

1960: What Will It Bring In Maritime?



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While New Orleans' Mayor de Lesseps Morrison handles the controls, SIU oldtimer Scotty Clark and Port Agent Lindsey Williams stand by. Morrison is in cab of pile-driving machine which drove first pile for new building for Seafarers in that port.

SIU Benefit Total Near \$20 Million

Sometime during the next two weeks the combined benefits paid out to Seafarers and their families under the Welfare and Vacation Plans will pass the \$20 million mark. The Seafarers Welfare Plan office

is keeping close tabs on the situation to determine who the actual recipient of the 20-millionth dollar will be.

As of December 18, 1959, the total in benefits amounted to \$19,822,218.45. Of this more than \$7 million represents welfare benefit items with the remaining \$12.75 million coming under the Vacation Plan.

The Welfare Plan started functioning back in July, 1950, the Vacation Plan in February, 1952. Of the \$20 million payments total, the bulk falls in the last few years since both the variety and amount of benefits have been increased several times since the start of the plans.

Breaking the benefits down into categories, payments to Seafarers in the hospitals have totaled \$1,645,077.27. Death benefits to survivors of Seafarers amount to \$2,800,047.65.

Disability Pay Mounts

Disability benefits to retired SIU men amount to over \$908,000, while hospital, surgical and medical benefits for families of SIU men stand at \$902,959.06. This benefit has been functioning for just 4½ years, being the latest major addition to the Plan, although the amounts of family benefits and their duration were increased in 1958.

Free Eyeglasses

That year also saw the start of the free eyeglass program for Seafarers, which has resulted in payment of \$28,268.70. The maternity benefit item, in operation for almost eight years, amounts to \$763,600.

The \$20 million figure, of course, represents money benefits going directly to Seafarers. Additional services such as movies in the hospitals, recreation and training facilities in SIU halls, cafeteria operations and similar items are also financed by the Welfare Plan.

Another figure of interest in the

latest summary report shows that the total assets of the two plans now exceed \$8,200,000. Of this total, \$5,200,000 represents investments in Government bonds and top grade stock of the variety which the State Insurance Department considers appropriate for welfare and pension funds.

Phila. Port Tests Ship Radiophone

PHILADELPHIA — The first ship-to-ship radiotelephone system which permits instantaneous and continuous communication between vessels' bridges has been tested in the Delaware River.

The experimental system is the result of a two-year study made by the Joint Executive Committee for the Improvement and Development of the Philadelphia Port Area. Research on the method of communication was spurred by the July, 1956, collision between the Andrea Doria and the Stockholm.

Ten Mile Range

The effective range of the system is ten miles, according to reports. During the recent test, an oil tanker communicated with a launch that was some seven miles distant.

The head of the Maritime Coast Pilots, Capt. Albert Begelman, hailed the installation as a major stride in navigational safety; noting, however, that it needs more work before it can be considered practicable.

Twenty-one ship owners or operators in the Philadelphia port area have voiced approval of the system.

If the system works out in the confined harbor waters of the Delaware, one of the most congested shipping areas in the world, it is expected that it will be extended to include offshore ships as well. One problem, of course, is the language difficulty that would be involved should an American ship attempt to communicate with a foreign ship via such a device.

Start Construction Work On New Orleans Building

NEW ORLEANS—Start of construction of the new hall for Seafarers here was commemorated December 24 in ground-breaking ceremonies at which New Orleans Mayor de Lesseps S. Morrison was the principal speaker.

"The wonderful growth and progress which the Seafarers International Union has enjoyed in this port has been paralleled by the tremendous development of trade in this port, which has become the second-ranking seaport in the United States," Morrison said. "We take pride in the fact that New Orleans, particularly in the last 14 years, has had the favorable economic, social and political climate which has encouraged the growth of business, industry and such great institutions as the SIU."

In introducing Mayor Morrison and other guests at the ceremony, New Orleans SIU Port Agent Lindsey J. Williams said the universal respect and goodwill enjoyed by Seafarers in this port is a "far cry from the conditions prevailing 21 years ago during the formative stages of our Union."

"In this short period of time, we have come out of the back alleys into a position of self-respect and responsibility in community life," he said. "We are preparing to move into a beautiful new home

which we hope will be our permanent center of operations in New Orleans."

Other speakers included New Orleans City Councilmen Fred J. Cassibry and Paul V. Burke, representative of the municipal district in which the new hall is located, and Charles H. Logan, a trustee of the Seafarers Welfare Plan.

Also participating in the ceremonies, attended by Seafarers and their families and friends, was a quartet of oldtimers who between them accumulated an aggregate of nearly 200 years of sea-going experience before they retired under provisions of the SIU Welfare Plan's disability-retirement program. They are John "Scotty" Clark, Erick Eklund, Jan Engelhardt and Emory Barfield.

The invocation was given by the Rev. Fr. Philip G. O'Connor, C. SS. R., pastor of St. Alphonsus' Church, and the benediction by the Rev. L. F. Modschiedler, pastor of the Jackson Avenue United Church of Christ, Evangelical and Reformed.

Metal Trades Assail Runaway Practices

WASHINGTON—Shoreside unions are feeling the growing threat of the runaway situation, and they're taking their fight to Congress. In this case, it's the AFL-CIO Metal Trades Department, representing unions

in the nation's shipyards, which is pressing a campaign to get more American-owned vessels built in shipyards in this country. The ships in question are being built in foreign yards and, more often than not, registered under runaway flags.

President James A. Brownlow of the Metal Trades Department has outlined "corrective measures" in a letter to Sen. Warren Magnuson (Dem.-Wash.), chairman of the Senate Commerce Committee. The communication calls for:

- A construction program for at least 20 ships a year for the next 15 years.
- Adoption of a "full subsidy"

program, or one providing "as much as is needed," to replace the present subsidy limit of 50 percent of the cost of building a vessel overseas.

- Full Government insurance of mortgages for shipbuilding projects.

- Discouragement of the construction of American-owned ships in other countries, or their operation under any but the US flag.

Only 12,000 Working

In a letter sent to each member of Congress, it was pointed out that only 12,000 members affiliated with the Department are now engaged in shipbuilding. Foreign shipyards, he noted, now have 130 tankers under construction on order from American companies. The companies, he said, are "running away" from an hourly wage averaging \$2.67 in American shipyards, to 79 cents in the United Kingdom, and 30 cents in Japan.

The latter country is building several super tankers for American firms; and with yen invested by the Japanese. The cost of labor and materials is "negligible," and the investment and profit is quickly returned under these arrangements.

The runaway construction is further encouraged by US maritime policy which supports use of Liberian registry to evade taxes and wages.



Group at ground-breaking ceremonies included (front, l-r) SIU oldtimer Eric Eklund, Mayor Morrison, Seafarer J. Engelhardt. In rear (l-r) are Port Agent Williams; Fred Cassibry and Paul Burke, New Orleans city councilmen, and Charles Logan, employer trustee, Seafarers Welfare Plan.

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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:

December 23
January 6
January 20

Philadelphia Hall Shaping Up



Workmen look over plans before proceeding with construction on interior of new Philadelphia hall. Shown here is the main entrance. Circular design on floor is layout for compass which will be decorative motif in lobby floor.

ILA Wraps Up Gulf Agreements

NEW ORLEANS—Members of the International Longshoremen's Association (ILA) have wrapped up their contract business on Christmas Eve when employers agreed to the same three-year pact terms as on the North Atlantic.

The agreement provides for a 41-cent package of which 19 cents will be in the form of pension and welfare contributions. It is retroactive to October 1, the date of expiration of the old contract.

Longshoremen in the North Atlantic ports had voted two weeks before to accept the 41-cent package, putting it into effect in all ports from Portland, Maine, to Norfolk, Virginia. However, the Southern employers, whose position had been responsible for the eight-day coastwide dock strike in October, balked at the provisions of the North Atlantic agreement.

Since the longshoremen were back to work under terms of a Taft-Hartley injunction which was expiring December 27, refusal of the southern group to meet the northern terms would undoubtedly have resulted in a Gulf port tie-up.

Under pressure of the strike deadline and the fact that the longshoremen were getting the full support of the SIU and other maritime unions, the New Orleans stevedoring group caved in on December 23. Other ports quickly followed suit in a matter of hours.

Lending on-the-spot support to the longshoremen were SIUNA President Paul Hall and William Perry, assistant to NMU President Joseph Curran. The SIU and NMU made it clear to southern employers that the ILA had their full backing.

ILA President William Bradley credited Hall's participation in contract talks as bringing about prompt and satisfactory settlement of the dockworkers' beef.

The October longshore strike

began when southern employers refused to agree to a temporary contract extension involving retroactivity benefits to the October 1 date. The longshoremen went back to work under court injunction eight days later.

Automation Agreement

A key item in the ion shore settlement is the agreement reached on "automation". It has been agreed that companies operating container ships will not cut the size of existing gangs. The question of premium pay for handling containers is to go to arbitration for final settlement.

As a result of the settlement, a number of companies which had been studying the possibilities of container operation are reportedly speeding plans to convert their ships for that purpose.

Algina Named Head Of SIU Safety Plan

SIU Assistant Secretary-Treasurer Joe Algina has been appointed safety director of the joint SIU-Industry Safety Program. As director he will be responsible for the administration of the program on SIU-contracted ships.

As a result of his appointment, Algina is resigning from his post of assistant secretary-treasurer for the deck department and is taking a leave of absence from his membership in the SIU. The leave was approved at the last headquarters membership meeting.

As per the provisions of the SIU constitution, the secretary-treasurer has appointed Bill Hall successor to Algina. The appointee will hold office until the Union's next general election in the fall of 1960.

Algina has been active in Union affairs since the end of World War II, after sailing during the war in the deck department in both licensed and unlicensed capacities. At various times he has served the Union as organizer,

1960 Showdown Year On Several Maritime Issues

With the year 1959 showing SIU progress in many important areas, 1960 now looms as a year of special significance for seamen and maritime workers. That's because a number of developments bearing directly on the livelihood of seamen are scheduled to come to a head this year.

Certainly, a major Union activity in 1960 will be the stepped-up organizing program on runaway ships. In this connection, the SIU and NMU are readying the machinery of the newly-formed International Maritime Workers Union to deal with this project.

The legal rights of unions to organize and sign up crewmembers of runaway-flag ships are likely to be resolved in the course of the disposition of a number of cases now pending before the courts and the National Labor Relations Board. Runaway ship-owners are fighting with all resources to prevent extension of the now-famous SS Florida precedent to the runaway field generally.

It was in the Florida case that the National Labor Relations Board ruled in favor of SIU organizing rights because the ship operated in American commerce under ultimate control of American owners. The Florida issue, the Sea Level case, the Yarmouth case and a number of others like these in the courts are expected to define just what can be done in the way of bringing these ships under union contracts.

An equally-important organizing showdown should take place on the Great Lakes next spring in the second season of Seaway operations. Throughout the 1959 shipping season, the SIU Great Lakes District and other unions affiliated with the Maritime Trades Department had been laying the groundwork for a series of representation elections in non-union Great Lakes

fleets. The steel strike and the resultant lay-up of most Great Lakes ships retarded the conclusion of this organizing drive, but it will be resumed full force next spring.

Some time next summer then, seamen in a number of large non-union companies on the Great Lakes will be voting on whether they will unload their company union set-ups in favor of representation by legitimate maritime unions. Just recently, crewmembers in the Reiss fleet voted for Great Lakes SIU representation.

Important technological developments in maritime will also come into their own next year. Seamen can expect to see a large number of container-type vessels in operation before the year is out. The completion of a contract agreement between shipowners and the International Longshoremen's Association, on the East Coast at least on the longshore manning scales

and pay rates for containers will undoubtedly be followed by the conversion of many conventional freightships for container purposes.

While the container ships will have more immediate and practical effects on seamen, atom-powered shipping is sure to get most of the attention. The United States' first commercial atom-powered ship, the NS Savannah, is scheduled to make her maiden voyage sometime during next summer, ushering in a new era in ship power which may be as significant as the transition from sail to steam. In the offing are tentative plans by a number of major operators to build some-kind of atom-powered tanker.

As always, Washington will be an arena of crucial importance to seamen, this year particularly so, since the Federal Government must make an all-important decision as to the future of its subsidy program for shipping. For some

(Continued on page 7)

ICC-Rail Combine Faces Thorough Senate Inquiry

WASHINGTON—The persistent fight waged against the Interstate Commerce Commission by the maritime unions and by the comparative handful of domestic ship operators still in business is finally beginning to pay off. As a result of the success of the domestic ship industry in attracting support for its plea for fair treatment, the outlook is bright for a thoroughgoing investigation by a Senate committee of the relationship between the ICC and the railroads.

The Senate group is expected to look into the mechanism whereby the railroads, with the approval of the ICC, juggle long and short haul rates to destroy shipping competition. In the process, thousands of job opportunities for merchant seamen have been eliminated over the years.

Evidence of a change of attitude was the ICC's refusal last week to allow the railroads to put into effect new transcontinental rates on canned goods. The ICC's failure to act on this matter was all the more unexpected because the United States Supreme Court had turned down a bid by the Luckenbach Steamship Company to enjoin the proposed rates.

Had the ICC put the new rates into effect, which it was legally-empowered to do by the Supreme Court's action, it would have taken about 75 percent of Luckenbach's traffic away and undoubtedly would have wrecked the company.

The failure of the ICC to give the new rates a final okay is seen as reflecting the agency's fear of stirring up a thorough investigation. The SIU and other maritime unions have charged that the ICC is a completely railroad-dominated agency and, consequently, makes rate decisions on the basis of what the railroads want.

The position of the marine unions and domestic shipowners has been greatly-strengthened in recent weeks by support from maritime state governments and local port authorities. Among groups which are putting pressure on in Washington for a halt to ICC practices are port authorities from Baltimore, Boston, Seattle, Savannah and 12 California ports. As previously reported in the LOG, the governor of Georgia has already intervened on behalf of the SIU-contracted Seatrain Line to keep the railroads from monopolizing the paper trade out of the Savannah area.

The latest sample of the railroads' rate-cutting devices comes from the West Coast. In this instance, the Coastwise Line, under contract to the SIU Pacific District, has a thriving trade going in beer hauled from Los Angeles to Seattle. To take the freight away, the railroads chopped their proposed rate on beer between the two points. The new rate from LA to Seattle is cheaper than the rate between LA and Portland, Oregon, even though Portland is 300 miles closer to the Southern California city.

Although Coastwise Lines protested the new rate as illegal and the railroads admitted it was so, the ICC Suspension Board refused to suspend it. Subsequently, on appeal from the Suspension Board, Coastwise Line won a reversal of the decision and the railroads were ordered to file an amended rate which would conform with US law.

patrolman, New York port agent, headquarters representative and assistant secretary-treasurer.

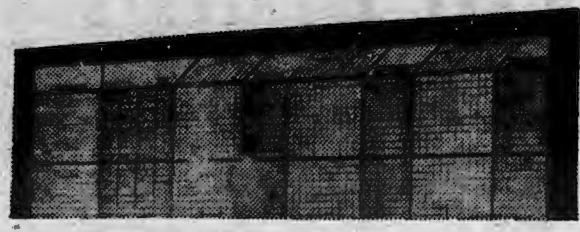


Joe Algina, new director of the safety program.





SEAFARERS ROTARY SHIPPING BOARD



December 9 Through December 22, 1959

The usual Christmas Eve shipping rush hit SIU ports with a considerable fillip as the Union dispatched 1,486 jobs off the board in the last two-week period. This represented a very healthy boost over the 1,169 shipped two weeks before that and was better than 200 jobs over the 1,253 shipped before Christmas, 1958. As such, the results follow the consistent pattern of improvement over the 1958 recession year that has characterized SIU shipping throughout 1959.

Checking back through the records, the figures show that it was back in March, 1957, nearly three years ago, that shipping surpassed this week's totals. That was because of the Suez Canal being closed at that time.

By and large, you would have to go back to the boom shipping days of the Korean War to find this kind of shipping, before US ship operators transferred their ships foreign in wholesale lots.

While winding up the year on a very solid note, shipping is not expected to continue along these lines. The weeks following the holidays are traditionally slow ones for shipping, what with winter weather cutting into cargo-handling activity except for the tanker operations. Registration also tends to mount in January as Seafarers who have gone home for the holidays return to bid for berths off the board.

Aside from the usual heavy pre-holiday turnover, shipping benefited considerably from an upsurge in ship calls. The total of 256 ships

touching A&G ports (see right) was 51 more than in the previous two-week period.

With such impressive figures it is no surprise to find that shipping was up practically across-the-board. The notable exception was San Francisco which dropped off sharply from an unusual bulge in the earlier two-week period. Biggest gains were registered in Philadelphia, Baltimore and New Orleans, while Houston continued to enjoy phenomenally-high shipping for that port.

Also to be expected in a boom shipping period is heavy shipping in the class C group. As the figures show, 254 class C men got berths in the two-week period, just under 18 percent of all jobs shipped. In the previous two weeks, the class C men accounted for 7 1/2 percent of shipping. Class B registrants took a shade under 25 percent of the available jobs, leaving slightly over 57 percent for "A" men. The figures show "C" men shipping at the expense of top seniority class A Seafarers who wanted to spend the holidays ashore.

As for the future outlook, most ports expect reduced shipping. New Orleans in particular cautions it has a very heavy register and all Seafarers would be well-advised to steer clear of that port. Houston's registration, on the other hand, is very light in relation to the shipping figures for that port. In fact, scanning the total registration lists, it would appear that Houston is the best bet for a short stay on the beach.

Ship Activity

	Pay Sign In			
	Offs	Ons	Trans.	TOTAL
Boston	4	—	5	9
New York	20	3	17	40
Philadelphia ..	5	2	10	17
Baltimore	18	9	11	38
Norfolk	3	—	3	6
Jacksonville ..	—	—	13	13
Miami	—	—	3	3
Tampa	1	1	4	6
Mobile	8	2	6	16
New Orleans ..	7	7	26	40
Houston	8	5	25	38
Wilmington	—	—	7	7
San Francisco ..	—	—	6	6
Seattle	4	4	9	17
Totals	78	33	145	256

DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B				
	GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL	
Boston	3	8	3	14	—	2	—	2	7	4	2	13	—	1	2	3	—	1	—	—	1	13	3	1	17	6	14	5	25	1	3	1	4
New York	23	51	16	90	3	10	12	25	14	55	9	78	1	13	19	33	2	2	10	14	78	33	14	125	97	198	33	328	4	31	42	77	
Philadelphia	8	8	4	20	—	1	2	3	5	10	3	18	—	4	9	13	—	3	6	9	18	13	9	40	12	10	11	33	—	1	1	2	
Baltimore	10	42	7	59	3	6	16	25	8	25	5	38	3	11	17	31	4	3	8	15	38	31	15	84	33	70	16	119	2	11	26	39	
Norfolk	3	10	2	15	1	2	—	3	1	2	1	4	—	1	1	2	—	—	1	1	4	2	1	7	7	4	3	14	—	6	8	14	
Jacksonville	6	2	—	8	—	1	—	1	2	1	2	5	—	—	1	1	—	—	—	—	5	1	—	6	6	8	—	14	—	1	—	1	
Miami	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	—	—	—	—	—	—	
Tampa	2	7	1	10	—	—	1	1	1	3	—	4	—	1	1	2	—	—	—	—	4	2	—	6	4	12	1	17	—	—	3	3	
Mobile	2	16	2	20	—	2	3	5	4	8	3	15	1	—	3	4	—	2	—	2	15	4	2	21	39	40	5	84	—	38	10	43	
New Orleans	28	45	11	84	1	4	9	14	29	32	13	74	1	8	4	13	1	3	1	5	74	13	5	92	53	92	24	169	—	16	21	37	
Houston	15	40	22	77	1	9	9	19	17	18	12	47	3	17	5	25	2	13	5	20	47	25	20	92	26	40	14	80	3	5	12	20	
Wilmington	6	6	—	12	1	4	—	5	2	2	—	4	1	4	1	6	—	—	1	1	4	6	1	11	8	10	3	21	—	5	2	7	
San Francisco	10	15	6	31	—	1	2	3	2	8	1	11	—	1	1	2	—	—	—	—	11	2	—	13	14	20	7	41	2	2	3	7	
Seattle	4	9	3	16	—	2	1	3	6	9	4	19	—	6	4	10	1	7	3	11	19	10	11	40	9	12	1	22	—	2	2	4	
TOTALS	120	259	77	456	10	44	55	109	98	177	55	330	10	67	68	145	10	34	35	79	330	145	79	554	314	532	123	969	11	116	131	258	

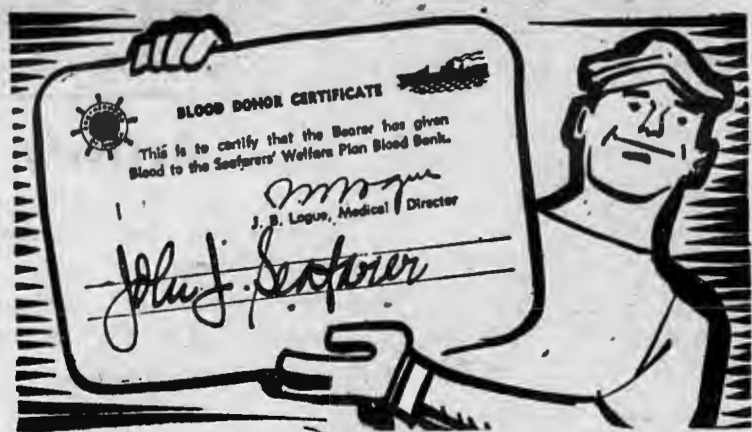
ENGINE DEPARTMENT

*Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston.....	—	2	1	3	1	—	—	1	—	1	—	—	1	1	—	—	2	2	—	1	1	2	4	—	7	—	7	—	—	2	2	—
New York.....	5	59	9	73	1	18	9	28	7	49	11	67	2	23	5	30	1	4	5	10	67	30	10	107	37	125	29	191	6	34	26	66
Philadelphia.....	—	10	1	11	—	3	3	6	2	8	14	24	1	7	2	10	—	2	1	3	24	10	3	37	1	20	4	25	—	2	2	4
Baltimore.....	4	39	8	51	1	16	15	32	4	29	6	39	1	10	8	19	—	15	7	22	39	19	22	80	9	71	11	91	1	12	14	27
Norfolk.....	3	5	1	9	—	3	7	10	—	1	—	1	—	3	2	5	—	—	2	2	1	5	2	8	1	14	—	15	1	3	5	9
Jacksonville.....	1	2	1	4	1	1	1	3	1	2	1	4	—	1	1	2	—	—	3	3	4	2	3	9	1	6	—	7	1	1	—	2
Miami.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Tampa.....	1	—	1	2	—	—	—	—	—	1	—	1	—	1	1	2	—	—	—	—	1	2	—	3	1	12	—	13	—	1	1	2
Mobile.....	1	13	1	15	—	—	3	3	2	8	7	17	—	2	2	4	—	1	1	2	17	4	2	23	10	53	3	66	10	4	5	19
New Orleans.....	16	55	9	80	1	12	7	20	8	38	7	53	2	8	9	19	1	—	2	3	53	19	3	75	39	90	9	138	1	43	4	48
Houston.....	8	31	6	45	—	6	7	13	7	33	6	46	—	16	16	32	3	15	8	26	46	32	26	104	11	29	2	42	1	6	1	8
Wilmington.....	3	3	—	6	—	4	—	4	2	—	1	3	—	5	—	5	—	—	2	2	3	5	2	10	4	8	—	12	—	4	1	5
San Francisco.....	—	8	3	11	—	2	3	5	—	3	2	5	—	2	—	2	—	—	—	—	5	2	—	7	6	20	4	30	2	3	3	8
Seattle.....	—	10	—	10	1	3	—	4	—	20	4	24	—	6	2	8	—	—	—	—	24	8	—	32	—	5	—	5	—	2	2	4
TOTALS	42	237	41	320	6	68	55	129	33	193	59	285	7	84	48	139	5	37	33	75	285	139	75	499	120	460	62	642	23	115	66	204

STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B				
	GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL	
Boston.....	1	2	3	6	1	—	1	2	—	—	1	1	—	2	2	—	—	—	—	—	1	2	—	3	7	7	4	18	1	—	2	3	
New York.....	24	12	29	65	—	2	14	16	23	8	24	55	—	5	26	31	2	—	10	12	55	31	12	98	105	40	114	259	3	14	77	94	
Philadelphia.....	5	1	4	10	—	—	2	2	6	2	3	11	—	—	3	3	—	—	8	8	11	3	8	22	11	2	10	23	—	—	6	6	
Baltimore.....	14	12	15	41	—	2	9	11	12	6	9	27	—	—	7	7	6	9	12	27	27	7	27	61	46	15	37	98	1	3	18	22	
Norfolk.....	5	2	3	10	—	2	—	2	2	1	—	3	—	1	—	1	—	—	4	4	3	1	4	8	7	5	3	15	—	—	3	8	
Jacksonville.....	2	1	1	4	—	—	—	—	2	—	1	3	—	—	2	2	1	—	1	2	3	2	2	7	6	3	—	9	—	—	—	—	
Miami.....	—	—	—	—	—	—	—	—	—	—	1	1	—	—	—	—	—	—	—	—	1	—	—	1	1	—	—	1	—	—	—	—	
Tampa.....	1	2	2	5	—	—	—	—	—	—	—	—	—	—	2	2	—	—	—	—	—	2	—	2	1	7	3	7	17	—	—	1	1
Mobile.....	5	2	20	27	—	—	5	5	3	2	18	23	—	1	1	2	—	—	—	—	23	2	—	25	41	15	60	116	—	—	10	10	
New Orleans.....	26	4	65	95	—	—	26	26	18	5	30	53	1	—	20	21	1	1	9	11	53	21	11	85	52	15	94	161	1	2	42	45	
Houston.....	14	6	9	29	4	—	13	17	13	7	8	28	4	1	16	21	4	2	18	24	28	21	24	73	18	10	11	39	2	1	12	15	
Wilmington.....	2	—	3	5	—	—	—	—	1	—	—	1	1	—	1	2	—	—	1	1	1	2	1	4	5	2	3	10	—	—	1	1	
San Francisco.....	9	3	9	21	—	—	5	5	1	1	10	12	—	—	3	3	—	—	—	—	12	3	—	15	22	3	15	40	—	—	3	5	
Seattle.....	3	4	3	10	1	1	3	5	6	4	3	13	1	1	3	5	3	1	7	11	13	5	11	29	7	3	3	13	1	2	1	4	
TOTALS	111	51	166	328	6	7	78	91	87	36	108	231	7	9	86	102	17	13	70	100	231	102	100	433	335	123	261	819	9	30	178	217	

SIU BLOOD BANK HONOR ROLL



The SIU blood bank supplies Seafarers or members of their families with blood anywhere in the United States. Seafarers can donate to the bank at the SU clinic in Brooklyn. Listed here are a few of the Seafarers and others who have donated to the blood bank.

Meehan, Vincent L.
McBride, William
Wagner, Donald
May, George
Ward, L. C.
Gural, Julius
Vanderwerker, John W.
Pritchett, Claude W.
Kunnapsel, Carleton
Bailey, Leonard E.
Berkenfeld, Herbert
Kunnaps, Arnold
White, Charles D.
Nunez, Emilio A.
Emanuel, Clifford
Solano, Victor D.
Karttunen, Leo A.
Whack, James, Jr.

Bielling, Arnold
Bennett, George
Kerr, Robert L.
Conway, Thomas
Wood, William A.
McDonald, Andrew T.
Hyde, Michael E.
Simms, Michael E.
Gavin, Joseph P.
Brancaccio, Dominick
Gamble, James E.
Finrow, Paul L.
Ramos, Alejandro H.
Haskell, David C.
LaCaze, Alvin
Campo, John A.
Landry, Joseph
Spanso, Luke M.

Seafarer Leading Iriquois Fight For Treaty Rights

Taking a break from his strenuous activities on behalf of the Iriquois Confederation, Seafarer Wallace Anderson is now back on an SIU ship for the next few months. However, Anderson, who prefers to be called by his Indian name, Mad Bear, expects to return to bigger and better campaigns for Indian rights in the spring.

Now acknowledged as the leader of the six Nations which make up the Iriquois confederacy, Mad Bear is becoming increasingly prominent as a rallying-point for all Indians in the US who seek to preserve their tribal identity, protect their landholdings and keep their customs.

Mad Bear's latest exploit, which attracted a good deal of attention, was his success in keeping the New York State Power Authority from invading and taking over a section of the Tuscarora Reservation near Niagara Falls. The Power Authority, which is headed by Robert Moses, sought to build a reservoir on Tuscarora land which would have flooded a sizable portion of the reservation. "We organized civil disobedience tactics," Mad Bear said. "Indian men, women and children would surround and lie down in front of Power Authority bulldozers and other equipment. When they were



Mad Bear is shown at Union hall before shipping out on the Rose Knot (Suwannee SS).

arrested and hauled off to jail, others would take their place."

Through tactics such as these, (Mad Bear himself was arrested seven times in one day), a few other hassles and legal maneuvers, the Indians have succeeded thus far in blocking efforts by the State of New York to take over their land. The entire legal question has been argued before the Supreme Court and a decision on the matter is expected sometime this winter.

At stake before the Supreme Court, Mad Bear explained, is the sanctity of treaties the Iriquois tribes signed with the United States Government back in George Washington's day. The Indians hold that the treaties recognized them as separate nations and gave them rights to their lands forever, and that such rights supersede the power of New York State to condemn and seize private property for public purposes.

Mad Bear's activities at Niagara have attracted a good deal of attention. Among other developments, Edmund Wilson, a well-known writer and literary critic, has written a book which will be published shortly, entitled "Apologies to the Iriquois," dealing largely with the Tuscarora's successful campaign against the Power Authority. Other Indian

groups have established liaison with Mad Bear, including the Seminoles in the Florida Everglades, as well as Indians in Alaska and in Latin America.

Future plans, he said, call for the establishment of school systems on the reservations run by Indians and the writing of textbooks for these schools. "We want to get rid of the New York State textbooks," he said, "because they give a false picture of the relations between Indians and white men in the state."

The defeat of Robert Moses, a rare event in itself, is only one of many feathery in Mad Bear's bonnet. Another was the rout of the Canadian Mounted Police from the Six Nations Indian Reservation at Grand River, Canada. "The Indians at Grand River had run their own affairs until 1924," Mad Bear explained, "but in that year, the Mounties took over the reservation on behalf of the Canadian government, ousted the Indian chiefs and

(Continued on page 10)

Budget Bureau's Proposal: 'Wreck Whole US Maritime'

Tentative efforts by the Bureau of the Budget to feel out sentiment on abandonment of the United States merchant marine have drawn the fire of the SIU and NMU. A joint statement by Presidents Hall and Curran of the two unions blasted proposals to do away completely with all operating and construction subsidies and to turn the entire US

merchant fleet into a runaway-type operation under the American flag.

The Budget Bureau feeler was put out in the course of a National Academy of Science study of maritime policy. The Academy was retained by the Maritime Administration to look into US maritime programs. The spokesman for the Budget Bureau suggested that all US-flag ships be built overseas, brought back here for registry under the American flag and manned by foreign seamen under the going wage scales paid on foreign ships.

Under such a system, the Budget Bureau envisions doing away with all Government aid to maritime—and in the process, destroying wage scales, contracts and work-

ing conditions of seamen.

In their joint statement, Hall and Curran declared: "What the Bureau of the Budget is really advocating is the lowering of our present standard of living for the people who have to work for a living."

They pointed out that there are about 225,000 workers employed directly by the US merchant marine, both shoreside and afloat. "Without a merchant marine, these people... would be without a job. These people will not now or ever receive any consideration from the bureaucrats in the Bureau of the Budget. The reason is clear cut; their interests are to be sacrificed so that the big oil and big steel companies can make larger and larger profits."

Among Our Affiliates

Some 1,653 members of the Sailors Union of the Pacific have cast their ballots during the first two weeks of voting in the SUP's annual election for 17 official union posts and five trustee slots, it was reported from the West Coast. The voting continues through the end of this month.

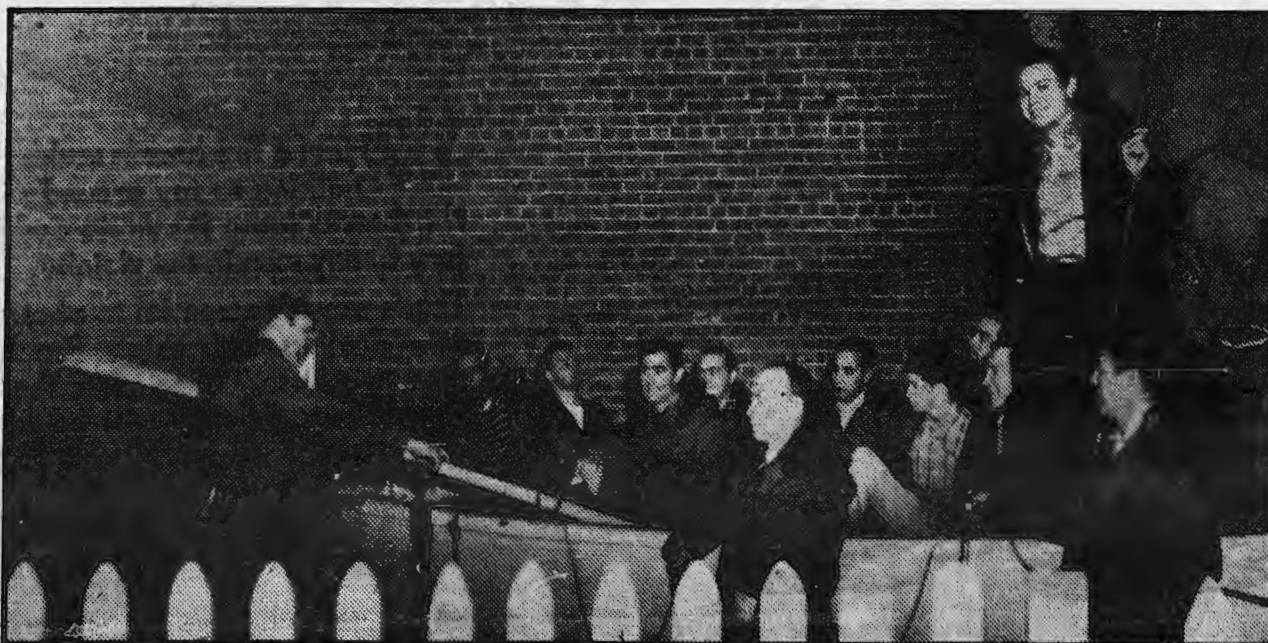
~ ~ ~

The SIU Canadian District has won representation rights for the rail workers of the Lake Erie Coal Company, Ltd., whose members have been working on the docks at Thorold, Ont., for more than a decade. Repeated attempts by the Canadian Brotherhood of Railway Transport and General Workers to woo the railway workers were thwarted by the efforts of SIU Canadian organizers. An agreement is in the final stages of ratification by the membership.

~ ~ ~

The survivors of the 33 seamen who perished aboard the Carl D. Bradley on November 18, 1959, will share a settlement of \$1,250,000, or \$37,878.78 each, less attorneys' fees, for each man who lost his life. The SIU Great Lakes District came to the aid of hard-pressed survivors in Christmas, 1958, by giving to each family for their immediate needs; SIU crews also donated some \$3,000 to the families. The settlement was termed one of the speediest in maritime history.

Lifeboat Trainee Class No. 19



Gathered in training school loft for "graduation photo" is 19th class of Andrew Furuseth Training School. They are (l to r) Bill Doak, instructor; C. Holings; G. Britton, T. Esposito, R. Harmon, Lam Ching (standing, foreground); F. Rodriguez, T. Colbert; L. Smith, L. Odom, R. Wolfe (holding line) and Wu Chao.

Runaway Is Peddled Off For \$21,500

DETROIT—The runaway freighter, Theodoros A, a 5,000-ton dead-weight vessel abandoned by its owners early in November, was sold at auction recently for \$21,500. The vessel, which was built in 1918, was seized by the US Marshall in Lake St. Clair on the complaint of creditors, including the crew who are after some \$50,000 in unpaid bills and wages.

The SIU Great Lakes District came to the aid of the officers and crew of the ship, filed a suit in their behalf for wages, and gave them financial assistance so that they were assured of food and shelter until their situation was resolved.

The money from the sale of the Theodoros A will go to the crew after the US Marshall takes out \$6,000 in costs. The balance will go to the crew and will cover their wages, but not their transportation costs, or anything else due them.

The men left their home addresses with Mr. Vic Hanson, attorney for the SIU Great Lakes District and he has been given full power to act in their behalf. Remaining in Detroit are the captain, chief engineer and first mate, who will handle the details of dividing up the money.

After the ship was seized, an effort was made to trace the owners of the vessel, but this was not successful. The crew, mostly Greek, was sent to New York or returned to their native country, to find new jobs.

The Theodoros A was bought by Thomas M. Lane, a Detroit business broker and his partner Capt. Jack D. Lyons at an auction in the US Marshall's Office. They own the National Sand & Gravel Co. of Lorain, Ohio.

UNION? IT'S ALL IN THE CONTRACT

(Ed. note: The following item entitled "Small Rules Make Big Change" was taken in its entirety from the December 5, issue of the "Federation News," official publication of the Chicago Federation of Labor. It was written by Irwin E. Klass, editor of the newspaper and deals with matters often taken for granted, but which many Seafarers consider vitally important.)

What makes a union? Is it the leader who is tapped for spokespersonship on television? Does the shadow cast by a picket line obscure the substance of the organization's solid performance for its members?

"Go beneath the headlines and the laws and the posturing to find the essence of what the union means to the member. Cast aside the slogans and find the realities that will keep men off the job, without pay, to show the world they are men. Magnificent versions of a new society? Soapbox sojourners selling 'isms' wrapped in shiny tinsel?

"Somehow the prim prose of a union contract makes the point properly. Plain stuff you can touch and taste and smell . . . rules to work by and to live with . . .

"Take the Seafarers International Union's agreement with freight shippers. You won't find much of the poetry and glamor of sea-going in these phrases, but they're chock-full of meaning to the men who keep the ships plying between ports.

"Crew equipment: The following items shall be supplied the Unlicensed Personnel employed on board vessels of the company:

1. A suitable number of blankets.
2. Bedding consisting of two white sheets, one spread, two white pillow slips, which shall be changed weekly.
3. One face towel and one bath towel which shall be changed twice weekly.
4. One cake of standard face soap, such as Lux, Lifebuoy or Palmolive soap, with each towel change.
5. One box of matches each day.
6. Suitable mattresses and pillows shall be furnished

but hair, straw or excelsior shall not be suitable. As mattresses now on board wear out, they shall be replaced by inner-spring mattresses.

7. All dishes provided for the use of the Unlicensed Personnel shall be of crockery.

8. One cake of laundry soap, one cake of lava soap, one box of washing powder weekly.

Any member wilfully damaging or destroying linen, shall be held accountable for same. When full linen is not issued, men shall receive \$2 each week for washing their own linen. The Steward shall not issue clean linen to any individual crewmember until such member has turned in his soiled linen.

"These details of housekeeping and creature comforts sound like women's work, but there's lots of lore in the lives of the men who fought for these prosaic decencies. Giants of labor and government fought for the "little things" listed in the Seafarers' contract.

"The fibre of unionism is evident in the big difference made in job conditions. Let no one speak lightly of 'work rules.' They are written in the blood and brawn and bravery of generations of men and women whose vision of a better day was as simple as towels, sheets and crockery.

"You have to live and work on a ship to know that these simple comforts symbolize seaman's transition from boss-ridden, slum-fed itinerant to solid citizen.

Waiting At The Christmas Tree



Apparently impressed by Christmas tree decorations in headquarters are children of Seafarer and Mrs. Anthony Suarez (l to r) Antonio, Rosie and Raymond.

NY Predicts Dropoff In Next Period

NEW YORK—Shipping hit a brisk pace during the last period, but indications are that it will drop off during the coming two weeks, reports Bill Hall, port agent.

Hall noted that class A and B men appear to be laying back when they could be taking slots as they appear on the shipping board. This, he warns, could jeopardize their seniority. He suggests it's best to take 'em, as they come.

The new dispatching system continues to work smoothly—thanks to the cooperation of all hands.

Once again, all qualified men are urged to take advantage of the Lifeboat Training School and upgrading possibilities.

Twenty vessels paid off here during the preceding period. These were: Alcoa Patriot, Alcoa Polaris, Alcoa Pennant (Alcoa); Kathryn, Evelyn, Frances (Bull); Ames Victory (Victory); Steel Artisan, Steel Worker, Steel Advocate (Isthmian); Robin Hood (Robin); Raphael Semmes, Beauregard (twice), Azalea City (Pan-Atlantic); Ocean Eva (Ocean Clippers); Seatrain NJ (Seatrain); Andrew Jackson (Waterman), and Rockland (Rockland).

Three ships signed on: Suzanne (Bull); Robin Sherwood (Robin), and Steel Advocate (Isthmian).

The 14 ships in-transit were: Seatrain Georgia, Seatrain Texas (Seatrain); Steel Voyager (Isthmian); Losmar, Calmar, Bethcoaster (Calmar); Arizpa (Waterman); Fairland, Gateway City, Bienville (Pan-Atlantic); Chihuahua (Cities Service); The Cabins (Texas City); Angelina (Bull), and Man-kato Victory (Victory).

'Don't Buy Amoco' Oil Workers Ask

TEXAS CITY, Texas—On strike for six full months now against a union-busting move by the American Oil Company, the Oil, Chemical and Atomic Workers Union is starting a national campaign urging union members not to buy Amoco products.

The American Oil Company refinery in Texas City, is a major source of Amoco gasoline. Although the strike has been on since July 1, the company has been operating the refinery behind picket lines. American Oil continues to demand a contract giving it the right to change job classifications and the method of making job assignments at any time, without prior notice. This would mean a downgrading of the contract and would subject the refinery workers to loss of hard-union gains.

Amoco's proposals are one phase

of a drive by many major companies to downgrade work rules and contract standards.

1,250 Men On Strike

The Union, Local 4-449 of the Oil, Chemical and Atomic Workers, has persistently refused to sign this kind of an agreement. There are 1,250 men on strike at the refinery.

In its bid for national support, the Oil Workers Union is asking all Americans not to buy Amoco products until the company settles the strike.

The oil workers are also involved in a major strike beef against another petroleum giant, Standard Oil of Indiana.

Sign Name On LOG Letters

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

Two Men To A Hose



WHEN a fire hose is under pressure, it's nothing to toy around with, because if it breaks loose it can do considerable injury to any men in the vicinity.

That's why it's essential to observe the basic rule dealing with ship's fire hoses—"two men to a hose." Then when the water pressure comes on they will be able to cope with it and direct the stream of water properly.

An SIU Ship Is A Safe Ship

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

That's No Innocent Lamb

Never in the past 25 years have moderate-income families been so gulled by sellers, advertisers and moneylenders, with serious damage not only to your own budget but to the national economy. In past weeks new scandals have been on the front pages daily.

People are being short-weighted at the meat counter and short-tanked at the gas station, as the current exposures in several states show. They are being deceived by advertisers and overcharged heavily for medicines. When they seek to buy auto insurance on a group basis to trim some of that high cost, they're blocked by state laws.

They are also being charged the highest interest rates in 25 years to finance cars, appliances and houses, and at the same time are going into hock for the biggest debts they have ever shouldered. The recession of 1958 was hardly over before installment debts started soaring again. They have increased six billion dollars in just the past year, to a record total of fifty billion dollars.

The latest blow to your buying power is the action of the US Agriculture Department in suspending Federal grading of lamb. This comes at the very time that investigations are revealing that not only are buyers often cheated on amounts, but sometimes lower grades are passed off as higher.

Federal grading is voluntary, not mandatory. Some packers and retailers never made it available to you at all.

But among those stores that did sell lamb on the basis of Federal grades, and continue to sell graded beef, the grades markings assure you of getting the quality you pay for.



When a cut of meat carries the US "Good" stamp, you know this is a satisfactory but lower grade, and you expect to pay less than for the "Choice" grade. Without Federal grades, you may be sold the "Good" grade, and be charged the "Choice" price, or be sold the even lower "Utility" grade and pay the price of the "Good".

Both consumers and small independent meat packers wanted to keep Federal lamb grades. The big packers have been working for 15 years to get rid of Federal grades altogether. If there are none, the big packers have an advantage. They can push their own brand names with heavy advertising. You'll be left with no guide but such meaningless brand names or your own knowledge of how to tell meat quality.

Ironically, when Agriculture Secretary Benson last summer first disclosed the possibility of suspending lamb grading, there were so many protests from consumers and small packers that the Agriculture Department said it would continue grading lamb. In December the Department made a complete turnabout and announced it had suspended grading for a year. Whether or not the grades are ever restored, the large packers now have an opportunity to corner the lamb market.

Consumer organizations and individual families are protesting the suspension of lamb grades by writing to Secretary of Agriculture Ezra T. Benson, and to the Director of the Livestock Division, Agricultural Marketing Service, Agricultural Department, Washington 25, DC.

Beef still is being graded by the Government, and it will pay you to look for these markings in stores, and buy on that basis. Pork never has been Federally-graded. In buying lamb you now can depend only on the store's honesty or your own knowledge of quality. In view of the exposures of gouges, it would seem safer to expand your own knowledge.

The higher grades of lamb have creamy-white firm fat; pink, firm, velvety meat with streaks of fat and reddish bone. The interspersed streaks of fat, called "marbling", give higher grades juiciness, flavor and tenderness. Such grades can be roasted or broiled.

The lower grades of lamb generally have thin, yellow fat, and the lean may be dark, soft and without fat.

The short-weight scandals also confirm that you have to watch weights. Large-scale frauds have been reported in both New York and New Jersey. In Michigan, state authorities told this department, most short weights found there are in pre-packaged self-service meats.

The situation has gotten to the point where sellers seem to regard consumers with contempt, and consumers, themselves, are being too trusting. A New Jersey woman suspected that a meat package was lighter than the marked weight and weighed it on the vegetable scale. When she complained, she was told, "Of course it weighs light on a vegetable scale. You should have used a meat scale." She accepted this explanation.

Some cities require that a scale be available nearby when meat or cheese is packaged in advance, so you can check weights. But even where this is the law, some stores ignore it and consider the scale in the vegetable department sufficient. You can judge stores' scrupulousness by whether they do provide a handy scale.

The investigations also confirmed that some supervisors compel employees to give short weight, and also to wrap meat in extra fat. Another frequent complaint has been that stores put best chops on top and those with a lot of bone and fat at the bottom.

Service stores, especially in low-income neighborhoods, also need watching. Various devices used to short-weight by as much as three ounces to a pound, include weighing meat on a platter that has lead weights, tugging on the waxed paper to pull down the scale, and even switching a lighter chicken for a heavier one.

Several Major Maritime Issues In '60 Showdown

(Continued from page 3)
time now, several major non-subsidized steamship companies, among them Waterman, Isthmian, T. J. McCarthy, Isbrandtsen and States Marine, have been passing through the procedures required for receiving a subsidy. However, if and when they win final approval, there is no guarantee that the Administration will be agreeable to a subsidy program for the entire merchant marine and not just that segment of the industry which happened to ask for a subsidy first.

Obviously then, the pending subsidy applications raise the whole question of just how big a merchant marine the United States wants under its flag.

Related to the subsidy question is the attempt by States Marine to win approval of its foreign-flag ties under Liberian and European registries. The outcome of this issue is also critical for US seamen since, if States Marine should be successful, there would be a rush by US-flag subsidized companies to set up foreign subsidiaries.

Another area in which Washington action will vitally affect Seafarers concerns the tanker industry. Several developments are of great interest here. One is the bid by the independent tanker operators, supported by the maritime unions, for a "50-50" rule on US oil imports. This petition is before the Office of Defense Mobilization. If approved, it would mean that many large supertankers under the runaway flags would undoubtedly transfer back to the US flag in order to meet the need for tanker space. Many other tankers now in lay-up, or carrying grain to stay active, would return to the oil trade.

Consequently, a ruling in this area would be of considerable benefit throughout maritime as it would relieve the tanker pressure on dry cargo ships in terms of competition for farm surplus cargoes.

The farm surplus cargo trade

Jobs Boom In Houston

HOUSTON—Shipping was brisk here during the period just ended, and calls were made to other ports to help fill some vacancies, reports Charles Kimball, acting agent.

These ships paid off: Alice Brown (Bloomfield); Alcoa Pointer (Alcoa); John C (Atlantic Carr.); Mount Whitney (Tramp Shipping); Jackie Hause (NH Shipping); Seagarden (Peninsula); Penn Explorer (Penntrans); and Intercoast (Inter-ocean (Inter-Ocean Co.).

Signing on were: Del Aires, Del Valle (Miss.); Jackie Hause (NH Shipping); Valiant Force (Force), and Wacosta (Waterman).

In transit: Chiwawa, Council Grove, Cantigny, CS Norfolk, CS Baltimore, Bradford Island, Miami, Fort Hoskins and Winter Hill (Cities Service); Ocean Deborah (Ocean Trans.); Chickasaw, Yaka (Waterman); Petrochem (Valentine); Bethex (Ore Nav.); Mae (Bull); Seatrain New Jersey, Seatrain Georgia, Seatrain Texas (Seatrain); Azalea City (Pan Atlantic); Atlantis (Petrol Shipping); Elemir (Atlantic Carr.); Capt. Nicholas Sittas (Tramp Shipping); Atlas (Tankers and Tramps); Steel Vendor (Isthmian); and Bienville (Pan-Atlantic).

could very well become far bigger and more significant than it is now. Indications are that the United States is going to come to some agreement with the Government of India, subject to Congressional approval, which would provide for shipment of tremendous quantities of grain and other food products to that country on a long-range basis covering several years.

It appears certain that the US will take some action in this area to bolster India at a time when it is facing a serious military and economic threat from Red China.

A heavy cargo movement of this kind could well have interesting

effects on shipping. Since, at the present time, the United States has no modern, large bulk cargo carriers at all, a long-range grain shipment program of this kind might stimulate the construction of such ships, or their transfer-back from the runaway flags so as to qualify for this cargo under "50-50." Huge supertankers now having difficulty catching a charter might also hustle into this trade.

These are just a few of the foreseeable developments in the coming year. In these areas and in any others the Union will be out to protect the interests and well-being of Seafarers.

A&G Food Plan Publishes New Meat-Buying Guide

Shipping companies under contract to the SIU have been supplied with a helpful meat-buying guide as part of the Atlantic and Gulf Food program's effort to improve shipboard feeding. The guide, en-

titled, "Suggested Meat Specifications for Shipboard Use" was put out by the A&G Food Plan to assist personnel of steamship companies in their purchasing of ship supplies.

Aid Small Companies

It's felt that this guide will be of particular usefulness to smaller shipping companies which do not have a food specialist handling commissary problems. In many such companies a port captain or other port employee does the purchasing, since the operation is not large enough to utilize the services of a port steward. However, the publication is being distributed to all shipping companies as a standard guide for such purchases.

The specifications, which are based on those used by the Department of Agriculture, include data on processing of meats, inspection, payment packaging and preparation. They cover the following meats and their by-products: Beef, veal, lamb, mutton, pork, luncheon meats, lard and shortening.

If shipping companies were to base their purchases on these

specifications it would go a long way toward standardizing the quality of shipboard feeding, and getting the most for the company's food dollar as well.

An example of the type of information supplied is as follows:

Under the heading, "Hams, skinned 12/16 pound average," the guide counsels that hams under this category shall be "skinned, short cut, shank on, ham produced by separation from the side at a point ranging from 2 1/4 to 2 3/4 inches interior to the exposed knob at the end of the aitch bone. The foot shall be removed at, or slightly above, the hock joint but not beyond the stifle joint. . . .

"The ham shall be skinned, leaving a well rounded skin collar not exceeding 45 percent of the entire back (skin side) surface of the ham measured lengthwise from the approximate center at the edge of the butt to the tip of the shank portion of the ham as delivered. The fat remaining on the skinned surface shall not exceed 1 1/4 inch in depth," the document notes among other things.

PENSIONERS' CORNER



(The brothers described below are receiving the \$150 monthly SIU disability-pension benefit.)

Joe Pilutis . . . 44 . . . retired in 1952 after sailing for many years with the SIU. Subsequently he was placed on the disability list as a result of a leg condition of unknown origin. Spent considerable time in hospitals after several operations, now just taking it easy. Preferred Southeast African runs when he was shipping and put in many trips on the Robin line vessels. Now an out-patient at St. Vincent's Hospital, New York City, Pilutis gets down to the headquarters hall occasionally and keeps in touch with several of the New York SIU regulars. He makes his home in Brooklyn.



Howard J. Abell . . . 65 . . . shipped in the deck department, became an SIU man in 1942, and retired last July. Brother Abell is now in Arizona for his health, and must stay there for at least a year, according to doctors. Unlike many oldtimers who think that Arizona sunshine is the greatest, he hates to be away from the waterfront; longs for the ocean, the seas, lakes. Would like nothing better than to hear from former shipmates. His address: 838 North Euclid Ave., Tucson, Arizona, which is a long way from saltwater in any direction; pretty far from fresh water too for that matter.



Five World Tramp Ships Sold; More Vessel Auctions Planned

SIU efforts to gain back pay and allowances for SIU crewmembers on vessels operated by the World Tramping agencies are still continuing, with five of the ships already sold to satisfy crew wage claims and other creditors.

The sale of a sixth vessel, the Pacific Star, is slated for January 5 in Norfolk and another ship, the Westport, has yet to arrive back in the States. One vessel, the Pacific Wave, has been abandoned outside the breakwater at Haifa, Israel, and the Union has retained an attorney there to attempt to collect monies due if the ship is sold.

Of the 12 ships involved, the Pacific Carrier, Pacific Navigator plus the Pacific Thunder were previously reported as sold. The Pacific Explorer and Pacific Tide have since gone on the block in Mobile, the Explorer bringing in \$126,000 and the Tide \$120,000. Crewmembers' wages are the primary claim on these funds.

The remaining ships are the Pacific Ocean, Waldo, Pacific Venture and the Pacific Ranger. Union attorneys have slapped liens on the first three and the Ranger is now being operated by another SIU-contracted company and has satisfied previous claims for wages.

Seafarers who have wages due or unpaid allotment checks are urged to contact the office of Miller & Seeger, Union attorneys, at 26 Court Street, Brooklyn 1, NY, and to forward pay vouchers and unpaid checks with full details of any amounts due them. Accurate pay records are not available for any of the vessels mentioned.

Union attorneys have attached liens and begun court action on behalf of crewmembers of all vessels which failed to pay off the crews or which defaulted on payments made by check. In addition, the vessels have been libeled to secure full payment of amounts owed by the operators to the welfare and vacation funds.

Along with any documents they

send by mail to establish their claims for wages or other monies, Seafarers are urged to submit their Z-numbers, Social Security numbers and an accurate mailing address where they can be reached. Any monetary errors in the documents they received should also be noted so that they can obtain full credit when payment is eventually made.

Bridges Union Delegates Cozy Up To Khrushchev

Continuing to establish open ties with the top Communist hierarchy, Harry Bridges' International Longshoremen's and Warehousemen's Union sent a three-man delegation to Moscow last week to meet with Soviet Premier Nikita Khrushchev. The ILWU delegation was led by Bridges' second-in-command, Louis Goldblatt, secretary-treasurer of the west coast longshore group.

The three-man group had a private audience of one hour with the Russian dictator, during which the latter was quoted as calling for "US-USSR trade union exchanges," in which rank and filers should take part.

The Khrushchev move has been

rejected by AFL-CIO President George Meany as giving respectability to Russian unions which are not unions but Soviet government mechanisms for controlling the nation's labor force.

The ILWU delegation also parroted the standard Soviet line that there were "excellent" possibilities for trade between the United States and the Soviet Union. The Russians have long expressed eagerness to buy machine tools, chemical processes and other industrial devices which would boost their industrial output and help them catch up with US technology.

The latest visit is one of a series of contacts between Bridges and the top leadership of the Soviet world. Last winter Bridges went to Moscow and then, in the spring, headed up a conference of pro-Communist maritime organizations in Tokyo in the course of which he blasted US policy.

In September, when Khrushchev visited the United States, the ILWU headquarters in San Francisco was the only union hall he visited. He received an enthusiastic personal reception there from Bridges and the faithful. Khrushchev had previously denounced the rest of America's trade union leadership as "capitalist lackeys."

LABOR ROUND-UP

Four AFL-CIO unions, operating as two separate bargaining units have won a National Labor Relations Board election the North Carolina Pulp Co. The election was held on management's petition in order to define the bargaining units after a dispute with the unions over the status of several so-called "supervisory employees." Involved in the vote were the Pulp, Sulphite & Paper Mill Workers; Papermakers and Paperworkers; Operating Engineers, and International Brotherhood of Electrical Workers.

A Federal Court in Seattle, Wash., has ruled that the International Typographical Union's financial support of a newspaper competing with a struck publication was not a violation of anti-trust laws. The struck paper instituted the lawsuit initially in 1955 against the Union's locals, its executive officers and the Allied Printing Trades Council of Seattle.

The United Auto Workers and Studebaker-Packard Corp. have reached an agreement on a plan that assures Packard retirees lifetime pensions equalling 85 percent of the level provided at the time when the Packard plant shut down in 1958. At that time the company split a \$25 million retirement fund into two parts, one covering Studebaker workers, and one covering Packard employees. A typical Packard retiree with 30 years' service gets about \$57 a month plus his Social Security benefits.

Garbed as St. Nick for the purpose of passing out handbills informing the public that the management of an Endicott, NY, dress shop was using non-union builders for a restaurant-motel project, Dominic Parrotti of the Building & Construction Trades Council was

taken to police headquarters and shown a copy of an antiquated ordinance outlawing the distribution of handbills on public sidewalks. But because similar ordinances were outlawed in neighboring communities, police decided to charge him with "meter feeding"—leaving his car parked for more than an hour and continuously putting the coins in as necessary. He was fined \$5—which was paid for by local unionists—and went back to handing out his handbills.

The United Packinghouse Workers are scheduled to open negotiations with Wilson & Co. with the assistance of the Federal Mediation and Conciliation Service following the recent shutdown by Gov. Orville Freeman of the firm's Albert Lea, Minn., plant. The Governor sent some 200 National Guardsmen into the area to restore order after outbursts continued against strikebreakers at the plant. The UPWA has filed a number of unfair labor protests against the firm.

Typographical Union Local 619, at Sapulpa, Okla., has been charged by the NLRB with picketing the "Sapulpa Daily Herald" for "an unreasonable period of time" (15 days) without filing for a representative election. The action was termed as "outrageous" by ITU General Counsel Gerhard P. Van Arkel, who said this situation "showed the extremes to which the Landrum-Griffin Act can and is being pushed."

John L. Lewis, colorful, bushy-browed head of the United Mine Workers for almost 40 years, steps down from his position early this year to be succeeded by the Union's Vice President, Thomas Kennedy, who has Lewis' blessings.

Seafarers Scholarships...

Seafarers or children of Seafarers who qualify for the SIU's \$6,000 four-year scholarships are urged to complete their applications now so as to be eligible to take forthcoming College Entrance examinations. The next examinations are given on January 9, February 6, and March 12. The latter date is the last possible examination that can be taken before the awards are given. Since applications for the examination have to be completed about a month ahead of the examination date, it is urgent that candidates act now. All applications are handled by the Seafarers Welfare Plan, 11 Broadway, New York City.

SEAFARERS WELFARE PLAN
11 BROADWAY
NEW YORK 4, N. Y.

Scab Ring Pops Up In Portland Strike

PORTLAND, Ore.—Fresh from a strikebreaking operation in Reno, Nevada, a group of professional scabs is now working behind picket lines at the "Portland Oregonian" and "Portland Journal," two struck newspapers in this city.

Union sources in Portland charge that the strikebreakers are being paid \$250 a week for their services, plus an allowance for housing, food and transportation. The two struck papers are putting out a combined publication, in an effort to break the strike. They

have refused requests by both Republican Governor Mark Hatfield and Democratic Senator Richard Neuberger that they mediate the dispute.

While operating with strikebreakers, the owner of the "Oregonian," Samuel Newhouse, head of a national newspaper chain, is collecting on a 50-day strike-insurance policy. The insurance system has been set up by newspaper publishers to compensate strikebound newspapers.

Last May, the New York State Labor Department completed hearings on organized strikebreaking by the Macy newspaper chain in Westchester County. The chain also imported strikebreakers from such faraway places as Florida and paid them up to \$400 a week in some instances.

The handling of these professional strikebreakers has been traced to a single agency in Indiana run by a midwest attorney, Bloor Schleppey in conjunction with a Miss Shirley Klein. The Schleppey-Klein group has apparently established business relations with publishers all over the US to supply them with scabs whenever desired.

Shorthanded?

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

Stack Of A Supertanker



Junior 3rd engineer Bernard Kirby poses before unusual stack of supertanker Thetis, a 41,000-ton bulk carrier under SIU contract.

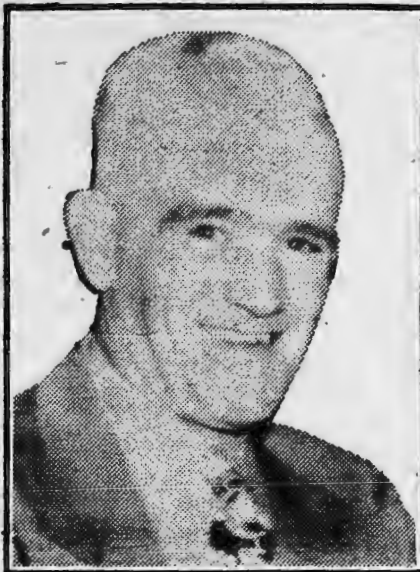
SHIPBOARD SKETCHES



Any ship that Seafarer Ben Graham is on is liable to be well-decorated with his humorous comments on shipboard living. Reproduced on this page are just a few of his cartoon observations on seafaring.

A native of Massachusetts, Graham started sailing with the SIU back in 1942. He put in half-a-dozen years with the Union, went back ashore as a truck jockey in 1948 and then, in 1955, decided to return to sea.

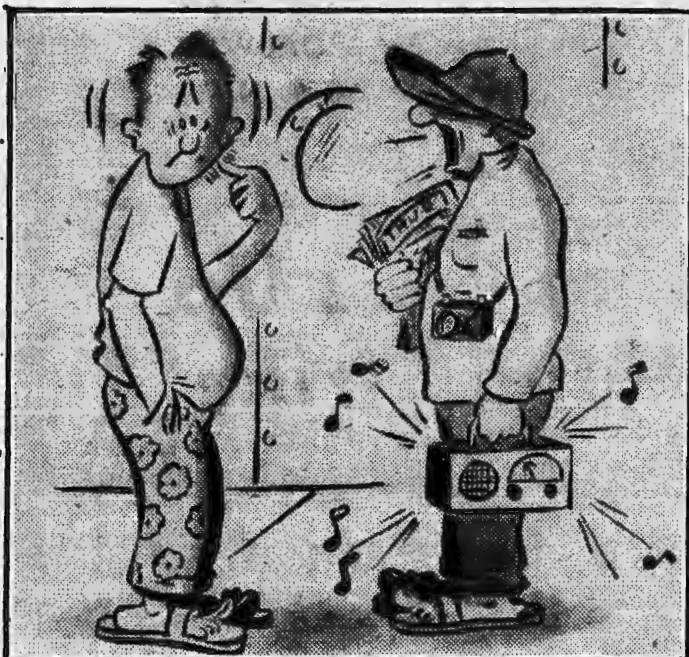
Graham, who sails in the deck department, is the father of four children and the proud grandfather of six. He makes his home in Cambridge, Mass., and is well-known to Seafarers shipping out of Boston.



Seafarer Ben Graham, pictured ashore out of his working gear.



"That's enough on the chipping, bosun. Throw a little red lead on and wrap it up."



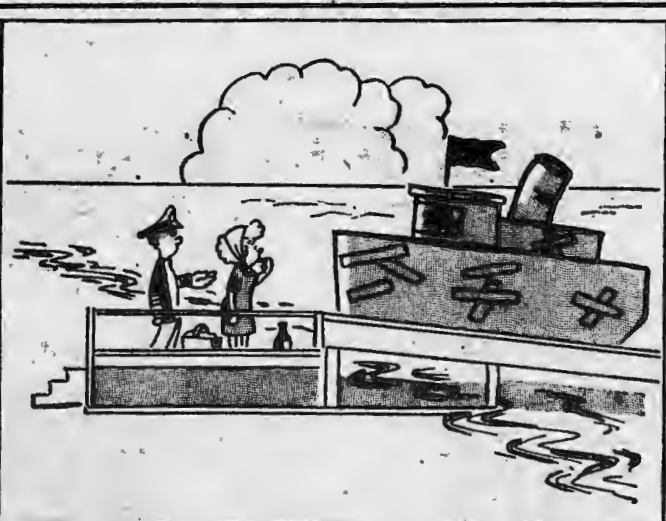
"Did I see Gibraltar as we passed by? How could I? I was on lookout!"



"I wish to report a leak, sir."



"Roughly speaking, I'd say you missed it by two martinis."



"Have you a nice long Persian Gulf run for a lousy dishwasher?"

Medicine \$ Beefs Flood Kefauver Drug Probers

WASHINGTON—Though the Kefauver antitrust subcommittee's investigation of the high cost of medicine has subsided until the end of the holidays, active public interest in the issue continues to mount. The Kefauver group reports that after the first week of hearings, about 5,000 personal letters were received from physicians, druggists and the general public. These, no doubt, will be entered

US Retired To Get Gov't Health Plan

WASHINGTON—Chances for a Government-backed health plan for the aged under an expansion of the Social Security program seem more likely than ever this year. There is a good possibility Congress will approve a basic proposal along these lines during the upcoming session.

Under such a plan, some form of Government-sponsored health insurance would be set up which would provide hospitalization, surgical and medical benefits for people in the 65 and over age bracket.

At present, it is virtually impossible for people in this age group to purchase such health insurance privately, even if they can afford it. Most insurance plans will not accept applications from the oldsters who need such protection most.

SIU Benefits

Seafarers who have retired under the SIU Welfare Plan's disability benefit coverage, are covered by hospital, surgical and medical benefits of the Welfare Plan. A number of other unions have such provisions for their retired members as well. However, the majority of people, particularly those on Social Security, have no protection against the high cost of hospital care.

The present administration—which has long been opposed to such an idea—appears now to be leaning toward the presentation of such a proposal. One group of Democrats is in favor of the health plan, and that party's key men—who have stood in the way of such a measure in the past—won't be able to block action on such a measure in the coming sessions. As a matter of fact, they may even be impelled to put this item high on their list of "musts" this session.

Gov't Plan

Meanwhile, the Department of Health, Education and Welfare is working on a health plan—the details are still secret—which will provide the older people with satisfactory medical coverage. It's felt, however, the plan probably would cover hospitalization, nursing-home care, and perhaps limited house calls by doctors.

Earlier proposals by Democrats to establish a Government health plan for aged—notably one introduced by Rep. Forand (Dem.-RI.)—had the endorsement of the AFL-CIO, among other groups.

The question of eligibility under the proposed new health plan is still unresolved. Benefits could be made available to all those actually receiving Social Security benefits, plus those over 65 who are still working—or some 14.2 million persons. Or it might be restricted to those currently receiving benefits, excluding anyone still employed and not drawing benefits.

into the official records of the subcommittee.

The latest development, reported last week, reveals that one drug manufacturer—Pfizer Laboratories—got caught in an advertising misrepresentation when it mailed a folder describing a new antibiotic to every physician in this country. The piece of literature gave the names and addresses of several medicos who had allegedly been using the product. The "Saturday Review," a magazine, and the "St. Louis Post-Dispatch" checked on the names and discovered they were fictitious.

The company admitted the names were phoney but defended the list as "a symbolic way of indicating that the antibiotic is in widespread use."

The Federal Trade Commission can't put the "false advertising" label on the activity because the information was sent only to a specialized audience, the medical profession itself. However, the Commission is within its rights in charging Pfizer with "unfair competition" to other drug firms, which it is in the process of doing at present.

Since the hearings started—little more than two weeks ago—some interesting and startling facts have been revealed in testimony heard at the probe. Some of these, as published in the December 18 issue of the Log, are as follows:

- Some drugs were being sold for as much as 1,000 to 7,000 times in excess of actual production costs; as a result, the drug industry realizes profits of 22 per cent on its operations, about twice the profit ratio of other industries.

- Drug firms spend millions a year on "detail men" who plague doctors with literature extolling the "superiority" of their products.

- Drug discount houses testified they had their supplies cut off when they attempted to lower the "suggested selling price" of items.

- A pharmacologist told the subcommittee that drug companies promoted "new models" of standard products, year after year, in order to get higher prices for them and to induce doctors to prescribe them.

Bull Drops Mobile Run

MOBILE—Shipping was fair here, and the outlook is much the same for the coming period, reports Harold Fischer, acting agent.

Bull Line is discontinuing its C-2 runs into this port due to insufficient cargoes. These ships had been making a trip a week to Puerto Rico, with only light loads aboard. Word has it that the firm might start the runs again as soon as things pick up. The Waterman Co. is trying to get additional payoffs for this port, but it, too, has been lacking in cargo.

The following ships paid off here during the previous period: Monarch of the Seas, Claiborne, Topa Topa (Waterman); Alcoa Roamer, Alcoa Clipper, Alcoa Pioneer, Alcoa Ranger, Alcoa Cavalier (Alcoa).

Signing on: Alcoa Cavalier and Alcoa Pioneer (Alcoa).

In Transit: Pandora (Ephipany); Beatrice (Bull); Bents Fort (Cities Service); Del Valle (Miss.); Yaka and Chicksaw (Waterman).

INQUIRING SEAFARER

QUESTION: What is the longest voyage you have ever been on?

Ed Eriksen, steward: During the war, in 1943, I made an eight-month trip aboard



the Alcoa Scout through the North Atlantic—where it was mighty rough—to Southampton, England. Two days before we got to England, the Germans had bombed the city of Southampton to bits. We had a hard time finding the pubs during those British blackouts.

~ ~ ~

Dan Butts, bosun: About 11½ months was the longest. This was

back in '51, when I was aboard the Sea Magic. We hit Rio, Belem, Recife, the Canary Isles, Cape Verde, Barcelona, and West Africa, too name a few ports. When we got back to New



York, there were only seven left out of the original 31 men who started.

~ ~ ~

Ricardo Barcelona, AB: I haven't been on too many long trips. In



fact four months was the longest. This was a coal run from Norfolk to Brazil and back. I didn't mind the length of the trip because we had a good crew aboard, good food, and pretty smooth sailing both ways.

William C. Curruth, eng. dept.: Seven months, in 1942, but it was



the longest seven months I can recall. We were carrying an explosive cargo to the Persian Gulf area initially. Rumors had it that there were 20 ships in our group, two of which were sunk. Afterwards, we headed for Brazil to pick up a non-explosive cargo—coffee.

~ ~ ~

Benjamin Mignano, deck: Twelve months was my longest from September 1958-59, aboard the Orion Comet. We shuttled back and forth between Japan and the Persian Gulf. Though there was a good crew aboard, one couldn't say too much for the food preparation as a couple of cooks and a baker didn't know the score. The monsoons and typhoons made things tough all around.



Charles Connors, engine dept.: I was out a year I'll never forget: 1943. We were



carrying explosives from NY to Murmansk. En route we were under heavy attack by subs and planes for 13 days. Forty-two ships started out; 22 or 23 made it. Then we headed for Cardiff, Wales, but only met up with a few torpedo boats which didn't damage the ship.

Seafarer Leader Of Iriquois Revival

(Continued from page 5)

ran it since then with an iron hand. There was a good deal of corruption and mistreatment involved including arresting Indians repeatedly and making them work out their sentences on work gangs. The Indians came to hate the Mounties. We called them the "women-beaters" up there."

Repeated petitions to the Canadian government at Ottawa were fruitless. Finally, he said, a group of 5,000 Iriquois warriors converged on Grand River ("we travel by auto and bus nowadays") and simply took over, ousting the Canadian authorities. There has been an uneasy peace since then, but the Indians have remained in control.

Other actions have been less dramatic, but equally symbolic of the Iriquois determination to retain national status. They have refused to pay New York State income taxes or State Thruway tolls, consistent with their position that the state has no authority over the Six Nations. In effect, the Iriquois hold that they are an independent nation having a treaty relationship with the United States but not subject to the authority of state government or, for that matter, Congress.

One of Mad Bear's pet peeves are the "renegade Indians" who cooperate with the plans of the US Bureau of Indian Affairs and the National Conference of American

Indians. "They have a program of assimilation," he said. "They're trying to make Indians full citizens of the United States, get them to forget their tribal heritage and break up the reservation system. We are out to preserve the Indian way of life."

Anderson has been sailing with the SIU irregularly since 1948 in the deck department, but in the last couple of years, he has been devoting most of his time to the Indian cause. His last SIU ship was the Venore back in 1957.



Tuscarora chief Loud Voice, (Clinton Rickard), long-time leader in Indian causes, shown during 1953 visit to SIU HQ.

Holiday Rush In N' Orleans Will Slacken

NEW ORLEANS—Shipping has been very good here, with registrations also on the heavy side due to the layoffs of crews aboard three ships—two of which are expected to be crewing up again shortly. The coming period, nevertheless, looks slim, reports Lindsey Williams, port agent.

Ceremonies marking the ground-breaking for a new hall here were held just before the holidays. Attending the fete were the mayor and local officials. (For details, see story on Page 2.)

All members shipping out of the port were urged to take part in the upcoming state elections Williams announced. There will be a runoff in the contest for governor of Louisiana.

Ships that paid off during the preceding shipping span were: Del Sud, Del Oro, Del Mundo, Del Norte, Del Santos (Delta); Steel Surveyor (Isthmian), and Wacosta (Waterman).

Signing on were: Del Sol, Del Sud (Delta); Margaret Brown, Alice Brown (Bloomfield); Chickasaw (Waterman); Maxton (Transoceanic Pet.), and Gulfwater (Metro Pet.).

In transit were: Alcoa Corsair, Alcoa Ranger (twice); Alcoa Cavalier, Alcoa Roamer (Alcoa); Seatrain Georgia, Seatrain Louisiana (Seatrain); Del Sol, Del Aires, Del Sud (Delta); Ines, Beatrice, Suzanne, Elizabeth (Bull); Margaret Brown, Alice Brown (Bloomfield); Steel Vendor (Isthmian); Monarch of the Seas, Topa Topa, Yaka, Chickasaw, Claiborne, (Waterman); Gateway City, Raphael Semmes (Pan Atlantic); Ocean Eva (Ocean Clippers), and John C (Atlantic Carr.).

Phila. MAW Ballot Victor

PHILADELPHIA—Good shipping conditions prevailed here during the past period, and the situation is expected to remain the same during the coming two weeks, reports Steve Cardullo, port agent.

Members also were informed of an important SIU-MAW victory at the Hussman Company in a National Labor Regional Board election which was the end result of an intensive six-month organizing drive, Cardullo added.

The following ships paid off: Atlas (Cargo Tankship); Angelina (Bull); Losmar, Calmar (Calmar), and Alcoa Puritan (Alcoa).

Two ships signed on: Losmar and Calmar (Calmar).

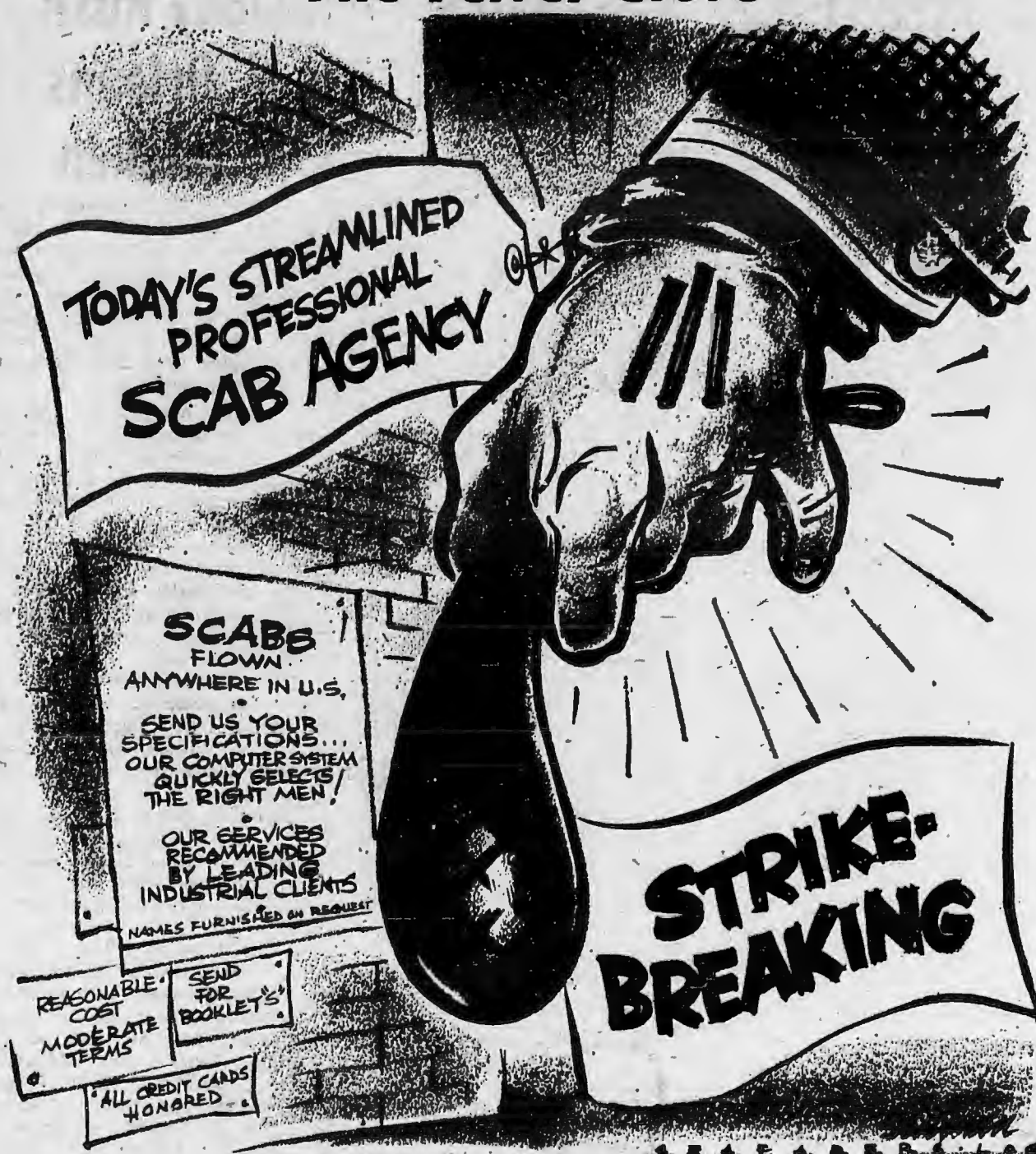
In transit: Steel Architect, Steel Advocate (Isthmian); Robin Sherwood, Robin Hood (Robin); Alcoa Pennant (Alcoa); Jean, Emilia (Bull); Mankato Victory, Ames Victory (Victory Carriers), and Atlantis (Cargo Tankship).

Throw In For A Meeting Job

Under the rules of the SIU, any member can nominate himself for meeting chairman, reading clerk or any other post that may be up for election before the membership, including committees, financial committees and other groups named by the membership.

Since SIU membership meetings, officers are elected at the start of each meeting, those who wish to run for those meeting offices can do so.

'The Velvet Glove'



Great Lakes Pilots' Plan Being Aired

WASHINGTON — The US and Canada are trying to work out a satisfactory Great Lakes' pilotage plan to present to Congress for consideration next session, which gets under way sometime this week.

Still unresolved is the question: should qualified pilots, at considerable cost, be required to be on duty throughout a vessel's stay in the Great Lakes—even in open waters? The Coast Guard—which is concerned with safety measures—has taken an affirmative stand. Supporting the Service are the Masters, Mates & Pilots. AFL-CIO. Canadian officials have taken a negative attitude in the matter, and they apparently have State Department agreement, too.

A possible compromise, however, might be to allow the Coast Guard to use its discretion by insisting pilots be aboard ships in open waters—only if traffic conditions or weather warrant. As to having pilots aboard in "restricted" waters—such as the Detroit and St. Mary rivers—Canada's legislation requires their services anyway, so there's no controversy over this point.

It should come as no great surprise to Union members that organized strikebreaking is far from dead in the United States. On the contrary, what is emerging today in some industries is a far slicker, more highly-organized form of strikebreaking than Pearl Bergoff and other notorious finkherders of the 1920's and 1930's ever dreamed of.

Your old-time strikebreaking operation usually consisted of smashing a picket line with clubs and other assorted weapons, going into a plant and putting out the work for the boss while the union men were left out in the cold. This kind of strikebreaking still exists, but alongside of it has grown up a more-efficient, cold-blooded system which has serious implications for unions in certain industries.

To date the major targets of the strikebreaking operation have been unions in the printing and publishing industry. In the past year alone, the Indiana agency which specializes in scab-recruiting for this industry has participated in strikebreaking operations in such far-flung areas as New York State's Westchester County; Reno, Nevada, and currently in Portland, Oregon.

Today's professional strikebreaker thinks nothing of flying scabs hundreds of miles to a struck plant, setting them up in local hotels and supplying employers with specified skills—just what is being done in Oregon. The wages of today's scabbery reportedly range from \$250 to \$400 weekly plus free transportation and maintenance.

That employers are willing to go to such lengths rather than sit down and settle a contract beef with a union should serve as fair warning to every union and every union member. It points up the need to maintain an effective, solidly-knit union operation to meet threats of this nature.

'Don't Buy Amoco'

From another quarter, one close to seafaring, comes an appeal by the Oil, Chemical and Atomic Workers Union not to patronize Amoco gasoline and other products. The union has been on strike for six months at the American Oil Company's refinery in Texas City to preserve a voice in job classifications and work assignments. The refinery is being operated behind a union picket line.

The action of American Oil, Standard Oil of Indiana (also strikebound) the major steel concerns, the railroads and others all show a pattern of seeking to destroy union protection of members by demolition of contract working rules. The Amoco strike, while little noticed thus far in comparison to the steel beef, is of considerable importance to refinery workers, seamen on American-flag tankers and to American workers generally. The preservation of union working rules everywhere is at stake in beefs of this nature.

APL Purchases Leilani For Trans-Pacific Service

WASHINGTON—That orphan of the passenger shipping business, the SS Leilani, has found a new home and will soon have another name. American President Lines, a West Coast company under contract to the SIU Pacific District, will purchase the ship from the Maritime Administration for \$3.2 million and use her in the trans-Pacific passenger service.

A few days earlier, the keel was laid in San Francisco for the first of two new APL cargo liners, the President Lincoln. Construction will start next month on her sister-ship, the President Roosevelt. Both vessels are of the new "Searacer" type, which is a modified Mariner-class design adapted for APL service. One unusual feature will be a container hatch just forward of the house, with a 25-ton gantry crane riding above the hold. Both ships are to be ready by the summer of 1961.

In addition to the purchase price, the Leilani transaction will mean an APL outlay of about \$5.5 million for another complete remodeling job on the vessel. Part of the remodeling cost, probably about half, will be paid by Maritime as a construction subsidy.

The APL purchase will be the fourth attempt to operate the Leilani on a commercial basis. Built in 1944 as the P-2 transport Gen. W. P. Richardson, she was completely rebuilt after the war and operated on charter by American Export as a tourist-class ship in Mediterranean service.

Then known as the LaGuardia, she operated in this trade until in 1952. Recalled from the boneyard several years later, she was converted for the Pacific service between West Coast ports and Hawaii. Operated first by Hawaiian Steamship and later by Hawaiian Textron, she was repossessed by Maritime early this year when the owners defaulted on her mortgages.

Originally put up for sale with a pricetag of \$4.4 million, she drew one "unresponsive" bid from a Mexican corporation. The sale was not completed because the prospective buyer was a foreign corporation. The Leilani had also failed to attract much interest when offered for bareboat charter a few months ago.

APL's decision to purchase the ship, once the price was dropped,

was undoubtedly conditioned by the failure of Congress to appropriate funds for a new trans-Pacific superliner. The company had been planning to construct a new 50,000-ton supership for Pacific service, but the funds were not forthcoming and the cost estimates kept rising from year to year.

It is expected that once the remodeling is completed, the Leilani will join APL's Presidents Cleveland, Wilson and Hoover on the trans-Pacific route. The Presidents Cleveland and Wilson are also basically P-2 designs modified for luxury passenger service.

Canada Ship Makes First Atlantic Run

MONTREAL—The first Canadian vessel since the mid-twenties to engage in North Atlantic trade has just completed her maiden crossing, arriving in London November 1, following a 9½-day trip.

The M/V Eskimo of Canada Steamship Lines, under contract to the SIU Canadian District, will have a winter run operating from Quebec City, and in the summer will ply the Lakes and work in the Arctic service.

It was designed by Davie Shipbuilding Limited in cooperation with the owners and the Canadian Government Department of Transport. It was chartered to the Department of Transport for the mid-summer months to operate in the far north, servicing Frobisher Bay, Fox Inlet, and other Arctic areas.

The vessel is 335 feet long and had a deadweight of 6,500 tons. It has three cargo holds and is reinforced for navigation in ice. In the spring and fall it will be used principally to carry grain and newsprint and in the winter for deep-sea or coasting operations.

Canadian deep sea operations have been a rarity in recent years because of the wholesale transfer of Canadian ships to the British flag.

New Orleans Seafarers Back Morrison For La. Governor

NEW ORLEANS—Seafarers at the regular membership meeting in the New Orleans SIU hall voted unanimously December 23 to endorse the candidacy of Mayor deLesseps S. Morrison of New Orleans for governor of Louisiana.

Morrison is opposed in a runoff primary campaign by former Governor Jimmie Davis who served from 1944 to 1948.

Morrison was high man in the first primary by nearly 70,000 votes, but lacked the necessary majority for a first primary victory.

In endorsing Morrison, SIU members here took recognition of the great contribution he has made as mayor of New Orleans toward development of this port as a center of Latin American trade, New Orleans Port Agent Lindsey J. Williams said.

"The trade union movement in New Orleans has prospered greatly during Morrison's administration," Williams said. "A public works

program second to none in the South and insistence by the city administration on the employment of union labor in this construction program has resulted in a high standard of living and one of the South's highest combined wage rates. A by-product has been the recognition of New Orleans as a center of progressive trade-unionism and one of the fastest growing industrial areas in the South."

The SIU has enjoyed cordial relations with the various departments of city government throughout Morrison's 14 years in office, Williams pointed out. In addition, the administration's heavy emphasis on development of foreign trade through the port has resulted in the advancement of Seafarers' job and earnings opportunities.



SEAFARERS IN DRYDOCK



Brother James J. Kelley, who last sailed as an oiler on the Seatrain



Mancino



Pron

Hill Hospital but is recuperating at the Staten Island USPHS Hospital. Brother Bunner is in for a check-up.

Three other Seafarers at the same hospital are Seafarers Claude L. Davis, who last sailed on the Westport; Carmine Mancino, a former AB on the Robin Hood; and Frank Mazet, who was a FWT on the Robin Gray his last time out.

Brother Davis was hospitalized in the Colpetty Clinic, Colombo, Ceylon and is now recovering here from gall bladder trouble. He expects to be discharged soon. Brother Mancino was involved in an accident aboard the Robin Hood his first day of work.

Seafarers on the beach, or off their ships on shore leave should take time out to visit or write a letter to their brothers in the hospitals. The following is the latest available list of hospital patients:

USPHS HOSPITAL
BALTIMORE, MD.

Charles Berick James Macchuck
Grover Cobble Anthony Maiello
Roscoe Conklin Johan Nordstrom
Leonard Davis George Rival
E. Gherman Herbert Shartzer
Gorman Glaze George Sizer
Robert Godwin Jose Soares
Bruce Hartford Charles Taylor
Wm. K. Kehrwieder John Zohil

USPHS HOSPITAL
BOSTON, MASS.

Bartolo Cruz Chas. A. McCarthy
Dalton A. Gabriel Raymond L. Perry
Peter King

USPHS HOSPITAL
GALVESTON, TEXAS

Joe N. Atchinson Jonnie McCree
William C. Brown James E. McGuffey
Herman A. Carson Steve Moustakas
Charles Hill Paul L. Painter
Herbert Jackson Roy C. Pappan
Robert D. Jones Charles F. Ries
Herbert Kennedy Jose J. Valenzuela
Thomas McCarthy John W. Ward

VA HOSPITAL
BALTIMORE, MD.

Maurice Flynn

USPHS HOSPITAL
SAVANNAH, GEORGIA

Glenn R. Adams Andrew Sproul
Clarence Dees Glen R. Adams
William Hamilton Ernest Bryant
James B. Henley Cleo Copeland
T. F. Johnson David McCollum

USPHS HOSPITAL
SAN FRANCISCO, CALIF.

Arturo Alderete Edw. H. Huizenga
Hilarion A. Aquio Charles F. Hyde
Eugene W. Bent Richard R. Kohls
Richard A. Carter A. H. Manders
James M. Davis Jerome Pine
Norman W. Dubois Frank Schembri
James W. Eccles Fred Shala
D. H. Gemeiner Frank Soriano
Charles Harris Robert R. Yoncos

VA HOSPITAL
FORT MILEY, CALIF

Howard J. Watts

USPHS HOSPITAL
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Melvin Chilton Arthur Opsal
Leroy Clarke Anthony Pisani
Lavern Coats Francis M. Regan
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Hugh Dick Cyril Sawyer
Harry Duracher Joseph W. Stocker
Charlie A. Gedra David L. Williams
James C. Gillson James E. Williford
Walter L. Griffin Nelson J. Wood
Wade B. Harrell Anthony Zaich
Harry R. Hebert

Georgia is in the Public Health Hospital on Staten Island for a check-up on a high blood pressure condition. He is reported to be in good shape and improving nicely. Also in the hospitals are Seafarers Phillip W. Pron, a former messman on the Elizabeth and Robert W. Bunner, also a messman, who was last on the Cities Service Norfolk. Brother Pron underwent a special eye graft operation at the Lenox



Kelley



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William Drew Angel Reyes
Jesus Fernandez Peter Richter
Michael Filosa John L. Roberts
Walter Gustavson Frank A. Rossi
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Alfred Kaju Juan Soto
D. Kambanos Theodore Spencer
James J. Kelly Fernando Tiaga
Chas. A. MacDonald John Ulla
Edward J. Lane Claude Virgin
Carmine Mancino Pedro A. Viruet

LONGVIEW VICTORY (Victory Carriers), Nov. 22—Chairman, R. H. Simpson; Secretary, F. Fullbright. C. White elected ship's delegate. \$7 in ship's fund. Cash donated to Merchant Marine Library for books and magazines brought aboard in New Orleans. Ship's treasurer to buy soda for Thanksgiving Day dinner. Last trip ran smoothly. No beefs at payoff. Suggest holding ship's meetings after 6:30 PM. Galley range to be brought to attention of patrolman. Request pantry door and screen to be repaired. Longshoremen eating all of night lunch. None left for the crew. Compliments to the steward department. Everyone is very well satisfied.

STEEL DESIGNER (Isthmian), Nov. 15—Chairman, J. Farrand; Secretary, V. P. Di Giacomo. Bad lockers in 8-12 seamen's quarters, and messman's quarters. Repair list to be turned in to chief mate. Clarification of overtime mentioned when sea watches are broken for less than 24 hours. \$16.45 in ship's fund.

CALMAR (Calmar), Nov. 7—Chairman, Earl Harrison; Secretary, C. Gill. Ship's delegate elected. Delegate to see about keys for footie. Steward reports that daily box is not up to par. No cooperation from chief engineer for repair to same.

ROBIN KIRK (Moore-Carmack), Nov. 22—Chairman, A. Pelger; Secretary, H. Curran. Ship's delegate elected. Fund now at \$4.25. Repair lists to be turned in by three departments. Beefs that were neglected due to ship laying up are to be straightened out in Gulf.

ATLAS (Tanker and Tramps), Nov. 18—Chairman, F. S. Paylor, Jr.; Secretary, S. Simos. Ship's fund was \$282.35 on beginning of voyage. \$28.74 spent for books and \$122.85 for Coca Cola. Some one is taking cokes from machine without depositing money. Request safety lights to be put in tanks while cleaning same and helmets are requested for men down in the tanks. Crew to cooperate with pantryman to keep pantry clean at night. No beefs. No disputed OT.

STEEL TRAVELER (Isthmian), Nov. 21—Chairman, C. E. Owens; Secretary, D. Missimin. Edward Sesterko elected ship's delegate. Held discussion on mailing addresses. Seafarer Sylvester Frizzell was buried at sea on November 20. P. F. Walsh, master, performed ceremony. All hands paid their respects.

OREMAR (Marven), Nov. 22—Chairman, M. H. Jones; Secretary, P. G. McNabb. Ship's delegate to contact patrolman regarding meat. A new ship's delegate elected. Some repairs made in shipyard. More needed. Request more wind chutes. Foc'sles need painting. Books should be returned to recreation room. Vote of thanks to steward department. No OT disputed. No major beefs.

VENORE (Marven), Nov. 26—Chairman, Hygin Stary; Secretary, Henry Girard. No beefs. Everything running smoothly. Captain contacted regarding rusty water in the after peak and the possibility of obtaining compound to clear same. Ship in need of new coffee pots. Vote of thanks to the steward department. Thanksgiving dinner well taken care of.

STEEL MAKER (Isthmian), Nov. 14—Chairman, M. C. Hutchinson; Secretary, H. L. Bennett. Make up more arrival pools and build ship's fund up. \$10 contributed by Norton to fund after winning pool. No beefs. Everything running smoothly. Ship's members took up a collection for St. Mary's Orphanage for Christmas party. To contact headquarters for an ID card to be used as pass at gate so as not to use seaman's papers.

ROBIN SHERWOOD (Robin), Nov. 15—Chairman, R. V. Anderson; Secretary, P. Devine. Three men went to hospital. \$18 in ship's fund. To check with patrolman in New York regarding launch service in Trinidad. Suggest \$1 be collected from each man at payoff for ship's fund. Messman broke eyeglasses. Paid for a new pair. To see if he can collect from company. No beefs.

ATLAS (Tankers and Tramps), Oct. 21—Chairman, Sam Vatis; Secretary, S. Simos. Refused to sign on without a patrolman in Houston. Finally received an OK from New Orleans. One man left in hospital in New Orleans. Captain did not want to get sufficient milk in New Orleans but did so in Panama. Ship's fund has a balance of \$282.35. Some OT disputed. One man getting off for hospitalization in Pedro. Need a patrolman to settle beefs before sailing. Request that crewmembers do not overload washing machine. S. Simos elected ship's treasurer.

FELTORE (Marven), Nov. 22—Chairman, R. E. Jones; Secretary, J. Poluchovich. No major beefs. Delayed sailing to be put into all overtime sheets. Crew requesting better quality and more food. Would like to have more fresh bread on board. Discussed the roach situation.

WINTER HILL (Cities Service), Nov. 26—Chairman, A. Johns; Secretary, T. Faulkner. Everything running smoothly. No beefs. No disputed OT. Four men paying off.

ALCOA PLANTER (Alcoa), Nov. 15—Chairman, Harold Duclux; Secretary, Zee Yung Ching. Crew prepared to spend holidays at sea or outside of United States. Schedule may give a good chance to be home for Christmas. Most repairs done in Port of New Orleans. \$80 on hand in ship's

fund. Engineers to check and clean all drains because of bad odors. Compliments to steward department for good food and service.

ANTINOUS (Waterman), Nov. 22—Chairman, L. Doucette; Secretary, E. Ray. Everything in fine shape. No beefs. \$19.55 in ship's fund. Having Thanksgiving dinner on Wednesday because of arrival in Casablanca on Thursday. Thanks to ship's delegate for the job well done.

ALCOA CORSAIR (Alcoa), Dec. 6—Chairman, J. Naylor; Secretary, M. J. Phelps. Fund stands at \$215. No beefs. Few hours of disputed OT. One crewmember flown home due to death in family. Suggestion made to take up a collection for the doctor for his

Digest
Of SIU Ship
Meetings

interest in the crewmembers. Steward department gives vote of thanks to plumber, electricians and carpenter for their cooperation. Also a vote of thanks from crew for a fine Thanksgiving dinner.

BALTORE (Marven), Dec. 6—Chairman, Kosta Matgimisios; Secretary, Paul M. Meth. Received new washing machine. Members requested not to leave clothing in machine too long. Steward requested that crew bring in their cots. No beefs. Some disputed OT.

HELEN (Olympic Trans.), Dec. 6—Chairman, P. McAneney; Secretary, Albert Espenada. One man who missed ship the last trip joined at Tarragona, Spain and left at Bermuda with captain's permission. Crew collected \$145 for plane fare to NY. Captain will pay transportation and two days' subsistence. Members donating 50 cents to ship's fund. Three men fired. Patrolmen to be notified by ship's delegate regarding firing. Requesting patrolman to see that sufficient food supplies are put aboard for next voyage.

VALIANT POWER (Power Steamship), Nov. 20—Chairman, none given; Secretary, Curtis Vexile. Problem concerning draws and medical attention for members. Draws given only when master feels like it. Amount of draw is set regardless of amount on books. Chief engineer drunk and disorderly in crew mess hall. Gave trouble to ship's delegate and crewmembers. Ten men donated one dollar to fund. Master neglected to store proper juices and meats. Few provisions bought after ordered by American consul. Captain refused to fly crewmember home after doctor specifies man is unfit for duty.

BENTS FORT (Cities Service), Nov. 25—Chairman, J. Sweeney; Secretary, H. B. Gaskill. New delegates elected for engine and steward departments. One man missed ship in Lake Charles. Another was fired for a legitimate reason. Most repairs taken care of. No beefs. Some disputed OT.

VALIANT HOPE (Hope Steamship), Nov. 22—Chairman, L. Thomas; Secretary, A. Ellingsen. No beefs. Few hours of disputed OT. Request a better variety in night lunches. Would like cooperation from steward concerning stores. Albatross and other birds paid visit to ship. They did not remain because of chow situation and no draw. Didn't blame the birds.

JOHN C. (Atlantic Carriers), Oct. 2—Chairman, none; Secretary, J. T. Leilinski. Ship's fund is \$11. Repair list of last trip taken care of. Made new repair list.

MANKATO VICTORY (Victory), Nov. 28—Chairman, J. C. Heay; Secretary, Dan Cherry. Report sent to headquarters concerning man hospitalized in Honolulu. Also wrote letter concerning repairs not made on last trip. No beefs. No disputed OT. To check 4-8 foc'sles for leaks. Short of linen. Vote of thanks to the steward department. Request clarification on beef concerning rigging Jumbo during holiday shift without payment of OT.

BIENVILLE (Pan-Atlantic), Nov. 29—Chairman, Ernest Kolenovshy; Secretary, A. S. Parsons. Everything running smoothly. No beefs and no disputed OT.

THE CABINS (Texas City Refining), Nov. 29—Chairman, James C. Whitley; Secretary, Jesse W. Maloney. Received "thank you" note from family of Mr. Thomas, first assistant, who died aboard ship. \$13 in ship's fund. Necessary to report on fight which took place between two members of the crew. E. Gordon left ship in Bridgeport, Connecticut because wife is seriously ill. No beefs. No disputed OT.

FAIRLAND (Pan Atlantic), Nov. 22—Chairman, John Crews; Secretary, Orville Wahlm. Ship still being furni-

gated every trip. 4-8 crew permitted to eat early when necessary. Vote of thanks to steward department for a job well done. Have photos to be submitted to the LOG. Disinfectant should be installed in all toilets. More water pressure needed on back aft on toilets. Having trouble with water regulator. Crew opposed to housing project.

JEAN LAFITTE (Waterman), Dec. 1—Chairman, Nicholas Matgimisios; Secretary, Ronald Eden. Captain will pay off anyone who wants to pay off on the west coast. All delegates instructed to make repair lists. Few hours OT disputed. One man logged. Thanks to steward and the steward department for a wonderful Thanksgiving dinner. Delegate to see captain about getting rooms souged and to see if after lights to after deck can remain on at night. Thanks to deck department for saving life of chief mate after a heart attack when ship was leaving Yokohama. Regret that the chief mate did not acknowledge this act.

COE VICTORY (Victory Carriers), Nov. 23—Chairman, Joe Tuari; Secretary, John Coyle. Great improvement in crew's conduct while in port. Everything running smoothly. Gangway watch now in chief mate's hands. Anyone missing same will be logged. Changes will be made at least eight hours in advance. Quality of meats and produce received in Antwerp was very poor. Water in Rotterdam and Bahrain very salty. Many men became ill. Crew's pantry refrigerator needs replacing. Food from galley served cold a few times. Action to be taken.

STEEL VOYAGER (Isthmian), Nov. 23—Chairman, David Dickinson; Secretary, S. Fulford. Wire sent to Joe Algina concerning penalty cargo. Elected new ship's delegate for next trip. Began a new ship's fund. New men to donate at port pay off. \$18 collected and \$7 pledged for ship's fund.

PENN SHIPPERS (Penn Trans), Dec. 6—Chairman, A. Landry; Secretary, Duke Gardner. Recommendation made to have steward department clean recreation room and blackgang and deck departments to clean laundry room. Repair list not completed in shipyard. Vote of thanks for the steward department. One man ill. Ship's fund \$3.10. No beefs.

SUZANNE (Bull), Dec. 8—Chairman, Angel Seda; Secretary, D. C. Hardshell. Some disputed OT. Ship's fund \$16.50. Suggestion was made to have every man clean his room and dispose of dirty linen. Vote of thanks given to ship's delegate for fine job and also to steward dept for the preparation and serving of meals.

ALCOA RANGER (Alcoa), Dec. 6—Chairman, W. J. Barnes; Secretary, C. A. Crabtree. No beefs. Disputed OT will be taken care of by patrolmen in Mobile. It is requested that all men sign papers that are put on bulletin board for that purpose. Suggested that lines be kept clear of dry clothes. Remove bulletins from board that have been there long enough.

JOHN B. WATERMAN (Waterman), Nov. 23—Chairman, A. Tramer; Secretary, N. Matthey. Captain has been refusing draw; also trying to force steward off ship. Patrolman to be contacted in Tampa upon arrival to take care of beefs.

KATHRYN (Bull), Dec. 13—Chairman, none; Secretary, Leon Hall, Jr. Some OT disputed. Patrolman in San Juan said it was good OT.

ALCOA POLARIS (Alcoa), Dec. 12—Chairman, W. Messenger; Secretary, P. Miranda. No beefs. All repairs to be taken care of. All hands put in for delayed sailing. Soiled linen to be thrown to the side of the ladder and not at the foot of same. It was requested that Union contract committee try to get air-conditioning on all SIU-contracted ships.

VENORE (Marven), Dec. 8—Chairman, R. Noren; Secretary, H. Stary. Chief engineer consulted concerning excessive amount of rust in wash water. To be cleaned and painted when ship goes into shipyard in January. Steward ordered new coffee pots and rubber mats for sink top. One man missed ship in Baltimore. All delegates are to turn in repair lists prior to payoff. Attempt is to be made to obtain more books and other reading material. Vote of thanks to steward dept. The crew was also complimented for cooperating with the steward dept.



Editor,
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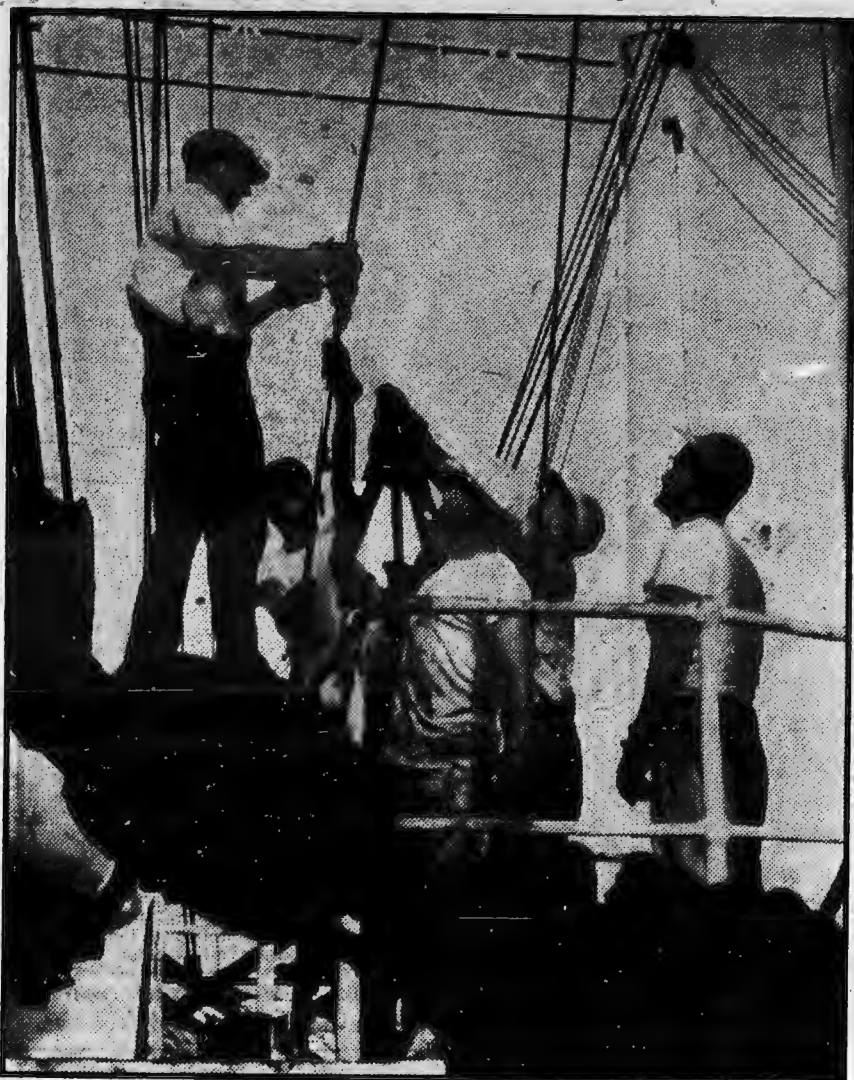
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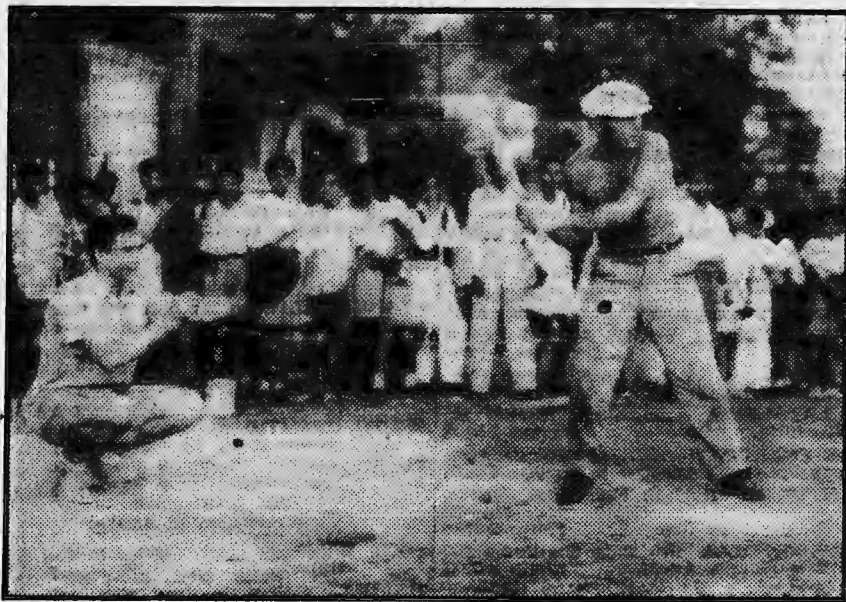
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With the Steel Surveyor



Seafarers adjusting cable on the Steel Surveyor, just back from a Pacific hop to Pakistan, are (L to R). "Ski," Ray Patorski, William Nelson, Michael Simms, and Leo LoSoya, bosun.

Baseball In Pakistan



Big sticker in the baseball game near the Catholic mission in Chittagong, Pakistan, is Seafarer Ray Patorski, OS, on the Steel Surveyor.

Tony's Indian Adventures

By Seafarer William Calefato

On the fantail of the ship, where many stories were being swapped, Tony overheard a shipmate complain to a watchman and some natives that he was robbed of \$20 in town.

"I wanted to buy one of those gadgets made out of jade, and a nice guy took me shopping to find one," he said. This guy told me it would be better if a native bought it as he could get it cheaper . . .

"Well, this guy had my money with him all the time . . . I know because I saw it in his hands all the time—playing with it and tossing it up and down. He had \$20 in rupees.

Finally he said he couldn't find one but would come with me the next day to the other side of town where he was sure he could get one . . . He handed me back the roll of money which I stuck in my pocket. But when I looked at it later, it wasn't the \$20 but a wad of paper with just one rupee note wrapped around it. I'd sure like to get my hands on that guy."

"You know what he looks like so he should be easy to find," the watchman consoled.

"Yea, that's right, he looked just like Nehru."

"But nearly everyone in India looks like Nehru," he was informed.

For Tony some of the mysteries of India began to unravel. He had met gypsies in

Brooklyn from whom he learned the secrets of the powers of suggestion. The Indians used the same ones, yet they were much more successful in hoodwinking seamen once they detected the slightest susceptibility of the will.

What the Indians did with their secret was to mix it with the simple psychology and their main tool for survival, the well known, potent, gift-of-gab.

This tool, Tony noted, helps magicians on the stage, and without it, he, and the Indian merchants, would be lost.

A guide had told Tony that even if he came to India for 10 years he would still not understand the customs and traditions of the merchants.

Maybe so, Tony thought, but he might go the other way when someone says:

"Just look, Joe, no money, just look."



Members of the deck gang relax around the table before arriving at Norfolk. They are rear, left to right: B. M. Romanoff, F. Israel, R. Frazer; third row: J. Bruso, Capt. Meyer, H. Swarties; second row: Adam Kosinski and W. Feil; front row: Alexander Daniluk, and Charles Misak.



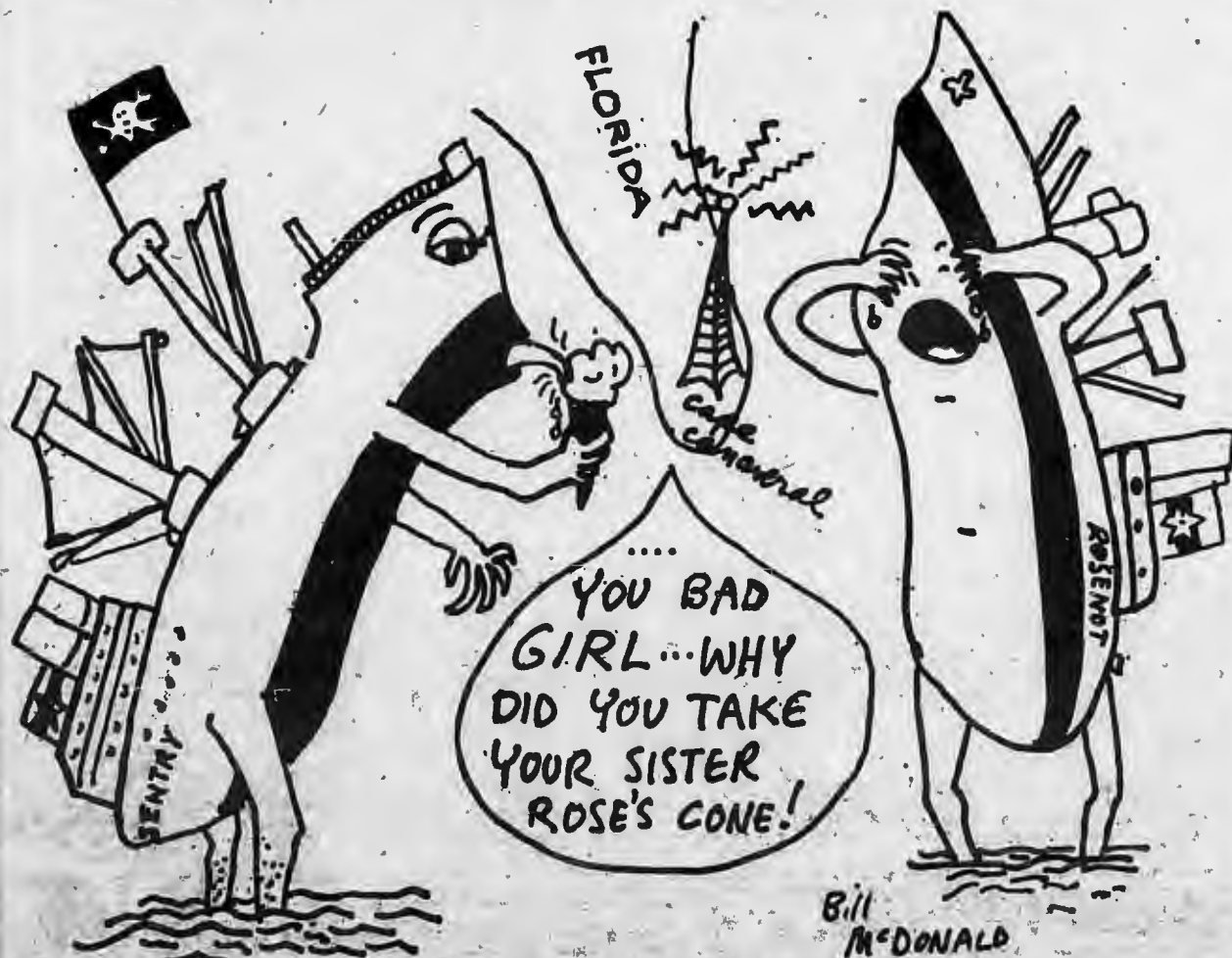
"Peek-a-boo" says one of the members of the engine room gang, J. Torres, as he looks through a life ring. With him are, from left to right, N. W. Jorgensen, J. J. Look, E. Flecha, C. Johnson, E. Anagostou, and A. Aciego.



The stewards and cooks, who kept their Seafaring buddies happy with good food are: rear row: L. Gardier, F. Maagallanes, Alex James; third row: W. E. Oliver, Pete Sigma, F. Robertson, F. Robertson, A. Acosta; second row: A. Acosta and John Indorf; front row: F. Damian, and P. Esterban.

Ocean Evelyn Va.-Bound

The crew of the Ocean Evelyn, the New York to Northern Europe "Atlantic Express," pose in the ship's recreation room before pulling in to Norfolk. Many of the men will be getting off after this voyage because they want to spend the holidays with their families. The men rate the ship one of the best feeders in the SIU. Photos at right, by Alex Janes, steward utility.



The Atlas nose cone controversy is pictured by Seafarer Bill McDonald.

Ocean Eva Says Merry Christmas

To the Editor:

This is Cruz Negron writing from South America on the West Coast port of Guayaquil, Ecuador, enroute to New York. Just want to say that we've had a real nice trip this far. We've not made much overtime, but we have had a lot of port time.

We've been to Japan, Korea, San Francisco and now we are off to Ecuador, then to the Gulf

Letters To The Editor

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

ports and finally to New York for the payoff.

We want to extend to the chief steward and his department a real hearty vote of thanks for a wonderful job done in the culinary line. I don't think anyone can say that we haven't been fed very well this voyage.

The deck department is very smooth-running and there are no major beefs there. Everyone in the deck department is to be thanked for a job well done. We all had a most enjoyable stay in Yokohama, Japan.

The men of the Ocean Eva would like to extend their wishes for a very happy Christmas and a prosperous New Year to all the Seafarers.

Cruz Negron

Benefit Check Brings Thanks

To the Editor:

I have received the most gracious letter and check, for which I heartily thank you. I am so relieved and grateful to you, coming at this time of year, which makes it doubly-assuring that it will help me in my big loss.

It is so hard to believe my husband is gone. I was so dependent upon him, but I guess I must realize the situation and bear up. My kinfolk, a sister and two brothers live in Great Britain, so I am alone, but will do my best to carry on.

I thank the Union for its sympathy and respect, and I appreciate its offer of assistance, if needed, in the near future. I feel it has not only set my fears at rest, but also the soul of my dear husband, may his soul rest at peace.

Happy holiday season to you and yours. May God bless you for helping at this time of need. Again, a million thanks.

Mrs. Claire Franson

Asks Revision In Disability Plan

To the Editor:

As ship's delegate on the Robin Gray, I would like to ask headquarters for a revision of the present disability compensation plan. It is my belief that a less demanding disability plan than the present one which asks twelve years of sea time service before one is entitled to such benefits, be drawn up.

It is a terrific amount of time a member has to serve at sea to satisfy present qualifications.

If sea time could be broken down as follows, benefits could be distributed to seamen with less time at sea: Example—12 years' sea time, \$150 monthly; nine years' sea time, \$90 monthly; six years' sea time, \$75 monthly.

It's my feeling that any seamen performing his duties for a period of six years should be covered by this plan in case such member becomes disabled during his services within the SIU and the respective contracting companies involved.

Rocco Albanese
and crewmembers

Steel Maker's Yule Greetings

To the Editor:

The crew of the Steel Maker is one of the best that I have ever had the privilege to sail with. With a mate like Dividsen and a bosun like Keefer, the deck gang gets plenty of breaks, and works together like a well-trained team.

Everyone is happy in the black gang; Big Hutch, the chief electrician, and his able assistant Moore, help us in the light.

With Brother Bennett, chief steward, and his able department we get plenty of good food. Its served by a couple of first class messmen; J. Buckley and Johnny Newman.

All of Brother Huff's friends around the Gulf will be glad to know that he is now a "papa san," a proud father of an eight-pound, fourteen-ounce boy.

The guys around New Orleans about January 24 will get a break if many of this gang piles off.

The Steel Maker wishes Union brothers everywhere a Merry Christmas and a prosperous New Year.

Johnny Johnston

Sends LOG Seasons' Best

To the Editor:

To our officials, to the editor and his able staff, to the brothers in the hospitals and the membership in general, I extend my heartiest greetings and salutations for a very Merry Christmas and happy and prosperous year for our great Union.

George H. Seeberger

FROM THE SHIPS AT SEA

ALCOA CORSAIR

Seafarers on the Alcoa Corsair were so pleased with the interest and the care given to them by Doctor Lunt, the ship's physician, that they took up a collection to be given as a token of their appreciation. The steward, on behalf of the steward department, thanked the ship's plumber, carpenter and electrician for their help in fixing up the galley, and the whole crew gave a vote of thanks for a fine Thanksgiving dinner. V. T. McKleray is the ship's delegate and Roscoe Alford the ship's reporter.

VENORE

Coffee lovers on the Venore have the luxury of new coffee pots in which their beloved brew is being made. . . . But there is the problem of an excessive amount of rust in the wash water. The chief engineer has been alerted and this matter should be ironed out soon reports John A. Smith, ship's delegate and W. J. Barnes, meeting

ALCOA RANGER

Gourmets aboard the Alcoa Ranger, led by Johnny Holley and A. R. Velasco, tired of the coffee being served aboard the ships, have moved to change brands of coffee and get Chase and Sanborn instead of the currently-used brand. . . . Henceforth, if they have their way, their java will be good to the last drop.

ALCOA POLARIS.

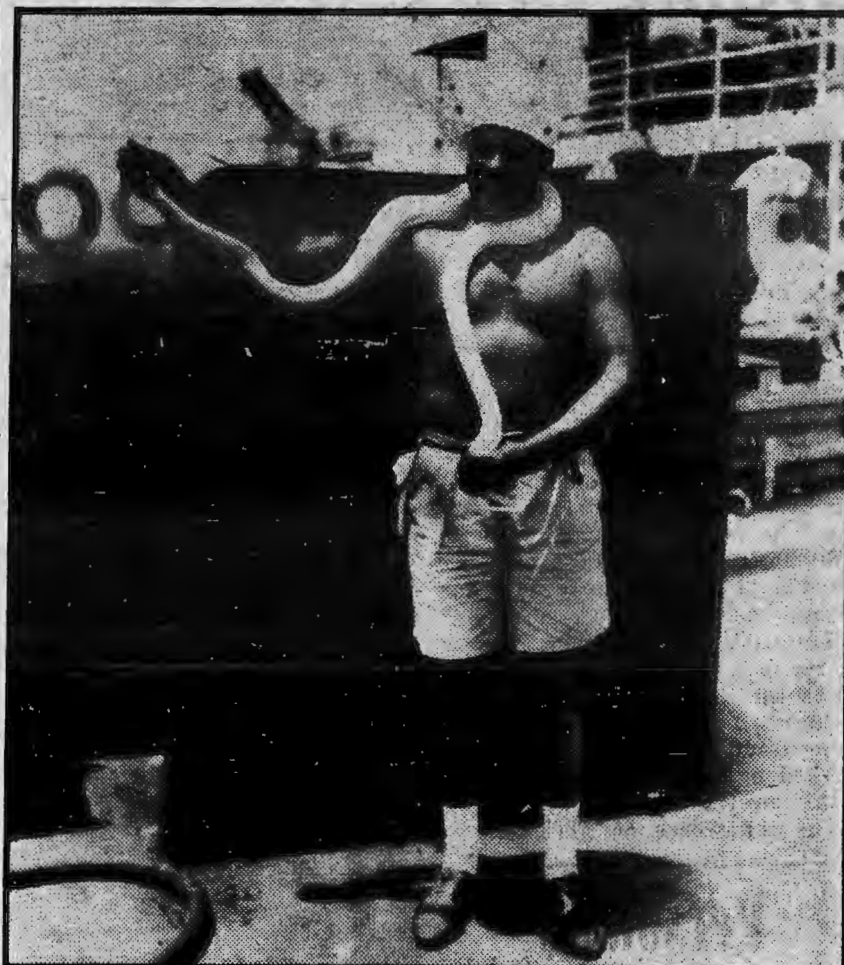
Seafarers have been unwittingly stomping on their sheets and pillow cases aboard the Polaris. . . . because some men have been dumping their dirty laundry at the foot of the ladder instead of at the side. . . . They have been requested to avoid treading upon the sheets they eventually sleep on, nightly.

Prove Eligibility For Hospital \$

Seafarers being admitted to a Public Health hospital are urged to carry with them their Union book plus proof of eligibility for SIU benefits; namely, a record that they have at least 90 days seetime during the previous year and at least one day during the previous six months. Failure to have the proper credentials will cause a delay in payments to the Seafarer.

If the Seafarer is admitted to a hospital which is not a PHS institution, he should contact the Union immediately. The Union will arrange with the USPHS for a transfer to a Public Health hospital in his vicinity. The PHS will not pick up the hospital tab for private hospital care, unless it is notified in advance.

Snake Charmer



Seafarer Octavies Coleman poses with a rare albino python captured by a Swiss collector of rare animals named Ryhiner.

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Great Lakes District

ALPENA.....127 River St.
ELmwood 4-3616
BUFFALO, NY.....914 Main St.
GRant 2728
CLEVELAND.....1420 W. 25 St.
Main 1-0147
DULUTH.....621 W. Superior St.
Phone: Randolph 2-4110
FRANKFORT, Mich.....PO Box 287
ELgin 7-2441
MILWAUKEE.....633 S. Second Ave.
Broadway 2-3039
RIVER ROUGE.....10225 W. Jefferson Ave.
Mich. Vinewood 3-4741
SOUTH CHICAGO.....9383 Ewing Ave.
Saginaw 1-0733
TOLEDO.....120 Summit St.
CHerry 8-2431

Canadian District

FORT WILLIAM.....408 Simpson St.
Ontario Phone: 3-3221
HALIFAX N.S.....128 1/2 Hollis St.
Phone 3-8911
MONTREAL.....634 St. James St. West
Victor 2-8161
QUEBEC.....44 Sault-au-Matelot
Quebec LAFontaine 3-1509
THOROLD, Ontario.....52 St. David St.
Canal 7-3212
TORONTO, Ontario.....272 King St. E.
Empire 4-5719
ST. JOHN, NB.....177 Prince William St.
OX 2-5431
VANCOUVER, BC.....298 Main St.

MFOV

BALTIMORE.....1216 East Baltimore St.
Eastern 7-3383
HONOLULU.....58 North Nimitz Highway
Phone 5-6077
NEW ORLEANS.....523 Bienville St.
MAGnolia 0404
NEW YORK.....130 Greenwich St.
Cortland 7-7094
PORTLAND.....522 NW Everett St.
Capitol 3-7297-3
SAN FRANCISCO.....240 Second St.
Douglas 2-4592
SAN PEDRO.....286 West 7th St.
Terminal 3-4495
SEATTLE.....2333 Western Ave.
Main 2-6326



NOW FOR THEM
NEW YEAR'S
RESOLUTIONS...



1. I won't give the Ship's Delegate a hard time.
2. I will respect and co-operate with the Ship's Delegate.
3. I will show appreciation for the work and effort of the Ship's Delegate.
etc.
etc.



MATE, Y'KNOW BURLY'S THE
NEW SHIP'S DELEGATE...



Blame Biz Cheats For HCL Increase

WASHINGTON—One of President Eisenhower's closest advisers has placed a good deal of the blame for inflation squarely on the shoulders of business. Speaking at a conference of 47 organizations called to protect the public from business cheats, Dr. Raymond J. Saulnier, the President's chief economic adviser, criticized business men for not cutting prices.

"Sometimes when I walk through the shops, I wonder if I'm being asked to buy something or purchase an equity in the business," he said. The only significant reductions in the cost-of-living index have come from lower food prices, he noted.

Saulnier's remarks came in the course of a two-day conference set up by the US Government seeking to inform the buying public of the many frauds and phony "bargains" utilized by businessmen to extract cash from the unwary.

The conference on "Trickery in

the Market Place" was called by the Federal Trade Commission to alert buyers on the deceptive selling techniques of "gyp" sellers. It drew representatives from 47 major civic, professional and welfare agencies.

Earl W. Kintner, chairman of the FTC, said that the conference would perform a great service if it removed "the blissful blindfold of ignorance from the eyes" of susceptible "sucker-buyers."

Dirty Competition

He claimed that reputable businessmen welcomed the commission's campaign because it was discouraging to honest businessmen to see customers "flocking to a competitor whose morals are as rotten as his bargains." Mr. Kintner said that his agency intended to be vigilant in tracking down dishonest merchants but called for business itself to take the lead in self-discipline and self-regulation.

Buyers were warned to be especially wary of: Magazine solicitors who go from door to door, claims of storm door and window salesmen on how much their product will save in fuel bills, salesmen who want to use private homes as a "demonstration" house to sell items such as siding, roofing or carpets, and signing contracts or promissory notes for products sold from door-to-door.

The President's chief economic adviser, Dr. Raymond J. Saulnier addressed the conference and criticized the reputable business men for not lowering prices.

'And That's A Catwalk'



Seafarer Steve Carr points out some of the features of Cities Service tanker model to son, Steve Jr., during visit to Union hall.

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:

Sandra Dee Bamio, born December 4, 1959, to Seafarer and Mrs. Joaquin C. Bamio, Houston, Tex.

Steven Roy Butts, born November 23, 1959, to Seafarer and Mrs. Hermon B. Butts, Mobile, Ala.

Joyce Ann Carver, born October 11, 1959, to Seafarer and Mrs. Noah C. Carver, Richmond, Calif.

Mary Joan Casarez, born November 15, 1959, to Seafarer and Mrs. Calisto Casarez, Houston, Tex.

Michele Violet De Boissiere, born November 20, 1959, to Seafarer and Mrs. Rudy P. De Boissiere, Lexington, Va.

John Joseph Ferreira, Jr., born November 1, 1959, to Seafarer and Mrs. John Ferreira, Baltimore, Md.

Angela Regina Foster, born December 7, 1959, to Seafarer and Mrs. Floron Foster, Mobile, Ala.

Anna Maria Greaux, born October 22, 1959, to Seafarer and Mrs. Louis Greaux, Texas City, Tex.

Mark Nicholas Holm, born November 30, 1959, to Seafarer and Mrs. Dolph E. Holm, North Babylon, LI, NY.

Michael Patrick Parsons, born November 4, 1959, to Seafarer and Mrs. Frank E. Parsons, Mobile, Ala.

Catherine Cornelia Richerson, born October 27, 1959, to Seafarer and Mrs. Berlin H. Richerson, Prichard, Ala.

AEC Seeks 'Hot Clocks'

WASHINGTON — The Atomic Energy Commission is trying to locate about 600 special navigational wristwatches because several have been found to contain excessive radioactive strontium 90.

The watch—known as the Rolex GMT-Master—is a special navigational model, manufactured by the Swiss firm, Montres Rolex, S. A., of Geneva. It has a special movable rim which enables a wearer to tell time in two zones. The radioactive substance was found in the markings on the rim of the timepiece.

An AEC spokesman said 605 of the watches were imported and sold in the US, and a smaller number probably were purchased by Americans overseas. The Rolex Watch Co. in New York is cooperating fully in this effort to recover and check these watches for their strontium 90 content.

on the ball

NEWS HEADLINES IN REVIEW



WEST INVITES RUSSIANS TO A SERIES OF SUMMIT CONFERENCES...TO BEGIN APRIL OR MAY IN PARIS, AND ROTATE AMONG BIG FOUR CAPITALS.



KE RETURNS FROM MOST EXTENSIVE TRIP ANY PRESIDENT HAS EVER MADE, 22,000 MILES TO ELEVEN NATIONS... LAST ACT WAS TO PLEDGE END OF US BASES IN MOROCCO.



CUBAN COURT IMPRISONS MAJOR HUMBERTO MATOS, A MILITARY HERO OF THE REVOLUTION, FOR 20 YEARS... MATOS HAD CRITICIZED RED INFILTRATION IN CASTRO REGIME.



ROCKEFELLER WITHDRAWS FROM 1960 PRESIDENTIAL CAMPAIGN, LEAVING G.O.P. NOMINATION TO NIXON.



COST-OF-PRODUCTION REPLACES PRODUCTION QUOTAS AS WAY TO WIN BONUSES IN RUSSIA. NEW SYSTEM SEEN AS ADOPTION OF CAPITALIST DEVICE.



BELGIAN CONGO SEEN AS NEXT AFRICAN NATION TO WIN INDEPENDENCE AS ALL POLITICAL PARTIES DEMAND END OF CONTROL BY EUROPEANS.

Personals

Joseph Leslie
Charles W. Ely
ex-SS Florida

Contact Dick Irving at Rassner, Miller and Roth, 20 SE First Avenue, Miami 32, Florida.

✠ ✠ ✠

Rudy Maples

Write Floyd Williams, 1170 Union, Memphis, Tennessee, or call BR 5-8143.

✠ ✠ ✠

Charles P. Moore
Ex-Chickasaw

Your gear is at the Mobile SIU hall.

✠ ✠ ✠

Harry L. Cheatham

Contact Mrs. Addie Chalmers Harris, 469 W. 163 Street, Apartment LE, New York 32, NY.

✠ ✠ ✠

Crewmembers

SS Steel Advocate

Feb. 6-May 15, 1958

Contact Seafarer Perry Martin Federson as soon as possible. Urgent. He can be reached at 356 55th Street, Brooklyn 20, NY.

✠ ✠ ✠

Checks from Suwannee Steamship Company are being held in New York for the following Seafarers: Kenneth K. Kemmis, James McMahon, Raymond Buckman, Paul E. Harper, Desire Le Berre, Ernest T. Squire, William M. Murphy.

✠ ✠ ✠

Cleveland J. Vincent

Call GRanite 6-2537 or write F. Akers, 5355 Delancey Street, Philadelphia 43, Pa. It concerns your mother's illness.

Turned Down OT? Don't Beef On \$\$

Headquarters wishes to remind Seafarers that men who are choosy about working certain overtime cannot expect an equal number of OT hours with the rest of their department. In some crews men have been turning down unpleasant OT jobs and then demanding to come up with equal overtime when the easier jobs come, lot's. This practice is unfair to Seafarers who take OT jobs as they come.

The general objective is to equalize OT as much as possible but if a man refuses disagreeable jobs there is no requirement that when an easier job comes along he can make up the overtime he turned down before.

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.

Sport Coats
Slacks
Dress Shoes
Work Shoes
Socks
Dungarees
Frisko Jeans
CPO Shirts
Dress Shirts
Sport Shirts
Belts
Khakis
Ties
Sweat Shirts
T-Shirts
Shorts
Briefs
Swim Trunks
Sweaters
Sou'westers
Raingear
Caps
Writing Materials
Toiletries
Electric Shavers
Radios
Television
Jewelry
Cameras
Luggage



the SEA CHEST

The SIU And Maritime In 1959



Over 300 Seafarers marched in Labor Day parade in New York symbolizing Union's role in New York labor movement.

Another eventful year in the turbulent maritime industry has come to a close. Despite the continuation of a slump in US-flag maritime activity which saw the US privately-owned merchant fleet sink to a postwar low, Seafarers enjoyed improved shipping over the previous year. Other gains for SIU men were obtained particularly in the area of improved protection.

The most significant development in 1959 was the agreement between the SIU and the National Maritime Union to resolve their differences and work together on the crucial issues facing American seamen. The formal agreement reached in January was the outgrowth of successful joint action the previous December against run-away-shipping. During the course of 1959, the SIU and NMU expanded their activities in this area on a number of fronts.

Union Drive On Runaways

Among the developments were adoption of a new policy by the maritime unions of the world in the International Transportworkers Federation. The new position, which was proposed initially by the US unions, recognized that the ownership or control of a runaway-flag ship is the key to which country's maritime union had organizing rights on a given ship. The old ITF policy determined organizing rights according to the nationality of the crew.

As a result, US maritime unions have established their right to sign up seamen on runaway ships owned or controlled by American operations. To further that end, they have established a new union, the International Maritime Workers Union, which will concentrate on runaway-ship crews.

At the same time, a number of gains were made by the SIU in its fight to obtain full legal jurisdiction over American-controlled runaways. This battle has not yet been fully-resolved,



Lifeboat training in New York has graduated 20 classes of SIU men thus far.

with several major cases pending in the courts or at the National Labor Relations Board involving the SS Florida, SS Yarmouth and S Sea Level, among others.

Added SIU Welfare Benefits

In the welfare area, important additions were made to the benefits and protection enjoyed by SIU men and their families. A new service, the SIU Blood Bank, was set up. Through an exchange arrangement it assures Seafarers and their families anywhere in the US of adequate supplies of blood for transfusion when necessary. In addition, the Welfare Plan's optical benefit was



Four lives were lost when Santa Rosa sheered off Valchem stack, ripped into midship house.

extended to Philadelphia and San Francisco, and the Medical Department of the Welfare Plan opened another diagnostic and examination clinic, this one in Houston.

Substantial improvements were made also in benefits provided Seafarers' dependents and retired oldtimers under the hospital-surgical-medical plan. The allowance for daily hospital payments went up from \$10 to \$15 and the total hospital extras allowance was boosted to \$400.

The SIU's shipboard safety program received a boost when the National Safety Council awarded the SIU-manned Alcoa Steamship Company the first prize in the marine industry safety contest and several individual SIU ships scored outstanding safety records in the year. On the other side of the coin, there was one serious ship collision involving an SIU-manned vessel. That was when the Grace liner Santa Rosa collided with the tanker Valchem off the Jersey coast. Three Seafarers and an engineer on the Valchem were killed. Subsequently, the Coast Guard brought negligence charges against the skippers and second mates of both vessels.

Additional training facilities for Seafarers were made available at headquarters. These new facilities included a

lifeboat school and upgrading training for ordinaries and wipers. As a result, almost 250 Seafarers have successfully passed the Coast Guard's life boat test in New York alone.

Another program affecting the well-being of Seafarers, the Atlantic and Gulf Food Program, got underway this year, bringing the benefits of the SIU feeding plan to virtually all SIU-contracted ships. A group of field supervisors representing the program have been servicing SIU-contracted companies helping to install standards of feeding, storing and service. Formerly, individual companies had their own food consultants who could not be utilized by other companies.

In the Washington arena, the major issue dealt with by the Union involved the actions of the Interstate Commerce Commission against domestic shipping. As a result of a consistent ICC policy favoring the railroads, the domestic shipping industry was in a serious decline and was threatened with extinction. The SIU fought successfully against extension of ICC authority to cover Alaska shipping and on behalf of fair treatment for shipping and seamen at the hands of the ICC. At the year's close, there were indications that the ICC was shifting its policy to meet some of the objections raised by the Union and ship operators.

The SIU also went to bat with the Coast Guard on the issue of Coast Guard hearing procedure. A set of proposed Coast Guard regulations covering disciplinary measures against seamen drew Union fire. The Union argued that these hearing procedures should conform as closely as possible to those in a court of law, because the Coast Guard has the power to take a seaman's livelihood away. Here too, the indications are that the Coast Guard will revise its regulations to meet some of the objections raised.

Activities Of Affiliated Unions

There were notable developments in organizing and contract gains among affiliated unions. Out on the Great Lakes, a coordinated multi-union drive through the Maritime Trades Department made considerable headway among non-union Lakes seamen. It was crowned by the Great Lakes District's stunning election victory in the 12-ship Reiss fleet as the Lakes shipping season closed. Important gains were recorded as well by the SIU's Harbor and Inland Waterways Division, Marine Allied Workers Division and the Puerto Rico Division. A re-

Statistics for the calendar year 1959 were not complete as the SEAFARERS LOG went to press but they showed some interesting developments and progress.

In the course of the year, the Seafarers Welfare Plan received reports of the deaths of 106 SIU men. In the same period the Plan reported 326 children born to the families of Seafarers. These are remarkably close to the statistics of 1958 with 103 deaths and 326 births respectively for the full year.

On the shipping side, figuring the year from mid-December, 1958 to December 9, 1959, 29,627 jobs had been shipped in all SIU ports, an average of slightly less than 1,200 jobs every two weeks. This was a considerable improvement over the 26,057 jobs shipped during the 1958 year. It reflects in part the partial-recovery of the shipping industry from the worst of the 1958 recession, as well as the Union's success in bringing additional ships under contract, such as the Suwannee Steamship missile fleet among others.

cent SIU affiliate, the New Bedford Fishermen's Union, established itself firmly in its industry obtaining solid contract benefits plus welfare protection. Another group, the Esso Tanker Men's Union, affiliated directly with the SIU of North America to gain support in its fight to free Esso men from company union domination.

What's in the offing for 1960? Coming up in the year for sure are the openings



Seafarers in Alcoa fleet helped company win National Safety Council award.

of new halls for Seafarers in the ports of Philadelphia and New Orleans, with Philadelphia due to be ready in a few weeks. Also scheduled is the first sailing of the atom-powered passenger-cargo ship Savannah. Several steamship companies, including the SIU-contracted Bull Lines are planning to make moves toward container operations by converting their existing conventional ships. In the offing also is a renewed organizing campaign on the Great Lakes next spring with the MTD drive having bright prospects of more significant victories.

Here, briefly, are a few of the other developments of the past year:

News Round-Up In Brief

The Mississippi Shipping Company ordered three new air-conditioned freight ships as part of its replacement program. Similarly, the Onassis interests finally got around to ordering three new supertankers, including one 104,000-ton monster, for Victory Carriers. The SIU convention met in Montreal in May and drafted a program dealing with major problems facing its affiliates. Harry Bridges went first to Moscow, then to Tokyo to rally Asian unions against the US and then embraced Khrushchev as "comrade" in San Francisco. Five more \$6,000 four-year scholarships were awarded Seafarers and children of Seafarers. The Maritime Administration began the sale of some 1,200 boneyard Libertys for scrap. Independent tanker operators pressed for a guaranteed share of the nation's oil imports for US-flag ships. The LOG won the Labor Press award for the best feature. The Great Lakes SIU won agreement on comprehensive welfare coverage and a seniority system. Several SIU ships entered the Seaway trade emphasizing the importance of the new artery to Seafarers. The Maritime Administration showed off a new design for ships' foc'sles which made extensive use of "baked in" color. Italian seamen went on strike for six weeks to win a nine percent increase over their \$60 monthly base pay. 115,000 New York union members, including 300 Seafarers participated in the first Labor Day parade in many years. The International Longshoremen's Association merged with the International Brotherhood of Longshoremen and rejoined the AFL-CIO. Wreckers started to demolish the old Stone Street hall for a modern office Stone Street hall where SIU first had its headquarters.