

UNIONS PLAN NEW RUNAWAY ATTACK

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Delta Line Shows Safety Gain

Story On Page 2



Runaway Nabbed. Trying to avoid serving of court order seeking payment of back bills for fuel, the Panamanian-flag cruise ship *Arosa Star* was tied up by Bermuda police after it skipped there instead of going into New York. Passengers read court order posted on mast. The ship is former SIU-manned *Puerto Rico*, now Swiss-owned. (Story on Page 5.)



Ready For Santa. On the lookout for Santa a week ahead of time, Susan Pow, 3½, and brother Louis, 2½, children of Seafarer Jerry Pow, stood watch at Christmas tree in cafeteria at New York hall. The SIU has arranged for the traditional holiday dinner to be served in all ports on Christmas Day. (Story on Page 2.)



Deep Freeze. One of 59 ships that inched their way through the ice-choked Lachine and Soulanges Canals in effort to clear the Lakes on time, the SIU Canadian District-manned steamer *George S. Cleet* waits for frozen lock gate to open so it can move out. Most of the ships made it before the waterway was all iced in for the winter. Season is now over until April.

Delta Line Hails Sharp Decline In Ship Injury Rate

NEW ORLEANS—A sharp fall in the accident frequency rate for the SIU-contracted Mississippi fleet was noted in the company's latest accident report, covering the period from January through November, 1958. This year's rating of 8.34 compares favorably with the mark of 10.78 for a similar period last year and 11.38 for 1957 as a whole.

The Del Rio led the fleet with-

out a single accident of any kind. The Del Oro had several minor injuries but none of the lost-time variety. Only one lost-time accident was sustained by the Del Santos and the Del Viento. Three others followed with two while only two of the 14 vessels had 10 accidents or more.

Last year only two ships compiled an accident frequency rate below 7. This year seven ships are between 5.61 and 0.00, as in the case of the Del Rio and Del Oro. Apparently, the joint company-union safety program is providing a good measure of success.

One factor which proved disturbing was the increase in passenger injuries, from 21 for last year's first eleven months, to 24 this year. Twelve of these accidents took place aboard the Del Norte, resulting in a recommendation that passengers be indoctrinated in shipboard safety, especially on the necessity of gripping handrails when ascending and descending ladders, the cause of most of the mishaps.

An outstanding safety performance was recorded by the Del Viento which recently went 356 days without a single lost-time accident until its record was broken.

Phila. HIWD Pays Benefit

PHILADELPHIA — The first Harbor and Inland Waterways Division \$3000 death benefit in this area went to the family of Andrew Boyd of Chester, Pa., who passed away October 31 at the Chester Hospital at the age of 70. He had been ill since June, 1958.



Boyd

Boyd had been employed by the Delaware River Ferry Company for 28 years.

He is survived by his wife, Mrs. Ruby Boyd, four children, four step children, eight grand children, four great grand children and nine step grand children.

Seek Pay Floor On Harbor, River Jobs

BALTIMORE—The AFL-CIO sponsored a three-day conference in Washington last week to review the provisions of the Fair Labor Standards Act, at which he was present, Earl Sheppard, port agent, reports.

The SIU has urged the extension of this Act, which includes such basic requirements as a minimum wage and the child labor laws, to cover the now unprotected merchant seamen and other water transportation workers.

Sheppard said that thousands of water transportation workers are now working under sub-standard wage scales, and are making up the difference in pay through extra-long hours. The extension

of this Act, he said, would vastly improve conditions in some areas on the rivers and Great Lakes, as well as in some deep-sea ports.

Sheppard congratulated the members of the SIU and other unions who took part in the recent ITF demonstrations against runaway-flag vessels. Special thanks are in order, he said, for the members of the Harbor and Inland Waterways Division whose tugs refused to move any of the runaway ships.

Shipping for the port held its own during the past period. While it was not enough to boast of, it did ease the registration lists in the engine and steward departments.

A bright spot in the coming period is the news that the Seamar will be coming out of layup and taking on a full crew. In addition to this ship, a runaway freighter has transferred back to American registry and is expected to call for a crew. The ship is being operated by an SIU-contracted company.

The ships paying off in this port during the period were the Jean, Mae, Evelyn, Emilia, Edith (Bull); Bethcoaster (Calmar); Marore (Marven) and the Steel Apprentice (Isthmian). The Marore, Bethcoaster and the Apprentice signed on. In transit were the Marymar, Flomar (Calmar); Alcoa Runner, Alcoa Polaris (Alcoa); William Carruth, Penn Explorer (Penntrans); Robin Gray (Robin); Steel Age (Isthmian) and the LaSalle (Waterman).

SCHEDULE OF SIU MEETINGS

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

- December 24
- January 7
- January 21



Obviously enjoying their holiday dinners are Seafarer James Terry with Mrs. Terry and daughter, Cheryl Lynn. Terrys were guests of Sailors Union of the Pacific at the SUP's San Francisco hall.

Hospital Bonus Voted

Christmas dinners for Seafarers and their families on the beach and a \$25 Christmas bonus for men in the hospitals are in the offing during the holiday season. Both the dinners and the bonus have long been an SIU tradition.

The \$25 Christmas payment, as voted by the trustees of the Seafarers Welfare Plan, will go to all Seafarers who are hospitalized for at least one day between December 21 and December 27. It is in addition to the regular weekly hospital benefit paid to Seafarers.

The Christmas dinners, like those on Thanksgiving Day, are held in all SIU halls where eating facilities are available, or in local restaurants. Dinners on the West Coast are provided through halls of the Sailors Union of the Pacific.

Tax Runaways, Congress Told

WASHINGTON—A proposal that runaway-flag shipping owned by Americans be taxed on the same basis as American-flag shipping has been made by Representative Thomas M. Pelly (Rep.-Wash.), a member of the House Merchant Marine Committee. Pelly's proposal was the first legislative response thus far to the successful four-day demonstrations conducted by US sea unions against the runaways.

Pelly wrote to Rep. Wilbur D. Mills, chairman of the Ways and Means Committee of the House, that the loophole through which the runaways escape taxes should be closed. "It only seems fair," he wrote, "that all US steamship operators, tax-wise, should be on an equal basis."

If a bill incorporating the Pelly proposal is introduced in Congress it would certainly get the support of all American maritime unions.

The Washington State Congressman said that the tax legislation proposal derived from the unions' protest on ships flying the runaway flags. For some time, he said, the House Merchant Marine Committee has been aware of the runaway problem, but now, he concluded that the tax approach was the best way of meeting the issue head on.

He added that the tax and subsidy benefits which American-flag

shipowners have did not compare with the complete exemption enjoyed by the runaways.

Legislation to curb runaway shipping is not new, but this is the first proposal to deal with the tax problem involved. In March, 1957, Senator Warren Magnuson (Dem.-Wash.), chairman of the Senate Interstate and Foreign Commerce Committee, introduced a bill which would have placed very tight restrictions on further transfers of American-flag ships to a runaway flag.

The Magnuson proposal called for any transferred ships to be

barred from competing with US-flag ships and would require them to maintain international standards on safety, manning and crew accommodations.

However, the Pelly proposal goes further than the Magnuson bill, which did not touch on the tax exemptions enjoyed by runaway operators. The Magnuson bill would effectively prevent any further transfers of tonnage to the runaway flags but the Pelly proposal would go far toward removing the edge enjoyed by the runaways in their direct competition with American-flag ships.

SIU Vessel, Crewmen Battered In Typhoon

YOKOHAMA—One of the worst storms seen in the Pacific in the past quarter century battered the SIU-manned John C en-route to this port. The ship limped in with heavy damage and a sizable injury list.

For days, while air and sea rescue vessels waited for the chance to come to their aid, Seafarers aboard the John C battled the wind and waves. The storm, according to ship's delegate F. "Whitey" Johnson, brought waves from 40 to 50 feet high. "It was one of the worst blows I ever was in, though I got caught in the typhoon in 1937 on the old General Pershing and we had to fight it for three days from Manila to Kobe," the veteran Seafarer said. "But it didn't compare to this one."

It was a miracle the vessel made Yokohama with her full crew, Johnson reported. "We saw two of the crew washed right over the rail into the sea and thought they were goners. However they were washed right back on the deck. The bosun, Karl Hellman, was also washed

overboard, but the waves picked him up and threw him back on the deck.

"They sure didn't have their number coming up yet for Davey Jones' Locker," he added.

A number of the crew were hurt from being tossed about, Johnson reported, and had to wait until the ship hit port for proper care. They could not get any air rescue because of the winds. Attempts to transfer them to a large Japanese passenger liner failed because of the rough seas.

However the captain and chief mate radioed for medical advice and treated the men as best they could until the ship hit Yokohama. "I am very proud of every one of the SIU crew aboard this ship," Johnson said, "for they all chipped in to do more than their share of the work, from helping serve the food to assisting the injured men."

Runaway Drive To Continue

'QUIT ITF,' GREECE TELLS SEA UNION

Heavy pressure by runaway ship operators is apparently what prompted a sharp attack by the Greek government on the four-day world demonstration against runaway shipping December 1-4. A government spokesman said Greek seamen would withdraw from the world sea labor movement as a result of the protest action by the International Transportworkers Federation.

Almost half of the runaway fleet under the flags of Panama, Honduras, Liberia and Costa Rica is registered by Greek nationals, and the bulk of the remainder is American-owned.

The Greek consul in New York attacked the protest demonstrations as "sabotage" based on "foreign antagonism" and "envy." His statement indicated that the Panhellenic Seamen's Organization was planning to quit the ITF "next month." Apparently under considerable government and ship-owner pressure to do so, the Greek seamen's union has so far neither confirmed nor denied the report.

If the union does withdraw from the ITF, its decision will likely be based on an implicit threat by Greek runaway operators—with government backing—to also switch the ships they still maintain under the Greek flag to runaway registry. About 20 percent of an estimated 1,000 ships now flying house flags of Greek nationals are still under the Greek flag. Less than half of all these ships are manned exclusively by Greek seamen.

Government Switch

The Greek's government's role in the maneuvering on behalf of runaway operators is also noteworthy as a complete switch of its position only a few years ago. In 1954, when the big switch by American, Greek and other owners to runaway registry began, the Greek merchant fleet was among the hardest hit.

At that time, the Greek government condemned the runaway gimmick for destroying the Greek-flag fleet. Later, after almost 200 ships had fled the Greek flag and the operators began using their savings on wages and taxes to build new tonnage exclusively for runaway registry, the government worked out arrangements to bring some ships back under its flag.

Despite this, the Greek-flag fleet today is still only slightly bigger than it was ten years ago, when its 223 ships represented 1.9 million deadweight tons. Today, even with the vast growth of the Greek-owned fleet, only 263 vessels totaling less than 2.3 million deadweight tons are Greek-documented.

Notify Union About Sick Men

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

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

Liberia, in turn, with only five ships in 1948, has 965 today.

The operators themselves concede privately that the new construction and transfers back to the Greek flag in recent years merely reflect a sentimental attachment to the mother country. Such gestures are what enabled runaway shipping tycoon Stavros Niarchos to have Queen Frederika of Greece christen his newest supertanker here last month. It is one of the few Niarchos ships under Greek registry.

With a successful four-day demonstration against 160 runaway ships in the record, the American Committee of the International Transportworkers Federation is now drafting proposals to follow up on the initial gains. Specific moves to be taken against runaway shipping, to eliminate the threat to the jobs and security of American seamen, are now being discussed in a series of meetings between the SIU and the National Maritime Union.

It has already been concluded that the coordinating committee set up under the joint leadership of Shannon Wall, NMU vice-president, and Cal Tanner, SIU vice-president, will continue to function on a permanent basis. The committee was established initially for the purpose of handling all the details involved in the four days of demonstrations.

Under preparation now are a series of recommendations which will be made by the American Committee in a report to the next session of the ITF which will be held early in 1959. The recommendations are expected to include specific proposals for a massive joint attack on the runaway shipping problem. They are now being put into final shape and an announcement setting forth many of the details may be forthcoming within the week.

The success of the anti-runaway campaign to date is reflected both in the figures on ships tied up and in the area of court rulings as well as in the reaction of the press, public and government.

Breaking down the results, the committee found that of the 160 ships affected in the United States,

124 were Liberian-flag ships, 23 Panamanian, 7 Costa Rican and 6 Honduran. In ship types, 49 were tankers and 111 were dry cargo carriers, many of them large bulk carriers. Of the 49 tankers, 38 were under the Liberian flag and most of these were in the supertanker category.

Favorable Legal Rulings

The heartening outcome of most of the legal actions initiated by the operators against the unions is a major factor in future planning. Very few of the moves to halt picketing were successful, and it was apparent that Federal Judge Bryan's finding that the runaways should come under the jurisdiction of the National Labor Relations Board in many instances is a most significant development.

In other legal moves in Norfolk, Virginia, a state court refused to consider the operators' petition because proper procedure had not been followed. In Philadelphia an injunction was denied on grounds similar to those made in the New York ruling.

In Mobile, anti-picketing injunctions were issued on behalf of a local shipyard where two Liberian ships were being picketed and on behalf of another ship with perishable cargo. When additional operators sought injunctions, they were first turned down by the local Mobile court and subsequently by the Alabama Supreme Court.

In Houston and Galveston, no injunctions were issued except in the case of one banana boat. The injunction actually was effective only a few hours. In New Orleans injunction moves did not have any direct effect as the protest was closed out before they were acted on.

By and large, up and down the coast, very few of these operators' moves had any deterrent effect.

In only one case did a runaway operator go to the National Labor Relations Board for relief. This was in Philadelphia, but before any action was decided by the Board, the company withdrew its charge because it appeared it would

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Canadian Seafarers too did a bang-up job on the runaways hanging up 14 ships in various Canadian ports. Here gang of pickets keeps tight watch on snow-covered dock where Liberian-flag Perseverance Bay was tied up.

Rep. Allen Named To Commerce Post

WASHINGTON—Advocates of a strong American-flag merchant fleet were heartened last week by the news that Rep. John J. Allen, Jr., has been named Under Secretary of Commerce. Rep. Allen has been selected by President Eisenhower to replace Louis S. Rothschild. As Under Secretary of Commerce, Allen will have a good deal of authority in maritime matters since the Maritime Administration is a branch of the Commerce Department.

Rep. Allen represented the 8th District of California in Congress for 12 years until his defeat in the recent elections. While in the House of Representatives he was an active member of the House Merchant Marine Committee and a staunch supporter of legislation designed to strengthen the U.S. flag fleet.

Allen's predecessor, Louis Rothschild, had formerly been Maritime Administrator. It was during his term of office in that post that wholesale transfers of American tonnage to the runaway flags took place, starting in 1953, resulting in the loss of over 500 ships and over 20,000 jobs to members of American maritime unions.

With Allen in the Commerce post, there is hope of a change in attitude on the runaway-flag issue

In the Department. Up until now, the Commerce Department and the Maritime Administration have not actively opposed the foreign-flag transfers and have, in fact, encouraged them.

A resident of Oakland, California, in the San Francisco Bay area, Rep Allen was first elected to Congress in 1946. He is an attorney and a graduate of the University of California.

SEAFARERS LOG

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SIU Wins Louisiana OK On Jobless Benefits

NEW ORLEANS—An important victory was won in this port for class B Seafarers last week. The Louisiana Division of Employment Security finally conceded that class B and C men are entitled to collect unemployment insurance payments in those cases where their jobs are affected by seniority clauses in the SIU collective bargaining agreements with the ship-owners.

A favorable decision by the Board of Review for the Louisiana Division, handed down in an appeal of a test case, brought to successful conclusion a fight of several years duration waged by SIU officials and attorneys in this port to establish the right of these men to full unemployment insurance benefits.

Previously, SIU attorneys had established the principle in test cases in several major maritime states, among them New York, Massachusetts, Pennsylvania, Georgia, Delaware, Alabama and California. In all instances, a ruling was obtained that where a class B or C man had his employment termi-

nated in accordance with the 60-day rule of the contract, he was entitled to collect unemployment insurance without being penalized.

In applying for such benefits then, the Seafarers involved should notify the respective unemployment insurance office that their jobs were terminated because of a contract agreement to which the employers are a party.

Before this ruling, most of the states denied benefits to the men involved, claiming "voluntary quit" as the cause.

The favorable Board of Review decision was based on an opinion from State Attorney General Jack P. F. Gremillion holding that "under the circumstances, a seaman such as the claimant (Luther C. Mason, a class B man) is forced to leave the ship pursuant to the con-

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SEAFARERS ROTARY SHIPPING BOARD



November 26 Through December 9, 1958

The usual spurt in shipping as a result of increased job turnover during the holiday season hasn't shown itself yet. Accordingly, the total number of jobs dispatched dropped to 1,002 last period. Registration fell off by almost the same amount to 1,059, so that the number of men left on the beach by the end of the two-week period went down also. Most of the decline was among class A men in all departments.

A total of 208 payoffs, sign-ons and in-transit visits were reported by all ports, the same as last period. This covered 56 ships in the payoff column, 31 sign-ons and 121 in-transits. New York, New Orleans, Houston and Baltimore accounted for 118 of these. (See "Ship Activity" summary at right.)

Five ports did manage to show some improvement in shipping, however, including Boston (which shipped no men last period), Baltimore (still slow), Norfolk, Lake Charles and Houston. Tampa showed no change; the rest declined. The drop was only a small one for New York, which accounted for almost half of all the shipping. Mobile and the three West Coast ports were very slow. New Orleans fell off just a little; Philadelphia and Savannah were quiet.

New York dispatched over 80 percent of all class C newcomers

shipped last period, with the result that one of every four jobs shipped from New York was filled by a "C" man. In turn, Boston, Philadelphia, Wilmington, San Francisco and Seattle shipped no class C men at all. Sixty-five percent of all jobs shipped in the District went to class A, 24 percent to class B and 11 percent to class C. These figures represent a rise for all but the top seniority (class A) group.

By the end of the period, eight ports had less than 100 men on hand in all departments. These were Boston, Philadelphia, Norfolk, Savannah, Tampa, Lake Charles, Wilmington and Seattle. All of these except Philadelphia and Seattle had fewer than 50 class A men registered on the beach.

It is expected that shipping throughout the District will show some improvement in the coming period due to the heavy job turnover that is traditional at this time of year.

The following is the forecast port by port:

Boston: Slow... New York: Very good... Philadelphia: Fair... Baltimore: Slow... Norfolk: Fair... Savannah: Quiet... Tampa: No change... Mobile: Should be better... New Orleans: Steady... Lake Charles: Quiet... Houston: Good... Wilmington: Fair... San Francisco: Good... Seattle: Good.

Ship Activity

Table with columns: Pay Offs, Sign On, In Trans, TOTAL. Rows for various ports: Boston, New York, Philadelphia, Baltimore, Norfolk, Savannah, Tampa, Mobile, New Orleans, Lake Charles, Houston, Wilmington, San Francisco, Seattle. Totals row at bottom.

DECK DEPARTMENT

Table for Deck Department with columns: Registered CLASS A, Registered CLASS B, Shipped CLASS A, Shipped CLASS B, Shipped CLASS C, TOTAL SHIPPED, Registered On The Beach CLASS A, Registered On The Beach CLASS B. Rows for various ports and a Totals row.

ENGINE DEPARTMENT

Table for Engine Department with columns: Registered CLASS A, Registered CLASS B, Shipped CLASS A, Shipped CLASS B, Shipped CLASS C, TOTAL SHIPPED, Registered On The Beach CLASS A, Registered On The Beach CLASS B. Rows for various ports and a Totals row.

STEWARD DEPARTMENT

Table for Steward Department with columns: Registered CLASS A, Registered CLASS B, Shipped CLASS A, Shipped CLASS B, Shipped CLASS C, TOTAL SHIPPED, Registered On The Beach CLASS A, Registered On The Beach CLASS B. Rows for various ports and a Totals row.

SUMMARY

Summary table with columns: Registered CLASS A, Registered CLASS B, Shipped CLASS A, Shipped CLASS B, Shipped CLASS C, TOTAL SHIPPED, Registered On The Beach CLASS A, Registered On The Beach CLASS B. Rows for DECK, ENGINE, STEWARD, and GRAND TOTALS.

In-Transits Prove Boon To Houston

HOUSTON—With the exception of one banana boat, the ITF beef was very successful in this area, Robert Matthews, port agent, noted. The ship, the Azua, managed to slip out of port after her owners got an injunction barring ITF pickets. However, she was a small factor in the total number of vessels hit by this beef.

Shipping for the period has been excellent, Matthews said. Although there were no vessels signing during the past two weeks the 20 in-transit ships took on a large number of replacements as many of the Seafarers got off to celebrate the holidays with their families.

There were only two ships paying off during the last two weeks. They were the National Liberty (American Waterways) and the Nicholas Sitinas (Tramp Shipping).

In transit were the Val Chem (Heron); Del Mundo, Del Oro, Del Alba (Mississippi); Almena (Clover); Seatrain Texas, New Jersey, New York (Seatrain); Ocean Dinky (Ocean Clippers); Steel Apprentice (Isthmian); Bienville, Ideal X, Beauregard (Pan-Atlantic); Royal Oak, Fort Hoskins, Bents Fort (Cities Service); The Cabins (Texas City); Mae (Bull) and the Hastings Waterman.

**SIU ELECTION
NOV. 1 to DEC. 31**

INQUIRING SEAFARER

QUESTION: Did you do your Christmas shopping overseas?

James Sanders, chief steward: No, I purchase most of my Christmas presents here in the states.



One reason is because I never have enough time to do any extensive shopping overseas. Besides, while it may be cheaper over there, by the time I pay the duty and cart the gifts home, I find it a lot cheaper and easier in the long run to shop here.

Michael Lynn, FWT: You could say I do about one-half of my shopping overseas and the other half here in the States. I pick things up each voyage and store them until Christmas. I find practically the same quality in goods and workmanship abroad as I can here, and the price is right.



John Walquist, steward: No. The only things I pick up overseas are articles such as clocks and other knick-knacks for my family. I rather do my Christmas shopping here in the US, especially in San Francisco where I can get better quality than I can get overseas. You usually save money too in the long run, and it is less strain.



Most disappointed bunch of Seafarers was this gang in Lake Charles when runaway ships failed to show up in their port. Coffee and sandwiches tasted good anyway.

Lake Charles Downcast: No Runaways Show Up

LAKE CHARLES—The most disappointed pickets in the whole United States are undoubtedly the Seafarers in this city. They were all set to go on the runaway-flag beef, but not a single runaway ship showed up in the port, leaving the men in the port with nothing to do.

Port agent Leroy Clarke reported that "we even had one of the brothers, C. E. Savant, who has a broken leg and is on crutches, ready for duty. He reported to the hall for duty if needed. We had enough cars for all our needs. Also, Mrs. Guidry, who runs Terry's Bar near the freight docks, was ready with her coffee pot and sandwiches, free of charge.

"So all in all, everything was set

for the runaways, but darn it, they would not come in here. Oh well, maybe next time we can catch a few."

With the runaway beef over, the port is now facing a new "right to work" drive by the law's Louisiana backers. They are busy trying to corral enough votes and support for their proposition at the next state legislature meeting.

Shipping for the port picked up a good deal over the past two weeks, Clarke said. In fact the port was cleaned out of rated men in the engine department, but was able to get the necessary replacements from the outports. The CS Baltimore made Christmas somewhat better for five men on the beach here recently as she called in for a standby gang to paint her hull. The extra work and money will come in very handy, Clarke said.

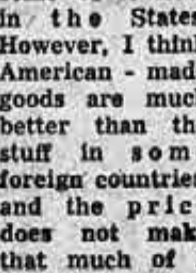
Calling into the area over the past two weeks were the CS Norfolk, Chiwawa, Cantigny, Bradford Island, Winter Hill, Council Grove, Bents Fort, CS Baltimore (Cities Service). The Almena (Penn Shipping) was also in port and signed 12-month articles before taking off for the Far East.

The membership is reminded that the SIU annual Christmas Dinner will be provided for all Seafarers and their families in this port at one of the local hotels.

Paul P. Lopez, 3rd cook: I did some shopping in France and Germany where I find the goods cheaper, fancier and stylish. I don't think you get the right styles here as fast as you can by picking them up overseas. Take one of those big department stores in France, you can't beat them on quantity or quality.



Reginald Vasquez, cook: I did some of my shopping overseas, and some of it here in the States. However, I think American-made goods are much better than the stuff in some foreign countries, and the price does not make that much of a difference. It's the quality that counts.



T. E. Smith, FWT: I did some of my shopping overseas, but I've distributed my gifts already. Ordinarily I find that the foreign product is not that good unless you get it in a store run by the government, as in Bombay. But outside of chinaware, some wool, and some furniture, buying here is better. Countries usually export their better foreign products to the US anyway.



Cops Play Skip-Tracer, Nab 'Runaway' Runaway

HAMILTON, Bermuda—A first-hand sampling of the way runaway companies operate was handed to the 183 passengers aboard the Panamanian liner Arosa Star (formerly Bull Line's SS Puerto Rico) when she abruptly was diverted from New York and landed here instead. The Swiss-owned vessel was returning from a 15-day Caribbean cruise when its owners learned that the vessel was to be attached because of over a million dollars in fuel and supply bills pending against the company.

Upon learning of the pending attachment, the vessel swung into Bermuda, only to find police waiting at the dock to seize her. Writs attaching the ship and her cargo amounted to some \$1,300,000, most of it, ironically enough, from Esso and Standard of California, two major runaway operators themselves.

Wha Hoppen?

Passengers who were anxious to get home were stunned by the development with one girl exclaiming: "What's happening? We were having such a good time." Some passengers thought at first that the ship was being diverted to escape the anti-runaway demonstrations.

In addition to the disruption of the passengers' plans as a result of the seizure, the company has outstanding several hundred reservations for next spring and summer's transatlantic crossings.

Also under attachment are two other Panamanian ships operated

by the company, the Arosa Sun and the Arosa Kulm, both in England.

The Arosa Star action was reminiscent of what happened two months ago in Washington. Then the runaway-flag cruise ship Yarmouth abruptly cancelled a projected cruise, stranding its passenger list, and pulled out to sea to evade an SIU picketline.

As the SS Puerto Rico, the Arosa Line ship had formerly been operated on a New York to San Juan run with an SIU crew. The 7,000-ton vessel had maximum accommodations for 200 passengers when it was operated by Bull Line but, for practical purposes, it never carried more than 140, since most of the smaller cabins were usually rented as singles.

However, after Bull Line sold the vessel, she was cut up and remade into a dormitory-type carrier, with accommodations for 800 passengers or better.

Lakes SIU Wins Three NLRB Votes

DETROIT—The SIU Great Lakes District has announced organizing victories in three separate National Labor Relations Board elections. The most recent vote was aboard the eight ships of the Garland Steamship Company, with the tally showing 72 votes for the Lakes District, 71 for "no union," one challenged and one void ballot. The challenge was made by the Lakes District on a ballot cast by a supervisory employee. A determination of the ballot results is now being made by the NLRB.

In past years, Garland has vigorously battled organizing attempts and defeated other unions' election bids three times.

Earlier, Lakes District won representation rights for crewmembers of Cargo Carriers Inc., and the newly-formed Steel Products company. In the Cargo Carriers vote, the Lakes District won in voting aboard the Harry Jones. The company also owns two other ships, a tug and a barge, and the NLRB certification covers all these vessels which were inactive at the time.

A unanimous victory was registered in the election on the first ship of the Steel Products Co., the steamer Venus, by a 23-0 count.

Outlook Poor In Wilmington

WILMINGTON—Shipping here remains slow, reports Reed Humphries, port agent. There were no payoffs or sign-ons, with the entire activity being via the in-transit route.

There were six of these in port during the past period. They were the Pennmar and Alamar (Calmar); Jean LaFite, City of Alma (Waterman), and the Cities Service Miami.

Due in were the Massmar and Marymar (Calmar); Topa Topa and Chickasaw (Waterman); Natalie (Intercontinental); Longview Victory (Victory Carriers), and Steel Fabricator Isthmian.

Seafarer In 2nd Rescue During Fire

For the second time this year, Seafarer Anthony Skillman put his seaman's know-how to use in rescuing fire victims. Two weeks ago, on November 25, he climbed into a burning building to help city firemen rescue a mother and her four children trapped in their apartment.

Last January, Skillman rescued a mother and her two children and guided several other tenants to safety from a blazing house in the same Brooklyn neighborhood.

Skillman had just returned to his Brooklyn home from a trip on the Hilton when he heard fire engines in the street below. Looking out the window, he said, he saw smoke pouring from a top-floor apartment of a tenement house down the block. Pausing only to put on a pair of heavy work gloves, he climbed over backyard fences and up the fire escape into the apartment.

Along with a fireman who had climbed a 35-foot aerial ladder, Skillman passed the children to firemen forming a human chain down the aerial ladder to the street. A Sanitation Department worker also participated in the rescue, Skillman said.

In the January rescue, the fire broke out when one of the children involved set fire to clothes in a closet with a lighted candle. One small child died in her crib and the Seafarer wound up with a mild case of smoke poisoning.

Rescues are not new to the 39-year-old Seafarer. In 1953 he injured his back and right side pulling a shipmate to safety after the latter was knocked unconscious by a heavy swell which swept the bow.

A member of the deck department, Skillman joined the SIU in Baltimore in 1944.

Trailerships Add Stop In Jacksonville

PORT NEWARK, NJ—Pan-Atlantic's SIU-manned trailerships will begin calling at Jacksonville, Florida, early next year. Upon completion of special loading facilities at the port, trailerships will make regular calls on the north-bound voyage from Puerto Rico to Port Newark.

The intermediate stop was made necessary with the extension of Pan-Atlantic's Sea-Land Service to Puerto Rico last summer. This had been the first expansion of the line's operations since the trailership service was inaugurated.

Weekly Puerto Rico runs are provided by the Azalea City and Gateway City while four trailerships make weekly sailings from New York to the Southern ports of Houston, Miami, New Orleans and Tampa. These four are the Beauregard, Bienville, Fairland and Raphael Semmes.



SIU SHIPS AT SEA

"What a mess" is the report from the SS Jean LaFitte, and it's all because of the holidays. The vessel, the report



crossed the international date line on November 11, Armistice Day, and the crew decided they would celebrate it on different dates. The black gang, for example, decided to take off the following day so they could help celebrate Bill Evt's birthday. Bill is the electrician on the ship. The deck gang not to be outdone, took off the second day so they could paint the ship red on Sam Joseph's birthday.

With Christmas coming along next week, Seafarers hitting Danzig, Poland, had better give up the idea of buying presents for the folks here at home. According to the gang on the William Carruth, Polish customs is very strict on the amount of currency they are allowed to bring ashore.

Names of ships' captains also entered into the reports from the ships during the past two weeks. The gang on the Seastar, meeting chairman P. M. Meth noted, voted thanks to skipper for the good care he has been giving the sick members of the crew during the last voyage. They had "excellent care" he said.

On the Del Norte, one of the SIU's floating baseball teams, ship's delegate J. W. Altstatt said that Captain Kinney donated \$50 to the fund to purchase new baseball equipment for the Norte team. The crew in turn, Allstatt said,

voted to give a donation to the Christmas fund for the New Orleans hall.

New Credit Come-On Pops Up

A new twist to the old "Government check-up" gimmick used by collection and credit agencies has been reported to the SEAFARERS LOG. The come-on is called, the "Semi-Annual Employment Record."

The form, printed on what is apparently an IBM card and mailed from a Washington, DC, address, contains a questionnaire delving into the employment record of the addressee and his wife.

If the card is filled out and returned it could possibly be used either to attach a person's salary or can be sold to various firms seeking credit information.

This is just one of the many devices used by private credit agencies. One, previously reported to the LOG, sent out what appeared to be an official Government check voucher, requesting the individual to fill out and return the "confidential office questionnaire" on the back.

Carried Eagle Insignia

The check and form were also printed on an "IBM" card and carried a picture of the American Eagle. It was sent from the "Treasurer's Office" in Washington, DC. To complete the deception, the card also carried a picture which was a replica of one of the many US Treasury buildings.

Since the card stated that the agency would "forward you a Treasurer's Certificate with a small sum of money" if the form was filled out and returned, the agency usually did mail back a small sum of money—in fact, ten cents.

NY Sees Continuing Shipping Boom

NEW YORK—Shipping for this port during the past period continued to hold up very well, staying over the 450 mark, Bill Hall, assistant secretary-treasurer, reports. There were a number of vessels, including the SS Wang Pioneer and the Kathryn, which came out of lay-up and took on full crews.

From the shipping figures, Hall noted, it would seem that a large number of Seafarers plan on spending Christmas at home this year. Of the 451 men shipped from this port over the past two weeks, 91 of them were class C cards. This means that any seniority men, he said, who wanted to, could have shipped during the past period from this port.

All of the ships hitting the area during the period paid off with very few beefs although several

of them came in from fairly long trips, such as the Ocean Eva which paid off after a 10½-month voyage. The Eva is crewing up again for another long trip. Headquarters wishes to commend all of the ships' and department delegates who have been doing such a fine job keeping their vessels in order and clearing up most of the beefs before hitting port.

The outlook for the next period is very good, Hall said. In addition to the usual large number of holiday replacements which will be

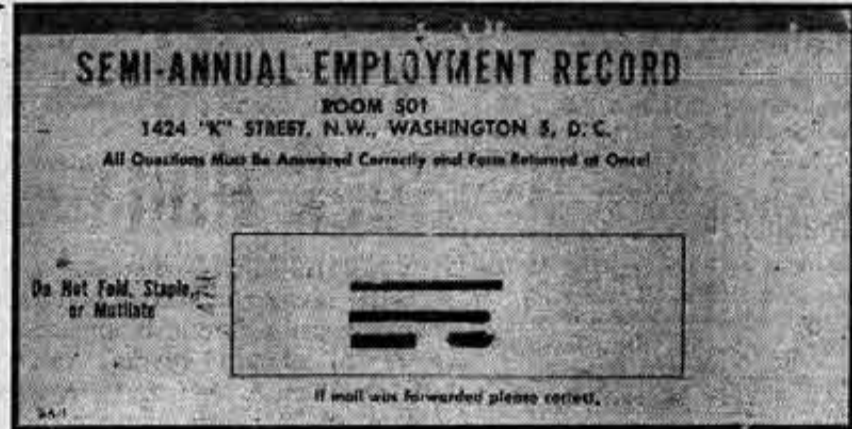
needed, there are a number of vessels coming in from long trips and they will be taking on full crews. So far three vessels, the Maria H, the Atlas and the Armonk, are scheduled to come out of lay-up, and three runaway Liberties are transferring back to American registry and will be looking for crews.

There was a total of 54 vessels calling into this port over the past period. Twenty-six of them paid off, 12 signed on and 16 were in transit.

The following were the vessels paying off in this port during the past two weeks: the Beatrice, Suzanne, Elizabeth, Frances (Bull); Atlantic (Banner); Penn Explorer, William H. Carruth (Penntrans); Seatrain New Jersey, Georgia (Seatrain); Atlas (Tramps and Tankers); Andrew Jackson, John B. Waterman, La Salle (Waterman); Alcoa Patriot, Alcoa Runner, Alcoa Polaris (Alcoa); Steel Architect, Steel Designer (Isthmian); Robin Trent, Robin Gray (Mormac); CS Baltimore, Bents Fort (Cities Service); Ocean Eva (Ocean Clippers) and the Azalea City and the Bienville (Pan-Atlantic).

Signing on were the Seastar (Traders); Longview Victory (Victory Carriers); Steel Architect (Isthmian); Seagarden (Peninsular Nav.); Kathryn (Bull); Atlantic (Banner); Wang Pioneer (Inter-Ocean); Robin Hood (Robin); Alcoa's Patriot and Polaris, and the Penn Explorer and William H. Carruth (Penntrans).

In transit were the Gateway City, Beauregard, Raphael Semmes (Pan-Atlantic); Mermaid (Metro Petroleum); Arizpa (Waterman); Seatrains New York, Savannah, Louisiana, Texas, New Jersey (Seatrain); Val Chem (Heron); Losmar (Calmar); Steel Architect (Isthmian); Coeur D'Alene Victory (Victory Carriers); Armonk (New England) and the Ocean Eva (Ocean Clippers).



Information card used by collection and credit agency resembles an official Government form.

Seaway To Hurt East

LONDON—US East Coast ports like Baltimore and Philadelphia will suffer a slight shipping decline when the St. Lawrence Seaway opens in 1959, Weston Ltd., London's shipping analysts, indicated.

As a result of studies of facts and figures of tonnage gleaned from American and Canadian publications, the agency predicted there would be a decline in general cargo and grain exports, which make up only a small percentage of the coast's shipping.

Weston also felt that steel factories around the Lakes will enjoy a sharp growth with a large supply of domestic and foreign ores available.

Other findings in the study were:

- The demand for cargo liners and possibly the chartering of tramps for general cargoes will continue to rise.
- There will be no appreciable movement of coal since most of it is still required by local steel factories.
- Total shipments on the Seaway should rise three or four times over the 1956 level.

SIU ELECTION
From NOV. 1 TO DEC. 31



'Crates Are for Oranges'

The use of makeshift devices such as chairs, wooden boxes and the like as substitutes for proper staging still pops up from time to time as a cause of shipboard accidents. The kind of crates used to pack fruit in are seldom sturdy enough to hold a man's weight, and even if they are, they are a poor substitute for a properly-rigged stage. Take time out to do the job the right way and there may be one less accident report coming from the ship.

An SIU Ship is a Safe Ship

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

Buys In Encyclopedias

This department's recent comment on encyclopedias kicked off a controversy, and also brought out some useful information for moderate-income families seeking values.

A helpful librarian, Evelyn Colcord of Arlington, Mass., writes: "Used encyclopedias are apt to be about ten years old, and out-of-date information today is very bad. Certain fields of information change almost from day to day: satellites, submarines, etc. As librarians we feel that it is important in supplementing school work to use only late and accurate information."

"Your article gave the impression that World Book is useful only through Junior High. The Hart Chart lists it for adults as well as for children from seven up.

"The Lincoln Library, which we use a great deal, has the advantage of being accurate for children ten years and up through adult, and costs only around \$25.

"Thank you for warning people about the 'package deals' by salesmen who use all sorts of strategy. If there is a good public library which keeps its reference books up to date, it is much better for people to use it instead of putting money into books which become obsolete so soon. Chain-store bargain encyclopedias also are poor quality."

Any family considering buying an encyclopedia should get a copy of the Hart Chart, to which Miss Colcord refers. It gives price, size, strong points, other buying facts, and evaluation of all major encyclopedias, and is thoroughly frank in its ratings and criticisms. You can get a copy by sending 35 cents plus a stamped, self-addressed envelope to Laurance B. Hart, 14 W. Walnut St., Metuchen, NJ. Additional copies are 15 cents.

The Lincoln Library mentioned by Miss Colcord is available in one or two volumes. It contains 3,000,000 words, 800 illustrations and ten maps—about half the wordage provided by Compton's (6,500,000) and World (7,000,000). The Lincoln costs little more than some of the

cheap encyclopedias sold in supermarkets, which most of the experts feel are poor quality and, in some cases, falsely advertised.

If you can't find a local agency in your phone book, the Lincoln Library is published by Frontier Press Co., Lafayette Building, Buffalo 3, NY.

Another recommended one-volume encyclopedia is Volume Library published by Educators Association, 307 Fifth Ave., New York 18. It's usable for age 8 and up, costs \$27.95, has 3,250,000 words, 1,650 illustrations, 77 maps. The thumb-index deluxe edition of Volume Library is \$33.95.

You can get a ten per cent discount on Volume Library as well as some of the other one-volume encyclopedias, dictionaries, and other reference, science and technical books, from Consumer Book



Club, PO Box 634, New Rochelle, NY. But the larger encyclopedias are available only from company agents. Nor have we been able to find any discounts on The Lincoln Library.

Roscoe Fancher, Wisconsin district manager for Compton's, writes: "There are several inaccuracies in your article . . . specifically:

"1—Compton's can still be purchased for \$104.50. This places it under World Book at \$105.

"2—Compton's actually has more articles than World Book . . . However, all of the brief articles are given in the Fact-Index at the back of each volume, rather than in the general alphabetic sequence.

"3—Both Compton's and World Book are commended as useful from the third or fourth grade through high school. Many recommending agencies also add 'for the whole family,' or 'adults also will find the set useful.'

"4—The top cost of Compton's in the best binding with all of the extras, is \$179.50. The set most often sold, still including all the extras, is \$149.50. Our installment plan is \$10 with the order, and either \$10 or \$6 per month. A 50-cent carrying charge is added for each month. With installments of \$10 a month on a balance of \$140, the cost of financing would be \$7. This amounts to 5 per cent on the \$140 for the 14 months, or about 4.3 per cent for the year. I am sure you will agree this is a modest service charge, compared, for example, with the amounts charged on department-store purchases.

"It is regrettable that an article of this kind has been published without sufficient study, and that as a result many homes may be deprived of the reference materials so desperately needed in these days of crisis in education."

First, to correct the inaccuracies in Mr. Fancher's letter correcting our inaccuracies: The charge of \$7 on a balance of \$140, is not a true rate of 4.3 per cent for the year, as he says. It's an actual effective interest rate of almost double the stated rate. The fact is, the buyer pays a finance charge of \$7 on an average debt of only \$75.

We are glad an edition of Compton's still is available at \$104.50. But the district office we consulted originally, quoted \$124.50 and up. It's revealing that the firm sells more of the \$149.50 set with "extras." The salesmen can't be pushing the \$104.50 set very hard.

The whole drive of many encyclopedia publishers is to sell higher-priced sets. The Hart Chart warns that "Combinations and premiums are becoming a racket. It should be possible for anyone to obtain any set by itself at the price of the cheapest bindings. Why must one buy a bookcase, globe, atlas, Bible, dictionary, or anything else, to get the set itself?"

Discuss Plans For Frisco Center



Dr. M. D. Willcutts (right) from California, discusses operation of SIU New York Health Center with Dr. Joseph Logus, director of the Medical Department of the Seafarers Welfare Plan. Dr. Willcutts is setting up similar facility for SIU Pacific District members in San Francisco.

Shoreside Firms Now Seek Runaway Outlet

WASHINGTON—Perhaps somewhat envious of the success of some large corporations in setting up tax-exempt runaway-flag shipping fleets, business organizations have launched a drive to obtain special tax treatment on American investments in foreign countries.

The US Chamber of Commerce, Machinery and Allied Products Institute, American Tariff League and New York Board of Trade were among groups proposing such a step in hearings before a House Ways and Means subcommittee.

(This is the same committee that has been called upon to close the tax loophole on the runaway flags. See story on page 2.)

In their testimony, the spokesmen called upon the Congress to provide for deferral or elimination of United States taxes on income earned abroad. One speaker called for outright tax exemption for all foreign income.

Washington observers pointed out that the effect of such legislation, if approved, would be to encourage US businesses and investors to sink their funds into foreign tax-free investments rather than here in the United States, with the result that this country could be faced with growing unemployment and declining industrial production.

This is exactly what has happened in the maritime industry where the investment of funds in ships built for runaway registries, which operate tax free, has resulted in a shrinkage of ships and employment in the US merchant marine.

As in maritime also, the tax exemption would go to businesses which, by and large, show a much higher margin of profit for a comparable operation because they are run with far lower labor costs than in the United States.

Obviously though, there is one major difference between shoreside investment abroad and the

runaway operations. Shipowners with runaway vessels have no investment in Panama or Liberia but simply use those flags as a tax and wage loophole. Other businesses with investments abroad have a genuine connection with the countries in which they invest in the form of offices, production facilities and employment of native personnel.

AMONG OUR AFFILIATES

Members of the Brotherhood of Marine Engineers now operating Curtis Bay Towing Co. ships in Philadelphia will not be affected by the sale of the company to Moran Towing. The fleet will continue to operate as a Moran subsidiary, the company announced.

The Marine Cooks and Stewards Union unhappily reports the theft of \$15,000 from the union vault in San Francisco headquarters. Fortunately, the funds are fully covered by insurance.

Joining the ranks of the retired were Ludvig Thostrup and Oscar Osterholm, of the Sailors Union of the Pacific. Thostrup, who began sailing at 15, will devote much of his time to his hobby, photography, while Osterholm, who has been on the high seas since he was 16, will try seeing what the interior of this country looks like.

The SIU Pacific District and its affiliates, celebrated Thanksgiving with holiday dinners at SUP headquarters in San Francisco. Present were men from the Marine Fireman, Marine Cooks and Stewards, Inland Boatmen's Union and SIU Atlantic and Gulf District. Turkey and ham were featured.

A new hall in Buffalo has been acquired by the SIU Great Lakes District, in its second move at improving facilities in Lakes ports. The building, at 914 Main St., three blocks north of the Greyhound terminal, will seat 200 and provide a variety of services. Opening is due by the first of the year.

Ala. Docks Economize; Lose Yachts

MOBILE — The financial problems which have halted the expansion program on the Alabama state docks are still under scrutiny at the Governor's office and in the local press, Port Agent Cal Tanner reports.

The new governor sent down a member of the state's auditing staff to check into the financial status of the docks and to make recommendations for its future operations, Tanner said. One of the first moves was an order to sell the dock's two yachts, one airplane and one new fire truck. Some 85 persons were reported laid off as the local newspapers increased their pressure, claiming that the docks' difficulties result from inefficient management in the last two years.

The recent ITF protest was a big success in this port, Tanner noted, as a total of 17 vessels were tied up during the four-day demonstration. One ship managed to get away without the aid of tugs and a pilot, but was forced to leave most of her cargo still on the docks.

Shipping in this port for the past period was fair but should pick up during the next period. The Margaret Brown is still in lay-up here but is expected to call for a crew within the next few days.

The following ships paid off and signed on during the past period: The Alcoa Cavalier, Alcoa Roamer, Alcoa Clipper, Alcoa Ranger (Alcoa); Monarch of the Seas and the Claiborne (Waterman).

The in-transit ships were the Coeur D'Alene Victory, (Victory Carriers) Chickasaw (Waterman) and the Natalie (Intercontinental).

SIU crews in the Great Lakes District have already contributed \$2,500 towards a fund set up to aid the 50 children left fatherless in the sinking of the freighter Carl Bradley last month. Over \$25,000 from all sources has already been collected.

An increase in sick benefits to \$50 a week for 39 weeks and a retirement pension of up to \$150 has been approved by the Brotherhood of Marine Engineers' Welfare Plan. Moreover, a man will receive \$20 a day for his first 12 days in the hospital. Previously, disability benefits were \$30 a week for 26 weeks if at home and \$25 a week indefinitely while hospitalized. Special disability benefits of \$75 weekly have now been extended to life.

Canadian District Seafarers are abuzz with the construction underway at the headquarters building in Montreal. Three stories are due to be added to the building, making it, according to the "Canadian Sailor," "the finest union structure in Canada." Outside, the brick work is finished, while inside the galley has been enlarged and "it is a foregone conclusion that the members of the union will be enjoying Christmas dinner in the most modern union hall in the country."

Be Sure To Get Dues Receipts

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

SIU ELECTION VOTE!
Nov. 1 - Dec. 31

Mates Add To Gains In Completing Pact

The Masters, Mates and Pilots and the American Merchant Marine Institute have reached agreement completing the terms of a new contract covering deck officers on East and Gulf Coast ships, which added more items from the so-called "Mobile Pact."

The MM&P and the 21 ship-owners came to terms following negotiation of nine items that had been left unsettled by AFL-CIO President George Meany in his December 1 arbitration award. The new pact concludes negotiations that collapsed October 1 and set off a six-day tie-up of East and Gulf coast shipping.

The terms of the agreement are expected to cover mates sailing with companies not affiliated with the Institute that had not signed with the Mates.

MM&P officials hailed the pact as a "hell of a good agreement." It includes the full West Coast contract, 28 provisions of the agreement negotiated with a group of shipping companies in

Mobile last August, and the bulk of nine other items from the Mobile agreement.

Substantial gains in union security and job opportunities for Mates were won by the MM&P in the renegotiations. High on the list were new provisions governing relief mates and night relief jobs. Under the new agreement, relief mates will be furnished on the coastwise leg of foreign voyages, and all reliefs will be assigned through the MM&P hiring hall. Night relief mates will be furnished to MM&P-contracted ships in all continental United States ports, and night relief watches will run from 4:30 PM to 12:30, and from 12:30 to 8 AM.

The companies also have agreed to furnish the MM&P with an annual list showing what seniority the mates have in the company, and to keep the MM&P informed of changes in the list. Mates also must be given written notice that they're being fired 24 hours before payoff or termination of the voyage.

Earlier, AFL-CIO President Meany had awarded the Mates many of the most important provisions they had asked for in negotiations. Among the key items were a minimum manning scale of two 3rd mates on all four-mate ships, overtime pay while working cargo in foreign ports on weekdays between 5 PM and 8 AM, maintenance and cure for masters, and improved transportation rights.

The Mates also gained major increases in pension and welfare benefits, additional job security and severance pay when jobs are permanently lost because a ship is sold or transferred foreign.

Agreement on the last items of the contract was reached December 9 following two days of negotiation. The new three-year pact expires June 15, 1961.

End Nears For French Luxury Ship

LE HAVRE—The Ile de France, one of the most famous of the transatlantic luxury liners, is being withdrawn from service, the French Line has announced. Excessive operating costs were given as the reason for the decision.

When built in 1926, the Ile de France was the sixth largest passenger liner in the world and the flagship of the French fleet. With a tonnage of 44,356, a length of 764 feet, a speed of 23½ knots and accommodations for 1660 passengers, she was one of the first ships that proved to the world that a liner could be both big and fast.

Early in the Second World War, the Ile was converted into a troopship but was taken over by the British in July, 1940, after the Germans occupied France. With the allies she proved invaluable, carrying as much as 9,700 troops a trip at times.

After the war, the liner underwent reconditioning, a project which lasted two years. In 1949, minus her third funnel, she returned to service on the L'Havre—Southampton—New York run. Its cuisine and high-style luxury brought the Ile de France international fame.

All Ready For Seafarers



Steward department mess on SS Atlantic was picture of a well-ordered dining room after it was set up for Thanksgiving Dinner. Menu included such items as fresh pineapple, assorted fresh fruit, cookies, punch, walnuts, mince pies plus the usual turkey and trimmings.

LABOR ROUND-UP

As part of a campaign to bring about a settlement of the year-long strike by sales clerks at an R. H. Macy outlet in Toledo, Ohio, the Retail Clerks Union will picket the company's 34 stores throughout the country during the Christmas shopping season. The Clerks started picketing the Toledo store, LaSalle and Koch, in November, 1957, after the company refused to negotiate a renewal of their contract with the union, thereby ending a bargaining relationship which had run for 20 years. The store then hired strikebreakers and held an election in which strikers were not allowed to vote. In conjunction with the nation-wide picketing, the union plans an extensive publicity campaign to tell the public of the company's refusal to negotiate a settlement.

The United Auto Workers have reached agreements ending strikes at Studebaker-Packard, the last holdout in the auto industry, and at Caterpillar Tractor plants in East Peoria, Morton and Decatur, Ill. The agreement with Studebaker-Packard provides for a wage boost of from 7 to 15 cents an hour, and gears the company's contributions to the supplemental unemployment plan to the sale of Studebaker cars. The union has agreed to allow the company to drop its five cent an hour contribution to the fund until the sales of the 1959 model reach the 60,000 total. The full five-cent contribution will be restored when 90,000 cars are sold.

The Caterpillar agreement ended a seven-week walkout by some 14,000 UAW members and brought added pressure on International Harvester where 37,000 have been on strike for a month. The agreement provides for increases ranging from 8 to 17 cents an hour, of which 6 to 15 cents is retroactive to Aug. 14.

Members of the International Association of Machinists voted overwhelmingly in favor of ending their walkout at Trans World Airlines and accepted the company's latest contract proposal. The strike halted the company's domestic and international operations for 16 days. The agreement contains improvements in the method of handling grievances, company-paid life insurance for hazardous duty and lay-off pay ranging from two weeks after two years' service, to

eight weeks after eight years' service. Meanwhile, pilots at American Airlines gave notice of a strike scheduled to start tonight. The pilots strike had been barred earlier by a Federal Court injunction.

Editorial and business employees on the "Washington Evening Star," members of the AFL-CIO Newspaper Guild, have voted to accept a new contract offer and end their three-day walkout which forced the paper to suspend publication. The new agreement provides for a \$14-a-week wage increase in top minimums over a three-year period. There will be a \$7 a week raise the first year, \$4 the second and \$3 the third. The top minimum wage for experienced editorial workers on the "Star" under the old contract was \$127 a week.

The United Mine Workers and the bituminous coal operators have signed a contract providing for a \$2 a day wage increase for some 186,000 soft-coal miners. The new agreement set a precedent in that it was signed in two separate contracts. One agreement, covering mine operators who are members of the Bituminous Coal Operators Association, bars the operators from buying, selling or handling non-union coal. The other agreement, which covers mines producing for one buyer only, such as a steel mill, left this clause out as the operators feared it would subject them to prosecution for violation of Federal anti-trust laws.

Norfolk Has Little Action

NORFOLK—A dark shipping picture here was brightened somewhat by the signing on of a full crew by the Pandora (Epiphany), after she had been tied up for several weeks.

One other sign-on, that of Inter-Ocean's Wang Pioneer, was reported by James Bullock, port agent. There were no payoffs during the period and none in sight.

Forty of the men here spent a hearty Thanksgiving together at the Puritan Rest, a local restaurant which did a good job of keeping all stomachs well-filled. Since it will not be open for Christmas, the holiday dinner on that occasion will be held elsewhere.

La. Unions Set Political Action Drive

BATON ROUGE, La.—AFL-CIO trade unionists from throughout Louisiana met here last week for the Louisiana State Labor Council's first Officers' Political Education Conference which concluded with organization of a State Committee on Political Education.

An SIU delegation headed by New Orleans Port Agent Lindsey J. Williams, who served as vice chairman of the conference, was among those which heard a succession of speakers emphasize the importance of effective political action to maintain recent major legislative gains won by Louisiana labor.

Many friendly members of the Louisiana legislature appeared before the conference to warn trade union leaders that already they are being propagandized by such labor enemies as the Louisiana Free Enterprise Association, Louisiana Farm Bureau Federation, and various other big business "front" groups who are forming for an all-out attack on Louisiana labor's gains of the last two sessions.

These gains, they all warned, will be under attack at the next session unless trade unionists redouble their efforts to support the campaigns of friendly candidates. The drive against labor includes such major items as reenactment of the so-called right-to-work act which was repealed in the 1956 session, and watering down of sweeping liberalization of the state's unemployment insurance and workmen's compensation programs enacted by the 1958 legislature.

The conference, first of its kind to be conducted in Louisiana since merger of AFL and CIO unions at the state level, was conducted in an atmosphere of complete harmony and indicated a united and determined effort will be made to conduct a successful political action program in the 1960 elections.

The meeting was presided over jointly by Victor Bussie, president of the State Labor Council, and Gordon Flory, director of the Council's Department of Legislative and Political Activities.

Winter Spurs Boston Activity

BOSTON—There was activity on all fronts during the last period with four payoffs, five sign-ons and five ships in transit, most of them in Portland, Maine, as cold weather brought the tankers out.

Paying off were the Bradford Island (twice) and Council Grove (Cities Service); and The Cabins (Texas City).

Signing on were the Bradford Island (twice) and Council Grove (Cities Service); The Cabins (Texas City); and the Pandora (Epiphany).

Those in transit were the Robin Trent and Robin Gray (Robin); Steel Architect (Isthmian); Royal Oak (Cities Service); and the Pandora (Epiphany).

Port Agent James Sheehan reported a big turnout at the annual Thanksgiving Day dinner, held at the Hotel Essex. He urged all Seafarers planning to attend the Christmas dinner, to be held at the same place, to make arrangements through him.

Big Turnover Boosts Phila.

PHILADELPHIA—Shipping continues steady here as the year draws to a close. Some of the men on the beach are planning to sit it out until after the holidays in order to spend Christmas with their families. This has made it easy for a man to register and ship out quickly, which has happened on a number of occasions lately.

The Petrochem (Valentine), Florar (Calmar) and the Cantigny (Cities Service) paid off during the last period.

In transit were the Steel Designer and Steel Architect (Isthmian); Robin Gray and Robin Trent (Robin); Wang Pioneer (Inter-Ocean); Longview Victory (Victory Carriers); Ideal X (Pan-Atlantic); Emelia (Bull), and the Petrochem (Valentine).

There were no vessels signing on.

The recent boycott of runaway ships was a huge success in this port, Steve Cardullo, port agent, reports. Of 30 ships that pulled in, only four were able to get away.

Around-the-clock picket duty was maintained by the International Transportworkers Federation. Picket boats maintained a constant vigil around the runways in the harbor.

Union Label Sticks Fast

BOSTON—A man who worked briefly for the Textile Workers Organizing Committee in 1938 but who has served as public relations counselor for several large firms in the last decade, was described as a "former textile union organizer" by the local press. The union tag was applied after he had been arrested for possession of part of a half-million haul of securities from two Canadian banks last year.

The man, Bernard J. Erhazy, was taken into custody by FBI agents, when he was found with \$50,000 in securities from one of the banks in his possession.

In the last ten years he has been consultant to the Electric Boat Co., Bates Manufacturing Co., and Collins & Akman. However, no reference was made to these affiliations in the newspaper stories.

The Runaway Protest



Four Days' Picketing Focuses Spotlight On Tax-Wage-Dodging

When the lines went down in US ports on midnight December 4, after hitting a total of 160 runaway-flag ships in the previous four days, it was apparent that the demonstrations by American sea unions against runaway shipping had been outstanding successes. Totalling the results, the American Committee of the ITF found four major accomplishments to its credit:

- Of the 160 ships picketed, 137 were completely tied up. The 23 that got away in most instances had to cut lines and leave cargo untouched.
- Press reaction throughout the country was very favorable. For the first time, the spotlight was turned on the evils of runaway registries and it was apparent that the press and public were jolted by the exposure.
- A series of court rulings rejected most attempts to block the demonstrations and, in many instances, spelled out clearly that the American Committee had a legitimate trade union beef with the runaway operators.
- The major unions involved, the SIU and the NMU, demonstrated their ability to work efficiently and in complete harmony on this issue.

In light of the initial success of the demonstrations, it became apparent that long-range plans are needed to follow up the advantage gained both on the legislative and organizational fronts.

Of the 160 ships picketed here 124 were described as Liberian, 23 Panamanian and the rest Honduran (7) and Costa Rican (6). There were 49 tankers and 111 freighters involved. The runaways had their troubles in other countries as well. Canada's Seafarers hung up 14 ships in grim reprisal for runaway activities by Canadian shipowners which have decimated that country's deep-sea fleet. Cuban seamen reported nine ships locked up tight in that country's ports and in far off Israel, the nation's labor federation, "Histadrut," reported with satisfaction that "the longshoremen and stevedores in the Port of Haifa refused to handle the cargo of two ships flying 'flags of convenience' from December 1-4th." Other nations reported similar actions.

So it went around the world, but the biggest impact was in the United States, which is understandable in light of the fact that the biggest slice of runaway shipping is owned or controlled by Americans.

Aside from the unions' direct harassment of the runaways via picketing, the

reaction in the press made it clear that the runaways' mask of respectability had been removed and that they stood exposed as wage and tax dodgers. For example, the "Washington Post" on December 4 declared:

"As American taxes and costs have steadily risen . . . the convenience flags have become a convenient 'out' for American fleet owners. But the Panlib-honco flags afford the seafaring man precious little protection, inasmuch as wages and working conditions are notably inferior in most cases. The transfer policy takes no account of this and in this respect, at least, is indefensible . . ."

Other editorial opinion, some of which appears on this page, was in much the same vein.

On the legal front, the runaways suffered a shattering setback when the major operators went into Federal Court and were told by Judge Frederick van Pelt Bryan that he found nothing in the law "which prevents . . . American labor unions from acting in concert . . . with foreign trade unions . . . to carry out legitimate labor objectives in the course of a labor dispute . . ." He added to the

bargain that "majority ownership and control by Americans of the corporate owners of foreign vessels" might give US trade unions a perfect right to picket, strike and organize such ships.

Other judges to whom the runaways appealed for injunctions came to similar conclusions. Federal Judge William O. East in Portland, Oregon, noted:

" . . . what flag any given bottom carries is not of importance. The question is: Who are the true owners, the true operators and the true charterers of any given vessel upon any given voyage? If it should develop that the owners, operators, or charterers are engaged in some sort of conspiracy, or some sort of activity that tends to relieve them of their true obligation of dealing collectively with bargaining agents of American seamen, then the American seaman has had a wrong committed against him . . ."

That, of itself, pretty well sums up the whole issue. If the protest accomplishes nothing more than to get this kind of policy established in the courts and in the National Labor Relations Board, it will have laid the groundwork for an effective attack on the runaway problem.

Press Opinion On Runaways

FINANCIAL TIMES, London:
"The international labour boycott is a dangerous and, in principle, undesirable practice; on the other hand, these shipowners have deliberately put themselves outside national loyalties and cannot claim their protection. They cannot ask for the benefit of responsibilities they do not accept, or of taxes they do not pay."

ST. LOUIS POST-DISPATCH
" . . . These are ships actually owned in the United States or other countries but registered in Panama, Honduras or Liberia. The false flags are raised to escape wage standards, taxes and regulations imposed by the countries in which the ships are really owned . . . What if these ships had to depend on Panama, Honduras or Liberia for the navigational aids provided for modern shipping, not to mention the protection afforded only by the true countries of origin?"

DAILY PRESS, Newport News, Va.
"The registry of American vessels under the flags of Panama, Liberia, Honduras and Costa Rica is not capricious nor purposeless. The unions are correct in their contention that by these foreign registries the crews can be paid less, working conditions below American standards can be maintained, and perhaps even safety regulations are not the same . . ."

"The ideal, of course, would be to have them under the Stars and Stripes . . . suppose an enemy attacked one of these ships—how quickly the owners would run to Washington for naval protection!"

VANCOUVER PROVINCE, Vancouver, Canada
"Ships are registered under flags of convenience to avoid taxation . . . Freedom from taxation has enabled the flags of convenience to earn exceptional profits during the post-war shipping boom. The shipowners who operate under these flags are not members of any of the recognized shipping federations, nor parties to collective agreements on wages and conditions for seamen."

A few samples of press coverage of the runaway-flag protest are shown above. Newspapers and magazines all over the US carried the seamen's unions' arguments as to why the demonstrations were necessary.

Launch 104,500-Ton Tanker

KURE, Japan—The world's largest supertanker, the 104,500-ton Universe Apollo, was launched here last week after her builder, shipping magnate Daniel K. Ludwig, received "guarantees" that the ship would be under charter from an American company for a long period of time.

While most shipowners were complaining that the bottom dropped out of the tanker charter market, Ludwig had held off laying the keel to the ship until he received assurances that the vessel would be employed on delivery on January 31.

Ludwig is the owner of National Bulk Carriers, which owns, builds and operates one of the largest private merchant fleets in the world. The Apollo was built by National Bulk at its Kure shipyards.

Although the vessel is owned by an American company and will be under charter to an American com-

pany, Gulf Oil, the vessel will be registered under a runaway flag, giving her immunity from American taxes, conditions and standards.

In order to cut down on operating costs, the ship will only carry a crew of 60. While the Apollo is seven times the size of a 15,000-ton

T-2, her crew is just 17 more than the T-2's complement. Of course, her wage bill will also be far less than that of an American-flag T-2.

The ship, which will be under charter to Gulf Oil for an undisclosed period, will carry oil from the Persian Gulf to Tokuyama, Japan.

'Daily Worker' Pipedream:

Bald? Get 'Arry In White House

Harry Bridges may or may not know it, but the fondest dream of one "Worker" columnist is to wake up one morning and find him the president of the United States. That interesting bit of information was contained in the Sunday, December 14, "Worker," official organ of the Communist Party in the US.

The columnist, Michael Gold, spun himself a fantasy in which Bridges, long-time head of the West Coast longshore union, was elected president in 1964 on the ticket of the "United Front Party."

"That 1964 election sent Harry Bridges to the White House as

President," he wrote, "and it added years to my life . . . I had just about given up believing in the human race . . . I thought our country was finished and though the whole world had gone socialist, we would stay dumb and capitalist forever.

"How wrong I was, children. Never give up your fight for a good cause . . . I felt so gosh darned good when Harry Bridges and our new United Front Party made it that my hair started growing back on my bald head."

There was more of the same, but the drift ought to be clear by now.

Bridges, meanwhile, was making no apparent move for the presidency, but his official publication "The Dispatcher" carried an attack by him on US opposition to the surrender of Berlin to Communist East Germany.

Other editorials and stories in the same issue applauded Egyptian President Nasser and denounced US policy in the Middle East; called for trade with Red China, and demanded the ouster of Secretary of State Dulles. None of these objectives are the kind with which the "Worker" would quarrel.

Another 15 Libertys On Scrap Heap

WASHINGTON — Another 15 battered Liberty ships are on sale as part of the Maritime Administration's Liberty-scraping program. Inaugurated last December, the junking program has disposed of 86 damaged or unstrengthened Libertys so far. The fleet presently numbers 1437 ships.

Bidding will open on January 6, 1954, with no bids below \$70,000 being considered.

A total of \$6,595,997 has been collected for the 86 scrapped Libertys, an average of \$76,698 per vessel. All items of machinery, equipment and material and consumable stores and fuel are included in the sale. When constructed during World War II, Libertys were valued in the area of \$2 million.

Many of the 2,708 built for wartime purposes were sunk by enemy torpedoes, while a considerable number have been sold to domestic and foreign operators under the Ship Sales Act of 1946. The majority of the Liberty fleet is in moth-

Jobs Slack In Savannah

SAVANNAH—It has been a very slow period on the shipping front for this port as the only jobs called in were for replacements on the six in-transit ships hitting the area. The outlook for the future is about the same.

Calling into port over the last two weeks were the Fort Hoskins, CS Norfolk (Cities Service); Seatrain Georgia, Louisiana (twice) Seatrain and the Robin Hood (Robin).

PENSIONERS' CORNER



(Ed. note: The column this issue is devoted to three retired Seafarers, all over 75 years old, who are receiving the SIU \$150 disability benefit.)

George Jackson . . . 78 . . . and preparing to join Golden Age Club in his Baltimore community . . . chief steward . . . SIU member since 1938 . . . received commendation from former Secretary of Navy Frank Knox in 1942 for action in combat against German submarine . . . had been aboard SS Elizabeth (Bull Line) which was torpedoed . . . started sailing in Virgin Islands in 1909 . . . preferred runs to Europe because of bigger payoffs . . . still keeps in touch with former shipmates Claude Fisher, Frank Antonetti and Jose Garcia . . . spends most of time watching television . . . vividly recalls the hardships of the "old days" . . . remembers how the shipowners fought the unions all the way . . . is proud of the dignity and decent conditions seamen enjoy today . . . last sailed on the Seamar in 1952.



Jackson

Ernest Trotman . . . 77 . . . first shipped out from Barbados, British West Indies, in 1898 . . . Union member since 1938 . . . sailed in both World Wars on the SS George Washington and others . . . most trips he made on one ship was on SS British Guiana . . . 141 round trips between New York and West Indies . . . also served 5½ years on Robert E. Lee . . . still in touch with shipmates Frank Moore, Wilfred Grant, Oliva Lake . . . lives in New York City with wife and daughter . . . occasionally visits the hall to trade stories about old times . . . sailed for the last time in 1955 aboard the Robin Sherwood . . . urges newcomers in the industry to appreciate the good conditions they inherited . . . "never dreamed" back in '98 of benefits he enjoys in leisure years.



Trotman

William Johnson . . . 76 . . . also an SIU member from the beginning . . . sailed in steward department . . . began in New York in 1917 . . . saw Europe "from one corner to the other" . . . preferred "any ship I could get a job on" . . . lives with wife and son in Orlando, Florida . . . attends church whenever he can . . . suffered recent stroke but is "not giving up" . . . "I am still holding my head up and praying to the Lord for all of my brothers and their families" . . . still recommends a taste of a seaman's life for youngsters first starting out on their own . . . last ship was the William Carruth in 1954 . . . misses oldtimers who sailed with him and aren't around today . . . proud of his life as a seaman . . . would still like to make "one more trip."



Johnson

SEATRAN NEW JERSEY (Seatrain), Nov. 23—Chairman, F. Braun; Secretary, V. Rateliff. Temp. gauge and return line from auxiliary condenser out of order. All starboard side of main condenser had to be replaced. Ship's fund \$14.60. Lights on deck to be raised and larger bulbs installed. New delegate elected. Delegate to be rotated every two trips. No place to dry clothes. Dryer needed; tubs in laundry room rusted. Suggestion to install stainless tubs.

SEAGARDEN (Penn.), Sept. 23—Chairman, M. Kurisa; Secretary, J. Lakwyk. Ship needs general clean up. Foc'sles, mess and recreation rooms and bathrooms to be painted.

Nov. 29—Chairman, I. Margavi; Secretary, J. Lakwyk. Ice box checked—okay. One man hospitalized. Few hours disputed OT. Carpenter work

client cigarettas. Heat not turned off in hot weather. Vote of thanks to steward dept., especially baker.

SEAMAR (Calmar), Nov. 2—Chairman, V. Reid; Secretary, D. Forrest. Repair list submitted. Membership urged to vote in coming election. Several hours disputed OT. To write letter to hq. re: food shortage.

ALCOA CORSAIR (Alcoa), Nov. 23—Chairman, J. Craws; Secretary, M. Cox. No communications or LOGS received. Movie fund \$288.53. New delegate elected. Do not place chewing gum on deck. Keep biscuits hot at breakfast time for watch; post notice for hours of washing and pressing machine.

SEAMAR (Calmar), Nov. 2—Chairman, V. Reid; Secretary, D. Forrest. Repair list submitted. Membership urged to vote in coming election. Several hours disputed OT. To write letter to hq. re: food shortage.

ATLAS (Cargo), Nov. 3—Chairman, J. Picou; Secretary, V. Siankiewicz. Mail situation improved. Ship's fund \$78.15. Few hours disputed OT. One man hospitalized in Pedro. Vote of thanks to deck dept. for help after storm and rough weather. Vote of thanks to steward dept. for good chow, especially chief cook.

TEXMAR (Calmar), Nov. 2—Chairman, D. Stone; Secretary, V. Monte. Repair list to be submitted in triplicate. Everything running smoothly. New washing machine and fan to be placed in laundry room. Vote of thanks to steward dept. for job well done—fine food and lots of milk.

STEEL DESIGNER (Isthmian), Nov. 15—Chairman, J. LaPointe; Secretary, J. Stuehl. New washing machine ordered. Suggestion to send letter to hq. re: OT for no shore leave. All disputed OT taken care of. Eng. dept. watch standers should have individual foc'sles for each watch in order not to wake up other men not on watch. Vote of thanks to steward dept. for job well done—good food and service. Linen this trip very poor. To be taken up with patrolman at payoff.

COUER D'ALENE VICTORY (Victory Carriers), Nov. 23—Chairman, N. Krohn; Secretary, H. Robinson. Delegate called for safety meeting. New delegate elected. Ship to be fumigated for roaches and rats. Bombs and spray guns have no effect.

WACOSTA (Waterman), Nov. 30—Chairman, R. Hodges; Secretary, J. Fursell. No cigarettas to be issued on coastwise; Two men missed ship. Some disputed OT. New delegate elected. Foc'sle door to be repaired. Water line not repaired—rusty water coming through faucets.

ORION STAR (Orion), Nov. 23—Chairman, C. Smith; Secretary, J. Balderston. All draws to be given as men requested. Ch. Cook hospitalized in Sasebo—may return. Ship's fund \$9. Some disputed OT. Two men short. Reports accepted. Keep personal opinions to ones self—do not spread rumors. Suggestion to have ice tongs or large spoon for ice cubes. Request chairs be brought in from decks and fentail in bad weather.

ALCOA RANGER (Alcoa), Nov. 23—Chairman, D. Jordan; Secretary, C. Crabtree. Milk beef—on board too long. Suggest some be left out for night lunch.

ROBIN GODFELLOW (Robin), Nov. 14—Chairman, H. Nelson; Secretary, S. Berk. Need keys to foc'sles. Foc'sles need painting. Improvement in steward dept. this trip. New delegate and treasurer elected. Ship's fund to be started. Take care of all linen. Library to be locked when in port.

ROYAL OAK (Cities Service), Oct. 21—Chairman, E. Bryan; Secretary, D. Beard. Ship's fund \$3.63. Reports accepted. New delegate elected. Discussion on limit for coastwise draws. Bathrooms need scourging. Repair list to be made up. Clothes may be dried in fire room sidley not in passageways.

DEL SUD (Miss.), Nov. 23—Chairman, W. Perkins; Secretary, T. Novak. Capt. allowed one bottle aboard in St. Thomas. Ship's fund \$324. Purchased projector parts, movies and library. New treasurer, librarian, athletic director elected. To procure shrimp in Brazilian port for X-mas party. Discussed shoreland workers aboard in So. Amer. ports.

ROBIN LOCKSLEY (Robin), Nov. 9—Chairman, W. Morse; Secretary, E. Reyes. Require more night lunch at night. Do not molest dog. Change linen on day designated. While on African coast, keep all coolies away from water cooler.

LUCILLE BLOOMFIELD (Bloomfield), Nov. 25—Chairman, F. Rowell; Secretary, L. de Perrier. Crew warned if necessary to shift ship port to miss same. Capt. says no LOGS filed. No overdraw in Europe. 3 men to be paid off in NO. Take it easy on drinking. Repair list squared away except washing machine wringer. One man paying off 1. NO. New delegate elected.

KYSKA (Waterman), Nov. 16—Chairman, J. MacKenzie; Secretary, E. Collet. Check with patrolman re: card playing after 11 PM. Sailing board beef settled with Capt. Repair list turned in. Ship's fund \$11.02. Two men ill. To work out permanent lunch schedule. Turn in foc'sle keys to delegates. Needs to be taken up at meeting. Engineer to regulate heating system aft.

Digest Of SIU Ship Meetings

on grain shuts. See patrolman about chief cook, messman and pastryman. Clean fresh water tanks, check salt water showers, repair list made out, washing machine to be repaired—needs spare parts. Cake mixing machine needs spare parts. No performing at payoff.

MORNING LIGHT (Waterman), Nov. 14—Chairman, L. Kyser; Secretary, J. Munnerynns. New delegates elected. General discussion on welfare of crew; report on safety meeting. Vote of thanks to steward dept. for excellent meal provided Thanksgiving.

FORT MOSKINS (Cities Service), Dec. 3—Chairman, J. Narvex; Secretary, J. McLaughlin. Some disputed OT. One pierhead in Houston. Discussion on equalization. See steward about cold drinks in hot weather. See patrolman about roaches. Mave fentail washed down more often.

BIENVILLE (Pan-Atlantic), Dec. 7—Chairman, A. Thompson; Secretary, B. Wardlaw. Ship's fund \$2.72. New delegate elected. Recreation room to be cleaned. See patrolman about paying ship off earlier. Ship to be fumigated for roaches.

AZALEA CITY (Pan-Atlantic), Dec. 7—Chairman, J. Olson; Secretary, J. Davis. Need new washing machine. Ship's fund \$4.75. Need chairs for mess hall; water cooler to be repaired; keys for wiper's foc'sle. Vote of thanks to steward dept.

PORTMAR (Calmar), Nov. 3—Chairman, E. Bayne; Secretary, S. Rucker. Ship's fund \$5. New treasurer elected.

SUZANNE (Bull), Nov. 15—Chairman, J. Bracht; Secretary, A. Padree. New delegate elected. Reports accepted.

ALAMAR (Calmar), Nov. 15—Chairman, J. McPhaul; Secretary, S. Agel. Ship's fund \$8.29. Written menus to be used. Letter read concerning food beef and conditions in general. Request more LOGS. Delegate to see that proper stores are put aboard.

HILTON (Bull), Nov. 8—Chairman, J. Winy; Secretary, W. Bednar. Few hours disputed OT. Not enough steaks to order. Keep bathrooms cleaner.

DEL ORO (Miss.), Nov. 23—Chairman, G. Trexclair; Secretary, P. Weisbrand. Ship's fund \$8.88. Delegate to pick up books from union hall. Vote of thanks to steward dept.

MYRIAM III (Int. Nav.), Nov. 27—Chairman, E. King; Secretary, F. Sulina. Steward dept. to take care of recreation room; other dept. to take care of laundry. Keep bathrooms clean. Galley range and ovens to be repaired. Request company send mail to ship in foreign ports.

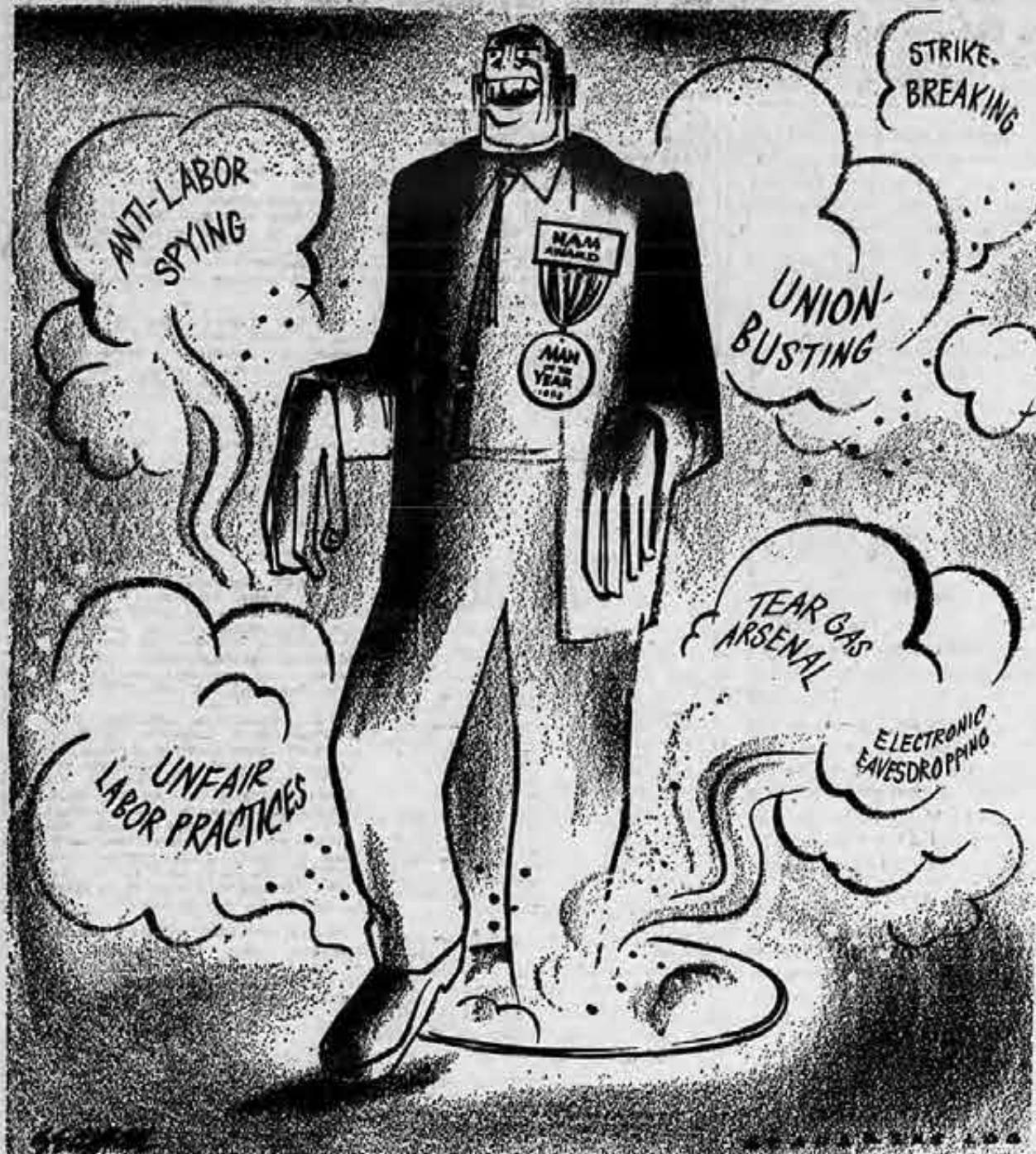
PENN TRADER (Penn.), Nov. 23—Chairman, H. Westphall; Secretary, M. MacDonald. One man missed ship in Halifax. Old man ran SIU Canadian patrolman off ship—letter to NY by delegate. Few disputed OT. Crew does not want ship's fund.

STEEL FLYER (Isthmian), Nov. 22—Chairman, D. Keady; Secretary, A. Maldonado. All repairs made. Awaiting back aft requested. Ship's fund \$12.87. Hdqtrs. to consider possibility of having shots given to crew three days before sailing. New delegate and reporter elected. Members requested to pass LOGS along when finished reading.

MASMAR (Calmar), Oct. 28—Chairman, Y. Buterakos; Secretary, M. Bibsch. Extra services are OT. Some OT disputed, mate to equalize OT. Repair list to be made up. Discussion on motions and amendments. Economy feeding program was necessary to assure voyage—adequate stores aboard now.

WACOSTA (Waterman), Nov. 9—Chairman, R. Hodges; Secretary, J. Fursell. See card for aloft chest supplies. Few hours disputed OT. Fresh water tanks to be cleaned. Insuffi-

'Out Of The Depths'



SS Liberte Boasts Own Tote Board

Passengers aboard the French Line's Liberte were betting win, place and show shortly after the ship sailed from New York last week. The horses, jockeys, starting gate and finish line were all present—only they were on the film.

In what was the first known attempt to bring horse-racing to the sea, the ship carried electronic films of actual races at leading American tracks. A pari-mutual ticket machine was available for the customers as well as a miniature board, flashing odds and final winning prices.

Advertised as "genuine horse racing but without horses in the flesh," the races provided viewers with the traditional joys and disappointments of the track. Losers still tore up worthless stubs and winners debated whether to keep betting or call it a night. The one advantage was the omission of the long, cheerless trip home after a day at the track.

Make Checks To 'SIU-A&G'

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

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

For years, despite all evidence to the contrary, the National Association of Manufacturers has claimed that it is not really "against" labor and the working man, but only against "abuses" by unions. However, the NAM recently discarded the mask of benevolence and made it plain that it is what the unions have charged it to be all along—an organization dedicated to the destruction of unions and union contracts.

The NAM established its identity by giving its "man of the year award" to an employer who has spent the last four years operating with scabs in an effort to break the union. The same employer has been cited for 11 unfair labor practices in violation of US labor law, has utilized an elaborate labor spy apparatus against the union and stocked a tear gas arsenal in his plant.

It matters little who the employer involved is. In this instance, it is Herbert Kohler. What does matter is that the NAM thinks that this is the ideal way for an employer to behave.

The End Of The Line

The old SS Puerto Rico, well-remembered by many Seafarers on the San Juan run, now lies dead at the dock in Hamilton, Bermuda, with writs representing \$1,300,000 worth of unpaid bills tacked to her mast. Now the Arosa Star of the Panamanian-registered Arosa Line (Swiss-owned), she and two sister passenger ships have apparently come to the end of the line as far as continued operations are concerned.

The Arosa Star represents one aspect of the runaway picture—the aging ship which can no longer make a go of it in regular competition, switched to a runaway flag where there are no taxes to pay and precious little wages. Even in this area, the ship couldn't make money, although her new owners stuck bunks in every inch of space to squeeze in something like 809 or more accommodations on a 7,000-ton ship!

This situation outlines the evils of permitting aging ships to transfer foreign instead of being scrapped or going into the reserve fleet. Despite all the corner-cutting on wages, taxes and passenger accommodations, despite ducking the bill-collector, the ship could not make a go of it. But in the process, she did a great deal of damage to legitimate carriers.

Thousands of passengers who would ordinarily have traveled on American-flag ships, and who would have supported a flourishing passenger operation on modern, efficient ships were diverted to aging, inefficient ships under a runaway-flag. The only satisfaction that could be derived from this situation, if any, is that the concerns that were burned for \$1,300,000 in unpaid bills were Esso Standard and California Standard, both of them big-scale runaway operators themselves.

BME Votes Organizing Funds; Elects Officers

Members of the Brotherhood of Marine Engineers have voted to assess themselves \$50 a year to pay for the union's organizing and legislative program. The \$50 annual assessment carried by better than 4 to 1 in a two-month referendum that ended December 1.

BME engineers also have elected officials for a four-year term beginning January 1. Raymond McKay was reelected president, Leon Berlarge, treasurer and Jack Regan, vice-president, business-manager in the port of San Francisco. Gordon Spencer was elected first senior vice-president and business-manager of the port of Philadelphia.

BME members also elected three union trustees. The successful candidates were William Gammill, William Verwilt and Harry Miller. The trustees represent the membership directly at meetings of the BME executive board.

Results of the referendum and the election of officers were announced December 9 at the membership meeting at BME headquarters in Brooklyn. The ballots were counted and tabulated by a five-man committee elected by the membership.

A total of 286 votes were cast on the assessment. There were 235 votes in favor and 51 against. A two-thirds majority was required for approval.

The BME secret referendum began in October 1 and ended De-

ember 1. Ten candidates competed for the seven open posts. BME members voted by mail in continental US ports and on ships overseas.

1,000 Vote So Far In New Orleans

NEW ORLEANS—Voting in the SIU's biennial election has been very brisk in this port. Lindsey Williams, port agent, reported. Although there are still two weeks left in the balloting period, over 1,000 Seafarers voted in this hall so far.

The ITF protest against the flag of convenience vessels affected a total of 25 ships during the four-day demonstration in this port. The support given this beef by all of the maritime unions in the port, and especially by the men on the beach was gratifying, Williams said. In fact, so many volunteers turned out for picket duty that the captains had to cut the watch to six hours in order to allow all hands a turn on the lines.

As has been the custom in the past, the SIU will hold its Christmas dinner here in the hall. All the members and their families are invited to attend.

Shipping for the port was fair during the past period with the exception of a few key ratings. In addition to the 141 regular jobs shipped, 10 relief and 38 HIWD jobs were called during the period.

Paying off during the past period were the Del Oro, Del Alba, Del Mar, Del Viento (Mississippi); the Alice Brown (Bloomfield) and the Hastings (Waterman).

Signing on were the Del Santos, Del Sol, Del Mar, Del Oro (Mississippi); Alice Brown (Bloomfield); Northwestern Victory (Victory Carriers) and the Natalie (Intercontinental).

Among the in-transit vessels were the Alcoa Ranger, Alcoa Roamer, Alcoa Corsair (Alcoa); Claiborne, Chickasaw, Warrior (Waterman); Raphael Semmes, Gateway City, Almena (Pan-Atlantic) and the Ocean Dinny (Ocean Clippers).

Plan Blockade Of Red Ships

An economic blockade of East Germany, which would include a maritime boycott, will be staged by the International Confederation of Free Trade Unions if the West is pressured to give up its hold on West Berlin. The announcement came in the wake of increasing Soviet pressure upon the allies to pull out of the city.

The boycott would not only bar the loading of cargoes for East Germany and unloading of East German ships, but would call on all East German crews in non-Communist ports to quit their ships.

Some 55,000,000 million workers from 137 trade unions of 97 countries comprise the ICTFU.

600 Eng's Vote To Join Canada SIU

MONTREAL—Some 600 marine engineers, representing the east coast division of the National Association of Marine Engineers of Canada, have voted to quit the NA of ME and to join the Licensed Division of the SIU Canadian District. According to the "Canadian Sailor," the engineers, fed up with years of inactivity on the part of the association, voted almost unanimously to join the SIU.

The move came about after the engineers, represented by John Wood and Peter Scragg, aided by the SIU officials, negotiated a vastly-improved contract for Canadian engineers on the Great Lakes. Although the agreement was to cover all marine engineers on the Lakes, neither the head of the organization nor any of his appointed deputies sat in on the negotiations.

As members of the licensed division, the engineers received an immediate cut in union dues from \$60 a year to \$4 a month for the nine months of the inland navigation season. In addition the engineers will be able to sail as oilers during the slack periods without having to pay additional initiation fees to the Canadian District. This is most important in view of the opening of the St. Lawrence Seaway which is expected to cut the activities of canalers now used on the Lakes.

The engineers will also be represented on the board of trustees of the Canadian Seafarers Welfare Plan and will have the full use of all Canadian District facilities, including the new hotel now being built for seamen by the Canadian SIU at Thorold.

Elections will be held soon among the engineers on all matters pertaining to the operation of their division and the selection of officers for all posts.

SEAFARERS IN DRYDOCK



Good news is the best news—especially around the holiday season—so the encouraging reports on brothers in the hospitals this period are welcomed by all hands.

Among those due for discharge from the Galveston drydock by the end of next week are Bjorn Granberg, ex-Almena, who came in with a stroke but is due out soon. The same goes for Fernando Tiago of the Steel Seafarer and Thomas Oliver, ex-Wild Ranger. Tiago checked in with pneumonia and is nearing the end of his confinement. Troubled by pleurisy, Oliver is likewise improving under capable care.



Henze



Gillikin

Savannah now has a trio of brothers at the local US Public Health hospital. Harry Henze, ex-Government Camp, and William Stanley, ex-Bradford Island, have joined Marvin S. Forrester since last period. Hospitalized due to stomach trouble, Stanley is reported doing fine now. Ditto on Forrester, off the National Liberty, who had an accident ashore. Henze is progressing slowly. He's been bothered by a loss of memory.

Both the surgeons and Brother Paul Liotta had a bad time of it out in San Francisco, with Liotta under the knife for a total of seven hours. Off the Wild Ranger, Liotta suffered an arterial occlusion but feels pretty fair today. Leo Gillikin, ex-Northwestern Victory, had a cyst removed from his lower spine and is also coming along okay.

A skin fungus that had been troubling John Clapp has been brought under control at the Baltimore hospital, with the result that his discharge is expected soon. He's off the Oceanstar. M. Kulon, ex-Evelyn, is also getting ready to pack his gear after treatment for a hernia condition. Under surgery for a serious stomach condition, Domingo Orbigose is making fair progress toward recovery. His last ship was the Steel Age.

These brothers and all others in the hospitals appreciate visits and mail from their shipmates. Remember them when you're in port.

The following is the latest available list of SIU men in the hospitals:

- USPHS HOSPITAL, NEW ORLEANS, LA.**
 Sidney Anderson
 Ralph Armstrong
 James Barnes
 Robert G. Barrett
 John Bitwood
 Claude Blanks
 Alphonse Bosarge
 Joe Brown Jr.
 Jacob L. Bucklew
 Eugene Cheramie
 Paul R. Cook
 Fess T. Crawford
 Jeff Davis
 Matthew Eurisa
 Henry Foy
 James C. Glisson
 Herbert E. Grant
 Wayne F. Harris
 Hayden Henry
 James Hudson
 Benjamin Huggins
 J. W. C. Isebeck
 Ramon Izziary
- USPHS HOSPITAL, STATEN ISLAND, NY.**
 J. Abraham
 James T. Allen
 Nicholas Anousis
 James Antoniadis
 Mariano Arroyo
 John Auslitz
 R. Bunner
 Frutuoso Camacho
 August Charous
 Thomas Danbeck
 Rupert Daniels
 J. Eaton
 J. Furr
 Erling A. Hansen
 John Hawkins
 John A. Jackson
- USPHS HOSPITAL, NORFOLK, VA.**
 Francis J. Boner
- USPHS HOSPITAL, SAN FRANCISCO, CALIF.**
 Joseph H. Berger
 J. V. Bissonnet
 Michael J. Coffey
 Myron E. Fells
 Leo Gillikin
- USPHS HOSPITAL, MANHATTAN BEACH, NY.**
 Lewis R. Akins
 Manuel Antonana
 Eladio Aris
 Fortunato Bacomo
 Joseph J. Bass
 Melvin W. Bass
 Matthew Bruno
 Leo V. Carreon
 Joseph D. Cox
 Juan Denopra
 John J. Driscoll
 Friedof O. Fondilla
 Otis L. Gibbs
 Bart E. Guranick
 Taib Hassan
 Clarence Hawkins
- USPHS HOSPITAL, SAVANNAH, GA.**
 M. S. Forrester
 Harold D. Gause
 Harry Henze
 John M. Fower
- USPHS HOSPITAL, BALTIMORE, MD.**
 Joseph Arnold
 Henning Bjork
 Wm. Brightwell
 Gaetano Busciglio
 Kermit Bymaster
 John Castro
 John Clapp
 Rosario Copani
 Peter DeVries
 Lucius Dewitt
 William Dunn Jr.
 Fred England
 John M. Gallagher
 John Jacobs
 Edgar Krotzer
- UNIVERSITY HOSPITAL, BALTIMORE, MD.**
 John E. Jacobs Jr.
- USPHS HOSPITAL, SEATTLE, WASHINGTON.**
 D. M. Anderson
 C. H. Andrews
 Juan Mojica
- USPHS HOSPITAL, BOSTON, MASS.**
 L. J. Campbell
 A. C. Harrington
 John Keegan
- USPHS HOSPITAL, GALVESTON, TEXAS.**
 Donald K. Fisher
 Bjorn A. Granberg
 Norman Longtine
- SEASIDE MEMORIAL HOSPITAL, LONG BEACH, CALIF.**
 Jacob L. Zimmer
- SAILORS SNUG HARBOR, STATEN ISLAND, NY.**
 Victor B. Cooper
- VA HOSPITAL, KEEOUGHAN, VA.**
 Joseph Gill
- VETERANS CAMP, MT. MCGREGOR, NY.**
 E. T. Cunningham
- VA HOSPITAL, BOSTON, MASS.**
 Thomas W. Killion
- VA HOSPITAL, BUTLER, PA.**
 James F. Markel
- VA HOSPITAL, CORAL GABLES, FLA.**
 Abner Ralford
- VA HOSPITAL, HOUSTON, TEXAS.**
 R. J. Arsenault
- VA HOSPITAL, RUTLAND HEIGHTS, MASS.**
 Charles Bartlett
- VA DOMICILIARY, THOMASVILLE, GEORGIA.**
 Elmer G. Brewster
- USPHS HOSPITAL, SAN FRANCISCO, CALIF.**
 Paul D. Liotta
 Arthur J. Scheving
 Henry J. Schreiner
 Wm. E. Thompson
 Henry Waller
- USPHS HOSPITAL, MANHATTAN BEACH, NY.**
 Frank Hernandez
 Donald Hewson
 Antonio Infante
 Claude B. Jessup
 Ludwig Kristiansen
 Thomas R. Leahay
 Kenneth Lewis
 Warren J. McIntyre
 Leo Mannaugh
 C. Osinski
 George G. Phifer
 Winston E. Renny
 G. E. Shumaker
 Almer S. Vickers
 Pon F. Wing
 Royce Yarborough

On The Job



Enroute to Yugoslavia on the Valley Forge, 3rd cook M. Guerra (top) grinds away for a spaghetti and meatball dinner. In his turn, bosun C. Negrón is pictured fixing the holes in the deck of the saloon messhall, with C. Truenski looking on. Negrón fixed all the holes in the foc'sles, too. Photos by reporter A. Daniluk.

LOG-A-RHYTHM:

Travelogue

By W. Willdridge

Who are we but wanderers?
 No port do we call home,
 While sailing all the seven seas,
 Around the world we roam.

From New York to Madagascar,
 Down to Singapore;
 Spending weeks and days at sea,
 So we can go ashore.

Seldom knowing where we're bound
 Each trip's a different run.
 No matter what our destination,
 We hope to find some fun.

Maybe in Spain with a senorita,
 Or a geisha (Japanese),
 Perhaps a colleen from Ireland,
 Or a lovely gal in Greece.

We may head for the Equator,
 Down to Rio or B-A,
 Or maybe a little port in Chile,
 Or down to Uruguay.

Maybe it'll be a northern port,
 To Norway, Denmark or Sweden.
 Any Scandinavian spot
 Is a little bit of Eden.

In Europe there are Balkan ports
 Of these we're not so certain;
 They're linked up with the Soviets,
 Behind the Iron Curtain.

No matter where we stop off,
 It's different in some way,
 We'd like to linger longer,
 But there is no time to stay.

Europe, Asia, Australia,
 Each one has its special ports;
 Every one a little different,
 Where we meet all kinds, all sorts.

But when we've had our fill
 Like good seafaring men,
 We're ready to be on our way;
 It's back to sea again.

And no matter where we travel,
 Every hour, every day,
 There's news we've found to rival
 The good old U.S.A.

SUP Brother Dies In Azores

To the Editor:

Brother Juan S. Nives, who was a crewmember on the SS Eagle Transporter, died November 28 on an island in the Azores after being stricken by a heart attack. He had been a bookmember of the Sailors Union of the Pacific for many years.

The company has flown his

paring hors d'oeuvres and canapes, and different types of dressings and salads that would delight a gourmet. Incidentally, he was requested by his shipmates to sail chief pantryman, and has been doing so ever since.

Man, Seafarers can certainly recall the wonderful job he did on Christmas dinner at the hall in New Orleans with Brother Frank Palmer, chief cook extraordinary.

"Al" was struck by illness just recently, but our luck held out and he is back with us. Three cheers, and hats off to a man I think belongs in the "hall of fame" for chief pantryman.

Maurice "Duke" Duet

~ ~ ~

Backs One-Year Limit On Jobs

To the Editor:

After reading the article in the LOG (Nov. 7, 1958) on limiting the time a man can spend on a ship, I agree 100 percent with Brothers Art Lomas and Bob Johnson.

I believe one year on a ship is plenty long enough and after that a man should get off. Why should a certain few enjoy the good runs for years? Besides, if a man thinks anything of his family and his health he'll get off, increase the job turnover and do everybody some good.

I've spoken to a lot of fellows and a great many are in favor of a one-year limit. I say let's have a vote on it and not wait until shipping is rough. Now is the time for it. The entire membership, not just a few, would profit from this, and it would be fair to everyone. Why should we fall behind like the NMU?

Let's hear from more of the brothers on this. As for me, I would like to see a one-year limit so that everybody would have a chance. I believe this is the democratic way.

Ernest C. deBaut's
SS Atlantic

~ ~ ~

Miami Crew Draws Thanks

To the Editor:

I'm a retired seaman and was and discharge from the Cities Service Miami in order to get my vacation pay.

While I'm at it, I'd like to offer my thanks to the boys I sailed with to thank them for the fine treatment. I have never sailed with any better crew.

I'm a retired seaman and was on vacation in Japan when the ship came in needing a man, so I took the job. I'm happy I did, because I could not have sailed with a finer bunch of good union men.

W. E. Wallace

~ ~ ~

Benefits Help Again And Again

To the Editor:

My wife and I think that the welfare services of the SIU are wonderful. We have received benefits for the birth of our last two children and, while I was away just this last trip, the benefits came in handy again when two of the children had their tonsils taken out.

It makes a person feel good to be able to tell the doctor what kind of insurance backs him up. Also, our hat is off to the negotiating committee for the last raise. I am proud to be a member of the SIU.

Alton Booth

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.

body back to New York where his family lives.

Brother Nives was a good shipmate and all members of the crew share the grief of his family.

This is the only news from the ship so far on its first voyage out.

M. D. Green
Ship's delegate

(Ed. note: The deceased was flown back by military plane to an East Coast airfield and then was shipped on to New York, where the SIU assisted Brother Nives' wife in making funeral arrangements.)

~ ~ ~

Seeks Pix, News On WW 2 Ships

To the Editor:

I have been receiving the LOG for quite some time and it is interesting to note the ships still being mentioned that I saw during World War II in many parts of the world.

I'd especially appreciate hearing from anyone who sailed on the following ships during 1944 or 1945: SS Clement Clay, SS Lucius Fairchild and SS Alcoa Pointer. If they have pictures of these ships or would be willing to write about the old days during 1944-45 I'd like them to write to me at the Monroe Forestry Camp, RFD, Readsboro, Vt.

I was a member of the US Navy armed guard on all three ships and hope to hear from anyone then aboard during the trip to Europe and Africa on the Clement Clay in 1944, or the trip to Hawaii, Leyte and Okinawa on the Alcoa Pointer.

Thank you for sending me the LOG, as I can assure you I have always been deeply interested in maritime affairs.

Frank D. McNeil, Sr.

~ ~ ~

Rates Shipmate Tops In Talent

To the Editor:

Roscoe Alford, better known as "Al" to all his shipmates, has been on the Alcoa Clipper for quite a spell. He has the crewmembers and passengers alike wondering where a young fellow like he is acquired such skill in decorating and dressing up dishes.

He joined the Union in '46, and has sailed with Isthmian, Waterman and Alcoa principally.

While on the Clipper a number of years back, he became interested in the fine art of pre-

Only The Gulls Went Hungry . . .



Outgoing . . . going . . . gone! Passing out orders from the galley during Thanksgiving dinner on the Del Mar (left) are crew cook Nicky Bastes (left) and 2nd cook Brown Huszak. On the right, helping to demolish the big feed, were (seated, l to r) Anthony Russo, Nathan J. Benanate, Louis Suslovitz and Manuel Archibald. In background, William Lennox and Davis P. Danos serve. Photos by George E. Annis.

Thanksgiving Day has come and gone and, with it, a mountain of stripped turkey carcasses, hams and prime ribs. As usual, this trio proved to be the mainstay of all SIU holiday menus, along with a variety of other fixings.

Some, like the Mankato Victory, also featured roast chicken and baked Alaska salmon. The Andrew Jackson offered broiled filet of perch for those

shying away from meat and poultry, while the Morning Light prepared "fillet of flounder a sauce tartare" to round out the menu. The meeting minutes from the Cities Service Baltimore offered no details on the bill of fare, but presumably it was equal to the occasion since the steward department draw an enthusiastic vote of thanks for its efforts. The Del Mar submitted a menu plus pictures (above). Since it's a passenger wagon, its menu naturally reflected long, hard labor by the galley staff for the holiday.

Extra touches appearing on some of the menus ranged from such items as "champagne sauce" to complement the "baked sugar cured smoked ham" on the Mankato to "Yorkshire pudding, hard sauce" on the Del Mar and "hot home-made rye bread" for the gang on the Jackson. How the baker managed to produce home-made bread at sea is a puzzle, but of course SIU cooks and bakers do accomplish magic at times in catering to their shipmates.

Another menu spell-binder was

the "Ambrosia spirits" reported as one item among the Hurricane's many dinner offerings.

Perhaps somebody on there will write and let everyone in on the secret of what that is. If the dish matches the advance billing, it must really have been something fit for the gods. Ambrosia was supposed to be the food for the gods in a couple of eons ago.

Whatever the case, all hands concur that the gulls salvaged very little by the time the holiday was over.

(Comments from other ships will be published as they come in since, due to the problems in ship-shore mail communication, only a few reports have been received so far. Thanks to John Carey (Mankato), George Annis (Del Mar) and M. N. Evans (Morning Light) for the details available.—Ed.)

LET 'EM KNOW!
Write TO THE LOG

That Was No 'Fish Story'

A mighty cautious man, ship's delegate Bob Musselwhite on the Coe Victory backs up his fishing yarns with the facts. Musselwhite had written in (LOG, Oct. 10) how anglers on the ship



caught two sharks in Aqaba Bay—one 7' long weighing 195 pounds and the other a 500-pound 11-footer. He's now sent in a photo showing the smaller one flanked by R. Beale, OS, and A. Queary, MM, after Bill Gurner, FWT, brought it in. Just for the record, we also have a picture of the 500-pounder after it was lassoed by A. Kasinski, DM. Both fish were hauled up at the stern by the after capstan. One thing is certain from the photos. Both fish were big fellows that must have put up quite a fight.

RAFHAEL SEANES (Pan-Atlantic), Nov. 17—Chairman, R. Jones; Secretary, B. Varn. Most repairs taken care of. No beefs. Delegate resigned with vote of thanks from crew for job well done. Ship's fund \$28.25. New delegate elected. Have lights rigged aft port and stbd. side. Cannot see with present lighting system. Have extra rail put up forward where crossing is by No. 1 hatch. Install chain rails on cranes with snap-on hooks. Request not using water fountain as spilt on and mouth washing station. Suggest cups be brought back to pantry. Vote of thanks to steward dept. for good food and service.

SEASTAR (Triton), Nov. 17—Chairman, C. Taylor; Secretary, P. Math. One man missed ship at beginning of trip. Letter written to union. One man left in Azores due to sickness.

Digest Of SIU Ship Meetings

Suggest vote of thanks be given to captain for good care of sick men. 25 hours disputed OT, cleaning deep tanks. No beefs. Two hrs. OT for chief cook under new agreement—clarification will be necessary. Delegate to see about lay-off slips. Delegate to be reimbursed at payoff for cost of telegrams. Vote of thanks to steward dept. for job well done. Separate copies of disputed OT for men and captain to be made.

SEATRAN TEXAS (Seatrains), Nov. 20—Chairman, F. Patrick; Secretary, T. Moore. No beefs. Motion to obtain new washing machine. Have air conditioner fixed. Reported on repairs of TV set.

BARBARA FRIETCHIE (Liberty Navigation), Nov. 16—Chairman, O. Payne; Secretary, E. Karczewski. Ship's fund \$13. Six hours OT disputed; no other beefs. One man left ship in Canada due to accident. New delegate elected.

OCEAN DINNY (Maritime Overseas), Oct. 17—Chairman, R. Guthrie; Secretary, F. Napoli. No beefs. One man hurt and went to hospital. New delegate elected.

Nov. 9—Chairman, J. Robertson; Secretary, F. Jones. Requested repair list. Chief electrician to be order in Norfolk. Capt. pleased with deck & eng. dept. Two men in steward dept. hospitalized and one in deck. Chief electrician hospitalized in Rotterdam. Men dissatisfied about chow in port of Rotterdam. Five hrs. disputed OT—no other beefs. Meeting to be held in port of payoff to prefer charges against steward dept. member. Motion made to renew galley exhaust fan as promised prior to this trip.

VALLEY FORGE (Peninsular Nav. Corp.), Nov. 16—Chairman, W. Gill; Secretary, S. Arales. New treasurer elected. Ship's fund \$14.50. Suggest changing type of soap powder. Pantry and messroom to be kept clean. Vote of thanks to night cook and baker for fine job.

Sept. 27—Chairman, W. Gill; Secretary, S. Arales. New delegate elected. No beefs. Suggest repair list be turned in. Messroom, pantry, and recreation room to be kept neat at all times.

LA SALLE (Waterman), Nov. 17—Chairman, F. Ken; Secretary, E. Moran. Two men hospitalized; one man returned to ship. Three men missed ship—one returned. Some disputed OT. Everything running smoothly.

JEAN LAFITTE (Waterman), Nov. 9—Chairman, W. Evin; Secretary, S. Joseph. Good launch service. Discussion on draws in Far East. Request greenbacks and not local money. Greenbacks should be put out 24 hours before arrival. Crew pleased on signing under new agreement and new wage scale. All rooms and showers painted. All repair lists turned in. No beefs. Ship's fund \$6.75. Vote of thanks to steward dept. for fine job. Request painting all inside passage way decks. Suggest watch for eng. dept. Patrolman to check medicine cabinet.

SEAUREGARD (Pan Atlantic), Nov. 15—Chairman, F. Sullivan; Secretary, T. Violante. Repair list turned in. Three men missed ship. Ship's fund \$15. No beefs. Few hours disputed OT. Change of linen schedule discussed. Engine man has day's pay disputed. Applications for vacation pay to be distributed on ship. Vote of thanks to steward dept. for good food and service.

SHINNECOCK BAY (Mar Trade), Nov. 11—Chairman, P. Boyer; Secretary, Nene. New delegate elected. Arrangements made to keep doors closed in port—all men to cooperate with gangway watch. No beefs. Some disputed OT.

RENTS FORT (Cities Service), Nov. 16—Chairman, W. Willdrige; Secretary, A. Hebery. All repairs taken care of. No beefs. Delegate resigned after three months—re-elected by acclamation. New boatwain to be told

to wash down poop deck. 1st asst. to look at scuttlebutt in messhall to get cold water.

SEATRAN SAVANNAH (Seatrains), Nov. 16—Chairman, F. Boyne; Secretary, J. Sweet. No beefs. Request taking care of kerosene can in passageway. Make effort to get books to patrolman on time. Take up empty stool butts from deck in messhall.

SEATRAN LOUISIANA (Seatrains), Nov. 15—Chairman, J. Glenn; Secretary, N. Remley. No beefs. Ship's fund \$96.50. Mattresses uncomfortable because of large size. Discussion about repairs on last repair list not taken care of. No rye bread or pumpernickel delivered in New Orleans, although requisitioned by steward. Too many incorrect orders served. Request rectifying this.

Oct. 19—Chairman, J. Glenn; Secretary, N. Remley. One man missed ship in New Jersey. Ship's fund \$43.80. Some disputed OT. No major beefs. Delayed sailing disputed. Motion made and seconded to contact patrolman about milk and bread in Texas City. Beef on quality of food.

STEEL KING (Fishman), Nov. 11—Chairman, H. Burgess; Secretary, P. Howe. Beef about inner-spring mattresses. Ship's fund \$134.01. Need new mattresses. Paper baskets not delivered.

MAE (Bull), Nov. 23—Chairman, E. Sillia; Secretary, R. Tapman. Elect one man from each dept. to act on safety committee. Ship's fund \$42.72. Discussion on different types of food to be ordered. Poultry to be inspected by patrolman on arrival. More night lunch to be put out.

ROYAL OAK (Cities Service), Nov. 24—Chairman, P. Hammel; Secretary, D. Beard. Repair list made up. Settee in recreation room to be repaired. Payoff to be on new wage scale. Ship's fund \$3.62. Reports accepted. New delegate elected. Vote of thanks to steward dept. for good chow and especially to baker. Menus to be typed out for messhall. Milk supply should be checked leaving port. Request less canned apricots, more peaches and more pitchers. Cooperation urged in keeping messhall and pantry clean. Need better grade of bathroom tissue.

THE CABINS (Texas City Ref.), Oct. 24—Chairman, E. Minyard; Secretary, R. Grant. Ships needs fumigation. Rooms need painting. To retain ship's delegate another trip. More cooperation urged. Delegate wants steward dept. feed for full hour. Parties aboard ship to quiet down.

Nov. 23—Chairman, S. Frank; Secretary, H. Starck. Delegate reported on men fired in Phila. Deck dept. beefs squared away. Some disputed OT. New delegate elected. Repair list to be made up. All soiled linen to be turned in. Blankets to be put on board next port. Vote of thanks to steward dept.

CS MIAMI (Cities Service), Nov. 15—Chairman, C. Burns; Secretary, C. Ward. Draws to be in checks—request for supplies to be okayed by manager. Few minor beefs. Report accepted. Keep messroom and pantry clean. Need more LOGs.

HASTINGS (Waterman), Nov. 30—Chairman, M. Hallman; Secretary, J. E. Walls. One man hospitalized in Gibraltar—headquarters notified. Four men logged. Repair list to be made up. See patrolman at payoff regarding chief and 2nd mate. Few hours disputed OT. Discussion about sick men working. Check slop chest for supplies. Vote of thanks to steward dept.

ARMONK (New England Ind), Dec. 1—Chairman, M. Mathey; Secretary, L. Hickey. One man hospitalized in Germany. Repair lists submitted. Ship to lay up in Brooklyn and some men may be kept to secure ship. Few hours disputed OT. Report accepted. All fo'ales to be cleaned up. Turn in all soiled linen and fo'ale keys.

OCEAN EVA (Maritime Overseas), Nov. 23—Chairman, T. Brightful; Secretary, H. Schwarz. Request patrolman hold meeting with crew before payoff. Reports accepted. Repair list to be made up. Request safety meetings.

MANKATO VICTORY (Victory Carriers), Nov. 11—Chairman, J. Morgan; Secretary, L. Pepper. All repairs to be made as soon as possible. See delegate concerning any beefs about patrolman. Some disputed OT. Need ice box and washing machine. Quarters to be sougeed. Company mail service handled poorly. Discussion about garbage disposal in port—should be placed in cans. Ship needs fumigating. Vote of thanks to steward dept. and all delegates for job well done.

MAE (Bull), Nov. 1—Chairman, W. McIlveen; Secretary, R. Tapman. Ship's fund \$42.74. New delegate elected. Repairs to deck eng. fo'ale.

PENN EXPLORER (Penn Shipping), Nov. 23—Chairman, E. Thompson; Secretary, J. Anderton. Three men hospitalized in Honolulu—two replacements received. Two promotions. Repair list to be turned in to Capt. Some disputed OT. Return all coats to steward dept. Messhall and pantry to be kept clean. Return cups and glasses to pantry.

MAXTON (Clover), Nov. 4—Chairman, J. Schilling; Secretary, P. Harayo. Request pool for ship's fund. All beefs to be taken to delegates. Vote of thanks to brother for acting as delegate.

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ica, West Coast of
Mexico and US East
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area, North Atlantic,
European and US East
Coast

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**MARITIME
TRADES
DEPARTMENT**

AFL-CIO

Lull Before The Storm



A pretty capable-looking crew, the galley gang and the crew mess on the Portmar get ready for the meal hour before the hungry hordes descend on them. Pictured (l to r) P. Garvin, chief cook; A. Flores, 3rd cook; F. Smith, cook & baker, and J. Malyszko, MM. Ship's delegate E. Bayne sent in the photo.

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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.

LOG's Best Cure Next To Sea Air

To the Editor: Receiving an occasional LOG from a fellow sailor is a joy in itself here in Texas, since the nearest water—the Rio Grande—is dry three-quarters of the time.

Needless to say, every SIU sailor who served in the Army at one time or another has had the longing to have good old steel and bolts back under him

everything, but it's still a hell of a time for me to be finding out about it.

I would like to recommend that we appoint a committee to go around in each port and find out just what kind of facilities are being used to handle our mail. Then, with proper reports filed at headquarters, maybe the next negotiating committee can do something about it.

I know these companies like to save money, so maybe we can help them. Why waste money on a mail clerk when, for a bag of salted peanuts, we can go to the local lunatic asylum and get someone to do the job? They couldn't possibly foul up things any worse.

Daniel D. Backrak

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.

again, so you can understand why I am sending in a plea. If you have a few extra LOGs lying around in some corner I would be more than happy to receive them.

Incidentally, any of you old salts who wish to break away from the water for a vacation will find Juarez, Mexico (walking distance from El Paso) not only a long way from the ocean but also a land of gorgeous señoritas and Bacardi rum selling for 80 cents a fifth.

I wish also to extend hopes for fair sailing to all, especially everyone who's already been through this ordeal. I'll be seeing you chaps in another year and a half.

Pvt. D. L. Skelton

Sees A Solution For Mail Delays

To the Editor: While in the Port of New York, one of our able scamen went around to several company offices trying to locate a lot of back mail. Upon his return to the ship, he had a story worth telling.

In one office he found a gang of bop-silly personnel lying on the floor listening to rock and roll with a record player going full blast. Everybody was too busy to pay any attention to him so he had to create a scene to shake up someone with a little authority.

His mail was finally found right on the desk. The gal responsible thought the Chickasaw was a Norwegian ship.

Speaking for myself, I am fast developing a sense of humor like Jack the Ripper. I had not heard from my wife for five months. When I finally do get through on the phone, I find out that my little boy fell off his bike and broke his wrist three months ago. I understand that the Union has taken care of

Wives Support ID Card Plan

To the Editor: As an SIU member's wife, I too think it would be a very good idea if we wives had some kind of identification card showing we are dependents of SIU men.

I often find it very difficult to cash my check when my husband is out at sea, as people in many towns and cities don't like to cash checks from out of town. I think that if I had some kind of identity card this would make things much easier.

Like Mrs. Gillespie in the Nov. 21 LOG I too would like to say, "Come on, wives, let's hear from you if you're for the idea."

Mrs. Elnora A. Parks

To the Editor: I would like to join the other Seafarers' wives in their request for ID cards as well as the pension. We do need both.

The SIU has done a wonderful job taking care of the seafaring man's families and we wives do appreciate it. I am proud to be the wife of an SIU seaman.

Mrs. David W. Lietz

To the Editor: I was reading in the LOG about a plan to issue identification cards for the seamen's wives. My husband is a seaman and I think it would be a great idea. I vote 100 percent for it.

Here's an example why we need them. I went to the Baltimore hall for Thanksgiving dinner and had a very hard time getting in. Since my husband is out to sea and Christmas is coming up, no doubt I will have the same problem then. Of course, I don't blame them at the hall. They want to keep out freeloaders and keep down trouble, as we have a very nice hall here in Baltimore.

I hope you put this in the next issue of the LOG to get this idea rolling, so we wives can get an ID card and avoid a lot of red tape and arguing.

Mrs. Clarence R. Brockett

Welfare Cash Comes In Handy

To the Editor: I wish to express my thanks to the SIU and the Seafarers Welfare Plan for the \$200 maternity benefit and the \$25 US savings bond which we received after the birth of our daughter Kathy Georgeann.

I am very proud that my husband is a member of the SIU, and, I'm sure that when Kathy is older she too will be proud to be part of an SIU family.

Mrs. George F. Glock

To the Editor: I was recently advised by the Seafarers Welfare Plan that I became eligible for the SIU disability benefits as of November 2, 1958. My wife and son join me in thanking you all. We shall pray for the well-being and long life of all of you.

Gregory Morejon

To the Editor: I should like to offer my sincere appreciation to all SIU officials and the Seafarers Welfare Plan for the payment of the death benefit left me by my brother, Rufus Freeman. I am grateful to all of you for your kindness.

Mrs. Sadie L. Jackson

Lauds Aid After Brother's Death

To the Editor: Please print this letter of appreciation to all the members of the SIU, SUP and MCS for their kindness and help to my brother, Frank B. McCollan, who passed away November 4, 1958, in Baltimore.

I wish to extend my personal thanks to Steve Cardullo, SIU agent in Philadelphia; Marty Breithoff, San Francisco agent, and Ed Turner of the Marine Cooks & Stewards for all their help and kindness to Mrs. Frank B. McCollan. Due to circumstances beyond my control at this time and at the time Frank died, I could do nothing. Thank God for the Brotherhood of the Sea, our unions and the men who lead them.

Jack McCollan, SUP.

Missing Watch Gets Home Again

To the Editor: A while back I wrote to you for your assistance in getting my watch repaired by the man who was to repair it but had kept it for eight months.

I am happy to report that the watch has been returned and was repaired finally.

Your ready cooperation was certainly appreciated. Without your help, I am fairly sure I would never have seen the watch again. Thank you all very much.

Mrs. T. B. Griffith



60-Day Provision Upheld; Louisiana To Pay Benefits

(Continued on page 3)

tract under which he is employed. It could not therefore be correctly held that the claimant voluntarily quit the job. A review of the contract between the Company (Mississippi Shipping Co.) and the Union, contained in the file submitted to us, leads us to the conclusion that this is a bilateral agreement and, under those circumstances, we do not feel that the seaman should be disqualified for leaving employment without good cause connected with the work."

"Thanks to the diligence of Attorney General Gremillion, this decision, coupled with action of the 1958 Louisiana Legislature in liberalizing unemployment insurance benefits, means that SIU class B and C men shipping out of Louisiana ports now will enjoy equal treatment with shoreside workers and with Seafarers in other states where this principle previously was established," New Orleans Port Agent Lindsey J. Williams said.

The 1958 Louisiana legislature increased maximum unemployment

insurance benefits to \$35 a week for 28 weeks.

In previous cases, Louisiana unemployment insurance agencies have refused to pay benefits to SIU men in such cases on grounds that their employment was interrupted by a Union shipping rule. By so doing, the agencies completely ignored the fact that the 60-day rule is part of the seniority provisions of the SIU's collective bargaining agreement negotiated bilaterally by Union and management.

It was this latter position which was argued successfully by SIU attorney C. Paul Barker and upheld by Attorney General Gremillion in his opinion.

Tampa Sees Better Days

TAMPA—Shipping for this port has been on the slow side over the past period. The future is not too bright, for while there are over 12 ships scheduled to call in during the next 12-14 days, all are in transit.

There were no ships paying off or signing on in this port during the past period. In transit were the Alcoa Polaris (Alcoa); Raphael Semmes, Gateway City (Pan-Atlantic); Chitawa, Fort Hoskins (Cities Service) and the Almena (Penn Shipping).

Christmas Card



Seafarer Pedro Villabol sends season's greetings to all from the Del Sud, where he's serving as smoking room steward. Scene is festively-decorated lounge aboard the cruise ship. She's due home Jan. 1.

Over 5,400 A&G Votes Cast; Election End Near

Voting in the SIU A&G District's biennial election picked up early in the second month of balloting to put the total well over the 5,000 mark. With 14 days remaining in the balloting period, a total of 5,483 Seafarers cast their ballots in 15 SIU halls throughout the country and Puerto Rico.

The two-month balloting period, which started on November 1, will end as of December 31. As of December 18, the voting breakdown port by port was:

Boston, 73; New York, 1,425; Philadelphia, 351; Baltimore, 680; Norfolk, 86; Savannah, 70; Tampa, 47; Mobile, 553; New Orleans, 1,056; Lake Charles, 56; Houston, 554; Wilmington, 163; San Francisco, 236; Seattle, 83; and San Juan, 50.

As is provided in the Union's constitution, all ballots cast in each port are placed in a sealed envelope and mailed by certified or registered mail to a central location in New York. All of the polls committee members are also required to write their names across the flap of each envelope after it has been sealed. The ballots are then deposited in a safe deposit with the Commercial State Bank and Trust company in New York City.

A total of 73 candidates are on the ballot this year for 38 elective posts. Heaviest competition is for the eight joint patrolmen posts open in headquarters. Other contested offices are joint patrolmen in Boston, Baltimore, Mobile, New Orleans and Houston. Agents

posts are contested in Tampa, Philadelphia and New Orleans.

A 14-man tallying committee will be elected at the next branch meetings, on December 24. The committee will consist of six men from headquarters and two each from Baltimore, Mobile, New Orleans and San Francisco. It will be their job to take all of the ballots from the bank vault in which they have been deposited and make the official tally for the District, as soon as balloting ends December 31.

Freeze-Up Hits Ships On Lakes

MONTREAL—Caught by the sudden drop in temperatures two weeks ago, which froze over many portions of the St. Lawrence, over a score of ocean ships almost found themselves ice-bound for the winter. The two-day extension of the canal's closing by the Canadian Government and the "flying squads" provided by Canada, staved off this wintry fate, but even at that, many of the ships barely managed to beat the new deadline by only a few hours.

The ocean vessels, en route to Atlantic Coast ports which they will use during the winter months, found the going extremely difficult in the narrow ice-blocked waterway. A breakdown in one of the new locks forced a shutdown in one section, which tied up about a dozen vessels, adding to the trouble. With ice-breakers finally paving the way, the vessels made it to the safety of Montreal.

A large fleet of domestic ships were westward bound when they too were trapped. They managed to break through without much difficulty and continued on their way to winter quarters on the Lakes.

The number of ocean vessels is expected to more than double in the inland trade when the new St. Lawrence Seaway opens next Spring.

Unions Will Press Drive

(Continued from page 3)

have to disclose the true identity of the American ownership. In any event, SIU attorneys believe that they would have won the case before the Board.

Attorneys are studying the contents of all the legal proceedings to determine their collective impact on the methods to be used in dealing with the runaways. (For some interesting quotes from the courts, and for details of press reaction, see feature on page 9.)

Nor could the runaways get much encouragement from developments in the legislative and diplomatic areas. Congressman Pelly's call for closing of tax loopholes (see page 2) was followed by the announcement on Wednesday that the State Department would meet with representatives of major maritime nations in February to discuss the whole issue of runaway registries.

Spokesmen from Norway, the Netherlands, Denmark, Great Britain, Sweden, Finland and West Germany are expected to participate and to seek US action restraining the runaway flags.

CS Baltimore Rescues Five

NORFOLK—The SIU-manned Cities Service Baltimore arrived in Virginia waters in the nick of time to save the five man crew of the floundering yacht Kyma. Efforts to salvage the yacht by lashing her to the hull of the Baltimore were in vain, however, and she capsized after a 12-hour struggle.

The severe storms that plagued the Atlantic Coast two weeks ago found the yacht ready prey, battering the vessel and forcing its crew to signal for help. In the area at the time was the Baltimore, which took the five aboard, and made the yacht fast alongside.

The crew reported that a Coast Guard cutter was summoned but before it could arrive, the yacht broke loose. Quick action by the deck gang secured her until two hours later, the rough seas broke the craft away a second and last time. In the ensuing turmoil the yacht collided with the tanker, damaging her hull and sending her to the bottom.

Three Payoffs Coming in SF

SAN FRANCISCO—While shipping was on the slow side during the last period, Marty Breithoff, port agent, reports that "all men who want to ship should be able to get out" in the next two weeks. Three payoffs are due in the coming period.

There were no ships paying off during the past two weeks, while the Kyska (Waterman) was the only sign-on. In transit were the Jean LaFitte and DeSoto (Waterman); Alamar and Kenmar (Calmar); and Isthmian's Steel Admiral.



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

Personals And Notices

Dominick Di Majo
Please contact your wife at 1321 Ronan Ave., Wilmington, Calif.

Harold S. Lelond
You are urged to contact Lucille Lelond at 700 Michele Dr., Martinez, Calif. You can call person to person at 2417 J.

Donald R. Pitman
It is important that you get in touch with Mrs. Floyd Pitman at 435 North K St., Muskogee, Okla.

Ellis Samla
Please contact Leo Brown, attorney, at 165 Broadway, New York 6, NY. Important.

Ernest L. Magers
The Welfare Services Department in headquarters is holding your shot card.

Donald French
Please contact your mother at 2540 Garfield Street, Hollywood, Florida.

William F. Elliott, Jr.
Urgent that you contact your sister, Mrs. Fannie Lester, in Chatham, Virginia. She is seriously concerned about you.

SIU BABY ARRIVALS



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

Francis Negron, born October 25, 1958, to Seafarer and Mrs. Cruz Negron, Bronx, NY.

Michele Regan, born November 18, 1958, to Seafarer and Mrs. Denville P. Regan, Mobile.

Ernest M. Larkin, born November 22, 1958, to Seafarer and Mrs. Lester N. Larkin, Woburn, Mass.

Fauzal All, born November 19, 1958, to Seafarer and Mrs. Fazil All, Brooklyn, New York.

Margaret A. Bumgarner, born August 5, 1958, to Seafarer and Mrs. Jerry L. Bumgarner, Norwood, NC.



This holiday season, like any other, finds Seafarers celebrating it in all corners of the globe. Many have come off the ships to spend the time ashore with their families, determined during the holiday season at least, to make up for the months of enforced separation that are part of the Seafarers' lot. Others, who have replaced them aboard ship, might spend Christmas Day bucking a North Atlantic gale or sweltering under a tropic sun. But in any case, there will be a gala Christmas dinner and a well-decorated messhall to remind them of home. Those who might happen to be ashore in some foreign port may spend the day participating in the universal celebration in ways that differ from those they know, but still represent the spirit of the season.

Wherever they may be, and however they might celebrate the holiday, the SIU extends to each and every Seafarer warmest holiday greetings.



*Seafarers International Union
Atlantic & Gulf District
AFL-CIO*