage, Seafarer Gregorio Reyes watches carefully as paymaster (rear) checks payroll and Capt. Emanuel Patronas (center) totes up his pay from stack of bills on the table. Reyes makes a double check (inset) as he counts out all the folding money to see whether like all there. It was.

On DeSoto, Henry Bentz (above, left) reports on trip to SIU representatives at the payoff. Minor beefs were squared away. In galley on Natalie (above, right), steward Tom Boldon and chief cook Andy Resko (center) go over requisition for stores, with 3rd cook Alvin Seleco (left) looking on. Bob Johnson, OS (right), makes it a foursome.





Seafarers on Natalie (above) shoot the breeze in passageway while waiting for payoff to begin. It looks like Tony Barone (2nd from left) has pulled off a good one on baker E. V. Cromwell (back to camera), as David Rader and Bill Ferrill join in. Back in port, Vernen Porter, AB (left), checks radio reception.

second work

Broader Benefits Voted By BME Welfare Plan

Broadly expanded welfare benefits for members of the Brotherhood of Marine Engineers who are unfit for duty or confined to hospitals have been voted by the BME Welfare

up to 20 days while they're hospi- required. talized. The benefit will be paid each time the engineer becomes unfit for duty, or is sick or hospitalized.

For engineers who are confined to hospitals for three weeks or more, the original benefits will amount to \$134 a week. Later they life. will continue to receive \$50 a week until they recover, or use up the full benefit. The BME Welfare

Seattle Crews Ex-Runaway

port received a much needed boost last period when a crew was sent runaway-flag vessel which retransly. The ship is now being operated by the SIU-contracted North Atlantic Marine Co., and is on the grain run to India.

into port were the Producer Marymar, Flomar (Calmar); John B. Waterman, Maiden Creek, Choc-

Starting October 1, 1958 en- Plan also pays up to \$150 towards gineers will receive \$50 a week the member's hospital expenses for up to 39 weeks while they're and from \$15 to \$300 towards surunfit for duty, plus \$12 a day for gical expenses, if an operation is

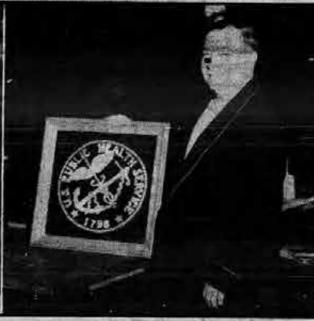
> Extension of the Union's \$25 weekly benefit for disabled engineers also has been approved by the Plan. Starting immediately, engineers who are totally disabled and unable to return to work will receive benefits of \$25 a week for

Pensions of \$150 a month for retired engineers also have been voted by the trustees of the BME pension plan, subject to approval by actuaries for the Plan. The new benefits will be paid to engineers now on the retired list and to those who become pensioners in the future.

The new \$50 weekly benefit re-SEATTLE-Shipping for this places two benefits that had been paid in the past by the BME plan. One benefit provided for payments to the SS Wang Trader, a former of \$25 a week as long as an engineer was hospitalized. The other ferred back to US registry recent- called for payments of \$30 a week for up to 26 weeks while an engineer was unfit for duty.

The \$50 weekly benefit, plus the \$12 a day while hospitalized, is Among the other vessels calling similar to a benefit negotiated by the Marine Engineers Beneficial (Marine Carriers) which paid Association last June. The new off and signed on, and the Texmar, benefits will be paid from the additional 50 cents a day in welfare contributions that the BME negotaw (Waterman), all of which were tiated with its contracted operators SIU Hospital Patients Display Handicrafts





The occupational therapy room in the Manhattan Beach Public Service Hospital has captured the creative energies of many of the Seafarers convalescing there. With facilities available for ceramics, woodwork, painting, leathercrafts, copperwork, and other activities, many a patient has discovered a previously un-known talent. Above right, Manuel Antonnana displays hand-made PHS emblem. At his left, aide Alice Mc-Caleb examines a ceramics piece by Joe Wariekas. Lower right is a comic clay bust of himself done by Seferino De Souza.



Plan 'New Look' For Foc'sles

WASHINGTON-The "new look" may soon take to sea. A Maritime Administration study of living conditions aboard ship may result in cleaner, plusher and more spacious living quarters for crew, officers and passenger alike.

The study, by industrial designer, Raymond Loewy, will recommend changes in layout, color schemes, furniture and fabrics that would increase the comfort and efficiency of living quarters and recreation facilities, while at the same time decrease maintenance costs.

Cramped quarters and lack of recreation space have long been a major source of seamen's complaints. For the most part, ships taking to the sea today were constructed during or right after the war and were not particularly designed to provide maximum comfort. More recent models have taken strides towards relieving the

The SIU and other maritime unions have long complained that they have not been consulted on the design and layout of living quarters, galleys, messrooms and other shipboard spaces, with the result that these Items have usually been handled almost as afterthoughts in the design of a ship.

Send Documents On Baby Benefit

All Seafarers who expect to apply for the SIU \$200 maternity benefit and are currently eligible for it—having one day's seatime in the past 90 days and 90 days in 1956-are urged to send in all necessary documents when filing for the benefit. Payment will be made speedily when the Seafarers Welfare Plan receives the baby's birth certificate, the Seafarer's marriage certificate and discharges showing eligi-bility seatime. Photostats are acceptable in place of originals

be done to relieve the inadequacy of crew accommodations.

Once the ship is built, little can | the interiors of a number of new passenger ships, among them f crew accommodations.

American Banner Line's SS At-

CG Head Calls Foreign Vessels Hazard On Lakes

CHICAGO-Foreign ships using the Great Lakes without licensed pilots aboard pose a serious safety hazard, according to Vice Admiral, Alfred Richmond, head of the US Coast

Guard. This, in effect, supports the positon of the Masters, Mates and Pilots in its See 3-Year strike last spring against all foreign vessels using the Lakes without a licensed pilot.

Speaking at the annual convention of the National Safety Council, he declared, "There is simply no requirement whatsoever to assure that foreign-flag vessels navigating these waters do so with an acceptable degree of competency." With the opening of the St. Lawrence Seaway drawing near, and traffic due to get heavier, the problem is one that demands legislative action, Present laws applying to competency in navigation, he went on, do not apply to foreignflag shipping.

US Ships Use Pilots

Although not required by law. American and Canadian vessels have traditionally picked up pilots in Kingston, Ontario, carrying them to the port of destination and back. Foreign ships, however, are not bound in any way to carry pilots.

The need for trained pilots aboard Lake vessels is accentuated by the fact that the foreign ships that run aground every so often block traffic and present a hazard

The surplus of ships will keep present slump conditions in shipping from improving significantly for at least another three years. according to a London shipping analyst, W. G. Weston, Ltd.

A large amount of scrapping will be necessary in order to attain an equilibrium between the demand for and supply of shipping space. unless maritime countries resort to a concerted laying up of tonnage.

The report noted the similarity with the depression period of the 1930's. At that time, even when conditions began to improve, cargo rates remained at their lowest level for almost six years. Now, with prosperity "just around the corner," Weston finds little to be optimistic about in the shipping

"On the basis of the time lags during the 1930's, it will take until 1961 at the earliest before the older and less efficient vessels now ia.d up will have been scrapped, so that freight rates are unlikely to other vessels navigating the to increase substantially until that date," it concluded.

Your Gear...

for ship . . . for shore

Whatever you need, in work or dress gear, your SIU Sea Chest has it. Get top quality gear at substantial savings by buying at your Union-owned and Union-operated Sea Chest store.

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the SEA CHEST

'Mind If I Look?'



NY Labor Merges On

NEW YORK-Negotiating committees for the State Federation of Labor and State Congress of Industrial Organizations have reached an agreement merging their two organizations into a single New York State AFL-CIO.

The agreement, which is expected to be ratified at conventions in New York City on December 8 and 9, will unite some 2,000,000 whose locals are affiliated with the two groups.

The committee also announced that a draft constitution has been drawn up and, along with the merger agreement, has been approved by the executive boards of the two organizations.

An executive council of 29 members-25 vice-presidents and four executive officers - will preside over the merged organization. Harold G. Hanover, president of the State AFL, will be president of the new organization, while Louis Hollander, state CIO leader, will be chairman of the group's executive council and director of political and community activities.

New York labor is the fourth state group which will complete merger plans in December. On December 4, state labor councils in Massachusetts will merge; Callfornia labor will merge on December 8, and Pennsylvania on December 15. This leaves two states, Idaho and New Jersey, in which state labor bodies have not yet set dates for a merger.

Tap any Seafarer on the shoulder, ask him what changes he would like to see on his ship and the answer will almost always be in the area of more adequate and more comfortable (Waterman); Steel King and Steel crew quarters. Shipboard rules and working conditions have Surveyor (Isthmian); and the Del changed greatly in recent years as the result of contract improvements but shipboard living accommodations have lagged behind because they cannot be easily altered.

With a large part of the merchant fleet due for replacement within the next few years, the Maritime Administration has ordered a study by a firm of industrial designers as to how to make more effective use of shipboard living quarters.

This is a welcome step in the right direction but it is not enough. Before any recommendations are cast in final form, the men who man the ships should be heard from on what they consider their major needs.

Consultations of this kind would be fruitful in avoiding errors that are all too often made in designing and installing foc'sles, messrooms, galleys, storerooms and other interior accommodations, even on new ships.

Another Bridges Defeat

The SIU Pacific District and the affiliated fish and cannery to stay around and level their workers unions on the West Coast have long been enmeshed sights at the ducks, deer, doves members of AFL-CIO unions in battles with pro-Communist organizations on the West and squirrels in the region. Tanner Coast spearheaded by Harry Bridges' International Long- reports that "from the conversashoremen's and Warehousemen's Union. The most recent Bridges-sponsored raid got underway one year ago when Bridges' union sent out picket squads in efforts to force SIU of NA fishermen's unions off their boats.

That move was defeated when the SIU Pacific District instituted a "no overtime" policy in port, hitting hard at the pocketbooks of Bridges' membership. Having failed in their seizure tactics, the Bridges group then petitioned for a Na-tional Labor Relations Board election only to suffer convincing defeat. It looks like curtains for the latest in a long series of attempted raids on the SIU of NA's membership.

Well-Deserved Citations

Seafarers aboard three ships have been cited recently for their records of good seamanship and safe practices. The crewmembers of the Steel Chemist and Steel Traveler each received \$250 awards from the Isthmian Steamship Company for attaining a perfect no-accident record during the six months ending in June, 1958. The SIU crew and licensed offi-cers aboard the Bienville (Pan Atlantic) got a citation for a superb feat of seamanship in the speedy rescue of one of their shipmates who fell overboard in rough weather.

The men of these three ships certainly have won welldeserved praise for living up to the highest standards of shipboard operation.

SIU Has Program

Eyeglass Need Runs High, MSTS Finds

Tests of seamen's eyesight are in important factor in shipboard safety, the Military Sea Transportation Service reports, The results of examinations given 2,000 seamen during the

past year, Admiral John Will, the MSTS commandant, said, tection of periodic eye examinashow that 325 men were found tions since the SIU health center in need of eyeglasses and 45 others had vision only in one eye.

Seafarers on ships under contract to the SIU have had the pro-

Mobile On Rise; Job

MOBILE-Shipping and political activity kept this port hopping during the past two weeks with future prospects equally promising, reports port agent Cal Tanner.

During the period 11 ships hit port while 13 more are due in. Two ships, the Young America and the Coalinga Hills (Waterman), were crewing up. In port for payoff or in transit were the Alcoa Pioneer, Alcoa Calvalier, Alcoa Roamer, Alcoa Clipper, Alcoa Ranger and Alcoa Pegasus (Alcoa); Claiborne, Monarch of the Seas, and Yaka (Waterman); and the Chiwawa (Cities Service).

Due for payoff or in transit are the Alcoa Pegasus, Alcoa Corsair, Alcoa Cavalier (Alcoa); Arizpa, Yaka, Hurricane, Claiborne, Wacosta and Monarch of the Seas Rio (Delta),

The near-completion of two new piers and warehouses will give this port 12 slips capable of holding three ships each, plus a grain elevator and a coal storage plant, thus making Mobile one of the largest ports on the Gulf.

The news that five runaways are returning to the American flag was welcomed here. With most of these ships able to haul grain and other "50-50" products, the shipping picture is given an added shot in the arm.

About the only problem presenting itself here lately has been getting men to work the grain ships to India. Seems that with the hunting season on, the men want tion being heard around the hall, there are a bunch of crack shots in the Union."

Ask Bid For Carib Queen

WASHINGTON-The Maritime Administration, rejecting a sole bid on the SS Carib Queen, has announced that it will seek new sealed bids in an effort to encourage competitive bidding. A joint bid of \$4,305,000 by J. T. Stevenson & Co. and Zilkha & Sons was only slightly above the minimum bid price established for the vessel.

Built in 1956 from an incomplete LSD hull, the Carib Queen was the first privately-owned roll-on, rolloff ship to go into service. However, high operational costs combined with other factors forced its owners, TMT Ferry Trailer Ferry, Inc., to discontinue operations after several voyages.

program started operating in April, 1957. Every Seafarer gets an annual eye examination as part of the medical checkup given at Teast once a year, with some men being examined more often than that.

Those Seafarers who are found to be in need of eyeglasses are referred to the optical centers in the respective ports where they get a thorough eye check-up and a free pair of glasses under the eyeglass benefit provisions of the Seafarers Welfare Plan. Since the free eyeglass benefit was instituted in June of this year, a total of 1,200 pairs of glasses have been prescribed for Seafarers in the first four months. Most of these, of course, involved replacement eyeglasses for men who were already wearing them.

Similarly, MSTS has found that eye examinations involving mechanical sight-screening devices and other instruments for examining eyesight have great value in detecting eye ailments and helping to protect the safety of crewmem-

Duncan Bay Hits, Sinks Fishing Boat

SAN FRANCISCO-A thick fog was blamed as the cause of the collision between the SUP-manned Duncan Bay and the commercial fishing boat, Norma Jean, about three miles northwest of the San Francisco lighthouse. The 50-foot fishing vessel, which was all but cut in two by the collision, sank within a matter of minutes.

The 20,000-ton tanker was headed inbound with a load of pulp from British Columbia when she bore down on the fishing vessel during a heavy fog.

Maneuvering carefully in the fog, the vessel came about and quickly spotted the two-man crew of the Norma Jean in a lifeboat. As R. C. Winright, owner of the sunken craft, said, "she lowered a lifeboat and the crew did as nice a job getting us out of the drink as anyone could ask for."

The Duncan Bay, which is owned Crown-Zellerbach, was the center of a major beef two years ago when the Sailors Union of the Pacific fought efforts to operate the runaway in domestic service. As a result, the ship was brought under SUP contract after being tied up by a SUP picketline. The vessel normally runs between British Columbia and California carrying pulp in liquid form for use by the Crown-Zellerbach paper plant ..

Quitting Ship? Notify Union

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

SEAFARERS IN DRYDOCK

A fish that "bit back" at the man on the other end of the line kept Thomas L. Teears laid up for a while, but he's now due out of the New Orleans hospital in about six weeks, Teears was fishing when a fish finned him on the finger and the result-

ing poison almost paralyzed his heart. He was on the Del Rio.





Good progress is also reported on Vincent Pizzitolo, who expects an operation for stomach trouble in a few days. One thing pushing Pizzitolo's recovery is the assurance that once he's out, he'll be packing a full Union book as a result of his organizing work on the SS Atlantic. George Wendel, ex-Del Valle, still has a long convalescence ahead of him, but is doing much better. He was in pretty bad shape when he checked in at the New Orleans drydock last month.

VA HOSPITAL BUTLER, PA.

USPHS HOSPITAL MEMPHIS, TENN.

NEW ORLEANS, LA.

William Marjenhoff Alexander Martin John Mashburn

Edward Moore

William Nelson Dominic Newell Joseph O'Neil

Vincent Pizzitolo Winford Powell Arthur Proulx

Antonio Santiago James Shearer

penjamin Stewar
Thomas Teears
Thomas Tucker
James Ward
George Wendel
Curtis Wheat
George Williams
James Williams
Charles Wenne

Charles Wynn Cleophas Wright

Anthony Pisani Augustin Resado Jesse Shonts

Thomas Smith Adolph Swenson Exequiel Tiong Eduardo Toro

Stefan Trzcinski Ramon Varela Joseph Wohletz

Jose Rodriguez Robert R. White

USPHS HOSPITAL
STATEN ISLAND, NY
Clemente C. Aguin Ray Lee McCannon
Nicholas Anoustis
David C. Archia
Anthony Beck
Fred Bliebert
Anthony Pisani

Benjamin Stewart

R. Richardson

BILLY RUSSEL MEMORIAL HOSPITAL LONG BEACH, CALIF.

James F. Markel
VA HOSPITAL
CORAL GABLES, FLA.

Nighbert Straton USPHS HOSPITAL

Abner Raiford

Samuel Bailey

Robert Barrett Louis Bentley John Bigwood

Claude Blanks

Cloise Coats John Dooley

Henry Foy Henry Gerdes

Marion Goold

Edwin Harris

Wayne Harris Daniel Harrison John Harrison Alvin Headrick John Hrolenok

James Hudson Henry Janicke

Edward Knapp

Fred Blichert

Mike Chandoha

Frutueso Camacho Apron Castillo

Florian R. Clark Luciano Ghezzo

A. Irizarry Leslie Johnson Oliver J. Kendrick William D. Kenny

Perfecto Hierro

Leo Lang

Wooldridge King

Tim Brown Jacob Buckelew

Walter Zasane and Walter Sikorski are both due out in a couple of days after a short stay at the Galveston hospital. Off the Del Sud, Zasanc was suffering from gastritis when he came in late last month.

Sikorski is being treated for a strained muscle in his arm and should Bottom; Pool be out soon. He was on the Mermaid last trip out.

Hopes are high at the Baltimore hospital that recent surgery on a bothersome gall bladder condition should do the trick for Charles Fights Back Kellogg, ex-Calmar. Paul Strickland, ex-cook and baker on the Baltore, is being treated for high blood pressure. The reports say he's doing okay now.

In New York, the SIU roster at the Staten Island hospital includes Clemente Aguin, ex-Steel Recorder, whose pressure is acting up; Florian Clark, ex-Pacific Wave, with a thyroid condition, and Fred Blichert, who came off the Steel Chemist with a dislocated shoulder. Also in there are the Valiant Explorer's Ray McCannon, with a throat condition, and Leslie Johnson, ex-Wacosta, who's up for surgery on a cyst. 'All of the boys seem to be coming along fine under USPHS care.

Seafarers in the hospitals appreciate your visits and mail. Stop by to see them and write when you can.

The following is the latest available list of SIU men in the hospitals: USPHS HOSPITAL BALTIMORE, MD.
sta Vincent J, McNeil
our Luther R, Milton
e Augustin G. Oporto Harry Acosta T. P. Barbour Ben L. Bone Claude A. Brown Domingo Orbigoso Ernest C. Colby W. A. Oswinkle Raymond E. Dabney Byron J. Ricketts Vincent J. Rizzuto Richard Savior David A. Schick Leslie Sigler Alfred Sloman Stephen Dinkel Simon Estime Thomas D. Foster Jack Geller Gorman T. Glaze Richard Green Bobby Stalworth William J. Stephens Richard Green William J. Stephens Everett W. Hodges Paul Strickland Charlie Johnson Francis H. Sturgis Charles M. Kellogg Clyde B. Ward Lester C. Lord Paul V. Ward

Lester C. Lord Paul V. Ward
USPHS HOSPITAL
SEATTLE, WASH.
Cecil P. Diltz Donald Ruddy
SAILORS SNUG HARBOR STATEN ISLAND, NY Oscar J. Adams Thomas Isaksen

Victor B. Cooper
USPHS HOSPITAL
FT. WORTH, TEXAS
J. R. Alsobrook Woodrow Meyers
Lawrence Anderson John C. Palmer
H. Ledwell Jr.
USPHS HOSPITAL
BOSTON MASS

BOSTON, MASS. Amos Buzzelle A. C. Harrington L. J. Campbell John J. Kulas Charles Dwyer Raymond L. Perry USPHS HOSPITAL

USPHS HOSPITAL
GALVESTON, TEXAS
Robert L. Cooper John Rawza
Marvin L. Leache Isaac G. Shelton
M. E. Longfellow Walter Sikoraki
L. W. MacDonnell Walter A. Yahl
Roy A. Poston Walter Zasanc
USPHS HOSPITAL
NORFOLK, VA.
Francis J. Boner Crawford Lightsey

Francis J. Boner Crawford Lightsey USPHS HOSPITAL USPHS HOSPITAL
SAN FRANCISCO, CALIF.
Joseph H. Berger Paul D. Liotta
Joseph V. Bissonet Santiago Martinez
Michael J. Coffey
Joseph Ebbole Arthur J. Scheving
Myron E. Folts
William J. Kramer
USPHS HOSPITAL
SANTIAL
FORDAL CONTROL CALIF.
J. Scheving
Henry J. Schreiner
USPHS HOSPITAL
SANTIAL
FORDAL CALIF.
J. Scheving
Henry J. Schreiner
USPHS HOSPITAL
SANTIAL
FORDAL CALIF.
J. Schreiner
W. E. Thompson
USPHS HOSPITAL
SANTIAL
FORDAL CALIF.
J. Schreiner
FORDAL CALIF.
J. Schreiner
W. E. Thompson

SAVANNAH, GA. Richard Chazarra Simcha Zablozki Lucius A. DeWitt Louis T. McGowan Reamer C. Grimes USPHS HOSPITAL

25.

MANHATTAN JEACH, NY
R. Akins Antonio Infante
I Antonana Claude B. Jessup Lewis R. Akins Manuel Antonana Eladio Aris
Fortunato Bacomo
Joseph Bass
Melvin W. Bass
Matthew Bruno
Leo V. Carreon
James F. Clarke
Joseph D. Cox
Juan Denopra
John J. Driscoll
Friedof O. Fondila
Odis L. Gibbs
Joseph M. Gillard
Bart E. Guranick
Taib Hassan Woodrow Johnson
Ledwig Kristiansen
Thomas R. Lehay
Kenneth Lewis
Warren J. McIntyre
Jens Madsen
Leo Mannaugh
J. S. O'Byrne
W. P. O'Dea
C. Osinski
George G. Phifer
Winston E. Renny
G. E. Shumaker
Henry E. Smith
Almer S. Vickers
Pon P. Wing
Royce Yarborough Eladio Aris Woodrow Johnson Taib Hassan Clarence Hawkins Frank Hernandez

Donald Hewson
VA HOSPITAL
HOUSTON, TEXAS
R. J. Arsenault
J. S. Harmanson R. J. Arsenault J. S. Harr
VA HOSPITAL
THOMASVILLE, GA.
Elmer G. Brewer
VA HOSPITAL
RUTLAND, MASS.
Daniel Pignatrick

Daniel Fitzpatrick
VA HOSPITAL
KECOUGHTAN, VA.
Joseph Gill

VA HOSPITAL BOSTON, MASS. Thomas K. Killion

'Sea-Spray'



"You're tall, Stanley. can get the overhead!"

'Smokey' Hits

The old saying that it isn't the fall that hurts so much-it's the sudden stop when you get therewas proven again when the Steel Artisan hit Abadan, Iran.

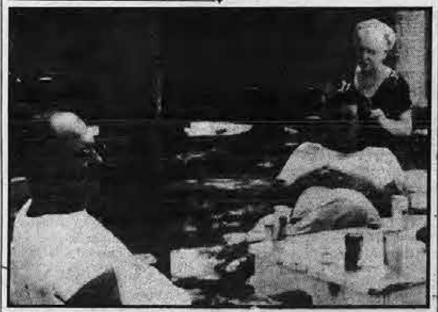
Actually it wasn't the Artisan that did the falling. It was one of the Artisan's "artisans," ship's reporter M. E. "Smokey" Byron.

Byron had decided to go swimming at the pool in Abadan, but instead of just hitting water, he fell like a sack of cement and didn't stop until the bottom came up and collided with his head. Byron was given first aid at the seaman's club, but shooed off the ambulance that had been called to the scene.

The chief mate was heard to say later, when he saw "Smokey's" head, that it was a good thing his head was square and the pool was flat: Otherwise, there might have been "some damage." The mate never made it quite clear whether he meant the swimming pool or "Smokey's" head.

Byron added an extra warningthe first one is to watch how you plunge into a pool-regarding occasions when crewmembers go ashore in most of the Persian Gulf ports. He said there had been quite a few incidents of watches, fountain pens, etc., being grabbed by street thieves, especially in the native quarters. He urged Seafarers to leave these items aboard ship or at least to pocket them and keep them out of sight while walking through

In that way, they won't be putting temptation in the path of the snatch-artists that frequent some Middle East ports. Many items that were lost can't be replaced, he added.



Oiler John French looks on (left) as M. E. "Smokey" Byron gets first aid treatment from manager Jane Gallagher at the seamon's club in Abadan. Byron banged up his head from a nasty spill in the swimming pool but wound up okay in the end.

More On Rule To Limit Ship Time

I'd like to comment on Brother Wells' letter which I just read in the October 10th LOG. It was in rebuttal to the proposition of a 360-day shipping rule suggested by another brother (LOG, Aug. 29).

Brother Wells places much emphasis on our "inherent rights" as Americans to job security. He fears these rights

Letters To

All letters to the editor for publication in the SEAFAR-ERS LOG must be signed by the writer. Names will be withheld upon request.

would be jeopardized if a 360day rule was adopted.

But I'd like to point out that in any democratic organization like ours, where all rules and regulations adopted express the wishes of the membership through majority vote, no one's "inherent rights" can be impaired or destroyed. Besides, there is seldom a rule or regulation anywhere that meets with 100 percent approval.

The brother also is a bit contradictory on the issue of job security. He first states that such job security as a 360-day rule is unnecessary because shipping is so good, as attested by the number of class B and class C men being shipped. Later, assuming the adoption of this rule, he says that if a homesteader did leave a ship for a vacation at the expired time, he might be out of work indefin'tely affer he came back. He says the homesteader might also have to ship in a lower rating because of a lack of funds caused by his taking the vacation.

This of course ignores his previous remark about shipping being so good. It also ignores the possibility that a member who has been homesteading could probably afford to wait out a job a little longer than those who ship out at intervals. Brother Wells seems to think he would be penalized by having to take a vacation.

However, if a rule limiting the time a man could stay on a ship was adopted, it would apply to all. No one member or group could therefore consider themselves penalized.

Although a ruling limiting each man's time on a ship to seven months was recently adopted by one of our affiliated unions, it is doubtful that any of the members in that union considers his "inherent rights" trespassed upon. The rule just gives all hands a fairer shake and keeps the jobs rolling on a much more even basis.

Under our present shipping rules, any member has the right to homestead or not, and this is as it should be. One of the most popular reasons advanced in favor of homesteading is that if a member is a family man, etc, he has to keep working to assure a steady income.

This man be so, but there are a great many family men who don't stay on one ship indefinitely and still make out okay. They consider it a great advantage to be able to get off a ship at any time and be home with their families, and take their chances on shipping again

like everybody else. This is an "inherent right" of these brothers and of the rest of the membership also.

Brother Wells further suggests an amendment to the shipping rules so that a member could insure his homesteading on any ship. His system would be to allow a man to leave for a vacation and have his job held down by a brother member until he returns. But this, 1 think, really would be poaching on the "inherent right" to job security of the rest of the membership.

It is also out of order because the proportion of the membership who are homesteaders is very small. And even with a rule like this in force, it is doubtful that all those who homestead would take advantage of it. It would certainly work to the advantage of very few at the expense of the majority and thus be contrary to the democratic principles under which we operate.

Regardless of whether any change is made in the shipping rules, I'm quite sure every brother member is aware that while he is a member of the SIU his "inherent rights" as an American and his job security will always be protected.

Art Lomas

1 \$

To the Editor:

This is reference to Brother Wells' letter in the LOG dated October 10. I propose we vote on the 12-month rule like our West Coast affiliate, the SUP, A two-thirds majority vote would then approve it or reject it.

Any rule or regulation ever made in any union was made not by 100 percent of its members but by the majority,

Our vacation plan, which pays \$360 a year, enables a man to get some rest. If a man stays on a ship 12 months and can't get off, he'll never have enough. There's nothing to stop him from waiting out the same ship or another one on the same run when he comes back.

I have talked with numerous brothers and the majority favored a vote. How about it? Bob Johnson

(Ed. note: The Sailors Union of the Pacific voted a sevenmonth rule last spring. The SUP previously had a one-year

Welfare Assist is Appreciated To the Editor:

I wish to thank all the members of the SIU for being so kind and helpful during my brother's illness, and following his death.

My brother, James A. Oliver, had been sailing for the SIU since 1949 and became a full member in 1955. He thought there was nothing like his Union.

He sailed on the SS Producer February 20, 1958, as chief cook, and on July 23 was removed from the ship due to a heart attack. He was placed in the Army hospital in Korea, then recovered and was on his way home.

However, after stopping for a check-up at the Navy hospital in Japan on August 8, he had a fatal attack on August 11. As was his wish, he was buried at sea on August 17.

Thanks again to the Union and especially the welfare officials in Baltimore for handling everything for me.

Anna M. Wingate

November 7, 1952

PORTMAR (Calmar), Oct. 6 Chairman, R. Stahi; Secretary, C. Lene. Everything running smoothly.

DEL RIO (Delta), Aug. 24—Chairman, A. Duracher; Secretary, L. Morastie. New delegate elected. Increase in pay & of rates. Repairs taken care of in No. No logs to be lifted. Ship's fund \$50.

Oct. 12—Chairman, L. Elland; Secretary, L. Morsetts. Two men logged in steward dept. Ship's fund \$39—spent \$17 for party. 15 hours disputed ot. No beets. Two men logged. Request clarification on non-paying passengers such as children. Repair list to be turned over to steward for typing. Vote of thanks to messman, Need new washing machine.

ATLANTIS (Petrol Shipping), Sept. 28—Chairman, M. Keeffer; Secretary, J. Grant. No American money or

Digest

checks on board—notify headquarters. Letter sent to NY for clarification. Report accepted. Motion that Union adopt pian for seamen's retirement with 15 yrs. seatime, regardless of age or disability. Each member to contribute to ship's fund. All excess linen to be turned in. Check ship for number of windshutes needed.

ALCOA CORSAIR (Alcoa), Oct. 12-Chairman, I. Criggers; Secretary, D. Marine. One man missed ship in La Guria—given permission to see sick mother; rejoined ship in Trinidad. One accident. One man injured, not given proper medical attention. Ship's fund \$324.40. No beefs. Suggest crew members go to chief mate in lieu of doctor.

ALCOA PIONEER (Alcoa), Oct. 12-Chairman, L. Moose; Secretary, V. Hall. No beefs. Ship's fund \$24.33. Request complete slop chest. One man injured. Linen not in use to be turned in. Vote of thanks to steward dept. for job well done.

MARIA H (Heroid), Oct. 12—Chairman, E. Saboya; Secretary, R. Bants. Repair list and disputed of discussed. Ship carrying two soldier passengers—discussion of ot for same to be corrected. Steward dept. to be sougeed after leading and discharging cargo. Ship to be fumigated. Bathroom to be painted. Steward dept. to check sanitary conditions. Requisition for stores to be checked. Request travelers' checks instead of foreign money.

STEEL SCIENTIST (isthmian), Oct.
5—Chairman, A. Nickle; Secretary, F.
Omega. Ship's fund \$10. Some disputed of—to be settled upon arrival
in NY. Motion to revise shipping
rules—four groups instead of three.
Request Coca Cola machine be installed for cold drinks in hot climates.

DEL MAR (Miss.). Oct. 12—Chairman. E. Stough, Jr.; Secretary, E. Fueiller. \$50 given to member for hospital. Captain pleased with work of crew and cleanliness of ship. Ship's fund \$375. Dumping of garbage on mooring lines on after deck by shore workers to be discontinued. Some disputed ot. Reports accepted. To purchase movies next voyage. Washing machine to be repaired. Radios to be repaired. See Sea Chest about library. Vote of thanks to ship's doctor.

FLOMAR (Calmar), Oct. 11—Chairman, C. Carison; Secretary, M. Duco. Everything running smoothly. Motion to cut retirement to 12 years without a disability. More food and juices to be put out.

ALAMAR (Colmer), Oct. 12—Chairman, E. Hogge; Secretary, W. Orr. Complaint about lack of variety in meals. Ship's fund \$10.29. Report of bonus area in Formosa waters established.

VALIANT FREEDOM (Ocean Car-riers), Sept. 26—Chairman, J. Thomp-son; Secretary, T. Berry. Everything running smoothly. Few minor beefs.

SEATRAIN NEW YORK (Seatrein), Oct. 18—Chairman, R. Pritchett; Sec-retary, S. Phillips. Need new wash-ing machine. Few hours disputed ot. Request better grade of night lunch; apples & oranges.

CHARLES C. DUNAIF (Orion), Aug. 24—Chairman, L. O'Connel; Secretary, E. Martin. New delegate elected. Old mattresses will be replaced. Clorox to be distributed to each delegate. Engine and deck will alternate cleaning laundry; steward dept, to take care of recreation room. Hook to be installed in galley screen.

Oct. 12—Chairman, D. Pashkoff; Secretary, E. Martin. Some disputed otto be taken up with patrolman. Discussion on American money to be given out at draw—none available at last port. Vote of thanks to steward dept.

OREMAR (Merven), Sept. 29—Chairman, R. Hampson; Secretary, R. Brown. Two men missed ship in

· Made College

Balt. Crew informed of death of brother member. One man sick. One man sick. One man short. Washing machine being repaired. Take better care of cots. Notify Union of brother's death and arrangement for funeral wreath. Oct. 12—Chairman. R. Hampson; Secretary, G. Srewn. Crew briefed re: latter to brother's widow; wires sent—no wreath due to trouble removing body from Cuba. Agent written concerning of beef on deck. Report accepted. Vote of thanks to delegate for time & effort spent during brother's death. Donation for widow to be taken up at payoff.

STEEL KING (Isthmian), Oct. 12—Chairman, H. Mobiey; Secretary, E. Yancey. Few small beefs. Foc'sies to be cleaned up. Ship's fund \$134.01 Few hours disputed. Beef on electrician's and oller's ot. See patrolman about adequate supply of sanitary equipment and other supplies. Need at least 18 mops for steward dept. Iron in steward's possession—may be used by crew. Galleyman questioned aleward on ot—okayed by headquarters; also disputing of for carrying stores; also if there are set working rules for steward dept. Ot in steward rules for steward dept. Ot in steward dept. to be settled by patrolman. Eggs to be replaced—present ones rotten. Griddle too small for frying steaks. Screens over range need cleaning.

KATHRYN (Bull), Oct. 12—Cheirman J. Glordanor Secretary, M. Hernandez. Some disputed ot, One man hospitalized — hendquarters notified. New delegate elected. Army coffee to be used first; French coffee last. Suggestion to collect money for cable-gram. Slop sink to be locked by deck dept.

BEAUREGARD (Pan-Atlantic), Oct. 20—Chairman, E. Yates; Secretary, J. Gribble. Few beefs on repairs—to be turned over to patrolman. One man missed ship; one man missed payoff. Ship's fund \$15. Delegate to see about rusty water. Vote of thanks to steward for job well done and for good feeding.

ANDREW JACKSON (Waterman), Oct. 18—Chairman, E. Soberaky Secretary, K. Collins. Repairs made, Discussion on replacements and payoff procedure. Few hours disputed ot. One man hospitalized—returned to ship. Request variety in steak meats. Insufficient night lunch. Steward would like patrolman to see all menus of this trip. Vote of thanks to baker for job well done. Member who broke glasses would like to be repaid for same—to see patrolman.

DEL ALBA (Miss.), Sept. 22—Chairman, G. Parker; Secretary, R. Callahan. \$21.50 ship's fund. Request cargo boys be kept off ship in all African ports, also not to wash clothes in ship laundry. No food to be given out without steward's OK. Messman to empty own garbage cans and not cargo boys.

MAIDEN CREEK (Waterman), Oct.
18—Cheirman, D. Ticer, Secretary, J.
Ballday. Request no sign-on unless
all major repairs are made. Smooth
payoff despite few disputes. Vote of
thanks to boarding patrolman for job
well done. No beefs. Ship's fund
\$31.88. New delegate elected.

NORTHWESTERN VICTORY (Vic-NORTHWESTERN VICTORY (VIC-tory), Oct. 12—Chairman, C. Foster; Secretary, N. DuBois. No beefs. All repairs made. One man missed ship from New Haven—rejoined in NC. New delegate elected; vote of thanks to old delegate. Ship's fund \$7.87. Few hours disputed ot. Make out repair list.

OCEAN DEBORAH (Maritime Over-seas), Sept. 27—Chairmen, C. Hallay Secretary, L. Thomas. Obtained for-mics for tables and chairs. Cabinets, port holes, and dogs to be fixed. Ma-jor repairs taken care of with excep-tion of retinning two sinks. No beefs. Suggest each dept. take care of laun-dry, spare bathroom & book room. Discussion on officers cleaning laun-dry also. Delegates to get together on situation of only one washing machine aboard.

TRANSATLANTIC (Pacific Water-ways), Oct. 5—Chairman, P. McNabb; Secretary, R. Goodnick. New delegate and reporter elected. One man missed ship in Bremerhaven; headquarters notified. 80 hours disputed ot. One man short. Faw minor beefs. Mess-rooms and pantry need painting. Hot water heater, engine dept. shower drains, and toaster in messroom need repairing. Refriserator constantly repairing. Refrigerator constantly breaking down.

RAPHAEL SEMMES (Pan-Atlantic),
Oct. 20—Chairman, B. Vern. Jr.; Secretary, E. Stinehelfer, Some rooms to be painted aft. Some disputed ot to be taken care of at pay-off. Everything running smoothly. Ship's fund \$3.20. No beefs. Request men getting off to notify delegates. Suggest bigger room for electrician and crane maintainer. Request cups and allverware be brought back to pantry after using same. Vote of thanks to steward dept. for good food & service, also to Charlie Henning for nice TV shelf built and installed. One dollar donation for ship fund to be taken up at pay off.

ANGELINA (Bull), Oct. 22—Chairman, R. Principe; Secretary, T. Optateski, New delegate elected. Some disputed OT. Proper attire to be worn in memball. Rotate cleaning laundry. Vote of thanks to steward dept.

COUNCIL SROVE (Cities Service), Oct. 19—Chairman, S. Furlado; Secretary, J. Douglas. New delegate elected. One man missed ship in Phils. One man getting off with 60 days. Report accepted. Take better care of washing machine. Use care when placing glasses in ship. Write letter to hq. re blowers for foc ales in engine room.

CHAPTE A

Jorfolk A Globe-Girdler 5 Times

Some of the "vital statistics" on the performance of a supertanker during a 412-day voyage came to light following the recent payoff of the Cities Service Norfolk. Details on the ship's escape from a dock fire during loading operations appeared in an earlier issue (LOG, Sept. 26).

cles, 336 days, 19 hours and 28 equator and should qualify us for engine room . . ." minutes were spent at sea covering a citation such as was presented a distance of 132,629 nautical miles. to the sub Nautilus. Don't forget

A "fact sheet" on the trip notes that of 412 days on arti-

The Norfolk's average speed over the distance covered was 16.4 knots loaded and light, enabling her to move 339,048 tons of various cargoes-equivalent to 2,778,992 net barrels delivered to cargo owners' specifications. The ship hit 42 ports, spending 75 days all told in port, and went into the Persian Gulf nine times to load.

All in all, "35 well-seasoned men" came home with the ship of the "45 men and boys, mostly men," who started out together. Two were lost through sickness, two paid off under mutual consent and one missed the ship in Manila. The "boys," of course, were the "short-trippers" who paid off after only a year and 12 days on articles.

Norman Peppler was the ship's delegate. B. Nielsen, deck; L. V. Springer, engine, and A McCullum, steward, were the department dele-

Hurricane Leaves Calling Card

Oiler John Pedrosa (left) and deck maintenance on the Irenestar survey some of the wreckage after the ship ran into a hurricane near the Azores. Besides smashing the starboard lifeboat and depositing same on the engine room skylight (above), the big blow twisted the boom and tore away a couple of ventilators.

LOG-A-RHYTHM: Rain At Sea

By Roy Fleischer

The ocean was heavy gray " And the sky shrouded with mist That dropped rain unceasingly. The waves snarled and hissed.

"Everything falls apart. Families divide and die. Love-a disturbing thing-Leaves women behind to pine."

The rain soaked the upper deck And seeped down to the crew. Men snapped, like turtles at mess, And complained about the stew.

Water, starboard and port. No spot was dry below. Clothes were damp and soggy. The fire went out in the stove.

"Life isn't worth the living. It is trouble, aches and pains. Listen, Neptune! I'll blow my top With one more day of rain!"

The rain continued to fall, Nights and days for a week; And the ship sailed on For ships, like men, Have goals and ports to reach.

And the man didn't blow his top, Saw his wife and child again. They were waiting, filled with love, On the pier in the cold, gray rain.

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

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MARITIME TRADES DEPARTMENT

Good Feeding Comes Naturally





You don't have to ask what's for chow on the Arizpc. Above (left), baker Ray H. Casanova displays his varied wares in bread, rolls, buns and pies after a busy day's workbut before the crew got to work on them. Meanwhile, crew pantryman Frank Pieczykoln (above, right) keeps busy on clean-up chores so everything's in readiness for mealtime. At right, 2nd cook Charles A. Borrough and chief cook Jimmy Jordan turn to preparing the main items on the bill of fare for the day. Photos by "Big John" Wunderlich.



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RICHMOND, Calif510 Macdonald Ave. BEacon 2-0925
SAN FRANCISCO 450 Harrison St.
Douglas 2-8363 SEATTLE
WILMINGTON 505 Marine Ave.
Terminal 4-3131
NEW YORL 575 4th Ave., Brooklyn HYacinth 9 5165
MC&S
HONOLULU51 South Nimitz Highway PHone 5-1714
NEW YORK 675 4th Ave., Brooklyn HYacinth 9-6600
PORTLAND
NEW ORLEANS523 Bienville St. RAmond 7428
SAN FRANCISCO350 Fremont St. SUtter 1-1995
SEATTLE
WILMINGTON505 Marine Ave. TErminal 4-8538
MFOW
HONOLULU 56 North Nimitz Highway PHone 5-6077
BALTIMORE 1216 East Baltimore St. EAstern 7-3383
NEW ORLEANS 523 Bienville St. MAgnolia 0404
NEW YORK 130 Greenwich St. COrtland 7-7094
PORTLAND522 NW Everett St. CApitol 3-7297-8
SAN FRANCISCO240 Second St. DOuglas 2-4592

SAN PEDRO...... 296 West 7th St TErminal 3-4485

SEATTLE 2333 Western Ave. MAin 2-6326

Great Lakes District

ALPENA	Phone: 713-J
BUFFALO, NY.	Phone: Cleveland 7391
CLEVELAND	MAID 1-0147
RIVER ROUGE	10225 W. Jefferson Ave, River Rouge 18, Mich. Vinewood 3-4741
DULUTH	621 W. Superior St.
SOUTH CHICAG	Phone: Rand, lpb 2-4110 0 3261 E. 92nd St. Phone: Passey 5-2418

Canadian District

anuras na	Phone 3-8911
MONTREAL634 St.	James St. West PLateau 8161
FORT WILLIAM	Phone: 3-3221
PORT COLBORNE	103 Durham St. Phone: 5591
TORONTO, Ontario	
VICTORIA. BC 51714	Cormorant St.
VANCOUVER. BC	298 Main St Pacific 3468
SYDNEY, NS	04 Charlotte St Phone: 6346
BAGOTVILLE, Quebec	20 Elgin St Phone: 540
THOROLD. Ontario 5	
QUEBEC44	
BAINT JOHN 177 Pri	nce William St

Write TO THE LOG

Wants Barbells, Not 'Barflies'

To the Editor:

Negotiations by SIU officials with steamship owners have made it psssible for seamen to enjoy pleasant working conditions, top wages, vacation pay and other benefits. This is a fine job they are doing, but I feel that they are forgetting a very important item.

I would suggest that at an early meeting of the negotiating committee and company repres-

Letters To The Editor

All letters to the editor for publication in the SEAFAR-ERS LOG must be signed by the writer. Names will be withheld upon request.

entatives the subject of afhletic equipment aboard ship be brought up.

Not having the aforesaid equipment at his disposal, some seamen have a tendency to "drop anchor" at the nearest bar as soon as they land ashore. If ships were equipped with even a minimum of body-building apparatus, these men would work themselves into top physical condition and perhaps discard their drinking habits.

I believe it would be in the best interests of the Union's members and the shipowners to have this equipment aboard ship. Seamen would thus be better able to perform their duties to the advantage of all concerned.

Anthony C. Aronica SS Hurricane t t t

Sailing Board Change Urged

To the Editor:

We, the unlicensed crewmembers of the SS Kyska, unanimously went on record, when the last shipboard meeting was held, that in our main freight agreement, Article II, Section 38 (a), regarding the posting of the sailing board, should be changed.

We believe the sailing board should be posted upon arrival in port regardless of whether the vessel's stay in port is to be 12 hours or more. The weekend is a specific beef.

The vessel arrives in port at 1430 hours on Friday and, on this vessel especially, they never, so they say, know how much cargo or how long we will be in port, etc., so those brothers having the weekend off naturally are quite worried when no sailing board has been posted by 1700 hours on Friday.

This is an item that should be brought to the attention of the negotiating committee and the membership through the LOG. We would also like to know what the other brothers think on this matter.

Furthermore, on Article II, Section 48 (b), regarding the crew being called out to work overtime, the crew of the Kyska, and the deck department especially, went on record unanimously that the 15-minute period be changed to 30 minutes. If they've sailed these ships in the winter, in the North Pacific and North Atlantic Oceans, the brothers can see why we need 30 minutes instead of 15 for proper readiness.

J. H. Parnell Ship's delegate

(Ed. note: The above was signed by 24 crewmembers.)

Baby Benefits Draw Cheers

To the Editor:

I wish to express my thanks to the Seafarers International Union for the \$200 maternity benefit and the \$25 US savings bond which we recently received for the birth of our daughter Kathryn.

I am very proud that my husband is a seaman and a member of such a great organization, Mrs. Robert Layko

SIU Blood Bank Urged By Wives

To the Editor:

We three wives of SIU men in Mobile would like to suggest something for the consideration of all Seafarers and their families.

We think it would be advisable to start a blood bank among our own members. It could operate for the benefit of seamen and their families throughout the world. Perhaps something like this could be started.

Mrs. E. S. Brinson Mrs. W. H. Johnson Mrs. C. J. Vincent

(Ed. note: A voluntary blood bank program in cooperation with the USPHS has been tried in various ports from time to time but has never covered all SIU ports. The Union is currently trying to work out a more comprehensive arrangement. In addition, the SIU Welfare Plan already provides a blood transfusion benefit for SIU wives and dependents.)

Offer Thanks For Condolences

t ' t

To the Editor:

My family joins me in thanking the SIU and the Seafarers Welfare Plan for the \$4,000 benefit left me by my son William W. "Dutchy" Moore. We would also like to express our thanks for the lovely letters of sympathy from several SIU officials after the death of my son. They were all very kind.

Mrs. A. Greenlee









PERSONALS AND NOTICES

Theodore Calapothakos Please contact Jack Lynch at Room 201, SUP headquarters, 450 Harrison St., San Francisco.

* * * Joseph Padelsky Your wife requests that you con-

tact her at once. The address is * * *

John T. Heward Your brother David urges you to get in touch with him immediately. His address is Route No. 1, West Point, Va.

George T. Chandler Calvin James Joseph Caruso

Your shipping cards are being held for you at SIU headquarters.

Five States Beat Curbs On Unions

Continued from page 3) attacks on wages and union working conditions.

The chief responsibility for explaining the effects of "right to work" to the community fell to the labor movements in the states where the measure was up for a vote. The results indicate that organized labor did a successful job in getting its message across.

Besides beating back "right to work" itself, voters in several states defeated candidates identified with it. California Senator William Knowland, who made "right to work" a major issue in his campaign for governor, was swamped by Democratic Attorney-General Edmund (Pat) Brown by about one million votes, Governor Goodwin J. Knight, who opposed "right to work," was beaten for senator by Democrat Clair Engle, but his losing margin was less than Knowland's.

Also defeated was Indiana Republican Governor Harold W. Handley, running for the Senate, R. Vance Hartke, Handley's Democratic opponent, attacked Handley for approving Indiana's "right to work" law by allowing it to go on the books 22 months ago.

Another "right to work" backer who was defeated was Ohio's Republican Senator John W. Bricker. Republican Governor O. William hospitalized over 86 percent were Dropped with Bricker was Ohio's the principal issue of his campaign.

The only major "right to work" supporter to win reelection was Senator Barry Goldwater (Rep., Ariz.).

As a result of the Kansas vote, there now are "right to work" laws on the books in 19 states. In addition to Kansas, they are: Alabama, Arizona, Arkansas, Florida, Georgia, Indiana, Iowa, Mississippl, Nebraska, Nevada, North and time industry, which have been South Carolina, North and South Dakota, Tennessee, Texas, Utah years, are producing the desired

Alvin L. Blain

It is important that you contact your family at once at 1202 Whittle Ave., Olney, Ill. Your mother has

W. R. (Dick) Massey Your gear has been shipped to 312 W. Fayette St., Baltimore, Md. Rouston Hall and is waiting for you there.

> George W. L. F. Flint Anyone knowing the where-abouts of the above, please contact his daughter, Mrs. Delores Buchwald, 1560 Montpeller St., Balti-

> > t t t Bill Benson

You are urged to contact Thomas C. Hopkins, c/o Wilmington Shipping Co., P.O. Box 1809, Wilming-

2 2 It is important that you get in touch with Joe Kite at \$555 Water St., Jacksonville, Fla.

Henry E. Falle Your Union book and seamen's papers are being held for you at headquarters of Eastern Air Lines.

t t t

* * * Eldon M. Cullerton

Please get in touch with your mother at 2014 Chippewa St., New Orleans, La. She has a check waiting for you.

SIU Safety Set-Up Cuts Injury Rate

(Continued from page 2)

From October, 1957 through June, 1958, there were no SIU fatalities due to accidents; the SIU ratio of all accidents to total working membership was less than 15 percent; the ratio of lost-time accidents to men working was under five percent. In each case, the figures matched estimates based on a sampling of SIU-contracted

The SIU figures bely the grim picture of an industry loaded with "chronic" hospital cases and "claim-happy" seamen. The total number of Seafarers receiving hospital benefits in 1957 amounted to barely 13 percent of the total active membership, including both injuries and illnesses. Of those O'Neill, who made "right to work" in only once during the year, and four percent were long-termers inactive for years because of major ailments such as TB.

The Marine Index Bureau, a reporting service, in its 1957 analysis notes:

". . . The maritime industry, insofar as serious injuries are concerned, compares favorably with other industries. It thus appears that safety programs in the mariintensified during the past few results . . .

Stav Put For Jobless Pav

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 recelving 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.

Pose for Dad



Richard Norman East, 4, and brother Reuben Patrick, 18 months, stand for their portrait. The two boys are sons of Seafarer Harry K. East.

Dresses Up

BALTIMORE-The first step in renovating the Union hall in this port has been completed, Earl Sheppard, port agent, announced. The outside of the building is sporting a new paint job and looks as if it was newly-built. Work on interior of the building has not yet, begun, but it is expected to start in the near future.

Although shipping for the port has been only fair, the registration list has fallen off somewhat. However the membership is warned that the list is on the heavy side in all three departments. There are still five Ore ships tied up in the yards here, Sheppard reported, along with the Irenestar, Michael and the Kenmar. The Michael is expected to crew up soon, but it is anybody's guess as to when the others will find cargoes and come out of the yards.

There were seven ships paying off during the past period, five signing on and 12 were in transit. Paying off were the Steel Scientist (Isthmian); Oremar (Marven) (twice); Evelyn, Angelina, Jean (Bull) and the Charles Dunaif (Colonial). Signing on during the period were the Steel Scientist; Oremar; Pennmar (Calmar); Charles Dunaif and the Dorothy (Bull).

The 12 in-transit ships were the outfit for all ship's officers." Yaka, (Waterman); Bethcoaster, Director, Steel · Navigator (Isthmian); Alcoa Runner, Alcoa Puritan, Alcoa Pennant (Alcoa); Robin Goodfellow (Robin); Santore (Marven) and the Emilia (Bull). All were reported in good shape with only minor beefs to be settled.



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:

Tina Cynthia Russel, born September 6, 1958, to Seafarer and Mrs. Billy Russel, Memphis, Tenn.

Timethy Dwayne Smith, born July 21, to Seafarer and Mrs. R. E. Smith, Boaz, Ala,

Elaine Carol Stevens, born August 6, 1958, to Seafarer and Mrs. Walter C. Stevens, Baltimore, Md.

Rodney Bennett, born Septem-ber 21, 1958, to Seafarer and Mrs. Garland McHugh Bennett, Jesup, Georgia.

Robert Timethy Mabe, born July 21, 1956, to Seafarer and Mrs. Alvin R. Mabe, Mt. Airey, NC.

Thomas Brett Lundy, born August 21, 1958, to Seafarer and Mrs. Thomas J. Lundy, Wilmer, Ala.

David Alten Wallace, born September 23, 1958; to Seafarer and Mrs. Walter F. Wallace, Norfolk,

Jerry M. Parker, born October 17, 1958, to Seafarer and Mrs. William M. Parker, New Orleans, La.

Evelyn Colon, born October 12, 1958, to Seafarer and Mrs. Leopoldo Colon, New York City.

Against New

(Continued from page 3) all of which, no doubt, would be operated by the fat-cat category which he represents.

Throughout his statement, Casey repeatedly blamed union "frietions" for making his job difficult. His position is that all unions should accept what he deems to be the pattern of contract settlement. The sincerity of his proposal can be weighed in light of his reactions when his pattern is questioned. It will be recalled that when the licensed engineers would not accept a dictated settlement, Casey's answer was "let's destroy the union by setting up a company-dominated

The fact that he thought a comortmar, Calmar (Calmar); Steel pany union could succeed in mari- was reported missing at sea August time betrays a lamentable lack of understanding. This is coupled with the fact that a portion of the statement consisted of a "presentation" on the structure of the maritime industry which is shot full of inaccuracies.

> As head of an organization purporting to speak for a large segment of industry interests, Casey showed no signs of a bold approach, and no enthusiasm for ways and means to encourage industry expansion. It would appear to be incumbent upon him to devote his energies to just such objectives, and, at the very minimum, he should fulfill his function of establishing good faith in relations between the Institute and the maritime unions.

Instead, he chooses to cut up the industry in favor of an exclusive circle of subsidy beneficiaries. Casey may be spokesman for the AMMI, but his statement showed panding industry.

Dorothy E. Flanagan, born September 23, 1958, to Seafarer and Mrs. John Flanagan, Philadelphia,

Deborah Degollado, born October 8, 1958, to Seafarer and Mrs. Margarito Degollado, Galveston, * * *

William Larce Jr., born September 2, 1958, to Seafarer and Mrs. William Larce, New Orleans, La. \$ t t

Judy Anne Pokrywka, born September 5, 1958, to Seafarer and Mrs. Norman J. Pokrywka, Baltimore, Md.

Karl Leiter, born September 1, 1958, to Seafarer and Mrs. Alexander Leiter, Elmhurst, NY.

Cynthia Weise, born September 27, 1958, to Seafarer and Mrs. William D. Welse, Philadelphia, Pa.

t t t Ivonne Mercedes Hernandez, born September 24, 1958, to Seafarer and Mrs. Juan Hernandez, Puerta de Tierra, PR.

Judy Marie Guarino, born October 26, 1958, to Seafarer and Mrs. Bennie J. Guarino, New Orleans,

David Johnston, born September 28, 1958, to Seafarer and Mrs. Herbert W. Johnston, Houston, Tex.

Brian Gugliotta, born September 25, 1958, to Seafarer and Mrs. Otho Gugliotta, Baltimore, Md.

Dorinda Catalanello, born September 29, 1958, to Seafarer and Mrs. Frank Catalanello, Brooklyn,

Themas Burns, born October 4, 1958, to Seafarer and Mrs. Robert J. Burns, Jamaica Plains, Mass.

Final Dispatch

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

J. A. McNamara, 31: Sailing on the SS Seamar, Brother McNamara 9. He was a Union member since 1955 and worked in the deck department. He leaves no known survivors according to the death certificate.

Roy Calu, 27: Brother Cain was stricken while at sea August 25.



The cause of death was not determined. A Union member since 1955, he sailed in the deck department. His wife, Mrs. Sybil Cain, of Mobile, Ala., survives him. Burial took place in Mobile.

Richard C. Slar, 27: A victim of polio, Brother Siar passed away September 28 in the US Naval Hospital, Guantanamo Bay, Cuba, Joining the STU in 1955, he sailed no signs of offering a constructive in the engine department. Place policy aimed at a healthy and ex- of burial is unknown. Mrs. Jean Ann Siar, his wife, survives him.

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

Lead Barracks Life

Chinese Facing Total Regimentation By Reds

The semi-military organization of workers and peasants into communes in which everybody is uniformed and regimented and nobody has any money has been reported as the

reported that they have been un-

able to locate the places they for-

merly lived in or the graves of

In addition to working together

and wearing identical clothes, commune members eat in communal

mess halls and leave their children

in community nurseries while the mothers join the "workers' mil-

itia." Even the funerals are run

by the commune with the proce-

Aims Against Money

gether, which in effect means de-

priving Chinese of any type of

personal possession making them

totally dependent on the Commu-

nist government for where they

sleep, the food they eat, the clothes

they wear and the work they do.

By contrast, residents of Russia

are permitted to accumulate a

variety of personal possessions

insofar as their income permits.

that federations of communes are

considered divisions and individual

communes are organized as battal-

After reveille, commune members

are checked off in a roll call and

marched to work. They eat break-

week. After the harvest is over,

the communes are put to work

ions of from 600 to 1,500 men.

The military nature of the commune is emphasized by the fact

One goal of the commune is to wipe out the use of money alto-

dure being a uniform one.

their parents and ancestors.

latest "stride forward" of Communism in Red China, lages from such places as Singa-The total regimentation of hu- pore, Malaya and Indonesia have man beings involved in the new commune system even has Communists worried, the "New York Times" reports, as involving the complete elimination of all personal privacy and individual ac-

· Under the commune system now being set up in the Chinese countryside, everybody wakes up to 5 AM reveille, marches off to work and meals in formation and dresses in uniform. All men and women under 30 spend two hours daily in military drill including handling of

To further the commune and destroy the idea of individual family living, the Chinese Communists are reportedly plowing under whole villages, uprooting homes and even transplanting bodies from cemeteries into a common burial pit. The cemetaries are then plowed up and planted. Overseas Chinese visiting their home vil-

Layoff Total Rising Again **US Reports**

WASHINGTON - Predictions of five million unemployed by the fast at 8 AM, lunch at 1 PM and winter began to take shape last dinner at 6 PM when the workday week as jobless claims, reversing ends, involving a minimum of 10 a five-week downward trend, rose hours work daily, probably more. to their highest mark since mid- There is one day off every second September. The expected slack, as a result of suspension of outdoor work with the colder weather setting in, boosted the unofficial projects. unemployment figure to over 4,000,000.

Government economists maintain the rise is normal despite the general upturn of business activity. The increased production will not be felt during the winter, but officials are hoping that the boom will begin in the spring and send unemployment down to 3,000,000 by next October. .

The latest national rise was duplicated on a state level in New York, where layoffs in the construction, paper, resort and food 8,600.

The high for the current recession was last June's figure of 5,437,000. September's total was almost twice as high as the September 1957 figure.



AFL-CIO Visitor To Health Center



A Seafarer in his early days, Nelson Cruikshank, director of AFL-CIO Social Security Department, listens as SIU Medical Director. Dr. Joseph Logue explains x-ray procedure used in the Union's medical centers. X-ray technician Ben lannotti looks on. Cruikshank proudly displays SIU button in his lapel, a reminder of his sailing days.

Supertanker Is Ordered For SIU Co.

A 35,000-ton deadweight tanker, believed headed for American-flag operation, has been ordered by Maritime Overseas Corp., an SIUcontracted company. Heretofore, Maritime has solely been identified with dry cargo shipping, operating a fleet of eight vessels.

The tanker, under construction at the New York Shipbuilding Corp. yard in Camden, NJ, will be 676 feet long and 72 feet in the beam. Scheduled for completion in 1959, she represents the fifth large tanker to be started in the yard in the past 14 months.

A number of other companies are building supertankers for the American-fiag, many of them with assurances of long-term charters with the Military Sea Transportation Service. Supertankers in the 32,000 to 35,000-ton range are fast becoming the standard, replacing the now-obsolete T-2 variety.

SIU Ship Rescues Seven Yugos; Causes International Tangle

BRINDISI, Italy-Seven refugees from Yugoslavia, who were rescued two weeks ago by the SIU-manned freighter Valley Forge (Peninsular) in the Adriatic Sea, have finally found a home. For a while it looked as if nobody would take them, but the Italian Government,

after originally rejecting aid, + decided to grant asylum to the sure and lack of food and water sanctuary was found. In addition seven, winding up what had and Captain Stefan Kalegaro has the Valley Forge has no passenger developed into an expensive rescue operation for the ship. The four days of idleness cost the ship's owners \$8,000.

It all began when the Liberty ship picked up six men and a woman adrift on a raft in the Adriatic, shortly after the ship delivered a on road-building and irrigation grain cargo to Yugoslavia. The seven were suffering from expo-

tened to seek medical aid at the berths which would have created nearest port. Upon docking in a problem of accommodations, Brindisi, Italian authorities informed the skipper that the refugees could not enter the country, claiming that they were under US protection on a ship flying under the American flag.

The skipper was at a loss as to what to do. US immigration laws would not allow the refugees to slavia might result in serious re-Italians were hesitant,

Council of Churches. Finally, the that required by an airplane op-Italian Government reconsidered erating in a parallel service. tive sigh of relief.

There have been cases in the alien crewmembers or passengers ashore, were obligated to carry them aboard for months until a

By Paperwork Because yards and yards of enter the US, a return to Yugo- red tape are enmeshing the operations of merchant vessels, acprisals against the group and the cording to a recent survey made by the Marine Exchange, Inc., the Appeals were sent to high Italian amount of paper work required for authorities, to the American em- a merchant ship has increased unbassy in Rome and to the World til it is now more than four times

The report claims that a merchant ship sailing out of the Port rupted voyage back to the States, of New York, for example, must while all hands breathed a collec- prepare 22 documents as compared to five handed in by the airplane.

These consist of six documents past where ships, unable to put for Public Health officials, eleven for Customs, four for Immigration and one mysteriously classified as "miscellaneous." The airplane which operates out of the same city, merely files a general declaration and Immigration and Customs declarations.

This problem of multiple forms is not restricted to the United States, the survey found, for it is just as bad in other nations. For example a ship in London files 32 documents, 10 in Rotterdam and Hamburg, 21 in Copenhagen and 18 in Stockholm.

While the maritime industry has been doing a lot of "sharp pencil work" in an effort to cut operating ; costs, the survey concluded, reform in this area, on an international level, would result in materially reducing paper work and cutting expenses.

KNOWING YOUR SIU CONTRACT



(This column is intended to acquaint Seafarers with important provisions of the SIU contract and will deal with disposition of various contract disputes and interpretations of the agreement. If and allowed the seven to enter. Seafarers have any questions about any section of the agreement which The freighter resumed its interthey would like to have clarified, send them in to the editor of the SEAFARERS LOG.)

Article II, Section 38 (d). If the vessel's departure is delayed and processing industries boosted the the delay is due to the loading or discharging of cargo, the new time total of unemployment claims by of the departure shall immediately be posted on the board and if such delay exceeds two hours the watch below may be dismissed and shall receive two hours' overtime for such reporting.

(f) The overtime prescribed above shall not apply when sailing is delayed on account of weather, such as rain, fog, or any other condition beyond the vessel's control.

QUESTION: If a ship, because it is taking water and bunkers, does not sail until two hours after sailing board time, can the crew claim two hours overtime for delayed sailing?

An SIU-manned ship, anchored in Singapore, had posted sailing board time for 2000 hours. It did not finish taking water and bunkers until 2200 hours and did not release its lines until 2251.

The steward department and watches below, in both the deck and engine departments, claimed that the ship was delayed due to the loading of cargo and demanded two hours' overtime. The company's contention was that water and bunkers were not to be considered cargo and that no justified overtime existed.

When the matter could not be decided at the payoff, it was referred to the contract clarifications committee. The committee ruled that the delay was not due to the loading of cargo and therefore the men were not entitled to any overtime. However, to avoid confusion, the ship should properly have posted a new sailing board;

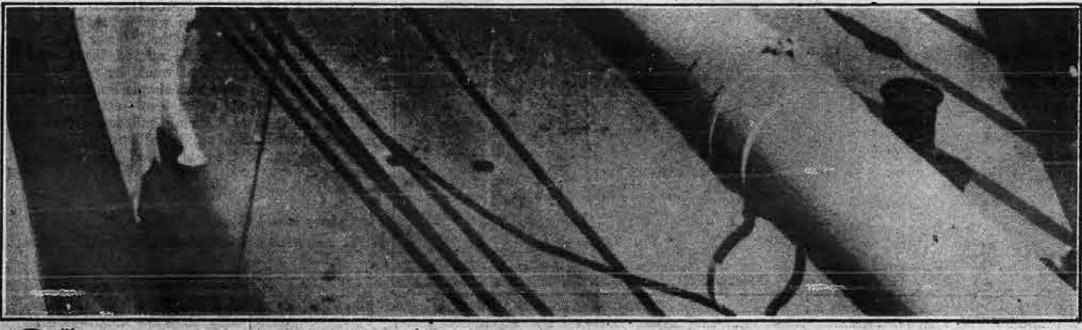
Make Checks To 'SIU-A&G'

Seafarers mailing in checks or money orders to the Union to cover dues payments are urged to be sure to make all of them payable to the SIU-A&G

Some Seafarers have sent in checks and money orders in the names of individual Headquarters officials. This makes for a problem in bookkeeping which can be avoided if checks are made out to the Union directly.

1938 1958 20th Anniversary Supplement SEAFARERS LOG VOLUME XX NO. 23 NOVEMBER 7, 1958

The SIU—The First Twenty Years'



when the entire to the redding a

recommendation of the the the damp and so to but for a whist result being done better the grand to continue to con

and theory (Artestan).

In this special anniversary issue, the SEAFARERS LOG touches upon some of the highlights in the involved, complex and crowded days of the last 20 years during which seamen have scored major advances as workers and as citizens. It also shows how the "bread and butter" union founded in 1938 has changed the seaman's way of living in ways in which its founders could scarcely have imagined.

The Seafarers International Union, Atlantic and Gulf District, was chartered twenty years ago, on November 1, 1938. The new seaman's union arose out of a need for effective union representation based on a democratic form of organization.

But the new union did not spring out of a vacuum. It had its roots in some 75 years of unremitting struggle in the course of which seamen were beaten, shot, savagelymistreated and deprived of the most elemental rights enjoyed by Americans ashore.

As late as 1915, a seaman sacrificed rights as an American citizen the minute he went aboard a ship. He could not speak up nor protest his treatment without running afoul of the supreme authority of the skipper. He could be booted and beaten for petty or imagined infractions without having any means of redress.

It was through the efforts of a trade union leader, Andrew Furuseth, and Senator Robert LaFollette, Sr., that an act was passed, known as the 1915 Seamen's Act, which erased many of the limitations on a seaman's freedom of action as a citizen and a worker.

As great a change as this might have been, it did not remove all of the deficiencies inherent in a seaman's calling. He now had his freedom, politically speaking. From an economic standpoint his existence was at the bare subsistence level. He had a sorry diet, cramped, dank and unsanitary quarters and was deprived of the accepted comforts available to workers shoreside.

Except for brief periods of temporary advance through unionization, the seaman's repeated efforts to break out of the trap collapsed in the face of the power of the shipowner, aided by a government in which labor had no status.

It was not until the late 1930's that Atlantic and Gulf seamen were able to weld a strong organization which was dedicated to a trade union program free of Communist influence. Thus the SIU Atlantic & Gulf District came into being, on November 1, 1938, as an organization which devoted itself to the economic betterment of the seamen it represented.





... In the depression days breadlines and stew kitchens kept you going until the next ship... You had no money. Seafarers International Union of North Am no promise of employment and nothing to look forward to if you got to look ... That's what you would a union a solution with Lundeberg as its first president.



... In the early days, Union halls may not have been much to look at, but to a Seafarer they meant protection...



... Today the Union offers modern, spaceous facilities to provide for increased services to the membership...

THEN the SIU Atlantic and Gulf District was founded, the nation was in the midst of a union revival. The long-dormant seamen's union movement, which had been crushed in 1921 by Government-supported strikebreaking, had flared anew on the West Coast in 1934. In the bitter strikes of 1934 and 1936 the Sailors Union of the Pacific, under the leadership of the late Harry Lundeberg, had succeeded in reestablishing a militant trade union. On the Atlantic and Gulf coasts though, there was confusion and chaos. The waterfront section of the Communist Party, observing the successes of the West Coast sailor, capitalized on the revival of trade union spirit among seamen and seized control of the newlyformed National Maritime Union, easily displacing the decaying International Seamen's Union which had never recovered from the loss of the 1921 strike.

Large numbers of seamen were duped into following the leadership of the Communist Party which successively dominated the Marine Workers Industrial Union and the NMU. But a small core of Atlantic and Gulf seamen was not taken in by the Communist line. Neither the ISU nor the then Communist-controlled NMU offered them what they wanted—a union that would be run by its membership with pure and simple economic objectives on the trade union level—establishment and preservation of a hiring hall, imposition of minimum standards of shipboard living and working, protection of the wages and job rights of seamen.

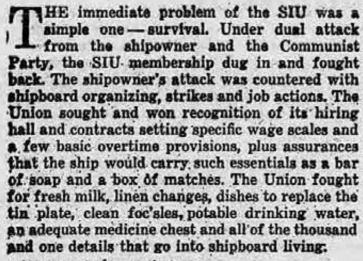
Lundeberg Issued Charter

These men went to Lundeberg, then secretary of the Sailors Union of the Pacific, and asked for a charter. In this way the SIU Atlantic and Guif District was chartered on November 1, 1938, and became part of a new seafaring international, the Seafarers International Union of North America with Lundeberg as its first president.



... Alongside the fight against the shipowner, the Union maintained a second front against the Communist Party...

Pitched battles with the Communists on both coasts were part of the scene until they were driven off US ships...



Alerted to Communist Threat

Alongside this fight, it fought the second front against the Communist Party. It constantly alerted the seamen on the ships as to the activities of the Party both in maritime and in the international arens and exposed the Party's tactics and objectives. The Party, which set the destruction of the SIU as a major objective, failed miserably in the face of a determined, informed SIU membership.

Winning the first contracts was tough. Enforcing them was equally difficult. The shipowner from whom the contract was wrested, usually under the pressure of a picket line, had not the alightest intention of meeting its terms if he wasn't compelled to do so. It was the Union's membership who had to make him live up to his obligations. For many years after the Union was founded it was constantly in battle with the shipowners over every conceivable item of shipboard living. Bitter beefs were fought over such items as assuring a seaman two eggs for breakfast and regular linen changes. It was that difficult a struggle in which the membership scratched for every inch it moved ahead.

Suspicious Of Government Role

Nor were the shipowners and the Communists the only obstacles. Seamen who had sailed in the "twenties had long and bitter memories of Government shipping halls where a bill under the counter often was the shortest route to a job. They remembered how in 1921 the Government helped the operators smash the seamen's unions by supplying thousands of strikebreakers to the ships and breaking up union picket lines. Therefore, although the attitude in Washington toward unions had changed for the better, seamen still looked upon the Government with suspicion.

In 1939, a few months after the A&G District was founded, and in the midst of depression conditions and with thousands of seamen on the beach, the Maritime Commission instituted a training program under which uniformed trainees subject to semi-military discipline were turned out to man merchant ships. If this program was to go unchallenged the Union hiring hall as a source of civilian seamen for US ships could be endangered.

Consequently, the Seafarers fought the trainee program in the streets and in the halls of Congress. Throughout World War II, the Union guarded its hiring hall against repeated efforts to man privately-owned ships directly from Government training schools.

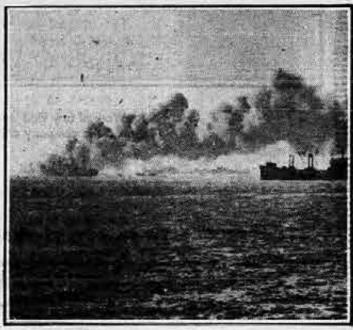
The first couple of years then, were turbulent ones. They involved organizing and striking such companies as Eastern, P&O. Seatrain, Waterman, Bull, Robin, Calmar, New England Steamship, Mississippi and others; drawing up and voting a constitution, electing officers, setting up hiring halls in all major ports, establishing and enforcing contracts, blocking Government training programs and fighting an endless war with the Communist Party's waterfront section.

On A Firm Foundation

Nevertheless, by 1941 the Union was on a firm foundation. A Seafarer now knew that if he had a beef over wages, overtime or shipboard conditions he had his Union to protect him. He knew when he went on a ship that he would be paid a set wage, \$90 a month for example, and that he would get overtime for work outside his regular duties. The



... Robin Moor Seafarers were victims of Nazi U-boats long before Pearl Harbor... Ship was first U.S. vessel to be lost...



... More than 1,500 SIU A&G District men lost their lives in U-boat sinkings and air attacks on US shipping ...

SIU contract was assurance that the ship would be equipped with soap, matches, dishes, silver, linen changes, mattresses, medical supplies and adequate food stores. If it wasn't, he and his shipmates knew that the Union would act promptly.

If a Seafarer fell ill or was injured and went to a hospital, the Union would keep him in cigarettes and spending money, and if death should come, then at least he knew he would get the minimum decencies at his funeral.

Most important of all, when he was on the beach he could ship via the rotary system through an SIU hiring hall instead of having to buy his job.

This was far more than he could boast of just a few years before. The accomplishments of these few years indicated that the seaman was on the way to a better life.

HOWEVER, in the immediate future the Seafarer was to become deeply involved with World War II. Even before the United States entered the war the SIU-manned Robin Moor had been shelled and sunk by a German submarine. That led to a Union demand for war bonuses and insurance protection for seamen. This beef, like others before it, was fought through on the picket lines.

With the US entry into the war on December 7, 1941, the SIU faced a new set of problems. Now the need was to provide manpower, to maintain the identity of the hiring hall and to protect the rights of seamen in the midst of a period of military rule of merchant shipping. Efforts to bypass the hiring hall were bitterly resisted and the energies of the organization were strained to make available sufficient trained men to man the thousands of ships turned out by the nation's shippards.

The story of the war years has been told many times and the SIU publication "Seafarers In World War II" has dealt with its highlights—the disastrous "Fourth of July" convoy to Murmansk which





... Work of any kind was mighty hard to find ... You hung ... You slept on a sack stuffed with straw ... You did around the company office while the days dragged by ... your laundry in a bucket; washed up the same way ...

In the Early Days Before the Union

'If You Wanted a Job, You Bought It ... '

The measure of the first 20 years of the SIU lies in. the changes it made in the life of the seaman. The way of life of the man who went to sea 20 years ago bears little resemblance to that of the Seafarer today. It's not just the passage of years, but a considerable change in his way, of living and working, a change wrought largely by the fact that he met his problems through Union action.

What was it like to go to sea in the early days before the Union? To start off with, work of any kind was mighty hard to find and a seaman's job harder than most. There were periods when men were feeding families on \$15 a week, and if they had holes in their shoes they filled them with cardboard. If you wanted a job, you bought it in the back of a ginmill or from the guy who ran the flophouse. Or you went up to the company office and sat on a bench looking at the back of your hands while the days dragged by.

Maybe, after a while--if you got desperate enough the you got a place to sleep, some stew and some watery coffee, but no pay. If you worked one trip maybe you would get knocked off. You might be lucky and get on the payroll. It might be for as little as \$30 or \$40 a month.

The "good" ships in those days would pay you up to \$65 and even give you dishes to eat off. But on too many ships the routine was the same. When you went aboard you brought your own soap, matches, knife and fork, tin plate and cup with you--unless you wanted to go dirty all trip and scoop stew out of the pot with your hands. You slept on a "mattress" that was nothing more than a sack stuffed with straw covered with cheap blue ticking which served as your linen. You did your laundry in a bucket and washed up the same way.

Two Pot System Ruled

The galley operated on the two-pot system -- "steak for the saloon and stew for the crew." If you were fortunate, you got some evaporated milk to go with your coffee, but most of the time it would be cut with water.

You came aboard a ship to work and they saw to it that time didn't hang heavy on your hands. You stood three

watches -- four off around the clock, seven days. a week. When watches were broken you might be turned to on field days -- the whole gang including the cooks painting, scraping, sougeeing and cleaning up without overtime.

You Made Your Own Way Home

Then came the payoff. Say you signed on in New York for a European run and they dumped you in Jacksonville. Jobs in Jacksonville might be scarce, or perhaps you just wanted to get back home. If you didn't owe your whole payoff for draws and slops, you might have enough left for a bus ticket home. But you thought twice about it because you never knew how many weeks it might be until you could eat regular again. That's why you grabbed a rattler one night when the railroad dicks weren't looking and hoped it would get you to where you could catch another ship. Or you hoofed and hitched the long miles and wished you had a pair of shoes that didn't leak. When you got back, if jobs were hard to get, the Salvation Army or some other breadline k you going until the next ship. You often couldn't get local city relief because you had no regular home.

In fact, chances are you would be a loner, unless your wife had a job or you were one of the fortunate few on a steady passenger ship run.

All in all you didn't rate for much. Maybe the law said you were a citizen like the people shoreside, but respectable people would just as soon as not come near you. You had no money, no promise of regular employment and nothing to look forward to when you got a job. That's why you wanted a Union -- and the minute you got the opportunity, you and your shipmates began building one.

What's the seaman like today, twenty years after the beginning of the SIU? Now when you want a job you come down to the Union hiring hall, register, get your shipping card and wait for a good one to come along. If the weather's right you take in a ball game, a picnic with the family or go fishing until you are ready to ship. Or maybe you pass the day at the hall talking with shipmates, or shooting some pool.



... Now when you want a job, you come down to the Union hiring hall, register, get your shipping card and wait for the one you want to come along ... You ship via the rotary system instead of having to buy your job ...

democratic hiring system, but an entirely new way of life

You Pick The Job You Want

When you find the job you want and throw in your shipping card, you put the car in storage and pack your gear—which today includes items like a camera or short wave radio—and head for the ship. Once aboard you present your shipping card and sign on. By Union contract you have available clean linen, towels, soap and other necessities. When mealtime comes you wash up at a sink with running water and come in to be served. There's fresh milk, butter and bread on the table and more often than not the main course will consist of a fresh roast with vegetables, plus soup, coffee and milk and pie or cake for dessert. If you want a second helping it's yours for the asking. The Union feeding program places emphasis on individual service and freshly-prepared food.

You Work A Forty-Hour Week

As a watchstander, you will stand two four-hour watches daily and get paid automatic overtime for weekends plus a list of holidays specified in the contract. If you are a day worker, you will put in your eight to five, wonday through Friday. Your duties are spelled out in the agreement and any work outside of these specified duties is payable by overtime. The same applies if you are called out while off watch. Should there be any dispute over your assignment, the shipboard delegate elected by the crew takes it up with his department head. If it can't be settled, it's held over to the payoff where the Union patrolman settles the beef.

While you are working, the operator, under terms of his agreement with the Union, is making payments on your behalf for every day worked into the Seafarers Vacation Plan and the Seafarers Welfare Plan. In that way, you accumulate cash credits toward your vacation pay and become eligible for a variety of welfare benefits. Among other items, these welfare payments provide for a system of retirement protection for the oldtimers and those of any age who are physically unable to perform shipboard work any longer. These men draw a \$150 a month benefit from the SIU Welfare Plan in addition to Federal old age or disability benefits.

Scholarships Are Available Also

Like several Seafarers have done, you might think of resuming your education under the Scholarship Plan, or if you are an older man, you might have one of your children competing for the five annual awards worth \$6,000 apiece.

If you have signed on in New York and paid off on the West Coast, you go to the company office and collect the equivalent of first class rail or air transportation back home. Then you hop a plane and go back to your family for a rest until you are ready to ship again.

With a good payoff and your vacation money you can take some time off ashore between trips.

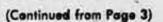
As a seaman today then, you differ from your next door neighbor only in the transient nature of your job. There will always be some, because of the nature of the industry, who will not put down roots, but most seamen now "belong" in the community. The change in the seaman's status is shown dramatically in the statistics compiled by the Seafarers Welfare Plan. Despite the high percentage of young men in this industry, the figures show that close to 50 percent of Seafarers are married men with homes and families and that they support an average of better than three dependents. To seamen of 20 years ago, marriage and a family, which should be available to every man who wants it, was a luxury they couldn't afford. It's commonplace now.

In a sense the seaman of today as a family man has more responsibilities and more obligations, which explains why the Union has put so much stress on family protection, vacations, and health and safety. You no longer ride alone. Maybe you traveled lighter 20 years ago, but few seamen who lived through that period would want to taste it again.

As problems arise for you and your family in the days ahead you have assurances that they will be met satisfactorily, because as an SIU man today, unlike your brothers back in the early '30's, you have a Union to protect you and represent your interests. And your strength in your Union is multiplied by other unions affiliated with it in the Seafarers International Union of North America--60,000 workers in the maritime and allied fields.



... With the war's end, the SIU embarked on a large-scale organizing program aimed at bringing the major non-union shipping companies under collective bargaining agreements ... These drives succeeded in strengthening maritime unionism ...



lost 22 of 33 ships; the single-o run of the Seatrain Texas to Alexandria with the load of Sherman, tanks which turned the tide against the German Army then threatening to seize the Suez Canal; the dozens of vessels sunk within sight of the East Coast and in the Mississippi Delata; the beachhead runs to North Africa, Normandy, Guadalcanal and other landing sites.

When it was all over, more than 1,500 Seafarers had lost their lives and man for man, the merchant marine had suffered more casualties in proportion to total numbers than the Armed Forces of the United States.

WITH the war's end, the Union was able to face the new and pressing problems of the postwar world bigger, stronger and more secure than when it started. It took on the issue of peacetime Government controls over wages and working conditions, the growing threat of Communist penetration in maritime which reached its peak right after the war, and the continuing problem of non-union shipping operations.

Major Organizing Successes

A program was set up to deal with these issues. A major organizing drive resulted in notable successes. Such companies as Isthmian with 96 ships at the time, and subsequently Cities Service, then a citadel of non-unionism in the tanker industry, were unionized after drives which were unprecedented in size and duration. These campaigns demonstrated that the SIU, which had started out a few short years before without money, without experience and with limited organization, now had stature in the eyes of merchant seamen who looked to it as a strong force to serve their welfare.

Organizing was not the only project which the Union undertook. In the 1946 general strike, the SIU, together with the affiliated unions of the SIU of North America, restored the right of free collective bargaining in maritime, breaking iron-clad Government controls on wages and working conditions. In that same year, the SIU was in the



... The SIU was in the forefront of the fight which smashed the Communist-front "Committee for Maritime Unity"...

forefront of the successful attack which split up and disintegrated the so-called "Committee on Maritime Unity" the most ambitious effort by the American Communist Party to get a stranglehold on all of maritime. Not long after, the SIU, in concert with SIU of NA affiliates, routed the Communist-dominated Canadian Seamen's Union. In the course of this fight the Communists unsuccessfully sought to beat the SIU by boycotting American-flag shipping in foreign ports.

The last chapter in this story was written in 1955 when the Pacific District of the SIU of NA ousted the Communist-dominated National Union of Marine Cooks and Stewards from West Coast ships. For the first time since way back in the early 1930's, the Communists were left without a toehold aboard US ships.

Other Unions Got A Hand

Other unions, both in maritime and in shoreside industries, learned they could turn to the SIU for help when they had a serious beef on their hands. The SIU expanded its trade union activities by implementing a program of cooperation with other unions on their beefs. The program saw Seafarers joining the picketlines of shipyard workers, telephone workers, Stock Exchange employees, electrical workers, printers, insurance salesmen, longshoremen, restaurant workers and countless others.

Simultaneously, the Union went shead at a rapid pace in improving conditions for Seafarers. Cramped, unattractive offices in aging waterfront buildings gave way to modern, spacious facilities better suited to the membership's needs. The new headquarters hall, the Baltimore building, the new Philadelphia hall in the offing and the remodeling of halls in Gulf ports testify to a long-range program of improving shoreside facilities. They provide places where a Seafarer can check his gear, pick up his mail, read a book, write a letter, get a haircut, buy new clothes, eat a low-cost meal, watch his favorite TV program or sharpen up his pool game all within the commes of his Union hall and all in





Fired by the belief that seamen could be freed from age-old servitude, he dedicated his life to their economic and social freedom. His efforts resulted in passage of 1915 Seamen's Act which broke bondage in which seamen had been held. First leader of Sailors Union of the Pacific, he was father of US maritime unions.

HARRY LUNDEBERG 1901-1957

Front-line fighter in seamen's movement, he led revival of maritime unions in 1934. He pressed relentless fight on critical issues, including establishment and preservation of the hiring hall and the destruction of Communist influence on American ships, meanwhile maintaining a constant drive to advance seamen's economic well-being.





Seafarers on other picketlines as well as their own...



... The SIU policy of cooperation with other unions saw ... A revolutionary SIU Vacation Plan gave vacation benefits to all seamen, available when and where they want it . . .



... Oldtimers now are protected by \$150 monthly payments under the SIU Welfare Plan plus Social Security . . .



. . . Five college scholarships worth \$6,000 each are awarded annually to Seafarers and the children of Union men ...



... The Union provides periodic medical examinations for Seafarers and their families through Union health centers . . .



... With economic advances made by SIU men, close to half of Seafarers are married men with homes and families . . .

surroundings that are bright, cheerful and comfortable. They testify to the fact that the Seafarer moving out of the dingy surroundings he had been condemned to in pre-union days.

Big Improvements On The Job

Far-reaching changes were also taking place where they counted most-on the job. The AB who was earning \$65 a month or far less in preunion days now enjoys an income of approximately \$600 a month in wages and overtime payments. The 84-hour week was replaced by the two-watch system and the 40-hour week.

TITH wages and conditions vastly improved, the Union turned its attention to other needs. Seamen had new problems now which involved more than simple survival, among them added protection for themselves and their families in the areas of health and welfare.

Under the SIU Welfare Plan negotiated in 1949 and the related Health and Safety Program put in effect subsequently, a host of benefits was established covering financial needs arising out of hospitalization, surgery, disability and death. The Union concerned itself with such items as periodic health check-ups for the membership and families, maternity benefits, eyeglasses for Seafarers, college scholarships for seamen and their children, a disability-pension system and a host of other items which reflected the new status of Seafarers. All of these benefits are financed by the employer as the direct result of Union contract gains.

On the shipboard level, the Union instituted a feeding program designed to provide individual service, improved menus, and "to order" preparation while cutting down the wasteful practices of mass cookery. The Union undertook to supply adequate reading matter and well-equipped slop-

A system of communication with the ships was set up. Under this system, copies of the Union newspaper and shoreside meeting reports are airmailed regularly to all SIU-contracted vessels so that crews at their ships meetings can discuss

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and pass on the business of the Union. At the same time, the results of shipboard meetings are mailed to headquarters for action on any beefs and for publication in the LOG.

In still another shipboard area, the Union, in cooperation with contracted employers, undertook a joint safety program designed to reduce hazardous conditions and practices on board ship and by doing so, cut down on the incidence of shipboard injuries.

NE of the most significant changes instituted by the Union was the Seafarers Vacation Plan, first negotiated in 1951. The idea of vacations for seamen was in itself revolutionary; that of pooling time worked for several companies toward vacation credit the best way yet devised of meeting the particular needs of seamen who went from company to company and job to job. Under the previously-existing system, virtually no Seafarer ever got a vacation or compensation for one. The pooled plan put vacation benefits in the hands of all seamen. Now a seaman receives vacation pay at the rate of \$360 a year. Since the vacation money is available to him every 90 days he has the option of taking it whenever he accumulates 90 days' time, if he so desires.

Union action also helped win a fair shake for Seafarers in the legislative arena. Whether it was fighting for the passage of the "50-50" law; defeating plans to shut down all Public Health hospitals or going to bat for an expanded merchant marine the SIU's legislative activities were directly reflected in improved employment opportunities and better protection for its membership.

Dramatic Change For The Better

The picture of the past 20 years then is one of dramatic change for the better for the seamen of the SIU. The group of union-minded men who started out in 1923 were clawing for survival in a hostile world. Whatever they did was against stacked odds and they had to fight hard. In 1958 the outlook is different. These men who partici-pated in the early struggles have seen the Union

become solidly established. What once was won only through strikes and job actions is now normally decided on the basis of long-established contract terms.

HE kind of problems facing the Union today are generally vastly different in nature from those of 20 years ago. An immediate problem, for example, is that of the runaway registries. Notable headway has already been made in this area with the Union taking action against a number of runaway-flag ships. The Union organizing program considers the runaway ship as its prime target.

Behind the runaway problem looms the changing structure of the industry and rapid advances in ship design and technology. Twenty years from now, many ships will undoubtedly have some type of nuclear power plant. Large numbers of them could conceivably be submarines. Turnarounds will be shorter and crews will have to be trained to operate complex engineering and navigational devices. Much of the day-to-day maintenance work such as exists on today's ships - the chipping, painting, securing of cargo gear, opening and securing hatches, oiling, firing and the like-will be reduced or eliminated. Already there are fiberglass lifeboats, automatic hatch covers and traveling cranes instead of booms and other cargo gear, as a foretaste of things to come. Bigger ships operating with the same number of men are further illustration of the problems of the future.

In the future, the men of the SIU, like the Seafarers of the past 20 years, will face challenges like those indicated here and others that cannot be foreseen. Whatever they are, these challenges can be no more difficult than the ones the Seafarers of 1938 faced. The problems of 20 years ago were met successfully because of an alert, informed and determined membership. That same kind of determination can solve the Seafarers' problems to come. For seamen have a Union to meet and beat such problems through their combined-strength and vision













Our Brothers



In their years of fighting to win improvements and change their way of working and living, the Seafarers of the SIU Atlantic and Gulf District were not isolated from their brother unions elsewhere who were also fighting to advance the welfare of the man who went to sea for a living.

No account of the accomplishments of the Atlantic and Gulf District would be accurate without acknowledging the many instances of joint action and assistance by the other affiliates of the Seafarers International Union of North America.

The member unions of the SIU Pacific District — the Sailors Union of the Pacific, the Marine Firemen's Union and the Marine Cooks and Stewards Union - have fought side by side with the A&G District on many occasions. These joint actions resulted in improvements for seamen everywhere.

Similarly, the close working relationships with the SIU of NA's Canadian District and the Great Lakes District have been of mutual benefit to all seamen concerned. Close relationships with the fish, cannery and allied marine sections of the international have also contributed to the economic betterment of the workers involved.

Obviously the future holds many challenges for the man who goes to sea, but based on the record of close cooperation in the past between the affiliates of the Seafarers International Union, it is apparent that these challenges can be met successfully.













