

ITF Plans New Steps:

CALL LONDON MEETING OF SHIP UNIONS

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Bridges Sponsoring Tokyo Meet Of Asia Red Unions

SAN FRANCISCO—A transparent effort to blacken US foreign policy in non-Communist Asiatic countries has been launched by Harry Bridges, head of the West Coast longshore union. A Bridges' proposal for a "conference of longshore unions in the Pacific Area" scheduled for Tokyo next spring is clearly a Soviet-sponsored move to make it appear that maritime labor is mouthing the Soviet line on world issues.

The tipoff on the proposed conference lies in the nature of the unions sponsoring it, four Asian dockworkers organizations which, along with Bridges' union, have a long record of affinity for the Communist line. If that wasn't plain enough, Bridges, in his letter of invitation, outlined an agenda of purely technical matters relating to longshore work, but then pushed the door ajar to admit resolutions to the conference which would be critical of the US policy in Asia.

It was anticipated, Bridges said, that the other participating organizations, "will probably wish to make additions to this agenda . . . taking into account issues of a more general trade union and working class importance including such vital matters as the end of nuclear bomb testing, disarmament, etc."

Obviously the matters of "working class importance" (a phrase straight out of the Communist lexicon), will involve the Soviet Union's position on these major issues and will echo the Soviet line of the moment. Since the conference is not scheduled until next April, one reason for not placing these matters on the agenda could be the expectation of flip-flops in the Party line in the next few months.

Irrespective of the innocent-sounding agenda which deals with such items as basic working conditions, safety, medical care, pensions, containerization, flags of convenience and the like, the pro-Communist bias of the proposed conference is clearly apparent in the list of sponsors. They are the All-Japan Dock Workers Union; the Waterside Workers Federation of Australia; the Madras Harbour Workers Union of India and the Waterside Workers and Seafarers Union of Indonesia.

All of these have long been identified as pro-Communist and Communist-dominated groups. The Australian union, in fact, was compelled by the Australian labor federation to withdraw from the Communist-dominated World Federation of Trade Unions in 1953, but still mouths the Communist line. The Madras Harbour Workers, a small group of 2,500 members, is affiliated with a Communist-dominated labor organization in India and the Indonesian outfit is also clearly identified as a Party front.

Noteworthy by their absence as sponsors of a so-called conference of longshore unions of the Pacific Asia area are unions from the following countries and regions: The Philippines,

Burma, Thailand, New Zealand, South Vietnam, South Korea, Formosa, Pakistan, Bombay and Calcutta in India, Ceylon or any of the Latin American countries fronting on the Pacific.

Obviously these countries and regions were omitted because there were no pro-Communist dockworkers' unions in the areas involved.

The reason for selection of Tokyo as the site of such a conference at which Bridges will serve as the host is clear on several counts. Japan's industrial strength and technical know-how make it the strongest anti-Communist bastion in the Far East, and the juiciest target of world communism. In addition, the Japanese public, with its memories of Hiroshima, would tend to be sympathetic to Soviet propaganda about H-bombs, even though the Soviets have blocked a nuclear inspection system for 12 years now.

It is also to be expected that the conference will demand greater trade with Red China and admission of that country to the United Nations, denouncing opposition to China and US trade policies as "western imperialism." For as Bridges puts it in his publication "The Dispatcher," . . . the remaining colonial areas of Asia and Africa are unwilling to submit to the type of imperialist trade which they formerly had to accept." This is an open bid to non-Communist Asia to replace trade with the West by trade with the Soviet Union. If successful, such a move would reduce US foreign trade and deprive his own members, as well as US seamen, of job opportunities.

Bridges' new role as a host to international pro-Communist conferences stems from the fact that the US Government's deportation case against him has been quashed in the US courts. During the years the case was pending, Bridges could not leave the US for fear that he would be barred from re-entry. Consequently second-stringers like Hugh Bryson used to substitute for him at international Party pow-wows. Now, with the barrier to his international travel removed, Bridges is free to play a more aggressive role on behalf of the Soviet Union.

Examination of "The Dispatcher" shows that Bridges is still carrying on his long-time function of propagandizing Soviet causes. The December 5 "Dispatcher" in which the conference was announced carries a column signed by him defending the Soviet position on Berlin, and criticizing US policy in Germany. He concludes "We need no Adenauers, Chiang Kai-Sheks or Syngman Rees to decide what are the best interests of the United States. They'll sell us out as soon as they can make a better deal elsewhere."

Alongside these pronouncements is an article criticizing King Hussein of Jordan (a pro-Western ruler in the Middle East) and denouncing US policy in Lebanon, Egypt, Syria and in Iraq where the Communists are rapidly infiltrating the government.

What this has to do with running a longshore union is hard to determine but it clearly has a direct connection with the international Communist program.

Elect SIU Tallying Committee

With balloting in the biennial SIU elections having come to a close on December 31, a 14-man tallying committee is now toting up the approximately 6,000 votes cast in the Atlantic and Gulf District.

The committee is composed of six Seafarers from New York, and two each from Baltimore, Mobile, New Orleans and

San Francisco. The six from New York were elected at last week's general membership meeting. They are: B. Schwartz, J. Blutt,

C. Stambul, B. Slade, P. Gonzalez and J. Giordano.

Representing the out-ports are Salvatore Blondo and Oswald Ergle from Baltimore, William Nordlund and D. L. Parker, Mobile, Ray Vaughn, Ashton Stevens, New Orleans, and Walter Reidy and William Rogers, San Francisco.

A check of roster sheets and dally poll reports submitted by all SIU branches during the November 1-December 31 voting will be made by the committee. The actual ballots have been withdrawn from safekeeping in the central vault of the Commercial State Bank & Trust Co. in New York in order to be tallied. Their safeguarding is part of the election procedures included in the 1956 Constitutional amendments.

Seventy-three Seafarers were on the ballot contending for 38 official posts. The results of the balloting will be made known at the January 21 membership meeting.



Candidate for SIU tallying committee, Seafarer Howard Beeker holds up book as headquarters membership votes on committee.

Record Vacation Payment



A whopping \$409.71 check representing 668 days' vacation pay is collected by Nicholas Leone, 2nd electrician, at SIU headquarters. Leone was aboard Coe Victory from January 27, 1957, to December 15, 1958. Ship was out 11 1/2 months on last trip. Check covered payment after taxes on old and new vacation pay rates.

Cuban Labor Tied Up 16 Runaways In Beef

HAVANA—Coming up with a near-perfect record of achievement, Cuban seamen and maritime workers tied up 16 out of 17 runaway-flag ships that were in Cuban ports during the December 1 to 4 period.

In a detailed report to the American Committee of the International Transportworkers Federation, the Cuban union said that only one ship, the Esso Argentina, was able to discharge cargo, and that one only because she was discharged by supervisory personnel at night.

191 In West

All told, with the 160 ships affected by US demonstrations, 14 more hung up by the SIU Canadian District and one in Uruguay, 191 runaways were hit by protest action in this hemisphere.

The round-up report from the Cuban union listed the following ships affected by the boycott:

Esso Guatemala, Panamanian flag; Yucatan, Liberian; Barcelona, Costa Rican; Uramar, Honduran; Charta, Costa Rican; Patricia Joyce, Panamanian; Baleares, Costa Rican; African Trader, Liberian.

Also, the African Monarch, Costa Rican; Yurtia, Liberian; Roatan, Costa Rican; Atlantico, Liberian; Lake Charles, Liberian (this ship skipped out of New York the day before the demonstrations began only to be hung up in Cuba); the Urania, flag unspecified, and the City of Havana, passenger carrier that runs between Key West and Havana. One other Costa Rican ship was tied up but the vessel's name was not reported. Another passenger boat that was inactive was also picketed by the Cubans.

Perishable Cargo Cleared

In addition, the Cubans reported that they permitted a Honduran ship to sail because it was already loaded with perishable fruit cargoes. All other vessels were held up completely until the four-day period came to an end.

Most of the vessels involved in the Cuban demonstration are sugar-carriers and dry cargo ships with the exception of the Esso tankers and one other tanker in the molasses trade.

Ports in which the demonstrations took place included Havana, Mariel, Cienfuegos and Matanzas.

Name New Trustees To SIU Plans

New Union trustees have been selected to represent the SIU on the Seafarers Welfare Plan and the Seafarers Vacation Plan. The Welfare Plan trustees will now be Lindsey Williams, New Orleans agent; Cal Tanner, Mobile agent, and Keith Terpe, representing the SIU in San Juan.

Vacation Plan trustees will be Marty Breithoff, San Francisco agent; Bob Matthews, agent in Houston, and Al Tanner, SIU headquarters representative on the Lakes.

Previously, Union trustees of the two plans came out of headquarters. Bringing in outport representatives as trustees offers the advantage of keeping them fully up-to-date on all developments in the plans' operations.

Both plans are run by boards of six trustees, three from the Union and three designated by companies which the SIU has under contract.

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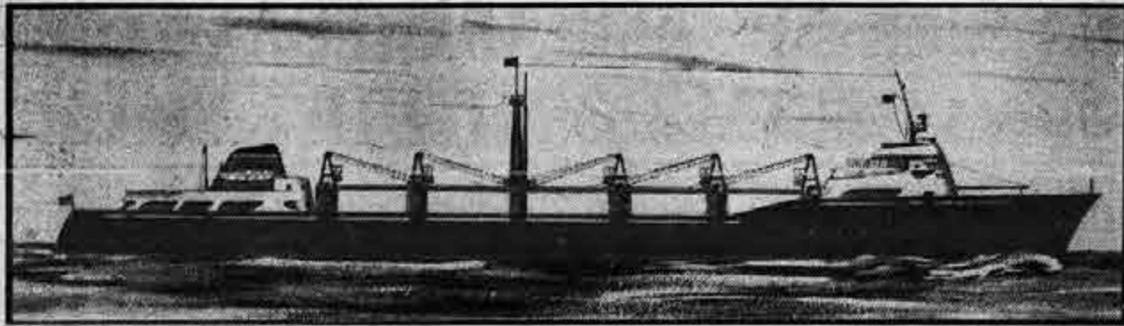
Delta Asks Bids On New Ships

NEW ORLEANS—Seafarers sailing the Delta Line ships of the future will have fully air-conditioned vessels under ship replacement plans made by the Mississippi Shipping Company. Invitations have been sent out to various US shipyards for bids on three C-3 type cargo vessels as part of the company's replacement program. The new vessels will replace C-1s presently operating in the West African trade.

Additional vessels of the same type will be contracted for at later dates for the C-2s the company now operates on its South American run, since all ships are designed to be interchangeable no matter what service they run in.

18-Knot Cruising Speeds

In addition to full air conditioning, the new vessels will differ radically from the present C-1s in several respects. They will have almost twice the deadweight tonnage, 13,000, as against 6,700 for the C-1s, and four knots additional speed, 18 knots against the present 14. The superstructure design will differ considerably



Drawing shows "two island" design of proposed Mississippi Shipping freighters. They will be of C-3 capacity and replace present C-1s on West African run. Note crane operation of hatches and longitudinal catwalk running from engine room and engine foc'sles aft to main quarters forward.

from conventional present-day deep-sea freighters in that it will be a "two-island" set-up reminiscent of tanker design. The navigation bridge, passenger and deck and steward crewmen's quarters, messhalls and galley will be well forward. The engine room and engine foc'sles will be back aft, with two catwalks for communication.

The ships will have seven holds, five of them in the midship section, serviced by five-ton cargo cranes. In addition, there will be one hatch forward of the bridge and another back of the stack.

The hatch covers will be of the hydraulic type. A 30-ton heavy lift boom will be included on No. 4 hatch.

The five center cargo holds will be divided longitudinally into three compartments of three decks each. The design, the company said, will make for greater flexibility in stowing ore and grain cargoes, and also make possible the use of containers and unitized cargoes.

Other data on the ship is as follows: Overall length, 508 feet, three inches; beam, 70 feet; draft, 31 feet; shaft horsepower, 8,340 at 18 knots.

Revised Contracts Ready; Go Out To SIU Ships

Revised copies of the SIU standard freightship agreement including the memorandum of understanding negotiated with the operators last summer are now available at all SIU halls. Three copies of the agreement are also being air-mailed today to all SIU-contracted vessels along with this issue of the SEAFARERS LOG.

The 20-page booklet includes the updated shipping rules as well as the steward department working rules in one compact package. Increases in basic wages, overtime and penalty rates that became effective September 1, 1958 have been incorporated in the new printing along with changes in the seniority clauses previously negotiated with the operators.

Meanwhile, negotiations with respect to other items set forth in the memorandum of understanding are still continuing as well as revisions of contract clarifications.

Similar steps are being taken to update the tanker agreement and special Seatrain agreement.

ITF Calls London Sea Union Meeting

LONDON—Serving notice on the runaway shipowners that the four day protest last month is only the beginning, the International Transportworkers Federation is scheduling a series of meetings in this city from January 19 through January 22 to make plans for future actions against the runaway

ships. SIU and NMU delegates will attend.

In announcing the meetings, Omer Becu, secretary-general of the ITF, indicated that the organization might arrange for

renewal of a general world-wide demonstration against the runaways, or might consider some other course of action to deal with the runaway problem.

American maritime unions in the American Committee of the ITF are already at work on a series of recommendations to be submitted to the ITF meeting. The recommendations, now being put in final form, will propose a series of specific moves on the runaways to follow up on the advantage gained thus far.

As reported in the last SEAFARERS LOG, the American Committee has already arranged for continuation of the joint NMU-SIU coordinating committee which directed the December 1 to 4 demonstrations against 160 ships in American ports.

Reports are still coming in on last month's worldwide activity. Seamen and other maritime workers in Cuba, for example, reported that they had successfully tied up 16 of the 17 runaway-flag ships that were in Cuban ports during the four-day period. (See story on page 2.)

The meetings next month call for the seafarers section of the ITF to meet January 19 and 20, the dockers section to meet January 21 and a joint conference of both groups to be held on January 22.

Another important meeting on the subject is expected to take place next month between the US State Department and diplomatic representatives of major European maritime nations. The Europeans are going to protest the State Department's position that the runaway registries are justified and entitled to the protection of the United States. At last year's United Nations conference on the law of the sea, the United States successfully blocked moves by maritime countries to require a "genuine link" between a vessel and the flag it flies.

Port Rights Sale Upheld

WASHINGTON—An Interstate Commerce Commission examiner has recommended approval of Pan-Atlantic's proposed purchase and merger with S. C. Loveland, an inactive operator. Loveland holds an ICC certificate authorizing operation as a water carrier between ports along the Atlantic Coast and tributary waterways.

The examiner's were based on the fact that Pan-Atlantic "is the only active water common carrier of its kind on the Atlantic and Gulf coasts

Alcoa Leads National Safety Contest



Winners of movie projector for 715-day accident-free record, Alcoa Roamer crew receives prize from Captain T. L. Proud of company port staff. Seafarer Cecil Terry, bosun, is holding plaque. Others are C. L. Kinsey, chief mate; A. P. Day, chief engineer; (behind Terry) and Seafarers Albert Rogers, FWT and John R. Tilley, cook.

MOBILE—Alcoa Steamship Co., which was barely nosed out last year in the National Safety Council's contest for the safest fleet in the merchant marine, is on its way to the top, according to the January-October safety figures released by the Council.

The SIU-contracted fleet of 16 vessels sustained only 18 lost-time accidents for the 10-month period to earn an index rating of 2.86. Somewhat behind with a 3.75 mark was the United States Lines, after which followed the United Fruit Co., with a 4.12 rating.

Two of Alcoa's 18 accidents came in October and actually had the effect of boosting the fleet's accident rating slightly, since the year's average has been less than

two accidents monthly.

The overall average reported for the industry was 5.99, or over twice as great as the Alcoa figure. However, the industry's average represented an improvement over the 1957 figures, reflecting greater concern for safety practices throughout all of maritime.

Last year, Alcoa's ratio between lost-time accidents and hours worked earned it a safety rating of 3.61, well below this year's pace.

Alcoa was actually on top of the heap all year long until it incurred three lost-time accidents during December and was edged out by States Marine Line.

An outstanding safety performance of 715 consecutive days without a lost-time accident earned the crew of the Alcoa Roamer a sound picture projector. The award was made by Alcoa's senior port captain, Captain T. L. Proud, in Mobile.

SIU Blood Bank Set Up

A Seafarers Blood Bank program, which should assure sufficient supplies of whole blood to meet the needs of Seafarers and their families in the New York area, will get underway on January 5 at the New York

Clinic of the SIU Welfare Plan. The pilot blood donor project is designed to meet all possible calls for blood.

The program, which for the time being will operate in New York on a trial basis, calls for daily donations of blood at the facilities of the New York clinic. Appointments for blood donations will be scheduled a day in advance by the Welfare Service Department in headquarters. Welfare Services will also instruct donors in the

necessary steps prior to donating.

Before the donation is taken, the Seafarer will be given an examination by the center. At the end of each day, the blood collected through donations will be picked up and processed by the Brooklyn Donor Center which will then distribute it accordingly as needed.

Through these donations, Seafarers will build up credit in their blood bank for use when any Seafarer or a member of his family needs assistance.



SEAFARERS ROTARY SHIPPING BOARD



December 10 Through December 23, 1958

SIU shipping showed a healthy increase last period, apparently largely due to holiday turnover. The number of jobs dispatched, 1253, was the highest in 18 months, and represented a big increase over the same period a year ago when the nationwide business recession was at its worst. Registration rose also, but not as much as shipping, and was heaviest in the deck department. As a result, the total number of men registered on the beach by the end of the period declined.

The overall rise in shipping throughout the District was keyed to the large number of ships in port during the period in readiness for the holiday. A total of 242 visits were reported by all ports, covering 62 payoffs, 36 sign-ons and 144 ships in transit. As usual, New York, New Orleans, Houston and Baltimore, in that order, accounted for more than half the activity. (See "Ship Activity" summary at right.)

Nine ports shared in the shipping increase while the other five declined. This accounted for a rise in Boston, Baltimore and all the ports from Mobile on out to Seattle on the West Coast. Baltimore and Mobile are still relatively slow, however, compared to New Orleans and Houston. New York, Philadelphia, Norfolk, Savannah and Tampa fell off, but this was noticeable in Philadelphia only. New York was

still very busy shipping over 400 jobs; the others ran just about normal.

The upward spurt in shipping was evident from the number of class C men dispatched, as all ports except Wilmington shipped at least one man in class C. Reversing the trend, most of the class C activity was in steward department jobs. Overall, 63 percent of the total jobs shipped went to class A men, 26 percent to class B and the remainder to the "C" men. The class B proportion was the only one to show a gain, and all of it picked up from class A.

Eight ports again listed less than 100 men on hand in all departments at the end of the two-week period. These were Boston, Norfolk, Savannah, Tampa, Lake Charles, Wilmington, San Francisco and Seattle. All of these except Boston and San Francisco also showed less than 50 top seniority (class A) men on the beach. Boston had 53, and San Francisco, 81.

The following is the forecast port by port:
 Boston: Slow . . . New York: Very good; still shipping over 400 . . . Philadelphia: Slow . . . Baltimore: Fair . . . Norfolk: Slow . . . Savannah: Slow . . . Tampa: Slow . . . Mobile: Should be better . . . New Orleans: Good . . . Lake Charles: Fair . . . Houston: Very good, grain shipments are very heavy . . . Wilmington: Fair . . . San Francisco: Good . . . Seattle: Good.

Ship Activity

	Pay Offs	Sign On	In Trans.	TOTAL
Boston	2	2	9	13
New York	24	10	14	48
Philadelphia	3	—	12	15
Baltimore	9	6	12	27
Norfolk	2	2	5	9
Savannah	—	—	7	7
Tampa	—	—	9	9
Mobile	7	4	2	13
New Orleans	5	4	21	30
Lake Charles	2	2	7	13
Houston	2	2	24	28
Wilmington	—	—	7	7
San Francisco	3	2	8	13
Seattle	3	2	5	10
TOTALS	62	36	144	242

DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED			Registered On The Beach CLASS A				Registered On The Beach CLASS B				
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS			GROUP				GROUP				
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	—	7	2	9	—	—	1	1	—	3	—	—	3	—	—	1	1	—	—	—	3	1	—	4	1	18	4	23	—	4	3	7
New York	29	62	24	115	1	11	15	27	30	71	13	114	1	13	17	31	—	5	12	17	114	31	17	162	94	158	50	302	2	17	19	38
Philadelphia	4	10	4	18	—	—	—	—	1	4	—	5	—	—	2	2	—	—	1	1	5	2	1	8	14	18	8	40	—	1	1	2
Baltimore	7	25	8	40	—	4	1	5	5	22	6	33	1	5	6	12	—	—	—	33	12	—	45	36	91	13	149	2	18	37	57	
Norfolk	4	3	1	8	—	1	2	3	—	4	1	5	—	1	2	3	—	—	1	1	5	3	1	9	6	12	3	21	—	5	5	10
Savannah	4	7	2	13	—	2	1	3	—	1	1	2	—	1	—	1	—	—	1	2	1	1	4	3	8	2	13	—	2	1	3	
Tampa	2	9	—	11	—	1	1	2	3	—	1	4	—	1	—	1	—	—	1	2	3	4	1	8	2	7	—	9	—	—	—	
Mobile	16	12	5	33	1	1	4	6	6	10	3	19	1	—	3	4	—	—	—	19	4	—	23	32	43	10	85	1	2	10	13	
New Orleans	13	34	11	58	1	3	8	12	18	28	8	54	2	5	7	14	1	1	1	3	54	14	3	71	38	68	18	122	2	8	10	20
Lake Charles	3	6	7	16	—	—	3	3	3	6	1	10	1	—	2	3	—	—	1	2	3	10	3	16	—	6	6	12	—	—	4	4
Houston	12	24	6	42	—	2	6	8	16	23	3	42	—	4	16	20	2	—	5	7	42	20	7	69	17	34	3	54	—	3	3	6
Wilmington	2	2	2	6	2	1	2	5	1	2	—	3	—	1	4	5	—	—	—	3	5	—	8	9	7	2	18	1	2	5	8	
San Francisco	7	1	4	12	8	4	1	13	9	5	3	17	7	6	1	14	—	—	—	17	14	—	31	9	22	2	33	1	—	5	6	
Seattle	4	5	2	11	—	5	3	8	5	9	4	18	—	4	3	7	—	—	—	18	7	—	25	8	5	3	16	—	1	3	4	
TOTALS	107	207	78	392	13	35	48	96	97	188	44	329	13	41	64	118	3	9	24	36	329	118	36	483	269	495	124	888	9	63	106	178

ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED			Registered On The Beach CLASS A				Registered On The Beach CLASS B				
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS			GROUP				GROUP				
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	2	6	—	8	—	1	1	2	—	1	—	1	—	1	—	1	—	—	1	1	1	1	3	2	10	1	13	—	5	3	8	
New York	10	58	9	77	2	14	16	32	15	54	6	75	1	31	14	46	—	1	10	11	75	46	11	132	44	128	27	199	8	26	21	55
Philadelphia	1	15	7	23	—	2	2	4	—	3	1	4	—	—	—	1	—	—	—	4	1	—	5	1	34	7	42	—	2	2	4	
Baltimore	1	28	4	33	—	6	5	11	1	22	3	26	1	6	9	16	—	—	1	26	16	1	43	5	83	8	96	1	28	25	54	
Norfolk	1	3	—	4	—	1	—	1	—	2	—	2	—	1	2	3	—	—	—	2	3	—	5	1	12	1	14	2	7	3	12	
Savannah	—	6	—	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	14	—	14	—	—	1	1	
Tampa	1	4	—	5	—	—	—	—	1	2	—	3	—	2	—	2	—	—	—	3	2	—	5	—	3	—	3	—	1	—	1	
Mobile	4	16	4	24	—	—	2	2	4	12	4	20	—	—	—	—	—	—	—	20	—	—	20	14	50	6	70	—	6	8	14	
New Orleans	5	38	3	46	—	6	5	11	7	38	6	51	2	4	6	12	—	3	4	7	51	12	7	70	23	58	6	87	—	12	6	16
Lake Charles	5	11	—	16	—	2	1	3	2	2	—	4	—	2	5	7	—	—	5	8	4	7	16	5	15	—	20	—	—	2	2	
Houston	6	23	1	30	1	12	7	20	8	21	1	30	—	19	10	29	1	5	4	10	30	29	10	69	11	19	1	31	2	4	5	11
Wilmington	1	3	1	5	—	4	1	5	—	5	—	5	—	1	1	1	—	—	—	5	1	—	6	2	10	2	14	—	7	2	9	
San Francisco	5	1	1	7	3	1	—	4	4	2	6	12	7	4	1	12	—	—	1	12	12	1	25	7	8	3	18	—	3	2	5	
Seattle	—	12	1	13	—	1	1	2	1	10	1	12	—	4	2	6	—	—	2	5	12	6	5	23	1	14	2	17	—	4	1	5
TOTALS	42	224	31	297	6	50	41	97	43	174	28	245	11	75	50	136	1	13	27	41	245	136	41	422	116	458	64	638	13	105	81	199

STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED			Registered On The Beach CLASS A				Registered On The Beach CLASS B				
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS			GROUP				GROUP				
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	4	1	2	7	1	—	—	1	2	—	—	2	1	—	3	4	—	—	—	2	4	—	6	11	1	5	17	3	—	5	8	
New York	25	15	32	72	—	—	15	15	21	11	34	66	—	1	20	21	—	—	21	21	66	21	21	108	93	40	98	231	3	—	32	35
Philadelphia	4	4	4	12	—	—	3	3	2	1	1	4	—	—	—	—	—	—	—	4	—	—	4	13	6	12	31	—	1	3	4	
Baltimore	7	3	11	21	2	1	11	14	5	2	10	17	—	—	5	5	—	—	1	17	5	1	23	46	18	24	88	2	2	39	43	
Norfolk	4	1	1	6	—	—	4	4	3	—	1	4	—	1	3	4	—	—	2	4	4	2	10	5	3	—	8	1	1	7	9	
Savannah	3	1	1	5	—	—	1	1	—	—	—	—	—	—	—	—	—	—	1	—	—	1	1	8	1	2	11	1	—	1	2	
Tampa	2	1	2	5	—	—	—	—	—	—	4	4	—	—	—	—	—	—	—	4	—	—	4	—	—	—	2	—	—	2	4	
Mobile	7	4	17	28	—	—	12	12	4	3	10	17	—	—	6	6	—	—	1	17	6	1	24	26	14	34	74	—	—	25	25	
New Orleans	13	4	34	51	—	—	13	13	11	6	36	53	—	—	11	11	—	—	19	19	53	11	19	83	43	11	56	110	—	1	26	27
Lake Charles	3	2	3	8	1	—	3	4	1	2	1	4	1	—	2	3	—	—	8	8	4	3	15	4	4	1	9	—	—	3	3	
Houston	9	5	7	21	2	—	9	11	11	3	6	20	1	—	14	15	1	—	8	6	20	15	6	41	18	4	6	28	1	—	1	2
Wilmington	2	2	1	5	—	—	—	—	1	—	2	3																				

Merry Christmas In New Orleans Hall



Captain Tom Doyle, (top) Mississippi River pilot and SIU member, plays Santa Claus surrounded by Seafarers' children at Christmas party in New Orleans hall. Below, members of Seafarers' families attended while dads were at sea. At head of table is Seafarer Forest C. King, off the Alcoa Ranger. Others include William Donnelly, son of Seafarer Henry Donnelly, Del Mar; Mary Cates, daughter of H. B. Cates, Del Sud; Mrs. Cates, Mrs. King, Cheryl Donnelly, Mrs. Donnelly, Patrick Donnelly and Johnny Cates.

Stop Railroads' Rate War On Ships, Morse Asks ICC

WASHINGTON—Maritime Administrator Clearance Morse has appealed to the Interstate Commerce Commission to intercede and stop a rate war on Pan-Atlantic Steamship Company by the railroads. In a letter to Howard Freas, ICC chairman, Morse warned that a reduction in rates for one-

form of transport would result in its receiving a preference over the other. Granting of rate cuts requested by both sides, he wrote, would result in Pan-Atlantic and the railroads experiencing "substantial reductions in revenue."

The appeal came after Pan-Atlantic, an SIU-contracted operator, filed a protest against ICC acceptance of a railroad rate cut on canned goods and requested a reduction on the water rates for the same products.

"Inasmuch as these most recently proposed rate reductions (Pan-Atlantic's) would bring about a situation in which water rates would again be lower than all rail rates," Morse said, "it would be reasonable to expect that the railroads in turn will protest and petition for suspension of Pan-Atlantic's proposed rates."

"... If only the Pan-Atlantic rates are suspended," the Administrator cautioned, "water rates will then be higher than rail, and it is not unreasonable to expect that Pan-Atlantic will not be able to retain its canned goods traffic."

The rate war between the railroads and Pan Atlantic is exactly what was predicted by maritime spokesmen when the last Congress passed a bill giving the railroads leeway to do selective rate-cutting on cargo it was competing for against coastwise and intercoastal shipping firms.

The effect of permitting such selective rate-cutting, it was feared, would be to drive the last few domestic water carriers out of the shipping business altogether, involving such companies as Seatrain and Pan-Atlantic on the East Coast. The SIU of NA objected to the bill at the time as "highly detrimental to coastwise and intercoastal shipping."

Under previous rate-making, the ICC was required to consider ship freight rates in fixing railroad freight rates on competitive routes.

Railroads were not allowed to undercut ship rates, because of the fact that ship lines operate under the handicap of irregularity in scheduling.

What the railroads are now doing is cutting rates where they are competing with ships and raising rates on other commodities to make up the difference.

The Maritime Board, Morse pointed out, is responsible for the development of the American merchant marine to meet the requirements of the foreign and domestic commerce of the US, and to serve as an auxiliary in time of an emergency.

However, he warned, "it has been the fact that intercoastal and coastwise shipping had dwindled to the point where it is nearly extinct."

"For these reasons, we are impelled respectfully to represent to the commission that both the railroad and Pan-Atlantic reductions should be suspended and the status quo maintained..."

Meanwhile a West Coast shipping line, Coastwise Line, has charged the ICC with being "derelict in failing to act with impartiality" and has appealed to the FMB for aid against railroad actions aimed at killing off water carrier competition.

Howard Ready, president of Coastwise Line, charged that be-

cause of favorable rail rate reductions on newsprint, for example, his company has lost much of its trade and will probably be forced out of the newsprint trade entirely.

As an example, Ready said, on March 20, 1958, the rails protested the Coastwise Line rate with the ICC and the company had its rates suspended. Yet only eight months later the rails reduced their rates below those denied the West Coast shipping company.

"Obviously," he said, "if the rates denied Coastwise were deemed unfair to the railroads, the reductions... granted to the railroads were also unfair to other shippers by rail..."

While granting the rails permission to drop their rates below the newsprint rate for 1952, thus cutting into the water rates, the ICC has also allowed the railroads to increase their rates for commodities generally up and down the Pacific coast, but excluding newsprint.

As a conclusion, Coastwise contended, "the Interstate Commerce Commission, since the 1958 Transportation Act, is now a promotional agency and no longer a purely regulatory body; and, therefore, legislation should be enacted to protect the water carriers since the ICC is guaranteeing loans to the rail carriers and, consequently, is incapable of impartiality."

LABOR ROUND-UP

Two more states have completed the formal merger of their state-wide AFL and CIO councils into one organization. In New York, delegates from the state's AFL and CIO unions representing some 2,000,000 members unanimously ratified a merger agreement reached last October, and have adopted the name, "New York State AFL-CIO." Harold C. Hanover, president of the state AFL, was named president of the merged organization while Harold J. Garino, secretary-treasurer of the New York State CIO, was elected to serve in that capacity. In Idaho, separate conventions held on December 15 formally ratified the creation of a united labor movement throughout the state. Meanwhile talks are still being held in New Jersey, Pennsylvania and Massachusetts towards the adoption of a state merger agreement.

Organized labor in Chicago and other Illinois cities donated time, money and blood to aid the families and surviving victims of the fire at Our Lady of Angels grammar school which took the lives of 89 children and three nuns on December 1. Fifty other pupils were hospitalized with severe burns and shock. Many of the unions appealed to employers to forego the usual Christmas party and turn the money over to the families of the victims. Radio station WCFL, owned by the Chicago Federation of Labor, made round-the-clock appeals for blood donors to supply fresh blood for the injured children. The city's union men and women contributed more than \$50,000 to a special emergency fund

to aid the victims and their families.

Delegates to the Kansas State AFL-CIO special convention gave solid approval to the setting up of a central labor news bureau and the eventual founding of a state-wide labor newspaper to combat the hostility of the state's daily newspapers. Machinist President Al Hayes warned the 800 delegates that it was the anti-labor force's monopoly over the newspapers that swung the "right-to-work" bill in the recent election. The news bureau will provide a unified and consistent presentation to the public to make Kansas realize that "organized labor is not a foreign element, but the person next door."

Christmas travelers had to make last-minute arrangements after 1,500 airline pilots struck American Airlines in an effort to get a new agreement. The strike came about after a US Federal District judge lifted his restraining order against the pilots, allowing them to set up picket lines. In other developments it was reported that 5,500 machinists at Eastern Airlines started voting on the ratification of a strike settlement boosting wages of machinists and inspectors 44 to 49 cents an hour; Federal mediators have entered into negotiations between striking Flight Engineers and Eastern Airlines; and the Civil Aeronautics Board has scheduled hearings on protests against a strike fund pact among the major airline companies which calls for lines to pay their "excess" revenues to struck companies.

Shipping Still Over 400 Mark In NY

NEW YORK—With a good number of Seafarers staying home for the holidays and with shipping holding up very well here, there were more than enough jobs to go around during the past two weeks.

Assistant Secretary-Treasurer Bill Hall, noting that many class A and class B men have been hesitant about shipping out, advised them that the competition for jobs will be keener after the holidays and that they should be less particular now.

The period showed 402 men shipping as 10 vessels signed on, 14 were in transit and 24 paid off. Among those paying off was the Coe Victory (Victory Carriers), back from an 11½-month cruise around the world with a clean payoff.

Since the Seafarers Welfare Plan has announced the start of a blood bank January 5, all men willing to donate blood are requested to report to the Director of Welfare Services on the second deck.

Paying off were the Beatrice, Suzanne, Elizabeth, Evelyn and Frances (Bull); Seatrains New York, New Jersey, Texas and Louisiana; Raphael Semmes, Gateway City, Fairland and Beauregard

Social Security Tax Up; Benefits Increase Also

WASHINGTON—New higher Social Security taxes, and higher benefits to match, took effect today under legislation passed by Congress last August. The new tax rate is 2½ percent of the first \$4,800 of annual earnings, or a maximum of \$120 a year for each Seafarer. The old rate was 2¼ percent on the first \$4,200 of earnings.

The tax increase this year is the first of a series of boosts over the next ten years. Eventually, the taxes are scheduled to reach 4½ percent, which would mean an maximum annual take of \$216 a year, which, of course, is matched by employer contributions. In effect then, annual premium payments will reach a maximum of \$432 per worker. On the outgoing side, the new taxes will make possible increases in old age benefits up to \$118 now and up to \$127 in future years for retired workers at 65; increases in maximum family benefits up to \$254 a month; benefits for wives and dependent children of workers retired at age 50 under the disability provision and a variety of other improvements in the program.

Seafarers over 50 and under 65 who get SIU disability-pensions and who have dependents should get in touch with their nearest Social Security field offices to determine their eligibility for additional benefits. Excluding the dependents, men receiving the disability-pension plus Social Security can now receive as much as \$268 a month from a combination of the Union and Government programs.

FOR ALL YOUR GEAR the SEA CHEST

(Pan-Atlantic); Alcoa Runner and Alcoa Pennant (Alcoa); Council Grove and Norfolk (Cities Service); Coe Victory and Mankato Victory (Victory Carriers); Atlantic (Banner); Chas. C. Dunaif (Colonial); Robin Gray (Robin); Steel Worker (Isthmian); and the Ideal X (Marine Tankers).

The following ships signed on: Mankato Victory and Coe Victory (Victory Carriers); Steel Worker (Isthmian); Andrew Jackson (Waterman); Atlantic (Banner); Beatrice (Bull); Chas. C. Dunaif (Colonial); Robin Gray (Moore-McCormack); Alcoa Pennant (Alcoa) and the Valiant Effort (Martis).

In transit were the Seatrains New York, Georgia and Savannah; Steel-Apprentice (twice) and Steel Worker (Isthmian); Azalea City and Bienville (Pan-Atlantic); Hastings (Waterman); Cantigny (Cities Service); Yorkmar (Calmar); Mermaid (Metro Shipping); Valiant Faith (Martis); and Capt. Nicholas Sallinas (Tramp Shipping).



SIU SHIPS AT SEA

Casablanca is not the best port in the world to spend Christmas Day according to Wilburn Dodd, ship's delegate on the Ocean Ulla. "The French are leaving here every day," Dodd said, "and we wish we could do the same." The ship is in port delivering a load of sugar which it picked up in Brazil. It has been raining every day so far, and the stevedores are very slow in unloading her.



Dodd

While they were not being specific, the meeting report from the Seagarden promises to have some news in the future. When Roger Witham was elected ship's delegate, the crew voted him a hand, they said, for "he'll need it."

"A vote of thanks was cast by all hands for former ship's delegate, Jimmie Allen," Manuel Sanchez, meeting chairman on the Coastal Crusader reports. "Brother Allen broke the ice here regarding lots of crew beefs and straightened out many difficulties with company officials.



Sanchez

"In a nice, polite, but firm way," Sanchez said, "this ship was better represented than it had ever been before. The company representative himself acknowledges that fact."

Votes of thanks are also in order for the steward departments on the Seastar, Beaugard, Robin Hood, Steel Admiral, Steel Designer, Texmar, Evelyn, Del Oro, Azalea City, Mankato Victory, Hastings, The Cabins, Nicholas Sittinas, Valchem and the Atlas. Special applause was given to Al Carpenter, the baker on the Royal Oak and to Joe Adams, chief cook on the Atlas for their fine food and service.

Farm Surplus Cargoes To Continue Into 1960

WASHINGTON—The Administration is expected to ask Congress for a one-year extension on its multi-billion dollar farm surplus program. The program, since its introduction in 1954, has swelled the amount of shipping jobs, particularly on tramp vessels, which are the principal carriers of farm produce under the "50-50" law.

Although a recent study of the economic needs of countries presently receiving US agricultural aid advised that another three to five years be tacked on to the program, which runs out in one more year, the Administration is apparently going slow in an effort to win over many legislators who have been hesitant about supporting the program.

Considerable pressure has been levied by foreign agricultural nations and by some domestic interests to cease the "giveaways" on the grounds that the Government's

Spain Home To Movie Runaways

Even Hollywood has its runaway problem. In increasing numbers in recent years, movie and television studios have taken their cameras overseas and have made productions for a fraction of the cost in the States.

Unions in the movie industry have protested. They say actors' and technicians' jobs are jeopardized, pointing to the decreasing number of pictures made in Hollywood each year.

But for the companies, Europe has been a godsend. With the lower standard of living there, prices on sets, costumes and crowds do not come close to equivalent costs here. For example, a recent film shot in Spain cost \$30,000. The same film on the Hollywood price scale?—\$225,000.

Spain is the principal European hunting grounds of the movie runaway just as Liberia is for the shippers. Italy was, and France wasn't bad either, but rising costs have turned the companies elsewhere.

Business, nonetheless, has been booming. So much so that a French company, has been formed for the purposes of supplying cheap production and distribution for the American companies. The com-

pany and its smaller affiliates, operating in Spain, Portugal, France and Italy, permit the runaways to take advantage of government subsidies, import licenses and tax benefits.

Moreover, it claims ideal working conditions. Said one executive: "Five minutes from Madrid there is country that absolutely duplicates Arizona and California and our weather is even more reliable than theirs."

Low wages, tax-dodging, government subsidies—the situation is familiar to Seafarers, who are

familiar with the runaways. The result in the maritime world was last month's successful international protest of the runaways and a constant vigil thereafter.

SIU Ballot Record Seen In N'Orleans

NEW ORLEANS—Voting in the SIU's biennial election of officers promises to set a new record high for the port, Lindsey Williams, port agent, reports. As of December 24, a total of 1,100 ballots were cast by the membership in this port and with a little luck, the port should set a new record by the end of the voting period.

With the exception of a few key ratings, shipping for the port has been very good. A total of 224 jobs were shipped from here during the period, with 24 of them taken by "C" cards.

31 Ships In Port

There were five vessels paying off during the past period, four signing on and 22 in-transit. The ships paying off were the Del Valle (Mississippi); Neva West (Bloomfield); Steel Vendor (Isthmian) and the Yaka (Waterman).

Signing on were the Del Viento, Del Alba, Del Mundo (Mississippi) and the Waldo (Compass). In transit were the Alcoa Ranger, Alcoa Clipper, Alcoa Planter, Alcoa Roamer, Alcoa Corsair, (Alcoa); Seafrairs Savannah, Louisiana, Georgia (Seatrains); Del Viento, Del Alba, Del Norte (Mississippi); Steel Designer, Steel Vendor, (Isthmian); Claiborne, LaSalle, John B. Waterman, Monarch of the Seas (Waterman); Raphael Semmes, Gateway City (Pan-Atlantic); Jefferson City Victory (Victory Carriers); Ocean Eva (Ocean Clippers) and the Ideal X (Marine Tankers).

SF Has Spurt Of Ship Action

SAN FRANCISCO—A flutter of activity brightened the 'Frisco shipping picture during the last period.

Three ships paid off, two signed on and eight were in transit.

Isthmian's Steel Fabricator, the Ames Victory (Victory Carriers) and the City of Alma (Waterman) all paid off with the first two immediately signing on crews and shipping out.

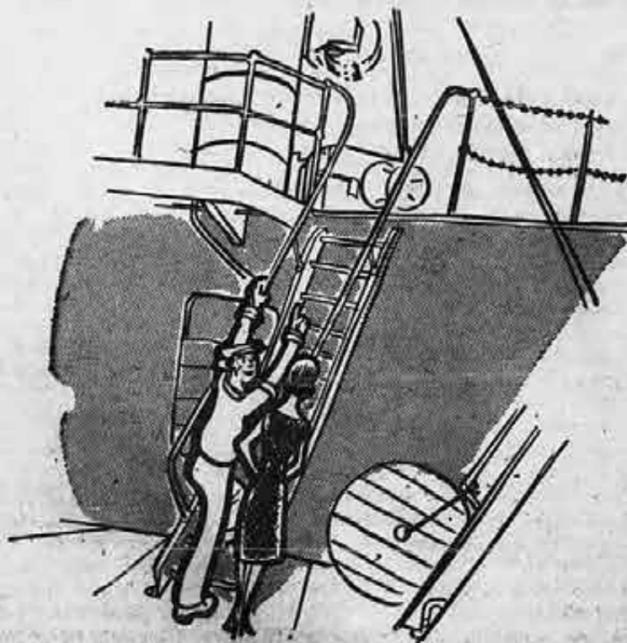
Another two ships are due in for payoffs during the coming period.

The in-transit vessels were the Marymar, Alamar and Massmar (Calmar); Iberville and Chickasaw (Waterman); Natalie (Intercontinental); Longview Victory (Victory) and the Ocean Dinny (Ocean transport).

Stay Put For Jobless Pay

Seafarers who are collecting state unemployment benefits while on the beach waiting to ship are urged to stay put and avoid changing their mailing addresses if they want to continue receiving their checks regularly. Several Seafarers have already experienced interruptions of from three to five weeks in getting their next check after they notified the state unemployment offices that they had moved and changed their mailing address. An average delay of a month is reported in most cases, causing considerable hardship to the men involved.

Tell 'Em All About It



In addition to watching out for their own safety, Seafarers have another concern on those vessels carrying passengers. As is to be expected, passengers are novices when it comes to following safe procedure aboard ship. The commonplace practices which are familiar to Seafarers such as how to navigate properly on stairways and ladders are unknown to the average passenger.

Alert, safety-minded Seafarers should be on the lookout for unsafe practices by passengers and attempt to correct them, just as they follow safe practices in their own daily routine.

An SIU Ship is a Safe Ship

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margollus

Buying Tips For Your 80-Cent Buck

After almost three years of inflation, your family will have a breathing spell in 1959 and a chance to improve its financial position. The outlook is for level living costs, with even a dip in some prices in mid-winter, before living expenses start rising again next summer.

Last January this department had estimated living costs would rise one to two per cent before prices leveled off in the fall. The actual increase was 1.7 percent. In all, the third major inflation since the end of World War II took a big bite out of the buying power of your dollar.

Businessmen and investors managed to do very well in the inflation. The latest compilation of profit reports by the First National City Bank of New York found that corporate net profits after taxes in the third quarter of 1958 jumped 16 percent over the second quarter.

Biggest reason why living costs this coming year will be more stable, and give you some opportunity to catch up on delayed needs and rebuild savings, is that food will be cheaper. Food alone takes about 30 percent of a typical family's income. The bill for eating went up almost three percent from fall, 1957, to fall, 1958.

But housing will be a big problem in '59, especially if you're seeking a new home. Not only are prices of new homes still edging up, but mortgage money is getting tight again. The present high interest rates are firm and lenders are charging additional hidden fees.

In 1959, you can make the best of your 80-cent bucks if you know where to look for values. Not all prices rise and fall at the same time. In food especially, and that's your biggest single expense, you can save by planning meals around those items that are comparatively plentiful and reasonable. In other goods, you can anticipate your needs when price increases impend.

Note this particularly: 1959 will be a year to avoid unnecessary installment buying or borrowing, or unnecessarily large mortgages. For tight money is coming back. That means higher interest rates.

Here is a forecast of prices and shopping conditions in various necessities this coming year, which will help you plan your buying:

In food, you'll find these items cheaper this year: pork, broilers, eggs, dairy products, potatoes. Other abundant foods which are good buys this winter include canned peas and cooking apples. Broilers are the cheapest they've been in the past two years. Turkeys will continue to be low-priced in early winter. Large ones are the best buys. Not only do they cost less per pound than the smaller ones, but a 15-pound hen turkey will yield 54 percent cooked meat compared to 45 percent for a 6½-pounder, and 49 for an 8½ pounder.

Clothing prices will be a little higher in '59. Some piece goods and household textiles such as sheets, drapes, and upholstery fabrics also will cost more as the result of price hikes by mills. One increase to watch out for is higher prices forthcoming on wash-and-wear fabrics and garments made of the popular Dacron-cotton blend.

Our advice is to beat the impending price increases by shopping the January clothing clearances. These sales offer you one of the best opportunities of the year to find price reductions on all types of apparel. Among important reductions this month are the semi-annual shoe sales, offering reductions of 10-20 percent on standard styles. Men's coats, boys' and infants' wear also are sharply reduced this month in clearances.

One of the best buys at this time are men's wash-and-wear shirts which some manufacturers recently reduced to \$4 while other makers have held the same shirts

at the previous \$5 tag.

An important development this year is the new winter-weight wash-and-wear suits. Previously such suits have been available only in summer weights. Not that most people actually wash the so-called wash-and-wear suits. They still often have them dry-cleaned. But the blends of wool and synthetic fibers like Dacron do resist soiling and keep their press longer. And they can be washed at home with varying degrees of care. The truly machine-washable garment is generally labeled "Automatic Wash and Wear."

Compare values in women's apparel carefully. Dr. Lazare Teper, Ladies Garment Workers research director, reports that some retailers recently have increased their mark-ups. Without the knowledge of consumers, the stores have induced garment manufacturers to put cheaper garments in higher price lines. Thus, if you're accustomed to buying a \$10.95 dress, for example, inspect quality carefully to make sure it's the same grade as before.

Home furnishings sales both for furniture and household appliances start in late January. Simple modern furniture generally offers most reasonable value. Louis Goodenough, editor of "Home Furnishings Daily," reports that the most popular price range for a modern bedroom set is \$150-\$200.

Housing prices are still rising. The F. W. Dodge statistical agency estimates that a house now tagged \$18,900 will cost \$1,000 more by the end of 1959. That same house cost only \$7,500 in 1939.

Moreover, mortgage rates have sneaked back up from the small reductions available for a while last spring. Latest reports are that most lenders are charging 5½ to 6 percent. Few FHA or GI mortgages are available now. This is especially ironic, since Congress raised the GI rate last spring to the present 4½ percent in the expectation that lenders would be willing to provide more such mortgages.

'Back Home At The Ranch', MCS-Style



Photo from way up high shows facilities of SIU-affiliated Marine Cooks and Stewards Training and Recreation Center. Recreation hall is at far left, bathhouse and swimming pool behind and to the right of it. At right, rear, are vacation cabins for members. There is also a lake on premises.

Runaway Operator Represents US At UN Maritime Meeting

LONDON—US maritime labor and bona fide US-flag shipping operators have been completely shut out from the State Department-named delegation to the first meeting of the new United Nations maritime agency here next week.

Set up over ten years ago, the Intergovernmental Maritime Consultative Organization (IMCO) first became a permanent United Nations agency last March when it finally gained the approval of the required number of governments. As part of the world organization, it will seek to promote uniform safety and navigational rules and eliminate discriminatory practices affecting world maritime commerce.

The agency's debut comes barely a month after the successful four-day demonstration staged in the US and elsewhere to spotlight the tax and wage-dodging practices of runaway shipowners. The State Department's appointments to the American delegation indicate no change so far in the official American Government attitude on the runaway-flag issue.

Representatives of Western maritime nations who will attend the conference are not expected to be as generous in their attitude toward the runaways, particularly in light of Liberia's last-minute decision to join IMCO last week. Liberia's growth as a maritime power since 1948 despite its minute role as a trading nation—as well as the whole runaway ship problem—is likely to be brought into sharp focus when the conference opens Tuesday.

The tiny African nation's merchant fleet is second in size only to Great Britain today although barely a handful of its vessels ever touch its shores. Panama also announced joining the agency as has Honduras. The other major runaway haven, Costa Rica, shut its doors on the runaways effective

yesterday, and also has not joined IMCO.

Accordingly, Liberia's entry into the world maritime organization poses serious diplomatic problems. As one of the founding members of the agency, and the nation with the second largest merchant fleet in the world—though in name only—it would presumably rate top consideration in the formation of IMCO's governing bodies. How the regular maritime nations such as Norway, Belgium and the Netherlands will handle this issue remains to be seen.

On the US side, the American shipping industry will be represented by a group led by Capt. Robert G. Merrill, head of the State Department's shipping section. Others on the delegation will be Maritime Administrator Clarence G. Morse; Vice Admiral Alfred C. Richmond, commandant of the Coast Guard; Richard Parkhurst, a former member of the old

Maritime Commission and representative of large stevedoring interests in Boston, and Claiborne Pell, a Washington admiralty lawyer.

The only delegate who could be remotely described as a US shipowner representative is Millard G. Gamble, consultant for Standard Oil of New Jersey, which operates one of the biggest runaway-flag tanker fleets in the world. Gamble is also one of the founders of the so-called "Committee for Flags of Necessity," a lobby group for American runaway shipowners.

As such, Gamble could hardly be expected to voice any support for moves to curb runaway shipping operations. The State Department itself has long been one of the foremost opponents to such moves within Congress and has a long record of opposition to "50-50" legislation and curbs on ship transfers and sales designed to assist legitimate US-flag shipping.

Court Rules Out Tax On Union Strike Benefit

CHICAGO—Union benefits paid to striking workers are not taxable, the US Court of Appeals here has ruled. Such payments can be classified as gifts and as such are not subject to Federal income taxes.

The test case involved a non-union employee of the Kohler Co. in Wisconsin, who went on strike when the company was struck by Local 833, an affiliate of the AFL-CIO United Auto Workers, in April, 1954.

Although the worker, Allen Kaiser, did not receive any cash payments from the union during that year, he did receive food, clothing and payments for his house rent. After he filed his income tax return, the Internal Revenue Service notified him that strike benefits were considered as income and that he owed \$107 in taxes. A Wisconsin District Court upheld this interpretation.

In reversing the lower court's 2-1 decision, the appellate court said: "It seems clear that the

strike benefits which were paid were completely unrelated to his former earnings. The benefits were given because he and his family were in need after he ceased working. Such payments were consistent only with charity."

Boston Steady

BOSTON—Shipping for this port remained steady during the past period although there were no vessels paying off and only two, the Bradford Island and the Bents Fort (Cities Service), signed on.

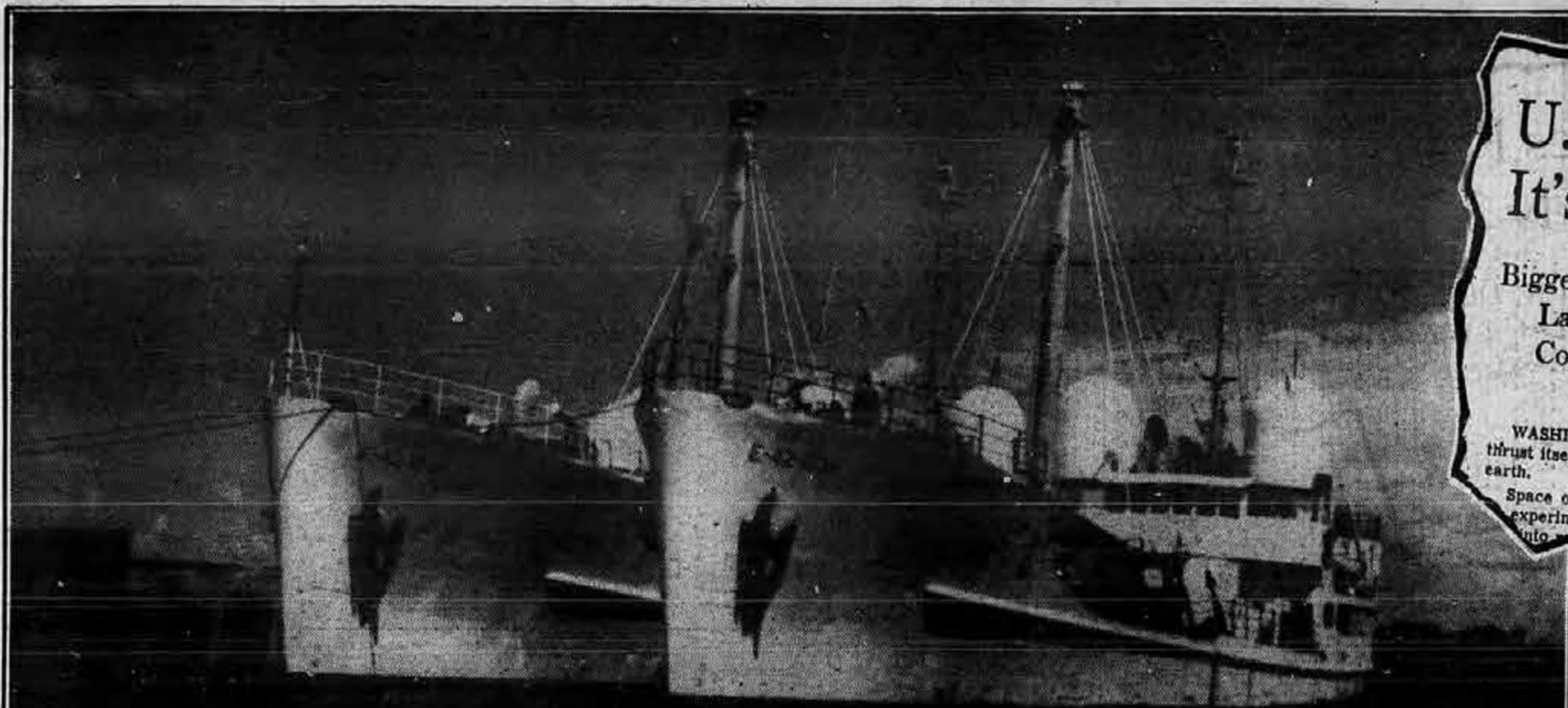
In transit were the Royal Oak, Bradford Island (Cities Service); Pandora (Epiphany); Steel Worker, Steel Chemist (Isthmian); Armonk (New England); Maria H (Herald) and the Nicholas Sittinas (Tramp).

Put Postal Zone On LOG Address

The Post Office Department has requested that Seafarers and their families include postal zone numbers in sending changes of address into the LOG. The use of the zone number will greatly speed the flow of the mail and will facilitate delivery.

Failure to include the zone number can hold up delivery of the paper. The LOG is now in the process of zoning its entire mailing list.





U.S.
It's N
Biggest U.S.
Last 20
Commun
WASHINGTON
thrust itself into or
earth.
Space officials
experiment
into

When the word goes out from Cape Canaveral that a missile shoot is in the offing the 11 vessels of the SIU-contracted Suwannee Steamship Company move into their assigned positions on the missile range—the stretch of more than 5,000 miles from the cape to the vicinity of tiny Ascension Island off Africa.

Based on the Island of Trinidad and In Recife, Brazil, the missile ships' duties are to serve as mobile tracking stations for earth satellites, moon shoots and just plain, everyday military guided missile and ballistic missile tests.

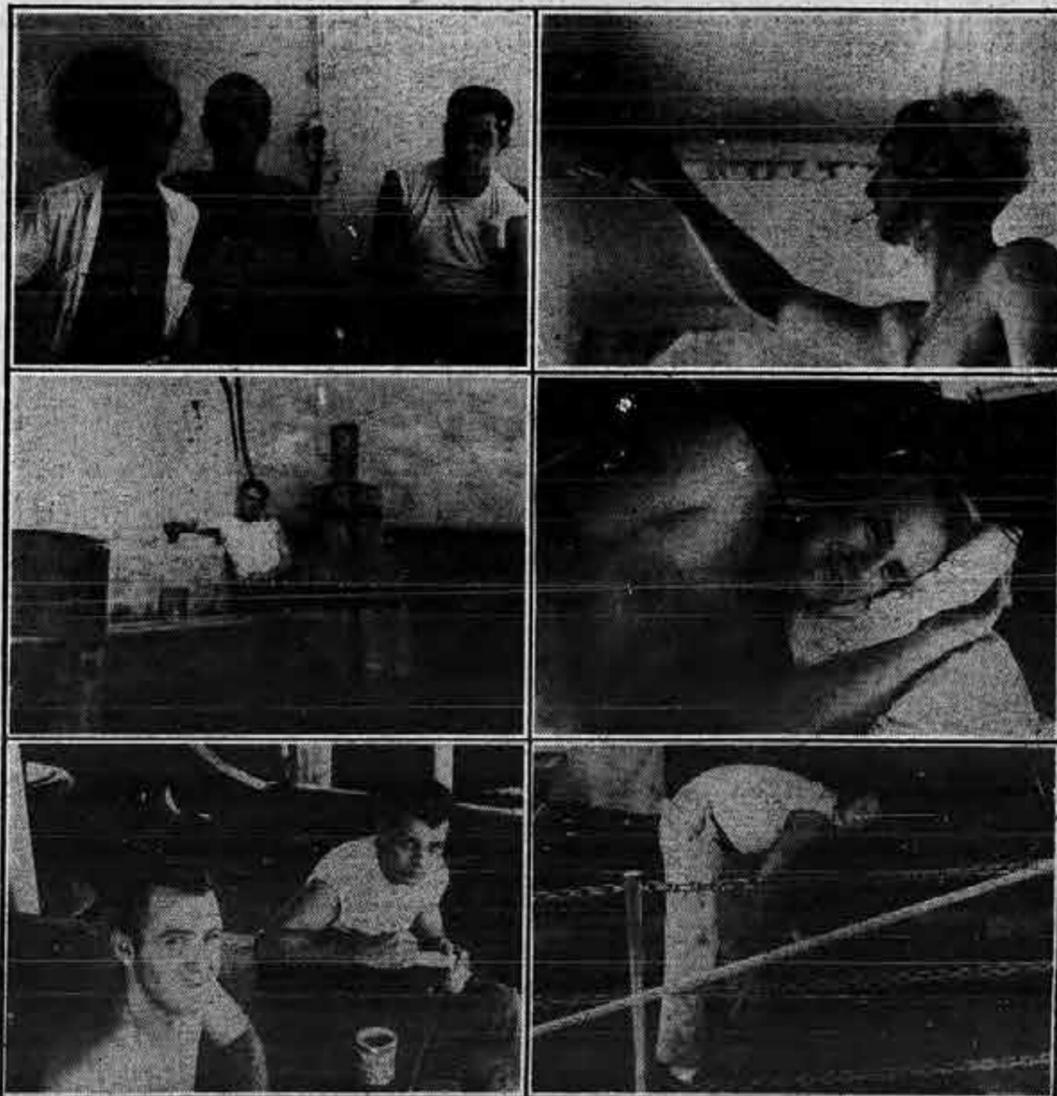
For these special duties, the missile ships each carry a group of technicians who operate the complex assortment of electronic tracking gear carried in bulging domes on each of the vessels. Frogmen are also carried when it is necessary to salvage nose cones and recording gear.

The 11 vessels consist of five knot-type ships, which in past years were used on "Blue Jay" runs to the far north, and six smaller vessels originally designed for shallow-draft work during Pacific Island invasions in World War II.

Since the ships carry no cargo, the Seafarers aboard them are involved largely in day-to-day maintenance and operation tasks. Much of the time is spent on standby waiting at the dock, and many Seafarers, especially in Trinidad, have become skin-diving enthusiasts during their free time. But when the signal to sail is given, Seafarers know they are participating in a small way in the dawn of the interplanetary age.

Pictured here are some aspects of the operation and a few of the Seafarers manning these vessels. Photos of the ships and of Seafarers were submitted by Seafarer Chester R. Coumas.

SEAFARERS on the MISSILE RANGE



Waiting orders to sail, SIU crewmen (top, l to r) A. A. Andrew, J. Ringo and W. J. Power relax before missile hunt begins. Power is also pictured (center) on dock and at bottom having coffee with R. G. Waidner (left).

Painting goes on, missile hunt or not, as W. Tucker (top) finds out. A Tremor (center) hides from sun, while, below, W. Carter works on hatch. All photos are aboard the missile ships E-42-1834, 1836 and 1838.

Fires Four-Ton Atlas Missile Into Orbit; nearly 3 Tons Heavier Than Sputnik III

Satellite, Due to Days, Tests 2-Way Communications System

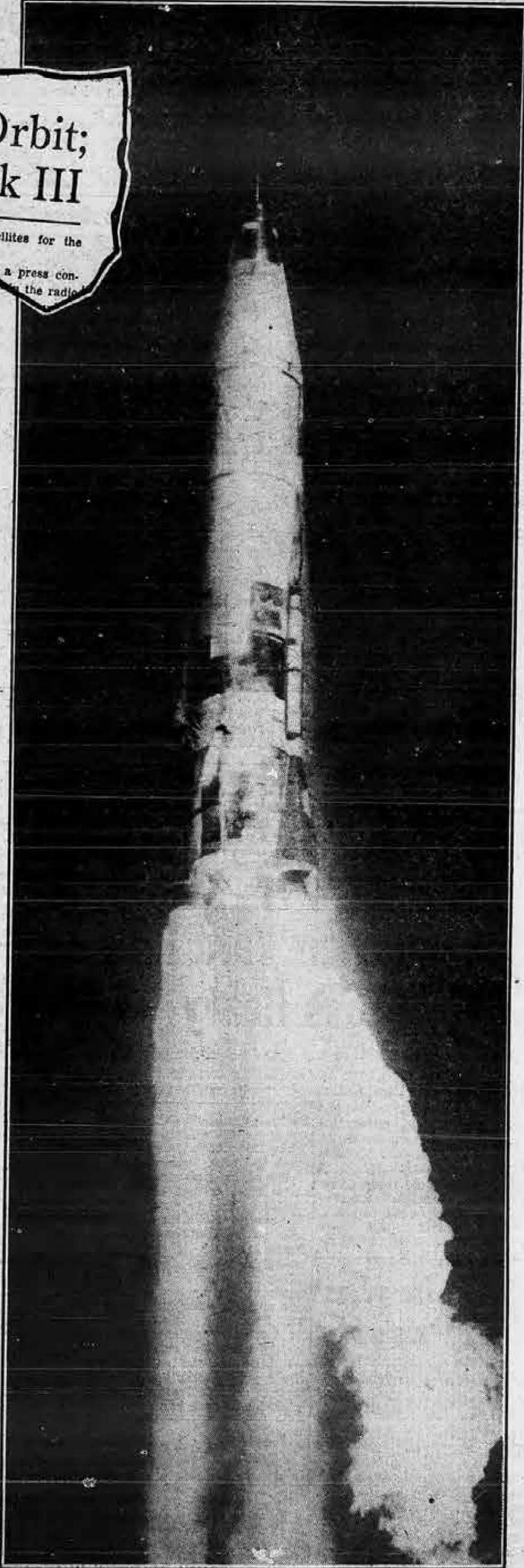
U.S. military spacemen plan to launch about a dozen experimental satellites in 1959, weighing from 1,300 to 10,000 pounds. This series of experiments, labeled Project Discoverer, actually is a basic step toward the movement of a reconnaissance satellite into space.

A whole U.S. Atlas missile is used for a 20-day tour around the globe. The crew members were most elated with the results to be expected.

radio communications via satellites for the military. The A.R.F.A. official said at a press conference that frequent use of the radio



Map pictures line of picket ships stretched from Trinidad to Ascension.



"Missile-hunter" Paul Bates (top) grabs a smoke en route to picket station while oiler A. Tremor (center) catches up on reading. In port, unnamed member of deck gang paints over the side, as maintenance work goes on.

Sequence photos show frogman from missile ship recovering nose-cone of rocket. Inspection and tape-recorded data inside yield vital informaton.

Labor To Press Law Changes

WASHINGTON—With Congress coming back in session this week, strengthened on the pro-labor side by the results of November's elections, the AFL-CIO is expected to push for several legislative changes, including modification of some of the more obnoxious provisions of the Taft-Hartley Act.

Also on the trade union legislative program are proposals for labor reform measures such as those in the Kennedy-Ives bill which failed of passage last year, minimum wage improvements and welfare fund legislation.

The AFL-CIO program calls for the following:

- Elimination of the "right to work" permissive clause from the Taft-Hartley Act.

- An amendment to the Act to give strikers the right to vote where a struck plant petitions the Labor Board for an election.

- Federal aid to education for school construction purposes.

- A \$1.25 minimum wage plus extension of minimum wage coverage to millions of workers not now protected. Among these are workers on river boats and harbor craft.

- A limited amount of free hospital and surgical care for disabled and retired Americans who are receiving Social Security benefits.

- Establishment of Federal minimum standards for all state unemployment insurance systems to follow, so that there will be adequate unemployment benefits in all areas.

- Federal aid to areas which suffer from chronic unemployment.

The Taft-Hartley amendments sought by the AFL-CIO have been pending for many years but never got to first base. However, with the swing in the last elections toward a pro-labor Congress, the Federation is hopeful that these measures will, at least, get a thorough hearing in Congress; something which has been denied them thus far.

The minimum wage provision has particular bearing in maritime because it would affect a great

many miscellaneous maritime workers employed on ferries, barges, tugboats and other small craft operating in domestic waters. In many instances, these workers

are receiving less than the present \$1 an hour minimum and are not getting overtime after 40 hours because they are specifically exempt from coverage under the law.

No Ice Shortage Here



SIU Great Lakes District member Garry Kortman gets set to do some chopping on decks of ice-girded S. W. Boardman. Fierce December freeze-up put quick end to Lakes shipping season.

AMONG OUR AFFILIATES

Joining the ranks of pensioners at the Sailors Union of the Pacific are Joe Scott, 66, Mike Sheehan, 62, and Bob Alford, 59. Scott's career began when he was 13 years old, serving as an apprentice cook on a herring drifter. He hopes to live out "my remaining days comfortably and secure." Sheehan,

who first took to the sea in a US Navy uniform, plans to catch up on his reading, while Scott, an avid fisherman, plans to do just that.

The first Public Health citation ever awarded to a West Coast steamship company was recently awarded to the American President Lines, manned by members of the SIU Pacific District. A near-perfect score was registered by the 26-vessel fleet.

Fred Farnen, secretary-treasurer of the SIU Great Lakes District, has been named to the executive board of the newly-merged Detroit and Wayne County AFL and CIO central labor bodies. The 44-member board serves 450,000 workers in the Detroit area.

A resolution submitted by the SIU Pacific District covering the merchant marine was passed by the newly-organized California Labor Federation at a recent convention. The resolution condemned the Government's permissive attitude towards runaway ships.

Tanker negotiations between the Sailors Union of the Pacific and Standard Oil of California yielded a new pact late this week. Included are wage boosts of \$10-\$30 per month, higher overtime, lodging and subsistence payments and four-week instead of three-week vacations.

A delegation of Iranian trade unionists visited the SIU Great Lakes District headquarters in Detroit and seemed highly impressed by what they saw. After a tour of the building they asked questions dealing with the standard of living of the members, working conditions, wages and overtime provisions, and the Health and Welfare Plans.



EAGLE TRANSPORTER (Terminal Trans.), Nov. 23—Chairman, A. Fontana; Secretary, S. Anderson. One man failed to join ship on sailing day—replacement shipped from Houston. Motion to air-condition all SIU-contracted ships. Vote of thanks to steward dept. for job well done. Suggestion that crew members use lounge when messman is setting up or taking down tables.

STEEL AGE (Isthmian), Nov. 27—Chairman, J. Barton; Secretary, C. Wilham. New delegate elected. Discussion on spray bombs, roaches, etc. Leave table for men on watch at meal times.

STEEL ARTISAN (Isthmian), Nov. 15—Chairman, R. Barrot; Secretary, T. Jackson. Ship's fund \$16.58. New delegate elected.

Digest Of SIU Ship Meetings

SEATRAN GEORGIA (Seatrains), Nov. 23—Chairman, S. Charles; Secretary, W. Conner. Rooms not painted. Chief mate straightened out. Request all hands vote. Ship's fund \$45.00. Suggestion to eliminate ice cream and pig's feet at night.

CS BALTIMORE (Cities Service), Dec. 1—Chairman, S. Heger; Secretary, E. Manuel. Ship's fund \$20. Some disputed OT. Laundry room (deck) to be painted. Vote of thanks to steward dept. for Thanksgiving day dinner. See patrolman about getting one extra day for man who has 88 days—to get B book and vacation pay. All hands voted in Wilmington hall. Thanks to Wilmington agent for transportation to and from hall.

STEEL ARCHITECT (Isthmian), Aug. 8—Chairman, V. Sunka; Secretary, L. Toner. All rooms to be painted. New delegate elected. Ship to be fumigated for roaches.

WM. H. CARRUTH (Penn Steamship), Aug. 29—Chairman, M. Dugan; Secretary, S. Butler. Third took hospitalized in Poland, recovered and arrived back in States. OS who missed ship in Germany logged and fined. New delegate elected. Place cups in sink. New coffee pot to be ordered. Discussion on Polish currency and monetary regulations.

SEPT. 21—Chairman, A. Kavel; Secretary, M. Dugan. Motion not to sign on until company recognizes contract obligations; also have ship's stores checked for quantity, etc. Need new tables for recreation and mess halls. Discussion on stores—insufficient supply. Crewmembers to observe customs regulation in Danzig.

ANDREW JACKSON (Waterman), Nov. 23—Chairman, W. Burton; Secretary, P. Collins. Vote of thanks to steward dept. for job well done. Repairs being made. Discussion on pay off and ship going into idle status. Some disputed OT. Lighting in bathroom to be improved. Discussion on water pressure in bathrooms. Too much steam in hot water lines.

GATEWAY CITY (Pan-Atlantic), Dec. 7—Chairman, T. Rexeuteb; Secretary, G. Brazil. Sailed one man short. Ship's fund \$5.13. Need new washing machine.

YOUNG AMERICA (Waterman), Nov. 20—Chairman, W. Robinson; Secretary, H. Carmichael. Everything running smoothly—no beefs. New delegate elected. Passageways need painting. See mate about medical supplies.

LONGVIEW VICTORY (Victory), Dec. 7—Chairman, B. Mooney; Secretary, J. Heviller. New delegate elected. To write agent in Trieste to have stores sent to ship upon arrival so steward can check for shortages.

EVERLYN (Buil), Nov. 27—Chairman, L. Gillis; Secretary, G. Natgimiles. Rooms to be souged and painted. Vote of thanks to steward dept. for good feeding.

FAIRLAND (Pan-Atlantic), Dec. 7—Chairman, J. Rivers; Secretary, C. Rawlings. Beefs settled by crew members. Some disputed OT. Class C members to be given opportunity to learn duties—members asked to cooperate with men.

MERMAID (Metro), Nov. 29—Chairman, F. Leonard; Secretary, M. Whisman. Few hours disputed OT. New delegate elected. Clear with delegates before sending correspondence to hq. Delegates to handle beefs. Messroom to be kept cleaner, all hands to cooperate. More heat needed in fo'c'sles. "B" and "C" cards to be treated as crewmembers. Majority voted against purchasing TV set.

COUNCIL GROVE (Cities Service), Dec. 7—Chairman, J. Fifer; Secretary, L. Gibben. One man missed ship. Repair list to be turned in. Request more variety of ice cream for supper.

hot cakes for breakfast. See patrolman about ship's library.

GATEWAY CITY (Pan-Atlantic), Nov. 24—Chairman, C. Brazil; Secretary, M. Gardner. Meeting called at request of chief steward regarding conduct of BR. Stew. utility to pay off vessel upon arrival at Newark. BR, never to sail on another Pan Atlantic ship as he has created trouble aboard vessel. Discussion on steward utility's attitude.

THE CABINS (Texas City), Dec. 7—Chairman, E. Wallace; Secretary, H. Starck. Repair list submitted. Question on sailing referred to hq. Replacement came aboard drunk—was ordered off ship. Sailed short one fireman. Reports accepted. Request poop deck awning. Capt. offered to build it—no OT involved. Request hq. ask company to build same.

CAPT. NICHOLAS SITINAS (Cargo & Tankship), Dec. 5—Chairman, F. Reed; Secretary, A. Rudnicki. Captain thanks crew for cooperation during trip. Payoff to be in two envelopes—one for dry cargo, other for tanker. Delayed sailing not good in Lisbon. Transportation will be paid. Members not treated fairly when sick, to make up statements and attach to report. Ship's fund \$28. Some disputed OT. Vote of appreciation to delegates. Eng. dept. fo'c'sles to be cleaned and painted. Request standard brand of coffee aboard. Vote of thanks to steward dept. for job well done.

OCEAN DEBORAH (Maritime), Dec. 3—Chairman, C. Mallar; Secretary, L. Thomas. Steward reported on difficulties in obtaining stores for ship. Remanded crew for unnecessary beefs. Explained why certain time allotted for obtaining stores from ice boxes.

WESTPORT (World Tramping), Nov. 14—Chairman, R. McCulloch; Secretary, R. Meloy. New delegate elected. Delegate to see captain about sufficient cigarettes for voyage, adequate slop chest, American money, obtaining more fresh milk, fumigating fo'c'sles. Steward reported on temperature of storeroom boxes and getting rid of stores with weevils in them. Laundry to be kept clean by members using same.

HURRICANE (Waterman), Nov. 22—Chairman, W. Millison; Secretary, J. Cabral. No beefs—everything running smoothly. Dinners for Thanksgiving & Christmas to be served between 5 PM and 8 PM—to give steward dept. plenty of time to prepare & serve a good dinner.

CITIES SERVICE NORFOLK (Cities Service), Dec. 9—Chairman, W. Tatum; Secretary, D. Wagner. Everything running smoothly. Ship's fund \$18.25. Few hours disputed OT. Repair list taken care of. New delegate and treasurer elected. Men paying off to leave bunks & fo'c'sles clean.

JOHN B. KULUKUNDIE (Mariti), Oct. 19—Chairman, J. Wallace; Secretary, J. Davies. New delegate elected. Members requested to keep track of draws and dates of same—to be turned over to patrolman.

JEFFERSON CITY VICTORY (Victory Carriers), Nov. 9—Chairman, J. Meyerhak; Secretary, V. Meehan. Wiper hospitalized in Calcutta. Ship's fund \$15.56. Beef with chief mate. Beef about galley, sougeeing alleyways and painting messmen's rooms; need more jama. All doors closed on main deck in India.

DEC. 7—Chairman, V. Meehan; Secretary, C. Oliver. Picked up two men in Honolulu. Ship's fund \$18.58. Few hours disputed OT. Request clarification of contract. Discussion on runway signs. Discussion on cleanliness of messroom at night. Vote of thanks to pantryman and messman for job well done. Steward and cooks not cooperative with crew.

COE VICTORY (Victory), Dec. 4—Chairman, N. Leoner; Secretary, J. Brigham. One man missed ship in Aden. Two men hospitalized in Germany; one man missed ship in Germany. Captain to obtain American money for draw in Azores and New York. Bonus stopped in Izmir, claimed 50 tons only left for Piraeus two days later. Repair list to be turned in. Ship's fund \$5. Some disputed OT. Check 168 days' bonus. Discussion on lockers, foul weather gear. Vote of thanks to steward dept. Fresh water tanks to be cleaned. Ship to be fumigated. Would like rubber port chutes included in contract.

SEATRAN LOUISIANA (Seatrains), Dec. 14—Chairman, J. Glenn; Secretary, N. Rensley. Ship's fund \$100. Brother thanked crew for flowers sent to deceased brother. Materials to be purchased to build new TV antenna. Vote of thanks to steward dept. for their effort in eliminating left-overs.

VALCHEM (Heron), Dec. 5—Chairman, B. Perry; Secretary, W. Westa. To see about getting relief in Texas. To start ship's fund. Keep messhall clean; TV tuned down low during meal time and at night. Give 24 hours' notice when getting off ship. No one to open ship's delegate mail. Vote of thanks to steward dept.

STEEL SEAFARER (Isthmian), Nov. 20—Chairman, J. Richardson; Secretary, G. Faircloth. Good cooperation among crew. New delegate and reporter elected. Dept. delegates to represent crew at safety meetings. Suggestion to rotate books in library and also those owned by crew. Laundry cleaning schedule to be drawn up. Steward to give more help and advice to messman serving meals. Discussion on making coffee in percolators before meals. Request less noise when closing doors.

Mobile Repair Yard Hit By Fire; Loss Heavy

MOBILE—A \$100,000 fire did considerable damage to the electric and machine shop at the MAWD-contracted Mobile Ship repair yards here, Cal Tanner, port agent, reports. The shipyard will have to cut down on electrical repairs until a new shop can be built, but the yard will not be shut down for other work.

The Mobile Central Trades Council is holding elections for the coming year, Tanner said, and Seafarer Robert Jordan, SIU patrolman here, has been nominated for

Norfolk Has Two Payoffs

NORFOLK—Activity remained quiet here during the holiday season. Two ships, the Alcoa Pioneer (Alcoa) and the Cities Service Baltimore, were in for payoffs, quickly signed on crews and shipped out.

The rest of the period's activity was confined to in-transit vessels. The five in during the past two weeks were the Robin Trent (Robin); Steel Architect (Isthmian); Warrior (Waterman); Alcoa Puritan (Alcoa); and the Coe Victory (Victory Carriers).

'Open For Business'



Grain Ships Cause Boom In Houston

HOUSTON—As a look at the shipping totals will show, shipping for this port was excellent during the past period, port agent Robert Matthews reports. Heavy grain shipments to all parts of the globe accounted for the increased traffic going through this port during the past year. From the looks of things, it should continue for a couple of months. As traffic increases, so does shipping, Matthews said, and that means more jobs on the board.

Voting Increased Too

Another sign indicative of the growth of the port is the number of men voting here in the Union's biennial election. The last high for the port was 415, while as of December 24, the figure stood at 626.

The port shipped 179 men to the 29 vessels calling into the area during the past two weeks. Three ships paid off, two signed on and 24 were in transit. Paying off were the Alcoa Planter (Alcoa); Jefferson City Victory (Victory Carriers) and the Shinnecock Bay (Veritas). The LaSalle (Waterman) and the Del Valle (Mississippi) signed on.

Among the in-transit ships hitting the area over the last two weeks were the Hastings, Almena (Waterman); Petro Chem (Valentine); Del Viento (Mississippi); Vallant Effort (Maritime); Cantigny, CS Norfolk (Cities Service) and the Beaugard (Pan-Atlantic).

Always the man with a purpose, Harry Bridges is pulling out all the stops as the Communist Party's frontrunner in the US. He's now abandoning all the pretense to stage a "Pacific-Asia Longshore Conference" in Tokyo this April, sponsored by his own West Coast dock union and a select few CP-line organizations in Australia and Asia.

In the process the bread-and-butter issues confronting his own dockers and their counterparts in the Far East could somehow get lost in the shuffle once the confab gets underway. After all, one can't overlook the fact that "sentiment" is so strong against the nasty old "imperialists" that the delegates may just get carried away in their indignation, and forget about the problems of containerships.

While all this has comic overtones, it has a serious side too. Nothing Bridges does is artless. Shunned for a long time by responsible elements on the West Coast, Bridges today has achieved respectability in the eyes of some industry and political leaders. This impression has been courted purposefully.

When Harry calls for the renewal of trade with Red China, this is no longer looked upon as part of the grand design ordered by the Kremlin, but rather as a pitch for boosting West Coast commerce. The dollar, admittedly, is a great equalizer, and trade with the Red Chinese would mean a lot for West Coast prosperity.

Resolutions' Mill All Set To Go

At the same time, where does Bridges' Tokyo road show fit into the picture? Surely it too will call for free trade with Red China, and the agenda has conveniently been left open for this and other "spontaneous" resolutions dictated by the CP line of the moment. And if the whipping boy of the conference is the "imperialist warmonger," who, after all, is the fall guy? Any "Hate-America" pitch, further inflaming Asian nationalism, can only harm American prestige, lessen American influence and—here is the kicker—thereby damage American trade. West Coast industry, seamen and longshoremen will be the losers. Bridges thus calls for a boost in American trade and, at the same time, kicks it in the teeth.

This, then, completes the circle. Moscow needs no bloody revolutions today; the bloodless kind, fought by armies of merchants, "experts" and technicians, is far better. This is what has already happened in the Middle East to give the Commies their long-sought foothold there. Now the aim is to apply the "coup-de-grace" in the Far East, where the trade war has been going on just as earnestly. Indeed, this is all part of the new imperialism, Moscow-style.

Foreign Tramps OK Lay-Up Agreement

LONDON—Representatives of leading foreign-flag tramp operators are reported in agreement on a scheme which would involve the wholesale lay-up of excess vessels in order to boost depressed shipping rates. Although many of the operators control American tonnage, US-flag vessels are not involved in the 12-nation plan. However, Japanese operators were reported as backing out of the program.

The plan calls for the setting up of a special fund to reimburse those operators who voluntarily

lay up their excess vessels. Although all of the details of the plan are not known, it is believed that the member operators would pay an initial fee of \$280 and an annual fee of up to \$260 for each ship kept in operation.

It has been estimated that the fund would pay a fee of almost \$22,500 a year to keep a tramp in lay-up, and a bonus of \$95,000 to Liberty owners who scrap their vessels.

Greek and British tramp owners, leading supporters of the lay-up plan, have been trying since last April to formulate a scheme which would be acceptable to the other members. A major obstacle is that the plan's success would depend heavily on the voluntary cooperation of the other foreign-flag operators, and there would be no means of assuring their keeping the vessels in lay-up once the market picked up.

However the new plan will be submitted to the individual owners and it is reported that it will go into effect once 75 percent of the world's tramp tonnage has subscribed to it. There are approximately 2,000 ships, with a total of some 23 million deadweight tons, eligible to join in the plan.

Represented at recent meetings here were owners from France, Germany, Switzerland, Japan, Italy, Greece, the Netherlands, Australia, Canada, Spain and Great Britain.

38 Applying For Union's Scholarships

A total of 38 applications has been received by the Seafarers Welfare Plan for the 1959 SIU Scholarship Plan awards. Of the 38 applications that are being processed, eight have submitted all their requirements and are scheduled to take the next College Entrance Examination Board tests in January.

Eleven of the applicants thus far are Seafarers and the rest are children of Seafarers. The five \$8,000 scholarship awards given each year, good for four years of college study, are given to both Seafarers' and Seafarers' children with the proviso that the fifth award is reserved for a Seafarer.

Additional college entrance examinations are given in February and March, with the March 14 examination being the last that can be taken by applicants seeking to qualify for the award.

Requirements for application for a scholarship include three years' seetime on SIU-contracted ships on the part of the applicant or of the father of the candidate, a transcript of the candidate's high school record plus letters of reference, one of which comes from the high school principal. Full details and applications can be obtained from the Seafarers Welfare Plan, 11 Broadway, New York City.

Ship Aground At Lk. Charies

LAKE CHARLES—A tanker ran aground here last week and stopped all night travel on the river, Leroy Clarke, port agent, reported. The ship, the Ponca City of Continental Oil, ran aground about two-thirds of the way down river heading for sea. Six tugs have been trying to free the vessel but have not had any luck so far. Although the ship juts out into the river, other vessels can pass her during the day time. There were no injuries reported from the NMU-contracted vessel.

The Christmas holidays provided shipping for the port with a much-needed boost, Clarke said. A large number of the brothers got off their vessels to spend the holidays with their families, and all available men were needed to fill their jobs.

The Eagle Transporter (Eagle Carriers) paid off early in the period after a short trip and later signed on for a trip to the Far East. The Chihuahua (Cities Service) also paid off and signed on over the last two weeks. In transit were the Bradford Island, Royal Oak, Norfolk, Winter Hill, Council Grove, CS Baltimore (Cities Service); Del Alba, and the Del Viento (Mississippi).

Brother Cecil Magnan, an oiler on the Eagle Transporter, is reported doing as well as can be expected in the hospital here. Magnan broke his pelvis bone while aboard ship and is awaiting transfer to the Galveston PHS hospital.

Backlog Up In Baltimore

BALTIMORE—Although shipping for the port picked up somewhat, it continued to lag behind registration, Earl Sheppard, port agent, noted. Out of the 111 men shipped to permanent berths during the past two weeks, only 23 were in the steward department, which left a fairly high registration list for the department at the start of the new period.

Paying off in this port during the past period were the Jean, Emilia, Mae, Edith (Bull); Santore, Feltore (Marven) and the Bethcoaster (Calmar). Signing on were the Santore, Feltore (Marven); Seamar (Calmar); Mae (Bull) and the Mankato Victory (Victory Carriers). In transit were the Steel Architect, Steel Worker (Isthmian); Cantigny, Winter Hill (Cities Service); Losnar, Bethcoaster, Seamar (Calmar); Robin Trent (Robin); Alcoa Runner, Alcoa Pennant, Alcoa Puritan (Alcoa) and the Mermaid (Metro).

All were reported in good shape, with only minor beefs to be settled before pay-off.

LET 'EM KNOW!
Write TO THE LOG

SEAFARERS IN DRYDOCK



Along with a cold wave, Boston has a couple of newcomers on the hospital roster: Paul Norton, ex-Natalie, and John T. Keegan, ex-Steel Navigator. Norton is resting up from a nerve condition and is coming along fine. Hospitalized originally at Staten Island over some stomach trouble, Keegan was transferred up to Boston where he's reported making good progress.

Much better after coming for a check-up and treatment for a heart condition, Raymond L. Perry is also in the Boston drydock. He was chief cook on the Ocean Dinny. Other new arrivals are Robert Guerrero, ex-Sea-train Louisiana, who came in to the Savannah hospital three days before Christmas for treatment of some boils under his right arm. He's doing okay now.



Guerrero Norton

Lake Charles has just one man on the sicklist, Cecil Magnan off the Eagle Transporter. He's at St. Patrick's Hospital after breaking his pelvic bone in a shipboard fall. Magnan is due to be moved to Galveston as soon as he can travel.

Phillip St. Marie and Martin Hammond are in drydock up in Seattle. Hammond was just repatriated from Japan where he had been hospitalized after being injured in a typhoon that battered the John C. enroute to Yokohama. This was the big blow, reported in the last LOG, that picked up three men from the deck, washed them over the side and then miraculously tossed them back aboard—but in a lot worse condition than when they started out. Hammond is now making satisfactory progress, as is St. Marie, who's in due to a chest condition.

A new trio has been added to the Baltimore roster, and includes William Mellon, ex-Steel King; Salvador Malhabour, ex-John B. Waterman; and William F. Smart, Jr., off the Alcoa Polaris. All are reported doing pretty well. Mellon is in because of high blood pressure, Malhabour due to hemorrhoids and Smart checked in because of a chest condition.

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

USPHS HOSPITAL BALTIMORE, MD.
 Joseph T. Arnold
 Henning Bjork
 Gaetano Busciglio
 John S. Clapp
 Rosario Copani
 Peter DeVries
 Lucious DeWitt
 John M. Gallagher
 Clarence Gardner
 Gorman T. Glaze
 Edgar L. Krotzer
 H. E. LeCompte
 R. L. Littleton

USPHS HOSPITAL BOSTON, MASS.
 L. J. Campbell
 Wm. B. Gardner
 John Keegan

USPHS HOSPITAL GALVESTON, TEXAS
 Bjorn A. Granberg
 Cyril J. Magnan

SAILORS SNUG HARBOR STATEN ISLAND, NY
 Victor B. Cooper

USPHS HOSPITAL NEW ORLEANS, LA.
 Robert Barrett
 John Bigwood
 Claude Blanks
 Arthur Bothelo
 Joe Brown Jr.
 Jacob Buckelew
 Paul R. Cook
 Fess Crawford
 Joseph Curtis
 Charles Dalcourt
 Jeff Davis
 Henry Foy
 James Glisson
 E. Granderson
 Hebert Grant
 Wayne Harris
 Hayden F. Henry
 Ben Hitchen
 James Hudson Sr.
 Benjamin Huggins
 Ramon Irizarry
 Robert K. James
 Henry A. Janicki
 James D. Johnson
 Woodridge King
 James D. Johnson
 Edward G. Knapp
 Leo H. Lang

USPHS HOSPITAL NORFOLK, VA.
 Francis Boner
 Arthur L. Cox

USPHS HOSPITAL SAN FRANCISCO, CALIF.
 Joseph H. Berger
 Michael J. Coffey
 Victor Egel
 Myron E. Polts

USPHS HOSPITAL SAVANNAH, GA.
 Harry Henze

USPHS HOSPITAL SEATTLE, WASH.
 Martin Hammond

USPHS HOSPITAL FORT WORTH, TEXAS
 Lawrence Anderson
 B. F. Deibler

VA HOSPITAL HOUSTON, TEXAS
 R. Arsenault

VA HOSPITAL BUTLAND, MASS.
 Charles Bartlett

VETERANS CAMP MT. MCGREGOR, NY
 E. T. Cunningham

VA HOSPITAL KECOUGHTAN, VA.
 Joseph Gill

VA HOSPITAL BOSTON, MASS.
 Thomas W. Killon

VA HOSPITAL BUTLER, PA.
 James F. Markel

USPHS HOSPITAL STATEN ISLAND, NY
 James T. Allen
 Nicholas Anousitis
 James Antoniadis
 Helarion Aquio
 Andrew N. Boney
 Frutuoso Camacho
 Mike Chandoha
 Thomas Danbeck
 Dush DeDuisin
 Carl DeMarco
 Irvin DeNobriga
 Peder Espeseth
 F. O. Fondila
 Lonnie Fowler
 Walter Gill
 Erling A. Hansen
 John A. Jackson
 Barney Kelly
 William D. Kenny
 Rufino Lara

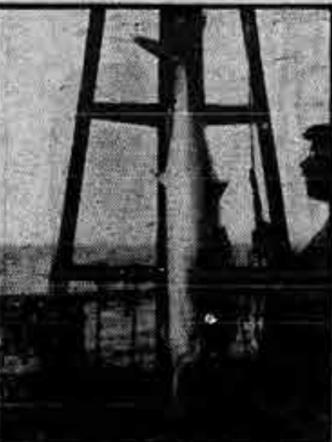
USPHS HOSPITAL MANHATTAN BEACH, NY
 Lewis R. Akins
 Manuel Antonana
 Eladio Aris
 Joseph Bass
 Melvin Bass
 Matthew Bruno
 Leo V. Carreon
 James F. Clarke
 Joseph D. Cox
 Juan Denopra
 John J. Driscoll
 Otis L. Gibbs
 Bart E. Guarantick
 Taib Hassan
 Clarence Hawkins

USPHS HOSPITAL MANHATTAN BEACH, NY
 James M. Lennon
 Wm. Luhrszen
 Henry Maginness
 Ludwig Manhart
 Frank Maset
 Donald Nash
 L. O'Connell
 Juan Otero
 Anthony Pisani
 N. Rencichenko
 John L. Roberts
 Joss Rodriguez
 Salvador Rodriguez
 A. C. Sankovidt
 John Slaman
 Ramon Varela
 William F. Vaughn
 James H. West
 John Westfall
 James R. Williams

USPHS HOSPITAL MANHATTAN BEACH, NY
 Frank Hernandez
 Donald Hewson
 Claude B. Jessup
 Ludwig Kristiansen
 Thomas R. Leahy
 Kenneth Lewis
 Leo Mannaugh
 Jeremiah O'Byrne
 C. Oskink
 George G. Phifer
 Winston E. Renny
 George Shumaker
 Almer S. Vickers
 Pon F. Wing

USPHS HOSPITAL MANHATTAN BEACH, NY
 Rene A. LeBlanc
 Isidore Levy
 Serafin Lopez
 William Marjehoff
 Alexander Martin
 Joseph Martelle
 Phillip Mendoza
 Alonzo Morris
 Dominic Newell
 William Nelson
 Joseph O'Neil
 William Padgett
 Winford Powell
 Arthur Proulx
 R. Richardson
 William Rollins
 Alvin A. Rome
 Thomas Stevens
 John Sullivan
 Edward Taylor
 Clayton Thompson
 Fernando Tiaga
 James Ward
 Robert Wiseman
 Cleophas Wright
 Clifford Wuertz
 Charles Wynn

Good Hunting



Off the Steel Fabricator, Leonard Ellis, AB (top), shows pheasant and fox he bagged on New Hampshire trip. Ellis also got himself a bear, but the bruin wasn't too photogenic. Above, the Portmar keeps up its fishing record, as steward B. Rucker gets set to cut open a good-sized king mackerel. Charlie Firtz took the photo.

LOG-A-RHYTHM:

The Battery

By Roy Fleischer

There's no place in New York
 That fascinates me
 As much as the Battery
 Where land meets the sea.

On one side, the ocean;
 On the other, built by man,
 Mountains of skyscrapers
 To climax the land.

Here, gulls and pigeons,
 As different as can be,
 Stand side by side,
 To join land and sea.

Adventure, from the shore,
 Lies beyond the bay,
 While from the sea, sailing in,
 A magic place to stay.



It's Hard To Pick A Winner



Chief electrician Mike Bruton (left) and Larry Tefft try hard to out-smart each other in a game of cribbage on the Andrew Jackson. Oiler Eugene Sobczak looks skeptical of both players. Photo submitted by John J. Devine, ship's delegate.

LOG Article Stirs Interest

To the Editor:
 In the October 24 issue of the LOG you printed an article I submitted on the subject of Esperanto. I wish to express my sincere thanks for publishing this item as the response has been tremendously enthusiastic. I have been receiving letters from all over the country and even from foreign countries

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.

asking further information about the universal language of Esperanto. I have been replying to these letters as they come in and will continue to do so until they are all answered.

By printing the article, I feel the SEAFARERS LOG is making a significant contribution to the cause of harmonious relationships between the people of various nationalities. This, of course, is the primary aim of the use of Esperanto as a universal language.

Any brothers who missed the October 24 issue of the LOG and are interested in obtaining information concerning the language can feel free to write to me at this address: 5065 Cape May Ave., San Diego 7, Calif.

Fred T. Miller

Marks Loss Of SIU Brother

To the Editor:
 Please place the following in the LOG in memory of my husband, who passed away last year (1957).

In Memory of
 Jerome (Jerry) Moynihan

Earth has lost,
 Heaven has gained;
 One of the best
 This world contained.

Sadly missed by his wife Dorothy, son Jerome Jr. and daughter Valerie.

Thanks again also to the crew of the Arthur M. Huddell—and all his former shipmates—for everything.

Mrs. Dorothy Moynihan

Carryover Tax Called 'Unjust'

To the Editor:
 It is high time that we, the membership, face up to a situation that vitally concerns each and every one of us as wage-earners. This matter has been ignored far too long. I refer to the payment of unjust, unwarranted income taxes by having to carry over taxable income from one year into the next.

To the best of my knowledge this has never been properly brought up, although it has been widely discussed among seamen.

For example: A seaman who signs on a ship the first part of October, 1957, and then pays off sometime after the first of the year pays 1958 taxes on three extra months' earnings. If the man shipped throughout 1958 he's in a pretty high tax bracket after 15 months. This costs

him tax money he should never have to pay.

The steamship companies will no doubt try to argue this down on the basis that the majority of their vessels are at sea during the period they must send out W-2 forms. But this little matter can very easily be handled by having the captain of each ship send in a list of each man's overtime and penalties up to the last day of the calendar year. In turn, the companies will be able to send out W-2 forms on the taxable wages for a given 12-month year only.

Those extra dollars do more good in your own or your family's pockets. It is a misconception to say that we are taxed for a "short year" and then in turn for a "long year" so that they even themselves up. Nothing can be further from the truth.

The tax rates are geared to penalize those earning over certain sums in any one year. So if you're required to pay on a "15-month-year" you pay much more than would be necessary if this extra time were applied in the year where it belongs. The painful fact is that we in the maritime industry are paying many more dollars in taxes than we should.

The companies have been getting by too long with the argument that it's too much work for the payroll department, etc. A lot of us have also been "fast-talked" by individuals in and out of the Bureau of Internal Revenue that you are required to pay tax according to the year in which you received the withholding forms. I don't think this is true, but if it is, let's do something about it and save ourselves a lot of hard-earned tax dollars in the future.

Joseph A. McDougall
 SS Westport

Ask Port Relief For Tanker Men

To the Editor:
 We aboard the Atlas, a super-tanker running coastwise at the present time, have discussed the possibility of having the SIU contact the tanker companies to make arrangements for having shore gangs handle ship's stores in American ports.

There have been instances aboard this vessel where men who wanted to see their families could not do so, as the result of having to wait around handling stores. When a tanker is in port, time is precious and limited, as most tanker men know.

We would greatly appreciate your printing this in the LOG to bring this to the attention of other brothers aboard tankers who may have the same problem. This matter was discussed thoroughly aboard this vessel and met with great approval from all concerned.

Charles Tedora
 Deck delegate

A Car Sticker For Seafarers?

To the Editor:
 I have had an idea for some time which I think we all would go for. This concerns the need for some kind of decal or emblem to go on our private cars to show our profession. I know that all of us are proud of our profession and our Union.

If something like this could be set up and distributed by the Union among the membership it would really be appreciated. I'd like to hear about this from others through the LOG.

Claude R. "Pop" West

OCEAN DINNY (Maritime Overseas), Nov. 23—Chairman, W. Harrell; Secretary, F. Napoli. Captain pleased with payoff. Ship sailed one man short. New delegate elected. Check repair list. Vote of thanks for job well done to former delegate. Keys to be obtained for all rooms in next port. Check rooms for new fans and ones that need repairing.

ROBIN HOOD (Robin), Dec. 6—Chairman, A. Page; Secretary, J. Caposella. Ship's fund \$14. New delegate elected. Water faucet to be repaired aft of deck house. Keep natives out of passageways. Screen doors to be fixed. Vote of thanks to steward dept.

BEATRICE (Bull), Nov. 30—Chairman, J. Feltis; Secretary, P. Dunphy. Thanks to steward dept. for fine

sober for payoff. Ship to be left clean when leaving. Turn in all linen and clean rooms. Repair list submitted. Improve sanitary conditions. Poor water pressure. No ventilation in bathrooms. Need ladders for top bunks. Quarters need painting.

ROBIN LOCKSLEY (Robin), Nov. 24—Chairman, A. Thompson; Secretary, W. Horns. Some disputed OT. One man logged. One man left in Durban due to illness, will be picked up in Durban. To designate man to make coffee weekends and holidays in AM. Request food tin and koolade on menus as often as possible. OT to be equalized. Do not use dryers in laundry when men are sleeping. Use care when disposing of garbage.

ALCOA PATRIOT (Alcoa), Nov. 23—Chairman, J. Matthews; Secretary, W. Morris. Draw figured thru Friday. All declaration slips to be handed in. One man hospitalized in Rio—headquarters notified. Three men logged. Record player and iron disappeared last trip. Two men short. All repairs made. Discussion on TV—need repairs: new fans and spare parts. S's about rigging jury toilet on stern. Discussion on condition of lifeboats; using too many left-overs.

COASTAL SENTRY (Suwannee), Nov. 2—Chairman, B. D'Ornellis; Secretary, J. O'Rourke. No reply to letter re: transportation of crew to Jacksonville. Request answer why chief cook was removed from ship. Unable to secure fresh milk and bread. Two men hospitalized in Brazil. Full deck gang for first time aboard. Few hours disputed OT. Three men picked up in Trinidad. To start ship's fund by donating \$1 to buy electric irons and ironing board. Everything running smoothly aboard ship—no logs and no firing. Need electric coffee percolators.

COASTAL CRUSADER (Suwannee), Nov. 11—Chairman, M. Sanchez; Secretary, G. Leiby. New delegate elected. Vote of thanks to former delegate. Beefs squared away. All OT will be referred to headquarters for decision.

LUCILLE BLOOMFIELD (Bloomfield), Nov. 20—Chairman, S. Rowell; Secretary, L. de Parlier. Capt. stated no logs to be lifted. Generous draw to be given in NO, no overdraws in Europe. Repair list squared away, except laundry wringer and few keys. One man paying off in NO. Crew warned not to miss ship if necessary to shift same. New delegate elected.

FORT HOSKINS (Cities Service), Nov. 11—Chairman, F. Jensen; Secretary, E. Wright. Pay off Sat. No pay raise—not included unless order from office—patrolman to be notified. Various disputed. Ship's fund \$3.30. Ship to be fumigated for roaches and other insects. TV to be repaired.

TEXMAR (Calmar), Sept. 28—Chairman, D. Stone; Secretary, V. Monte. Smooth payoff. Carpenter missed ship. Sined \$50. New delegate elected.

ALMENA (Penn Shipping), Dec. 4—Chairman, none; Secretary, H. Lee. New washing machine not delivered. Check aloft chest. No rooms or decks painted for few months. Capt. to issue American money in Japan. Need new washing machine and library.

DEL MAR (Miss.), Nov. 30—Chairman, H. Mass; Secretary, H. Huston. Laundry schedule carried out. One man missed ship in Parangua. Delayed sailing. Clean ship, good crew, good trip. Ship's fund \$337. Some disputed OT. Reports accepted. To give movie director \$20 for spare parts and \$200 for movies next trip. Motion to give brother \$25 for funeral expenses. Keep shore personnel out of crew's quarters in NO. Suggestion to check books before each meeting; also delegate replacements. Vote of thanks to steward dept. for fine Thanksgiving meal.

ROBIN GRAY (Robin), Nov. 22—Chairman, B. Nuckels; Secretary, E. Mishanski. Two men logged. Loan to crewmember for emergency. Ship's fund \$8.23. Some disputed OT. Need new mattresses, pillows. Request patrolman give info. re: food situation. Delegates to see patrolman first, then individuals. Electrician thanked crew for assistance rendered. Life preserver racks to be installed in steward dept. rooms. Purser thanked crew for cooperation during voyage.

EDITH (Bull), Nov. 30—Chairman, H. Jones; Secretary, J. Parker. One man missed ship in Savannah. Brother thanked crew for their kindness and consideration shown him on first trip out of hospital.

This 'Sayonara' Means Hello

I was just getting ready to pen a real apple-polisher in appreciation for all the good news our paper brought us in our isolation out here on the John C. in French Somaliland. Then I read it again and found to my utter horror that ye editor had up and outraged all my sensibilities something awful by mislabelling George Dunn's plug for Maxie Lipkin's new venture in Yokohama, "Maxie's Eatery Rates With Him" (LOG, Aug. 29).

Eatery indeed! There ain't no eateries in Japan. Of course, there is something to be said in extenuation for the caption-writer. George Dunn is a misleading sort of guy when it comes to food. George is an excellent cook and steward but just look who he has dragged into court to attest to his facts—Johnny Zeireis.

Now get me right: Johnny Zeireis is my friend. If you're in the market for a master bosun or if you want a guy who can patch up a sprung camel with a bit of sail twine and the tongue of an old shoe, then Johnny Zeireis is the guy to break out for the job. But Johnny doesn't know any more about the delicate art of pitching for an enterprise like Maxie's than a rabbit knows about Sunday.

Now if Maxie really is in the market for a guy to shell for his place, I can tell him in all modesty where he can raise an eminently qualified applicant for the job.

You can't use George Dunn, Maxie. Look at his similes: "The Toots Shor of Japan." Toots Shor never slept in the same block with a set-up like you have, Maxie. You just have to snap your fingers and ten people will chop up to see what you want. Let Toots Shor try that. He'll get the shop steward on his neck and the waiter will give him the soup in his lap.

George's whole letter is one of them "wish-you-were-here" fables you write to your mother-in-law after she's camped in your best bedroom for a year or so and finally went home. "Maxie sends his best," George says. Like hell he does! Maxie ain't about to send his best. Maxie is keeping his best and the only way you are gonna

even get to glimpse it is to trot over there and look for yourself. That's what we're gonna do, Frenchy Martineau and me. Oh, the hours we've spent on number five scheming up ways and means to get there. Frenchy was all for dummyping up orders so the old man would proceed right to Yokohama but I was against the idea.



Dunn

Lipkin

We'd just be the logical suspects anyway when the Coast Guard went to snooping.

We're gonna get there though, Maxie, we can see you now, Frenchy and me. You've had a hard morning at the safety deposit box counting your yen and now you're going home to paradise. We can just see you taking off those stupid Western street-clothes and climbing into your kimono and your chop-chops, and you turn leisurely to that lovely little girl-

san who's in charge of the cold, cold beer, and you sigh, "Bring it on."

To think that we knew you when you were just an ordinary mortal. We remember you in the West Coast halls as a wild-eyed visionary babbling of going to Japan and setting up a business. I blush to think that I was one of the scoffers who used to rap my head significantly behind your back to indicate that you weren't all there upstairs.

But circumstances alter cases, Maxie, and these are circumstances that call for me to abandon the principles of a lifetime. I hate to remind you, Maxie old pal, but you owe me a favor. Wasn't I the guy, Maxie, wasn't I the guy that stepped aside and let you take the chief steward's job (was it the Irenestar?) on that ship going to Japan ten years ago? Me with 40 days on the 'Frisco beach and my tongue hanging out this far for a ship to Japan... me that was holding the killer card.

I figure you'll be seeing us soon, Maxie. And, Maxie, I'm hoping that all these years in Japan have taught you the difference between a girl-san and a mamasan. Sayonara.

Frenchy Michelet

Digest Of SIU Ship Meetings

Thanksgiving Day dinner. Discussion on working rules. Patrolman to see company about giving men four hrs. on Sunday and Saturday to do sanitary work. Steam table for galley needed.

MONARCH OF THE SEAS (Waterman), Dec. 7—Chairman, L. Pate; Secretary, L. Moore. Ship's fund \$52. Proper attire to be worn in messhall. Keep noise down in passageways. Some disputed OT. Report accepted. Safety committee to be elected.

STEEL ADMIRAL (Isthmian), Nov. 30—Chairman, R. Hent; Secretary, N. Orlando. Crank for life boat to be checked. Suggestion that watches keep windward storm doors shut when ship taking sprays. Need dutch cleanser for black gang. Messhalls to be sprayed for flies more often. Deck rooms need painting. Vote of thanks to steward dept. for fine Thanksgiving Dinner.

FLORIDA STATE (Ponca Prod.), Dec. 7—Chairman, J. Leslie; Secretary, G. Turner. Several crewmembers owe dues. Ship's fund \$10.77. Motion not to use washing machine between 4:30 and 5:30 PM, not to foul up shower water. Use bread—do not let it go stale. Discussion on outside doors main deck being locked except one.

ANTINOUS (Waterman), Nov. 29—Chairman, E. Walker; Secretary, S. Gaber. Suggested arrival pool to build up ship's fund. Ship's fund \$28. 4-8 watch to help clean messhall of leaking water. Request to have cat walks put on port & starboard side when carrying deck cargo. Vote of thanks to steward for very fine Thanksgiving Dinner.

WESTPORT (World Tramping), Nov. 2—Chairman, R. Meloy; Secretary, D. Patterson. Payoff Monday—captain will wire for money. Some disputed OT. One man logged. Four men getting off. Motion that World Tramp Agencies be penalized at rate of \$5 for each day of delay for failure to forward allotments. Ship needs fumigation for roaches, etc. Discussion about quality of meat and shrimps. Eggs are bad, should be disposed of. Delegate to check hospital supplies, food and items for aloft chest. Vote of thanks to steward dept. for good food. Crew urged to be sober at payoff. Clean rooms before leaving.

STEEL WORKER (Isthmian), Nov. 10—Chairman, C. Ashcom; Secretary, W. Schultz. One man ill in Manila. Some performing on ship. Crew to study and get acquainted with agreement. Wiper to get X-rays and medical treatment. Personalities not to be brought up at meetings. Fan in laundry room needs repairing. Wiper to report on his injury.

JOHN B. WATERMAN (Waterman), Nov. 29—Chairman, R. Berryman; Secretary, J. Craft. Ship to load for Far East. One man missing—all agencies in PR notified. Need new washing machine. Ship needs fumigation. All men in log book to be reported to patrolman. Crew urged to remain

Rare Bird



Always in the stew, "Pancho" the mynah bird not only talks but he cooks, too. He's been chief chef on the Steel Admiral since electrician F. Mayo picked him up in Surabaya.

Season's Greetings

The holidays are over but the greetings to the membership, officials and the LOG keep rolling in. Here are some of them, reprinted with thanks:

To All SIU Brothers: Every good wish for a Happy New Year.

Peter Zacone (Junior)
SS Arzonc

Good cheer—the warm old-fashioned kind, Good friends, the tried and true, Good luck, the kind that never, never fails, The Christmas wish for you!
Big John Wunderlich

Season's greetings and best wishes for the New Year to the officials and members of the SIU.
Crew, SS Del Mar

An old-fashioned wish for a very happy holiday season.
James S. McRae
Steel Traveler

Greetings to all hands from M. Dwyer (LOG-a-Rhythms)... Lake Hotel, Lake Charles, La... Mr. and Mrs. John Paerels... Ruby Draper, Bombay... R. C. Klenast... S/T Atlas, via Charles Tedora... William J. Dean, MV Merino, Sydney, Australia... Franz Pietzak, Bremen, Germany...

Bodega Bar, Zeebrugge, Belgium (especially to the gang on the SS Atlantic)... and from the whole gang on the Maiden Creek (via acting reporter Johnny P. Baliday).



The Maiden Creek goes first class this year with its own greeting card picturing the gang at coffeetime in Japan.



Happy To Be Home



Homeward-bound, deck gang on the National Liberty breaks out lines on the way in to Houston from Germany. Pictured (l to r) are L. Wright, AB; W. Sorenson, DM; J. Nivas, AB, and D. Divala, OS. The vessel soon headed out again for Egypt and India. Ship's delegate N. Mendelson sent in the photo.

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Work As Team, Planter Urges

To the Editor: This concerns the newly-organized "ship's corporation committee" formed aboard the Alcoa Planter during voyage 111. The main idea is to help out all our shipmates, unlicensed and licensed alike, to make the shipboard team stick together and live as one big family. It can make for a real happy ship.

The purpose is not to stop

trouble cashing my checks when my husband is out to sea.

Another reason why I'd like to have an ID card is this: I was taken sick a few years ago and had to go to the hospital. They wanted some identification there so I gave them my marriage certificate, which was misplaced, and I've never gotten it back.

If we had some kind of ID card we wouldn't have trouble cashing things in the bank or opening a charge account. Sometimes I have a very hard time doing that without sufficient identification.

Please try to get the SIU wives an ID card, as we surely will appreciate it very much. Thanks a million for looking out for the wives.

Mrs. M. H. Angina



SIU Cafeteria Draws A Rave

To the Editor:

I have had the occasion many times when my husband was home to have lunch with him at the cafeteria in the Union hall in New York. Believe me, I look forward to this, as the food is excellent, and just like home-cooking.

The atmosphere is always pleasant and a delight because of the fresh, clean look the place always has. I prefer having lunch there more than anywhere else in the city. Everyone connected with the cafeteria is to be complimented on a good job.

Mrs. Carl Johnson



Frost Dims Joys Of European Run

To the Editor:

Here are some pictures made on board the Yaka (Waterman) since we took her out of lay-up in Mobile. There are still about a dozen of us sticking it out.

We have been on this northern Europe run and it's getting to be mighty cold over here. We all have our hopes that the ship will go back on the Far East run again.

Johnny "Scar" Kennedy would be thankful if you would put his picture in the SEAFARERS LOG. Brother Kennedy has been sailing with the Union for about 17 years and never yet had his picture in the LOG.

I have been on several ships with Brother Kennedy and he is a good shipmate and dependable worker. If you haven't room for all the pictures please put one of Brother Kennedy in the LOG. We don't want him to be shut out forever.

M. J. Danzey

ID Card Plan Gains Support

To the Editor:

I have just read the LOG for Dec. 19 and was glad to see that the wives of other SIU men also favor getting some kind of ID card from the Union. I think it is a wonderful idea.

I have only been a seaman's wife for two years but I have been a seaman's daughter for 21 years. So you see it was natural for me to marry a seaman.

I enjoy reading the LOG very much and I want to thank you for all the interesting articles that appear in the LOG. Thank you again.

Mrs. Martha A. Dobbins



To the Editor:

I think it is a great suggestion for the seamen's wives to have an ID card. I have a lot of

He's Not The Schoolboy Type

To the Editor:

At sea or ashore the radio brings the world to me. A year ago the radio said there was a shortage of car drivers in case of an emergency. I guess they meant in case of an H-bomb or something like that.

I hope there would never be such an emergency but, as I had time on my hands between ships, I decided to learn the art of driving a car. The right way to learn, I was told, would be to enlist in a driver's school.

In the first school I had 55 driving lessons and at the test I flunked badly. I went to the next driving school in New York. I had quite a few driving hours but, at the test, I flunked badly again.

Next I went to a third school; same thing. I thought I passed the test but this time I did so badly that the inspector threw everything but the bucket at me.

Now after flunking three times from three different schools in NY my faith is wearing thin, not in the high art of driving but in myself. Also, this has cost me about 8 C's so far. But as I still have time, I'll put in for one more driving test and this time, just to be different, I'll take a few private lessons instead of going to school.

Somehow I figure that even if I don't get a license I should get some kind of diploma for flunking three times. Anyway, if I happen to get a ship before the next driving test comes up I'll take the ship and ride over the waves and 'round the world and leave the cars and licenses and schools for the landlubbers to figure out.

The way I go through driving schools there ain't many left in NY for me. Can't blame me for not trying, I reckon.

A. E. Auers

Wants To Build Up Blood Bank

To the Editor:

I have a couple of suggestions that I think ought to be given some consideration by the membership.

First, I think we should have a system to build up a blood bank in the various ports. Perhaps something could be worked out so that after a man is checked out at the Union medical center he would be in a position to contribute a pint of blood. This could be stored up and used as needed.

In the same way, if there's a rush call at the hall for blood donors for somebody, we should at least assure the guy a good meal when he gets back. This would help build up the blood bank, too.

The next thing is that everyone should be careful about whatever he signs aboard ship, whether it's a pay voucher or an accident report. A man injured aboard ship shouldn't sign anything because he's only okaying somebody else's version of what happened. Then when he recalls something that may be important, he's got a fight on his hands.

Many of the men, especially the aliens, sign these statements without ever knowing what the mate has written down.

H. J. Moum

(Ed. note: See story on page 8 about blood bank.)



Pictured at work, Johnny "Scar" Kennedy (left) makes his first appearance in the LOG from aboard the Yaka. Jimmie Foster, DM, is on the receiving end.

Gunfire Punctuates Crew Shore-Leave In Sumatra

BELAWAN, Sumatra—SIU-affiliated Marine Firemen, Oilers, and Watertenders got involved in a shoreside dispute last month but never realized they would be ducking machine gun fire as a result.

Shortly after the fight, Indonesian police appeared on the waterfront with machine guns and rifles and opened fire on the American President Line's freight-

er, President Fillmore. At the same time, an eight-man shore party was refused permission to return to the ship and was held captive for several hours.

Nobody got hurt as the bullets bounced off the vessel's hull or whizzed by overhead, but one did lodge itself in a lifeboat. Efforts to obtain release of the shore party were futile for no sooner would a man approach the railing so he could call out to the police than he was greeted with a shower of bullets.

After two hours of vainly trying to make radio contact with Indonesian authorities, the skipper secured release of the eight men.

A similar incident involving an ALP ship occurred in Indonesia in 1957. A formal protest was filed at the American consulate.

Leilani Up For Grabs

WASHINGTON—The Leilani, Hawaiian Textron's tourist vessel, continues to attract bidders, with American President Lines recently expressing interest in the ship.

A decrease in passenger trade on the Leilani's tourist class run between Long Beach and Honolulu has forced its owners to seek disposal of the vessel. George Killian, president of the SIU Pacific-District, has indicated he would continue the vessel's present run if the APL bid is accepted by the Federal Maritime Board.

Two mortgages, one held by the Government and the other by the Bowery Savings Bank in New York, represent the Leilani's \$4.9 million asking price. The figure is considered very reasonable since most good-sized passenger ships sell for in the neighborhood of \$20 million.

The Leilani is Government-owned and is manned by members of the SIU Pacific District.

A Maritime Board decision on the vessel is expected around January 9. If no sale is negotiated by then, it will probably be turned over to the Board.

Overloads Hit By CG Action

HONOLULU—The Coast Guard has ordered two American-flag grain carriers to lighten their loads before continuing their voyage to India with foreign aid grain cargoes. Both ships were found loaded over their Plimsoll lines when they called here for bunkering.

The Wang Governor and the Wang Hunter were ordered to discharge 400 and 200 tons of wheat respectively before proceeding. The Wang Hunter also was ordered to put enough fuel on board plus 25 percent to spare in case of emergency before she sailed for Cebu or Yokohama, her next bunkering port.

The ships were loaded at Longview, Washington, in bad weather that reportedly "confused" the loaders. It was the first time Wang ships, both T-2s, have been in the grain trade.

Little Action In Savannah

SAVANNAH—Shipping for this port has been very slow, with only five men landing permanent berths during the past period. Of these five jobs, four of them were in the deck department. As a result there is a fairly large registration list for all three departments for the port, with more than enough men on hand to fill any open jobs.

The picture for the coming period is about the same as only the usual in-transit ships are scheduled to call into the area.

Sitting In On Union Meeting



Danny Gonzalez, 4, sat in with father, Seafarer Mariano Gonzalez, at headquarters meeting last week.

SIU BABY ARRIVALS



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

Trena Alice Bishop, born November 26, 1958, to Seafarer and Mrs. Hollis Bishop, Bayou La Barre, Ala.

Susan Rosemarie Crafford, born December 2, 1958, to Seafarer and Mrs. Charles W. Crafford, Portsmouth, Va.

Pandora Mary Crane, born November 11, 1958, to Seafarer and Mrs. Harold E. Crane, New Orleans, La.

Joseph Harold Mills, born November 21, 1958, to Seafarer and Mrs. Cecil Harold Mills, Portland, Ore.

Justine Leigh Wise, born October 17, 1958, to Seafarer and Mrs. Jack D. Wise, Nags Head, NC.

Alvin Leon Starks, born September 16, 1958, to Seafarer and Mrs. Alvin L. Starks, Perry, Fla.

Preston Mitchell, born October 19, 1958, to Seafarer and Mrs. Lawrence A. Mitchell, New Orleans, La.

Rodney Lee Charles Fontenot, Jr., born December 2, 1958, to Seafarer and Mrs. Rodney Lee Charles Fontenot, Kinder, La.

Barry Nicholas Hammond, born October 15, 1958, to Seafarer and Mrs. Harry D. Hammond, New Orleans, La.

Debra Jean Krause, born November 3, 1958, to Seafarer and Mrs. Adam F. Krause, Jr., Baltimore, Md.

June Marie Manning, born November 10, 1958, to Seafarer and Mrs. Michael M. Manning, Tampa, Fla.

Personals And Notices

Charles Arvo Larson Very important that you contact Laurie Larson, 916 Pleasant Street, New Orleans, immediately.

James Ackerman Please contact your mother, Mrs. Carrie Ackerman, 241 Hanover St., Charleston, SC, phone RA 2-2010.

John C. Levaek Will Brother Levaek or anyone knowing of his whereabouts please contact his sister, Mrs. John Dunlop, Sheguandoh, Ontario, Canada.

Robert A. Desmond Anybody knowing his whereabouts should contact his mother, Mrs. Margaret Desmond, 26 Hamiltion Road, Brookline 46, Mass.

George Lichtenberger Please get in touch with Jack Lynch at Room 201, SUP Headquarters, 450 Harrison St., San Francisco, Calif. He has your income tax refund forms which he will sign for you if you give him the authority.

Delbert Shields You are requested to get in touch with your wife at once.

W. "Willy" Madrid, AB Regret to report brother Adolph died Dec. 15. Contact brother Henry, 232 El Campo Drive, South San Francisco, Calif.

Joe Pilutis, at St. Vincent's Hospital in New York City, would appreciate mail and visitors.

MEBA Drafts Union Changes

A ten-man committee representing the four geographical districts of the Marine Engineers Beneficial Association and the BME will meet in Phoenix, Ariz., January 5 to draft the language for a series of amendments to the MEBA constitution.

The committee will complete the work of the special MEBA constitutional convention that met in November and drew up a program to provide MEBA members with equal shipping rights and contract representation in all ports. The convention also laid the groundwork for mergers of the locals and the creation of a stronger national organization.

Delegates from nine locals on the Atlantic and Gulf and the Pacific Coasts, the Great Lakes and the Rivers will attend the meeting, which will be chaired by E. N. Altman, Business Manager MEBA Local 38, Seattle. BME President Ray McKay will represent the BME.

MEBA engineers will vote on the amendments by referendum ballot.

Anti-Union Bomb Plot Fizzles Out

BIRMINGHAM, Ala. — Two striking members of the Retail, Wholesale and Department Store Union were freed for the time being last week when a Birmingham grand jury refused to indict them on charges of "bombing" a strikebreaker's house. If upheld, the charge could carry a death sentence.

However, the city prosecutor declared that the jury's action was mistaken and indicated he might seek an indictment when the new grand jury term begins.

According to the "Record," the union's official publication, the two men are leaders in a two-month strike against Perfection Mattress Company. The two, John Richardson, a shop chairman, and Alexander White, were identified by Hulen Bibby, a non-striker, as being in a group riding in a car from which the "bomb" was reportedly thrown.

The "Record" reported Bibby as charging that on November 17 a "smoking, sparking thing" had been thrown from a car and "exploded" in front of his house. While the only light in the area was from a bulb in a tree near the road, the "Record" declared, Bibby contended that he was able to identify both Richardson and White, although not sure how many occupants the car had.

Birmingham newspapers carried news of the alleged bombing on page one. The "Record" reported that at the grand jury hearings no evidence was offered that anybody had been hurt or property damaged, or, in fact, that any kind of explosive device had been detonated.

Subsequent headlines played up six other "bombing" attempts at homes of plant workers, but the "Record" charged that a company investigator was the only source of information as to the purported attacks. There were no reports of any damage in these instances either.

The walkout at the company started when an overwhelming majority of 140 workers at the plant put up picketlines to protest two months of futile negotiations.

Picketlines have been successful in curtailing the company's operations considerably. The firm is now seeking court action, included heavy fines to be levied on the union, on the basis of the alleged bombings.

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 7
- January 21
- February 4

Final Dispatch

The death of the following Seafarer has been reported to the Seafarers Welfare Plan and the SIU death benefit is being paid to his beneficiary.

Frank P. Shaw, 48: Brother Shaw, who became a full member of the Union six months ago, suffered a fatal heart attack October 14 in Nagasaki, Japan. He worked in the engine department. Burial was in the Pine Grove Cemetery, Farmington, NH. His wife, Mrs. Thelma Shaw, of Farmington, survives him.



SEAFARERS

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BROOKLYN BALTIMORE

1958: Year Of Advances For SIU



Reproduction of LOG front page on Dec. 5, 1958 marking joint American union action against runaway shipping Dec. 1-4.

The close of another year, this one the 20th anniversary year of the SIU, finds a new list of achievements in the record both for the Atlantic and Gulf District and its affiliated unions. However, coming up in 1959 are several major developments which promise to be of tremendous significance to the maritime industry.

Among these are the continuation and expansion of the first concerted attack by all US maritime unions on runaway shipping, and the opening of the St. Lawrence Seaway.

In addition, 1959 should be the year in which many major non-subsidized shipping companies should win approval of their subsidy bids.

Union Made Pact Gains

For the SIU, the 20th year was marked by an unusual degree of progress in the face of the business recession and the difficulties of US-flag maritime. On the bread and butter front, the Union negotiated an eight percent wage increase and an increase in vacation contributions by the operators, making possible a \$360 annual vacation benefit.

Equally significant gains were made in the area of welfare benefits and the Union's health and safety program. A new benefit, free eye examinations and eyeglasses, was added to those given Seafarers and 1,600 prescriptions were filled in the six months since the benefit took effect. The requirements for receiving welfare benefits were considerably liberalized when the trustees of the Welfare Plan discarded the "one day in 90" rule.

The SIU's New York Health Center completed its first year in April giving more than 5,000 examinations to Seafarers and their families, and the Medical Department completed its program of providing similar diagnostic and preventive facilities in New Orleans, Mobile and Baltimore.



First woman to go on SIU disability-pension was Mrs. Mary Chopin, shown with Lindsay Williams.

Safety Drive Proved Worth

Substantial headway was made under the joint Union-operator safety program, with a declining injury rate showing up on SIU ships. Several operators, among them Mississippi, Alcoa and Isthmian, reported heartening declines in accidents, and over-all reports received for 1958 show improvement throughout the SIU-contracted fleet over 1957. Even ship-board sanitation seemed to be on the upgrade with Seafarers working for Seatrain, Bloomfield, American Banner, Ore and Calmar achieving exemplary records.

Employment opportunities held up remarkably well despite the industry's sharp decline from the previous year as the result of the recession and the recall



Seatrain Lines added "Seamobile" truck trailers to coastwise lift-on service with rail freight cars.

of over 200 Government break-outs that were operating most of 1957. Factors contributing to good shipping for Seafarers were the signing and crewing of 11 Suwannee missile ships; the return of the Robin Line vessels; the transfer back to the American flag of more than two dozen Liberian Libertys and the crewing of a number of new supertankers. The SIU Harbor and Inland Waterways Division also gained several new companies.

Joint Union ITF Action

Undoubtedly, a most important development during 1958 was the joint action of the SIU and the NMU on the runaway issue, a matter of mutual concern to all American seamen. The two unions, which were at odds at the beginning of 1958, are now planning to continue their joint effort in this field.

The trend toward stability and inter-union cooperation was evident in other areas. The Marine Engineers Beneficial Association and the Brotherhood of Marine Engineers approved formal ties between them, leading to eventual full-

fledged merger. Similarly, the American Radio Association and the Radio Officers Union now have a close working relationship.

The runaway problem is now being attacked effectively for the first time. The SIU scored a major breakthrough in this area when the National Labor Relations Board agreed that the Union had a right to represent the crew of the Liberian-flag SS Florida. The Board acted because it held the parent company was effectively American-controlled. The subsequent 4-1 SIU election victory opened the door to direct organizing of runaways.

In September, the SIU aided the Canadian District's own fight on the runaway issue with the result that the Canadian District blocked attempts to transfer the struck Canadian National Fleet.



Free eyeglasses for Seafarers were added to list of SIU welfare benefits. It now covers 16 items.

Then on December 1 to 4, in cooperation with the International Transport-workers Federation, the SIU, NMU and other US unions effectively bottled up 137 runaways and hampered the activities of 23 others. The Canadian District tied up 14 ships and other countries' unions did likewise. Legal opinions which followed in Federal courts tended to substantiate the SIU argument in the Florida case; namely, that US unions had the right to organize American-controlled runaway tonnage.

This issue will certainly be a major item of union business in 1959.

Although 1958 was an election year, it did not feature any startling legislative developments in maritime. The threatened closing of some Public Health hospitals, protested by the Union and Seafarers, never materialized. There was much talk but little action on legislation regulating trade union activity. Of more impact in the maritime industry was a bill which gave railroads the right to cut rates under those of competing shipping lines, thus creating grave problems for coastwise shipping.

On the state level the Union continued

Vital statistics collected by the Seafarers Welfare Plan showed the death of 103 Seafarers during the year 1958, and the birth of 326 children to Seafarers for which maternity benefits were paid. The births included three sets of twins.

Notable among those who passed on were two former SIU officials, Ben Rees, 65, former port agent in Norfolk, and Pat McCann, ex-patrolman in Baltimore, at the age of 59.

SIU oldtimer John Hopkins, the first Seafarer to receive a disability-pension died at 97 in New York. He had spent nearly 80 years at sea. Another oldtimer to go was Bill McCourt, 80, one of the original group who broke away from the Communist-dominated National Union of Marine Cooks and Stewards and founded the SIU-affiliated Marine Cooks and Stewards union.

its campaign to win unemployment benefits for Seafarers with "B" and "C" ratings. It added Pennsylvania and Louisiana to the list of states granting such benefits.

Technical changes in the industry indicate that the ships of the near future will be quite different from those of today. In 1958, Pan-Atlantic put its trailer-ship operation into full swing, and Seatrain Line also adapted for carriage of trucks on ships.

Great Lakes Affiliation

Important developments took place in other affiliates of the SIU of North America. The Great Lakes District voted affiliation with the A&G District and has made headway in organizing on the Lakes. Beginning with the signing of the Tomlinson fleet, the Great Lakes District has made steady progress despite a poor shipping season.

On the West Coast, the SIU Pacific District made headway in coordinating the activity of its three member unions, the Sailors Union of the Pacific, the Marine Firemen's Union and the Marine Cooks and Stewards Union. The climax was the signing of a joint Pacific District contract for all three, following merger of three previously-distinct welfare plans.

Here, in brief, are a few other events of 1958:

The Harbor and Inland Waterways Division raised its welfare plan benefits . . . The Maritime Administration started scrapping 100 of its Libertys . . . The Marine Engineers Beneficial Association and the Masters, Mates and Pilots both struck to win new contracts . . . The Sailors Union dedicated a monument to Harry Lundberg on the anniversary of his death . . . the US Supreme Court reaffirmed the right of peaceful picketing in a case growing out of the SIU Bull Line strike of 1957.

A Federal judge ruled that runaway ship seamen could sue under the Jones Act . . . An international conference on sea law failed to decide on a substitute for the old three-mile limit.

The SIU-manned Calborne won an award from the National Safety Council for two rescue actions during the previous year . . . Four Seafarers and one daughter of a Seafarer won the five \$6,000 SIU scholarships . . . The US active fleet dropped below the 1,000 ship mark for the first time since the 1930's . . . The Marine Cooks expanded facilities at the union's ranch to include homes for oldtimers.

Lebanon offered itself as a new runaway registry . . . The SIU Canadian District added new space to its Montreal headquarters and began building a hotel in Thorold, Ontario . . . The SIU bought property for a new Philadelphia hall.

The Public Health Service agreed that smoking was harmful . . . US atom subs cruised under the top of the world, right up to the Pole.



Steel King crew received six-month safety award of \$250 from company. Safety gains are continuing.