



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

# SIU CRUSHES NMU, WINS HOOD 26-1

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## US Budget OKs Hospital Funds

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**Offers Solace.** Seafarer Tony Skillman tries to comfort Mrs. Harold Hammer after loss of her 3-month-old baby in a fire. Skillman, who lives nearby, rescued the Brooklyn mother and two other children. (Story on Page 7.)



**Mercy Flight.** Dramatic photo from Bents Fort shows CG 'copter pulling in Seafarer Donald Quinn (in basket) to get him to New Orleans for emergency treatment. Photo by Seafarer Joseph Lewallen. (Story on Page 10.)

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# Seamen's Protests Save Hospital \$\$

WASHINGTON—Seamen's protests over proposed cutbacks in US marine hospital services have successfully sidetracked renewed budgetary fire on the 160-year-old program. For the second year in a row, the President has recommended a \$44.4 million hospital appropriation, virtually assuring operation of all existing facilities.

The new budget represents a cut of only \$90,000 from the previous hospital outlay. Thus the Bureau of the Budget has apparently abandoned, for the time being, plans to force a shutdown of four hospitals, including Savannah, in a move toward piecemeal destruction of the program.

Other domestic welfare pro-

grams suffered many sharp cutbacks in the face of the stress in this week's budget message on defense allocations. Other cuts were deferred for another year, and there is no assurance that this will not be the case with the Public Health Service hospitals also.

However, there appears to be no cause for immediate concern over the fate of the 16 hospitals and 124 outpatient facilities maintained

by PHS all over the country. Protests by Seafarers and members of other maritime unions undoubtedly contributed heavily to this result.

### 'Survey' Requested

Last September, after a one-year lapse in so-called economy moves against the hospitals, the Budget Bureau requested PHS to undertake a "survey" of the possibility of shutting down four hospitals, providing "adequate" private medical facilities could be substituted in the affected areas. At the time, the ax was threatened for hospitals in Chicago, Memphis and Detroit, in addition to Savannah.

This proposal drew immediate fire from the SIU and other maritime unions, and subsequently came under attack from the AFL-CIO Maritime Trades Department and the AFL-CIO itself. A large body of medical experts is in agreement that no private contract set-up could substitute for the far superior PHS facilities.

The Budget Bureau's "survey" move came right after adjournment by Congress, which had earlier approved the original \$44.4 million figure recommended by the President, an amount somewhat over \$5 million higher than the hospitals had received for several years. The appropriation in 1956 was slightly over \$39 million.

## John Hopkins, SIU Veteran, Dies At 97

One of the first members of the SIU to receive disability benefits, Seafarer John C. Hopkins, passed away last month at the age of 97. A former chief steward, Hopkins was a charter member of the SIU

and a veteran of nearly 80 years' seetime. He died in his apartment in New York from natural causes.

Hopkins started sailing with his



First Seafarer to collect disability benefits, John C. Hopkins, is pictured at headquarters meeting in June, 1952.

mother, a stewardess on the old Merchant Miners Line, way back in 1873 at the age of 13. He joined the SIU when it was first formed and sailed with the union until 1952, when age and sickness forced

him to retire on the union's disability benefit.

"John loved the SIU and could never turn in his book," Mrs. C. White, his niece, said. "He always claimed the SIU did right by him and he would stick with the union all the way." But the last few years were the hardest for him, she said, for he felt a deep sorrow at the passing of the old-timers who sailed with him during the "early years."

John had retired his book in December, 1951, but showed up at headquarters a few weeks later with \$20 to "pay my way." This was in spite of the fact that his only income at the time was a \$40 monthly Social Security check. Six months later he helped inaugurate the newly-adopted SIU disability benefit. He received the \$150 a month disability-pension until his death.

A union man from the start, Hopkin's pride in the SIU was known to all. In introducing him to the membership at a headquarters meeting in June, 1952, A&G Secretary-Treasurer Paul Hall said that John was "one of the brothers who through the lean years and the fat ones always put his heart and soul into the union."

"I've always gotten a fair break from the SIU," John told the members. "Too many of these younger boys don't know what it was like way back when I started sailing."

When the SIU Welfare Plan's disability benefit started in May, 1952, Hopkins called the checks a "godsend." With the additional benefit fund from the SIU, "living will be easy." He was a familiar sight to the Welfare Plan office staff at 11 Broadway, NYC, for up to a couple of years ago he would stop in himself to pick up his checks.

A number of younger Seafarers attended John's wake and funeral at St. Charles Roman Catholic Church in Manhattan.

## \$2 Billion More In Aid, Surplus Sales Proposed

WASHINGTON—The slump-ridden maritime industry can take heart from two proposals which would give a shot in the arm to shipping under the "50-50" rule. The President's budget calls for over

\$1 billion more in foreign aid, and legislation has been introduced which would add another billion to the sale of surplus agricultural commodities overseas. Neither of these proposals, of course, would take effect until next July.

The foreign aid budget calls for \$3,940,000,000, only slightly higher than what the President asked for last year. However, at that time Congress, in a budget-cutting mood, sliced it back by one billion. This figure includes military aid, technical assistance and other programs. Foreign aid cargoes are carried under "50-50" provisions.

### Thye Amendment

The authorization for continuing the sale of surplus food and commodities destined to run out June 30, 1958, would be boosted by a billion and extended under an amendment proposed by Senator Thye of Minnesota. The Thye amendment proposes increasing the amount of surplus food commodities that can be sold from four to five billion dollars and extending the authorization until June 30, 1960.

Originally started to help deplete the food surplus stocks here and to aid nations friendly to the United States, the bill was amended last year to permit sales to certain Iron Curtain nations. This measure was designed to aid weak Communist nations in breaking away from Russian domination. But the bill prohibits direct sales with Russia, Red China or any area controlled by the Chinese Communists.

The extension of the surplus act would also come as a shot in the

arm to the hard pressed American tramp cargo trade. Under the terms of the act, all of the goods come under the "50-50" law which requires that one half of the food sold must be carried by American-flag vessels.

The tramps, up until now, have constituted the hardest-hit segment of the privately-owned merchant fleet.

## Big Biz Political 'Ads' Tax-Free

WASHINGTON—A political "gold rush" is in the making that will make the California rush of 1849 seem like a tea party. Politicos all around the country are already rubbing their hands in anticipation of the bonanza.

According to "US News and World Report," the floodgates have been opened by a decision of the US Tax Court which sideswipes the long-standing rule of the Bureau of Internal Revenue that outright political contributions are not tax-deductible. From now on, corporations and individuals who want to help fill the campaign coffers of their political favorites—or play it safe by throwing something to all sides—no longer have to tax their ingenuity to do so.

The gimmick is a paid ad in a political convention journal or program. A recent Tax Court ruling says the cost of placing a "business advertisement" in these publications is tax-deductible even though the ad isn't devoted to describing the company's products. It's a "business expense" as long as the firm's name is mentioned even if most of the ad space is used to praise a political party.

The news magazine, in reporting the decision in a regular column that tells how far businessmen can

go in skirting the tax laws, gave no special prominence to it. The corporation "execs" who watch for such items will know a good thing when they spot it and too much gloating might even cause a row.

The prospects now are that a stream of cash contributions via the business ad route will start pouring into political party treasuries not only for the national party convention in presidential election years, but also every time some county or locality chairman finds his funds running low. He can now stage a local party "convention" complete with a plush printed program and other trimmings.

At first sight, there appears to be no limit on how much can be spent on such ads by businessmen. It may be expected that a natural extension of this principle will be to exempt business ads in programs for political dinners, rallies and the like.

In the same field of business tax deductions, backers of public power programs such as the Tennessee Valley Authority are trying to block efforts of a New York bank to write off paid ads rapping TVA as a legitimate "business expense" for tax purposes. The bank said its ad campaign against TVA

reflected the "private opinion" of the bank's officials and there was "no reason why we shouldn't express it."

Supporters of TVA claim they don't dispute the bank's right to put out its opinions in such advertisements, but don't see why the public has to pay for them.

## Tampa Sees Better Days

TAMPA—Shipping in the port was on the slow side during the past two weeks but shows signs of picking up in the future.

The Madaket (Waterman) was the only vessel paying off during the period. The Wacosta, Hastings, Citrus Packer (Waterman); Alcoa Roamer (Alcoa); Gateway City, Azlea City and the Fairland (Pan-Atlantic) were in transit. All vessels were reported in good order.

### Herman E. Cooper

We regret that lack of space in this issue prevents us from printing another article in the series on the role of Herman E. Cooper in the labor movement. Watch future issues of the SEAFARERS LOG.

## Curran Discourses On Red Treachery

You would expect that anybody with a tainted political past like Joe Curran's would have enough sense to keep his mouth shut. But the NMU President insists on striking lofty moral

poses, even if the pose contradicts the facts. Here's a real beaut—wherein Curran attempts to achieve the ultimate by posing as the true apostle of maritime unity and comparing those who oppose him to the Communist enemies of mankind.

In his regular full page sermon to the faithful in the January 2 "NMU Pilot" Curran says his position in maritime is similar to that of the United States in international affairs, while the rest of the maritime labor movement, the SIU in particular, is likened to the Soviet Union.

Here's how Curran put it: "The fact that the United States denounces Communist treachery and fights it on all fronts certainly does not change the fact that our country's main aim is to achieve peace... the fact that we fight... SIU

actions... does not change our dedication to the goal of unity..."

Maybe Curran really is an authority on Communist treachery. We'd have to concede, from the record, that he should have greater familiarity with the subject than those who have been on the outside in consistent opposition to Communism. After all, he did cotton up to one of the Soviet Union's top hatchet men, Vassily Kuznetsov, whom he described as an "outstanding trade unionist," and he did manage to dash off to Moscow in 1945 to hail the Number One master of Communist treachery, none other than "Big Joe" Stalin, as the "great and wise" leader of the Soviet. So much for his qualifications as an authority on Communist treachery. He spoke well of the best of them.

At times, this "authority" has (Continued on page 15)

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# SIU Wins Last Robin Vote

## Victory On Hood Completes Rout Of NMU Raid In Fleet

The collapse of the National Maritime Union raid on Seafarers' jobs in the Robin Line appeared virtually assured this week as the SIU completed its sweep of the eighth and last ship to vote in the fleet.

Seafarers on the Robin Hood rolled up a 26 to 1 margin for the SIU in a Labor Board election on this ship Wednesday in New York. The SIU has thus won seven of the eight ships

polled by a fleet-wide total of 190 votes to 62 for the NMU.

The NMU embarked on a new tactic on the Hood when it ordered the seven NMU crewmembers aboard, not to vote, but to charge they were being "intimidated." Six of the seven followed instructions but NMU member Charles R. Jones, OS, cast the lone vote for the NMU. Two of the 28 SIU eligibles were challenged, leaving the SIU with 26 votes.

It seems quite obvious that the NMU embarked on this step to avoid repetition of the NMU disaster on the Trent where two NMU men helped the SIU win the ship by voting SIU. Uncertain of how NMU men on the Robin Hood would go, the NMU decided that the safest thing to do was to avoid a vote showdown.

The NMU is now engaged in a series of delaying actions before the National Labor Relations Board and in the courts to upset the results obvious to all but the NMU leadership. NMU members' contempt of their own union's raiding tactics were exposed when the two NMU men on the Robin Trent cast their votes for the SIU. (See story, upper left).

NMU managed to win only one vessel in the fleet, the Robin Mowbray. It succeeded after getting 11 Seafarers fired and replaced through the NMU hall.

Despite NMU delaying actions, Robin Line jobs went back up on SIU shipping boards more than a month ago when SIU replacements were dispatched from New York for the Robin Locksley. This vessel was covered by an initial NLRB order certifying SIU bargaining rights on the first four ships polled. The Robin Mowbray was later certified for the NMU.

An NLRB certification order restoring SIU bargaining rights on two other Robin ships is still held

up, pending the outcome of further court action. The court last week reserved decision on the NMU request, but at the same time refused to bar voting on the Robin Hood as scheduled.

NMU had also sought a reversal of SIU certification on the Robin Kirk, Robin Gray, Robin Locksley and Robin Sherwood despite the obvious preference by these crews for SIU representation. The men on these ships gave the NMU only 13 votes out of a total of 121 ballots cast.

Besides the temporary stalemate in the courts, NMU is barred by a separate injunction from further picketing of either Robin Line or Moore-McCormack ships. The nature of NMU "picketlines" in various ports was exposed when Curran sent NMU replacements through its own lines to man some of the ships.

The SIU originally petitioned for an election on the eight Robin ships when Mooremack, which had bought them earlier, began calling replacements from the NMU and forced SIU men to work under the inferior NMU contract. Robin Line had previously been under SIU contract since 1941.

## Senators Get Warning On Labor Quiz

WASHINGTON — An informal meeting between members of the McClellan committee and top leaders of the AFL-CIO was held here early this week with labor spokesmen reportedly warning the committee men not to turn their investigation into an anti-labor crusade.

According to newspaper reports, AFL-CIO President George Meany informed the committee that if it started on fishing expeditions into areas that had nothing to do with crime and corruption, such as union political activity and organizing, the committee would then arouse the hostility of the entire labor movement.

Meany, the reports said, was particularly critical of proposals by some committee members to use the hearing room as a forum against the UAW strike fight on the Kohler company or against the union's efforts to obtain new contracts from the powerful automobile industry this year.

The hosts for the informal get-together were members of the Ethical Practices Committee, AFL-CIO. Committee members who were present were Al J. Hayes, Machinists; George Harrison, Railway Clerks and David Dubinsky, Ladies Garment Workers.

Others attending were AFL-CIO President Meany and Secretary-Treasurer William Schnitzler; Jacob Potofsky, Amalgamated Clothing Workers and AFL-CIO attorneys J. Albert Woll and Arthur J. Goldberg as well as Andrew Blemler, legislative representative.

Unable to admit to the fact that two NMU members on the Robin Trent had voted for the SIU, the NMU resorted to its only out, lying about the results. Here's how the NMU "Pilot" mishandled the story:

"SIU had 20 members in the crew. All voted. SIU wound up with 20 votes. NMU had 17 votes. Two NMU votes were challenged. Two votes were voided." (Our underscore) "NMU wound up with 13 votes."

All well and good. The only trouble is that the two voided votes were not NMU votes as the "Pilot" implies, but doesn't dare say outright. The "Pilot" merely says "two votes" were voided. The voided ballots were cast by Seafarers, as is well known to all who were present.

Simple arithmetic says that with SIU members casting 20 votes and losing two of them because of improper markings on the ballots, the SIU would have wound up with 18 votes, and the NMU with 15 votes, having lost two on challenges. The actual count was SIU—20, NMU—13. The only possible way that the SIU could have gotten those 20 votes and the NMU dropped off from 15 to 13 was because two NMU members voted for the SIU.

## FMB Ready To Recall Two More Coal Vessels

WASHINGTON—A routine annual review of a dozen bareboat charters granted by the Government a year ago may spark a sharp reduction in the tonnage still held by American Coal Shipping.

The charter review by the Federal Maritime Board would apply to two ACS ships and ten vessels held by seven other companies. ACS now has five chartered ships, four of which have been in lay-up for periods of up to several months and the fifth one, the Thomas Paine, is expected to be idled on her return.

This would leave only one ship, the Coal Miner, in actual operation and, ironically enough, it has been carrying only grain for months. One other coal ship, the Cleveland Abbe, has already been returned to the Government. Despite all its

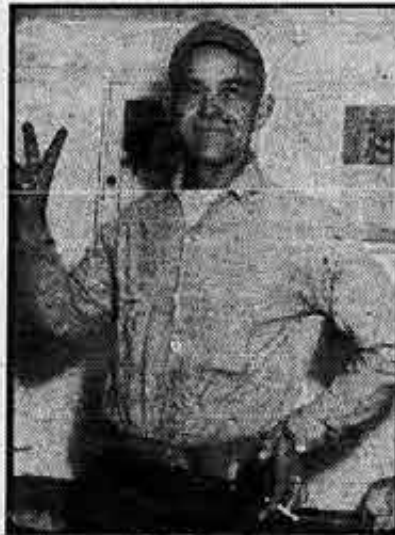
ballyhoo about a super-duper coal export fleet, the company has never had more than seven ships under its banner and seldom has it had all of them in service at the same time.

The FMB proceeding, under which the agency is obligated to review the terms of its charters and the performance by the charterers, will determine whether it

allowed ACS to return the Abbe instead. One ship of the ten others whose charters are up for review was returned prior to the announcement of the FMB proceeding.

In separate action, the board turned down a demand by tramp ship operators to pull back all the Government ships held by American Coal and other operators since there is adequate privately-owned tonnage available for immediate hire. In rejecting the tramp bid, the board indicated it would proceed in normal fashion to review outstanding charters as their one-year terms expired.

Regarding American Coal specifically, the tramps, with an NMU operator as principal spokesman, had argued that a board review of the ACS case was more than eight months overdue. He pointed out that when the coal company was originally granted charters in October, 1956, it had pledged to place orders for new or converted ships and had still not taken any steps to do so. The protest noted that the Government had given ships to ACS as a "stopgap" measure only.



Oscar "Blackie" Stevens is one of oldtimers still on job. He's aboard Coal Miner.

is desirable to allow the charters to be continued for another 12-month period. In the face of the current cargo slump, it is likely some or all of them will be returned to the Government by the end of February. All told, there are some 40 Government ships on bareboat to private operators at the present time.

Coal ships involved in the charter review are the Casimir Pulaski and the Walter Hines Page. The Pulaski was actually called back earlier, but the maritime board

## Travel On US Ships A 'Must' For Gov't Men

WASHINGTON — Starting the New Year off right, the General Accounting Office has issued a reminder to all Government personnel that all travel on official business must be done on US ships.

The GAO published a set of amended regulations to avoid repetition of an "incident" last summer when the State Department was slapped down for trying to have American diplomats travel on foreign ships.

Long hostile to the US shipping industry, the State Department had to abandon its plan when the Comptroller General cited it as a direct violation of the 1936 Merchant Marine Act. The plan was to have the new US ambassador to the Netherlands and his predecessor travel to and from their posts at US Government expense on Holland-American Line ships.

The proposal was regarded as a typical State Department effort to buy good will abroad at the expense of the US shipping industry.

Under the amended GAO rules, the use of American-flag vessels is required "whether the transportation expenses are borne directly by the United States or reimbursed to the traveler." This would thus cover even those cases where a Government official used his own funds for travel expenses with the intention of seeking reimbursement later.

## MEBA Plans Gt. Lakes Drive At Spring Fit-Out

CLEVELAND—Preparations for a coordinated organizing drive on the Great Lakes have been stepped up by the Marine Engineers Beneficial Association and other unions affiliated with the AFL-CIO Maritime Trades Department.

Spokesmen for the Int'l Brotherhood of Longshoremen and other MTD-affiliated unions told the MEBA Great Lakes District convention that their unions would participate in drives in the area. The MEBA said its drive would start with the spring fit-out.

Pledging complete support to the MEBA drive, IBL Secretary-Treasurer E. L. Slaughter informed the engineers that success could best be assured through a coordinated drive by all MTD members.

Plans for a coordinated campaign on the Great Lakes were launched last December at the 7th Convention of the Maritime Trades Department. MTD leaders pointed

out that the region contains a vast organizing potential, perhaps as many as 25,000 workers by the time the St. Lawrence Seaway is in full swing.

Besides preparing for its organizing drive, the MEBA convention took steps to strengthen Local 101, and to establish departments for servicing its membership. Nominations were also accepted for local officials.

Local 101 was established last year to serve as the sole MEBA union on the Great Lakes. It has added new members through successful organizing and by receiving members from former MEBA locals in Buffalo and Detroit, which were dissolved recently.

## No SIU Pickets In Savannah

In the year-end review appearing on the back page of the January 3, 1958, edition of the SEAFARERS LOG, the statement appeared that Seafarers picketed American Coal ships in New York, Baltimore and Savannah in protest against company discrimination. Actually, the SIU picketed the coal ships in New York and Baltimore, but not in the Georgia port.

# Behind The Robin Line Story

From the AFL-CIO Constitution, Article III:

"Section 4. The integrity of each . . . affiliate of this Federation shall be maintained and preserved. Each such affiliate shall respect the established bargaining relationship of every other affiliate . . ."

↓ ↓ ↓

In the April 11, 1957, NMU "Pilot" NMU President, Joseph Curran, in discussing the subject of trade union ethical practices, declared: "For men who call themselves union officials to sink to such levels because they are hungry for a contract legitimately won by another union is certainly corruption and should be so labeled by every trade unionist . . ."

On April 29, 1957, 18 days later, Curran described in detail to his membership how SIU contracted Robin Line ships were "going to carry NMU members or else"—ships which Seafarers had sailed under an SIU union contract since 1941 after winning a National Labor Relations Board election the year before by a 199 to one count. (The NMU then, was unable to muster enough strength to get on the ballot.)

The two Curran statements pretty well sum up the situation in Robin Line which is now drawing to a close with an overwhelming SIU ballot victory, thanks to Seafarers who stuck to their Robin Line jobs in the face of the severest pressures. Here is that story:

## SIU Since 1940

The Robin Line, a subsidized ship operator on the South and East African run, had been first organized by the SIU in 1939 and 1940. After the overwhelming SIU victory in the fleet and the signing of the first contract a year later, collective bargaining relationships were undisturbed until March of 1957. During that time, Seafarers on the Robin Line ships, many of whom sailed regularly on that run and had families in African ports in some instances, had built up seafaring credit toward various SIU Welfare Plan benefits and seniority on hiring in SIU-contracted companies. It was their job, welfare and seniority rights which Curran sought to discard in the kind of action which, to use Curran's own words, could be described as "hungry for a contract legitimately won by another union . . ."

In March, it was announced that Moore-McCormack Lines had reached agreement to purchase the Robin Line and operate it as a division of Mooremack, just as it operates the Pacific-Argentine-Brazil Line as a separate division on the west coast, manned and contracted by SIU Pacific District crewmembers. That division has been under SIU west coast union contracts with Mooremack ever since Mooremack took over the operation at the end of World War II from another company.

When SIU headquarters learned of the impending Robin sale, SIU officials met with top officers of Mooremack, including Admiral Richard Lee, vice-president in charge of operations, and Mr. William Moore, president of the company. Assurances were given by Mr. Moore that Robin Line would be operated as a separate division of Mooremack and that the 16-year-old SIU contract would be honored. But the matter did not stand there. Curran had his eye on the Robin Line jobs and he was prepared to launch a raid on the SIU to get them.

At the April 29 NMU headquarters meeting in New York City, this is exactly what Curran said, from the official meeting transcript, about his plans for Robin Line:

## Curran Announces Raid

"Now we got another situation beginning to break and that's the Robin Line and Moore-McCormack. Last week you saw a piece in the New York Times which said the Maritime Board had approved the purchase of the Robin Line by Moore-McCormack. That story was a little premature because Moore-McCormack had not yet bought the line. That story was OK as far as approval of the board is concerned but they are still dickering over the terms of the deal. We have advised Moore-McCormack that we will not tolerate any monkey business; that if Moore-McCormack buys the line, whether they call it Robin Line or anything else, as long as the bills are paid for by Moore-McCormack, as long as they operate the line, they're going to carry NMU members or else!" (applause) "We tried to be gentlemen in this situation like we did in the Southland." (Ed. note: Apparently he means South Atlantic Steamship Corp.) "When the Southland transportation turned over to the United States Lines we offered at that time to let those boys stay on the ships and as they quit, we'd replace them with NMU men; but the SIU said, 'We want everything' and they got nothing. We took it all." (Ed.

note: This is a bare-faced lie and distortion of the facts for the purpose of misinforming the NMU membership. There was no such offer ever made by the NMU in reference to the South Atlantic ships.)

"We were ready to make the same offer in Moore-McCormack because we knew this was brewing for months and months but when they came along and did what they did in American Coal, they get nothing now, they get nothing." (applause) "I talked to the Admiral this afternoon, Admiral Lee, and I warned him. I said, 'you got 30 Moore-McCormack ships, you got 2 ships being built and if you monkey around with these God damn Robin Line ships and think you're going to put them in the dock and run them with SIU guys you got another think coming. You'll have to make a decision between 30 tied-up ships and a lousy 6 ships [Ed. note: There were eight ships.] that you get from the Robin Line.' He said, 'Don't get impatient now, take your time, it isn't completed yet, don't get excited.' I won't get excited but you know the longshoremen are our friends, they are not the friends of the SIU" (applause) "so we'll see." (Ed. note: Apparently he is referring here to the International Longshoremen's Association which had been ousted by the AFL in 1953.)

"I told Brother Kadash [NMU New York port agent]: when you talk to all those lesser lights in Moore-McCormack keep telling 'em, keep telling 'em, that 'when you buy that Robin Line you bring them ships over here. You better get ready to man 'em with NMU there'll be no monkey business.' And he's [Kadash] doing it."

(Ed. note: With the Robin beef looking good in Curran's eyes, Curran sought to build up Kadash by identifying him with a successful effort. However, when the beef took a turn for the worse from the NMU standpoint, Curran then brought in other NMU officials who are regarded as critics of the Curran-Kadash faction and NMU counsel Herman Cooper. Purpose of the step was to remove any onus of an unsuccessful beef from this faction alone.)

Curran, of course, was trying to make it appear that the company would have to bow before his "belligerency," but in fact, there was no problem for him. Moore-McCormack, as it developed, was ready to cooperate in his move to destroy the job rights of the Robin Line seamen. It is well to remember that in the final analysis, the device that was seized upon to accomplish this end was concocted by company people, to assist him in his job raid.

## How Raid Was Planned

That was how Curran announced his plans to his membership. Sometime around this meeting, possibly before it and certainly no later than May 8, there was a meeting of minds between the NMU, Mooremack, officers of the American Merchant Marine Institute and professional advisers to Mooremack and the Institute. On the initiative of these advisers, the group came up with a gimmick. Instead of firing the crews of the eight ships as was done in the South Atlantic case, it was agreed that the safe thing to do was to put the vessels under NMU contract and allow the Seafarers to stay on board, even though Curran had reported otherwise to his membership.

Seafarers on the South Atlantic ships had been fired after the SIU had struck South Atlantic and put up picket lines. The group feared a similar move in Robin Line and concocted this gimmick, among other reasons, because they felt it would sidestep a strike. The group also figured that sooner or later, because of illness or injury, the need to see their families or just plain exhaustion, the Seafarer-crews would leave the ships, one by one, and be replaced by NMU men, giving NMU the control of the fleet. In any event, if an election were called for, the advisers figured that they could get a Mooremack fleetwide unit and swallow up the Robin

ships. In their figuring, they sold the men of the Robin fleet short, as subsequent events showed.

In addition to this gimmick, Mooremack subsequently took two of the Robin Line ships and placed them on its Scandinavian run, in efforts to imply that the Robin fleet no longer existed as a unit, so as to grease the path for a Mooremack-wide election. However, the company's own announcements specified that Robin Line was operated as a division of Mooremack and it was so acknowledged in the NMU "Pilot" as early as May 9 and again on May 27.

On May 2, the SIU, learning of the conspiracy, sent a wire to Mooremack informing the company that the SIU was the bargaining agent for the eight ships and demanded that the company "continue to recognize us as such." The SIU put the company on notice that failure to do so "will constitute unfair labor practices."

On May 8, the SIU received an answer from Admiral Lee embodying the gimmick cooked up by the AMMI-NMU-company advisers. The company's letter declared: "I have explored the situation exhaustively with counsel and certain others whom I considered experienced in labor matters." (i.e., the AMMI-NMU-company advisers referred to above) ". . . The consensus of opinion of all my advisers is that Moore-McCormack has acquired these vessels and that it is purely an accretion."

"Under the circumstances, I consider that my collective bargaining agreement with the National Maritime Union . . . is binding upon us."

"In your telegram you have pointed out the tenure rights of the personnel now acquired by us. We feel that they do have a right to their jobs and so long as they continue to fill those jobs in a seaman-like manner this company will not be party to their discharge. I must advise, however, that replacements . . . must be acquired . . . from the National Maritime Union . . ."

Curran's anxiety to get his hands on the Robin Line jobs was such that he did not wait for any SIU counteraction. He immediately opened a campaign to subvert the men on the ships, or falling that to get them fired off their jobs so that NMU men could take over. A variety of approaches was used to get SIU men to take time off with the promise on the part of NMU men who got on board as replacements to stand the Seafarers' watches for them—a common enough practice when men exchange watches aboard ship. But as soon as the SIU men involved made any such arrangements for their watch, the NMU men would report them to the skipper and have the men fired and replaced by other NMU members. Throughout this period NMU men went aboard all Robin Line ships and demanded of the company that SIU men be fired.

Other pressures placed on Seafarers included the NMU-patented charge that the SIU was using "coercion" against Seafarers. As per the usual coincidence in past NMU accusations of this nature, the NMU officials who boarded Robin ships carelessly broke the news to specific SIU crewmembers of "threats" to their families and quoted language used in phone calls even before such phone calls were made to the families of the Seafarers involved. Here again, over-eager NMU officials, anxious to deliver Robin Line as Curran promised, got their timetables mixed up.

When the Seafarers got wise to this approach, Curran turned on the other face. Wheedling letters were sent to all Seafarers aboard the ships and to their homes, offering them "the opportunity of applying for membership" in the NMU and offering to waive initiation fees. "We feel sure" Curran's letter concluded . . . "you will take advantage of this generous offer."

## SIU Files Petition

On August 9, the SIU filed its petition with the National Labor Relations Board. The SIU petition called for either a ship-by-ship election or for a vote on Robin

6.  
Now, we got another situation beginning to break and that's the Robin Line and Moore-McCormack. Last week you saw a piece in the New York Times which said the Maritime Board had approved the purchase of the Robin Line by Moore-McCormack. That story was a little premature because Moore-McCormack had not yet bought the line. That story was OK as far as approval of the board is concerned but they are still dickering over the terms of the deal. We have advised Moore-McCormack that we will not tolerate any monkey business; that if Moore-McCormack buys the line, whether they call it Robin Line or anything else, as long as the bills are paid for by Moore-McCormack, as long as they operate the line, they're going to carry NMU members or else!" (applause) "We tried to be gentlemen in this situation like we did in the Southland. When the Southland transportation turned over to the United States Lines we offered at that time to let those boys stay on the ships and as they quit, we'd replace them with NMU men; but the SIU said 'We want everything' and they got nothing. We took it all. We were ready to make the same offer in Moore-McCormack because we knew this was brewing for months and months but when they came along and did what they did in American Coal they get nothing now, they get nothing." (applause) "I talked to the Admiral this afternoon, Admiral Lee, and I warned him. I said, 'you got 30 Moore-McCormack ships, you got 2 ships being built and if you monkey around with these God damn Robin Line ships and think you're going to put them in the dock and run them with SIU guys you got another think coming. You'll have to make a decision between 30 tied up ships and a lousy 6 ships that you get from the Robin Line.' He said, 'Don't get impatient now, take your time, it isn't completed yet, don't get excited.' I won't get excited but you know the longshoremen are our friends, they are not the friends of the SIU" (applause) "so we'll see. I told Brother Kadash: when you talk to all those lesser lights in Moore-McCormack keep telling 'em, keep telling 'em, that 'when you buy that Robin Line you bring them ships over here. You better get ready to man 'em with NMU there'll be no monkey business.' And he's doing it."

Now this American Coal dispute is going on the boards in Washington on May the 20th. George Heary wrote me a letter with his name letters that he writes me.

Reproduction of official NMU transcript of the NMU headquarters meeting of April 29, 1957, shows how NMU president Curran announced he was going to raid Robin Line and take the jobs away from Seafarers.

Commencing  
 August 12, 1957  
**ROBIN LINE**  
 a division of  
**MOORE-McCORMACK**  
*Lines*  
 will be operated from  
**5-11 BROADWAY-N.Y.**  
 Tel. DI 4-5000

Sign on door of Mooremack New York offices at 11 Broadway points up that Robin Line is "a division of Moore-McCormack Lines," thus indicating entirely separate nature of Robin Line operations.

Lines as a unit. The ship-by-ship petition was filed because there was the dispute over the existence of the Robin Line as a unit and the company and NMU both would argue that the unit was Moore-McCormack lines. This was a cardinal point in the gimmick-worked up with the help of the AMMI's advisers. The transfer of two Robin Line ships to the Scandinavian run was an attempt to becloud and confuse the identity of Robin Line, and thus made the ship-by-ship petition a necessity.

The SIU's position was simply that irrespective of any transfer of title, the ships had not changed, the men aboard them had not changed and the nature of the operation had not changed. The only thing that had changed was the ownership. That, the SIU said, did not justify destruction of the job rights of the SIU and its membership by arbitrary action on the part of the new owners.

When the Labor Board upheld the Seafarers' job rights by calling for an election, Curran's vituperation exploded like so many Roman candles. "It is criminal," he fumed, "that a government agency will team up with bankrupt union officials..." What he really meant was that his raid had failed. Six months of pressure on Seafarers had failed to break the SIU majority on the ships. Seafarers had stuck to their jobs grimly despite the pressure, the wheedling and the enforced separation from home and family.

Desperate by now, Curran renewed a last-ditch attack. Personal messages from Curran went out to Seafarers on the Robin Line ships offering them "immediately" ... "full book membership in NMU, without initiation fee, and with all rights and privileges."

"You will be entitled to benefits under the same rules and regulations as apply to any other NMU member," he burbled.

Here Curran was deliberately lying in an attempt to deceive the Seafarers. Under most maritime union contracts, seniority is established as part of the terms of the agreement, and Curran could not

give anybody seniority unilaterally. What he had failed to say was that any Seafarer who accepted such membership would receive the equivalent of C-card shipping status in the NMU. He was lying when he intimated that NMU membership books would give Robin Line men any kind of seniority.

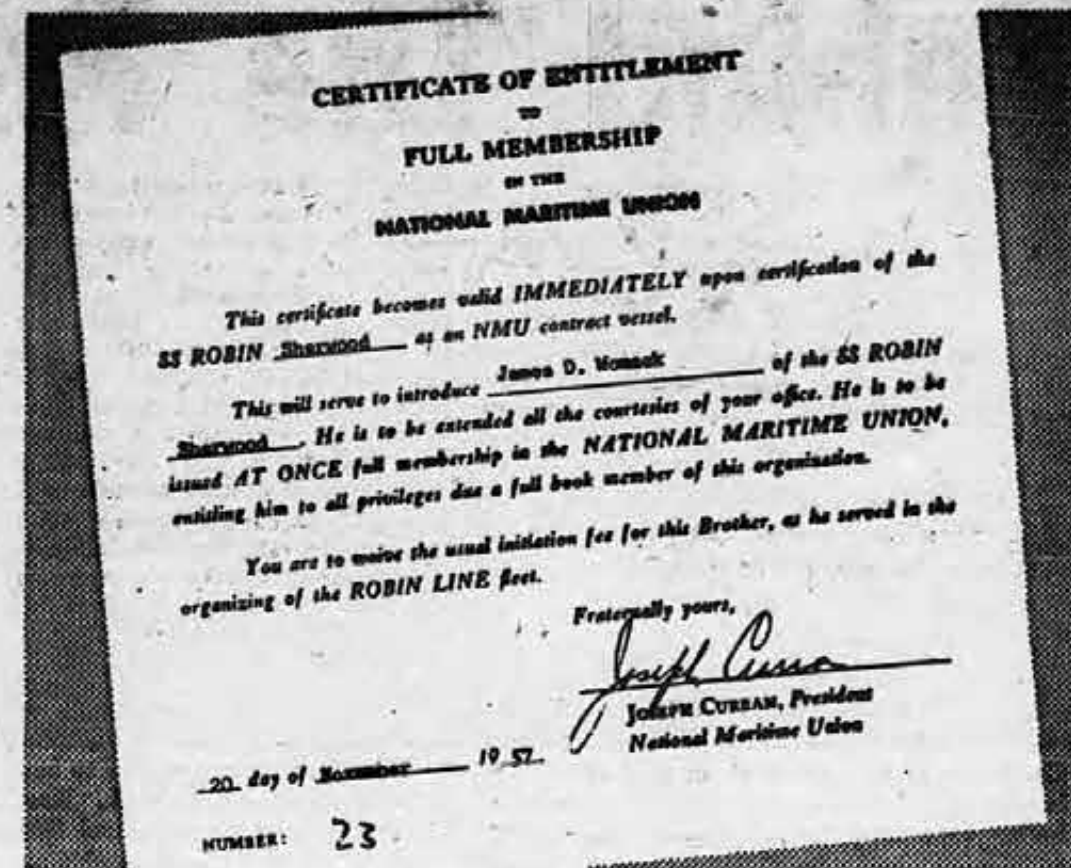
The Robin Line SIU men's reaction to Curran's pitch showed that they knew the score. First off, they enjoyed superior

You, who are employed on board ROBIN LINE ships, have had an opportunity within the past months to get to know what NMU can do for its members.

Seafarers saw what NMU can do for its members, as Curran leaflet suggested, and then voted for SIU. The NMU contract was credited with big assist in SIU victory.

wage and working conditions under the SIU contract. Working under an NMU pact meant less take-home pay and inferior working rules, which they observed first-hand while the Mooremack-NMU contract was in effect on Robin ships. So SIU men could gain nothing under an NMU contract—they could only lose the advantages they enjoyed under the SIU agreement. And if NMU won the Robin ships, SIU men would have the option of losing their jobs and any future chance for employment in Robin, or else losing their seniority and welfare plan seafarers credits by joining NMU. By accepting Curran's offer of membership, they also knew they would have to start in NMU as beginners, unable to compete on an equal basis with other experienced men, and only eligible for employment after all the experienced NMU men had refused to accept an open job. They would also have to begin from scratch to accumulate seafarers toward welfare benefits.

Accompanying the burble was an en-



Last ditch effort by Curran, when raid was already doomed to defeat, was "certificate" personally signed by NMU president and delivered to every Robin Line Seafarer. "Certificate" promised "full membership" in NMU free of initiation fee.

graved certificate, signed by Curran, with the individual Seafarer's name typed in, offering him full membership in the NMU. (See illustration, above, right).

Curran's desperate bid at this late date (November) contrasts sharply with the NMU "Pilot's" proclamation of September 12 that "CREWS ON EX-ROBIN SHIPS START LANDSLIDE TO NMU." The story went on to say that "At last report over 80 SIU seamen with seven to 18 years seafarers had filed application for NMU membership." (See illustration, bottom left, this page).

**Conceded SIU Loyalty**

In the January 2 "Pilot" Curran pulled a complete reversal of this claim. He not only conceded that SIU men went solidly for their own union but he completely overlooked his earlier pitch about the 80 SIU men who supposedly had swung over. (Illustration below, right).

Instead, he made a feeble attempt to cover up NMU men's votes for the SIU. Actually, the two void ballots referred to in the "Pilot" were SIU ballots, which would have given SIU 22 votes, with only 20 Seafarers aboard; the other two votes being NMU switches to the SIU.

At the same time that Curran was taking steps to deprive Seafarers of their SIU welfare and seniority rights, Curran complained that the elections would "disrupt the operation of industry-wide pension, welfare and vacation plans." In the November 7 "Pilot" under the heading "SIU LEGAL MOVE PERILS SAILORS' WELFARE PLANS" the NMU paper said, "If the board approves this SIU tactic it will wreck the hard won pension and welfare structure of the seamen."

This assertion is another outright lie. There is nothing to stop Mooremack from paying into the SIU Welfare Plan for crews under SIU jurisdiction, just as it now pays into the SIU Pacific District Welfare Plan for crews on its west coast ships and as it does to the NMU Welfare Plan on NMU-contracted ships. The Curran complaint is simply a cover-up for what he was doing to the rights of Seafarers.

**Labor's View On Raids**

Curran further implied that the labor movement was disturbed about the SIU's petition, with the NMU "Pilot" of December 5 asserting "LABOR WILL FIGHT ROBIN LINE RULING." The assertion was created out of whole cloth, for on the contrary, the labor movement takes a dim view toward raids such as the NMU's on Robin Line. A recent AFL-CIO ruling in a similar situation underscores the attitude of the labor movement on these matters.

In this particular situation the Steelworkers Union represented two plants out of 75 in the sheet metal fabrication industry in the Akron, Ohio, area and

the Sheet Metal Workers Union represented the other 73 plants. When the Sheet Metal Workers took economic action to bring the remaining two shops under its jurisdiction, the matter was brought before the AFL-CIO.

A committee consisting of AFL-CIO President George Meany, George Harrison of the Railway Clerks and Joseph Beirne, Telephone Workers, brought in a finding that since the Steelworkers had a collective bargaining contract with the two plants dating back to 1946, compelling these plants to terminate such a contract to bring them in with the other 73 establishments was a violation of the AFL-CIO constitution. The decision cited Section 4, Article III of the AFL-CIO constitution which, in the words of the committee report "protects the established collective bargaining relationships of all affiliates." So much for the NMU's claim that "Labor Will Fight Robin Line Ruling."

As of this writing, the NMU raid has failed miserably with Seafarers and NMU members both voting SIU on seven of the eight ships. The NMU's desperation in seeking to cover up the loss was reflected in its outright lie in the last "Pilot" concerning the vote on the Robin (Continued on page 15)

**Garbage Disposal**

**SIU Lies on Robin Vote**

Among other misinformation in the last "Seafarers' Log" was the claim that two NMU members voted SIU on the ROBIN TRENT. Voting on the TRENT was as follows:

SIU had 20 members in the crew. All voted. SIU wound up with 20 votes. NMU had 17 members aboard. Two NMU votes were challenged. Two votes were voided. NMU wound up with 13 votes.

Conclusion: The voting on the TRENT, as on all other Robin ships polled, was entirely on the basis of union membership. SIU members apparently felt the best they could do to express their feelings about being part of a "separate bargaining unit"—in the face of threats by their officials—was to get off.

January 2 "Pilot" vainly attempts to excuse NMU men's votes for SIU and admits SIU men were solid. Two voided votes referred to were SIU votes.

**Rank-and-File Seamen Repudiate SIU Tactics**

**Crews on Ex-Robin Ships Start Landslide to NMU**

SIU's frantic efforts to get back contracts covering the eight ships formerly operated by Robin Line provide unmistakable evidence of...

Robin ships has dropped the morale of even 100% loyal SIU members to a new low.

NMU officials in all ports report that increasing numbers of SIU men are registering in NMU halls. At the same time SIU men on the ex-Robin ships are tell-

NMU has informed all SIU men aboard that they can stay aboard and, if they wish, make application for NMU membership. All replacements called on the ships are shipped through NMU halls.

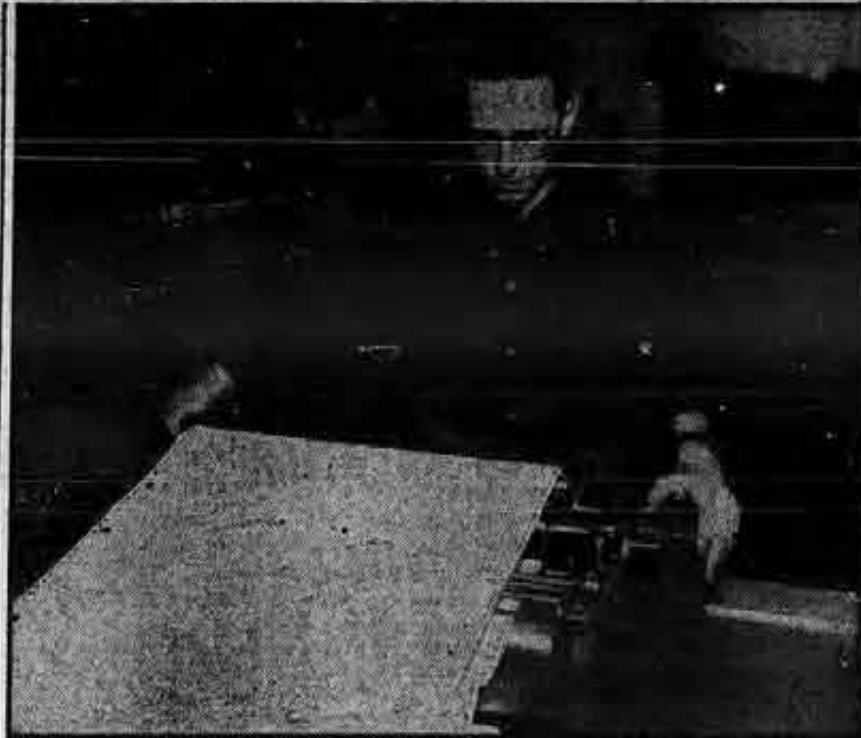
Clipping from September 12 NMU "Pilot" made obviously false claims in light of election results. Story claimed "over 80" Seafarers had switched to NMU. On contrary, at least two NMU men on ships voted for the SIU.



Collecting dues, patrolman on ship or ashore in port writes out a receipt and puts a stamp in book. One copy of receipt goes to Seafarer.



Dues receipts are mailed to headquarters from all ports twice each week. Receipts are tallied and entered on individual IBM record cards.



Each week a master list of dues records for all Seafarers is revised and brought up to date as an IBM dues record run. The loose-leaf sheets go into a master book, copies of which go to outports.

## IBM Gear Keeps Tight Check On Dues Records

The SIU's use of electronically-operated business machines is playing an increasingly vital role in the accumulation and maintenance of accurate accounting records for Union dues and other financial data.

The increasing use of such equipment by the SIU in recent years, with its virtually foolproof features, reduces reliance on "hand-made" records which are subject to human error. It is especially useful in the SIU because of the nature of the Union operation in which Union dues are collected on hundreds of ships and in ports on all coasts. The IBM machinery accumulates all these records and information from all over the country and then collates and tabulates them into a running record.

The IBM dues record run is an indispensable tool in every SIU port and acts as a double check on dues receipts and dues stamps in Seafarers books.

Copies of all dues receipts, whether written aboard ship or in any SIU hall, are sent to headquarters twice weekly where they are entered on individual IBM dues record cards. Once every week, the up-to-date dues record of every Seafarer is run on a master IBM dues record run. The machine does in a few hours what it would have taken weeks to do by the old hand transcribing methods, to say nothing of the huge clerical force that would have been involved.

The loose-leaf sheets on which the dues record run is entered are bound up in master dues record run books, copies of which are available in every SIU port. The weekly revisions are entered into the headquarters record, and every

three months, an up-to-date quarterly revision is mailed to all outports.

In the event a Seafarer made a payment in one port and his book is checked in a second port there is a double proof of his dues standing. One is the Seafarer's dues receipt which he should carry in his book at all times; the second is the IBM dues record run. In cases where the payment might have been made a few days earlier and the outport has not yet received its quarterly revision, it is easy for the outport to get an up-to-date weekly check. That can be done simply by teletyping headquarters. The up-to-date weekly IBM run books adjoin the headquarters teletype machine and an answer can be given in minutes.

With all that, it is still helpful for every Seafarer to carry his receipt. For one thing, the receipt makes it possible for records to be checked more quickly. Another important reason for carrying receipts is that the patrolman making the rounds of the ship cannot carry the IBM record run with him, so on board ship the receipt is the only proof the patrolman can check until he gets back to the Union office. Between the two parallel systems—the Seafarer's receipt and stamp in his membership book, and the IBM record run, the membership is assured an accurate dues record system.



Up-to-date revisions of the IBM dues run for the entire membership are mailed to the outports every three months so that outports as well as headquarters have accurate records.



Inter-port teletype can be used to double-check on records. Here headquarters employee checks in latest weekly IBM run for dues information requested by an outport.

## LABOR ROUND-UP

The United States Supreme Court will review anti-picketing injunctions issued by a Florida court against the Hotel & Restaurant Employees Local 255. Twelve hotels in Miami and Miami Beach had secured the injunctions from the Dade County Circuit Court barring picketing. The Florida State Supreme Court upheld the injunctions and ruled that organizational picketing was illegal under state law. The union's petition to the Supreme Court contends that the Florida ban may bar concerted action that is allowed under section 7 of the Taft-Hartley Act.

In a 3 to 2 vote, the NLRB has ordered the reopening of the case against the Darlington Manufacturing Company which liquidated rather than bargain with the Textile Workers Union. An NLRB examiner had found the company guilty of unfair labor practices in closing its plant and throwing 500 workers out of their jobs after they voted in favor of the TWU. But he would not recommend back pay since the company was out of business. The union offered proof that the company was one of the Deering, Milliken & Co. chain and sought to have Roger Milliken a party to the suit.

Thirty-six locals of the expelled Bakery Workers Union have voted to affiliate with the AFL-CIO char-

tered American Bakery and Confectionery Workers Int'l Union. The locals, many of them home locals of the expelled union's officials, have a total membership of more than 35,000. One of the group is Local 84, Newark, NJ, the home local of AFL-CIO Sec. Treas. William F. Schnitzler. The local, largest unit of bakery employees in New Jersey, voted unanimously in favor of the affiliation, after Schnitzler reported to the membership on the events leading up to the expulsion of the Bakery Workers Union at the AFL-CIO convention. The international, Schnitzler said, became the victim of a dictatorship under the presidency of James Cross. Cross is presently under an embezzlement indictment in Illinois.

The AFL-CIO Government Employees' Council, representing 22 unions whose members are employed by the Federal Government, has launched a drive to win pay increases. The council announced that it would also seek legislation making the increases retroactive to September, 1957, when the President vetoed the last Federal pay increase. William Doherty, chairman of the council and president of the Letter Carriers, declared the Government must act quickly to restore the morale and efficiency of US employees. The outlook for action is favorable.

## British Study 100,000-Ton Sub Tanker

With the use of atomic-powered submarines now proving practical, English scientists are experimenting with the idea of a 100,000-ton nuclear-powered submarine oil tanker.

The engineers who are experimenting with the idea believe that such a submarine, traveling far beneath the waves, could attain a speed of 50 miles an hour, nearly twice the speed of the world's fastest ocean liners. A submarine oil tanker would be free from surface drag, wind resistance, wave motion and other forces which cut down on the speed of surface vessels.

Another advantage to the use of submarine tankers and cargo vessels is that they could travel in any kind of weather, and in any waters and would also have a great military advantage during war time.

Mitchell Engineering, Ltd., of England, is conducting extensive

experiments with model submarines at the seaplane building plant of Saunders-Roe, Ltd., on the Isle of Wight. The models are put through tests in a 620-foot-long tank. The main concern is to determine the best type of hull, one designed to cut down on surface resistance.

Although progress is reported in these tests, problems are cropping up with other aspects of the program. One of the main obstacles would be the dry-docking of a huge submarine tanker while loading and discharging its cargo. As it is, most surface supertankers have to unload into smaller vessels

because harbors do not have the facilities to berth them.

Underwater carriers are not a new concept in the maritime industry. But the problem of air for the conventional oil-burning marine engine limited any progress in that field. With the development by the US Navy of nuclear-powered plants capable of prolonged underwater trips without surfacing, and use of a small amount of fuel this difficulty has been overcome.

According to the Mitchell experts, a fleet of sub supertankers "could be fully competitive with existing tanker fleets."

# YOUR DOLLAR'S WORTH

## Seafarer's Guide To Better Buying

By Sidney Margolius

### TV 'Hospital' Bills Mount

It isn't the initial cost of a television set that hurts these days. It's the repairs. Dr. Persia Campbell, New York State's Consumer Counsel, reported over a year ago that various authorities estimated the cost of TV repairs at \$14 to \$40 a year per set. At 1958 prices, the estimates would run \$15 to \$43. The higher figure seems more realistic, as it assumes replacement of antenna and picture tube once every five years.

Legitimate TV service is expensive enough. But there is also a fringe of high-pressure organizations which tend to advertise low service call rates but build up charges through devious methods. One Eastern chain, for example, will notify its servicemen to "make today a \$20 day." That means the servicemen must try to get \$20 for each job. The charges of such gyp outfits have no real relation to the actual cost of repairs, but depend on whatever quota the service department has to meet that day.

Another device of gouging firms is to have three prices for all jobs, as \$14, \$18, and \$22. If a customer seems sophisticated or suspicious, the repairman will charge the lower price.

In Detroit, wage earners complained to their union about a firm which advertised in the local edition of "TV Guide" a charge of only

\$3.95 a call including all parts and labor. Ironically, this firm advertised, "Protect yourself from the TV repair gouge!" One working woman reported she actually paid \$52.45 for a two-year contract which supposedly gives free parts replacement, plus \$3.95 for each call up to six, and no charge thereafter.

Even though this was higher than the firm had advertised, what subsequently happened was even worse. On her first call, a man came out and worked on the set, charging her \$6.53 instead of the agreed-upon \$3.95. But the set was worse than ever. Nor did a second call improve it. The woman finally called the store that had sold her the set. It was fixed for \$5.

The customer tried to get back her down payment on the contract. The service outfit instead threat-



ened to sue for the balance. Her union local's attorney advised her not to pay, and to let him know if the firm actually sued. As far as the union knows, it never did.

One reason families get involved with gyp outfits is that they look for low labor charges. In 1956 the New York Consumer Counsel asked 500 people what they considered a fair charge for labor in fixing TV sets. Over three-quarters felt \$3 an hour or less would be fair.

In contrast, in a survey of servicemen themselves, about three-fourths considered \$3 to \$4 to be fair, assuming the serviceman charges list price for parts. Ninety percent of the replies were in the \$3 to \$5 range.

Since that time, because of rising costs, it would be fair to add on about 7½ percent. In a survey last week, this reporter found manufacturer service departments now charge \$6 to \$8 an hour.

This department's own estimate is that a labor charge of \$4 to \$5.50 would be in line with the market, depending on local conditions. To many wage-earners earning under \$2.25 an hour, this seems high. The fact that you must pay a minimum of \$4-\$5 is an especially bitter pill when you see that sometimes the repair took only ten minutes.

#### Travel Charges Mount

But the rate must include transportation costs and time, shop and equipment expenses and other overhead. Trying to find a low labor service charge lets you open for hidden gouges. Also, a really skilled serviceman may solve problems faster than one less skilled, at a lower final cost.

Manufacturer service departments claim that independents who charge \$4 to \$4.50 tend to make up low labor charges by charging more for parts. This is not necessarily true, but does sometimes happen. The sharp operator every family must guard against is the firm that habitually pulls sets out to repair them in the shop.

Michael Kaleda, television engineer who trained servicemen for a leading manufacturer, advises that almost all sets can be repaired in the home. At least two national service managers similarly say 95 percent of the sets can be repaired in the home. Kaleda says the most frequent service calls merely require replacement of one of the receiving tubes.

Unscrupulous firms also build up fees by replacing parts still in working condition. They sell them to other people. An honest serviceman always leaves the old tube or parts, even worn-out antenna-brackets he may have had to replace.

There is a definite high-pricing in parts. New picture tubes are list-priced from \$21 to \$117. A typical tube for a 17-inch set is about \$50. Receiving tubes list from \$1.50 to \$7.30, depending on the type. A typical widely-used type as the No. 5U4G lists at \$2.80. Actually it would cost \$175-\$225 to buy all the replacement parts for a small set you could buy brand new and assembled for \$125-\$150.

Servicemen blame manufacturers and distributors for the high cost of parts. They themselves get a discount of 50 percent on receiving tubes, 35-40 percent on parts, and about 25-28 percent on picture tubes. They claim they need this in addition to the labor charge, to cover expense of picking up and stocking parts. Some people in the larger cities will buy the picture tube themselves from a semi-wholesaler and have a serviceman install it. A scrupulous serviceman will install a picture tube if you want to pick it up, although he would prefer to sell it to you.

# Seafarer Rescues Fire Victims

Seafarer Anthony Skillman put his seaman's skills to good use last week, hurdling backyard fences to get to a neighbor's fire escape and rescue a mother and two small children from their blazing Brooklyn apartment. A three-month-old baby was lost in the flames.

Now an AB on the Kathryn, Skillman wound up with a mild case of smoke poisoning. He was hailed for his heroism by two New York daily newspapers in a front-paged photo with the be-reaved family.

Four years ago, he was hurt in a dramatic rescue of a shipmate en route from San Juan to New York on the Beatrice. Skillman injured his back and right side on April 18, 1953, as he hauled chief mate Conrad Nilsen to safety after Nilsen had been knocked unconscious by heavy swells coming over the bow.

The latest incident arose in the home of longshoreman Harold Hammer when a candle held by Arthur Hammer, 9, set fire to a window curtain. The youngster was trying to fetch a dress for his sister Mary, 6, and was using the candle to see into a closet. Helen, the infant, was trapped in her crib when the flames spread.

Unable to reach the baby, Hammer herded the rest of the family to the rear second-floor fire escape and tried to get to the baby again. He collapsed as firemen arrived.

Meanwhile, from a nearby building on the same block, Skillman saw the smoke and rushed out to help. He hopped over two backyard fences to reach the fire escape leading from the Hammer apartment and led Mrs. Hammer, Mary and Arthur to safety. Firemen brought the injured Hammer out but were unable to do anything for the baby.

Skillman has been a member of the SIU for the past 12 years, sailing in the deck department. His wife, Catherine, is a former SIU headquarters office employee.



Seafarer Tony Skillman, shown with his wife, Catherine, after 1953 rescue of chief mate on Beatrice, again was Johnny-on-spot in saving Brooklyn fire victims last week.

## Haircuts, Hospital Fees Top Living Cost Boosts

The price of a haircut increased far more than that of a man's suit over the last ten years and the cost of going to a hospital or riding on the subway jumped over 100 percent

since 1947. That's what the findings of a survey by "Fortune" magazine show on cost of living essentials over the period 1947 to 1957.

According to the article, hospital rates had the greatest increase, 114 percent, while transit fares

were a close second with a 113 percent jump. Haircuts were next on the list showing an increase of 69 percent in price.

"But 'not everything' has gone up as much as the workingman thinks," the magazine said consolingly. The price of television sets dropped 21 percent as a result of mass production, while eggs decreased 22 percent.

Also noted in the findings was that the cost of furnishing a house increased only eight percent while that of renting one climbed 43 percent. The price of men's clothing increased more than twice that of women's clothes. A man's suit jumped one-third in price while a woman's dress increased only 13 percent.

Food cost increases ranged from 16 per cent for meats to a high 51 percent for bread. Doctors' fees, they said, took a 39 percent jump. Even the price of a movie or newspaper went to new heights. Movie admissions are now 32 percent higher than they were in 1947 while newspapers increased 47 percent.

## Top Seniority Men Have Little Difficulty Getting NY Berths

NEW YORK—SIU Assistant Sec.-Treas. Bill Hall ridiculed the "phoney statements" of the NMU about the Robin Line election in his report to the SIU headquarters meeting. They are unable to dispute the fact,

he said, that six out of the seven ships voted are back under the SIU banner. As the membership knows, they got the other vessel because a number of Seafarers were fired off her and replaced by NMU members.

There was a good turnout for the Christmas and New Year's Day dinners, Hall said.

It was a good shipping period for A seniority men in this port. There were 17 vessels paying off, three signing on and five in-transit ships during the period. Although the Jean Lafitte (Waterman) laid up, the Kathryn (Bull) came out of temporary lay-up to even that score.

Vessels paying off were the Beatrice, Elizabeth (Bull); Seatrain New Jersey, Texas (Seatrain); Morning Light, Jean Lafitte, Wild Ranger, Gateway City, Azalea City (Waterman); Alcoa Partner, Runner, Pegasus (Alcoa); Steel Chemist (Isthmian); Robin Mowbray (Robin); Almena (Pan-Atlantic); Mankato Victory (Victory Carriers) and the Cities Service Baltimore (Cities Service).

The Mankato Victory (Victory Carriers), Steel Chemist (Isthmian) and the Robin Goodfellow (Robin) signed on. The in-transit ships were the Bents Fort (Cities Service) Steel Recorder (Isthmian); Seatrain New Jersey (Seatrain); Maxton (Pan-Atlantic) and the Grain Shipper (Grainfleet).

## Nagoya's A 'Dead' Town

TOKYO—Sixty-four "pleasure-palaces" in Nagoya have been closed as part of the enforcement of Japan's new law requiring all such places of business to shut down by April 1. The closing of the Nagoya gay white way was accompanied with dismissal notices to 275 girls plus severance pay ranging from \$2.78 to \$50 depending on length of service.

Tokyo's own section of ill repute, the Yoshiwara, has been shutting down over a period of several months, but skeptical observers pointed to a number of new bars and dance halls that have sprung up in the same period as evidence that the law will have little permanent effect.

The national law against prostitution was passed at the urging of women legislators in the Japanese Diet as part of a feminist drive toward equal rights for Japanese women. Approximately 180,000 girl-sans will be affected, and the feminist leaders are concerned about the government's failure to retrain the girl-sans for earning a legal living.

## Pick Up 'Shot' Card At Payoff

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

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

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

# UNIONS

# of AMERICA

## UAW—Auto, Aircraft, Arms, Farm Implements

This is the third of a series on American trade unions to appear in the SEAFARERS LOG. The series will present a cross-section of America's trade unions and their membership.



Symbol of union's success, Solidarity House headquarters, stands on what was once Ford property. Building at right was Edsel Ford's home. It is also occupied by the union.



Done in modernistic style, UAW headquarters houses union administrative offices and more than two dozen divisions dealing with various functions, including education and community services.



Auto assembly line typifies major work operation under UAW jurisdiction, with giant auto firm employees making up bulk of its membership. With automation taking over on the assembly line, UAW is countering the threat to jobs with demand for basic changes in bargaining.

The UAW, originally called the United Automobile Workers, was formed by representatives of 7,500 automobile workers in April, 1936. Today it has 1,320,000 members distributed among 2,800 local unions in 21 geographical regions. The 375,000-strong General Motors bloc is the biggest, with other major companies under contract including such giants of industry as Ford, Chrysler, Bendix, Glenn L. Martin, North American Aviation, Douglas, United Aircraft and many large farm machinery plants as well, such as International Harvester. All told, UAW deals with over 4,000 companies.

The union's official publication "UAW Solidarity" is published every week in several regional editions.

Heading the union is Walter Reuther, who was an active organizer in UAW's earliest days and has been president since 1946. He is also head of the AFL-CIO's Industrial Union Department. Headquarters are maintained in "Solidarity House" in Detroit.

**A** PACE-SETTER in American labor for many years by virtue of its size, militancy and strategic position in America's major industries, the UAW promises to make more labor history this year. A special convention called for next Tuesday will consider a bargaining program which is sure to include a breakthrough in a new bargaining area. Already the auto giants are preparing to go into the pit with the union in what may be another in a series of titanic struggles in the industry.

Such battles have been commonplace in the union's history, including now-historic events such as the 1937 General Motors sit-down strike; the four year battle to organize Ford which ended in a contract in June, 1941; the 113-day 1945-46 walkout, which compelled GM to open its books and gave birth to the cost-of-living clause; the 100-day strike in 1949 which completed the pension program in the industry.

At the same time, UAW had to fight an internal battle with the Communists and their allies who saw the giant union as a tempting prize in their drive to control

American labor. The election of Walter Reuther to the presidency of the UAW in 1946 was a storm warning to the Communists and one year later their influence was stamped out. Subsequently Reuther, as president of the CIO, played a major role in bringing about a reunion with the AFL and establishing the AFL-CIO as the home for all of American labor. At present, the union is engaged in one of the bitterest battles in its history, the nearly four-year old strike against the Kohler Company of Sheboygan, Wisconsin.

But strikes and fights are far from the whole UAW story. Political action has been one of the union's watchwords and its members have been in the thick of many a political campaign. The roster of offices in its headquarters tells part of the story—organizing, community services, community relations, safety, education, fair practices, white collar organizing, research, recreation, radio, a women's department and many others. All these activities reflect the union's concern with its membership's problems and those of the community at large.





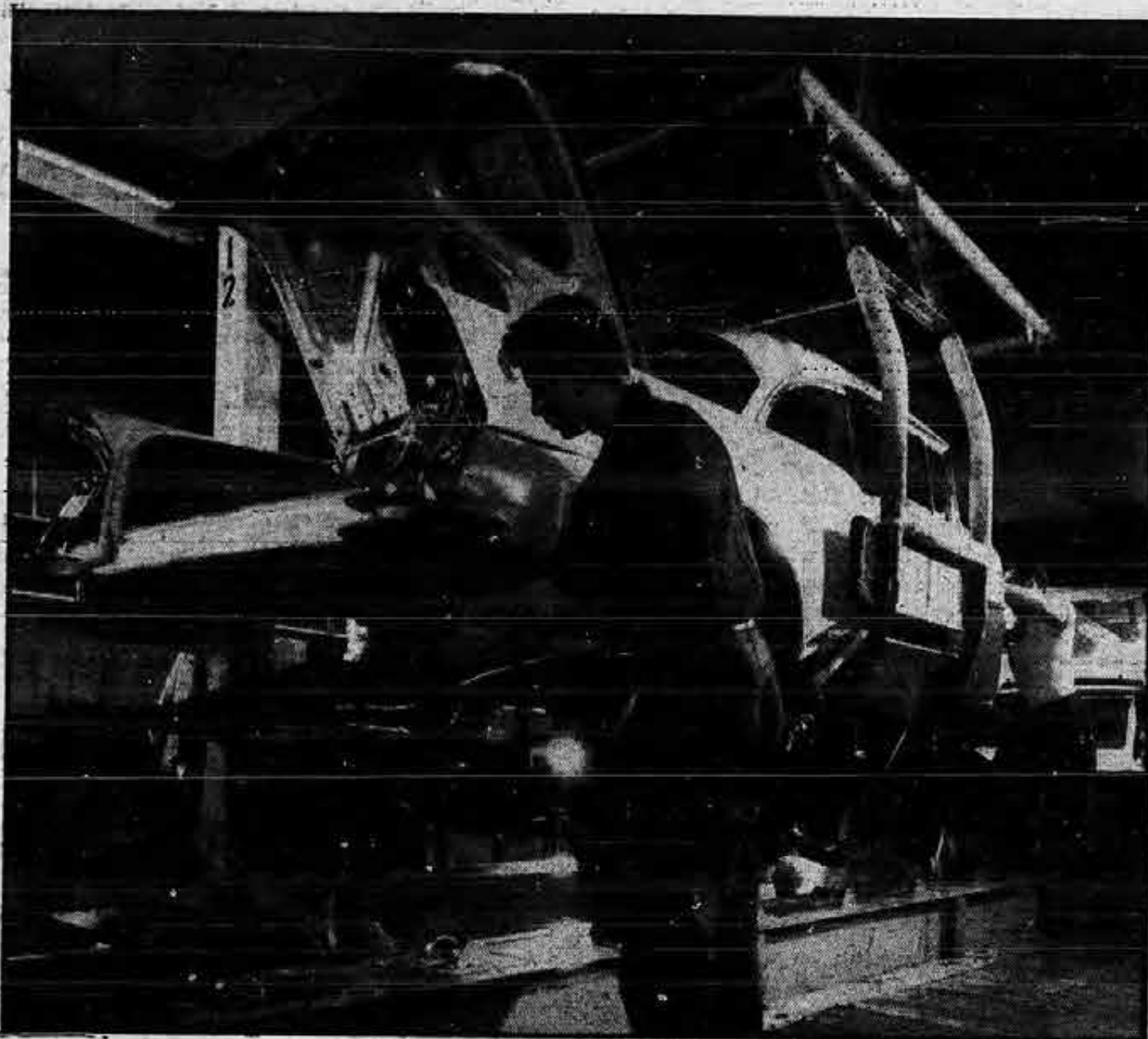
Ford cops gang up on Richard Frankenstein, UAW organizer in famed 1937 "Battle Of The Overpass." Ford surrendered four years later.



Sitdown strikers like these in Flint General Motors plant, 1937, won union's first GM contract, firmly establishing the union.



Pickets warm hands during 100-day 1950 Chrysler strike for a pension plan. It was last major auto industry strike.



Auto body is lowered onto chassis in final stages of assembly-line operation. "Big Three" contracts alone cover 225 plants all over the nation.



Kohler pickets wore masks after company's tear gas and gun arsenal was exposed.



UAW-operated summer camp is one phase of community and recreational activities for members and their children. Pensioners have comprehensive recreation services as well.



Reuther (1) and Frankenstein show effects of 1937 dumping by Ford "service" men.

# Tramps Emphasize Bulk Cargo Rise In Aid Plea

WASHINGTON—Pointing to a further decline in American-flag ships' share of US foreign commerce, the tramp ship operators have opened a campaign for Administration support of their subsidy proposal. The tramps are asking Maritime Administrator Clarence Morse to give his support to a long-pending tramp bid for operating subsidies.

The American Tramp Shipowners Association, in their bid to Morse, cited figures showing that American-flag vessels carried 20.2 percent of all US waterborne foreign commerce in the first seven months of 1957.

The decline is the direct result of the growth of bulk cargo trades over the last several years and the monopoly of this trade by foreign flags. As a result, almost three-quarters of the nation's foreign commerce consists of tramp-type cargoes, the association said, with such cargoes as iron ore, bauxite, gypsum, chrome, manganese and sugar predominating on the import side and coal, wheat and scrap on the exports.

With liner-type vessels carrying just 26.5 percent of cargoes and tramps carrying the rest, the tramps argue that the system of confining subsidies to liner operators only is totally unrealistic.

They point out that the 1936 Merchant Marine Act provides for "the creation of an adequate and well-balanced merchant fleet, including vessels of all types to provide shipping service on all routes essential for maintaining the flow of foreign commerce of the United States . . ."

The AFL-CIO Maritime Trades

Department went on record as critical of the existing subsidy program which not only limits subsidies to liner operators but also to a specific segment of the liner trade. The Department and the SIU are both recorded as supporting a broader approach on subsidies.

A number of bills have been offered from time to time proposing subsidies for tramp operators. One bill pending was offered by Rep. James Byrne (Dem.-Pa.). It would offer a tramp operator an operating subsidy whenever he competes with foreign-flag bidders for contracts.

## Olson Ships Broaden Run

WASHINGTON—Two SIU Pacific District lumber carriers that normally are limited to domestic trade have been given Government permission to go into foreign cargo service.

The Mary Olson and George Olson, operated by Oliver J. Olson & Co., have been in service between northwest lumber ports and California.

The company received permission from the Maritime Administration to carry the Canadian portion of available cargo in addition to American lumber, since the lumber trade extends to Canadian ports.

# Shipping Round-Up & Forecast

December 25 Through January 7

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	8	8	2	4	5	2	13	14	27
New York	63	17	60	18	54	8	177	43	220
Philadelphia	8	3	5	4	7	4	20	11	31
Baltimore	43	9	29	20	80	7	103	35	137
Norfolk	11	5	5	5	4	5	20	15	35
Savannah	9	0	5	4	6	0	20	4	24
Tampa	11	6	8	6	17	1	36	13	49
Mobile	27	5	18	4	29	0	74	15	89
New Orleans	54	8	47	10	48	10	149	34	183
Lake Charles	13	5	7	14	5	6	25	25	50
Houston	31	13	18	11	17	6	66	30	96
Wilmington	6	6	5	5	3	0	14	11	25
San Francisco	17	7	21	5	24	3	62	15	77
Seattle	25	14	19	18	15	4	59	36	95
<b>Total</b>	<b>324</b>	<b>105</b>	<b>249</b>	<b>128</b>	<b>264</b>	<b>68</b>	<b>837</b>	<b>301</b>	<b>1138</b>

Port	Shipped						Total A	Total B	Total C	Total Ship.
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C				
Boston	3	1	0	0	0	0	3	1	0	4
New York	65	7	3	42	13	0	156	27	9	192
Philadelphia	5	0	0	4	2	0	9	0	0	14
Baltimore	35	7	1	23	7	2	83	21	7	111
Norfolk	1	4	1	1	0	0	4	5	3	12
Savannah	11	1	1	7	0	2	20	8	3	31
Tampa	3	2	0	0	3	0	9	6	1	16
Mobile	8	2	0	4	1	0	15	2	1	23
New Orleans	48	5	0	29	7	3	109	23	11	142
Lake Charles	7	2	0	14	7	0	28	15	0	43
Houston	19	11	0	6	4	0	29	19	0	48
Wilmington	2	0	0	1	0	0	5	0	0	5
San Francisco	8	0	0	8	0	0	25	0	0	25
Seattle	3	1	0	3	0	0	15	7	0	22
<b>Total</b>	<b>216</b>	<b>43</b>	<b>6</b>	<b>144</b>	<b>54</b>	<b>5</b>	<b>162</b>	<b>47</b>	<b>23</b>	<b>700</b>

Despite all forecasts, SIU shipping nose-dived to a low of 700 jobs dispatched during the past two weeks. But the built-in protection for professional seamen under the SIU's seniority system enabled 522 class A men to ship out and 34 jobs that could find no A or B takers were filled by men with class C seniority.

The period was such a fluke that the best shipping was in the steward department, reversing the usual trend, and most of the class C jobs were in that department. Registration was generally off also.

Four ports escaped the overall decline, the worst in ten years for a two-week period. The last comparable report was just before the Korean War, in March, 1950, when shipping dropped to 803 for all ports. In more recent times, just three years ago, the low was 859.

Savannah, New Orleans and Wilmington were the trio that actually showed improved activity since the previous report, but since Wilmington shipped few jobs in that period, its rise was insignificant. However, New Orleans and Savannah held up well. Mobile, still slow, remained the same as before. All others fell off to some degree.

The current situation is not likely to last, despite the industry-wide cargo slump, since large numbers of ships met delays reaching their scheduled ports during the period due to the usual Atlantic storms at this time of year. Other vessels are coming out of lay-up as Government-sponsored cargo movements increase.

According to the seniority figures, class A jobs rose to 74 percent of the total, while class B and C activity fell off to 21 percent and 5 percent respectively. New Orleans, which held up best throughout the District, shipped one-third of the C jobs. In turn, seven ports shipped none at all.

The following is the forecast port by port:

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

## CS Ship Pix Worth \$75 To Seafarer



Coast Guard helicopter hovers over deck of Bents Fort to pick up ailing Seafarer. This photo and shot on page one by Seafarer Joseph Lewallen won him a \$75 award from company magazine.

On-the-spot photographs not only put the amateur photographer in competition with the professional, but can also bring in extra pocket cash as in the case of Seafarer Joseph Lewallen.

Lewallen, an AB on the Cities Service tanker Bents Fort, made good use of his camera during a recent sea rescue operation by a Coast Guard helicopter of stricken shipmate Seafarer Donald Quinn.

Going up to the aft part of the bridge, Lewallen took dramatic color photos of the helicopter hovering over members of the crew as they attached the rescue basket, with Quinn in it, to a line from the 'copter, and another of the whirlybird clearing the vessel with the basket before hauling it in.

The photographs appeared in the Cities Service publication "Service," and there is a \$75 check waiting for Lewallen for submitting the photos, which he can get by contacting Industrial Relations Manager Russell Brandon.

According to the story in the

magazine, the Bents Fort was at sea after leaving Puerto Rico, about two days sailing time from New Orleans, when Quinn was reported in need of emergency attention because of an acute ear infection. A radio message for help was sent to the US Coast Guard station at New Orleans.

" . . . It seemed 'no time at all' before a Coast Guard helicopter was hovering over the Bents Fort. Below, on the catwalk, assigned members of the ship's crew were in readiness with the patient, messman Donald A. Quinn. A few minutes later the helicopter was away from the ship, with the ailing seaman briefly suspended in air."

Quinn was quickly hauled up and in less than an hour was receiving care at the Public Health Service Hospital at New Orleans.

## Your Gear . . . for ship . . . for shore

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

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



the **SEA CHEST**

# 'Men At Work'

## CALIFORNIA PROGRESS



### Hub Wants Clear View On TV Set

BOSTON—There was a big discussion at the last meeting over a motion to purchase a new television set for the hall here. It was generally agreed that the other set was too old and beyond repair. The motion, under new business, was seconded and carried and is now under consideration by the membership.

The usual tanker trade comprised most of the business in the area during the period. One vessel, the Pan Oceanic Transporter, kept the patrolman busy as she hit port three times in the two week period.

The Council Grove (Cities Service) was the only vessel paying off and signing on during the period. The in-transit vessels were the Bradford Island, Royal Oak (Cities Service) and the Steel Chemist (Isthmian).

### Doldrums Hit San Francisco

SAN FRANCISCO—It was a bad period for the men on the beach here as only a handful of ships hit the port during the holidays.

There were no vessels signing on during the period, and only one, the Maiden Creek (Waterman), paid off. In transit were the City of Alma, LaSalle (Waterman); Grain Trader (Grain Fleet); Steel Architect (Isthmian); Ames Victory (Victory Carriers) and the Ocean Deborah (Ocean Trans.).

Union-wrecking forces have decided to make California an example by driving for a state "right-to-work" law in 1958. One key candidate in this year's race for the California governorship is openly advocating a "work" law as a means of winning the State House now and the White House in the near future.

Most people know that the backers of these laws are not really interested in anybody's "right to work," only in their own "right" to decide the terms of his employment. In states where such laws have passed, they have meant lower wages, inferior working conditions and little job security. Secretary of Labor James Mitchell pointed this out himself in opposing a national law of this type.

Still, there are those who have never reconciled themselves to the fact that trade unions and their members have contributed greatly to US industrial growth and therefore deserve an increasing share in its profits through higher wages and benefits for workers and their families. And California labor is keenly aware that if the anti-union forces can hamstring union activity in their state, they'll be hard to stop in every other state in the US.

Since California is not only a major industrial area but a key maritime state as well, SIU men everywhere have a vital stake in this fight. Seafarers and other AFL-CIO unionists had a taste of it when they won repeal of the Louisiana law in 1956, the first time this had been done in any state.

Political action through registration of labor voters, old-fashioned doorbell ringing and an intensive public relations campaign are the weapons California labor and all unions can use to win this fight. Traditionally progressive California voters know that if union wage and living standards collapse, everyone will inevitably be affected by the crash.

### Jobs And Sputniks

One of the paradoxes of US industrial development is the apparent fact that full employment has seldom been achieved except in time of war or war mobilization. While this disclosure may give some comfort to critics of free enterprise, no one can write off the problems of nearly four million US unemployed today.

Repeated assurances from Washington that the safeguards built right into our economic system would bar another '29 crash offer little solace to the jobless and their families. Fortunately, the joint efforts of the labor movement and progressive lawmakers produced unemployment compensation laws and other forms of temporary security that help somewhat, but barely enough.

The new Congress has a duty to give some consideration to this problem, as much perhaps as with funds for anti-missile missiles and other national security matters.

## Japan Seeks Arab Oil Concession; Offers 56%

KUWAIT—Offering special inducements above the usual 50-50 profit split, an eight-man delegation here now is dickering to gain undisputed oil exploration rights for Japan in the Neutral Zone between Saudi Arabia and Kuwait.

The Neutral Zone is a buffer area separating part of this oil-rich sheikdom from Saudi Arabia, and is about midway between Bandar Shahpur, Iran, on the north,

and Bahrein Island in the Persian Gulf.

The Saudis have already granted the Japanese a concession to explore an offshore field in the area.

Each country can give different companies exploration rights in the same area, and is assured an equal share of the profits if oil is found by any of them. Should the Japanese also win a concession from Kuwait, they will have the area all to themselves.

However, Kuwait has suddenly grown "reluctant" on the deal, indicating that stiff bargaining's ahead.

A 56-44 royalty split favoring Saudi Arabia was reportedly accepted by the Japanese to assure them the concession from that country. This is somewhat higher than the 50-50 split under which Aramco and other companies operate.

Efforts by a state-owned Italian concern to win an oil concession in Iran were apparently blocked some months ago by other oil interests in the area, although it would have meant a highly favorable 75-25 profit split for Iran. The same Italian outfit last week claimed it was also thwarted from getting a concession in the Saharan oil fields through pressure brought on Libya by American firms.

Although the age of atomic power is already with us, the era of oil diplomacy is apparently far from over.

### Personals And Notices

Alvah F. Burris  
Contact your wife at 4005 Chatham Rd., Baltimore 7, Md.

Charles Kinke  
It is important that you get in touch with your niece, Mrs. Lydia Evanco at 1119 Louisa St., New Orleans 17, La. She has some information for you.

Henry G. Cordes  
Contact Eric Sodergren on the SS Rion.

J. B. Dyess  
Your gear from the Topa Topa is being held by the Railway Express agency in New Orleans. Contact them to make arrangements to have it sent to you.

Claude Pritchett  
Please get in touch with your father at 22 East Tab St., Petersburg, Va. He is very anxious to hear from you.

Charles Lynsky  
Get in touch with your mother, Harriet Lynsky, at 12655 Martha St., North Hollywood, California. It concerns your dog, McArthur.

Ernest Puras  
Would you please contact Rasser, Miller & Roth, 20 S.E. First Avenue, Miami 32, Fla., or the firm of Peterson, Pozzi & Lent, 901 Loyalty Building, Portland 4, Oregon.

William C. Solomon  
Herbert G. Wilson  
Personal papers are being held for you at headquarters. Please stop in or make arrangements to have them sent to you.

John Price  
Please contact Kitty Kitchin, 1173 Atlantic Ave., Camden, New Jersey.

Keith Donnelly  
Contact your mother immediately. Very urgent.

### Moving? Notify SIU, Welfare

Seafarers and SIU families who apply for maternity, hospital or surgical benefits from the Welfare Plan are urged to keep the Union or the Welfare Plan advised of any changes of address while their applications are being processed. Although payments are often made by return mail, changes of address (or illegible return addresses) delay them when checks or "baby bonds" are returned. Those who are moving or plan to move are advised to immediately notify SIU headquarters or the Welfare Plan, at 11 Broadway, New York, NY.

### T-H Breaks Strike At Texas Plant

More companies are resorting to the strikebreaking provision of the Taft-Hartley Act to break unions. Only recently Bryant Heating Co. of Tyler, Texas, followed the lead of O'Sullivan Rubber Company and held a representation election among its strikebreakers.

Under section 9 (c) (3) of the law, only strikebreakers are eligible to vote for union representation, while striking employees, no matter how many years of service they may have had with the company, are not entitled to cast a ballot for the union of their choice. This applies to "striking employees who are not entitled to reinstatement."

As was predicted by the O'Sullivan election, the Tyler strikebreakers voted 183 to 4 against Auto Workers Local 888. In the O'Sullivan vote, Rubber Workers Local 511 was decertified as bargaining representatives of some 300 workers although the strikers had voted for the union as their representative with only two dissenting votes.

In his address to the AFL-CIO Convention, President George Meany reminded President Eisenhower of his promise to work for a change of this section in his campaign speech in 1952.

"You must agree," Meany wrote the President, "that the sort of union-breaking I have related here (O'Sullivan Rubber) should no longer be sanctioned, encouraged and invited to recur by our country's National Labor Relations Act."

# Liberty Crew Has Own 'Sputnik'

"Sputnik III" is already orbiting around the world, though the Russians probably don't even know about it yet.

The latest "sputnik" is the parrot mascot on the SS National Liberty, which has winged its way (only figuratively) from Brazil to Poland, and is now en route home to New Orleans with the ship. The bird got its name when steward Pete Loleas picked him up on the last trip into Macapa, Brazil. The National Liberty's latest voyage was behind the "Iron Curtain" with a load of grain for Gdynia, Poland.

Although celebrated at sea, Christmas '57, proved to be a festive one, graced with two menus instead of only one. "One was for the stomach, and one for the soul," according to ship's reporter Jerome A. Prodey. The soul-filling bill of fare is reprinted, right, and it's hard to know which one had more impact.

For the record, the culinary offering for the holiday comprised a choice of five entrees, eight vegetables, two soups, four appetizers, seven different cakes and pies, plus pudding, cookies, ice cream, assorted candies and nuts.

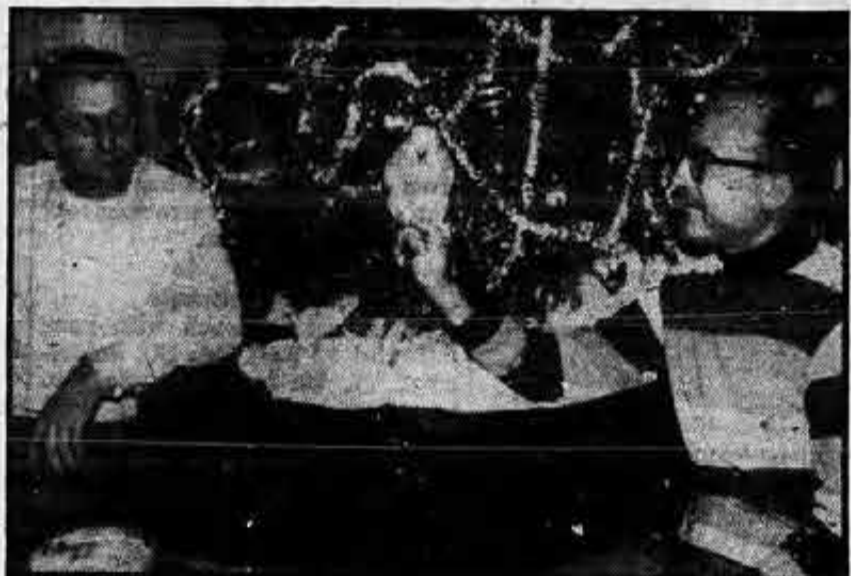
"We believe we had one of the finest holiday dinners ever had on an SIU ship," Prodey declared. Special praise was added for steward Loleas and "a very good crew from Captain Atkinson on down."

S/S National Liberty

## Christmas Menu

	Grace	
	Conscience, Clear	
Kindness		Good Cheer
	Tender Memories	
	Charity, Served with Discretion	
Peace		Truth
	Long Life	
	(Filled with Usefulness)	
	Hearts of Courage	
	(A Large Portion)	
Affection		Happiness
	Sweet Thoughts	
	Best Wishes for Absent Friends	
	Good Health	

Reproduction of one of the two holiday menus offered to all hands on the National Liberty. The traditional one with all the calories was rated tops, too.



Steward Pete Loleas (right) introduces "Sputnik III," ship's mascot on the National Liberty. George Schmidt, AB (looking on), seems to think the whole idea is for the birds.

### LOG-A-RHYTHM:

## Northern Run

By M. Dwyer

Lean against the rail, my lad  
Feel the salty spray;  
We're in for a rough and rugged trip,  
For many a stormy day.

When the wind blows cold,  
A man feels old,  
While he stands his watch at dawn;  
Still, he'd not change this for anything,  
To a seaman's life he's sworn.

Whistle me up a memory,  
Whistle me back,  
Where I long to be;  
With a lass with a smile,  
And a gleam in her eye,  
Like the brightest star  
In the great northern sky.  
With skin as pure,  
As the ice we'll see;  
And a love as deep  
As the bottomless sea.

Come now, lad,  
The night grows cold;  
Let's hit the sack,  
That's where dreams unfold.

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

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- LAKE CHARLES, La. .... 1419 Ryan St. Leroy Clarke, Agent HEMlock 6-5744
- MOBILE ..... 1 South Lawrence St. Cal Tanner, Agent HEMlock 2-1754
- MORGAN CITY ..... 912 Front St. Tom Gould, Agent Phone 2156
- NEW ORLEANS ..... 623 Bienville St. Lindsey Williams, Agent Tulane 8625
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- NEW YORK ..... 675 4th Ave., Brooklyn HYacinth 9-6165

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- FORT COLBORNE ..... 103 Durham St. Ontario Phone: 5991
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- BAGOTVILLE, Quebec ..... 29 Elgin St. Phone: 545
- THOROLD, Ontario ..... 52 St. Davids St. Canal 7-3203
- QUEBEC ..... 44 Sault-au-Matelot Quebec Phone: 3-1569
- SAINTE JOHN ..... 177 Prince William St. NB OX 2-5431

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- DETROIT ..... 1038 3rd St. Phone: Woodward 1-6857
- DULUTH ..... 621 W. Superior St. Phone: Randolph 2-4110
- SOUTH CHICAGO ..... 3261 E. 92nd St. Phone: Essex 5-2416

## Wacosta Offers Robin Welcome

To the Editor:

Upon returning to the States from a rough and stormy voyage, we on the Wacosta received the best tidings and Christmas present we could possibly receive during the last festive season.

This was the news that Robin Line crews will again be protected by the top provisions of our SIU contract. The tremendous favorable response of the

us keep our USPHS hospitals open. At the same time, I want to heartily thank everyone on the night shift at Seattle who helped me get my release in time to get home to my father in his hour of need.

Seamen wherever they are should write their appreciation to the LOG and help us keep our hospitals open. They are life to all of us and we need them badly.

Andrew A. Franklin  
SS Fairport

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## Boston Hospital Hails SIU Aid

To the Editor:

December's movie menu here at the Boston marine hospital fell on December 6, 19 and 27 with "Jim Thorpe, All American," "Many Rivers to Cross" and "Laura" giving our patients outstanding entertainment for the month.

The patients' favorite entertainment is movies. They can at times appear quite indifferent to the program scheduled, but they are always interested in what and when the next movie is. It is, therefore, difficult to adequately express the appreciation and gratitude of our patients. However, you may rest assured that sincerity goes with our thanks to your Union for highlighting December's programming.

We also wish to take this opportunity to wish the Seafarers' Union the very best of New Years.

June McGuire  
Director of Recreation

(Ed. note: The SIU Welfare Plan provides for regular showings of movies at the Boston hospital and USPHS facilities in other ports.)

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## Offers Thanks For SIU Assist

To the Editor:

I would like to express my deep and sincere gratitude to the Mobile branch of the Seafarers International Union for the kindness and sympathy shown me after the recent death of my husband, Charles E. Spencer.

I also want to express my appreciation for the kind and sincere letter from Union headquarters in New York as well as the SIU welfare benefits check. Thanks again to all for your kindness.

Mrs. Charles E. Spencer

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## Brightwell Files Reply To Story

To the Editor:

I have just finished reading the account in the LOG of my difficulties with Raymond J. Arsenault. The article quoted in the LOG from the "Houston Press" does not truly represent the facts as they actually existed immediately prior to the time of my difficulties with my brother seaman.

Upon advice of my lawyer I cannot answer this slanted article with the true facts, that will be proven by disinterested witnesses at my trial.

I sincerely trust that my brothers in the SIU will give me the benefit of the doubt, until the true facts can be proven in court and probably for the benefit of the membership.

I earnestly request the editor of the LOG to publish this letter in the next issue of the LOG.

Walter Brightwell

## 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.

Robin Line men, including several known NMU members, to the SIU, demonstrates that we have the best in maritime that any union can offer.

The men on Robin ships who belonged to the NMU and the SIU had the chance to compare not only the provisions of the existing contracts, but also the methods of operation of the two unions with regard to protecting their members. The resulting vote proves that the NMU has nothing better than the SIU to offer the Robin men.

We, the crew of the Wacosta, wish, at this time, to offer our compliments and gratitude to our officials for making it possible for the Robin men to again come under the protection of the SIU. We wish to reaffirm our confidence and fidelity in their leadership. May we continue to advance and progress.

To the men of the Robin Line ships, welcome back to the SIU fold. We appreciate your sacrifices in enduring the NMU conditions which you were forced to live under during the time NMU had the Robin ships.

To all the membership, our wishes for a very happy and prosperous new year.

Eugene Ray  
Ship's delegate

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## Urges All-Out Hospital Fight

To the Editor:

I would like you to print this letter of appreciation for the US Public Health Service hospitals.

I was admitted to the USPHS hospital in Seattle on October 2 for an eye operation. On October 7 I began to have muscle spasms in my back and had to take treatments on my back for 35 days. My eye operation was then postponed.

On November 9 at 8:30 PM I received a message from my home in Bakersfield, Calif., that my father was in critical condition. I immediately asked one of the nurses if I could by some chance get a release to go home at once. She had me call the train depot to see how soon I could get a train out. I called, and the train was due out at 10:45 PM. I want to say that between the night nurses, Dr. Morrel and the cashier, I had my release and was on my way home by 9:15.

I say to you that every seaman should stand by and help

**STEEL ADVOCATE (Isthmian), Sept. 13**—Chairman, A. Shrimpton; Secretary, W. Jenkins. New delegate elected. Ship's fund \$118. Suggestion to build fund by means of anchor pools. Report accepted. Water fountain to be repaired. Slop chest to be opened every Sunday evening; steward agreed to open it any time for convenience of crew. New mattresses to be distributed among crew as per list drawn up last voyage. Washing machine to be turned off when not in use.

**CHOCTAW (Waterman), Nov. 9**—Chairman, W. Lewis; Secretary, J. Katsos. No beefs. Sen. Magnuson's letter re: keeping hospital open in Savannah posted. Ship's fund \$5.14. New delegates elected. Washing machine to be repaired.

**Nov. 19**—Chairman, M. Paschang; Secretary, J. Katsos. Bosun left ship in Yokohama. Two men missed ship

## Digest Of SIU Ship Meetings

In Yokohama. Ship's fund \$5.14. New delegate elected.

**STEEL VENDOR (Isthmian), Aug. 8**—Chairman, J. Smythe; Secretary, C. Dixon. Request draw for NY. Ship's fund \$27.51. Discussion to improve night lunch. Steward to put out more night lunch. Fruits, eggs, fish, etc. to be served every night for night lunch.

**Nov. 24**—Chairman, R. Seckinger; Secretary, V. Ornela. Vote of thanks to delegate for cooperation. Repair list turned in to dept. heads. Crew reminded to pick up shot cards. All beefs to be handled through respective delegates. Ship's fund \$14.50. Cabinet to be installed in messhall for deserts. Ask that company provide separate dishes and silverware for foreign personnel who are fed on ship. Steward to purchase better grade of bacon; replace old mattresses. Discussion on use of percolators. Men paying off to turn in all linen and clean foc'les. Vote of thanks for men who held delegates jobs during voyage.

**ALICE BROWN (Bloomfield), Nov. 24**—Chairman, W. Wandell; Secretary, S. Rothschild. No major beefs, everything in fair shape. Reports accepted. Discussion on soap—agreement calls for Lava but pumice soap substituted; lamb used as main entree; Bavarian red cabbage used with roast loin of pork—will try to omit lamb as main dish.

**ARMONK (NJ Industries), Nov. 10**—Chairman, A. Resko; Secretary, J. Sullivan. Repairs to be made, decks, foc'le, messroom to be sougeed. Take minor beefs to delegate. One man missed ship. Treasurer elected. Report accepted. Laundry in bad shape, no hot water line to washing machine. General cleaning of foc'les and passageways. Observe quiet in messroom and passageways. Ship's list very bad. \$1 per man to be collected for ship's fund.

**Nov. 24**—Chairman, J. Sullivan; Secretary, A. Resko. Hot water line to be put in wash room. Need new washing machine.

**DEL MONTE (Miss.), Oct. 4**—Chairman, J. Chastain; Secretary, J. Picou. All beefs settled. Ship's fund \$69.23. Motion to keep same meeting officials for entire trip. New secretary-reporter elected. Screen doors to be locked while in Brazil ports except the one near gangway. Suggestion to pay for chances on pools and cokes at each draw; suggestion to see about shrimps and beer in Paranaguá for a party.

**FORT MOSKINS (Cities Service), Oct. 19**—Chairman, C. Ross; Secretary, R. Aiston. Some inside painting and repairs being done. Ship's fund \$6.34. Reports accepted. New delegates elected.

**Dec. 2**—Chairman, C. Gibbs; Secretary, W. Berth. One man missed ship. Ship's fund \$12.40. Some men to leave ship this trip because of shipping clause. Report accepted. Vote of thanks to steward dept. for fine Thanksgiving dinner. One broken fan. Washing machine to be cleaned after use.

**DEL MONTE (Miss.), Nov. 16**—Chairman, J. Chastain; Secretary, J. Picou. Repair list turned in. Two men missed ship, rejoined. Ship's fund \$110.47. Little disputed at. Reports accepted. Request more variety of cold drinks, fruit; steaks served more than once a week; poor feeding company is putting out. All performers to be turned in to patrolman. Vote of thanks to galley force.

**JEAN LAFITTE (Waterman), Nov. 8**—Chairman, J. Tourant; Secretary, L. Meyers. Vote of thanks to steward dept. Crew enjoyed a fabulous Thanksgiving dinner. New delegate elected. Three men missed ship. Ship's fund \$27.50. Purchased steam iron. Reports accepted. Few minor items squared away.

**KATHRYN (Bull), Dec. 4**—Chairman, M. Becker; Secretary, M. Zeleaks. See patrolman about hot water in showers. Ship's fund \$14.

Few hours disputed at. Report accepted. Motion to have meeting once a month. Quiet to be observed in messhall during meal hours.

**LONGVIEW VICTORY (Victory Carriers), Nov. 30**—Chairman, M. Merrick; Secretary, none. Some disputed at. See patrolman about rates for taking out shifting boards from holds. See patrolman about ice boxes—two boxes out of order for lack of gas. Request installation of stainless steel tops on galley tables and pantry. Request name brands of soap powder. Vote of thanks to steward dept. for job well done, especially fine Thanksgiving dinner. Repairs to be made—see patrolman about same.

**OCEAN DINNY (Maritime Overseas), Nov. 17**—Chairman, E. Thompson; Secretary, R. Fernandez. Repairs made. New delegate elected. Ship's fund \$9.25. No disputed at. No beefs. Electrician to take care of new iron and see that it is returned after use.

**ROBIN SHERWOOD (Robin), Nov. 24**—Chairman, J. Brooks; Secretary, W. Kehut. Some disputed at. Ship's fund \$11.46. Reports accepted. Crew warned about performing on board and behavior. One case discussed and decided to write headquarters. Vote of confidence for magnificent job given to delegate.

**STEEL RECORDER (Isthmian), Dec. 13**—Chairman, T. James; Secretary, P. Winfield, Jr. Good trip. Lost two men in Alexandria. One night's lodging disputed; beef to be taken up with patrolman in NY. Report accepted. \$1 to be contributed by each man toward ship's fund.

**YAKA (Waterman), Nov. 14**—Chairman, J. Mowatt; Secretary, C. Burns. Safety meeting held. Repairs being made. One man missed ship in Yokohama. One man hospitalized. Ship's fund \$14.55. Some disputed at. New delegate elected. Scupper to be repaired in pantry. Vote of thanks to steward dept.

**ROBIN SHERWOOD (Robin), Nov. 24**—Chairman, J. Brooks; Secretary, W. Kehut. Some disputed at. Everything running smoothly. Ship's fund \$11.46. Members warned to be careful of their behavior. Vote of confidence to delegate for the magnificent job on this trip.

**AMES VICTORY (Victory), Nov. 13**—Chairman, J. Tanner; Secretary, L. Pierson. Some repairs not completed. To be checked with patrolman at pay-off. Ship's fund \$9.75. New delegate elected.

**ALCOA CAVALIER (Alcoa), Dec. 9**—Chairman, J. Mullis; Secretary, M. Fabricant. One man sick. Movie fund reported, one movie lost. Report accepted. New delegate elected. Safety delegate reported on accidents and suggestions.

**SEAMAR (Calmar), Dec. 8**—Chairman, N. Pains; Secretary, J. Eichenberg. Ship in good shape. One man asked to get off ship because of misconduct and drunkenness and not performing his duties. Agent notified. Deck engineer injured leaving Portland and had to leave ship in Astoria. Ship's fund \$10. One man short. Discussion on the making of coffee. Everyone pleased. No beefs.

**ANGELINA (Bull), Nov. 11**—Chairman, D. Hubbard; Secretary, W. Welsh. One man left ship. To be reported to patrolman. Mate to be contacted regarding covers removed from ventilators not replaced until 11 days. Delegate to see about tuning in ship's radio to receive news broadcasts. Beef not to be discussed in messrooms or alleyways.

**Dec. 1**—Chairman, D. Hubbard; Secretary, C. Ward. Sample of water taken at Sagunto, Spain, to be analyzed in American port. Number of crew members affected to be reported to capt. Contacted radio operator regarding tuning in news broadcasts. Denied. Few hours disputed at. To contact steward for a better variety of night lunch snacks. Covers not to be removed from ventilators. Cooperation requested in keeping laundry in a more sanitary condition. Vote of thanks to steward dept. for a fine Thanksgiving Day meal.

**CS NORFOLK (Cities Service), Nov. 2**—Chairman, A. McCullum; Secretary, P. Hammel. Ship's fund \$28.40. To see capt. about the food shortage and food used on board ship. Delegate talked about items which steward posted in galley for cooks. Messhall to be kept clean. Vote of thanks to steward dept. for a job well done.

**PRODUCER (Penn.), Nov. —** Chairman, W. J. Bonhoff; Secretary, T. Lina. Crew quarters to be painted and locks to be furnished. One key to be given to man in foc'les, and will be given to mate when going ashore. Few hours disputed at. Secretary-reporter elected. Bosun's shower and bath to be shared with ch. cook and baker. A good crew. Smooth sailing from now on, we hope. No beefs.

**ALCOA POLARIS (Alcoa), Dec. 1**—Chairman, J. Hanson; Secretary, J. Saxon. Laundry to be cleaned by each dept. Patrolman to see capt. about souvenirs, charges, etc. Need clarification as to officers' meal hours, cleaning duties, overtime, etc. Rooms and passageways need sougeeing.

**ALCOA ROAMER (Alcoa), Dec. 9**—Chairman, E. DeSautta; Secretary, C. Stambul. One man paid off. Beef about electrician's bathroom being locked. Few hours disputed at. Motion to change meeting hour in NY hall from 7 PM to 8 PM. Steward to obtain percolator to save time in making coffee.

### Bottoms Up!



Pedro Villabol lends a hand behind the bar to mix up a few cool ones on the Del Sud. He was assisting bartender Curley Liles during the captain's party. Villabol ships regularly as smokeroom steward.

## Planet Draws The Line On 'Togetherness'

"Flattery will get you nowhere" seems to be the byword among Seafarers on the supertanker Orion Planet.

Despite the skipper's comment that they were the best crew he had ever sailed with, the SIU gang doesn't feel it has to give the officers first crack at the SEAFARERS LOG when copies arrive aboard. Their feeling on this score produced a special meeting resolution calling on all crew-members to keep the LOG circulating among themselves until all had read it. Only then, they said, could topside have a look.

Apparently the arrival of the LOG had caused ruffled feelings on occasion when some of the officers tried to latch onto a copy or two before the crew got them. The competition for a leisurely reading of the LOG can get mighty intense aboard ship, even in the presence of other desirable reading matter.

As if to soften the blow, and in acknowledgement of the captain's generous tribute, the crew resolved to keep the Planet "a Union ship in every way, as it is a long voyage and it's important to get along with each other." Edgar F. Armstrong is the ship's delegate.

## 2 'Seasick' Bulldozers Head for Last Round-Up

A couple of 20-ton bulldozers that lived up to their name almost stampeded their way out of the No. 3 hold on the Wellsley Victory before they were literally hogtied and corralled.

"Since they were built for land, these big 'dozers must have gotten seasick or something because they decided to take a walk for themselves late one afternoon at sea. They worked over everything in the hatch until some 'cowboys' with steel cable lariats roped them and stopped them from charging around," said ship's reporter Richard Gelling.

When the Wellsley left New York for the Persian Gulf it was a little light "and as usually happens when we sail with only a partial load, we ran into rough weather almost the first day out," Gelling noted. By the third day, what with the weather and the noise of the bulldozers rumbling around, the mate "took his life into his hands and went down the escape trunk to see what all the commotion was about.

"He didn't stay long. Up he came like a shot and it was all hands turn to. The bulldozers had worked over five new Fords that were in the same hatch and had left one only about three feet wide. Now they were trying to break out by making a door for them-

selves through the side of the ship. "It was quite a sight seeing the cowboys trying to lasso these monsters and everything else we



could lay our hands on to corral them and keep 'em penned up. If we had to put a name to this little adventure, it might be 'The round-up of the mad bulldozers' or 'The big game hunt at sea.' Besides, those new cars are too big and fat anyway," he added.

### 'Sea-Spray' . . . . . By Seafarer "Red" Fink



'Not those kind of shots, wise guy!'

### Urge Trial Run To Save Lives



Seafarers on the Andrew Jackson watch a demonstration of fire-fighting techniques at dockside in Cavens Point, NJ. Safety instructor "Smoky" Batzer (in coveralls) shows how to handle smoke mask (left) and looks on as crewmembers practice how to shift injured man from deck into stretcher basket (right). Ship's delegate P. P. Lopez, who sent in the photos, said the demonstration was well-worth the time and trouble and would be useful on all ships.

Old Sol Makes Debut



Picture-taking was the first order of business on the only day of sunshine encountered by the Jean Lafitte en route to Japan recently. Making the most of the welcome change (l to r) were Wong, deck engineer; Bill Chomyack, OS; John Mac, OS; JoJo Touart, DM, and Arty Furst, wiper. Photo by Sam Joseph.

SEAFARERS IN THE HOSPITALS

USPHS HOSPITAL NEW ORLEANS, LA. William Bignons, James Hudson, John Bigwood, Edward Knapp, Claude Blanks, Antoine Landry, Charles Cantwell, Leo Lang, Antonio Carrano, William Lawless, L. Carrasquillo, Isidore Levy, Richard Caylor, Michael Muzio, Thomas Caylor, Winford Powell, Alton J. Clement, Allan Ritchie, George Curry, William Rooney, George Flint, Wert Spencer, Benjamin Foster, Andrew Stauder, Adelin Fruge, Nicholas Tala, Charles Cedra, Gerald Thaxton, Leon Gordon, Lucien Theriot, James Hand, Juan Vasquez, Henry Harrison, James Ward, Charles Hazlett, Francis Wasmer, Hayden Henry, William Williams, George Hobbs, Clifford Wuertz, John Holladay, Jacob Zimmer, George Huber.

USPHS HOSPITAL BALTIMORE, MD. Allen Boone, David Miller, Ben Bone, Timothy McCarthy, Francisco Bueno, Walter Orr, David Caldwell, John Osman, Gorman Glaze, Murray Plyler, Antonio Di Amiral, Robert Parker, Clarence Gardner, Eugene Rosko, Frederick Harris, Alexander Rever, Clarence Johnson, Joseph Roll, Walter I. Jackson, John A. Smith, Daniel Lippy, George Woods, Edgar Marquardt, Paige Watson, John Maasik.

USPHS HOSPITAL BOSTON, MASS. William Powers, James Patrice. USPHS HOSPITAL STATEN ISLAND, NY R. Freeman, L. Rhino, H. Rowe, H. Simmons, A. Pisan, M. Gaudio, W. Stevens, M. Chapman, R. Hayes, J. Reyes, C. Anderson, R. Lopez, N. Katal, I. Selger, J. Destacamento, P. Robertson, R. Peters, P. Lloita, O. Adams, H. Ali, I. DeNobriga, J. Davies.

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.

J. Thomson, S. Odgaard, V. Costello, R. Weir, J. Valentin, W. Swilley, J. Matthews, F. Ayers, P. Seidenberg. USPHS HOSPITAL MANHATTAN BEACH BROOKLYN, NY Manuel Antonana, Frederick Landry, Eladio Aris, Patrick McCann, Fortunato Bacomo, Archibald McGuigan, Joseph J. Bass, Leo Mannaugh, Melvin W. Bass, Albert Martineilli, Juan Denopra, Vic Milazzo, J. P. Destacamento, Josquin Minis, John J. Priscoll, C. Osinski, Fabin Furmanek, G. A. Pulussegur, Odie L. Gibbs, Winston E. Renny, Joseph M. Gillard, G. E. Shumaker, Bart E. Guranick, Henry E. Smith, Everett Haislett, Michael Toth, Talb Hazzen, Harry S. Tuttle, Thomas Isaksen, Virgil E. Wilmoth, Claude B. Jessup, Dexter Worrell, Ludwig Kristiansen.

USPHS HOSPITAL SAN FRANCISCO, CALIF. R. H. Graf, G. Aamensen, W. Watson, C. T. Nangle, D. Tselekis, C. Owens, L. Ready, W. A. Orwinkle, A. B. Ismail, J. H. Berger, B. Bennett, L. A. Wilkerson, C. Y. Chuan, S. Barras, R. L. Gresham.

USPHS HOSPITAL FORT WORTH, TEXAS B. F. Deibler, John C. Palmer, James R. Hodges, Harold J. Pancost, W. E. Orzechowski, August J. Panepinto. SAILORS SNUG HARBOR STATEN ISLAND, NY Victor B. Cooper.

VA HOSPITAL HOUSTON, TEXAS John P. Williamson.

USPHS HOSPITAL MEMPHIS, TENN. Charles Burton.

EASTERN SHORE STATE HOSPITAL CAMBRIDGE, MD. Thomas R. Leahy.

VA HOSPITAL BOSTON, MASS. Thomas W. Killon.

MONTEBELLO CHRONIC DISEASE HOSPITAL BALTIMORE, MD. Francisco Bueno.

USPHS HOSPITAL SEATTLE, WASH. G. B. Dunn, A. W. Sadenwater, R. E. McLeod.

USPHS HOSPITAL SAVANNAH, GA. Elmer B. Frost, Willie C. Sanders, Jimmie Littleton, Theodore Smith, Fred Miller, W. D. Warmack, James T. Moore, George W. Wilson.

USPHS HOSPITAL GALVESTON, TEXAS R. J. Arsenault, R. J. Henninger, Donald K. Fisher, Louis Holliday.

USPHS HOSPITAL NORFOLK, VA. George R. Trimyer.

Paper Salutes 'Hardy' Seamen

To the Editor: Thought you would like to see the salute to the men of the sea in an editorial that appeared in our local paper, The "Times Record," of Troy, NY on December 28, 1957.

The following was the text: The Men of the Sea "Complacent in our warm autos, riding a few miles back and forth to work, lounging in our homes, most of us give lit-

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.

tle thought to the men of the sea. These hardy sailors brave the storm-tossed waters of the northern hemisphere during winter with a little concern as we cruise the Hudson in our outboards in July.

"The nature of their work was dramatically illustrated over the weekend when two freighters (both foreign-flag.—Ed.) sank in a North Sea gale. The entire crew of one vessel, 28 men, apparently perished. Fourteen from the other freighter were rescued.

"We remember once a December voyage across the North Atlantic. When our huge freighter put into port it had to go to drydock for repairs. An angry sea, we found then, can wreak havoc. That's why we have the utmost admiration for the men of the sea who give their lives, and have done so since the start of ocean voyaging, to bring nations the goods they want or to take them where they want to go. They deserve a salute."

James J. Breen, Movie Operators Local 29 IATSE&MPMO, AFL-CIO

Norfolk Dinner Made Big Hit

To the Editor: Members and their families who had the privilege of attending the SIU New Year's dinner served at the Puritan Restaurant on Granby Street in Norfolk wish to comment favorably on the prompt, courteous and efficient service rendered.

The waitresses were alert, providing the kind of service rarely found. They didn't just do a job but took pains to satisfy, assuring that many of us will go back there again and again. They deserve a big hand and our most sincere gratitude.

The most pleasing part of all was that each diner had his

choice of the various meals being served; all of which were well prepared and very tasty.

L. B. Bryant Jr.

Baltimore Cook Is Rated 'Tops'

To the Editor: When one considers the holiday menus, we've had, it's no wonder crewmembers on the Cities Service Baltimore have been loud in their praise. Even the old man stopped in the galley to thank the chief cook.

Did we say chief cook? We should have said chef, for anyone who has sailed with Juan L. Pagan knows that he can compete with any shoreside chef. Of course, Juan has worked in several leading restaurants in New York and other places, but that isn't even all.

Brothers, if you happen to see crewmembers from the Balti-



Chief cook Juan L. Pagan on the Baltimore relaxes in foci'sie after a day in the galley.

more going ashore with permanent waves, you can bet Juan did the job also. (You'd be doing a good turn if you called the wagon, too!—Ed.) At one time, Juan was a beautician in one of New York's leading salons.

All kidding aside, we have been treated to swell meals, both well cooked and well served, especially when you consider this is a Cities Service tanker, not a passenger ship.

Anyway, don't rush and try to get on the Baltimore because we have found a home. What's more, one couldn't ask for a better bunch of shipmates. Your reporter takes off his hat to this crew and hopes that any future ship he sails has a crew just half as good. Aboard the Baltimore, one finds a real SIU ship, one that lives up to the SIU motto: "An SIU ship is a clean ship."

In closing, greetings and smooth sailing to all our brothers for 1958 and all the years to come. May our Union grow stronger with the continued guidance of our capable officers.

L. P. Hagmann, Ship's reporter

More On-The-Job Study Advised

To the Editor: I am trying to obtain some sample tests for fireman, oiler, cook, AB and 3rd mate so the fellows here at the hospital can know what to study for these exams. Perhaps you can run some of this material in the LOG from time to time.

Another good idea might be to have complete sets of books for the various ratings in the SIU Sea Chest and the slop-chests aboard ship. I know quite a few fellows who tried to get these types of books, but something always happened ashore and they never got them. If they were in the slopchest they would be no problem to obtain.

It is always important for every man to even get to know such things as the points of the compass so he can know not only the bearing of his ship but the bearing of light beacons, buoys, etc. I wonder how many ordinary seamen even know this.

Wallace "Rocky" Milton (Ed. note: Samples of some of the test material are being forwarded to you).

Long Stay In Drydock Ends

To the Editor: A word of thanks to our SIU Welfare Department, now that I have recovered from a very serious series of complications. I realize that if it weren't for the consideration of our officials I wouldn't have been able to keep myself together.

Although I was laid up for about a year and there were no lawsuits involved, it was comforting to be able to have constant advice from the offices of our Union's general counsel, Miller & Seeger. My special thanks for the help and guidance provided by Mr. Seeger and Mr. Abarbanel.

E. A. Anderson

He's Thankful For Xmas Cash

To the Editor: I wish to thank the SIU Welfare Department and all those who had a hand in getting the \$25 Christmas bonus to us in the hospitals.

It is a big help for us away from home. I cannot express how much it means. We can be thankful that we belong to a Union that takes care of the members, especially when they have a run of bad luck.

The Welfare Department gets my vote of thanks for all the favors it's done for me and others here in the Staten Island marine hospital. I call it a good job well done.

William M. Shaw



EVERY SUNDAY  
DIRECT VOICE  
BROADCAST

**"THE VOICE  
of the  
MTD"**

To Ships in Atlantic  
South American  
and  
European Waters

Every Sunday, 1620 GMT  
(11:20 AM 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 Mex-  
ico, Caribbean, West  
Coast of South Amer-  
ica, 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  
Broadcasts  
continue . . .

Every Sunday, 1915 GMT  
(2:15 PM EST Sunday)

- WCO-13920 KCs  
Europe and No. America
- WCO-16950.5 KCs  
East Coast So. America
- WCO-22407 KCs  
West Coast So. America
- Every Monday, 0315 GMT  
(10:15 PM EST Sunday)
- WMM 25-15467 KCs  
Australia
- WMM 21-11037.5  
Northwest Pacific

**MARITIME  
TRADES  
DEPARTMENT**

**AFL-CIO**

# Curran's Sermon

(Continued from page 2)  
pretended ignorance on the sub-  
ject of Communism when the oc-  
casion suited him. Back in  
1939 Curran told a Congressional  
committee: . . . "I do not know  
what a Communist looks like."  
Maybe he's right at that. Maybe  
he didn't know that Stalin and  
hatchet man Kuznetsov were com-  
munists.

In 1939, Curran's line was that  
he didn't know of any Communists  
in the NMU, even when he was  
asked about men like Al Lannon  
(chief of the Communist waterfront  
section), Roy Hudson, Ferdinand  
Smith, and others.

A few years later, when he  
found that it was expedient to pose  
as an anti-Communist and to ditch  
some of the men mentioned above,  
among others, he suddenly discov-  
ered that he not only knew of Com-  
munists in the NMU all along, but  
that "the Communist Party and its  
members had completely forsaken  
their original role as fighters for  
progress and rank and file demo-

cracy in our union." (Report to  
NMU convention, 1947).  
In the last analysis, his attempt  
to identify himself with the aims  
of the US and the SIU with the  
Communist enemies of this coun-  
try is a typical piece of Stalinist-  
type doubletalk in which he excels  
—and Curran is the last one to let  
anybody forget it.

## Final Dispatch

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

**Sidney Mogel, 24:** Brother Mogel  
died on July 24, 1957, in New York  
City. Death was due to drowning.  
He became a full member of the  
Union on March 11, 1957, and  
sailed in the engine department.  
Burial took place in Mt. Jacob  
Cemetery, Delaware County,  
Penna.

**Charles A. Eagleson, 56:** On De-  
cember 3, 1957, Brother Eagleson  
died of a heart ailment in Tampa,  
Fla. He became a full member of  
the Union on January 12, 1944,  
and was sailing in the engine  
department. Brother Eagleson is  
survived by his wife, Anna Eagle-  
son, of Houston,  
Texas. He was buried in the Mora-  
vian Cemetery, Staten Island, NY.



**Luciano I. Ramos, 55:** Brother  
Ramos died on November 10, 1957,  
in the USPHS Hospital, Brooklyn,  
NY. Death was the result of natu-  
ral causes. He became a full mem-  
ber of the Union on February 3,  
1951, and sailed in the engine de-  
partment. Brother Ramos is sur-  
vived by his wife, Maryblanca M.  
de Iglesias, of Havana, Cuba.  
Burial took place in Rose Hill  
Cemetery, Linden, NJ.

## Dutch Quit Ship, Hit 'Starvation'

SEATTLE — A Dutch banana  
boat, the Cartago, pulled out of  
this port with a new crew after 29  
members paid off charging the cap-  
tain with feeding them short rat-  
ions. The company flew in re-  
placements from Central America  
and departed, leaving the crew-  
members to the tender mercies of  
immigration.

Crewmembers accused Captain  
A. A. Gerritsma of putting them on  
a "starvation diet." All told, the  
ship had carried a crew of 47.

### Herman E. Cooper

We regret that lack of space  
in this issue prevents us from  
printing another article in the  
series on the role of Herman  
E. Cooper in the labor move-  
ment. Watch future issues of  
the SEAFARERS LOG.

## RECENT ARRIVALS

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

Frank Roswell Mitchell, born  
November 24, 1957, to Seafarer  
and Mrs. William Mitchell, Tampa,  
Fla.

Mrs. Thomas E. Robbins, Balti-  
more, Md.

Theresa Joan Morgan, born De-  
cember 1, 1957, to Seafarer and  
Mrs. William R. Morgan, Savannah,  
Ga.

Donald Henry Caldas, born De-  
cember 10, 1957, to Seafarer and  
Mrs. Manual F. Caldas, New Bed-  
ford, Mass.

Liza Yvonne Rodriguez, born No-  
vember 30, 1957, to Seafarer and  
Mrs. Ovidio R. Rodriguez, New  
York City.

Kenji Paul Hoffman, born No-  
vember 10, 1957, to Seafarer and  
Mrs. Bertrand Hoffman, New York  
City.

Thomas Henry Sanchez Jr., born  
November 22, 1957, to Seafarer  
and Mrs. Thomas H. Sanchez,  
Chickasaw, Ala.

Patty Sue Hooks, born Novem-  
ber 18, 1957, to Seafarer and Mrs.  
William C. Hooks, Metter, Ga.

Louis George Vourloumis, born  
December 2, 1957, to Seafarer and  
Mrs. George L. Vourloumis, Phila-  
delphia, Pa.

Cynthia Ann Kristensen, born  
November 28, 1957, to Seafarer  
and Mrs. Kenneth H. Kristensen,  
Baltimore, Md.

Arthur Clyde Witherington Jr.,  
born December 2, 1957, to Seafarer  
and Mrs. Arthur Witherington,  
Daphne, Ala.

Keith Bryant Leiter, born Sep-  
tember 17, 1957, to Seafarer and  
Mrs. Alexander J. Leiter, Minne-  
apolis, Minn.

Dennis Lamar Logan, born No-  
vember 23, 1957, to Seafarer and  
Mrs. Joseph J. Logan Jr., Crich-  
ton, Ala.

Denise Anne McCullough, born  
December 15, 1957, to Seafarer and  
Mrs. Kenneth J. McCullough, Levit-  
town, NY.

Edythe Annakete Krause, born  
May 15, 1957, to Seafarer and Mrs.  
Jesse J. M. Krause, Lake Charles,  
La.

Lewis Anthony Nixon, born No-  
vember 24, 1957, to Seafarer and  
Mrs. Leonard I. Nixon, Hitchcock,  
Tex.

Sonia Ortega, born September 9,  
1957, to Seafarer and Mrs. Alfredo  
Ortega, Tampa, Fla.

Michael Edwin Parks, born De-  
cember 12, 1957, to Seafarer and  
Mrs. Julius E. Parks, Baytown,  
Tex.

Roxanne Marie Guillory, born  
December 18, 1957, to Seafarer  
and Mrs. Calvin R. Guillory,  
Mamou, La.

Garland Wayne Vincent, born  
December 16, 1957, to Seafarer  
and Mrs. Floyd J. Vincent, Sul-  
phur, La.

Cynthia Lee Brinson, born De-  
cember 15, 1957, to Seafarer and  
Mrs. Benny Brinson, Savannah, Ga.

Edwin E. Ritchie Jr., born De-  
cember 8, 1957, to Seafarer and  
Mrs. Edwin E. Ritchie, Mobile, Ala.

Karen Kay Robbins, born No-  
vember 13, 1957, to Seafarer and



# Behind The Robin Line Story

(Continued from page 5)  
Trent, where two NMU members voted  
SIU. (See news story on page 3.)

### Another NMU Raid

Is the Robin Line raid an isolated in-  
stance? Not in light of the record. In  
Philadelphia, the SIU Harbor and Inland  
Waterways Division is fighting a similar  
raid by the NMU against ships of the Wil-  
lis tug fleet. Willis had been a non-  
union fleet in 1956 and both organiza-  
tions had campaigned among the tug  
crews. A collective bargaining election  
was held with the SIU getting 69 votes to  
two for the NMU. Less than one year  
later, before contract renewal time came  
around, the NMU popped up with a pe-  
tition charging that the union shop clause  
was "illegal" and that the contract should  
be thrown out accordingly. This argu-  
ment is an exact parallel to the pitch  
used by "right-to-work" advocates. This  
case is still pending before the NLRB.

After the SIU won the first four Robin  
ships and was certified as the bargaining  
agent, Curran found himself in an ex-  
posed and indefensible position. He had  
promised his membership he would de-  
liver the ships and had boasted how SIU  
men were flocking to the NMU. To  
save face he started to scream "SIU-  
NLRB conspiracy" and put on a show  
of "militancy."

To start off, Curran put NMU picket-  
lines around the Mooremack and Robin  
ships. In picketing Mooremack vessels  
he was hitting at the company which had  
worked hand-in-glove with him in the  
Robin deal. Curran's announced ob-  
jective was to force Mooremack to defy  
the NLRB certification of the SIU on the  
first four ships. But Curran did not get  
the support he planned on.

Even on Mooremack's own ships in the  
port of New York, the NMU picketing  
was ineffective, with the "New York  
Times" reporting, "The Mormacork was  
worked by longshoremen despite the  
presence of the pickets." (Dec. 21).

The New York "World Telegram" of  
Dec 19 reported "longshoremen crossed  
the picketlines and continued to unload  
vessels. Trucks also passed the lines,"  
while the "Journal of Commerce" pin-  
pointed the situation when it said on Dec.  
20, "the ILA's local refused to recognize  
a picket line . . . Two of the Robin Line  
ships were able to discharge cargo . . ."  
Curran, of course, claimed that his pick-  
ets had "frozen" the ships to the dock.

### NMU Crosses NMU Line

Two days after his wild and irrespon-  
sible outburst, Curran reviewed the facts  
and changed his tack. With longshore-  
men and teamsters working the ships, he  
put the NMU men back aboard the Robin

Line ships, revealing on the waterfront  
the strange and paradoxical sight of  
NMU men working behind an NMU  
picket line. Meanwhile, the NMU "Pilot"  
attempted to explain the failure of the  
maneuver by referring to the longshore-  
men and teamsters who had continued  
working as "low-hung longshoremen and  
teamsters." Not only was this reference  
characteristic of Curran's snide and irra-  
tional appraisals of a situation, it was an-  
other demonstration of his inability to  
convey facts accurately. In short, it was  
typical Curran irresponsibility right down  
the line.

The whole Robin Line adventure  
points up the complete irresponsibility of  
the NMU president as well as his willing-  
ness to take advantage of the lack of  
familiarity of non-maritime groups to  
confuse and misrepresent a situation in  
which he is involved. He does not hesi-  
tate to deliberately falsify in front of his  
own membership. Curran's action rules  
out acceptance of any of his so-called  
presentations of fact.

Other than his customary bombast and  
promises of "we'll-tell-'em-what-they'd-  
better-do-or-else," Curran nowhere pre-  
sented to the NMU membership any sem-  
blance of a reason to justify his irrespon-  
sible move in the Robin Line situation.  
Nowhere did he present the NMU mem-  
bers a case showing they were entitled to

Robin Line jobs. Once again, he simply  
took the noisy route, and left reason by  
the wayside.

When it is summed up, the conduct  
and actions of Curran in this instance are  
in violation of the elementary standards  
of trade unionism and certainly a viola-  
tion of the AFL-CIO constitution in that  
it is an attack on the jurisdiction and in-  
tegrity of another AFL-CIO affiliate.  
What's more, the NMU raiding tactic  
placed in jeopardy the job rights, se-  
curity and equity in welfare benefits of  
some 250 American workers on eight  
Robin Line ships.

In calling for a collective bargaining  
election on Robin Line ships, the SIU  
was fulfilling one of its basic functions  
as a trade union—which is to protect the  
jobs, security and economic welfare of  
its membership.

At this point, developments in the  
Robin beef are resting in the courts and  
the NLRB. The NMU has asked the courts  
to bar certification of the SIU by the La-  
bor Board and the judge has reserved de-  
cision. Mooremack has won an injunction  
against NMU picketing of its vessels.  
Meanwhile, the SIU is continuing to take  
every appropriate action to protect the  
job rights, equity and seniority of SIU  
members in the Robin Line.

## US Budget Asks Funds For Miss., APL Vessels

WASHINGTON—Reversing last year's economy trend, the President's budget message to Congress this week recommended construction of 18 new merchant ships, of which 11 would be for SIU companies or operators under contract to West Coast SIU affiliates.

The \$132 million program would include four new cargo liners for Mississippi Steamship, in line with the new 20-year subsidy contract the company signed with the Government last fall.

### Reduced Subsidies?

A proposal for a reduced ceiling on subsidized voyages left the future of pending subsidy applications by various operators up in the air. The President also said a full-scale review of the 1936 Merchant Marine Act was in progress and urged stretching out the replacement of the present merchant fleet by extending the useful life of a merchant ship for subsidy purposes from 20 to 25 years.

An 87-word section of the 22,000-word budget message was devoted to "Water Transportation" and recommended overall fund outlays of about \$295 million. Besides the \$132 million ship construction figure, this covered \$120 million for operating subsidies, \$20 million for vessel trade-ins, \$5 million for research and development, \$15 million for administrative expenses, including reserve fleet costs, and \$3 million for maritime training.

The most hopeful item was for ship construction, for which Congress had allotted a bare \$3 million last year. The President had originally asked \$120 million for construction, then trimmed that to \$95 million and Congressional budget-cutters lopped off \$92 million more before they were through.

This year's fund requests will cover a new passenger liner for American President Lines, four cargo ships for American Mail Line, two for Pacific Far East Line and the four for Mississippi, plus four ships for Lykes and three for Moore-McCormack. No funds were budgeted for a replacement for the SS America. The Mississippi vessels are provided for under a 14-ship fleet replacement program totalling \$160 million.

Recommended appropriations for operating subsidies were increased over last year, but the ceiling on subsidized voyages would be cut

from 2,100 to 2,000. Although there are only 1,897 subsidized voyages under contract now, pending applications by companies already under subsidy and operators seeking subsidies would raise this figure to 2,613.

The AFL-CIO Maritime Trades Department and the SIU have consistently pressed for broadening

the base of Government subsidies so that more companies could receive Federal assistance than do now. Waterman, Isthmian and Isbrandtsen are among the major operators seeking subsidy aid for the first time. Renewed bids by trampship operators for subsidy assistance likewise appear to stand little chance.

## Calif. Labor Kicks Off Campaign On 'Wreck' Bid

SAN FRANCISCO—Congressman Jack Shelley told a mass labor rally here of his days as a sailor 30 years ago to spotlight what a proposed "right-to-work" law would mean in California.

An overflow crowd at a San Francisco Labor Council meeting which kicked off the fight against a state "work" law was reminded how the shipowners "broke the Sailors Union" after the 1921 strike when an AB's wages were \$90 a month.

"They replaced the Sailors hiring hall with the Shipping Board hall and wages went down, down, down. In 1928, when I made my last trip," Shelley declared, "able-bodied seamen were making \$45 a month for a double watch, four hours on and four hours off. This is what 'right-to-work' means. It means the right to exploit the working man, to take away his strength to bargain for decent wages and conditions . . ."

"This should be a crusade with you union members. Not a crusade to keep unions in existence, not a crusade to keep jobs for union officers. It's a crusade for the decent American living standards that can be won only by labor unions," Shelley added. In addition to being a former sailor, Shelley was head of the powerful California Federation of Labor at one time.

Other speakers, including Calfed

Secretary-Treasurer C. J. Haggerty, AFL-CIO Regional Director Dan Flanagan, and Council President Jack Goldberger and Secretary George Johns, also lashed into the "work" law proposal as a union-wrecking measure.

Haggerty pointed out how backers of the law "think that now is the time to press for passage because of a few misguided officers in our movement. But 'right-to-work' would not do one thing to clean up any misappropriation or racketeering. 'Right-to-work' is really a false issue to destroy democratic labor unions."

Key campaigner for the law in the state is Sen. William Knowland, Senate Majority Leader in Washington and a Republican candidate for governor of California this November.

## Jobs Hold In Lake Charles

LAKE CHARLES—Labor affairs in this port are in good shape. The building trades unions recently signed new contracts, some of them running for two years, providing for wage increases and better benefits for their members.

Shipping held its own around this area as compared to past holiday periods. Registration lagged slightly behind shipping, but there were plenty of men on the beach to take up the jobs.

### CS Tankers

The Chiwawa, Fort Hoskins, Bents Fort, Royal Oak, Winter Hill, Cantigny, CS Baltimore, Government Camp, Bradford Island, Council Grove (Cities Service); Val Chem (Heron) and the Del Alba (Mississippi) were in port during the past two weeks. All were in good shape with no major beefs on any vessels.

## INQUIRING SEAFARER

QUESTION: How was the year 1957 for you?

Augusto Miranda, OS: It was not too good a year for my family because of sickness. Between the flu and what not going around, the doctor was kept busy. But generally it was fair as I made some good trips. I was a little disappointed because I did not win the sweepstakes, but maybe in 1958.



a good year shipping-wise, plenty of money and time to enjoy myself. It was quiet with nothing unusual happening. What I liked best was the good choice of runs I got throughout the year. I just hope the next 12 months are just as good.



William Westcott, pumpman: 1957 was a very good year for me, financially and otherwise. I took a couple of trips for six months, and then a five month vacation in Canada. Right now I only hope it will be as good next year, and from the looks of things, it probably will.



Chan F. Zal, AB: 1957 was a very "hot" year for me. Most of the trips I made were in the Persian Gulf and I had to sweat through them. But otherwise it was good, quiet and peaceful, just the way I like it. I did not have too much trouble shipping, and managed to relax too, so I can't complain about the past year.



Jay Wolan, OS: Frankly it was a rough year for me. I was in and out of hospitals all year and had not much of a chance to ship out. Otherwise I think it was a good year, but I hope I can get a ship during the next week and make some money. It's expensive sitting around.



Thomas Stratford, FWT: It was

## First MCS Election Names Turner Sec'y

SAN FRANCISCO—According to the unofficial returns in the first election of officers for the Marine Cooks and Stewards Union, Ed Turner was an easy victor in his bid for the office of secretary-treasurer.

Turner was reported to have received 1,747 votes against 233 for Walt Chamberlain, his only opponent.

Over 2,000 members of the MCS voted for the candidates of their choice and on other basic union issues during the 60-day voting period.

Of the total votes cast, the largest number, 1816, were cast in favor of Louis Foyt who was unopposed for the office of New York agent. In other ports, Pete Bianchi defeated three opponents for the post of San Francisco dispatcher while Joe Gorin, Wilmington agent; H. A. Robinson, Portland agent and James Willoughby, Seattle agent were reelected to their positions.

The ballot also included a proposal for a \$20 annual assessment to help repay the union's indebtedness to the SUP. The MCS repaid its debt to the SIU a year ago and is also paying off a loan from the California State Federation of Labor. The yearly assessment is

to be used to build up a fund to repay more than \$300,000 borrowed from the Sailors Union. These and other funds were used during the long campaign to establish MCS on West Coast ships.

With the election out of the way, the first major refurbishing of the 16-month old headquarters of the SIU affiliated MCS is now underway.

Work has started on the building's interior to streamline the union's operations and provide more efficient service for the growing MCS membership. One major item calls for the installation of a new electric shipping board and a simplified registration procedure. In similar action, the Sailors Union of the Pacific has already installed a new shipping board at SUP headquarters.

The SUP installation is patterned after the shipping boards used at SIU halls in New York and Baltimore. It is part of an extensive building improvement program, mapped out by the SUP for all its West Coast halls.

## Balt. Busy Organizing

BALTIMORE—With the holidays over, the Seafarers in this port are getting back to the everyday tasks. The SIU is continuing to push its organizing drive in the various areas in and around the port. There has been no word as yet concerning one petition which has been filed with the Labor Board.

It has been a very slow shipping period for the men on the beach here. There were only nine vessels paying off during the past two weeks, five signed on, and 15 were in transit.

The Hurricane (Waterman); Cubore, Santore, Baltore (Ore); Bethcoaster, Seamar (Calmar); Evelyn, Jean (Bull) and the Pacific Ocean (Trans. Utilities) paid off while the Cubore, Santore, Baltore, Pacific Ocean, and the Seamar signed on.

In-transit were the Robin Goodfellow, Robin Trent (Robin); Alcoa Partner, Pegastis, Pilgrim, (Alcoa); Steel Apprentice, Steel Chemist (Isthmian); Wild Ranger (Waterman); Alamar (Calmar); Fort Hoskins (Cities Service); Venore, Oremar (Ore.) and the Mankato Victory (Victory Carriers).

## SCHEDULE OF SIU MEETINGS

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

January 22  
February 5  
February 19  
March 5

