

SIU DEFEATS CURB ON STRIKE RIGHT



Vote Count. Seeking election to membership-elected quarterly financial committee in NY, Seafarer Pablo Mendez, chief cook (right), holds hand aloft while dispatcher Scotty Aubusson (left) serves as one of the tally clerks. Mendez lost out in the spirited bidding for committee jobs. Six others were named for the regular quarterly audit of Union finances.

Supreme Court Voids Bull Ban

— Story On Page 3

NMU 'Objects' In Last Stand On Robin Loss

— Story On Page 2

3 Phases Of Herman Cooper

(See Page 5)



Take The Oath. Serving as installing officer, SIU Secretary-Treasurer Paul Hall swore in officials of Teamsters Local 807 last week, including John Strong, president (extreme left), and Tom Hickey, secretary-treasurer (3rd from right). Local 807 members do NY waterfront trucking. Hall said 807 officials were "as solid a group of trade unionists as exists anywhere in the United States." (Story on Page 3.)

Gov't Proposes Rule Over Union Funds, Voting

WASHINGTON—President Eisenhower's two-part labor program was formally disclosed last week when he called for restraint in new union wage demands coupled with strict Government controls on internal union affairs and organizing activities.

The President used his annual Economic Report to Congress to saddle the labor movement, in advance, with the blame for any worsening of the current business recession. Three days later, in a message on labor law, he urged a series of measures which, AFL-CIO President George Meany declared, might lead to "licensing of trade unions."

Most of the labor law proposals were previewed at the AFL-CIO convention last month by Labor Secretary James P. Mitchell. The convention subsequently vowed to "resist to the uttermost any and every proposal which, under the guise of seeking to protect workers from corruption and or improper activities, seeks instead to destroy honest, decent American trade unions."

Addressing the convention, SIUNA President Paul Hall probably expressed the sentiment of most of the delegates when he declared: "We don't need any more legislation. If anything, we have too much legislation now." The overwhelming view was that where there was wrongdoing, proper enforcement of existing laws could handle it in all cases.

However, some sections of the President's labor message already have labor support, particularly one calling for detailed annual reports by all types of welfare and pension plans, whether administered by employers, by unions, or jointly by both. This bill has long had labor endorsement, but continues to be fought by management interests which control the majority of these plans.

T-H Amendments

Other less objectionable parts of the program call for amending Taft-Hartley to allow "fired" economic strikers instead of strike-breakers only to vote in NLRB elections; to end the "no man's land" in jurisdiction so that state labor boards can handle cases

turned down by the NLRB and to authorize pre-hiring union shop agreements in the construction industry.

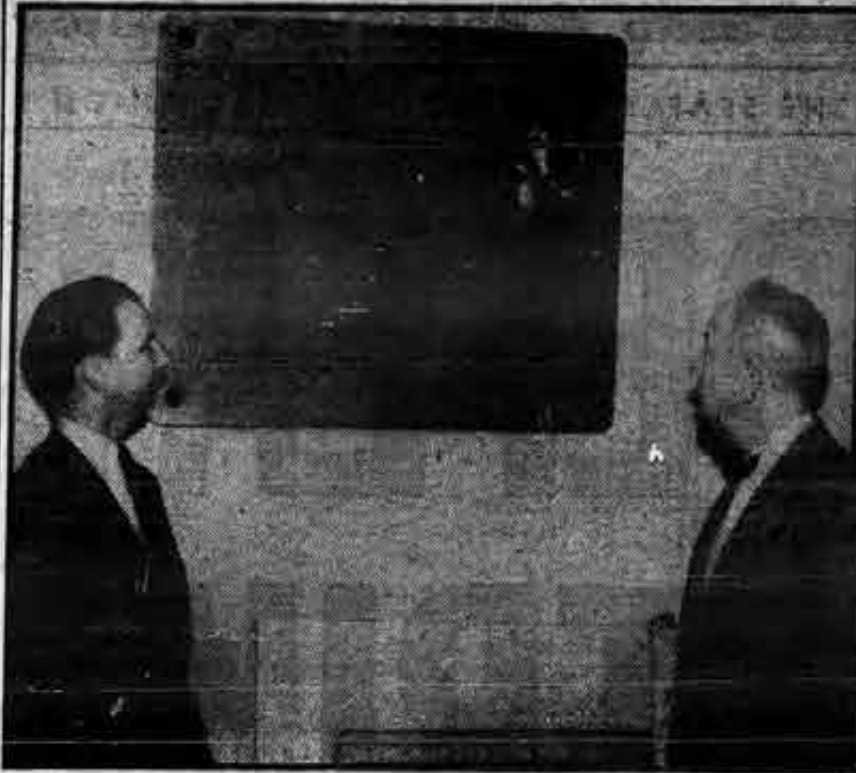
Observers expect these provisions would have little difficulty but that because of Congress' larger concern with defense matters, action may not be forthcoming. However, although the Administration program does not include any so-called national "right to work" law, other lawmakers who have introduced even tougher bills may not hold back.

New Agency Urged

The remainder of the Eisenhower program calls for sweeping powers for a new Commissioner of Labor Reports with authority over union financial and balloting reports and management reports on financial dealings with unions. Penalties such as the loss of union bargaining rights, a ban on the use of NLRB services and Federal tax exemptions could be invoked.

New restrictions would also be put on union picketing rights and organizational drives and force workers to handle "hot cargo" in strikes and other beefs.

Larsen Uncle Visits Center



Touring SIU medical center in Brooklyn, Arvid Westgerd (left), uncle of Seafarer Pete Larsen for whom the clinic was named, reads inscription on memorial plaque for Larsen in the lobby. Looking on is Dr. Joseph Logue, medical director.

SIU Settles Robin Line OT Claims

Seafarers on Robin Line ships will share the proceeds of some 200 hours of disputed overtime collected by SIU patrolmen this week, marking the return of SIU representation in the fleet.

The overtime, some of it dating back to the last summer when Moore-McCormack began operating the ships under National Maritime Union contract, covered beefs over mates doing unlicensed work on deck and various other working rule infractions. It amounts to roughly \$600 in cash payments.

Although the eight ships involved were covered by the NMU contract, the Seafarers had never gotten the overtime. Seven of the ships have since voted for a renewal of SIU representation.

The National Labor Relations Board has certified SIU bargaining rights on four of them. Certification has been held up on three others by NMU "objections."

NMU Filing 'Objections' To Cover Up Robin Loss

The National Maritime Union has pulled out a grab bag of delaying tactics in last-ditch efforts to salvage its raid on the Robin Line. NMU charges of "intimidation" were filed with the National Labor Relations Board in an attempt to prevent certification of the last Robin Line ships won by the SIU.

As reported in the last SEAFARERS LOG, the "intimidation" charges were tipped off during the voting on the Robin Hood when the seven NMU crewmembers aboard were instructed by the NMU to refuse to vote on the ground that they were being "intimidated." Another purpose for the NMU tactic on the Hood was to avoid repetition of the embarrassment the NMU suffered on the Robin Trent where two NMU members voted for the SIU.

SIU headquarters ridiculed the "intimidation" charges, pointing to them as further evidence of NMU President Joseph Curran's irresponsible behavior in efforts to cover up the serious defeat he had suffered in launching his raid on Seafarers' jobs.

NMU Pressure

If anything, headquarters held the record of the Robin Line beef as detailed in the January 17 SEAFARERS LOG indicates the lengths to which Curran went to pressure Seafarers into either switching over to the NMU or getting off the ships.

With seven of the eight Robin Line ships having voted for the SIU and an over-all SIU majority in the fleet of 190 to 62, the Union is waiting for certification action by the NLRB. Four ships, the Robin Kirk, Robin Gray, Robin Locksley and Robin Sherwood, have already been certified to the SIU. The Robin Mowbray has been certified to the NMU. It was on this ship that 11 Seafarers were fired and replaced through the NMU hall, which together with men leaving the ship for illness and other reasons threw the vessel to the NMU.

Remaining to be acted on by the NLRB are the Robin Hood, Robin Trent and Robin Goodfellow.

Still pending is an NMU court action seeking to upset the results of the secret ballot voting and the desires of the crewmembers on the Robin Line ships. The NMU has asked the courts to rule out the certifications. Decision has been reserved.

NMU's Hospital Benefits Inferior — So Curran Throws Mud At SIU

Faced with repeated demands from NMU members asking "why can't we get the same benefits they have in the SIU?" NMU President Joseph Curran has replied with the usual smear on the SIU—his standard approach in such situations. In discussions at the last NMU convention in October, verbatim copies of which recently were obtained by the LOG, Curran again demonstrated his capacity for mud-slinging and misrepresentations of the facts when pinned down on an issue.

The discussion in this instance dealt with the admitted superiority of the SIU Welfare Plan's hospital benefits under which hospitalized

Seafarers receive benefits for as long as they are laid up at the standard weekly rate. In some instances, such benefits have been paid for the past eight years since the Plan began, without let-up.

NMU 'Studies' Problem

Curran's answer to these demands was to declare that the NMU was "studying" the question and to complain about the pressures brought by NMU members for benefits equivalent to the SIU. "If you go around the country," he asserted, "you will find that there are no plans, either insurance companies, or others, that are able to handle this long-term illness question without breaking the plan down..." No plan, of course, except the SIU's, which operates on this very basis and maintains sound financing at the same time.

Curran was bitter about members' gripes. "Instead of giving us help," he moaned, "they will send us a letter saying 'You are a phony outfit'..." The SIU gives them that; why don't our Plan give it to them?..."

'Definite' Indefinite Info

To answer these unanswerable complaints, Curran resorted to his usual smear tactic charging, "We have definite information from hospitals that some members of the SIU in there never get any money. And other members get more than they are supposed to get. Whether that is true or not, is something else..."

This use of the smear, the truth or falsity of which Curran dismisses as unimportant, is out of the same book as his smear of the SIU following the serious organizational

defeat the NMU suffered in its raid on the Robin Line. Name-calling and misrepresentation, in the Curran scheme of things, are substitutes for doing an effective job of trade union representation.

"CHAIRMAN CURRAN: ...We have definite information from hospitals that some members of the SIU in there never get any money. And other members get more than they are supposed to get. Whether that is true or not, is something else. But we are not trying to build a plan to compete with SIU or anyone else...."

Curran smear tactic is shown in above excerpt where he says he has "definite information" but in next breath admits he is unconcerned about the truth of the charge.

"CHAIRMAN CURRAN: ...But I want to make it quite clear that we have not fallen down on this job, that we are working on it. But it takes time. We have letters from Manhattan Beach condemning the hell out of us all the time. There are a few patients in Manhattan Beach that have been there the biggest part of their life, and they are going to stay there. Unfortunately, they have what is known as a lengthy illness. And if you go around the country, you will find that there are no plans, either insurance companies, or others, that are able to handle this long term illness question without breaking the plan down. And we haven't been able to find a solution...."

Curran declares "no plans" handle long-term illness benefit, without going broke. But SIU Welfare Plan does handle it, and at last report had \$6,200,000 in liquid reserves plus property assets.

Get Welfare Benefit Copies, Boston Urges

BOSTON — After the previous period's sharp shipping slump, job opportunities picked up considerably in this port, which is welcome news to all hands.

Port Agent James Sheehan reminded all hands that up-to-date copies of the Union's Welfare Plan benefits and requirements were available in the hall. He urged all Seafarers to take a copy home to the family so that wives, children and dependent parents would know what they are entitled to and what the procedures are in case of an emergency.

Paying off and signing on were six Cities Service tankers, the Fort Hoskins, Council Grove, Bradford Island, Winter Hill, Government Camp and Bents Fort, as well as the Pan Oceanic Transporter (Penn. Nav.). In-transit ships were the Robin Hood (Robin); Steel Executive and Steel Rover (Isthmian) and the Yaka (Waterman).

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Teamster Local 807 officials John Strong, president (l), and Tom Hickey, secretary-treasurer (r), chat with SIU Secretary-Treasurer Paul Hall before installation ceremonies.

Hall Installs Leadership Of NY W'front Teamsters

A solid demonstration of the long-standing friendly relationship between the SIU and New York waterfront teamsters was emphasized last week when SIU Secretary-Treasurer Paul Hall installed offi-

cers of the 10,000-member Truck Drivers Local 807, IBT. Hall said he was "privileged to have the opportunity to install men who I consider to be as solid a group of trade unionists as exists anywhere in the United States."

He added that the Local 807 administration has a well-justified reputation as square-dealing, decent union men who have made an "outstanding contribution to the well-being of the Local 807 membership and have demonstrated their responsibility to the members and the community at all times."

He paid particular tribute to the

Dedicate Lundeberg Memorial

SAN FRANCISCO — A large crowd of SIU Pacific District membership as well as representatives of the West Coast maritime industry gathered in front of the Sailors Union headquarters on Tuesday afternoon, January 28, for the dedication of the Harry Lundeberg statue. The ceremonies took place on the first anniversary of Lundeberg's death.

The statue was commissioned by the Sailors Union membership. It has been placed on the Harrison side of the building opposite the statue of Andrew Furuseth.

The Furuseth statue had previously been located at the Folsom Street site of the founding meeting of the first seamen's union in the United States. It was moved to the front of the SUP headquarters after a road construction project was charted through the area.

C. J. Haggerty, secretary-treasurer of the California State Federation of Labor, was the main speaker at the dedication ceremonies. Other speakers included Morris Weisberger, SUP secretary-treasurer; Harry O'Reilly, executive-secretary, Maritime Trades Department; Sam Bennett, president, Marine Firemen's Union; Ed Turner, secretary-treasurer, MC&S, and Mrs. Ida Lundeberg, widow of the late SUP secretary-treasurer. Monsignor Matthew Connelly, Catholic port chaplain, gave the invocation. Full details will be carried in the next issue of the SEAFARERS LOG.

leadership of John Strong, Local 807 president, and Tom Hickey, Local 807 secretary-treasurer, and added that they had stood side by side with the SIU in numerous waterfront beefs.

Hickey, a former vice-president of the International Brotherhood of Teamsters, had been highly praised by members of the McClellan Committee for his straightforward testimony in the course of their inquiry into Teamster affairs.

Hickey was an unsuccessful candidate against James R. Hoffa for the international presidency of the Teamsters last October in Miami. He subsequently lost his bid for reelection as an IBT vice-president when the Hoffa forces swept all posts. The AFL-CIO expelled the international union on corruption charges in December.

Seafarers have long been familiar with Local 807, whose members do most of the pier-side hauling in New York harbor. In addition, the local has held some of its regular membership meetings at SIU headquarters and its officials have spoken at SIU membership meetings.

Last week's affair at another Brooklyn hall covered the installation of local officers for a three-year term. In his capacity as installing officer, Hall was introduced to the Local 807 membership as "a good friend and unionist."

SCHEDULE OF SIU MEETINGS

SIU membership meetings are held regularly every two weeks on Wednesday nights at 7 PM in all SIU ports. All Seafarers are expected to attend; those who wish to be excused should request permission by telegram (be sure to include registration number). The next SIU meetings will be:

February 5
February 19
March 5
March 19

High Court Affirms SIU Right To Strike Against Bull Line

A far-reaching decision upholding the SIU's peaceful picketing of the Bull Line was issued Monday by the Supreme Court in Washington. Barring further legal complications, by next week the SIU will be free to resume its strike against the Bull Line at any time.

The high court's action, in effect, affirmed a Circuit Court of Appeals decision two months ago that a District Court injunction issued October 1 "must be set aside." Implementation of the Circuit Court ruling was held up when the company was granted a limited stay by Supreme Court Justice John M. Harlan.

SIU officials and attorneys hailed this week's decision by the nation's highest court as being in full support of peaceful union picketing. It was regarded as a complete vindication of the SIU's position since the Bull Line strike began.

Strike action against the company began last August 19 when Seafarers struck the Bull Line terminal in Brooklyn in a wage reopening beef. The Masters, Mates and Pilots and the Marine Engineers Beneficial Association struck the company in separate wage disputes two days later. Monday's action by the Supreme Court frees all three AFL-CIO unions to picket at any time after various legal technicalities are disposed of.

SIU picketing was originally halted by an injunction granted by District Court Judge Walter Bruchhausen. When the mates and engineers were subsequently barred from picketing also, company operations resumed at the end of October. The Circuit Court reversed the lower court order on the union's appeal.

"No one controverts that this is a peaceful strike," the appeal judges pointed out. The Supreme

Court upheld this view in refusing the company's plea for further review of the case.

Still pending in the state courts is an action by Bull Line seeking a permanent anti-strike injunction against the three unions. This matter had been postponed in New York State Supreme Court pending the disposition of the Federal case. The company lost its bid for a temporary state injunction in September, when the state court also refused to ban peaceful picketing.

The strike was called by the SIU with full membership authorization after weeks of negotiations with

Bull Line under the wage reopening clause of the SIU freight agreement. An impasse arose over the Union's demands for parity with the West Coast unions on overtime and penalty pay rates, plus an across-the-board 20 percent wage increase, all retroactive to July 1, 1957.

Separate disputes between Bull and the mates and engineers arose under the annual wage review provisions of the MM&P and MEBA contracts with the company. They had been seeking a six percent increase plus additional compensation for the deck and engine officers.

PHS Budget Breakdown Shows Slight Fund Drop

WASHINGTON—Further details as to this year's Public Health Service hospital budget have been obtained from the headquarters of the Division of Hospitals here. A breakdown of the figures shows that there has been a slight decrease in the funds allotted for actual hospital care and in various other areas.

Of the \$44,309,000 in direct obligations provided for USPHS hospital services, \$31,408,000 is earmarked for actual in-patient hospital care, a decrease of \$135,500. Another \$4,700,000 would go for out-patient clinics which is a decrease of \$82,000 from the previous year. Actually then, the overall program of medical care has been decreased by \$217,500.

Officials of the Division of Hospitals have assured the SIU that the decrease, being a negligible portion of the entire appropriation, would not affect any services.

The remaining portion of the budget figure would go for such subsidiary functions as nurse training programs which would get \$3 million; Coast Guard care, about \$1¼ million; \$1 million in payments to Hawaii; \$1¼ million for the operation of health units, the development and coordination of nursing resources and administration expenses, and more than \$1.8 million for dependents' medical care.

Although the budget shows a decrease over the previous year's estimate, it represents an increase of more than \$4.5 million over the 1956-1957 appropriation for direct obligations. The biggest increases over the 1956-1957 budget were in the appropriations for actual in-patient hospital care and nurse training grants.

Crewing Of Lay-Ups Boosts NY Shipping

NEW YORK—Crewing of five laid-up ships gave this port a welcome lift during the past two weeks. Three Bull Line ships, the Kathryn, Beatrice and Edith, took full crews along with the Jean Lafitte (Waterman) and the Shinnecock Bay (Veritas). Three more ships now in idle status, the Carolyn (Bull), Armonk (New Jersey Ind.) and Ocean Ulla (Ocean Trans.) are also expected to call for crews shortly.

All told, Assistant Secretary-Treasurer Bill Hall reported that the headquarters port paid off 22 ships, signed ten on foreign articles and had 27 ships in transit.

All beefs on these ships were settled at the point of production with a particularly noteworthy item being \$2,500 in disputed overtime aboard the Sandcaptain. That the extra jack was welcomed by crewmembers goes without saying.

Headquarters is still waiting for formal certification on the three other Robin Line ships won by the SIU. Hall reported that NMU officials are having their hands full explaining to their member-

ship why they were unable to swallow up Robin Line after promising to do so.

Ships paying off were the Alcoa Pegasus, Alcoa Pilgrim, Alcoa Roamer and Alcoa Ranger (Alcoa); Azalea City, Andrew Jackson (Waterman); Maxton (Pan Atlantic); Cities Service Baltimore (twice), Royal Oak (Cities Service); Steel Admiral, Steel Executive, Steel Rover and Steel Artisan (Isthmian); Frances, Elizabeth (Bull); Robin Sherwood, Robin Trent and Robin Hood (Robin); Seatrain Savannah and Seatrain New Jersey (Seatrain) and Sandcaptain (Construction Aggregates).

Sign-ons besides the five laid-up ships previously mentioned were the Mankato Victory (Victory Carriers); the Robin Hood, the four Isthmian ships and the Royal Oak. In-transits included the usual load of Seatrains plus a heavy batch of Waterman and Pan Atlantic vessels.

'A' Men Get Seattle Jobs

SEATTLE—Although there were a number of vessels in port during the past period, there was only a small changeover in jobs. Most of the openings were in the deck department where Class A men took all the berths.

There were five vessels, the Rebecca, Natalie (Intercontinental); Pacific Cloud (Pegor); Iberville (Pan Atlantic) and Kyska (Waterman) paying off during the last two weeks. Only one ship, the Pacific Cloud, signed on.

In-transit were the Topa-Topa, LaSalle, Maiden Creek (Waterman) and the Kenmar and the Pennmar (Calmar). All were reported in top shape with only a few minor beefs.

Boston Shipping Gets OK On Tideland Oil Charter

WASHINGTON—An SIU deep-sea shipping company is branching out to service offshore oil and gas wells in the Gulf of Mexico with two ships chartered from the Government.

The Federal Maritime Board last week authorized Boston Shipping Corp. to charter two N3 type vessels for the new operation. The board over-ruled one of its own examiners in making the finding. The examiner had previously turned down the company's charter application.

Boston Shipping already operates two Liberty ships in worldwide tramp service. The FMB order will enable it to add two of the shallow-draft N3s to its SIU-manned fleet.

SIU Has Foothold

The SIU already has a substantial foothold in the growing Gulf offshore oil industry through a continuing organizing drive by its Harbor & Inland Waterways Division. The SIU-HIWD won the first union contract for marine employees in the Gulf offshore oil field when it signed up Phillips Petroleum a year ago. A number of other companies in allied fields have come under SIU-HIWD contract since then.

Plans of Boston Shipping call for the use of the N3s as floating workshops and crews' quarters separate from the actual drilling rigs. The ships would carry neither commercial cargo nor passengers.

The FMB ruling said the pro-

posed operation would be in "the public interest both to the American merchant marine and to our economy in general." The ships will require some conversion work in the shipyard before going into a service which, the board said, will assure that "our offshore oil and gas resources will be more efficiently exploited."

Seafarers In Action

The Del Sol (Mississippi) was the latest ship to install the SIU's "to order" feeding system which has been gradually extended to numerous ships in the Union's contracted fleets. A good deal of the credit goes to the chief steward, W. H. "Red" Simmons, who has

been working hard to make a go of the system and according to the crew's reports has been conscientious about canvassing everybody's opinions and suggestions. Also getting a hand is

Jose Leston, ship's baker, who has been turning out some fine products—new system or old.

Another chief steward, Dick Grant, has gotten more than one mention in this corner and the latest comes from the Steel Artisan crew for his accommodation to their needs even where the job did not call for it. They gave him a vote of thanks for various services performed which were outside of his regular duties.

Ship's delegate C. Bailey of the Cities Service Miami rated a mention when he stepped down from the job recently. Crewmembers cited him for handling his chores smoothly and efficiently.

Notify Union On LOG Mail

As Seafarers know, copies of each issue of the SEAFARERS LOG are mailed every two weeks to all SIU ships as well as to numerous clubs, bars and other overseas spots where Seafarers congregate ashore. The procedure for mailing the LOG involves calling all SIU steamship companies for the itineraries of their ships. On the basis of the information supplied by the ship operator, three copies of the LOG, the headquarters report and minutes forms are then airmailed to the company agent in the next port of call.

Similarly, the seamen's clubs get various quantities of LOGs at every mailing. The LOG is sent to any club when a Seafarer so requests it by notifying the LOG office that Seafarers congregate there.

As always the Union would like to hear promptly from SIU ships whenever the LOG and ship's mail is not delivered so that the Union can maintain a day-to-day check on the accuracy of its mailing lists.



Leston

Balt. Sees Rise Ahead In Shipping

BALTIMORE—Shipping in this port during the past period continued to be on the slow side. But next period should be better as the Losmar (Calmar) and the Charles Dunaif (Colonial) are expected to take on crews either this week or early next week.

Port Agent Earl Sheppard briefed the membership on the new system for handling union business in the hall. All the Union services will continue to be handled at the counter with the exception of mail and the shipping. Shipping will be handled from the stage while the mail will be serviced through the baggage room. Telegrams and letters with valuable contents will be kept in the safe as has been the practice in the past.

Greater Flexibility

The new system will add greater flexibility in servicing and will speed up the administration of the union's various functions.

Paying off during the past period were the Ocean Eva (Ocean Clippers); Emilia, Evelyn, Jean (Bull); Marore, Venore, Chilore, Oremar, Cubore (Ore); Young America, City of Alma (Waterman) and the Massmar (Calmar). Signing on during the two-week period were the Bethcoaster, Massmar (Calmar); Venore, Chilore, Marore, Oremar (Ore); Young America and the City of Alma (Waterman).

In-transits were the Alcoa Roamer, Alcoa Ranger, Alcoa Puritan (Alcoa); Morning Light, Wild Ranger (Waterman); Cubore, Felmore, Baltore, (Ore); Steel Admiral, Steel Maker, Steel Executive (Isthmian); Robin Sherwood (Robin) and the Bethcoaster (Calmar).

WATCH THOSE REPAIRS!

REPAIR LIST

SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • AFL
HEADQUARTERS: 475 FORTH AVENUE, BROOKLYN 32, N. Y.

The report is to be prepared in triplicate. One copy is to be given to the captain 72 hours before the ship reaches port, one copy is to be given to the patrolman at payoff and one copy is to be maintained for the crew's ship file.

Date _____ Company _____

Ship _____

Check repairs needed; cross off when completed

GALLEY: Repair galley range Repair mixer Repair pan Repair sink Open drains Sinks Faucet Seamable	CREW LAUNDRY: Washing machine Sewerline	DICK TOILET: Fix head Shower heads Mirror Shower foot bench Shower curtain Painting Wetdown plug Soap dish
PANTRY: Sinks Coffee urn Steam table	HOSPITAL: Supplies	ENGINE TOILET: Fix head Shower heads Mirror Shower foot bench
MESSROOM: Percolators Breadboxes Messhall chairs Messhall table Messhall clocks Refrigerator Electric toaster Electric fan Scoop Radio speaker	ICEBOX-CHILLBOX: Gratings Temperature Meat block	AWNINGS: New Repair

Ship's Delegate _____
Deck Delegate _____
Engine Delegate _____
Steward Delegate _____

See other side for focal's Repair List



Repair lists are an important part of the SIU ship safety program but the mere act of filling one out doesn't remedy any defects. It's the follow-through that counts.

Once requests for repairs and parts have been duly noted and filed, the job first begins. It's not enough just to file a copy with the skipper or the Union hall and hope for the best. A copy also has to be left for your Union brothers and shipmates to inform them of danger spots.

In its turn, the Union can't act to protect the crew's interests if it's not informed early enough of the ship's needs. For your own protection, make sure they're properly filed at least 72 hours before arrival.

An SIU Ship is a Safe Ship



Dating back to Washington's time, famed Montauk Light is menaced by the sea, with steady erosion of the cliff on which it rests. The sea is now barely 100 feet from the lookout tower in front of the lighthouse itself.

Sea Menaces Montauk Light

A landmark for sea and air travelers since 1797, the famed lighthouse at Montauk Point, Long Island, may blink no more if the tides and storms have their way.

The ocean is almost 200 feet closer to the base of the 90-foot stone tower since President Washington authorized its construction in 1795, and barely more than 100 feet from a lookout tower in front of the lighthouse itself.

A storm in 1944 washed away 12 feet of the cliff on which the light is located at a single clip.

Montauk Light is one of the

first three built by the Federal Government and has a 200,000 candlepower light that flashes every ten seconds, plus a radio beacon, distance-finding station and diaphragm horn. Foghorns originally spotted at the foot of the cliff were long ago moved back closer to the tower when their vibrations caused the cliff to crumble.

All ACS Coal Carriers Idle; Two More Recalled

WASHINGTON—With two more of its ships back in the boneyard and its coal-carrying operations completely inactive at the moment, American Coal Shipping came under renewed attack from tramp shipowners last week. The tramps, who were opposed to the company's formation in the

first instance, have kept up a steady drumfire in recent weeks, charging that the company was operating in violation of its charter contract. It called on the Maritime Administration to cancel all of the remaining bareboat charters.

The two ships that went back into Government lay-up were the *Cesimir Pulaski* and the *Walter Hines Page*. They were recalled as part of the Federal Maritime Board's monthly review of outstanding charters. Previously the *Cleveland Abbe* had been returned to the lay-up fleet.

Next in line for recall are the three remaining Government charters — the *Martha Berry*, *Harry Glucksman* and *Thomas Paine*. The *Paine*, which was the last ship with a coal cargo, arrived in Norfolk this week and went on the idle list.

In Grain Trade

That leaves the company operating with the *Coal Miner*, which has been carrying grain on recent voyages. The grain operation was the target of a bid by Tak Shipping Corp., a tramp operator, for the immediate lay-up of the remaining Government charters.

In its charges against ACS, Tak raised the following points:

That as far as is known, the company has not submitted plans for the construction of an American-flag coal fleet, as its charter required.

That the company was evading a Maritime Administration requirement that chartered ships should not carry Government-aid cargoes in competition with privately-owned vessels. The evasion, Tak said, consisted of keeping the bare-

boats in the coal trade while chartering the *Coal Miner* to carry farm surplus "at a rate well below that fixed as reasonable by NSA."

Deprive Other Operators

"We are informed," the communication read, "that within the past few days this vessel has been chartered to carry a cargo of Government-financed grain to Yugoslavia. This fixture was at a rate of \$14.75 as compared to the NSA rate of \$19.68 . . . Such action . . . directly resulted in depriving an American-flag Liberty of the business . . ."

"They have contended that Government bareboat vessels are required to carry coal to Europe. At the same time, they have char-

tered in another trade a similar-type vessel which they own in direct competition with another privately-owned vessel. Obviously such action clearly indicates that the vessel is not required in the normal coal trade of that company . . . the Board has previously held that bareboat charterers should not be permitted to take their owned ships off their normal trade and substitute bareboat Government ships."

Tak asked the Maritime Administration to require the company to lay-up its Government-owned vessels at its own expense as long as its privately-owned ship is not in the coal trade and to cancel the charters on 15 days' notice.

US Ships In Line For New Foreign Aid Cargoes

WASHINGTON—More cargoes are in sight for hard-pressed US merchant ships as agreements are in the works for about \$224 million worth of surplus farm product shipments and other items to Poland, Yugoslavia and Spain.

Approximately \$95 million worth will go in the form of aid to Poland, approximating action taken by the US last year. At that time the US loaned Poland \$30 million and shipped another \$65 million of surplus farm products. It is expected that the same arrangement will be followed this year, with wheat and cotton the biggest items.

Food Products

Spain is supposed to be in line for some \$69 million in food prod-

ucts, while the remaining \$60 million would consist exclusively of farm surpluses to Yugoslavia, making for many more shiploads to be carried under the terms of the "50-50" law.

There have been reports that the Soviet Union has been putting the squeeze on the Poles for accepting American aid. The Russians are undoubtedly unhappy about the anti-Soviet talk in Poland that has been reported in the American press, and about the Poles' friendliness to the West.

THREE PHASES OF HERMAN COOPER

1. Cooper And The NMU

On November 8, 1957, the SEAFARERS LOG reported on privileges enjoyed by Herman E. Cooper in his role as attorney for the National Maritime Union. The LOG noted Mr. Cooper was free to participate in union affairs as if he was a member and cited the fact that he had electioneered for NMU President Joseph Curran. The July 5, 1956, NMU "Pilot" was quoted to show that he had defended Curran's policies in an address to a crew meeting aboard the *SS United States*. The story was headed "Cooper Tells 'Big U' Curran Action Saved NMU Hiring Hall." The Curran action was the key issue of the NMU election then going on.

The LOG noted Mr. Cooper was attacked by the opposition for "ruling" the NMU. Rule or not, the LOG observed, Mr. Cooper was one of three regular columnists in the NMU "Pilot" along with Curran and Hoyt Haddock, Washington representative. Mr. Cooper's column had appeared for over five years and in every issue, discussed some phase of seamen's lawsuits under the Jones Act.

The LOG noted that seamen and their families might be interested in expert legal opinion on other rules and regulations, but were subjected to a steady Jones Act diet in which Mr. Cooper's facility in this field of admiralty law was on display.

It was also pointed out that Mr. Cooper had a special space set aside in the "Pilot" for communicating with NMU members directly. The area appeared under the heading "See Your Lawyer." Other lawyers who had business with NMU members had their notices dispersed in light face type among a variety of communications, and usually did not have street addresses or telephone numbers listed.

These privileges, the LOG said, were "very rare or non-existent in other unions" and "apparently derive from Cooper's position of influence in the NMU."

2. Cooper And The Bakers

Under the heading "Herman Cooper and 'Lidford Law'" the January 3, 1958, SEAFARERS LOG reported in some detail on Mr. Cooper's experience as a witness before the Senate investigating committee known popularly as the McClellan Committee. The article reported Mr. Cooper had been questioned in two areas in connection with the affairs of the Bakers & Confectioners International Union, for which he was general counsel and which has since been expelled by the AFL-CIO. One area of questioning had to do with why Mr. Cooper had drafted a guilty verdict against Curtis Sims, former secretary-treasurer of the Bakers Union, before Sims had even been tried on charges brought by James Cross, union president. Sims had originally accused Cross of using union funds for personal purposes and accepting loans from union-contracted bakery firms during contract negotiations. It was on Cross' counter-charges that Mr. Cooper drafted his "guilty" finding before the trial. The committee established that he had drafted no finding one way or another against Cross.

He was also questioned relative to the disposition of \$8,000 in cash he had received as part of a \$24,000 legal fee from the Bakers, part of which was for legal expenses personally incurred by Cross in successfully defending himself against assault charges before a California grand jury.

In the course of the hearings Senator Ervin (Dem-NC) compared Mr. Cooper's handling of the Sims matter to "Lidford Law" in which "in the morn they hang and draw and sit in judgment after."

Senator Ervin asked, "In other words, you draw up . . . a verdict of guilty before the indictment is even presented . . ." To which Mr. Cooper replied; . . . "This is customary practice in courts . . . There is nothing unusual about that, Senator."

Ervin countered, "Having spent a large part of my life in courts, I have never yet heard of drawing up a verdict . . . before the charges are preferred against whom the verdict is to be rendered . . ."

3. Cooper's 'Resolve' To Stay Clear Of NMU Policy

Mr. Cooper's testimony took place in July, 1957. At the October NMU convention, NMU President Joseph Curran referred in detail to the AFL-CIO Ethical Practices Code and Mr. Cooper's services to the NMU. Curran expressed indignation that the AFL-CIO might be "letting the Ethical Practices machinery become involved in strictly fractional disputes within unions, which would be a sad perversion of the purposes for which these codes were set up."

The only ethical practices matter before the AFL-CIO which could be called a "fractional dispute" involved the Bakers, in that the case arose as the result of the dispute between the Sims and Cross factions.

Subsequently, the Curran report took up Mr. Cooper and after detailing the activities of the firm, wound up with this conclusion: "It assists the attorneys, too, in their resolve to stay clear of Union policy and program, for which your officers are solely responsible."

The text of the Curran report on Mr. Cooper wound up, word for word, as Resolution No. 10, with the addition of two paragraphs, the last one which said, ". . . we the delegates of this Convention express our appreciation for your continued policy of giving legal advice and assistance and leaving union policy and program to our officers and members."

Why was it deemed necessary to express this thought once in Curran's report and twice more in a formal resolution? Perhaps the two columns on the left indicate the reasons. Or perhaps, the impending AFL-CIO convention, with its scheduled ousters of a number of unions, including the Bakers, was a factor in the decision to spell out Mr. Cooper's "resolve" to stay clear of union policy.

President Madison Pays A Call



Manned by SIU Pacific District, APL's President Madison stops off in New York after Far East trip. Pictured (top row) are electrician Norman Brooks, MFOV (left), at coffeetime, and Don Clark, SUP, painting in chartroom. In bottom row, SUP's K. J. Beuker (left) and M. Ferguson, both ABs, put in new library. Soon after, messman W. Davis, MCS, gave it quick once-over to see what's new.

105,000-Tonner Still On Way

A spokesman for Victory Carriers said this week the SIU company was sticking by its plans to build a 105,000-ton tanker and two 46,000-tonners for US operation.

He confirmed news reports that a second 105,000-tonner for foreign operations would not be built as originally planned.

Conditional orders for new tanker construction totalling another 350,000 tons have reportedly been cancelled by other operators also. All of them would have been built in American shipyards.

The Maritime Administration had approved foreign construction in US yards since yards overseas couldn't handle all the available business at the time. The ruling had the effect of slowing work on US ships waiting to be built here. The cancellations mean that construction of a sizeable amount of tanker tonnage proposed at the time of the Suez emergency in 1956 has been abandoned.

Steady Oil Supply

Various operators had placed tanker orders in volume to assure that if another Suez shutdown occurred, the free world's supply of oil from the Persian Gulf would be uninterrupted. While the canal was closed from November, 1956, to last April, ships detoured around Africa made far fewer voyages because of the added distance involved.

The reopening of Suez and subsequent decline in tanker needs has dampened the enthusiasm to undertake any major new construction programs. Tanker rates are still far from normal even now in mid-winter.

Victory Carriers' program was the outcome of a complex series of negotiations with the Government

which, in part, authorized the new construction in exchange for the transfer to Liberian registry of 14 other vessels formerly manned by Seafarers. Victory Carriers is the last remaining active US-flag company of several operated until last year by the Aristotle Onassis interests.

The 14 transferred ships, most of which were allowed to transfer

even before the MA gave its final approval, included 11 T2 tankers, the supertanker Olympic Games, and two Libertys. In addition, the Office of Defense Mobilization granted the Onassis group a 40 percent fast tax write-off on construction of the 105,000-tonner. The 40 percent allowance was on an estimated expenditure of about \$51 million.

LABOR ROUND-UP

The AFL-CIO Film Division has prepared a movie of the 19-month struggle between the United Rubber Workers and O'Sullivan Rubber Corporation. The 17-minute film, called "The Fourth Battle of Winchester," tells of the fight of some 300 URW employees for bargaining rights with O'Sullivan. The workers, some with 20 years experience, have been locked out of their plant in Winchester, Va. The company has refused to bargain with the URW and brought in strikebreakers to run the plant. In an obvious move to decertify the union, an election was held among the strikebreakers who voted 288 to 5 against the union. Copies of the film, for rent or purchase, may be obtained by contacting the URW Education Department, URW Building, 87 S. High Street, Akron 8, Ohio.

company has refused to discuss details of a new agreement even though it signed a new contract for other employees with the International Brotherhood of Teamsters.

The newly-chartered American Bakery & Confectionary Workers Union has won agreement from industry representatives to apply pension and welfare benefits to its members. The benefits will carry over from previous contracts negotiated by the Bakery and Confectionery International Union which was expelled by the AFL-CIO. The new union now claims 45,500 members in 61 locals with more defections expected from the expelled organization.

The first major strike in the millinery industry in 25 years won blanket wage increases for members of the United Hatters, Cap and Millinery Workers. Terms of the settlement after a four-day walkout provided a \$5 weekly increase for week workers and five percent for pieceworkers. Reduction in work weeks is included in some areas. The two-year agreement provides additional gains the second year, with all benefits totaling to some 15 percent.

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.

SEASTAR (Triton), Oct. 27—Chairman, J. Ward; Secretary, M. Sugawan. New delegate elected. New washing machine put aboard in NO. Discussion on new mattresses, ordered some time ago, not secured yet. Hdqtrs. to be notified of same.
Nov. 28—Chairman, J. Ward; Secretary, M. Sugawan. Domestic tanks to be cleaned. Hdqtrs. to contact company about new mattresses ordered but not delivered. Vote of thanks to steward dept. for job well done. Crew urged to take better care of washing machine, turn off after using. Need more items in slop chest, and working gear on board.

NATIONAL LIBERTY (American Waterways), Dec. 7—Chairman, P. Lofess; Secretary, M. Duco. One man missed ship in Balt. New delegate and reporter elected. Vote of thanks to steward dept. for fine work. Put but-

man to be notified. Beef about relief, meal time serving, etc. \$1 donation for ship's fund to be turned over to each delegate.
ALCOA RANGER (Alcoa), Dec. 5—Chairman, T. Nawrocki; Secretary, P. Witthaus. Some complaints regarding food. To ask Welfare Plan to delete one day sea time, in last 90 days to collect death benefits. Discussion on menus and food. Steward & cooks agreed to improve same to crew's satisfaction.

ALCOA PLANTER (Alcoa), Dec. 10—Chairman, P. Matovich; Secretary, R. Edmond. Some disputed ot. One man hospitalized for injury—no time for replacement. Saloon messman hospitalized. Present method of job calls to remain. Suggestion concerning health card program issued by SIU to be clarified.

LOSMAR (Calmar), Nov. 25—Chairman, J. Markham; Secretary, R. Rampsberger. New delegate elected. Vote of thanks to men participating in American coal beef. Ship to be sprayed for roaches. Galley to be souged.
Dec. 8—Chairman, J. Francis; Secretary, R. Rampsberger. Food beef. Beef between ch. mate and carpenter; to be taken up with patrolman. Patrolman to check into 30 qt. per day quote of milk. Discussion on food, repairs, etc.

ROYAL OAK (Cities Service), Dec. 21—Chairman, M. McNabb; Secretary, W. Thomas. One man short. Request information about raises. Old night lunch to be discarded. Proper attire to be worn in messroom. Repair lists to be prepared. Ship to be fumigated for roaches.

JEAN LAFITTE (Waterman), Dec. 14—Chairman, A. Lufey; Secretary, L. Meyers. Three men missed ship. Capt. expects payoff after discharging; draw to be put out. Beefs to be discussed with delegates only. Patrolman to settle beefs of men obtaining hospital slips and not reporting, in order to get time off. Ship's fund \$27.40. Purchased one electric steam iron. Several minor beefs to be settled by patrolman. Need new washing machine. Discussion on repairs; scupper clogged in bathroom. Vote of thanks to steward dept. for job well done and for excellent Thanksgiving dinner.

NORTHWESTERN VICTORY (Victory Carriers), Dec. 14—Chairman, H. Ducloux; Secretary, D. Nunn. No logs or fines. Ship's fund \$2.65. Vote of thanks to steward dept.

ALAMAR (Calmar), Dec. 15—Chairman, F. Paskowski; Secretary, W. Bigger. Ship's fund \$29.94. Few hours disputed ot. Report accepted. Steward dept. rules to be posted and followed. Motion not to sign on until beef is settled against 1st asst. All members to report for meeting with patrolman in NY. See patrolman about rearrangement of steward dept. rooms to ease crowding. Need new washing machine; more variety in night lunches. Chief cook not satisfactory. Ch. cook requests steward dept. committee of five book members to investigate accusations. Vote of thanks to baker for job well done. Left-over vegetables not to be left in tin cans overnight. Steward to inspect ice boxes to check on left-overs.

DEL MONTE (Miss.), Dec. 14—Chairman, J. Chastain; Secretary, J. Picou. Repairs made. Four rooms and galley to be painted next trip. Ship's fund \$110.82. Forty cases of coke on hand for sale. Reports accepted. New delegate elected. Vote of thanks to delegate for job well done. To see captain about non-drying oil being put on deck; also messy job shore-side painter did in messhall. Steward to get some cognac for egg-nogs and other items needed for Christmas dinner. Request some lobsters and crabs. Members to keep kroo boys out of midship.

STEEL VENDOR (Isthmian), Dec. 13—Chairman, R. Frideaux; Secretary, A. Njiturua. New delegate elected. Ship's fund \$37.90. Some disputed ot. New secretary-reporter elected. Complaint re cold food coming from pantry. General discussion on food, night lunch and menus. Steward claims juices and certain foods are rationed. Crew to give full support to steward. Delegate to check conditions thru Union hall. Washing machine to be arranged in a more convenient and safe position. Separate silver and dishes to be used when serving meals to natives of foreign countries. Mattresses have been requisitioned. Hams obtained in NY too salty—unfit to eat.

ALCOA CORSAIR (Alcoa), Dec. 21—Chairman, T. Costello; Secretary, J. Prestwood. Ship's laundry repaired. Few hours disputed ot. Ship's fund \$130.37. Discussion on cleanliness of bathrooms, movie operator's choice of pictures. Only qualified operators to show movies. Socks and under shirts reported missing by crew member.

ALCOA RUNNER (Alcoa), Dec. 29—Chairman, P. Moreni; Secretary, R. Hall. Garbage to be dumped aft. Men to donate 50c to ship's fund at payoff. Repair lists to be turned in. Change of delegates every 90 days. Men to be quiet when playing games at night. Ship's fund \$9. Disputed ot to be taken up with patrolman. Reports accepted. Library to be changed. Delegates to be rotated so that all will be trained as such. Need more variety of meats for night lunch. Ship to be fumigated for roaches.

DEL SANTOS (Miss.), Dec. 16—Chairman, E. Harris; Secretary, J. Graves. New delegate and treasurer elected. Messroom and lockers need painting.

Digest Of SIU Ship Meetings

ter, cups, etc., away after using for night lunch. Refrain from making noise while watches are sleeping. Laundry to be cleaned by deck and engine depts., recreation hall by steward dept.

MAXTON (Pan Atlantic), Dec. 26—Chairman, S. Nolan; Secretary, N. Kirk. New delegate and treasurer elected. Report accepted. Radio to be repaired. Repair lists to be made up. Vote of thanks to steward dept.

RION (Actium), Nov. 3—Chairman, S. Kollnar; Secretary, G. Edwards. Repairs being made. New delegate elected. All repairs to be taken up with dept. heads. Vote of thanks to steward dept.

DEL AIRES (Miss.), Dec. 1—Chairman, J. Wolf; Secretary, R. Stough. New delegate elected. Ship's fund \$30.28. Motion that if anyone writes to hall about shipmates without consent of delegate, they will be brought up on charges. Carried. Laundry schedule to be posted. Return cups to pantry.

WILD RANGER (Waterman), Dec. 17—Chairman, B. Bacon; Secretary, D. Ruddy. Ship's fund \$20.15. Few hours disputed ot. Repair list to be submitted. Slight improvement in mess-room service.

SANTORE (Ore Nav), Dec. 7—Chairman, W. Reid; Secretary, S. Wolfson. New delegate elected. Ship's fund, \$12.26. Repairs completed. Obtained new washing machine. Two new refrigerators promised after first of year.

COUNCIL GROVE (Cities Service), Dec. 13—Chairman, J. Sweeney; Secretary, H. Wertz. All 60-day men to get off when time is up. Get draw in Lake Charles and Fort Lauderdale. Some disputed ot. Report accepted.

SEATRAN NEW JERSEY (Seatrains), Dec. 22—Chairman, A. Whitmer; Secretary, P. Patrick. No beefs. Members advised that delegate is their spokesman and to feel free to come to him with any beefs which may arise. Some disputed ot still pending from last pay-off. Air conditioner repaired. Deck dept. facilities to be souged—to be put on repair list. Motion to contact next Negotiation committee to have Art. II, Sec. 36, Par. (d) of General Rules changed to read as follows: Re: Sailing Board time: "If the vessel's departure is delayed and the delay is due to loading or discharging of cargo, the new time of departure shall immediately be posted on the board. The watch below may be dismissed and shall receive two hours' overtime for such reporting." Part requested for deletion: "and if such delay exceeds two hours."

STEEL FLYER (Isthmian), Dec. 8—Chairman, A. Maldonado; Secretary, E. Biss. No ice for weekend drinks. To see chief about pulling ice over week-ends. Purchased new aerial and tubes, games. Some disputed ot—to be turned in to patrolman. Discussion on proposed job calls. Crew goes on record to keep calls as they are. Bathrooms to be kept clean. Crew warned not to take US currency ashore in Saigon and Indonesia.

WANG PIONEER (North Atlantic), Dec. 7—Chairman, F. Allen; Secretary, B. Padgett. Two men hospitalized in Bordeaux. Steward shipped from Balt. SIU man shipped in Pyreus. One man short in steward dept. Ship's fund, \$3.65. One replacement in England. Awnings to be rigged for Persian Gulf. Cooperation urged with messman as he is doubling up on his work. Members requested to turn in spare linen, otherwise it will be issued piece for piece in future.

SEATRAN GEORGIA (Seatrains), Dec. 22—Chairman, S. Charles; Secretary, A. Lambert. Safety meeting held. Need new library. Ship-to-shore phone may be used by anyone who so desires. Ship's fund, \$16.10. \$5 to be donated to library. Need of sheets, Reports accepted. Beef about watches, patrol-

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

Frost Boosts Food Costs

Behind the doors of the commodity trading exchanges and warehouses, wholesale prices of food are rising alarmingly this winter. That means wage-earning families must prepare for new record living costs this coming summer.

The two big problems this year are high costs of food and houses. Cold weather in Florida was a blow to moderate-income families up North. The damage to crops unexpectedly pushed up prices of produce, and of citrus fruits and frozen concentrates especially. This is a winter to use frozen concentrates more sparingly and look for better values in canned juices.

The rise of four percent in food prices this past year now makes the average cost of feeding a family \$1.23 a day per person. That's \$34 a week for a family of four, actually 41 percent of the average industrial worker's pay. If the auto, appliance and building industries can't understand why people aren't buying their products this year, there's one answer.

The other problem endangering living standards and the entire economy is that repayments on present installment debts are taking 13 percent of the average family's disposable income (after taxes). In fact, half of all families who owe installment debts are devoting 20 percent or more of income to repayments.

Banks now are finding that the tight-money policy they diligently and successfully advocated under the slogan of "greater rewards for savers," not only brought them greater profits but collection problems. There's a countrywide rise in auto repossessions, with "collections getting tougher," the American Bankers Association has revealed.

Later this year more lower-price homes will be available. Many builders priced themselves out of the market by concentrating on expensive houses. The US Savings & Loan League reports more builders are studying possibilities of bringing out lower-price three-bedroom houses, and at least one big prefab manufacturer, National Homes, is readying lower-price models. Presently few new houses are available in metropolitan areas under \$15,000. If you pay \$3,000 down on a \$15,000 house, you need an income of \$5,300 after taxes to carry the balance. This is on the basis of the somewhat optimistic belief of FHA that families can afford payments of up to one-third of the first \$3,000 of take-home pay plus one-fifth of take-home pay over \$3,000.

A major problem is the cost of land, which has been jumping at the rate of 16 percent a year recently. The plot now represents, in the average case, 14 percent of the price of a typical moderate-cost house, and as much as 25 percent in areas close to big cities.

February is a month of important sales of house-hold goods, including furniture, rugs, mattresses, housewares, dishes, curtains and other goods.

MATTRESSES: In shopping the February mattress sales, disregard brand names and "list prices." The "famous" manufacturers make mattresses of different quality to sell at different price levels. Too, this industry is notorious for pre-ticketing mattresses with exaggerated list prices so retailers can offer what seems to be big "reductions."

One reader writes she plans to buy a mattress and spring "which sells for \$239 but is on sale for \$160." She says she and her husband are heavy and need a good mattress.

There's no need to pay that kind of price. Good-quality mattresses and matching box springs currently are on sale at \$35-\$45 each. Heavy people need firm mattresses both for comfort and durability. Mattresses come in "medium density," "firm density" and "extra firm density" at the same price. A well made extra firm mattress at about \$40 generally has 100 percent cotton-felt filling with a 252 heavy gauge coil innerspring unit. Less firm mattresses have fewer and lighter coils, and a higher proportion of insulating pad to cotton felt. A mattress with a percentage of hair, as 20 percent horsehair, generally is even firmer. Any good mattress should have at least an eight-ounce ticking. Better ones have nine-ounce. Heavier tickings are especially desirable with hair filling. Also, always look for a prebuilt border rather than roll edge to prevent sagging.

CARS: There's actually a little price competition kicking up among the smaller manufacturers. Following the introduction of the Studebaker Scotsman, American Motors Corp. has brought out a new version of its Rambler. The American, at \$1,770 FOB. The Scotsman is \$1,776 including heater and directional signals. These list prices are before discounts all dealers now give. The Scotsman is a full-size 202 inch long car. The Rambler American is the shortest US-made car with a 100-inch wheelbase and 178-inch length. The 108-inch Rambler with 191-inch length has a list price of \$2,047 for the six.

The new Rambler American competes directly with the small imported cars. It comes only in a two-door, five passenger sedan, with a six-cylinder engine rated at 90 hp, compared to 127 for the 108-inch Rambler, 101 for the Scotsman, and 132 to 145 for the Big Three Sixes.

Both the Rambler American and Studebaker Scotsman are designed for economical fuel consumption. American Motors says that under moderate driving conditions and with the use of overdrive, available as optional equipment, you can get 35 miles to a gallon. The Scotsman promises about 25.

Trailerships Readied For Puerto Rico

WASHINGTON — Waterman Steamship Corporation plans to introduce trailership service on the Puerto Rican run has placed it in the center of another contest with rival shipping firms. Waterman has withdrawn from the Atlantic and Gulf Puerto Rico Conference and is establishing rates similar to the conference but including pick-up and delivery service—an important extra.

The action is drawing sharp protests from Alcoa, Bull and Lykes, the other companies in the conference, and from various shoreside and Puerto Rican trucking services.

The Puerto Rican conference group had just recently put into effect a 12 percent increase in freight rates, making a total increase of 27 percent in the past year. The increases in freight rates have been obtained over the strenuous opposition of the Puerto Rican government which has threatened to go into the steamship business on its own.

Normally, pick-up and delivery trucking charges would be an extra cost to shippers with the freight rates applying on dock-to-dock haulage by ship. By offering pick-up and delivery through its Sea-land service, Waterman's actual charges to the shippers would be considerably less.

The claimed advantages of Sea-land service are, in addition to its lower costs, speedier shipment because of faster loading and cargo-carrying trailer bodies by special shipboard cranes.

INQUIRING SEAFARER

QUESTION—If you had a son, would you want him to go to sea?

Deforest Fry, ch. cook: I would think that would be up to him to decide. If I thought he was fitted to go to sea I certainly would recommend that he did so. A seaman's life is not a bad one, he could do much worse working in some shoreside job, and still not see nor learn as much as a seaman.



John Johnson, OS: No, I would not want my son to go to sea. I would want him to stay ashore and get a good education and get ahead in life. Today every big business firm requires at least a high school education, and most of them a college degree for a decent job. I think the education is more important than traveling.



W. C. Snell, AB: No, I would not want my son to go to sea. I would much rather have him get an education and prepare himself for a good job in industry. If he wanted to ship while he was young and single, I would agree. But it is not the life for a young married man. He should look for the future.



S. Heinfling, steward: If I had a young son, I would want him to try the sea. But it would be up to him to decide. The work may be harder, but he has more benefits, great experience, and really sees life as it is. The sea is a good life and every man should try it at least once.



Joseph Raymond, baker: Of course, for I think shipping is a world of experience. Why even rich persons send their children on long cruises after finishing school. Why? To teach them experience and let them see the world. Why we get paid to do just that. Shipping when he is young will be a help later in life when he has to meet people of different nationalities.



N. Goldfinger, FWT: A seaman's life would be a good life for my son. It's a good living, much better than working in some shop ashore. The experience alone is well worth it. He can learn life the hard way, and can see the world and learn all about different peoples.



Eyes WC-Hawaii Trailer Run

SAN FRANCISCO—Evidently intrigued by the success of the SIU-contracted Pan Atlantic Steamship trailership service, Matson Navigation has announced it is considering a similar service on its Hawaiian run. Randolph Sevier, Matson president, said that the company is considering converting several of its present C-3s into lift-on, lift-off trailerships. The Matson ships are contracted to the SIU Pacific District.

The type of van the company has in mind is still under study, but it is planned to use one that could double as a piggyback trailer on railroad flatcars as well as on over-the-road operation.

Most of the trailership cargo would be a westbound operation since Matson carries a good deal of sugar east bound. Accordingly, the company's tentative plans call for some of the C-3s to carry containers exclusively and for others to carry containers on deck and have regular cargo holds for bulk sugar and other commodities.

Unlike the Pan Atlantic service, in which the trailers are handled by traveling cranes on the decks, the Matson plan is figured on the basis of dockside crane installations. The service would thus be limited to those ports which possess such installations, with pres-

ent plans calling for them in San Francisco and Los Angeles on the west coast and in the port of Honolulu.

Use of the trailerships would make possible door to door service

from any part of the United States to any part of Hawaii without transfer of cargo from the sealed container. Barges would be used in the inter-island traffic to carry the loaded trailers.

US To Study Nuclear Sub Tankers, Ship Reactors

WASHINGTON—On the heels of reports that private industry in Great Britain is studying a nuclear-powered submarine tanker, Maritime Administrator Clarence Morse revealed that the US Government is going to have a study made on the same subject.

The United States is the third country to discuss nuclear-powered undersea craft for commercial use, the others being Japan and Britain.

In addition, the Maritime Administration announced that the General Dynamics Corporation has been chosen to develop a new type of nuclear reactor for merchant ship use. The reactor would be used in conjunction with a gas turbine power plant. General Dynamics was the builder of the Nautilus and subsequent nuclear-powered submarines for the Navy. The Nautilus-type reactor will be used in the Savannah, the first US atom-powered merchant ship.

These two steps by the Maritime Administration reflect the agency's preoccupation with what Morse called the "swift march of scientific and technological development."

The Maritime Administrator foresees that it might be possible, at some future date, for merchant ships to greatly increase their speeds even up to and beyond the speed of sound.

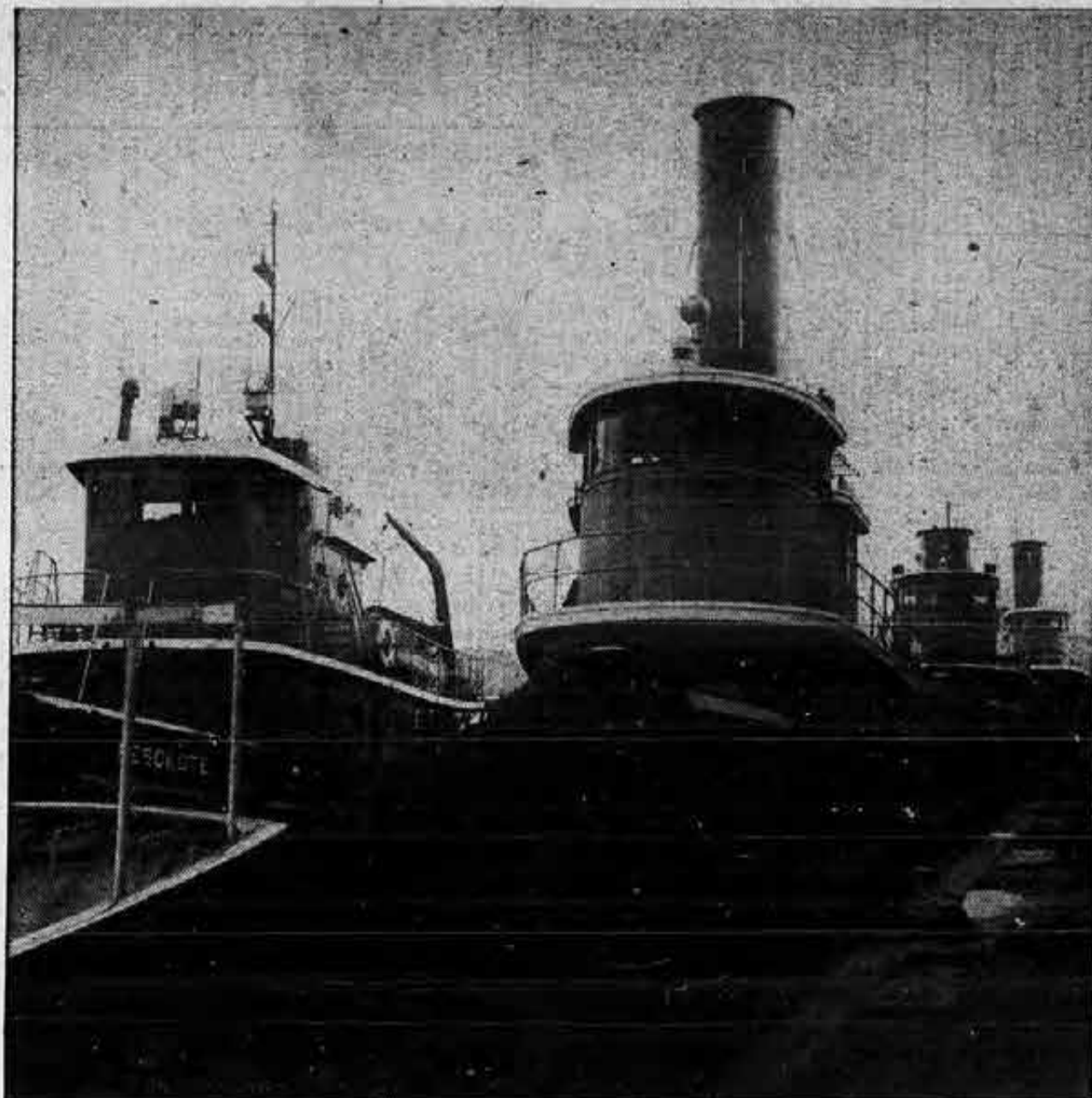
The British sub tanker project is an ambitious one on paper at least, involving a 100,000-ton carrier which could travel submerged at 50 miles an hour. So far, the project is confined to tests of models for information about possible hull design.

Union Has Cable Address

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

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





Deckman John Larsen cleans paintbrush while Curtis Bay tug Fells Point awaits call to go to work.



Curtis Bay shop mechanics Stanley W. Zielinski (left) and Jock Schuhart work over engine on tug J. F. Hell.

SIU-HIWD PORT

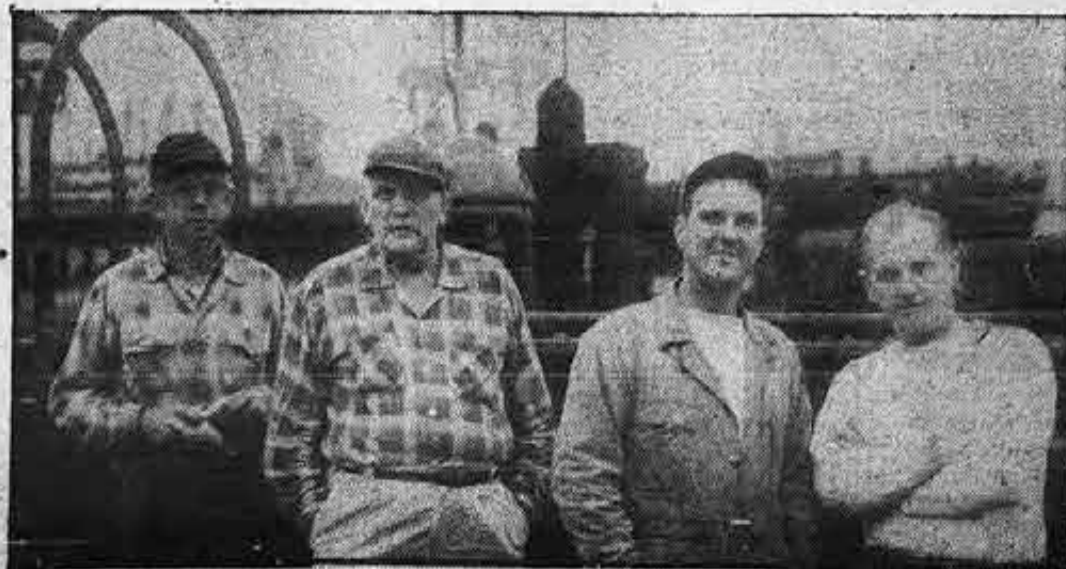
BA

ONE of the centers of SIU organizing activity this past year, Baltimore is now a key SIU port not only in the deep-sea field, but among tug and harbor craft workers as well.

A solid show of support for the SIU Harbor & Inland Waterways Division has meant Union conditions and job security, assuring these men and their families a whole new way of life. Tugmen in six fleets chose SIU-HIWD representation 210-9 and railroad bargemen voted 28-0 in a

series of bargaining elections last Spring.

While the problems of the deep-sea sailor and the deckhand on a tug that may never actually leave port are not the same, their interests and jobs as seamen are pretty much alike. The pictures on these pages cover activities in the Curtis Bay and Baker & Whiteley fleets and among barge and bridgemen of the Western Maryland Railroad, all among the several harbor units under the SIU-HIWD banner.



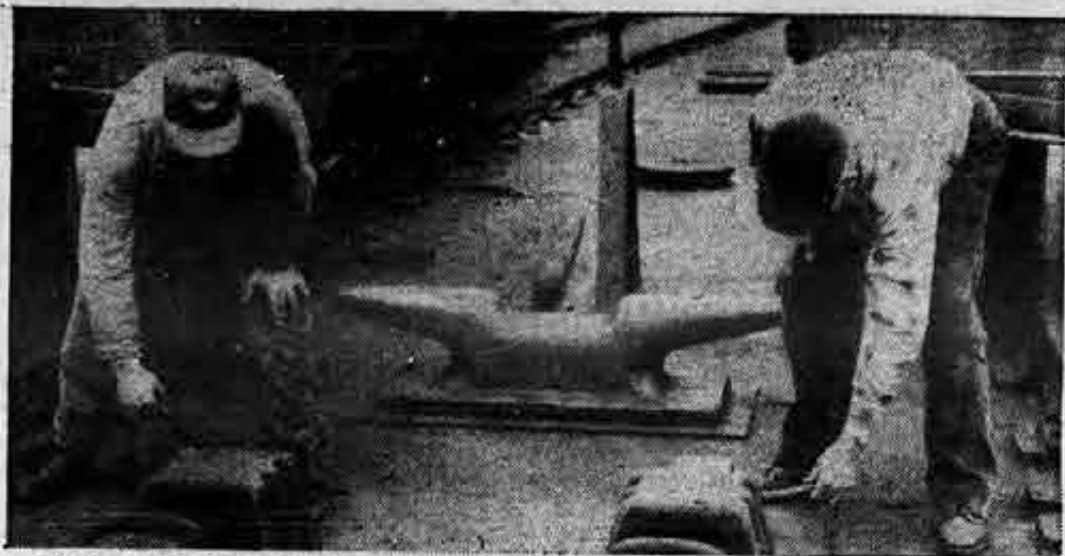
Quartet of Western Maryland RR bridgemen take a breather on dock. Pictured (l to r) are Dave Underwood, Steve Brostek, Bill Jachimowicz and Mike Zyla Jr. awaiting arrival of loaded barge from elsewhere in harbor area.



In Curtis Bay maintenance shop, W. Herr completes repair work on fender for one of the company's 14 boats.



Shop mechanics David Beakley (left) and Walter Gniadzowski check over spare part sent over by one of the tugs.



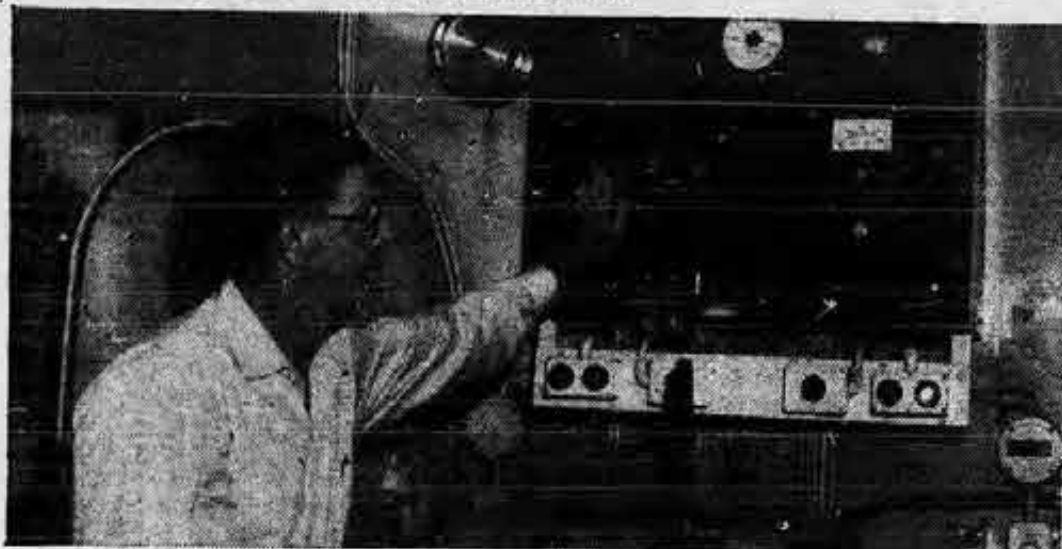
Western Maryland Railroad bridgemen Bill Jachimowicz (left) and Dave Underwood use toggle pins to secure barge with boxcars into dock. Locomotive can then move up to haul cars to destination ashore.



At throttle on Baker & Whiteley tug Britannia, engineer Alvin Hirsch stands by for skipper's orders.



Capt. James L. Farran, skipper of the Fells Point, keeps eye on things from snug little pilot-house.



Engineer Ansley Forrester starts up plant in compact engine room of the Fells Point as the Curtis Bay tug prepares to get underway. Boats carry one engineer on harbor trips, two on runs into Chesapeake Bay.



Deckman Paul Pusloskie brews own coffee on B&W tug Progress. Boats carry cooks on Bay trips only.



Job call from company office comes over pilot-house radio. Capt. Leo Freburger listens in on B&W's Britannia.

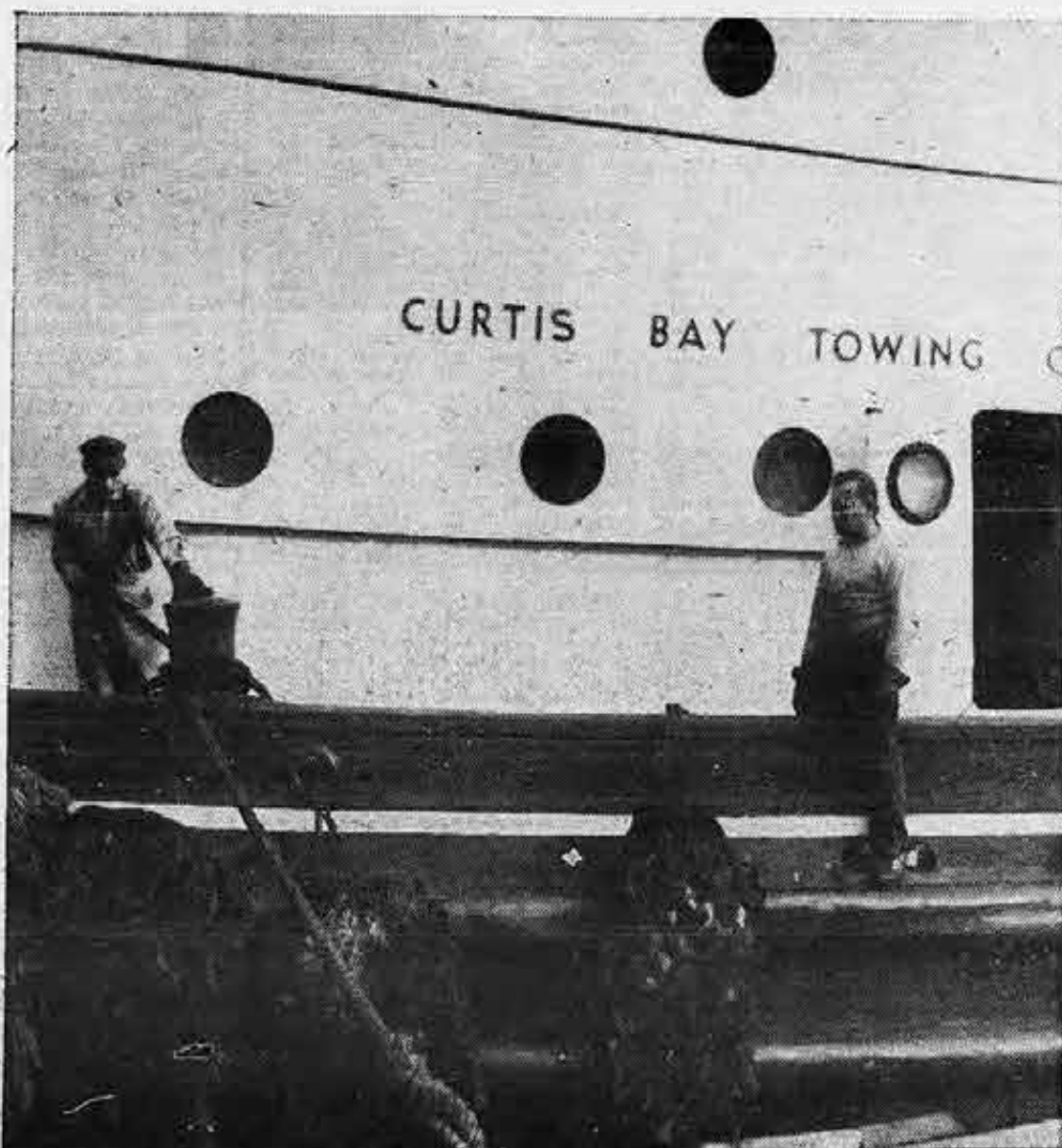
BALTIMORE



Deckhands James E. "Dugan" Hamilton (left) and Bill Miller toast end of shift in gally-decorated messroom-lounge on Baker & Whiteley tug Britannia. Boats work two shifts a day, have two different crews daily.



Charles Efford hits deck at SIU-HIWD meeting for tug officers in Baltimore hall to check on item up for discussion. Deckhands and others meet separately at regular membership meetings in port. Beefs are ironed out easily.



Deckhand Donald Laidy (left) secures line around bitt as tug H. S. Falk eases slowly into Curtis Bay dock. Melvin Szarek looks on. Boats usually carry two deckhands, mate, engineer and skipper.

Tips For Seafarers On Filing Federal Income Tax Returns

The following is an up-to-date revision of an article by the SIU's tax expert on questions involving Seafarers' income taxes.

Generally, with very few exceptions, seamen are treated no differently under the income tax laws than any other citizen or resident of the US.

(The non-resident alien seaman must also file a return, but the rules are not the same for him.) **WHO MUST FILE.** Those under 65 years of age earning over \$600 and those over 65 earning over \$1,200 must file a Federal tax return.

WHEN TO FILE. Tax returns

In addition, a taxpayer can claim \$600 for each child, parent, grandparent, brother, brother-in-law, sister, sister-in-law, and each uncle, aunt, nephew or niece dependent on him, provided he provides more than one-half of their support during the calendar year. The dependent must have less than \$600 income and live in the US, Canada, Mexico, Panama or the Canal Zone.

A child under 19, or a student over 19 can earn over \$600 and still count as a dependent if the taxpayer provides more than one-half of his support.

The law also enables a seaman who is contributing (with other relatives) more than ten percent of the support of a dependent to claim an exemption for that individual, provided the other contributors file a declaration that they will not claim the dependent for that year.

DIVIDEND INCOME. If a seaman has income from stock dividends, he can exclude the first \$50 he receives as dividend income from his gross income, and then take a tax credit of four percent of all dividends he received during 1957 (less the \$50 previously deducted), after he has determined what his tax would otherwise be.

CONTRIBUTIONS. A taxpayer can deduct up to 20 percent of gross income for contributions to charitable institutions, and an additional ten percent in contribu-

cal services, drugs and medicines are limited to a maximum of \$2,500 for each exemption claimed up to a total of \$10,000. The three percent rule on medical services does not apply in cases where a taxpayer is over 65, but the one percent rule on medicines and drugs does.

CHILD CARE. This allows a deduction of up to \$600 to a widower, divorced or legally separated taxpayer toward the cost of providing care of a child under 12 or a person physically or mentally incapable of support, regardless of age. This expense is deductible only if its purpose is to allow the taxpayer to remain gainfully employed. It cannot be claimed if the payment for child care went to a person who is already claimed as a dependent.

ALIMONY. Periodic payments of alimony to a wife in accord with a written agreement between them can be deducted.

CASUALTY LOSSES. The reasonable value of all clothing and gear lost at sea due to storm, vessel damage, etc., for which the taxpayer is not otherwise compensated, can be deducted as an expense. The same applies to fire loss or losses in auto accidents which are not compensated by insurance.

LOSSES DUE TO THEFT. Personal items the loss of which can be proven are deductible.

WORK CLOTHES, TOOLS. The cost and cleaning of uniforms and work clothes which ordinarily cannot be used as dress wear can be deducted. This includes protective work shoes, gloves, caps, foul weather gear, clothing ruined by grease or paint, plus tools bought for use on the job, or books and periodicals used in direct connection with work.

UNION DUES. Dues and initiation fees paid to labor organizations and most union assessments can be deducted.

WELFARE BENEFITS. Benefits received from the SIU Welfare Plan do not have to be reported as income with one exception. That concerns a Seafarer over 65 who is getting disability benefits. The law considers such payments to men over 65 as pensions and taxes them as income.

GAMBLING GAINS. All net gains from gambling (the excess of gains if any, over losses) must be reported as income. However, if more was lost than gained during the year, the losses are not deductible, but simply cancel out the gains.

TAX CREDIT FOR RETIREMENT INCOME. A tax credit of up to \$240 is allowed for individuals, against retirement income such as rents, dividends and earnings at odd jobs. However, an adjustment must be made in this credit for social security benefits.



must now be filed by April 15, 1958. However, the April 15 deadline is waived in cases where a seaman is at sea. In such instances, the seaman must file his return at the first opportunity, along with an affidavit stating the reason for filing late.

Another tax rule specifically affecting seamen governs situations where a seaman signs on in one year, signs off the next and gets a statement of his wages and the tax withheld (W-2 form) from the shipping company when he signs off. Under such an arrangement, it is possible for a seaman to have no income in one year and the equivalent of two years' income in another.

In order to alleviate this situation, the seaman can report the total of his allotments, slops, draws and other cash items as income in the first year, and then deduct this amount from the total income reported on the W-2 form he gets in the second year.

He cannot claim any tax withheld in the first year either, but can claim all of it for the second year when he files his return along with the W-2 form.

HOW TO FILE. The Seafarer who has average expenses (amount to ten percent or less of income) and an income of under \$5,000 is advised to use the short form. Those with income of under \$5,000 but with higher than average expenses can use either the long or short form and those with income of \$5,000 or more must use the long form.

A husband and wife should file a joint return on either the long or short form to take advantage of the split income provisions, even if the wife has no income.

EXEMPTIONS. Each taxpayer is entitled to a personal exemption of \$600 for himself, \$600 for his wife, an additional \$600 if he is over 65 and another \$600 if he is blind. The exemptions for age and blindness apply also to a taxpayer's wife, and can also be claimed by both of them.

In cases where a man's wife lives in a foreign country, he can still claim the \$600 exemption for her as his wife. If she has income in the foreign country, it cannot be taxed by the US.



AZALEA CITY (Pan Atlantic), Dec. 5—Chairman, C. Hembry; Secretary, A. Tremmer. Floral wreath sent to deceased wiper. Balance of money to be sent to widow. Crew to have arrival pool for television in recreation room. Ship's fund \$4. One man short. Report accepted. Poor Thanksgiving dinner; no cold juices for breakfast; individual salads to be put out. Repair list discussed. Delegate to see about payoff and mail not delivered to ship. Keep deck clear of cigarette butts.

BALTORE (Ore Nav.), Nov. 7—Chairman, R. Kelly; Secretary, J. Oliver. Ship's fund \$17.25. See patrolman about rusty water. Door on dryer to be repaired. New delegate elected. Nov. 21—Chairman, E. Daniels; Secretary, R. Kelly. Ship's fund \$17.25. Windchutes with screens needed for

no payoff until something done about roaches. Repair lists to be submitted soon as possible. Messhalls and foci's to be sougeed before arrival. Rooms need painting. Washing machine needs repairs. Check portholes for leaks before arrival in Gibraltar. Nov. 25—Chairman, C. Hancock; Secretary, W. Webb. One man missed, rejoined. Ship's fund \$3.50. Few hours disputed of. Washing machine to be repaired, or purchase new one. All men to strip banks and turn in all linen at payoff.

STEEL APPRENTICE (Isthmian), Nov. 30—Chairman, E. Cantrolo; Secretary, C. Taylor. Repair list submitted. Water tanks in poor condition. Ship's fund \$9. Some disputed of. Reports accepted. Discussion on water tanks.

STEEL MAKER (Isthmian), Dec. 2—Chairman, J. Lee; Secretary, R. Hand. Ship's fund \$12. No beefs. Few hours disputed of. Reports accepted. Need screen doors to keep out insects. New delegate elected. Water cooler to be placed in messhall. Vote of thanks to baker. Repair list to be given to delegate and posted in messhall. Foci's to be sougeed and pantry and bathrooms to be painted.

STEEL FABRICATOR (Isthmian), Dec. 8—Chairman, G. Masterson; Secretary, E. Kilgavill. \$10 contributed to Seamen's Friends Society. Some minor beefs and repairs. Ship's fund \$22. Few hours disputed of. New delegate and treasurer elected. All unauthorized persons to keep out of crew's quarters and passageways. Screen doors and port screens to be repaired. Ice machine needs repairing. New pump to be installed on washing machine. Captain gave brief talk on safety working rules aboard vessel and asked for delegates to attend all safety meetings.

ELIZABETH (Bull), Dec. 15—Chairman, C. Howell; Secretary, E. O'Rourke. Request engine room skylights to be opened in P.R. Messhall to be kept cleaner.

STEEL WORKER (Isthmian), Dec. 8—Chairman, N. Abernathy; Secretary, G. Reyes. Repair list submitted. No major beefs. Trip satisfactory. Any complaints should be voiced at meetings. Ship's fund \$38. Some disputed of—to be settled by patrolman. Motion to buy baseball gloves, balls and other recreational equipment from ship's fund. Motion to get watch foci's for engine gang. Beef about chow—to be referred to patrolman.

Dec. 16—Chairman, T. Bannin; Secretary, M. Cross. Robin Line and Bull beefs explained. All "B" members notified of importance of paying back assessments.

SEATRAN LOUISIANA (Seatrains), Dec. 15—Chairman, N. Machel; Secretary, V. Whitney. Saw patrolman re: of being paid at payoff. Ship's fund \$88.04. Some disputed of. Christmas dinner to be served on Sunday, for benefit of entire crew. Time for linen distribution discussed. Vote of thanks to steward dept. New TV antenna to be purchased from ship's fund.

PAN OCEANIC TRANSPORTER (Pan. Nav.), Dec. 15—Chairman, H. Romero; Secretary, F. Neely. Three men missed ship. Ship's fund \$4.80. Patrolman to check washing machine. See engineer about rusty water in tanks.

MARORE (Ore. Nav.), Dec. 15—Chairman, D. Stone; Secretary, I. Glass. Ship's fund \$37.92. Some disputed of. Discussion on food shortage—six gal. ice cream for 25 day trip. Ran short of certain food items.

BALTORE (Ore Nav.), Dec. 14—Chairman, J. Oliver; Secretary, J. Messmar. One man put off at St. Thomas—agent notified. Ship's fund \$11.13. One man hospitalized. Men requested to clean up after playing cards at night.

CITIES SERVICE MIAMI (Cities Service), Dec. 2—Chairman, M. Ostrom; Secretary, A. Janes. One man hospitalized. Disputed of to be submitted. Thanksgiving menu sent to LOG for publication. New secretary-reporter elected. Japanese not on ship's business to be kept off ship in Japan. Crew urged to take care of cots. Vote of thanks to steward dept. Return cups and glasses to pantry. Launch schedule to be drawn up by delegates and forwarded to capt.

PRODUCER (Penn.), Dec. 8—Chairman, W. Dyke; Secretary none. Two men hospitalized in Yokohama. One man missed ship. All crew's quarters painted. Ship's fund, \$1.28. Proper attire to be worn in messhall. Ice cream melted when served. Lock rooms when ship is in port.

OCEAN DEBORAH (Maritime Overseas), Dec. 8—Chairman, J. Pursell; Secretary, J. McElroy. Ship short of paint. Several important repairs not made. Only delegates to talk with patrolman about ship's business. Ship's fund \$27. Few hours disputed of. One man hurt in lifeboat-raising accident. Two men logged. Motion that negotiation committee have deck cargoes included in penalty cargo clause. Major and urgent repairs to be made soon as possible. Discussion on quality of meat; sheet sizes. Request one small and one large sheet for each man. Ship's fund to be kept intact for next crew taking over.

EDITH (Bull), Dec. 16—Chairman, P. Hipp; Secretary, J. Bond. One man left ship at sailing time; vessel called short-handed. All minor repairs taken care of. Report accepted. Blower system to be cleaned. Get tarpaulin muster for radio at payoff. Request betty cooperation between steward and chief cook.

Digest Of SIU Ship Meetings

all portholes because of mosquitos in Orinoco River.

BEATRICE (Bull), Dec. 10—Chairman, none; Secretary, none. Some disputed of for gangway watch—settled. Company agreed to pay of as per contract. Report accepted.

CHARLES C. DUNAIF (Orion), Dec. 1—Chairman, W. Horne; Secretary, R. Ayers. Delegates to compile list of members' union status for patrolman. Vote of thanks to ship delegate. Some disputed of. New toasters ordered. Roaches to be sprayed daily. Ship to be fumigated. Vote of thanks to cooks.

INES (Bull), Nov. 17—Chairman, W. Morris, Jr.; Secretary, F. Parker. Ice box to be repaired. Incident concerning 3rd cook and chief cook, squared away. TV set repaired. Ship's fund \$15. Report accepted. Motion to air condition all SIU ships especially ones running to tropics. Need new library. Black gang to make arrangements with chief to get time off.

JOSEFINA (Liberty Nav.), Nov. 21—Chairman, H. Jaynes; Secretary, J. Lundy. One man missed ship. Two men quitting ship in Baltimore. New delegate elected. Chief cook renests steward making menu. Beef discussed—as per agreement steward to make up menu—any further beef shall be taken up with patrolman in Balt.

LA SALLE (Waterman), Nov. 31—Chairman, J. Smiley; Secretary, G. Bales. One man missed ship. One man hospitalized. Ship's fund \$8.40.

MICHAEL (Carras), Dec. 8—Chairman, B. Browning; Secretary, L. Boyne. Vote of thanks to resigning delegate. New delegate elected. Short three men. Radiogram to be sent to hqrs. re: engine dept. beef. Discussed Robin Line and Bull beefs.

OMAR E. CHAPMAN (Boston Shipping), Nov. 7—Chairman, O. Peterson; Secretary, A. Sedenwater. Repair list completed. Three men injured slightly—recovered. Fine cooperation aboard ship. Ship's fund \$3.35. Few hours disputed of. New books purchased for library. Crew warned about conduct before payoff. Donation of \$1 for new books. Return books after reading. Thanks to fishermen for catching over 900 lbs. of fish; also for cartoons drawn on current happenings which were enjoyed by all.

OCEAN DEBORAH (Ocean Trans.), Sept. 27—Chairman, G. Stover; Secretary, P. St. Marie. One man hospitalized. Few hours disputed of. Patrolman to check unsafe working conditions on board before sign on. Need clothes line. Vote of thanks to steward dept. for work well done. Reports accepted.

REBECCA (Overseas), Dec. 7—Chairman, C. Starling; Secretary, S. Schuyler. Repairs being made. Donation of \$1 requested to start ship's fund. Delegate to see officials about moving steward topside, 2 cooks in stewards room, and make recreation room. Beef to be brought to dept. delegate.

ROBIN KIRK (Robin), Dec. 8—Chairman, A. Page; Secretary, B. Landos. New delegate elected. Ship's fund \$15.50. All good disputed of will be forwarded toward this trip. New dept. delegates elected. To see capt. regarding safety measures—to be taken care of promptly.

JEAN (Bull), Jan. 15—Chairman, J. Slavin; Secretary, E. Johnston. Have ship cleared upon arrival. Avoid delay of hours at anchorage awaiting clearance by Immigration and US officials. New delegate elected. Place sign on door of eng. room "Keep closed."

STEEL AGE (Isthmian), Nov. 10—Chairman, W. Webb; Secretary, H. Kilmon. One man missed ship—rejoined. To see patrolman about better medical attention aboard ship. Ship's fund \$3.50. Few men logged this trip. Some disputed of including of turned in in lieu of launch service in Visagaytown. Report accepted.

'One Of These Days... We'll Get Started'



BME Expects Heavy Vote For Merger With MEBA

A strong majority for approval of the merger of the two marine engineering unions is expected in Brotherhood of Marine Engineers' voting which ends today. Members of the BME are voting on a merger agreement and constitutional amendments. A similar referendum is also taking place in the Marine Engineers Beneficial Association.

Vic Milazzo, Hospitalized 10 Years, Dies

An attack of the flu that complicated an existing heart and lung condition proved fatal for Seafarer Vic Milazzo on January 15 at the Manhattan Beach hospital in Brooklyn.

Well known to SIU men, Milazzo had been hospitalized at various USPHS installations for the past ten years. He had been at Manhattan Beach since July, 1950.

A tribute from fellow patient John Driscoll noted that "the membership hospitalized here lost not only a fellow member who had acted as their hospital delegate for the past several years, but a man who had done them innumerable good turns as their friend. They also lost a man who was a credit to the Union he so ably represented..."

"It is difficult to put into words how we felt about Vic... He always had a good word for everybody," Driscoll added.

Last Ship In '47

An SIU member since 1942, Milazzo last sailed in 1947 as steward on the SS Fisher Ames, operated by the old Eastern Steamship Company. He would have been 49 years old this June.

One of a small group of SIU men to qualify for SIU welfare benefits under special provisions of the Seafarers Welfare Plan, he had been receiving SIU hospital benefits continuously since the plan began payments in July, 1950. His survivors are eligible for the full SIU death benefit in the same manner.

Milazzo was buried in his home town of East Warwick, RI. Patients at Manhattan Beach sent a floral offering to the services and arranged for Masses to be said, since none of them could attend due to the distance involved.

The SIU of NA-affiliated BME will tabulate its ballots at the union's New York headquarters on March 3. The MEBA will conduct its tally the same day in Washington so that the results will be known simultaneously. The leadership of both unions endorsed the merger proposal and has urged rank and file members to vote for it. The MEBA membership is also voting on the union's affiliation with the Maritime Trades Department.

Board Meeting Due

Following the vote tally, the BME executive board will meet March 3 to 7. In the event of a favorable vote on the part of both unions, the executive board will then take steps to effectuate the merger process, which, in its initial stages, would give the BME representation in the MEBA, and make possible joint contract negotiations and joint organizing activities.

Leaders of both unions have pointed to the strengthening of bargaining power and job security that would be offered if the proposed merger procedure is approved.

WC Attacks Cargo Ban

SAN FRANCISCO—The SIU's Pacific District has protested to Secretary of Agriculture Ezra Taft Benson and other high administration officials over the exclusion of western wheat from foreign agricultural aid programs, such as aid to Pakistan. The action hit at a ruling by the Commodity Credit Corporation which deprives West Coast ships of any share in the US-owned wheat export trade.

The message to Benson pointed out that there is a "very substantial surplus" of the western white wheat available at competitive prices. The policy of excluding such cargoes, the union wired, "is foreclosing unfairly on unemployment opportunities of Pacific Coast seamen."

Copies of the telegram were also sent to Vice-President Richard Nixon and to all six Senators from the three Pacific Coast states.

Fourth P-A Trailership Takes Crew

MOBILE—The Raphael Semmes, the fourth Waterman vessel to be converted into a trailership, signed on a full crew early last period and is now engaged in the company's sea-land coastwise trade. Two more vessels, the Bienville and the Beauregard, are still in the shipyards but are expected to enter the trailership service during the next month or so.

Rumors concerning the possible chartering of five of Alcoa's C-1s and C-2s have been making the rounds in the hall here. The ships, now on the 26 and 42-day runs to the Islands, are supposed to be chartered for Far East trips which would be a welcome change from their regular "dust" runs.

Members of the Mobile branch wish to extend their deepest sympathies to the family of Brother J. D. Kirkland, who passed away last week. Kirkland, who sailed in the engine department, was well known to the men in this port.

Shipping has continued to drag in this area. Most of the vessels hitting the port during the last period were of the short trip variety with few men signing off. The vessels in port during the period were the Alcoa Patriot, Puritan, Corsair, Planter, Pennant, Cavalier (Alcoa); the Claiborne, Monarch of the Seas and Madaket (Waterman), and the Del Alba (Mississippi). All were in good shape with only minor beefs which were settled to the satisfaction of all hands.

It's more than a year and a half since the Andrea Doria sinking exposed the weaknesses of the 1948 International Convention for Safety of Life at Sea. It looks like it will be another year and a half, or more, before the world's maritime nations will get together at a new conference to revise the convention. And undoubtedly, it will be years after that before the findings of the conference will be ratified by the respective nations involved. Meanwhile the same conditions which led to the sinking of the Doria will continue to exist.

Ways to reduce the chances of such disasters are pretty well established—better compartmentation of ships to bring them up to US standards, rules requiring vessels in the crowded North Atlantic to stick to specific ocean tracks, better bridge-to-bridge communication systems and other items as recommended by the Congressional committee which investigated the sinking. It is mystifying why, in light of the record, it should take until 1960 to set up a conference of maritime nations on the subject. Or do governments need another major ship disaster to wake them up to the need for prompt action?



One Year Ago

This past Tuesday was the anniversary of the death of Harry Lundeberg, founder of the Seafarers International Union of North America and its first president. The day was an appropriate occasion for the Sailors Union of the Pacific to dedicate its Lundeberg Memorial. From now on, the statue of Harry Lundeberg will stand in front of SUP headquarters, flanking one of Andrew Furuseth, to honor two men who made such considerable contributions to the well-being of today's seaman. The SIU joins with all other SIU of NA affiliates in saluting the memory of a great maritime leader.



Surprise!

The US State Department did not, for a change, approve proposals to sell some US reserve fleet Libertys foreign although it tempered its surprising action by agreeing that Peru, the country in question, could buy some US C-1s and shallow-draft N-3 ships. The switch came on a ship sale bill before a House Committee.

Offhand, it's hard to recall the last time—if ever—that the State Department opposed the transfer of US shipping to foreign flags. What prompted this turnabout, limited as it is, is hard to say. Perhaps the dwindling role of the US merchant marine in the country's foreign commerce has finally penetrated the major stronghold of ship giveaway philosophy.



Milazzo fell ill a few days after this photo was taken showing him distributing Christmas gifts and bonuses to Seafarers at Manhattan Beach Hospital. On the receiving end is Fortunato Bacomo.

Calories Linger Long After Xmas

The holidays are long over and gone, but the calories linger on from the traditional seasonal feasts conjured up by SIU cooks and stewards.

Imagine, for example, the exhausted crew of the Coeur d'Alene Victory, which had to choose from 52 separate items whipped up for their Christmas meal in Izmir, Turkey, by steward Fred R. Hicks and cooks James Barclay, Lucien F. Drew and Arthur Henderson.

Special Menu

No less auspicious were the Yuletide culinary efforts on the John B. Kulukundis by William Alvaro, steward, and cooks Frank Rakas Jr. and Dallas Byrd. The gang on there was presented with a special menu printed ashore in Vizagapatam, India, which was notable also for the lack of turkey in any form on the bill of fare. Southern fried chicken, baked sugar-cured ham and Western prime rib roast were available in place of the usual gobblers.

In Pusan, Korea, the Natalie crew used some of its holiday bounty to brighten the season for youngsters at the Maryknoll Sisters Orphanage. Johnny Hoogie reported that one brother, J. Edinger, donated his time to buy all the toys, and the entire crew received a letter of thanks from Sister Mary Angelica for its generosity.

Sisters Send Thanks

"All the sisters as well as the poor people of Pusan join me in sending you our heartfelt 'Thank you' for the wonderful boxes of clothing, toys and eggs that arrived on Christmas eve," the letter said. "You all should have been here in the afternoon to receive the bows, smiles and gratitude of the people when they received their gifts of eggs and clothes.

"There are no words to tell you how grateful we are for the toys. Our usual Christmas party for the children was not going to be so big this year as our toy cupboard was bare. Now the children will have a party like they never had before with the Natalie crew as Santa Claus," it added.

"The best way of showing you our thanks is to pray for all of you and your families for being so generous to us. Please be assured of the prayers," the Sister concluded.



Cooks on the National Liberty (above) find time for a breather after everybody has had his fill. Pictured (l to r) are Smitty, baker; Ruley, bosun; Mal McAlister and James Knight. At left, chief cook Frank Rakas Jr. ministers to prime rib roast served on the John B. Kulukundis. A belated holiday party was held in Yokohama by W. H. Caruth crew, including N. Powell, AB; P. Bradus, DM; G. Coker, G. Forrast, ABs; T. Lovenshardt, bosun, and Smith, oiler (kneeling).



Personal Touch Means A Lot

To the Editor:

I received the bonus check from the SIU Welfare Plan along with the regular benefits, and I'd like to thank all those who helped make this possible. Thanks also for the swell care and treatment we have received for during the past year.

In addition, I'd like to tell you with all sincerity of the attitude of the brother members who are patients at Manhattan Beach, where I happened to be

looked pretty dismal at that time, but the SIU came to our rescue.

I have met some of my husband's ex-shipmates and can understand why he has always been proud to be a member of the finest maritime union in the world. I'm sure that our son Vincent, when he is at the age of understanding, will also be proud of the US bond he received from the SIU. Thanks again.

Mrs. Eugene Milanese

La. Storekeeper Helps In Pinch

To the Editor:

I would like to express my thanks to the good people of the cash and carry store in Buras, La.

I'm a deep-sea sailor in the SIU, but when this relief job on a tug came up I went to Buras to catch it. Since the boat wasn't there when I got there, I went to ask the people in the store if they knew where it was. They didn't, but right away offered to try and find out.

Well, they called up everybody in town and still couldn't find out anything, so they closed up the store and took me around in their car. We finally found it about ten miles up the road.

Those people really have a heart for a stranded seaman.

Edward Adams

Pals Who Owed Cash Can Help

To the Editor:

My husband Antonio Gomall died December 5 at the Staten Island hospital. As I have two children and no way to support them, I would appreciate it very much if his friends who owed him money would send it to me now.

I sure could use the money that his friends owe him. I don't want to mention their names, but maybe they will read the LOG and remember their friend. The address is 1541 St. Marks Ave., Brooklyn 33, New York. Thank you.

Mrs. A. Gomall

Praises Service In Lake Charles

To the Editor:

In regard to the subject of giving votes of thanks for jobs well done, I recommend three cheers of gratitude to our Lake Charles port agent, Leroy Clarke.

He deserves them for the outstanding services rendered to the membership on vessels calling in that area.

John H. Hunt

He Rates SIU Second To None

To the Editor:

I am an ex-member of the SIU and still receive the LOG although I don't go to sea any more. I sure do appreciate your paper, as it keeps me informed of all the goings-on in the maritime industry. I hope to keep on getting it.

I would also like to say that now that I am working ashore and belong to a shoreside union, Paint Makers Union Local 1101 out here in California, I have yet to see a union ashore that has all the wonderful benefits the SIU has. I sure do miss the sea but I now have a family. Since the best part of a family is to watch it grow up, I guess it will be a long time before I ever go to sea again.

Robert A. Nicholls

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.

during the holidays. The feeling is one of genuine gratitude for the warm regards expressed by the Seafarers at this time of year, as of course for the swell treatment at all times.

Do you know that in these hospitals where a patient is confined over a period, all SIU patients feel like "privileged characters" in contrast to the NMU boys and those of other affiliations? This attitude is one of confidence and security in the knowledge that they all are still recognized by their Union and have not been forgotten.

One such incident this past Christmas was the arrival of a very fine Christmas tree sent by the Union, with all the trimmings. Well, the pleasure with which it was received and the eagerness with which all hands went about decorating it would have made all SIU men feel real good, especially for the message "Merry Xmas—SIU" which was placed alongside it. As usual, our Union was the only one to do a thing like this, a fact which has long been noticed by the NMU fellows and others. These patients are all good guys and deserve a better fate.

Another thing which was noticeable was the way in which the benefits were given to the boys. Our SIU welfare representative was here doing the honors. He saw to it everyone got his carton of cigarettes along with his checks, shook hands with one and all and wished them a happy holiday. It's that personal touch which makes everyone feel pretty good. The boys from the welfare office sure do a good job here.

Of course the boys like to get the cash and cigarettes, but I do know that each and everyone of them sincerely appreciates the thought behind these benefits and gifts, the knowledge that someone has not forgotten them. For this they are truly appreciative.

Art Lomas

Welfare Assist Comes In Handy

To the Editor:

I would like to thank the SIU Welfare Services Department for all the help it has given my husband since his disability.

Recently we received extra help from the SIU when I was a victim of a serious accident, which almost proved fatal to me and my unborn son. Everything

SEAFARERS IN THE HOSPITALS

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Thomas W. Killion
- SAILOR SNUG HARBOR STATEN ISLAND, NY**
Victor B. Cooper
- USPHS HOSPITAL MEMPHIS, TENN.**
Charles Barton

ALCOA PARTNER (Alcoa), Dec. 28—Chairman, P. Ryan; Secretary, K. Newmann. Hasps to be put on all screen doors. Discussion on ice-sulfuric acid supply. Keep all screen doors locked in port except one, to keep files and longshoremen out. Discussion on bunk springs. Suggestion to contact company.

SEATRAN NEW YORK (Seatrains), Dec. 26—Chairman, B. Jones; Secretary, J. Egan. One man missed ship. Some disputed at. New delegate elected. Need new mattresses. Port holes to be repaired. Vote of thanks to steward dept for job well done.

ALMENA (Pan Atlantic), Dec. 29—Chairman, G. Yeager; Secretary, M. Hummel. One man left ship and one missed ship. Report accepted. See what can be done about hot and cold

machine. Scupper clogged. Vote of thanks to steward dept. for job well done and for very fine Thanksgiving dinner. Report accepted.

GOVERNMENT CAMP (Cities Service), Dec. 22—Chairman, E. Sims; Secretary, J. Kavanaugh. One man short. One man missed ship, one man disappeared at sea. See steward about Christmas menu. Lock on fore door and locker to be repaired. Replace dogs on portholes and gaskets. Need new coffee pots.

MONARCH OF THE SEAS (Waterman), Dec. 21—Chairman, J. Bates; Secretary, W. Devenney. All depts. to make out repair list. Few hours disputed at. To start ship's fund. New delegate elected. Need new bread box in pantry. Keep midship house doors closed in port. See patrolman about roaches in crew's quarters.

MORNING LIGHT (Waterman), Dec. 9—Chairman, M. Cooper; Secretary, W. Morse. Vote of thanks to officials and members for fine job in handling Robin Line situation. New delegate elected. Delegate to see patrolman about 1st asst. engr. being uncooperative, and neglecting to make repairs when necessary. Ship needs fumigating for roaches.

WELLESLEY VICTORY (Isthmian), Nov. 24—Chairman, J. Bluff; Secretary, R. Gellins. No beefs. Galley range repaired. Air line to be installed to produce better draft in range. Mate will okay at for securing cargo that went adrift. Rooms will be painted. New reporter and secretary treasurer elected. Decision to dispense with ship's fund. Wipers to take care of recreation room and laundry. Urge cooperation in keeping rooms clean. Place trash in receptacles provided for same. Replace food in ice box. Do not dump coffee grounds in sinks. Repair list to be turned in. Repairs to be made while at sea. Vote of thanks to steward dept. for job well done.

CITY OF ALMA (Waterman), Dec. 15—Chairman, C. Collins; Secretary, H. Fitzgerald. Men getting off ship to give 24 hrs. notice. Repair lists to be turned in. All souvenirs to be duty free. Crew getting off advised to do so in Frisco—for greater convenience. Donation given to Korean Orphanage—\$98. Ship's fund \$17. Vote of thanks to steward dept. for job well done. Suggestion that mate on watch collect passes prior to departure from port in near future.

TOPA TOPA (Waterman), Dec. 28—Chairman, H. Knowles; Secretary, A. Fricks. One member missing at sea. Headquarters notified; captain notified family. One man missed ship. One man failed to join vessel in Yokohama. No beefs. No disputed at. Repair list to be turned in. Letter of condolence to be sent to family of Brother Barrios lost at sea. Vote of thanks to steward for decorating X-mas trees, also for holiday dinners and fine food and service to cooks and messmen.

DEL RIO (Miss.), Dec. 29—Chairman, L. Edwards; Secretary, J. Butler. Letter to delegates read and approved. Ship's fund \$3. Radio repaired. Report accepted. Custom agent's card found aboard ship. Discussion on conditions in steward dept.

IRENESTAR (Triton), Jan. 3—Chairman, R. Baron; Secretary, M. Anderson. Discussion on repair list. New delegate elected.

DEL SOL (Miss.), Dec. 8—Chairman, V. Brunell; Secretary, W. Simmons. Good trip. Ship's fund \$45. Some disputed at. Only one issue LOG received. Need washing machine. Need new books, magazines, etc. Vote of thanks to steward dept. for fine food, cooking and service. Votes of thanks to baker for fine baking. Started new feeding system—very satisfactory. Crew messman picked up in Galveston.

STEEL WORKER (Isthmian), Jan. 4—Chairman, J. Yates; Secretary, G. Reyes. Repairs made, except galley range. Ship's fund \$30. Purchased baseball equipment. New delegate elected. Three doors to be closed at all times while in Far East ports. Discussion about keeping NY longshoremen out while ship is in NY. Keep bathrooms clean.

SEASTAR (Triton), Jan. 1—Chairman, C. Stark; Secretary, E. Spradley. New delegate elected. See steward about fresh milk in Kiel Canal. Check with captain about draws and mail.

BENT'S FORT (Cities Service), Jan. 1—Chairman, A. Mabert; Secretary, A. Souza. New delegate elected. Reports accepted.

Digest Of SIU Ship Meetings

water—unit for washing. Repair list to be prepared and posted. Vote of thanks to steward dept. for fine Christmas dinner.

COEUR D'ALENE VICTORY (Victory Carriers), Nov. 1—Chairman, A. Anderson; Secretary, F. Hitts, Jr. Repairs being made. Delegate re-elected. Stove needs complete repair job, ovens, stack, etc. Report accepted. Stove in bad condition; gangways need repairs to insure safety. Discussion on gangways, galley range, screen doors, ice boxes, all in need of repairs. Vessel is calling at Turkey, Germany, Italy, Suez Canal, Iran, Greece, India, Vietnam, Formosa, Korea—quite a long trip. Has good crew.

CALMAR (Calmar), Nov. 14—Chairman, R. Noren; Secretary, M. McCullough. Report accepted. Garbage to be dumped in cans on stern.

DEL MAR (Miss.), Dec. 22—Chairman, R. Stough, Jr.; Secretary, C. Dowling. One man missed ship in NO. If no Xmas party, money collected will go into ship's fund. Flowers sent for deceased fathers of two members. Delegate extended thanks for cooperation in making this good trip. Letters to Congressmen coming in slowly. Ship's fund \$296. No logs, no fringes—smooth trip. Few hours disputed at. Report accepted. When arrival time is 8 AM, request payoff time be changed to 11 AM instead of 3 PM so that men finished for day may leave ship.

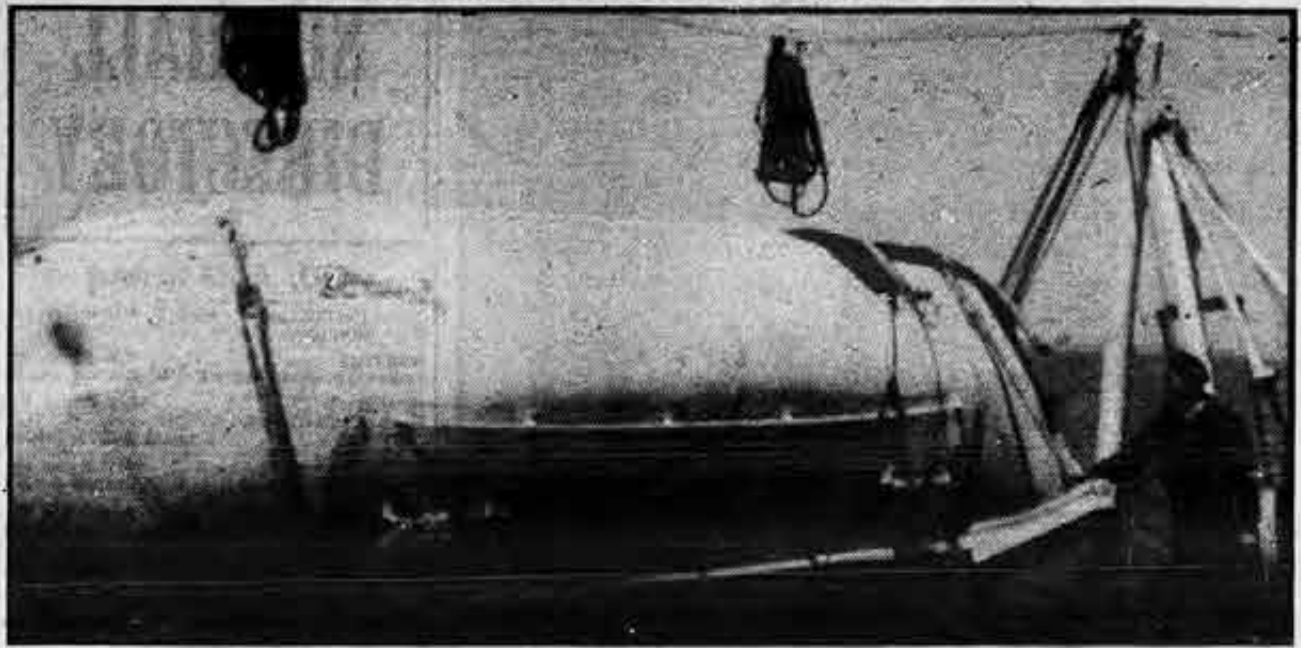
FELTORE (Ore Nav.), Dec. 22—Chairman, G. Stanley; Secretary, R. DeBoissiers. Have library on board. Request for percolator for each mess-hall.

FLORIDA STATE (Ponce), Dec. 20—Chairman, J. McCranie; Secretary, M. Gaddy. No electric cooler obtained yet. Request patrolman visit ship in Florida. Scupper not installed in pantry yet. Some minor complaints in some departments. Ship's fund \$16.44. Some disputed at. New delegate elected. Vote of thanks to steward dept. for fine food well served. Messroom and pantry to be locked in all ports and gangway watch to hold key for use by crew members only.

GATEWAY CITY (Pan Atlantic), Dec. 29—Chairman, F. Travis; Secretary, J. Austin. One man injured. Two men left ship. \$29 collected for wealth for deceased mother of brother. Ship's fund \$2.50. Beef re: more adequate safety devices. Report accepted. Coffee urn to be repaired. No heat in some rooms. Something to be done to improve crew's quarters. Vote of thanks to steward dept. for good menus, food and service.

JEAN LAFITTE (Waterman), Dec. 14—Chairman, A. Lutey; Secretary, L. Meyers. Three men missed ship. Capt. expects payoff after discharging—will get out draw. Beefs to be taken to delegates only. Patrolmen to settle beef of men accepting hospital slips and not reporting to get time off. Ship's fund \$27.40. Need new washing

Grim Reminder Of Safety Needs



Upturned lifeboat which couldn't clear deck of the Seagarden in emergency is examined by Johnston, AB, in photo by Oscar A. Rosenfelt. Some 40 Korean longshoremen were lost when tug bringing them to unload the Seagarden at Inchon collided with an MSTs tanker. Rosenfelt said none of the Seagarden's boats worked and life-jackets sank when they were thrown over the side.

LOG-A-RHYTHM:

Sea Drift

By Roy Fleischer

Learn from the Sea!

Move with the wind and tide!

Float on the crest of a wave!

Relax!—and enjoy the ride!

Perhaps you'll reach some port.

Perhaps you never will

But somewhere you'll be drifting

Or either standing still.

Tension marks the straight line.

Peace has no steady flow.

Submit to the sea and learn

What compass never knows.

Or must man have a purpose?

Must elements be fought?

What's his destination?

Must he always reach a port?

Hood Steward Doubles As 1-Man Rescue Unit

Well aware of the danger in entering the water between a wharf and a ship, SIU steward Leo Movall jumped in to save a drowning shipmate and then promptly applied artificial respiration, to complete the job.

Movall was credited with "great presence of mind and courage" in affecting the rescue of Seafarer Gleason Weaver after he fell between the Robin Hood and a dock in Laurence Marques, PEA, several weeks ago. Weaver was subsequently fown back to the States when his injuries turned out to be more serious than suspected at first.

The Hood returned two weeks ago to cast the final votes in the Robin Line election by a margin of 26-1 for the SIU.

Ship's reporter Eugene Dawkins

said Weaver and Kirby M. Wright, AB, has been returning to the ship about 1 AM when Weaver stumbled and plunged between the ship and the wharf. Kirby rushed to the deck to grab a life-ring and threw it to Weaver. A line had also been lowered to him but he couldn't pass it about himself.

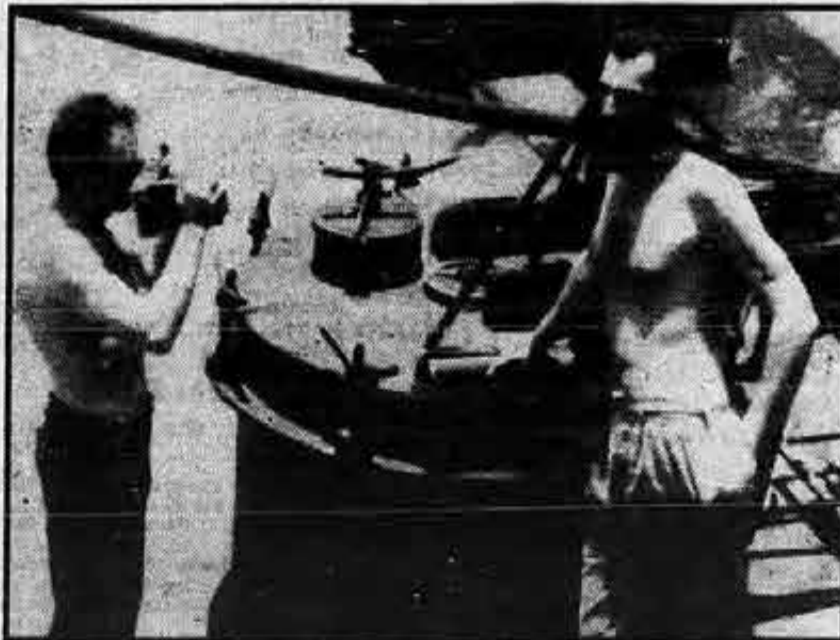
While the local watchman and stevedore supervisors milled about excitedly, Dawkins recalled, Movall came along and descended into the water via a Jacobs ladder that had been hurriedly rigged up. He secured the line around Weaver, who was then hoisted up by the others.

Started Respiration

Scrambling up the ladder this time, and by now soaking wet, Movall immediately started artificial respiration to clear any water that might have gotten in o Weaver's lungs and then, with Kirby, carried him to his room. A while later, when oller Ray Dunn heard Weaver moaning, it was decided after consultation with the purser and Capt. Williamson to move him to a hospital.

Dawkins added that the steward's quick thinking during the mishap "undoubtedly saved the life of the drowning man . . . exemplifying the highest traditions of the sea." At the wind-up Movall was left with a violent case of nausea due to all the wa'er he had swallowed during the rescue.

Watch The Birdie!



Photographers are everywhere on the Fort Hoskins, it seems. While Bob Sharple, fireman (left), snaps shipmate Joe Mellon, Chester Coumas catches both of them in his sights.

LET 'EM KNOW!
Write TO THE LOG



Steward Greets A Passenger



Sole passenger of the Ocean Joyce this trip to Formosa, "Spotty" is given the once-over by steward F. "Whitey" Johnson (left) and Al Oromaner. The dog is apparently going to Formosa as a gift for a high-ranking personage of the Chinese Nationalist Army. Oromaner is taking care of the animal during the voyage.

LOG-A-RHYTHM:

It's The Same Old Story

By James M. Elwell

Why does a seaman keep his head
When he is out to sea,
And lose it when he goes ashore
And starts out on a spree?

Nobody loves a seaman
When he's on the beach and
broke,
Nobody wants to buy him drinks,
Or cigarettes to smoke.
Or treat him to a restful flop,
Or buy him food to eat,
Or pick him up when he is down
And put him on his feet.

Nobody can remember
Just a day or so ago,
How the hero of that hour
Had a pocket full of dough;

Or that he was an easy touch
And quick to hand out loans,
And buy the drinks
For all his friends
Who bled him to his bones.

Who stuck with him
And were his pals,
While he was still a live one,
But who, like bees,
When flowers have died
Went back to their hives;
And hid from him
Or passed him by,
When he was down,
To catch another live one
Just starting on the town.

There ought to be a law
To make all seamen stay at sea,
Or lock them up on board in port,
And throw away the key.

"All seamen today more or
less seem to see themselves in
this poem. The words 'next trip
will be different' reverberate
from one man to the next
aboard ship until we make
port. Then all is forgotten in
the rush to get ashore and
spend what has taken many
days of toil at sea."

—James M. Elwell
SS Cities Service Baltimore

Editor,
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Call Of The Sea
Is Still Strong

To the Editor:

I'd like to send my compliments and best wishes from New Orleans to all my friends at this time, and hope you are all in the best of health. I think of all of you, and couldn't let the holidays slip by without wishing you the best. I am doing fine and hope for a very enjoyable holiday if God spares my life. I still pray for you on the four corners of the seas and wish I

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.

could be out with you. I am still under the doctor's treatment, but as soon as I hear the ships blow, I just can't help but think about it because I would love to be back on a ship again. God bless each and every one of you and your families.

Willie Johnson

Bond For Baby
Is Appreciated

To the Editor:

I wish to thank the SIU for the United States savings bond in the amount of \$25 which was sent for my baby girl, Myra Teresa.

In her behalf, I'd like to thank all of you for same and for the good wishes made for her future. Our thanks to all.

Mrs. Ellen Feely

(Ed. note: The bond sent by the SIU for little Myra was in addition to the regular \$200 maternity benefit paid by the SIU Welfare Plan.)

PHS Treatment
Draws Applause

To the Editor:

Just a few lines from the brothers in drydock here in Savannah. I've only been in here since December 23 and will probably undergo surgery, as the x-rays from Tampa show that my deep tank is all fouled up.

All of us here wish to express our appreciation to the hospital staff for the excellent treatment, and also to our SIU port officials for a wonderful job. There's not much to write about, so just pass on our regards and best wishes for smooth sailing to all hands.

W. D. Warmack

Ex-Seafarer
Ties The Knot

To the Editor:

Enclosed is a clipping from our local newspaper in Olympia, Wash., telling about the marriage of my son, Richard H. McDaniel, on Dec. 27.

As Richard sailed for over four years, I just thought this little item might of interest to some of the SIU boys with whom he sailed. His bride is the former Miss Sally M. Chapman, also of Olympia, and the ceremony was at the First Baptist Church here.

At the present time Richard is in the Army stationed at Fort Gordon, Georgia. He is going to signal school and should be stationed elsewhere as soon as he finishes the next 12 weeks of

school.

While at Fort Ord, Calif., he received the "Outstanding Trainee" award, which made me very proud indeed.

Several of the boys have called while in port in Olympia, inquiring about Richard, so this should interest them.

Mrs. Trilla McDaniel

Lauds Kindness
In Bereavement

To the Editor:

I would like to thank all SIU members for their kindness when my husband, Daniel Bisset, died. All the flowers were really beautiful.

Your Norfolk, agent, Ben Rees, also was more than kind to me. Keep up the good work, all of you.

Mrs. Daniel Bisset

Hails Continued
Union Progress

To the Editor:

I am writing these few lines to send greetings to all my brother seamen while I'm enjoying some time at home with my family.

I've been sailing since 1952 and I can say that we've got a wonderful Union. We still have a lot of work ahead of us but I know we're progressing every time. That's why I'm so proud. Please keep my name on the LOG mailing list and continue sending it to my family. They are very interested in it too.

Guillermo Pena

Benefits Give
Oldtimer Lift

To the Editor:

I have received my disability check with the Christmas bonus and sure would like to voice my many thanks to the Union for its kindness to me.

When I was sailing, on most of the ships I went under the name of Tom Thorsen. My last ship was the Robin Trent in 1953.

Best regards to all the oldtimers and my friends in the SIU. Perhaps some could write to me here at the marine hospital, 4141 N. Clarendon Ave., Chicago 13, Ill.

Thor Thorsen

Oldtimer Asks
Pals To Write

To the Editor:

Hello to Lee Snodgrass and anyone else who may remember me. I would really like to hear from all of you.

I've been ill since August, 1955, and stuck out here in the desert, and would like to get some mail from old friends. I certainly miss the New Orleans SIU hall and everything about it since the last time I sailed in the steward department.

Please write me at 1530 S. Sahaure Ave., Tucson, Arizona. Winton R. "Pop" Bennett

Adds Thanks
For Benefits

To the Editor:

I have received the pleasant holiday greetings and benefits from the SIU Welfare Plan, and it only refurbishes my faith as a Union member that we who are away or are hospitalized during the holidays are not forgotten.

My sincere thanks and deep appreciation for this thoughtfulness, and best wishes to all members of our Union. May 1958 bring good tidings for our medical centers and other new programs.

Siegfried H. A. Gnitke

SEAFARERS
PORT O' CALL
New York and Baltimore
675-4TH AVENUE • 1216 E. BALTIMORE
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RECENT ARRIVALS

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

- Elba Iris A. Ruiz, born September 13, 1957, to Seafarer and Mrs. Valentin Acabeo, Pt. Nuevo, PR.
- John Neal Craddock, born December 22, 1957, to Seafarer and Mrs. Edwin C. Craddock, Fairhope, Ala.
- Etta Low Gabor, born September 3, 1957, to Seafarer and Mrs. Bernard L. Gabor, New Llano, La.
- Cassandra Elaine Horton, born October 5, 1957, to Seafarer and Mrs. David G. Horton, Mobile, Ala.
- Raymond Chester Maples, born December 18, 1957, to Seafarer and Mrs. John D. Maples, Mobile, Ala.
- Albert Ortiz III, born December 8, 1957, to Seafarer and Mrs. Albert Ortiz Jr., Galveston, Texas.
- Diane Alleen Santiago, born December 18, 1957, to Seafarer and Mrs. James F. Santiago, Los Angeles, Calif.
- Alice Loraine Williams, born December 6, 1957, to Seafarer and Mrs. George R. Williams, Portsmouth, Va.
- Diana McGinnis, born December 21, 1957, to Seafarer and Mrs. Arthur J. McGinnis, New Orleans, La.
- Teresa Lynn Robinson, born December 31, 1957, to Seafarer and Mrs. Harry C. Robinson, Mobile, Ala.
- Ona Jean Fegan, born November 20, 1957, to Seafarer and Mrs. Bernard J. Fegan, Baltimore, Md.
- Susan Elsie Haney, born December 16, 1957, to Seafarer and Mrs. James K. Haney, Baltimore, Md.
- Beth Stephanie Harris, born November 22, 1957, to Seafarer and Mrs. Robert B. Harris, Hillview, Ill.
- Edward Alvin Hampson, born December 29, 1957, to Seafarer and Mrs. William E. Hampson, Opa-locka, Fla.
- Paula Lynn Witthaus, born January 7, 1958, to Seafarer and Mrs. Paul L. Witthaus Jr., Morgantown, W. Va.
- Theresa Diane Trawick, born November 18, 1957, to Seafarer and Mrs. Harvey Trawick, Mobile, Ala.
- Maurine Hazel Bishop, born December 9, 1957, to Seafarer and Mrs. Hollis Bishop, Bayou La Batre, Ala.
- Mark Alan Bolton, born December 31, 1957, to Seafarer and Mrs. Frank A. Bolton, Rainier, Ore.
- Scott Wayne Ogle, born November 27, 1957, to Seafarer and Mrs. Wayne H. Ogle, Palisades, NJ.

Seafarers' Offspring, North and South



At left, Seafarer Andrew C. Reed holds Leroy Andre Reed, 1, and \$25 US defense bond given by SIU at Leroy's birth in January, 1957. Picture was taken in Reed's home town, Hattiesburg, Mississippi. William Bedgood Jr., (above) had snowy backdrop as he posed for this shot in Albany on January 14 at age of seven months. His dad sails AB.

FINAL DISPATCH

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

Zacherian Rowles, 59: Brother Rowles died on November 7, 1957, in Baltimore, Md. Death was due to a lung condition. He is survived by his wife, Mabel Marie Rowles. Burial took place in Baltimore, Md.

George E. Anderson, 44: A liver ailment was the cause of death of Brother Anderson on December 18, 1957, in Savannah, Ga. He became a full member of the Union on June 11, 1948, and sailed in the steward department. Burial took place in Moreland Memorial Park Cemetery.

Horace C. Henry, 54: Brother Henry died of natural causes in New Orleans, Louisiana on December 30, 1957. He became a full member of the Union on May 19, 1945, and sailed in the engine department. Brother Henry is survived by his mother, Annie M. Henry, of Calhoun, La. Place of burial is unknown.

James M. Enwright, 54: On October 18, 1957, Brother Enwright died in Boston, Massachusetts, as a result of pneumonia. He became a full member of the Union on April 4, 1957, and was sailing in the deck department. Burial took place in Glenwood, Cemetery, Everett, Mass.

William R. Dixon: It is urgent that you contact S. F. Baker, RN, Box 734, 516 Ave. E. Muleshoe, Texas. Telephone-6510 (Muleshoe, Bailey County, Texas). It concerns your children.

Ex-Del Norte: Will the members who donated to the Del Norte dryer fund get in touch with deck delegate N. Funken, SS Del Norte, Delta Line, New Orleans, La. They were unable to get the dryer and if the money cannot be refunded by June 4th, it will be put into the deck department fund.

Robert A. Merkt: Would you please get in touch with your sister, Mrs. John P. Keane at 2461 Acacia Drive, Concord, California. She is very anxious to hear from you.

Robert Creel: Please contact Perry M. Pedersen through the mail room at headquarters. He is holding some of your belongings.

Jack Johns: Please contact Satterlee, Browne, Cherbonnie and Dickerson, 30 Broad Street, NY 4, NY.

Will SIU members who have left gear in the baggage room in San Francisco sometime ago please arrange to pick it up. Baggage left there over a prolonged period will be given to charitable organizations.

Seek \$45 Benefit For Unemployed

ALBANY—Rising joblessness is spurring a new effort to gain increases in New York State unemployment benefits at this session of the legislature. Present benefits are \$36 per week. The disputing factions are again at odds over the means to finance the increased benefits. There already appears to be general agreement that the state benefits should rise to at least \$45 weekly. The State Federation of Labor is still hopeful of obtaining a \$55 weekly minimum.

An increase to \$45 was voted out twice last year but was vetoed due to the proposed financing methods. The bills would have required employers in seasonal industries to pay a larger share of the costs than those in other fields. A compromise which would spread the costs throughout industry is more likely now because unemployment in the state is more general today.

Higher state disability benefits, to which employees also contribute, as well as increased workmen's compensation, is also being sought by the state AFL. Compensation benefits are now pegged at \$36 weekly. The disability benefit rate is \$40 per week.

Personals And Notices

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EVERY SUNDAY DIRECT VOICE BROADCAST

TO SHIPS IN ATLANTIC EUROPEAN AND SOUTH AMERICAN WATERS

"THE VOICE OF THE MTD"

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

- WFK-39, 19850 KCs Ships in Caribbean, East Coast of South America, South Atlantic and East Coast of United States.
- WFL-65, 15850 KCs Ships in Gulf of Mexico, Caribbean, West Coast of South America, West Coast of Mexico and US East Coast.
- WFK-95, 15700 KCs Ships in Mediterranean area, North Atlantic, European and US East Coast.

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

- Every Sunday, 1915 GMT (2:15 PM EST Sunday) WCO-13020 KCs Europe and North America
- WCO-16908.8 KCs East Coast South America
- WCO-22407 KCs West Coast South America
- Every Monday, 0315 GMT (10:15 PM EST Sunday) WMM 25-15607 KCs Australia
- WMM 81-11037.5 Northwest Pacific

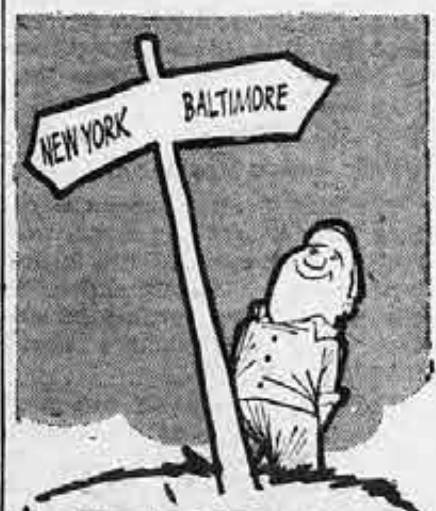
MARITIME TRADES DEPARTMENT

Pick Up 'Shot' Card At Payoff

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

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

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



SEAFARERS PORTO'CALL

IN NEW YORK 675-4746
IN BALTIMORE 1216 E. BALTIMORE

Sea Safety Action Lags; No Int'l Meet Until '60

WASHINGTON—An international conference to improve world ship safety standards is not expected before 1960 despite the demands for action following the Andrea Doria-Stockholm collision 18 months ago.

The slow-moving processes of government in the United States and elsewhere appear to doom any world get-together on the subject before that time. This would amount to a lapse of four years since the two passenger liners collided off Nantucket Lightship on July 25, 1956. The disaster caused the loss of the Andrea Doria and the lives of 50 persons.

US agencies have proposed a conference in the spring of 1959, but since other maritime nations have shown no interest in this date the British suggestion for a meeting in 1960 will probably prevail. Since the action taken at these conferences must then be ratified unanimously by the governments involved, the implementation of any new safety regulations is still many years off.

Ratification Bogged Down

A typical instance is the liferaft amendment to the International Convention for the Safety of Life at Sea which the Senate ratified last August on behalf of the US. Although 30 other nations had previously approved it, it will not go into effect until all 47 countries party to the agreement officially adopt it.

The progress on US preparations for an eventual world conference

Ask Revival Of 'Wreck' Law In La.

LAKE CHARLES—Storm signals from the "right to work" front are looming in Louisiana, port agent Leroy Clarke reports. A state senator is planning to introduce a "right to work" bill similar to the one that was repealed in this state following a hard fight by organized labor. The state legislature does not meet until May, so it will be some time yet before it can be determined if the move has serious support.

Elect Labor Council Officials

The local Central Labor Council held its elections last week, with reelection of some of the incumbent officers and new choices in other posts. However, all the officers, new and old, are strong friends of the SIU.

Shipping slackened off somewhat in the port. However, the coming period looks promising with a number of ships due in. Cities Service ships calling were the Chiwawa, Government Camp, Bents Fort, Cantigny, CS Baltimore, Bradford Island, Council Grove and Winter Hill. Other ships in the port were the Petro Chem (Valentine); Val Chem (Heron) and the Pan Oceanic Transporter (Penn Navigation).

was reported at hearings last week before the House Merchant Marine Committee headed by Rep. Herbert C. Bonner. The committee some months ago endorsed the safety regulations on American ships as being far superior to those governing ships of other countries.

Police Runaway Ships

A major effort would be made at the forthcoming conference to bring world sea safety rules closer to the high US standards and also to enforce some policing of ships registered under runaway flags, as in Panama, Liberia, Honduras and Costa Rica. Vessels operating under these registries are conceded to be the worst safety offenders.

These flags of "convenience" not only maintain minimal standards, but also can't enforce them since the ships never touch their shores. The problem has become a serious one since the last international sea safety conference in 1948 because of the sizeable tonnage now operated under these flags.

Changes Recommended

At the time of its report last year, the House committee spelled out seven recommendations for improved maritime safety, including greater observance of recognized trade routes, enforceable standards for damage control and ballasting, improved radar training for deck officers, use of bridge-to-bridge radio telephones in close communications, improved distress call procedures, greater study of radio and electronic devices for promoting marine safety and wider circulation of lessons learned from marine casualties.

The State Department, Maritime Administration and Coast Guard, along with other groups, are working up proposed standards to apply these recommendations to world use.

Shipping Round-Up & Forecast

January 8 Through January 21

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	9	6	4	3	6	1	19	10	29
New York	62	9	51	16	55	5	168	30	198
Philadelphia	13	4	16	3	10	8	39	15	54
Baltimore	54	29	27	15	20	11	101	55	156
Norfolk	15	12	10	9	3	7	28	28	56
Savannah	8	2	11	1	6	0	25	3	28
Tampa	10	4	9	4	13	2	32	10	42
Mobile	17	2	20	9	26	5	63	16	79
New Orleans	41	15	40	12	43	11	124	38	162
Lake Charles	14	40	11	9	3	3	28	22	50
Houston	31	15	17	23	16	4	64	42	106
Wilmington	8	5	9	8	2	6	19	19	38
San Francisco	21	8	12	7	23	5	56	20	76
Seattle	19	10	15	8	13	7	47	25	72
Total	322	131	252	127	239	75	813	333	1146

Port	Shipped						Total A	Total B	Total C	Total Ship.
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C				
Boston	4	4	0	3	5	0	3	1	1	10
New York	72	4	2	69	7	4	52	1	2	193
Philadelphia	18	0	0	13	2	0	9	7	0	40
Baltimore	36	6	2	34	12	0	20	6	1	90
Norfolk	11	2	0	7	2	0	5	3	1	23
Savannah	3	0	2	6	0	0	1	0	0	10
Tampa	17	3	0	12	3	0	11	1	0	40
Mobile	18	3	0	24	3	0	18	2	0	60
New Orleans	58	4	0	37	12	1	46	8	5	141
Lake Charles	8	3	0	8	6	0	4	4	0	20
Houston	18	3	0	21	7	0	10	1	0	49
Wilmington	3	0	0	1	4	0	2	2	0	6
San Francisco	23	2	0	17	0	0	19	0	0	59
Seattle	21	0	0	17	3	0	15	10	0	53
Total	310	34	6	269	66	5	215	46	10	794

SIU shipping rose again this period in the face of continued lay-ups in several ports. The number of jobs dispatched climbed to 961 while registration held steady.

A dozen ports shared in the increased job activity on all coasts, all of it for class A men. Only Savannah and Lake Charles fell off in shipping since the last report.

On the seniority side, class B shipping remained the same as before and class C activity fell off some more. The result was that jobs for class A men accounted for 83 percent of the total jobs shipped, while the B and C jobs dipped to 15 percent and 2 percent of the total respectively. Class A shipping and registration were almost even, in fact. Eight ports shipped no class C men at all.

The outlook is for shipping to hold to the present level, unless

the lay-ups seriously begin to outnumber the reactivations. This has not been the case so far. Meanwhile, shipping for class A men especially should not be too much of a problem.

The following is the forecast port by port:

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

Court Voids Ga. Union License Fee

WASHINGTON — As was expected, the Supreme Court has knocked out the Baxley, Georgia, ordinance which required union organizers to get permits from the town council and pay a fee for every member signed up.

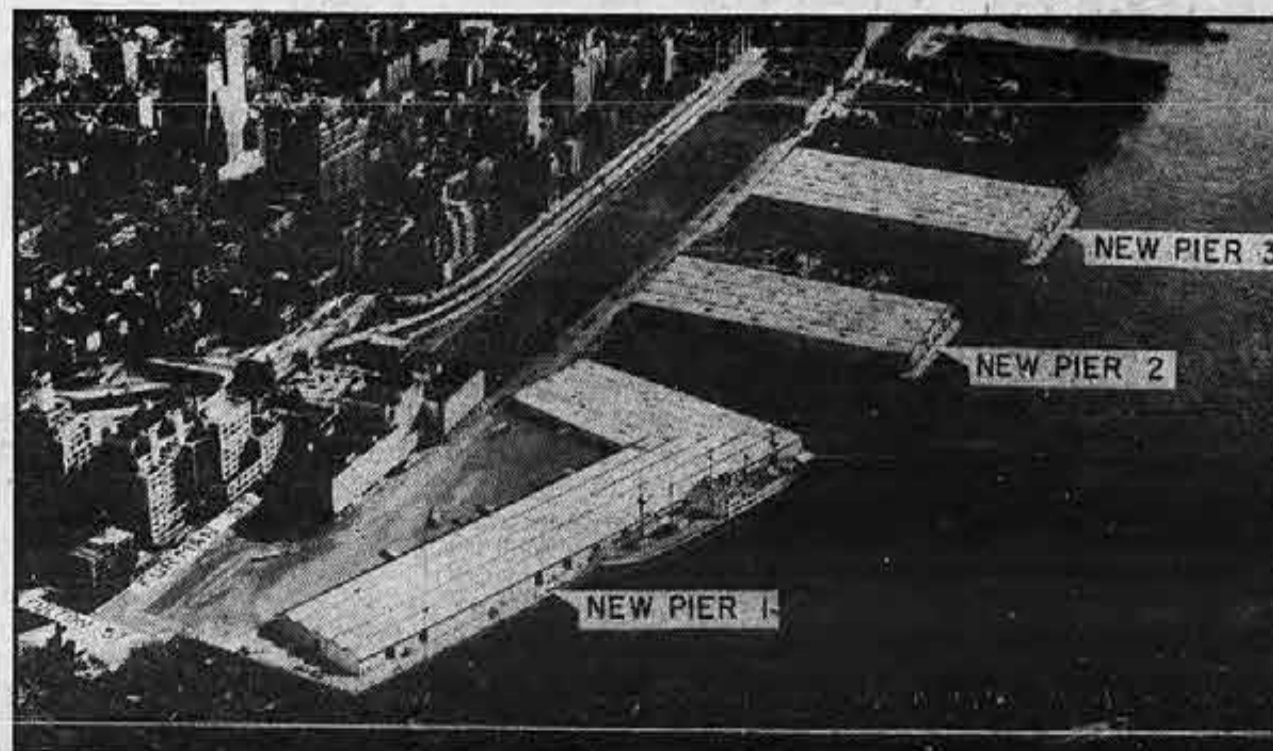
The ordinance called for an annual fee of \$2,000 for each organizer plus \$500 for each member, in addition to which the council had the right to reject applicants.

Under the ordinance, an organizer for the International Ladies Garment Workers Union, Rose Staub, was convicted for seeking to sign up workers without a permit and sentenced by the local courts.

The court ruled that the ordinance violated the rights of freedom of speech and freedom of assembly as provided for in the Bill of Rights.

The ruling is expected to affect a number of other towns in the South which have similar ordinances.

Seafarers Aid New Pier Construction



Artist's rendition shows how new Port Authority piers in Brooklyn will look when first stage of construction is completed. Seafarers aboard SIU-contracted dredge Sandcaptain are now putting in fill for pier project.

USPHS Has Last Say On Duty Slip

Under the SIU contract, US Public Health Service doctors have the final say on whether or not a man is fit for duty. If there is any question about your fitness to sail, check with the nearest USPHS hospital or out-patient clinic for a ruling.