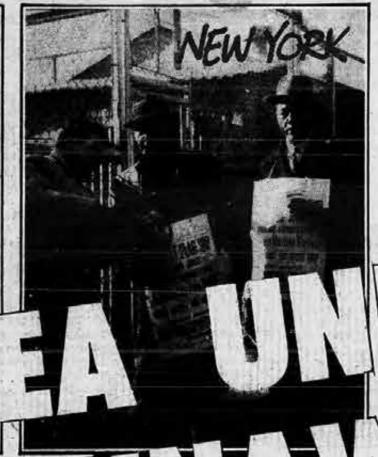
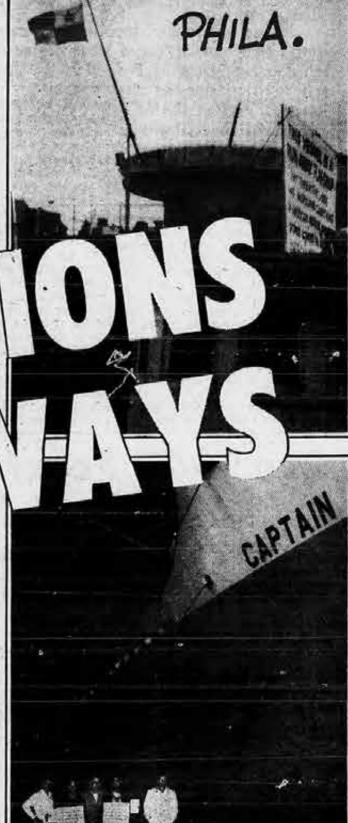
OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION . ATLANTIC AND GULF DISTRICT . AFL-CIO

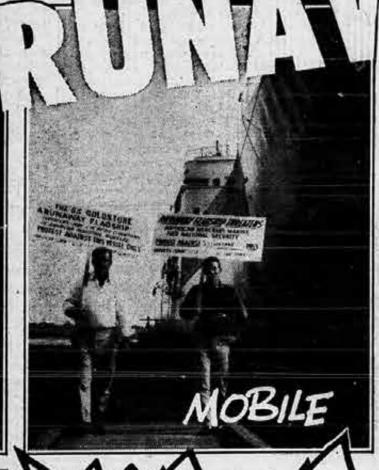






HOUSTON







Joint Picket Action Affects 160 Vessels

NEW YORK, Dec. 4-Jointly led by the SIUNA and NMU, the American union protest on the runaways produced the following results as of 10 PM (EST) tonights

- 160 runaway ships affected in 20 ports.
- Only 23 ships escaped from behind picketlines. Most of them left with little or no cargo handled, and without tugs or pilots.
- Injunctions halted picketing on only six ships.
- No American-flag ship lost time due to picketing in any port.

-Complete Details on Page 3

'Go To NLRB', Court Says; OK's ITF Beef

Hopes entertained by American owners of runaway tonnage that the US courts would block united labor demonstrations against them were deflated by the decision issued by Federal Judge Frederick van Pelt Bryan. In addition to

refusing to issue an in-+ junction against the SIU front when the National Labor Re- ing that any fraud or violence has and the National Maritime tional Labor Relations Board if they had a complaint.

It is the opinion in the industry that the runaway operators would be extremely reluctant to go near the Labor Board for the simple reason that it would involve acknowledging the fact that they are essentially American businesses. In turn, that would mean their crews could be organized by the SIU and other maritime unions.

Up until now, the runaways have been able to evade the jurisdiction of US labor law by claiming that they were actually foreign busi-

lations Board ruled that the run-Union, the judge suggested subject to US labor law. The Board tions of the Norris-La Guardia Act the runaways go to the Na- held then that the corporate manipulations involved in the transfer of the ship to a runaway flag did tional circumstances." not change the realities of the situation-namely that it was an plaint on the calendar stating that can commerce.

> In his decision, Judge Bryan told the runsways that he lacked jurisdiction over the issue. "This court," he said, "has no jurisdiction over this action, the subject jurisdiction of US law. Just last matter of which is within the exelusive jurisdiction of the board," referring to the NLRB.

The judge also upheld the claim presented by SIU and NMU atnesses. However, last May the torneys that the unions were in-SIU scored a major breakthrough volved in a "peaceful protest" in against the runaways on the legal a labor dispute. "There is no show-

been or will be resorted to so an away ship SS Florida was actually to bring the case within those secwhich authorize injunctive relief by the courts under such excep-

However, he still left the com-American ship engaged in Ameri- he would study the unions' request for a dismissal.

Judge Bryan's ruling was the third recent action which indicates week, another Federal court judge ruled that an American-owned runaway ship was subject to lawsuit by a seaman under the Jones Act, even though the ship was reg-istered under another flag. (See story on page .5.) The Jones Act ruling, like the Labor Board ruling in the Florida case, held that corporate and registry changes could not alter the realities of

American ownership. The companies which sought the injunction against the SIU and NMU included most major American oil companies who operate foreign tonnage. Among them were Gulf Oil, California Standard, Amoco, Cities Service, Socony, Esso and Atlantic Refining as well as independent tanker and bulk cargo operators including National Bulk Carriers, Marine Transport, Naess Shipping and Keystone

EXCERPTS FROM JUDGE'S RULING

(Ed. note: The following are some direct quotes from Judge Bryan's decision in which he refused to give runaway shipowners an injunction against demonstrations by the American maritime unions.)

"The Taft-Hartley Act . . . does not authorize any person aggrieved by unfair labor practices to bring suit in the courts . . . the National Labor Relations Board is given exclusive primary jurisdiction. .

". . . the first consideration is whether this is a case involving or growing out of a labor dispute. I think that it clearly is . . . ". . . it is not for the court to say whether or not the defendant unions are wise in pursuing the course they seek to follow . . . As long as their activities concern terms or conditions of employment . . or the representation of persons in negotiating . . . the case involves or grows out of a labor dispute and the courts are prohibited from interfering with such peaceful activities . . .

'Legitimate Labor Objectives'

"I find nothing in the Norris-LaGuardia Act, or the Sherman Act, or indeed in any other statute which prevents . . . American labor unions from acting in concert . . . with foreign trade unions . . to carry out legitimate labor objectives in the course of a labor dispute

". . . the plaintiffs find themselves on the horns of a dilemma. The remedy against unfair labor practices condemned by the Taft-Hartley Act lies exclusively under that Act . . . a person aggrieved must first appeal to the NLRB . . .

". . . Indeed, the defendants argue that the Peninsula and Occidental case before the NLRB [SS Florida case: Ed.] indicates that the Board would take such jurisdiction, particularly in light of the conceded facts here showing that the plaintiff corporations were controlled by American corporations . . .

"Moreover, such cases . . . oited . . . give some color to the claim that majority ownership and control by Americans of the corporate owners of foreign vessels might make . . . such statutes as the Taft-Hartley Act applicable to such vessels .

"If the piaintiffs have the right to seek the aid of the NLRB, they have not done so . . .

"I conclude . . . the plaintiffs have not shown that they are entitled to the preliminary injunction which they seek. To summarize, as far as now appears, this case involves a labor dispute within the meaning of the Norris-LaGuardia Act. There is no showing that any fraud or violence has been or will be resorted to . . ."

Over 600 Feast At NY's Thanksgiving



Readying a couple of turkeys for the Thanksgiving Day dinner, headquarters cateteria chef Al Clark does a little basting with the

Seafarers and members of their families had their fill of holiday fare at the six-course Thanksgiving dinner in New York last week. Sixteen large turkeys, 80 pounds of prime

ribs of beef and 40 pounds of * ham were eagerly attacked by included cream of turkey soup and 528 Seafarers and their adult guests plus about 75 children.

Besides the entrees, the menu

SEAFARERS LOG Dec. 5, 1958 Vol. XX, No. 25



PAUL HALL, Secretary-Treasurer Herrer Brand, Editor. Bernard Sza-man, Art Editor. Herman Arthur, lewin Spreack, Al Maskin, John Brall, Ana-rols Leveoff, Staff Writers. Bill Mood,



shrimp cocktail, chef's salad, yams, creamed onions, whipped potatoes, asparagus tips, mince, pumpkin and apple pies, fruit cake and apple cider, plus coffee, tea and

The dinner served in New York was duplicated by similar feasting in other SIU ports on the Atlantic and Gulf Coast as well as in the halls maintained by the Pacific District unions on the West Coast. Where facilities for preparing and serving food are not available in the Union's halls, arrangements were made with nearby restaurants to accommodate Seafarers and their families.

The Thanksgiving Dinner is a preliminary warm-up for a similar affair which will be held on Christmas Day in all SIU ports, following Union tradition, sever

Mates Get Part Of Mobile Pact

AFL-CIO President George Meany has handed down his arbitration award in the contract dispute between the Masters, Mates and Pilots and 21 shipowners represented by the American Merchant Marine Institute. Meany accepted the post of arbitrator after the

Mates tied up East and Gulf Coast shipping for six days at crease in pensions from \$100 to addition, mates have now the right the beginning of October.

The nine-page award preserves the traditional contract parity between East and West Coast mates and between mates and engineers on East and Gulf coast ships. It gives the Mates the full West overtime pay while working cargo Coast contract, plus 28 items from in foreign ports on weekdays bewill be renegotiated by the mates all four-mate ships. and the Institute in the next two weeks. If they fall to reach agreement, the items will be submitted to Meany for arbitration.

among the key gains of the award are welfare benefits of \$50 a week for up to 39 weeks when a mate is sick or hospitalized, an in-

Use Only One Mail Address

Seafarers with beefs regarding slow payment of monies due from various operators in back wages and disputed overtime should first check whether they have a proper mailing address on file with the company. SIU beadquarters officials point out that reports received from several operators show checks have been mailed to one address while a beef on the same score is sent from another, thus creating much difficulty in keeping accounts straight.

contract expired.

Other improvements call for and cure coverage has been won December 8 in New York. transportation for all mates. In expire June 15, 1961.

\$150 a month, and a vacation sched- to terminate articles in any conule patterned after the West Coast | tinental US port or in Puerto Rico. agreement. All three items are Provision has also been made for retroactive to June 15, instead of the payment of severance benefits October 1, when the East Coast when a mate loses his job permanently because his ship has been sold or transferred foreign.

Nine issues that are up for fur-Coast contract, plus 28 items from in foreign ports on weekdays be- ther negotiation include organiza-the agreement they negotiated tween 5 PM and 8 AM, greater or- tional security, relief deck officers, with a group of shipping companies ganizational security, overtime pay shifting ship, seniority lists, shipin Mobile last August. Nine other at sea and in port, and a minimum ping of relief jobs through the items from the Mobile agreement manning scale of two 3rd mates on MM&P hiring hall, and coastwise

for masters, and first-class air The new 3-year agreement will

Coast Guard Alters Rules On Life Preserver Content

WASHINGTON-The Coast Guard has issued orders requiring all life preserver pads made of kapok and fibrous glass materials to be sealed in special vinyl containers, making

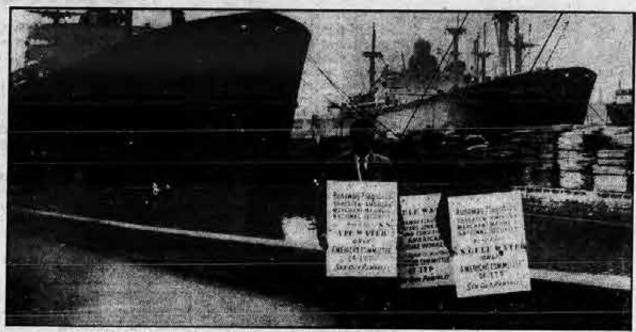
them more resistant to gas and oil seepage. The order is an ex- plastic substance, protected them tension of a previous requirement for life preservers used on snag. passenger ships and will affect merchant vessels.

light oil films tended to have a that sealing these pads in vinyl, a other requirements.

from the oil seepage even though the bag might be punctured by a

Since vinyl is available in limited quantities, the order will ap-The order was issued after a se- ply only to the future production ries of tests showed that under of these types of preservers. A certain conditions gasoline and provision was also included in the order to allow present life predetrimental effect on the buoyancy servers made without the vinyl of life preservers with kapok and bags to remain in service if they fibrous glass pads. It was found are in good conditions and meet

US Unions Hit 160 Runaways



Two former SIU-manned ships which ran away, the Atlantic Water and Gulf Water, lie dead behind a picket line in Baltimore.

4-Day Protest Is Big Success

Spearheaded jointly by the SIU and NMU, a dramatic demonstration of American support for the worldwide union protest against runaway-flag shipping

was successfully concluded late yesterday after 96 ships flying the flags of Panama, Liberia, Costa Rica and Honduras. hours of picketing by seamen in 20 US ports.

The protest staged by the American Committee co-chairmen of the American ITF of the International Transportworkers Federation affected a total of 160 runaway

Plans for the American demonstration were set up at a meeting in New York November 24 called by SIUNA president Paul Hall and NMU president Joseph Curran, as-Committee.

Summing up the impact of the beef in a joint statement issued last night, co-chairmen Hall and Curran declared: "The effective united action of the American maritime unions proves their determination to resolve this critical problem. The unions will now survey the effects of the protests as a means of determining the course of our future action."

Shannon Wall, vice-president of the NMU, and Cal Tanner, SIU vice-president who coordinated the activities of the two unions declared the success of the operation was a result of the efficiency and cooperation among the unions in all ports. All hands worked as one, they said, and despite the vastness of the beef it came off without a hitch anywhere.

Picketlines in the ports where runaway ships showed up were manned jointly by SIUNA and NMU affiliates, along with the Ma-

Runaways Learn They Can't Hide

"We got them scattered from hell to yonder . . ." was the report clicked out by teletype from New Orleans all week as the ITF runaway ship demonstration picked up steam. New Orleans had 24-hour+

picket squads and a couple of ets dressed in down east foul picket boats roving right into weather gear appeared on a local the bayou country to keep tabs on the more than 20 runaways in the Crescent City's port area.

Seattle had the Liberian supertanker Neapolis locked up tight at Anacortes, Wash., until three company officials of Foss Tug & Barge

One Gone

Costa Rica, one of the four

"Panhonlibco" nations, has com-

pleted plans to cancel the reg-

istry of runaway-flag ships

under her flag, effective Decem-

ber 31. The action involves

122 ships and affects some 810,-

000 deadweight tons of ship-

The bill passed by the Costa

Rican legislature cancels all

licenses that are in arrears im-

mediately and the rest at the

end of the year. The 123 ships

brought the country \$100,000 a

year in revenue, or less than

\$1,000 each for the privilege of

evading US wage scales and the

52 percent US corporation tax

pushed aside the regular tug crew, took over the boat and tried to

Typical of the trade union spirit

that predominated throughout the

beef was the reaction of the tug's

crew . . . They jumped over the

side to an ITF picket boat standing

by. The tugmen, members of the Inland Boatmen's Union, said they

didn't want to have any part in

letting the runaway get away . . .

In New York, operators of the Liberian freightship Panagiotis

showed they didn't care much

what flag they flew if they could

agiotis pulled down the Liberian

anchor at 3 PM Tuesday heading

Snow boots were the order of

the day in Portland, Maine. Pick-

Wednesday all over again.

She left without a pilot also.

move the big ship out.

ping.

Mobile had the Liberian runaway Ampala in hand, which was empty when picketing began and empty when she skipped port without tugs or a pilot. Owners of that one should have a bit of trouble when they bring her back to Alabama after flouting state law barring any sailing minus tugs or a pilot. A couple of ITF pickets apthe next morning . . . Five ships were tled up there.

One major benefactor of the world-wide demonstration are the rope and paint companies. Unable to get any type of service in port, some ships just cut lines and drifted out, hopeful of gaining sanctuary in another port. Others, like the Panamanian Helen H. in New Orleans, painted out their tity from roving picket squads. The



television show and went back to their posts where Liberian-flag supertankers were hung up.

peared live on television in Portland, Oregon, complete with picket signs and ITF leaflets, to tell their case to the public. They did so well, the local papers upped coverage on the runaway protest story

pickets stayed with them anyway.

Coordinating American protest, SIUNA v-p Cal Tanner (center) and NMU v-p Shan-non Wall (right) check ship moves with Ed Pogor, NMU.

Canada SIU Pickets 14

MONTREAL-Critically affected by the runaway-flag gimmick that has reduced Canada's deep-sea merchant fleet to less than 20 ships, the SIU Canadian District picketed on both coasts and the Lakes, tying up 14 runaways that showed up in seven ports. The vessels were picketed until the end of the four-day demonstration led by SIUNA vicepresident Hal C. Banks. All moves to block the Canadian picketing by injunctions failed completely.

rine Engineers Beneficial Associnames in a bid to hide their iden- ation, Masters, Mates & Pilots, American Radio Association and the Radio Officers Union. Efforts of local ITF port committees, which gained the support of thousands of workers in all phases of the maritime industry, were coordinated by Cal Tanner, SIUNA vice-president, and NMU vicepresident Shannon Wall.

The port distribution of ships showed that New Orleans and Philadelphia bore the brunt of the demonstrations, each having more than 20 ships hung up. New York, as a package cargo port, had a smaller number, since the runaways are primarily bulk cargo carriers.

On the Pacific Coast, Morris Weisberger, SIUNA first vicepresident and secretary-treasurer of the Sailors Union of the Pacific, directed joint picketing activities by the SUP, Marine Firemen, Marine Cooks and Stewards and West Coast branches of the NMU and the officers unions.

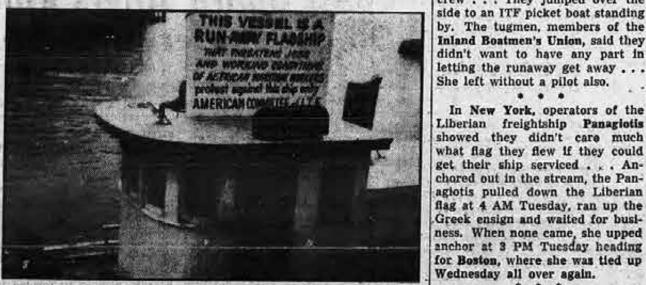
Due to the compined US effort only 23 runaways were able to skip (Continued on page 5)



SIU of NA President Paul Hall and NMU President Joseph Curran took turn on line down at Erie Basin, New York. They were picketing the SS Houston.



The runaway ship West Princess was one of more than 20 vessels hung up in New Orleans by the joint action of American maritime



34

-Ditto

DIRECT

271271

3630

Philadelphia picket boats made life miserable for runaways. Sign on pilot house tells whole story.



SEAFARERS ROTARY SHIPPING BOARD



November 12 Through November 25, 1958

of the period was virtually the same as before. The rise in shipping was across the board, covering all three departments.

All SIU ports handled a total of 208 ships, including 61 payoffs, 28 sign-ons and 119 in-transit vessels. New York, New Orleans and Baltimore again accounted for the bulk of these, 96 all told. The heavy activity didn't do much good for shipping in Baltimore, however. (See "Ship Activity" summary at right.)

Eight ports shared in the overall shipping rise. Tampa showed no real change and five others declined. Shipping in New York was more than double the previous report, producing the highest dispatch total for that port in five years. Philadelphia, Norfolk, Savannah, New Orleans, Houston, Wilmington and Seattle also gained. On the downside, Mobile slumped, Boston shipped no jobs at all and Baltimore, Lake Houston: Still busy . . . Wilmington: Slow . . . San Francisco: Fair . . . Charles and San Francisco fell off again.

SIU shipping showed a healthy increase last period, re- | The seniority totals indicate no change for class A, a slight dip for flecting a 35 percent rise over the previous report. The total number of men dispatched was 1,126. Registration rose also, to 1,138. Thus, the number of men registered on the beach by the end The proportion of jobs for class A was 69 percent, plus 22 percent for represent proportions of the total jobs shipped and have been virtually constant for many months.

> A recap of the men on the beach at the end of the period shows seven ports with 100 or less men on the beach in all departments, among them Boston, Norfolk, Savannah, Tampa, Lake Charles, Wilmington and Seattle. San Francisco follows with 107 and Philadelphia with 109. Savannah, Tampa, Lake Charles and Wilmington also have 50 or less class top seniority (class A) men on hand. Norfolk has 51.

> The following is the forecast port by port: Boston: Very slow . . . New York: Still good . . . Philadelphia: Fair . . . Baltimore: Fair . . Norfolk: Fair . . . Savannah: Slow . . . Tampa: Quiet . . . Mobile: Should pick up again . . . New Orleans: Good . . . Lake Charles: Just fair . . . Seattle: Good.

Ship Activity

- Pay	Sign	In	-
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Philodolphia. 4	12	10	17
Baltimore 7	2	11	22
Norfolk 2	2	7.	11
Savannah	518		
Tompe	-	4	4
Mobile 7	1		13
New Orleans . 5	2	19	24
Lake Charles	-	. 5	
Houston 1	2	16	19
Wilmington	-	7	7
San Francisco. 2	2		10
Seettle 2	4	7	14
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SUMMARY

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INQUIRING SEAFARER

QUESTION: Do you find the present system of issuing draws against your base pay adequate?

would rather they allowed us to present system is not fair. If a



draw against our overtime too, As it is now we don't have much to draw against, especially after they take out our allotments, taxes and other deductions. However I think the draw

should be limited to assure a man of some money when he pays off at the end of a voyage.

C. C. Bridgman, AB: Personally It doesn't matter that much to me

for I try to draw as little as possible during a All they trip, take out of my pay is the allotment. However the present system is hard on men who the allotments



taken out of their pay leaving them with little to draw against. They should increase it in their case.

Max Eustace, DM; I think they should allow us to have more



do. After all, we've earned the money, so why not let us have it. Many times we've hit a port and needed money for expenses, not only for ourselves but

LOG Is Cited For

Editorial Excellence

WASHINGTON-The SEAFARERS LOG won its 24th La-

bor Press citation over the years when it was awarded a cer-

tificate of merit for general editorial excellence in the an-

our families, especially around the holidays. But what can we do, the captain has the money locked

nual International Labor

Worker," published by the union

of the same name, took the award

in the class for international pub-

tion of Machinists, also won

Jim Schutter, utility: No. I | Charles Oglesby, AB: The



man makes the money, let him have it. I think it is up to each guy individually to make sure he saves enough for when he is paid off and winds up on the beach. But the present draw

limit is pretty small when you get down to it after the deductions are taken out.

Pete Fetl, AB: They should allow us to draw some amount of

our overtime. After all, on SIU ships Saturday and Sunday overtime is guaranteed, so why not let us have it? Many times a man has a problem and has to send money



home, but it is hard to get. I would like to see our draw limits increased up to about one-third of our OT.

Y. E. (Johnny) Pedraza, Jr. draws than they FWT: No, the present draw limit does not give a



man enough to get by on. However, if they would allow us to draw against our overtime, it would help a lot. If a man does draw it though, it would be up to

him to make sure he saves enough to take care of his family and himself while on the beach.

JONES ACT APPLIES:

US Court Rules Seamen Can Sue Runaway Ships

While American seamen were preparing for their role in the worldwide protest against runaway shipping, a Federal District Court judge in New York ruled that an Americanowned runaway operation was subject to injury suits under the Jones Act. The decision,

which held that the creation of a runaway-flag corporation owners, to avoid stringent shipping pressed beyond the normal fordid not absolve American laws by seeking foreign registra-owners of their obligations, appears to be another important step | tries. in whittling down the special privileges enjoyed by the runaways.

Judge Irving R. Kaufman, in announcing that he would accept suit against the owners under the Jones Act, declared:

"Under the view pressed by the Compania" [Compania Panamena Maritime San Gersimo SA] "an American owner might escape his statutory liability merely by interposing a foreign corporation between himself and the vessel, both of which, for all practical purposes he owns . . . I do not believe that the law can be so easily baffled."

NLRB Ruling Similar

Judge Kaufman's ruling would thus appear to follow the same line of thought expressed by the National Labor Relations Board when it ruled that the runaway flag passenger ship SS Florida was subject to the US Labor Relations Act. The Board held that the Liberian-flag vessel and its owners were subject to its jurisdiction because the ship was actually American-owned and operated in American foreign trade, even though two subsidiary corporations were set up as a means of operating it under the Liberian flag. Accordingly, the Board approved the SIU's bid for an election on the ship which was subsequently won by the Union.

The Jones Act ruling by Judge Kaufman involved a suit by a Greek crew-member of the Panamanian-flag Marcella. He was injured while the ship was in Canadian waters, and brought suit under the Jones Act although when he signed on in Baltimore he had to agree that he only had rights for injury claims under Panamanian law. Consequently, by accepting the case, Judge Kaufman in effect, ruled that the seaman could not sign his rights away.

A key element in the judge's decision was the fact that a majority of the stock in the company was owned by residents of New York who are citizens of the United States. He cited a 1953 Supreme Court case in which the court held as follows:

"It is common knowledge that in recent years a practice has grown, archos supertankers got away.

tions, our courts on occasion have upon them."

malities of more or less nominal foreign registration to enforce. against American shipowners the "Confronted with such opera- obligations which our law places

US Sea Unions Tie Up **Runaway-Flag Shipping**

port, after delays, after being hit by picketlines or roving picket squads covering miles of waterfront in cars and picket boats. A few of the ships slipped out after being serviced by scab labor behind union picketlines. The rest got away only after cutting their lines, and then minus tugs and pilots and with full or half-loads.

Major Injunction Bid Falls

In advance of the scheduled protest, a group of runaway tanker operator's sought an injunction in Federal District Court in New York to bar the SIU and NMU from taking any part in the beef. District Judge Frederick Van Pelt Bryan threw the operators' petition out for lack of jurisdiction. (See story on page 2.)

Picketing in the ITF demonstration got underway 12:01 AM on Monday, December 1, and continued through midnight yesterday on a 24-hour basis. By noon Monday an estimated 60 ships were already tied up, as support from waterfront workers for the antirunaway fight steadily mounted.

This figure jumped to 75 by Monday evening, and to 106 on Tuesday, when the Liberian "Deputy Commissioner of Maritime Affairs" issued a hasty press statement calling the demonstration "ineffective." At the time, 75 of the ships tied up were Liberianflag vessels.

'Hot Ships' Snowed Under

In the same way, runaway operators sought some comfort from scattered reports on ships that managed to escape from behind picketlines. Spokesmen for the big Niarchos tanker interests released an "obituary" to the press particularly among American ship- Heady with this success, they

ers got away early Tuesday.

Despite the press releases, the World Enterprise and World Bond were still being picketed at Portland until 36 hours later, when the Enterprise skipped after dark Wednesday, under cover of a fierce snowstorm. The World Bond was still tied to the dock yesterday with Portland under six inches of snow.

Operators who tried the injunction route to drive off persistent picketlines were successful only in Mobile, where picketing was banned on five ships already in local shipyards, and In Galveston, where the NMU was barred from picketing one ship. Other than that the various injunction, proceedings failed to halt the fourday protest.

Ex-Seatram Picketed

In New Orleans, the runaway ex-Seatrain New Orleans, formerly manned by Seafarers, highlighted argument in Civil District Court before Judge Rene A. Viosca. Ruling out an immediate ban on picketing, Judge Viosca told the operator's attorney, Walter Carroll, (who also represents the SIU-contracted Mississippi Shipping), that he would not issue a temporary writ and leave the unions with no means to carry on a peaceful protest during the rest of the fourday period. It has been normal practice in Louisiana before this to "enjoin first and ask questions afterwards."

In addition to widespread television coverage and front-paged newspaper stories giving the background of the union protest, 100,-000 leaflets were distributed on the waterfront by the time picketing ended: The leaflets issued by the on the NMU-SIU demonstration in American ITF Committee pointed Portland, Me., after one of the Ni- out that 400 ships which had fled the US flag for tax-dodging Liberian registry had torpedoed 16,000 seamen's jobs plus thousands of jobs for other maritime workers while endangering national security by cutting a huge slice from the US merchant fleet. Another 100 US ships also switched to the other runaway havens whose vessels were picketed.

Although the protest was activated in 20 ports, local committees were on 24-hour standby in five other ports completely bypassed by the runaways. Some of the "hot" ships, unable to move into berths, rode out the four-day protest at anchor or slowed up in transit to US ports, in order to arrive late.

Tell it to the Log!



certificate of merit, General editorial excellence is the major classification in the ILPA contest in-CS Refinery Work Slows

Lk. Charles LAKE CHARLES-Shipping for this port hit a new low over the past period as many of the vessels due in for pay-off and sign-on were diverted to other ports, Leroy Clarke, port agent reports. This was largely due to the fact that Cities Service had slowed down production at its refinery in order tion of Labor. It was the paper's to make some major repairs.

Calling into port during the last two weeks were the Bents Fort, Atlas (Cargo and Tankship). All were reported in good shape.

Press of America competi- volving the over-all content and The "United Rubber appearance of the entries.

Judging the entries of over 300 labor organs were faculty members of the Journalism Department of lications, while the "Machinist" the University of California at Los Angeles and of the Institute of organ of the International Associa-Labor Relations. In Issuing a tificate of merit to the SIU newspaper they remarked that, "This newspaper shows obviously high competent technical awareness of journalistic practices."

Last year the LOG won one first prize and three merit awards. As a result of its top award for having the best front page in the 1957 competition, the LOG was ineligible to compete in the front page category this year. Other classifications judged in the labor press competition are "best single editorial," "best original cartoon" and "best feature article."

The LOG's certificate of merit was the SIU newspaper's 24thprize since the inauguration of the annual awards in 1947 under the auspices of the American Federa-11th prize since the AFL-CIO merger in 1955.

In 1955 and 1953 the LOG won Bradford Island, Cantigny and the top award for editorial excel-Winter Hill (Cities Service) and the lence: It has placed first or been cited for this award five of the last seven years.



Side by side, Emile Hallins, SIU, (left) and H. Bevins, NMU, picket runaway ship in Mobile, Ala.

Bloomfield Fleet Gets Top Cleanliness Score

HOUSTON-The SS Margarett Brown, last of Bloomfield Steamship Company's four-ship fleet to be inspected, received a perfect score in the annual US Public Health Inspection last

month. Two of the company's ? other ships, the Lucille Bloom- immersed in water never less than Brown, just missed the perfect circle with a score of 99 percent.

Daily Practice

SIU Houston Port Agent, O. C. case of being up for these annual inspections, but is a day to day practice on all of these vessels."

It requires daily inspection by the chief stewards, Webster said, to see that all of the dishes and in true SIU style. tableware are properly washed and

are welcomed by

PHOTOS

field and the Neva West also 170 degrees, meat blocks are scored 100 percent in the test, cleaned daily with wire brushes, while the fourth vessel, the Alice and cooks' knives and utensils are kept clean and greaseless at all times.

"The sanitation certificate framed In a letter to Robert Matthews, on the bulkhead of each of our vessels is of the utmost importance Webster, Bloomfield vice-president, to all hands," he noted, "as it repraised the efforts of the crews in presents not only a clean ship but keeping their vessels up to par. a continuous effort of ship's per-"Cleanliness," he said, "is not a sonnel to safeguard the health of al! aboard."

Matthews commended the crew of the Margarett Brown and the other three Bloomfield vessels for the fine job they have been doing



PHILADELPHIA-Shipping for this port picked up a great deal over the last period, Steve Cardullo, port agent reports. The SS Evelyn (Bull) recrewed as was predicted and took a number of men off the registration list. The remaining jobs were replacements for vessels paying off or calling into port for servicing.

The membership attending the last meeting in this port was filled in on the background of the International Transportworkers Federation beef against runaway flag vessels, Cardullo said.

Paying off during the past period were the Massmar, Marymar (Calmar) and the Cities Service Chiwawa and Winter Hill. The Massmar, Evelyn and the Steel Seafarer (Isthmian) signed on.

In transit were the Petro Chem (Valentine); Robin Hood (Robin); Young America (Waterman); Emilia, Jean, Edith (Bull); Steel Admiral (Isthmian); Ocean Dinny (Maritime Overseas) and the Alcoa Pennant (Alcoa).



Unusual interest has been shown | he did during the last two voyages by the crew on the Steel Seafarer

> in the vessel's safety program, Grady Faircloth, ship's reporter noted. It is belleved to have come about as a result of the accident on the last trip in which one crewmember fell

Faircloth

and broke hisleg, he said. But whatever the cause, it is an excellent idea for all to join in for it will pay off in the long run.

It was a very clean payoff recently on the Del Mar, Michael

Dunn, ship's delegate writes, because of the fine cooperation the delegates have been receiving from all of the crew. This cohas operation continued, h e said, with the result that every-

thing has been running very smoothly during the present trip.

Dunn

The last ship's meeting could be called the entertainment meeting according to the ship's minutes. Much of the time was spent in explaining the system of draws and the vessel's movie program to new crewmembers, he noted. All hands voted in favor of building up the fund to purchase new movies, and the whole program as turned over to Brother J. Tucker. -

Votes of thanks were in order to ship's delegate John Brady for the fine job he has been doing in on the Kyska.

Several bakers, cooks and steward departments were in line for votes of confidence and thanks from their shipmates. S. M. Wokton, baker on the Feltore was praised for his variety of pastries; thanks to Johnny Knowles for the fine French bread he has been putting out for the crew on the Almena; and to the steward departments on the Calmar, Maria H, Steel Admiral, CS Norfolk, Del Monte, Ocean Star, Alcoa Polaris, Bienville, Jefferson City Victory, and Lucille Bloomfield, all of whom have been doing "a fine

Shipping Up In Frisco; **Future Dim**

SAN FRANCISCO - Shipping for this port picked up somewhat over the past period as a number of vessels paying off or calling into the area for servicing took on replacements.

However, Marty Breithoff, port agent, reported that the spurt is expected to slow down next period.

Calling here during the period were the Coeur D'Alene Victory (Victory Carriers) and the Kyska (Waterman), both paying off. Intransit were the Ocean Evelyn (Maritime Overseas); Portmar, Pennmar (Calmar); Fairport (Waterman); Steel Surveyor and the Steel Fiyer (Isthmian). The Coeur that capacity on the Orion Clipper; D'Alene Victory and the Wild and to Brother Parnell for the job Ranger (Waterman) signed on.

WC Sailors Vote Begins;

SAN FRANCISCO-The annual election of the Sallors Union of the Pacific got underway December 1 with 54 candidates in the running for 17 offices. Incumbents Morris Weisberger and Harry Johnson are unopposed for secretary-treasurer and assistant secretary-treasurer respectively.

Union members will also be called upon to elect five of seven candidates as building corporation trustees and five of seven as delegates to next year's SIU of NA Convention. Trustees are elected to one year terms while delegates are chosen every other year for the biennial conventions.

There are also seven propositions on the ballot, among which are shipping rule changes incorporating the seniority preference system; a proposal to extend the tenday period in which crews can re-turn to their laid up ships to 21 days; and one to decide whether men working on shoreside jobs have the right to be registered on on the SUP shipping list.

Other candidates running unopposed are Joe Pohorence for San Francisco dispatcher, Jack Dwyer, first patrolman in San Francisco, and William Armstrong, New York agent. Voting will continue through January, 1959.

Throw In For A Meeting Job

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

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

Jan C

'Memory's Not Enough'



It's largely true that safety practices are a matter of developing good habits, so that it becomes semi-automatic after a while for the safety-conscious Seafarer to do his job the right way. But even the best-Intentioned crewmember can become forgetful and that's when it's always good to have a reminder handy.

Signs posted in appropriate places, such as the one illustrated here, will serve to jog the memory if a crewmember happens to overlook a necessary safety precaution. Properly used, such warning notices can be a definite asset in preventing shipboard mishaps.

An SIU Ship is a Safe Ship

YOUR DOLLAR'S WORTH Seafarer's Guide To Better Buying

By Sidney Margolius

Science Toys For Children

Everybody's science-conscious this Christmas, and toy manufacturers are likely to make more money from Sputnik than the Russians. But the problem for parents who want to make scientific materials available to their youngsters, is to separate the worthwhile materials from the tremendous amount of "scientific" junk on the market.

First of all, avoid the pseudo-scientific playthings that try to capitalize on the present interest in science. You can spend \$4 for a mechanical moon rocket that merely moves around the floor and blinks lights. Or you can get an introductory astronomy kit for \$3 which wilf really teach a child sky observation.

Compare prices. They vary widely. Some mail-order houses and lowprice retailers sell the popular Spitz all-electric planetarium for as little as \$14 as compared to the national list price of \$20.

Investigate off-beat sources for scientific materials as well as the standard toy retailers. Such specialized sources for science materials include the large natural-history and science museums, school science suppliers and specialty suppliers like the radio and electronics parts

retailers and jobbers who sell to adult hobbyists and servicemen at reasonable prices. Some representative sources of these types are listed below, and will send catalogs of price lists.

Buy something good in a lower-cost material, rather than something cheap in an expensive line. For example, the Science Materials Center in New York, which employs high school teachers to test materials, reports that many lower - price telescopes proved unsatisfactory in tests, and would discourage a young astronomer. Generally, says this center, field glasses or binoculars of moderate power will be a greater value and can be used later as an accessory to a telescope.

Safety features of scientific playthings and materials need careful examination. Electric toys should bear the label of the Underwriters' Laboratories both on the cord and

on the toy itself. Whenever possible, electrical toys should be constructed to operate on 6 to 12 volts and should include a transformer. All chemical sets are potentially dangerous, If a child wants a toy chemical set, he should be taught what each substance is, if it is flam-

mable, how it reacts under varying temperatures, and its reaction when combined with other substances. Under no circumstances should he be allowed to mix substances just to see what will happen, the Safety

In buying radio, electrical and construction kits, make sure the kit is not too complicated for the child. Simple crystal radio kits are available for \$3 or less in many stores, but are not recommended if you live much further than ten miles from a radio station. A widely-available electrical kit recommended by the Science Materials Center, is the "Electrical Workshop," \$6, which includes an electrical motor, batteries, switches, operating panels, telegraph keys, other equipment for making hundreds of electrical experiments. The more complete "12-in-1 electronic lab" kit (available at \$15 from Allied Radio, listed below), includes equipment for making a relay which can serve as a burglar alarm; a photo-electronic relay to turn on lights or other devices when you speak into a mike; a code oscillator; electronic flasher, and other circuits.

SCIENCE MATERIALS CENTER, 59 Fourth Ave., New York 3, supplies selected scientific equipment, books and records for young people and schools. Among notable items here are the "Adventure with Stars" kit, for ages 11 up, \$2.95. It includes a book on stars, star finder, log, sky map and scope for locating constellations. Another reason-Plant Science, \$1, which includes materials needed for growing plants year-round on a window sill or under a lamp, and a booklet of plant experiments.

WARD'S NATURAL SCIENCE ESTABLISHMENT, INC., 3000 East Ridge Road, Rochester 9, NY, is a mail-order supplier of geological and biological-science materials for schools. They'll sell you a live amoeba if you care to study one, but more practically, have a large selection of rocks and minerals, fossil and miniature-dinosaur collections, earthscience kits, insect-collecting equipment, botanical supplies and other

ALLIED RADIO, 100 N. Western Ave., Chicago 80, is the country's largest mail-order electronics supplier.

AMERICAN MUSEUM OF NATURAL HISTORY, Central Park W. at 79th St., New York, has an excellent selection of rock kits, insect kits, weather kits; available by mail. Also publishes "Junior Natural History Magazine," at \$1.75 for 14 months.

CHICAGO NATURAL HISTORY MUSEUM BOOKS SHOP, Chicago 5, has the famous "Peoble Pup" kit of rocks and minerals, and booklets, all for \$1.25 postpaid.

MUSEUM OF SCIENCE AND INDUSTRY, Jackson Park, Chicago 37. Offers rock, gem, shell and coral collections. Also has individual rock and mineral specimens for ten cents up. Will send price list.

BUFFALO MUSEUM OF SCIENCE, Humboldt Park, Buffalo 11. New York, has insect, shell, rock and other kits, nature and science booklets.

Others that have science materials and books of special regional interest, include Southwest Museum, Highland Park, Los Angeles, 32; Denver Museum of Natural History, Denver 6; The Newark Museum,

Pier Collapses -Tired Blood?

Sections of a Brooklyn pier dumping some 50 cases of watches, cameras and other optical goods into saltwater. About 170 feet of Pier 6, Bush Terminal, were involved. The pier started showing cracks on Sunday afternoon, November 30, and an hour later, a section of the pier gave way. Fortunately, since it was Sunday, nobody was working on the dock at the time.

It was believed that some of the pilings under the dock gave way, which would be an unusual accident but the only logical reason offered for the pier's

New York Booms, Sets just quietly gave up and collapsed into the Upper Bay. Five-Year Shipping High

NEW YORK-Shipping for the past period hit a five-year record high as 477 jobs were shipped from this port alone, Bill Hall, assistant secretary-treasurer reported. The last highest total was in December, 1953, when 502 berths doing. The crew of the Ocean

were shipped during the pre-Christmas rush period. The crew-sel because they could not come ing of a couple of ships that were to terms on an overtime beef. in lay-up helped boost the totals. However the beef was settled Next period should also be very good with men piling off in order the boarding patrolman and the to be home for Christmas.

On the whole, Hall said, the vessels paid off clean because of the fine job their delegates are

From the Great Lakes District

comes news that Seafarers at the

Detroit Public Health Service hos-

pital took to cover when a British

jet plane recently crashed only

1,000 feet from the hospital. One

of the men remarked, "Give me a

good safe SIU ship any time over

Seafarers who worked aboard

the SIU-contracted excursion boat,

the Canadiana, are expected to re-

ceive their wages due them now

that the ship has been sold, reports

the Great Lakes District. A ship

accident in July had drained the

company of all its assets. The ship

was bought for \$28,500 at an auc-

tion last month.

the dangers of a hospital."

quickly in favor of the crew by ship paid off clean.

There were a total of 48 vessels calling into this port over the past period. Twenty-seven paid off, eight signed on and 13 were intransit.

The following vessels paid off: Seagarden (Peninsular Frances, Beatrice, Elizabeth (Bull); Bienville, Gateway City, Fairland, Beauregard, Raphael Semmes (Pan-Atlantic); Robin Sherwood, Robin Hood (Robin); Maria H (Herald); Longview Victory, Northwestern Victory (Victory Carriers); Steel Admiral, Steel Traveler (Isthmian); Atlantic (Banner Line); Ideal X (Marine Tankers); Seatrains New York, Texas, Savannah, Louisiana (Seatrain); Ocean Dinny (Ocean Clippers); Madaket (Waterman); Seastar (Traders) and the Alcoa Pennant (Alcoa.)

Signing on were the Steel Admiral and Steel Traveler (Isth-mian); Atlantic (Banner); Longview Victory, Northwestern Victory (Victory Carriers); Ines (Bull); Robin Hood (Robin) and the Gateway City (Pan-Atlantic).

The in-transit vessels included the Winter Hill, Cantigny (Cities Service); the Arizoa (Waterman); Seatrain Georgia, New Jersey (Seatrain), Texmar (Calmar) and the Val Chem (Heron).

Marine Cooks and Stewards patrolman reported that most of member' Jaroslav Pavel is in the the tankers are not docking in restaurant business again but it Richmond any more. isn't likely to provide the same intrigue that his World War II cafe in Czechoslovakia did. During the occupation, he played host to German officers, getting away several times a night to meet with other members of the Czech underground in his basement. His present restaurant, at 124 Ellis St. in San Francisco has many of the old trimmings, except that the basement is simply a basement.

Eighteen additional homes for oldtimers are under construction at the Marine Cooks recreation site in Santa Rosa. Vacant homes are now available for all pensioners who so desire them. The area is also used as a training site for union members.

San Francisco Congressman John Shelley addressed SIU Pacific District crewmembers at a recent meeting aboard the President Wilson. He urged vigilance against Communists who seek to regain control of the union movement and labor racketeers who have gained control of a segment of organized

An eleventh hour agreement with Olson Steamship averted a walkout by the Sailors Union of the Pacific as negotiating committees settled the last three of 21 issues involved in contract talks. The agreement came as the SUP was about to impose a "no contract, no work" policy on the Olson ships.

Finding that the hall no longer serves any useful purpose, the SUP office by the first of next year. The decision came after the tanker

US Companies Miss Boat On Seaway Passenger Run

Although the opening of the St. Lawrence Seaway is expected to revive the passenger trade on the Great Lakes, only one operator so far, a Dutch company, is scheduled to put a

passenger liner in the service. Hopes for reviving the once lucrative Great Lakes tourist trade were sparked this year when two ships, the North and South American, made two trips to the new American locks. Up to this time the two vessels were limited to the Lakes region only. Both ships were heavily booked despite the fact that they could not navigate any further eastward than Massena, NY. However the opening of the Seaway will permit them to go almost to the Gulf of St. Lawrence. Both these vessels are manned by the SIU Great Lakes

While a number of American companies have been talking of diverting some of their passenger ships from former runs to pick up the Lakes' tourist trade, there has been no further progress reported in that area. Apparently none of them plan on building new ships for the service.

Foreign-flag operators, on the short-cut Immigration restrictions on the handling of passengers on the Lakes by foreign lines. The Irene, is expected to drop her overtourists to travel the Seaway. An Mass., across Massachusetts Bay. extension of this service would be a Lakes-to-Europe run.

reported that close to a million Del.

visitors toured its overlocks since 1956. With the Seaway open, it will be possible to extend tourist service as far East as Quebec City. and possible to the Saguenay River, some 300 miles east of Montreal.

Excursion Boat

The excursion ship, Liberty Belle, under contract with the Marine Allied Workers Division, has been sold by its owners, Wilson Lines, to Cuba. Next month she will head south, with a new name (Treasure Island) and flag, and go into operation as a passenger-cargo ship. The Cuban owners paid \$250,000 for the Liberty Belle.

Since 1949, the ship went on countless pleasure cruises to Rye other hand, have been trying to Beach, Rockaway Beach and Atlantic Highlands. She was originally built as a Naval patrol craft, but was acquired by the Wilson Line Dutch vessel, Oranje Line's Princes after the war and converted into a four-deck excursion craft. For seas passengers at Montreal, and if a year she operated from Boston Immigration permits, to pick up to Providence and Nantucket,

Renaming ceremonies took place December 2 at the Wilson Marine New York State authorities have Repair Terminal in Wilmington,

Turned Down OT? Don't Beef On SS

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

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

Red Drive Hurts US Ships

A potential headache for US merchant shipping was highlighted by the news this week that a major American company has signed a contract to buy benzene from the Soviet Union at a price well below the current market price. The announcement called attention to

a Red trade drive which, by + undercutting US producers, in the United States because their abroad, and of course, would mean could deprive US merchant metal products are not bringing retaining at least the amount of ships of export cargoes.

For example, in the past year the Russians have been selling aluminum in Europe at prices under those of American producers. They have also been successful in selling oil and oil field equipment to Latin American countries which are short on American dollars, and are entering other trade areas in the Middle East and Far East that were formerly pretty well dominated by the United States and its allies in Western Europe.

The basic problem involved is simple. Since the Soviet Union does not have to worry about profit and loss in its foreign trading operations, it can and does deliberately undercut American prices which have to return a profit to the seller. For example, if the Soviet Union sells oil field equipment to a Latin American country, it means that American ships will be deprived of that particular cargo which formerly came from the United States.

As it is, American-flag shipping Is carrying a shrinking percentage of US foreign trade. Should the over-all total of such trade be cut by the Russian's tactics it would reduce actual cargoes for US shipping accordingly.

In addition to competing directly with American exports, the Soviet Union has been accused of dumping such metals as tin on the market, hurting many Latin American countries. These countries then have to cut back on their buying

Black Gang List Short In Norfolk

period, while slack, still held up enough to ease the registration list for the engine department. As of the start of the new period, there are only 12 class A men registered in the black gang, James Bullock, port agent said. There were a large number of vessels calling into the area over the past two weeks, Bullock noted, but most of them were in-transits and only took on a few replacements.

The membership in this port wishes to extend their sincere sympathies to the family and friends of Seafarer Angelo Cormonti, who died here recently. Brother Cor-

Paying off in this port during the past period were the Pandora (Epiphany), and the Seafair (Colonial). The Seafair and the Chickasaw (Waterman) were the only vessels signing on.

In transit were the Natalie (Intercontinental); Ocean Dinny, (Ocean Clipper); Chickasaw (Waterman); Cantigny, CS Norfolk (Cities Service); Steel Admiral (Isthmian), and the Seafair (Colonial),

Union Hás Cable Address

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

Use of this address will assure eedy transmission on all messages and faster prvice for the men intr'ved.

them as much money as they used to get. This too is harmful to US trade and US shipping.

The Russian tactics have caused much concern in Washington and discussions are going forward on how to handle the problem. Since the Russians are selling at a loss, it has been suggested that some wherever and whenever necessary, even if it means selling at a loss

the sale of United States products ing to grain.

export cargo that US shipping now manages to handle.

Any such moves would be a radical departure from past practice. This cargo, is in effect, US-subsidsold at are below the going rate. | year.

The farm surplus export has been a bulwark of US-flag shipping, particularly in the tramp trades, where it has provided almost all of the cargoes available Such a procedure would involve to both US tramps and US indethe US Government in subsidizing pendent tanker operators switch-

Changing Of The Guard



Nelson E. Norwood (left) outgoing chief steward on the Penn Explorer briefs his replacement, L. J. Beal, on the ship's linen supply.

Slump In Baltimore Persists; Ships Idle

BALTIMORE-It has been recommended that the men on the beach in this port be allowed to leave their shipping cards with the dispatcher when they go down to collect unemploy-

ment compensation, Earl Sheppard, port agent reports.
Since that usually is a long, (Bull). monti had just paid off the Seafair slow moving line, some of the when he died in the launch going men have reported losing out on jobs because they could not get back on time to throw in for them.

> These have been two of the slowest shipping periods in this port there are 12 vessels in idle status in the area, and although they can be made available on short notice, the possibilities of their getting cargo commitments are considered slim right now.

> There were a total of 22 vessels period. Nine paid off, two signed on and 11 were in transit.

The ships paying off were the Seamar, Texmar (Calmar); Hilton. Jean, Dorothy, Emilia (Bull); Santore, Feltore (Marvan) and the Royal Oak (Cities Service). Signing on were the Santore and the Feltore.

The in-transit ships were the Bradford Island (Cities Service); Kenmar, Bethcoaster (twice), Massmar (Calmar); Steel Admiral, Steel Seafarer (Isthmian); Alcoa Run-

There have been reports that some of the men in this port have surrendered their seaman's papers to the Coast Guard for minor reasons and are having difficulty in getting them back. The only time for some time. At the moment the Coast Guard may take a seaman's papers is after he has been found guilty of charges which warrant his losing his papers.

In some of these cases it has been reported men have had their papers lifted for reasons of health, or to keep a man on the beach to calling into port during the past appear as a witness or for some other minor reason. Since each man is responsible for his papers, he is advised not to turn them over to the Coast Guard for these reasons, but should hold on to them unless he has been brought up and proven guilty of a charge.

Mobile Host To 200 At Holiday Dinner

MOBILE-Alabama's Governor-elect John Patterson last week limited the completion of the new Alabama State Docks by barring the authority from borrowing more money for

construction purposes. His+ action followed a report that Margarett Brown (Bloomfield), the docks, for the first time which is in drydock for about three in 20 years of operation, went into the red, Cai Tanner, port agent crew on completion of repairs. But for practical purposes, this is in 20 years of operation, went into exactly what the United States is the red, Cal Tanner, port agent doing with its agricultural surplus, said. The authority was reported as losing almost a quarter of a ized exports, since the prices it is million dollars in operations last

The director of the docks has been under stiff attack by the local press, Tanner reported, and it is believed that the Governor acted as a result of this and other publicity that politics was interfering with the efficient operation of the docks.

As these new docks and slips will be playing a vital role in the development of the state's shipping industry, it is expected that some action will be taken soon to remedy the situation.

Almost 200 Seafarers, their wives and families, enjoyed the annual Thanksgiving Day dinner held in this port last week. A full course holiday dinner was served by Cliff Taggart and his helpers at the SIU Snack Bar and was enjoyed by all.

Shipping for the port for the last couple of weeks was definitely on the slow side Most of the vessels hitting the area were either on continuous articles or were in transit and as a result there were only a few calls for replacements. The outlook for the coming period looks just about transit. From all reports, the spring.

Calling into the area during the past two weeks were the Wacosta, Wild Ranger, DeSoto, Clafborne, Monarch of the Seas (Waterman); Steel Apprentice, Steel Traveler, Steel Age (Isthmian); Alcoa Clipper, Alcoa Roamer, Alcoa Corsair (Alcoa) and the Margarett Brown (Bloomfield).

Now British Plan Atomic Freight Ship

LONDON - With the United States building the SS Savannah and the Russians having an atompowered icebreaker under construction, shipowners in the United Kingdom are calling for a similar construction program in their country.

The call for an atom ship was made by the president of the United Kingdom Chamber of Shipping, an organization representing British shipowners. Indications are that the British government will go along, with Prime Minister Harold Macmillan predicting that the same with only a handful of the choice of a suitable reactor for ships expected in for payoff or in such a vessel will be made by next

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the SEA CHEST



Frank Le Berre and Carlos Morales, DMs, seem to be getting the word from pet bird.



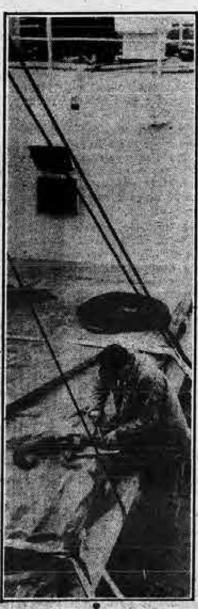
Catching up on their mail are Bert Winfield (1) saloon mess, and Frank Villacorti, crew MM.



Colon Rose, galley utility, scrubs the deck.



Ray Pelaso keeps watchful eye on Hagen combustion board.



Out on deck Joe Reyes, bosun, wreatles with shackle repair.

An Admiral's In Town

After circling the globe, Seafarers aboard the Steel Admiral hit New York last week, before taking off on another long Far East haul. A few of the crew are pictured on this page.

There's a lot of soiled linen left after a ship's been out on a round-theworld run. Here Seafarers Sam Levios and Richard Doupe wrestle with laundry supply (right).



At right, Valentine Acabeo and K. Benezeos are all set for time on beach. Below, 3rd ass't engineer Bill Joyce gets call while R. Rodriguez and A. Bearden (standing), Joe Cyr and Adrian Torres pose with ship's mascot.



Bosses' Group Seeking Stiffer NY Labor Law

Organized labor, which campaigned so vigorously to de-feat "right to work" laws in five of six states during the past election, seems to have another battle shaping up in New

York State. A proposal made by the New York Chamber of be doomed to almost certain de-Commerce last week, embod- feat. But its proposal embodies ies many of the principles of the some of the restrictive features of anti-labor "right to work" laws, without being called such by name.

Declaring as its aim the protection of employees' rights to join state's statute books. or refrain from joining a union, effort to reduce the power of labor in New York, which now op-erates under the "Little Wagner Act" of 1937.

Aware of the strength of the labor movement in New York State, the business group shied charges. away from proposing an outright

Plan New Sea Law Meeting

A second international conference on the law of the sea may be held next year in an attempt to resolve the knotty question of stay in force or be replaced by a new measure of territorial waters. The last conference broke up in April of this year over failure to resolve the dispute with the US holding out for the old three-mile

Many Asian and Latin-American nations have been coming out for a 12-mile limit on territorial waters with some South American countries claiming territorial waters as far out as 200 miles. These claims have been fought as depriving some countries of access to valuable fishing grounds and others of free transit of ships through waters formerly regarded as being outside territorial do-

For instance, in the recent beef over the offshore China coast Islands held by the Chinese Nationalists, Red China claimed a 12-mile limit and has been charging the US Navy with violating her national sovereignty. Similarly, Iceland and England got into a dispute over fisheries when the Iceland government tried to exclude British fishing boats from all waters within 12 miles of Iceland's

A compromise at the last conference that would have given a country the right to a six-mile limit plus fishing rights for another six miles also fell through.

It was expected that no renewal of the conference would take place until 1960, but a number of countries have been extending their sea limits on their own in the past few months, making it urgent that the problem be settled.

Make Checks To 'SIU-A&G'

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

Some Seafarers have sent in checks and money orders in the names of individual Headquarters officials. This makes for a problem in bookkeeping which can be avoided if checks are made out to the Union directly. both "right to work" laws and of the national Taft-Hartley law which do not now exist on the

The Chamber's proposals call the new law is the first obvious for the outlawing of the closed shop, still allowed in businesses not engaged in interstate commerce, and for employers to file unfair labor practices against unions. Under the present state act, only the unions can file such

Other provisions would guaran-"right to work" law which would tee "free speech" to employers in union matters, put restraint on secondary boycotts, prohibit "featherbedding," bar jurisdictional strikes and empower State Labor Relations Board to compel unions and employers to bargain in good

The Chamber's proposal does not go to the point of outlawing the union shop, a key feature of "right to work" law but allows instead for unions and employers to decide upon the maintenance of a union shop, on the same basis as in the Taft-Hartley Act.

A spokesman for the Chamber, whether the three-mile limit will in trying to justify the proposal, said it would help combat union "racketeering" and would give "the general public, employes and employers forms of protection which the present law fails to provide." He said that workers desiring to rid themselves of entrenched undesirable unions would be enabled to take initiate proceedings against them.

The Chamber itself is one of the most influential state-wide organizations of large and small businesses and can be expected to do some powerful lobbying for its proposals.

Coffeetime Plays No Favorites





When it's coffeetime on the Penn Explorer everybody turns to on the java for a few minutes of relaxation. On the left, Rex Conway, AB, helps himself to a hot cup, while 2nd assistant J. "Blackie" Martin shares his with "Jocko" the monkey. "Jocko" is a coffee drinker from 'way back when. He's from Brazil, too, along with the coffee beans.

Subsidy Bidders In Stiff Fight

WASHINGTON-With Isthmian Steamship Company having won a favorable recommendation on its proposed subsidy, the battleground has shifted to subsidy plans of Matson Orient Lines, a joint Mitson-Isthmian venture, and those of the Waterman Steamship Com-

for a subsidy on Trade Route 12, involving a run from the East Coast to the Far East. It would operate with six C-3 vessels as a starter, with the company havingthe option to purchase three C-3s from Matson and three from Isthmian, although there is a possibility that the tonnage will be obtained from other sources. Matson Lines ships are manned by SIU Pacific District crews and Isthmian by the Atlantic and Gulf

Objections to the proposal have been led by United States Lines which presently operates on Trade Route 12, and also by American President Lines. The principal objection made by US Lines is that States Marine, Isthmian and Matto have ships on call almost anywhere on the route by acting through a common traffic agent, giving them an advantage over the off-shore liner trade. the competition.

Matson Orient is asking for 26 sailings on the route, on which US Registration voyages annually.

have been concentrating their fire on the Waterman subsidy application as well. The principal objec-tion raised by US Lines is that the 50 percent objective of the 1938 Merchant Marine Act is "unrealistic" on the North Atlantic run. The '36 Act called for carriage of 50 percent of US foreign commerce on any given run as the objective of the subsidy program.

'Service Adequate'

US Lines' representatives re-peated that the present service provided by them and by American Banner Lines is "substantial under present day conditions" and "more than adequate to meet the needs of this trade."

The argument was based on the fact that there are a large number of foreign flag operators in this trade and as a result, any determination as to adequacy on a formalistic 50 percent basis would be unrealistic."

Lykes Brothers, which is concerned with Waterman's application for subsidy on two services-Gulf to Europe and Gulf to Far East-argued against Waterman on the grounds of irregularity and inadequacy of past performance on these trade routes. However, the Lykes witness conceded that Waterman's services are necessary for adequate American-flag service and that an expansion of US-flag operations on these trade routes is required.

Lykes Asks More

The Lykes argument is that such expanded services should be provided by giving it additional sailing authorizations on these routes, while on the East Coast runs US Lines has claimed that no additional services are needed from any steamship company.

In addition to Waterman, Bloomfield Steamship Company, another on the Gulf to Europe trade route.

It appears at present that Waterman has a good chance of winning aubsidy approval for at least som

Matson-Orient has applied son Orient would be in a position of the trade routes it has bid since present policy seems to favor the extension of Government assistance to virtually all companies in

US Lines and Lykes Brothers Totals Drop In Savannah

SAVANNAH - It has been a very good two weeks on the shipping front, acting agent Nevin Ellis reports. As was predicted, the Edith (Bull) came out of lay-up after a short stay and took on a full crew. However the outlook for the next period is not too good as only in-transit vessels are scheduled to come into port so

The crewing of the Edith helped cut down a great deal on the registration list in all three departments for the port. There were less than nine Class A men registered in all departments at the start of the period. However as there are no payoffs scheduled for the coming two weeks, there are enough men on the beach here to handle any open berths.

There were off during the period, and only one, the Edith, signed on. In transit were the Council Grove, Bents Fort (Cities Service); Seatrain Georgia (twice); Seatrain Savannah, Seatrain New Jersey, Seatrain Louisiana (Seatrain) and the Robin Sherwood (Robin). Un Benfeit



While taking it easy on his \$150 monthly disability-pension check, retired Seafarer Gustav Carlson looks back warmly on 50 years of sailing. When he started with the National Sailors and Fireman's Union of Great Britain in 1907, he never dreamt that some day he would retire in comfort such as the SIU Welfare Plan provides today.

One of the first ports Carlson hit in the United States was Galveston. He liked the Gulf so much that he shipped out of the area throughout his seafaring career. He even tried fishing in its waters for a liv-



Carlson

ing for a short while. In 1912, Carlson played a hand in the formation of the Lowboat and Dredgeboats Union, but as it turned out, "the president was an ex-bartender, and all his organizers his old cronies. It didn't last very long," Carlson concludes.

Joining the old International Seamens Union in 1915, Carlson found that the only American ships hitting Galveston in those days were an occasional Bull or Morgan and Mallory vessel, or a coal schooner. The fruit boats, better known as "banana boats," which kept the port hopping throughout the year, were primarily under the Norwegian flag.

Several years later, Carlson joined another union, the Eastern and Gulf Sailors Association. After the "disastrous" strike of 1921, good jobs were hard to come by when a man carried a union book in his

The twenties and early thirties were "lean years" for Carlson, and for countless other seamen. He kept busy working on a Government dredge and on Lykes Brothers ships after which he transferred to a West Coast ship. Five cruises to South America followed, and then SIU-contracted operator, has a bid came the 1936 strike, tying up the vessel. came the 1936 strike, tying up the vessel.

With the 1936 strike victory, Carlson became a member of the Sailors Union of the Pacific. In 1941 Carlson transferred to the SIU and sailed with it until his retirement. He now makes his home in



1114 BC

'That's Him!"



Reject APL Transfer Of Luxury

WASHINGTON-The Maritime Administration has refused permission "for now" for the Amerisenger ship SS President Hoover had hoped to sell the 23-year-old vessel abroad upon the completion of a new superliner to replace

decision the fact that the ship was purchased from the Governmentowned Panama Lines and implied that it was desirable that it stay in American hands. It is also known to build up its reserve of passenger ships, which is at a low level in recent years.

The construction of the new APL super-liner and a replacement for the United States Line's America was made possible through special Congressional legislation this year. Congress agreed to pay the entire construction costs and to fix be sold to the companies.

American President Lines noted that there had been no objections gain basement wages. raised when the Grace Line was considering selling its old passenger ships, Santa Rosa and Santa

The first stage of the coordinated fight by American and world unions has come to a close with the ending of the four days of demonstrations that were scheduled by the International Transportworkers Federation. These demonstrations have served notice on the runaways that from now on they cannot count on total immunity by virtue of wrapping themselves in the flag of a non-maritime nation. The American companies and individuals who own a major portion of the runaway fleet now must realize that Amercan maritime unions are united and determined as never before on this issue.

Just The Beginning

The SIU, along with all other US maritime unions, considers the four-day protest but the first step in a long range campaign to establish decent conditions on the runaway ships. Already the National Labor Relations Board and at can President Lines to sell its pas- least two Federal court decisions have indicated that for pursenger ship SS President Hoover poses of labor law, the American-owned runaways should to foreign interests. The owners properly be treated as American-flag ships. The Union intends to pursue the runaways vigorously in this area as well as in the legislative arena.

The demonstrations have also accomplished another purpose. They have unmasked the false-front of virtue and re-Administrator Clarence Morse spectability behind which major US oil companies and other he nevertheless found the stormy cited as one of the factors in the large corporations operated ships whose wages, hours and trip "a nice easy ride." working condtions are far below the legal minimum existing in every other US industry shoreside as well as being one-fourth of those on legitimate US ships. They have shown up the hollow argument that these billion-dollar outfits "can't that the Government would like afford" to pay taxes to the United States Government on their earnings.

'Good To The Poor'

The spokesman for one of these outfits tipped his mitt on the whole operation in a court appearance last week when he posed as the dispenser of food and lodging to impoverished seamen. He proclaimed his client's respectability and boasted how when one of the runaway tankers pulls into a Mediterranean port the seamen there swam out to the ship the price at which the ships would in their eagerness to get a job. By so doing, he revealed how the runaways prey on unemployment and economic distress in underdeveloped nations to get the crews they want at bar-

In the long run, the American runaway-flag operator, whether he operates 50 supertankers or a rusty old Liberty, is one and the same. He can be defined simply as the shipturned out, these ships were owner who deliberately evades his obligations both to his turned over to the Government as country and to the working people of the United States. That part type at on new vessels. This is the issue which these demonstrations have spotlighted, some privilege is available to all and no amount of squirming or protestation can alter the fact companies in ship replacements. That these operators are chisching on a massive scale.

Latest Injury Totals Running Below '57

Lost-time *accidents on SIU-contracted ships showed a small increase in the three months ending June 30, 1958, but were well below the last quarter of 1957, the Seafarers

Welfare Plan Safety Depart-+ lost-time accidents in the linen (11). October to December quarter of when a total of 111 lost-time accidents was recorded.

The accident statistics now being collected by the Safety Department from virtually all SIU-contracted ships will be able to indicate a trend throughout the SIUcontracted fleet after two more quarters have been reported on. Then there will be a basis for comparison from year to year.

However, statistics collected by several major SIU companies on their own have shown a reduction in accident rates in 1957 from 1956 and thus far this year from the 1957 figures.

The total of all accidents for the quarter was 391, 270 being minor injuries which did not involve any loss of work time. The breakdown for all accidents showed that 82 occurred while off duty or on the way to and from work, more than at any working operation. Accidents occurring during work time involved such items as handling rigging (28), while on watch (19), docking, undocking and mooring (17), topping or securing

Gale Batters New Bedford Fish Boats

NEW BEDFORD-Seventy-mileper-hour winds battered the New England coast last week driving five fishing boats aground in the mud of a small island in New Bedford harbor. The vessels, operated by members of the New Bedford Fishermen's Association, an affiliate of the SIU, had only two days earlier returned in a fleet of 20, after being buffeted by the same storm while at sea.

The mooring lines of the two scallopers and three draggers had been snapped by the gale, blowing the craft to various parts of the island. Efforts to refloat them after the tide had subsided failed.

A watchman aboard one of the draggers was the only person aboard the ships during the mishap. Suffering a minor leg injury,

Prove Eligibility For Hospital \$

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

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

ment reports. There were 121 booms (14) and carrying stores and

Forty-two accidents were the re-1957. The low figure was hit in sult of contact with movable ob-January through March, 1958, jects while 40 took place as the results of slips and falls on walking surfaces.

SIU College **Award Goes** To Alternate

Expressing her thanks to the SIU for the opportunity of attending college via the SIU Scholarship Plan, Miss Mik el Brady has written to the SIU membership promising to "try very hard to be worthy of your wonderful award."

Miss Brady, who was selected as the first alternate at last June's scholarship award meeting, was placed on the scholarship list when one of the five winners, Della Alice Prestwood, withdrew. She is now attending the University of Ala-

A resident of Northport, Alubama, Miss Brady is the daughter of Seafarer John G. Brady, electrician, who is currently shipping on board the Alcoa Pointer. She graduated from Tuscaloosa County High School where she compiled an outstanding straight "A" average throughout her high school career. The 18-year-old scholarship winner plans to special'ze in public relations.

In her letter received at SIU headquarters last week, addressed to the membership of the SIU, she declared:

"Since my father, John G. Brady, now aboard the SS Alcoa Pointer, has been a member of the SIU for many years, I am well acquainted with your organization, and because of his affil'ation, I was privileged to apply for one of your annual scholarship awards. As a recipient of the scholarship, I am attending the University of Alabama with no financial strain on my family.

"Please consider this letter a personal 'thank-you' to each of you. "I shall try very hard to be worthy of your wonderful award."

The SIU Scholarship Plan provides five \$6,000 scholarships each year good for four years of college study. Both Seafarers and children of Seafarers are eligible for the awards, and in recent years working Seafarers have carried off most of the prizes.

Scholarship winners are selected on the basis of their high school records plus performance on the standard College Entrance Examination tests. The SIU Welfare Plan at 11 Broadway is now accepting applications for next year's awards, since the college entrance tests must be taken by the end of March in order to get under the wire for



SEAFARERS IN DRYDOCK

The approach of the holiday season again calls for a reminder that the brothers in the hospitals always welcome visits and mail from their shipmates, especially at this time of year when many are far from their families and homes.

Among the Seafarers drydocked recently, according to the latest reports, are Charlie Gedra and Feriton J. Mears at the Public Health Service hospital in Norfolk, both coming along fine under treatment for nervous conditions. Gedra was a messman on the Natalie; Mears was last on the Wang Pioneer sailing as deck maintenance.







Gallagher

Savannah reports if has only one man on the USPHS roster right now, Seafarer M. S. Forrester off the National Liberty. He came in after an accident ashore and is making satisfactory progress.

The new additions to the Baltimore drydock list are Telesforo Vazquez, ex-Atlas, and John M.

Gallagher, who last shipped on the Seamar. Vazquez is recuperating from an eye operation and is apparently doing alright under treatment. Ditto for Gallagher, who checked in with a stomach condition.

A skin condition has hospitalized Sal Rodriguez off the Steel Seafarer at the Public Health hospital in Staten Island, Others at the New York PHS facility are Adolph Swenson, ex-Hastings, due to ulcers; John Jackson, ex-Rebecca, with a nervous condition; Julian Levinski, ex-Robin Gray, due to a bursitis condition in his right arm, and Cecil "Rudy" Leader, who's off the SS Atlantic for the first time since her maiden trip last June for treatment of hemorrhoids. All of these brothers are reported to be doing okay so far.

The following is the latest available list of brothers in the hospitals:

USPHS HOSPITAL MANHATTAN BEACH, NY Lewis R. Akins Manuel Antonana Eladio Aris Donald Hewson Antonio Infante Claude B. Jessup Woodrow Johnson Fortunato Bacomo woodrow Johnson
Ludwig Kristiansen
Thomas R. Lehay
Kenneth Lewis
Warren J. McIntyre
Leo Mannaugh
J. S. O'Byrne
C. Osinski
George G. Philes Joseph J. Bass Melvin W. Bass Matthew Bruno Leo V. Carreon James F. Clarke Joseph D. Cox Juan Denopra John J. Driscoli Friedof O. Fondila Otis L. Gibbs Bart E. Guranick George G. Phifer Winston E. Renny G. E. Shumaker Almer S. Vickers Pon P. Wing Taib Hassan Clarence Hawkins Royce Yarborough

Frank Hernander USPHS HOSPITAL STATEN ISLAND, NY
Clemente Acuin Julian Lelinski
Nicholas Anoustis Roy Lee McCannon
James Antoniadis Ignatius McCormick
Felix Aponte Frank Mastromarino James Antoniadis Felix Aponte John Auslitz Frank S. Bosmente Prank S. Bosmente
Peter Bush
Sheldon T. Butler
Frutuoso Camacho
Apron Castillo
Lawrence Crane
William C. Feil
S. B. Ferrese S. B. Ferrer Ramon Galarza George B. Griswold Arthur J. Heroux Alexander Janes William A. Jordan William D. Kenny

Juan Otero Authony Pisani Jose Rodriguez Jose Rodriguez
Salvador Rodrigues
William Saltarez
Isaac Sieger
Victor D. Solane
Adolph Swenson
Frank Throp
Eduardo Toro
Stefan Trzcinski
Ramon Varela
Modesto Velez
Felix Vite Felix Vite Eugene Langstrand Cecil Leader

USPHS HOSPITAL NORFOLK, VA. Francis J. Boner Raleigh Evans, Jr. Mars I. Gallop Feriton J. Mears Mars I. Gallop Charles A. Gedra

USPHS HOSPITAL SAVANNAH, GA. M. S. Forrester

USPHS HOSPITAL James Barnes Robert Barrett John Bigwood Claude Blanks se Bosarge Tim Brown
Jacob Buckelew
Fess Crawford
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Travel-Log





Deck engineer John Hamilton (top, left) pays no mind to the photographer as George Zelensky plays the shiek in Arab's clothing. Above, also on the Pacific Carrier, Harry, 2nd cook and baker, and John Auslitz (right) display a well-cleaned camel bone. Maybe the boys missed dinner.



MEET YOUR OLD SHIP

IN THE BALTIMORE AND MY. HALLS, SWAP YARNS AND WATCH THE FIGHTS ON TV. NEW LOW PRICES AND YOU'RE ALWAYS WELCOME HERE AT YOUR OWN PLACE. OWNEDAND OPERATED BY THE SEAFARERS INT'L UNION AEG-AFL

SIU Anniversary Recalls History

To the Editor:

It was indeed a pleasure to note in a recent LOG that the SIU had passed its 20th birthday. Prior to 1938 when I'joined the SIU, we went through a long siege of dues-grabbers: ISU, ILA, AFL 240 and AFL Reorganization Committee.

Even in those lean years when things were tough on all NMU vessels, we were making rapid progress and making our signed

Letters To

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

contracts the model for all sea-

The forward strides made by the SIU and the constant benefits provided for the membership make me' very proud to have played a small role and to have been in on the groundwork that produced the SIU of today under the capable leadership of SIU officials.

Incidentally, I'd appreciate hearing from any old shipmates who have time to write me. The address is 365 Cushing Highway, Scituate, Mass.

Smooth sailing to all my friends and shipmates in the next 20 years.

Don Ronan

Westport Black

Gang Applauded To the Editor:

I wish to thank one and all of the engine room personnel for the upstanding job that the men of this department have given to this vessel, the SS Westport, on the past voyage.

Seldom if ever have I had the luck to sail with a crew that has been on the job at all times as ready and able as this one for any work that comes up. I've also never seen men more cheerful at doing their work.

It would be my wish to keep the entire crew here as long as they could stay, but I know that business and other responsibilities must take some of you off. I can only express my regret at this. Your leaving will be the ship's loss.

Once more thank you all. I hope it will be my luck to have you as shipmates again some time in the future.

D. M. Williams Chief engineer

Planter Rates Tops With Him

To the Editor:

I've been running to Argentina for the past couple of years on Mississippi ships, so I didn't get up to headquarters in New York for some time. But now that I'm on the Alcoa Planter so I had a chance to visit and say hello to all the boys.

Brothers, that's some fine setup we got at headquarters. It

was a real pleasure to see everything running so smooth.

It reminds me of the Planter, which is one smooth ship also. The steward department is



tops 100 percent and, with the officers we have aboard, she treats everybody fine.

While I'm at it, I'd like to give thanks to Captain Young, chief engineer Leo Grimm, 1st assistant Stanley, 2nd assistant Bond, 3rd assistant Cale, and 4th assistant Hall. They're fine men.

Thanks also to "Big Tiny" the bosun, and our chief steward, who also keep things running just right. Smooth sailing,

James P. "Sloppy" Creel

1 1 1

Japan Unionists Complete Tour

To the Editor:

On the eve of our departure for home in Japan, we, all ten of us in the sixth Japanese labor union productivity study team, are happy to report to you the very successful completion of our six-week study tour throughout the United States, which was made possible by the International Cooperation Administration and the US Department

We feel indebted to you beyond expression for the success of our study tour. May we assure you that our visit to your organization on September 28 was particularly an inspiring and enlightening experience for all of us. It will undoubtedly be of immeasurable value to us in our future endeavors.

We will remember your warm hospitality in receiving us for a long time to come, as well as the friendliness and goodwill shown to us by all the American people we had the pleasure of meeting officially or otherwise throughout our United States.

Our thanks to all members of your staff who were so kind and helpful during our visit.

Masaki Ishiyama President, Moji Branch All Japan Seamen's Union

Burly



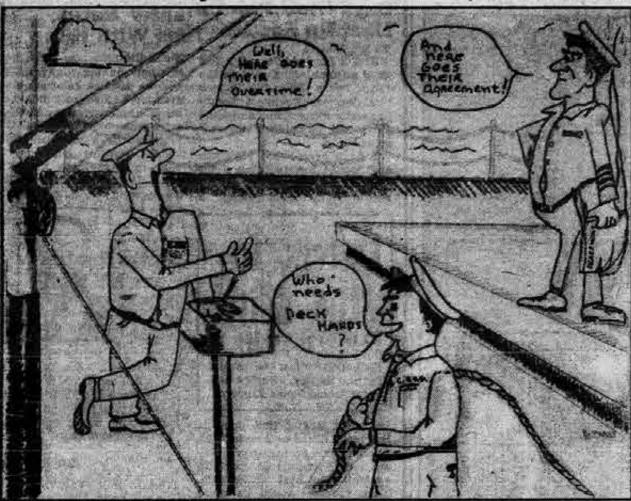






'Officers' Field Day'

By Seafarer Bernard Maret



Many a sea veteran will smile with recognition at this old story about mates and engineers taking it upon themselves to do the crew's work, thereby fattening the overtime bundle for the unlicensed gang. This illustration comes out of the Suwannee fleet in the Caribbean.

WANG PIONEER (Inter-Ocean), Nov. 2—Chairman, W. Harriu Secretary, D. Sacher. Some disputed OT. New delegate elected.

ARIZPA (Waferman), Oct. 24 Chairman, C. Parker; Secretary, P. Van Wygerden, Crew donated money for wreath to mate's mother's funeral. All beefs to be referred to delegates. All safety repairs will be made at ship yard. Some disputed OT. Drinking water tanks to be cleaned. Have rafts and lifeboats to be placed on board. Need new blankets. Need more milk—juice to be served when no milk is available.

FLORIDA STATE (Ponce), Nov. 4-Chairman, J. Lettle; Secretary, D. Ress. Deck dept. foc'sles to be paint-ed. Showers and bathrooms to be

Digest Of SIU Ship Meetings

painted. New repair list to be made up. Ship's fund \$17.01. Beef about mate doing suitor's work: to be straightened out by captain. One man sent to hospital and one man missed ship. Beef between made and other officers with steward utility. New selevate elected. Notify patrolman delegate elected. Notify patrolman of payoff Monday, Nov. 10.

ALCOA PLANTER (Alcos), Sept. 7—Chairman. W. Thomas: Secretary, Z. Ching. Meat repairs made. No beefs. Payoff in NO. 50 percent new crew this voyage. Ship's fund \$21. Purchased SIY picnic stools and small sets of containers. New delegate elected. Distribute LOG to three departments. Leck of work and weather clothes on board in slop chest. Suggest complete supply of slop chest items for future yovages.

Nov. 2—Chairman, W. Thomas: Secretary, T. Applewhite. Delegate injured foot at Army base—was replaced. New delegate elected. Ship's fund \$57. Arrival pool winner donated \$25. to fund. Motion to install small fans in bathrooms. Eng. dept. foc'sles to be sougeed.

STEEL ADMIRAL (Ishmian), Nov. 2
—Cheirman, W. Shoemborn) Secy., E.
Herra. Few hours disputed OT. Complaint about mail delivery in Suez
Canal. Nite lunch to be improved.
Mesaroom to be sprayed. One man
missed ship—not to be fined. One man
missed ship—not to be fined. One man
hospitalized in Bangcok—joined ship
in Singapore. Vote of thanks to delegate for fine job. Crew quarters need
painting and fumigating.

ALMENA (Penn), Nov. 11—Chair-ian, fl. Log Secretary, M. Morris, epair list made out. Performing on hip-fighting with knife. One man strains, falled to turn to until miling me—to be referred to patrolmen. Mained ch. cook in SF, Report ac-

cepted. Need new washing machine. Vote of thanks to steward for fine menus and te baker for fine French bread; also to steward dept. for fine

SEATRAIN NEW YORK (Seatrain), Nov. 15—Chairman, A. McKenzie; Sec-retary, G. Genzales, Everything run-ning smoothly. Some disputed OT. One man short, New delegate elected, Re-quest brighter light bulbs over bunks.

DEL SUD (Miss.), Nev. 9—Chairman,
B. James; Secretary, V. O'Brisht.
Clean ship, all ekay. Ship's fund
\$204.37. Movie. \$355; Athletie, \$24.80.
Few hours disputed OT Delayed sailing time disputed. Motion to use \$40
from ship's fund to purchase new
books and magazines for library. To
contact agent or patrolman to try to
get voluntary relief men on coast trip
to Houston. Suggestion to get different type movies. Coffee to be left in
pantry for men coming off watch.

NORTHWESTERN VICTORY (Victory Carriers), Nov. 5—Chairman, sone; Secretary, J. Katsos. Ship's fund \$7.84. Request larger toaster, larger sheets, new chairs for messroom. Medical care not up to par; new ladder for outside of stack. Slop chest prices and inventory unsatisfactory. New mat-tresses are faulty.

STEEL EXECUTIVE (Isthmian), Nev. 2—Chairman, V. Genco; Secretary, A. Bredle. Delegate to see engineer about washing machine. Delegate spoke on behavior in foreign ports and also to see that natives are kept out of house.

ALCOA RANGER (Alcos), Nov. 7—Chairman, R. Hommeli Secretary, C. Galt. Crewmembers to be more careful about smoking in bed. Return cups to pantry. Few hours disputed OT. Need two larger coffee pots for pantry.

CITY OF ALMA (Waterman), Oct. 26—Cheirman, W. Pederson; Secretary, J. Cantin. New delegate elected. Ship's fund \$12. Observe quiet when crewmembers are asleep, All beefs to be taken to delegates. Washing machine to be cleaned after using. Request waterland he about when sign. quest patrolman be abourd when sign-ing on.

FLOMAR (Colmer), Nov. 8—Chairman, H. Galphin; Secretary, T. Carmichael. Everything running amouthly, Some disputed OT, to be referred to pairelman. Suggestion to include foul weather gear furnished by company. Discussion on revisions in retirement and air-conditioning of ships. Repair list to be turned in. Foc'sies and bathrooms need painting. Need dodger for flying bridge. Messhall and pantry to be kept cleaner. One large coffee pot to be left out at night. to be left out at night.

S HORFOLK (Cities Service), Nev. & Chairman, W. Tatum, Jr., Secretary, J., Atchison, Reports accepted. Repair list to be prepared. Motion to have company furnish transportation for men pulled off by doctor in LC, either to Galveston or back to port of envarement.

STEEL EXECUTIVE (Isthmise), Oct.
4. Chairman, G. Pinkice; Secretary,
A. Bredie, All repairs made; medical
chest checked. Discussion of ship's
fund; union education and duties of
delegate, Request 50c, denations for
ship's fund. Washing machine to be
repaired. Delegate discussed draws in
fundaments.

MARIA H (Herold), Nov. 11-Chair-man, E. Lessyn; Secretary, R. Banta.

Some disputed OT. Six logs. Patrolman to inspect ship. OT sheets to be
brought up to date. To clear up OT
of two US soldiers who came aboard
in Beirut and got off at Bremerhaven.
How to divide 23 days pay. Steam
heaters to be repaired. Galley stove
to be repaired—is accident hazard.
Captain called SOS—erew stand by.
No apparent danger. Conservation of
food supply urged. Delegates to turn
in repair lists. Rooms to be kept
clean. Turn all keys ever to new crew.
Crew warned to be sober at payoff.
Ask if ship warranted bonus—fixed
upon in Beirut, Lebanon. Vote of
thanks to steward dept. and special
thanks to chief cook for fine job.

ALICE BROWN (Bloomfield), Oct. ALICE BROWN (Bloomfeld), Oct.

A. Hill, One man missed ship in Broownsville. Some repairs not completed. Ship's fund \$15.85. Reports accepted. Discussion re: closing porthples during wash down. Other departments not to use steward dept. shower. Delegate given vote of thanks. Endeavor to obtain ship's foreign port schedule earlier.

GATEWAY CITY (Pan Atlantic), Nov. 19—Chairman, F. Adkins; Secretary, L. Sheehan. New delegate elected. Ship's fund \$5.13. One man short. Motion to raffle Scotch cooler. Need new washing machine. Discussion on conduct of chief electrician reporting argument with AB to chief eng. without first taking matter up with ship's delegate. Matter to be referred to patrolman at payoff.

ALCOA PENNANT (Alcoa), Nov. 10
—Chairman, A. Abrams; Secretary, W. Cameron. Ship's fund \$45.50. To concur with motion by crew of Atlantis re—retirement of seamen with 15

DEL NORTE (Mississippi), Nov. 4—Chairman, N. Funken; Secretary, H. Crane. No beefs. Suggest giving Christmas fund at New Orleans hall. 850 given by Capt. Kinney for baseball equipment. Ball fund \$63.80 in the red. Ship's fund \$148.49. Request using dryer in craw's isundry between 10 AM and 7 PM and washing muchine between 8 AM and 7 PM. New delegate and reporter elected. Talk held on showing ship's movies. .. Rotation from each department lounge. Discussion on relief jobs for coast. Talk on ship's fund.

MAIDEN CREEK (Waterman), Nov. 16—Cheirman, C. Bush; Secretary, J. Baliday. Everything running smoothly with exception of insufficient sizes of goods in slop chest. Ship's fund \$31.88. No beefs. Some disputed OT. Members to keep Koreans from running around in passageways during ship's stay in Korean ports—also, keep pantry locked.

MAE (Bull), June 1—Chairman, W. Morris Jr., Secretary, A. Ferrer, Everything running smoothly, \$7 in ship's fund. Abolish gangway watches on all Bull Line bulk carriers. New delegate elected. Vote of thanks to steward dept. for job well done-chief cook in particular.

DEL CAMPO (Mississippi). Chairman, R. Creel; Secretary, C. Busux. All repairs of last voyage taken care of Ship's fund \$32 10 No beefs. New delegate and treasurer elected. Chief engineer to take care of warm drinking water. Slop sink to be hept clean. All hooks and magazines to be split among such dept.

Valley Forge Sparks Freedom Once Again

Freedom is now a reality for seven Yugoslav escapees rescued by the SIU-manned freighter Valley Forge six weeks ago in the Adriatic Sea. The Yugoslavs won refuge at a UN

camp in Brindisi, Italy, after four days of diplomatic that the Yugoslavs could go ashore, wrangling over their fate.

Details sent by the ship's reporter to supplement an earlier account in the LOG (Nov. 7, 1958) reveal how the rescue came about. Outbound from Rijecka, Yugoslavia, the Valley Forge was just 12 hours from port on October 25 when the mate spotted a small boat floundering about with six men and a woman aboard.

"They were waving their arms and a piece of cloth to attract our attention . . . The mate notified the captain, who brought the ship about to get a better look . . . The 14-foot boat was ready to fall apart and the people had neither water nor food to last them another day.

"The eaptain called below for someone who spoke Italian but this didn't help since none of the refugees spoke Italian, Fortunately the first assistant spoke Slavic and was able to understand what the people in the boat wanted."

Although there were some dissenters among the officers, according to the crew's report, the decision was finally made to take the escapeés aboard and make them comfortable. It was on arrival in Brindisi that the diplomatic hassle began, due to the uncertainty among the Italian authorities about what to do with the visitors. Since they were on an American ship they were said to be an American "responsibility," although at the same time there was no legal way to get them into the United States. Union.

Eventually, word came down,

and wouldn't be sent back. "There was a collective sigh of relief aboard," added the crew report, "as we headed out to sea again for our own homes Stateside."

Radio Officer **Buried At Sea**

Crewmembers on the SS Marore performed the rites for the traditional burial at sea following the death of radio officer Harold D. Breeland on October 18.



Boyd

Breeland who died aboard the ship after a brief illness, was taken ashore the next day at the Panama Canal and then flown to Baltimore for cremation. His remains came back aboard the Marore before it sailed again from

Baltimore on November 9. He was buried from his old ship at 0930 on November 11, with Seafarer Edward A. Boyd, SIU ship's delegate and longtime friend of the deceased, acting as pallbearer. Capt. J. R. Respess conducted the service. Breeland was a member of the Radio Officers



Refugees pose aboard Valley Forge before going ashore to safety In Italy. Tall man on right (standing) escaped once before, but according to his story, was traded back for five head of cattle.

LOG-A-RHYTHM:

Seafarer's Blues

By J. L. Gomez

I find myself with pains from loneliness. Gazing at the moonlight on the sea: My heart grows heavy with thoughts of you. Where are you? Tell me what to do.

I watch the shadows gracefully fall, On the hilltops from afar: Calling your name to me, Wishing on every shooting star.

When the sun moves toward her cradle, And tradewinds carry a day's heat away; Trees grow shadows on the grass below, As night falls, peaceful and slow.

In songs from memory, I praise thee; In my dreams I relive our days of happiness. Then down comes. The shadow of loneliness Embraces me again with pain.

LOG-A-RHYTHM:

Sailor's Love

By E. R. Wild

Loving a seaman is not always gay, 'Cause of the price you often must

It's most to have, but not to hold; It's being young and feeling old.

It's sending a letter With the stamp upside down, To a faraway love. In a faraway town.

And when he comes in, You both laugh together; Not conscious of others, The time or the weather.

It's having him whisper His love just for you; It's whispering back "I love you, too."

Then comes a kiss, A promise of love. Knowing you're watched by God up above.

Reluctantly, painfully, letting him And crying inside

'Cause of wanting him so.

Days go on by, No mail for a spell. You wait for a word, Just a hint that he's well; When the letter does come You light up with joy, And act like a child with a shiny new toy.

For though you know well, That he's far, far away, You love him more And more each day.

Loving a sailor It's bitterness and tears, Loneliness, sadness and unfound

No. Loving a sailor is really no fun. But it's well worth the price, When the battle is won.

Cool Spot On A Hot Run





Making the most of a cool spot away from the Persian Golf sun, the gang on the Steel Artisan takes it slow and easy. At top, (I to r), Larsen, AB; Dennis, OS, and Baugher, carpenter, take their leisure with a smoke. Above, Shaeffer, OS, and Burke, wiper, watch as Ammon, AB, fishes in style—Southern-style—with a line tied to his toe. "Smokey" Byron, who sent in the pictures, didn't say whether Ammon wound up with anything, even a sprained toe.

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Says 'Hot' Paints Heat Up Foc'sle

To the Editor:

Just a quick hello and a few lines on foc'sles. I read in the "San Pedro News-Pilot" how this designer Raymond Loewy has some ideas about designing ships and is doing a Government study.

I don't know what his ideas are, but he has to know about cool colors, etc. I think they should first study paints.

Letters To

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

know for a fact that paint is the main cause of hot foc'sles. I think some chemist could create a new formula for paint to contrast the heat on a ship. Then foc'sles would be more habitable.

For instance, on a tropical or Persian Gulf trip the ship can get as hot as an inferno. Thanks to the good old SIU, at least we've got cots on our ships to make things a bit more comfortable.

Rudy Melgosa

* * * Cheers 20 Years Of SIU Progress

To the Editor:

The crew of the SS Del Alba wants to offer its congratulations to all SIU officials and fellow Union members on our 20th anniversary for a job well done in the past 20 years.

May God give us the strength and foresight to make life more bountiful for all Seafarers sailing our nation's merchant fleet as He has done in the past,

> L. W. Peed Ship's delegate * * *

LOG's His Link To Seagoing Days

To the Editor:

I would like to receive the LOG and would appreciate your putting my name on the mailing list. I am a retired SIU man and have been receiving my benefit check every week.

Believe me, I appreciate that, I'd like to express my thanks to the SIU Welfare Plan and the Union's Welfare Department for arranging everything.

Please remember to send the LOG to me so I can keep in touch with my brothers who are still at sea. James N. Snell

t t Offers Thanks For Atlantic Aid

To the Editor:

TWE P

Recently I was in an automobile accident in Brooklyn and was hospitalized for several weeks. I was 2nd electrician aboard the SS Atlantic and was in the car wreck a few hours before she was to leave for Belgium.

I have always known that the SIU was the best Union and I now I want to thank the SIU officials at Union headquarters for helping me while I was in the hospital. I especially want to thank the Welfare Services Department at the Brooklyn hall for the many times it gave

me and my family the assistance we needed after the accident.

I am recuperating at home in North Carolina now and I hope it won't be very long until I will be able to get back on a good old SIU ship again and enjoy the best working conditions anywhere. Beliave me, I'm proud to be a member of the finest Union anywhere.

Again I say many thanks to the SIU and the crew of the SS Atlantic for their assistance when I needed it.

Everett A. Hord 4 4 4

Rents Rooms Near NY Hall

To the Editor:

I would like to advise the SIU brothers who ship out of New York and need a room that I am operating a rooming house in Brooklyn at 353 6th Avenue, between 3rd and 4th Street.

The place is not far from the headquarters hall and is ideal for anybody who needs a room. The telephone there is ST 8-

Alfredo Rios

t t **Pension Debate**

Still Continues To the Editor:

We, the members of the Alcoa Corsair, wish to express our thought and feelings concerning the SIU retirement plan.

We feel that 12 years' seatime on SIU-contracted vessels is sufficient time to qualify for retirement, regardless of age or health conditions. What good is a retirement plan if you have to have one foot in the grave before you can retire? We feel that a man should be able to enjoy some other form of life after 12 years' of sea life.

If some such system were made possible, then members of our brotherhood might be able to enjoy shoreside living after a life at sea.

We would appreciate any available information on this matter and also would like to know the feelings of our brother members on this sub-

Donald S. Brooks Ship's reporter

To the Editor:

This is in reference to Brother Thomas A. Brown's pension proposition (LOG, Aug.

I'd like to know what he expects the members who have 12 years' seatime and are 55 to 70 years old to do. Are we supposed to go another; 20 years because he is probably only 18 years of age?

After going to sea 37 years and another 20 years for a pension, we old ones don't stand a chance of cashing in on any benefits. According to insurance statistics and the Social Security people, we should be pushing up daisies. Brother Brown should re-

member that we have worked many years for this and would like to cash in on it for a couple of years.

T. T. Parker

(Ed. note: In the Sept. 28 LOG, Brother Brown amended his proposal for a 20-year seatime requirement in favor of another plan for \$100 monthly benefits for men with 16 years' good standing and 12 years' sea-time, with \$150 for those with 20 years' good standing and 18 years' seatime. The present SIU disability-pension provides \$150 monthly after 12 years' time.)

MA Reports Slight Rise In Shipping

WASHINGTON - Monthly figures released by the Maritime Administration revealed a slight rise in shipping conditions here. The grand total of 84 mactive American freighters and tankers is nine less than reported rast month. Of these, 64 were laid up for lack of cargo while 20 were undergoing repairs or conversion.

Activity among ships with over 1,000 gross tons capacity also improved a bit. Here, 944 ships were reported in operation, an increase of seven over October.

The Government gained one ship in various transactions, bringing its total to 2,137. This resulted through the sale of one hospital ship and 12 Libertys plus the transfer of one vessel to the Air Force, while gaining 11 transports from the Navy and four via trades. The total merchant fleet remained at 3,141, including the lay-up fleet.

commerce from May, 1957 to May, 1958 was also reported by the MA. American flagships presently carry only 14.6 percent of the nation's foreign trade, which shows the degree to which runaway ships have been making inroads.

Shorthanded?

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

Rated Men Can Get Out In Houston

HOUSTON-Shipping for this area slacked off somewhat during the past period, Bob Matthews, port agent reported, but it remained good for any rated or class A men who wanted to ship out.

Next period should show an improvement, Matthews said, as a number of ships are expected to come into port. The Del Mundo, which has been in lay-up, will take on a full crew on December 1.

There were only two vessels, the Valley Forge (Peninsular) and the Michael (Carras) paying off during the past period. The Michael was the only ship signing on. In transit were the Mae (Bull); Fort Hoskins, Chiwawa, Council Grove, Bents Fort (Cities Service); Seatrain A 6.1 percent drop in foreign Texas (Seatrain); Del Santos (Mississippi); The Cabins (Texas City); Eagle Transporter (United Marine): Bienville, Beauregard (Pan-Atlantic); Steel Age (Isthmian); Mermaid (Metro); Northwestern Victory (Victory Carriers) and the Wacosta (Waterman).

Visitor To Headquarters



Chief electrician Sverre Pederssen and daughter Helen stopped in SIU headquarters last week. Pederssen was last aboard the Steel Voyager.

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:

gust 29, 1958, to Seafarer and Texas. Mrs. Robert L. Kinchen, Hammond, La.

Regina Lynn Brown, born Octo-

ber 15, 1958, to Seafarer and Mrs. Woodrow A. Brown, Tampa, Fla. 4

Patricia Ann Gonzales, born August 16, 1958, to Seafarer and Mrs. Enrique Gonzales Jr., Houston, Texas.

Gail Ann Paradise, born November 5, 1958, to Sesfarer and Mrs.

Leo Paradise, Swansea, Mass. Lawrence Duracher, born October 23, 1958, to Seafarer and Mrs. Louis B. Duracher, New Orleans,

Sherry Jackson, born November 12, 1958, to Seafarer and Mrs. Jimmie L. Jackson, Houston, Tex.

Patricia A. Greaux, born September 11, 1958, to Seafarer and lyn, NY.

Marcia Jean Kinchen, born Au- Mrs. Louis F. Greaux, Texas City, City, Florida.

Florence Deborah Doyle, born May 16, 1958, to Seafarer and Mrs. James Doyle, Philadelphia, Pa.

t t t Hope Cabral, born October 29, 1958, to Seafarer and Mrs. John

Cabral, Bristol, RI. * * * Lezlee Celeste Herring, born

Mrs. Earl William Herring Jr., Ruskin, Fla.

Diana Gayle Tulp, born November 9, 1958, to Seafarer and Mrs. John Tulp, Jr., La Marque, Tex. t t t

Patricia M. Wojton, born November 3, 1958, to Seafarer and Mrs. Stanley M. Wojton, Baltimore, Md.

4 4 Divina B. Trevisane, born November 23, 1958, to Seafarer and Mrs. Dominick Trevisano, Brook-

SUNDAY | DIRECT VOICE BROADCAST

TO SHIPS IN ATLANTIC EUROPEAN AND SOUTH AMERICAN WATERS

"THE VOICE OF THE

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

WFK-39, 19850 KCs Ships in Caribbean, East Coast of South America, South Atlan-tic and East Coast of United

WFL-65, 15850 KCs Ships in Gulf of Mexico, Carib-

bean, West Coast of South America, West Coast of Mexico and US East Coast. WFK-95, 15700 KCs Ships in Mediterranean area, North Atlantic, European and US East Coast.

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

Every Sunday, 1915 GMT (2:15 PM EST Sunday) WCO-13020 KCs Europe and North America

WCO-16908.8 KCs East Coast South America

WCO-22407 KCs West Coast South América

Every Monday, 0315 GMT (10:15 PM EST Sunday)

WMM 25-15607 KCs Australia

WMM 81-11037.5 Northwest Pacific

ME TRADES DEPARTMENT

'Visible Whistle' Is Latest Safety Device

A synchronized light-whistle signal has been put in use on a few vessels in the latest step towards reducing ship collisions. The signal casts a strong amber beam, horizontally

in all directions and verticalher whistle.

The device was invented in an effort to eliminate accidents which are due to misunderstanding of whistle signals or the inability to hear the signal. Often, the weather or the very nature of the sea will make a sound appear as if it is coming from one direction, while in reality it is coming from another. The amber light, located atop the bridge, will help in eliminating this as it can penetrate most fogs and is also clearly visible by day or night,

The Maritime Administration has indicated it will install the new device on its experimental cargo

ly, each time the ship sounds ships, John Sergeant and William Patterson, in the near future. MA tugs in reserve fleets have been equipped with synchronized signals, also achieving encouraging in the Union's biennial elections. results.

> The new signal device is an outgrowth of the collision in 1955 which sank the Andrea Doria, Italian-flag passenger ship. Signal misunderstanding was partially responsible.

LET'EM KNOW! Write TO THE LOG

Personals And Notices

Vincent Mechan

Contact your brother Bill at the San Francisco hall immediately. Urgent.

* * *

Phillip E. Gierdano

It is important that you get in touch with Mrs. Odessa Giordano at once. Her address is Route 2, Box 30A, Pelzer, SC.

\$ \$ \$

Bob Hudgins

Please contact Michael Hernandez, c/o SIU, 675 Fourth Ave., B'klyn 32, NY.

George R. J. Hallahan

\$ \$

Essential that you contact Mr. Pearl in New York as soon as possible.

tt

Sam N. Bowser

Mrs. Irene Pruitt requests that you get in touch with her at 1521 27th Ave., Seattle 22, Wash.

* * *

Woodrow Drake

You are urged to contact Smith Ganly, Inc., 1100 Olive Way, Seattle, Wash.

\$

John Ezell Please get in touch with Esther at the Salvation Army in Panama

1

Robert B. Carey J. E. Barringer

Your papers are being held for you by Welfare Services in headquarters. Please contact Tobey Flynn.

* * *

Heward Ross Almer Vickers faces a year's hospitalization and it is important October 6, 1958, to Seafarer and that you get in touch with him at once. He is at the US Public Health Service Hospital, Manhattan Beach, B'klyn 35, NY. You can phone at DE. 2-1001.

> * * * Ex-Crewmembers

Ocean Ulla If any of the former crew members have extra photos of the sea hawk that landed on the deck recently please send them to Emilio Issac, c/o SIU, 675 Fourth Ave., B'klyn 32, NY. He would like one for his album.

Robert Banta

Get in touch with Robert W. Perry, 237 Westover Avenue, Norfolk, Va.

Tampa Has No Change

TAMPA-While all is in good shape throughout the port, shipping continued to lag for another period, Tom Banning port agent, reports. However the membership is urged to take advantage of this slack to come into the hall and vote Time is running out and each member should exercise his right to vote for the officials of his choice.

There were no vessels signing on or paying off in the area during the past period. In transit were the Gateway City and Raphael Semmes (Pan-Atlantic); Fort Hoskins (Cities Service) and the Wacosta (Waterman). Registration is heavy in the steward department, Banning warns and, from the looks of things, will not be relieved much during the coming period.

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

TRAINING HEAD URGES MOVE

'Open Kings Point School To Men Out Of Foc'sle'

An informal proposal to revive Government maritime trading facilities for unlicensed seamen has been put forth by Captain Paul S. Maguire of the US Maritime Administration. Captain Maguire is in charge of maritime training including the US Merchant Marine Academy at Kings Point, Long Is-+

Captain Maguire's proposal would include a two-year program for unlicensed seamen who already have two years' seatime to their credit. They would be able to get 3rd assistant and 3rd mate licenses by attending the academy under the proposal.

land.

A second feature of the program would involve refresher courses for merchant marine officers who came "up the hawse pipe" and have had no formal instruction. The captain argues that with all kinds of technical advances in the offing including atom-powered ships, it is neces-sary for officers to familiarize themselves with a wide variety of new cargo and ship operating gear of a complex nature.

One of the main reasons for the new program, Captain Maguire indicated, is the fact that the great majority of officers are self-educated because so many Kings Point graduates as well as graduates of state maritime academies never go to work in the merchant marine or else spend only a minimum number of years at sea before going into shoreside jobs. The SIU has long been critical of the Kings Point set-up for this reason, and has argued that the academy served more as a training center for Navy ensigns than as a maritime institution.

In fact, a 1954 survey showed that only 14 percent of all Kings Point graduates were serving in the merchant marine and that the remainder were on active Navy duty or working ashore, with over 60 percent of the graduates in shoreside jobs. The survey covered the period 1945 to 1953, so all of the men involved were young and had put in little or no time working on ships. The class of 1946, for example had less than nine percent of its members working on ships eight years later.

As Captain Maguire put it, "the majority of ship's officers educate themselves for their professions."

SCHEDULE OF MEETINGS

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

> December 10 December 24

> > January 7

Consequently, he would have a one changes coming in the industry. them up to date on technical such training.

year course set up for the licensed One stumbling block in such a officers on various subjects related program is the proposal that the to their profession so as to bring industry bear part of the cost of

Vote Deadline Coming Up



Seafarer Ricardo Lata leaves booth after filling out his ballot in the SIU's biennial election. Another Seafarer checks over the lists before marking his ballot. Election ends December 31.

KNOWING YOUR SIU CONTRACT



(This column is intended to acquaint Seafarers with important provisions of the SIU contract and will deal with disposition of various contract disputes and interpretations of the agreement. If Seafarers have any questions about any section of the agreement which they would like to have clarified, send them in to the editor of the SEAFARERS LOG.)

Section 30(b). For the purposes of this agreement the following are classed as penalty;

Bones Green Hides

Bone Meal

Lampblack

Sulphur

Carbonblack

Chloride or Lime

Copra (3,000 tons)

Caustic Soda Soda Ash Creosoted Lumber

In Bags or Bulk

Saltcake Super Phosphate Cyanide Cement Gasoline carried in any manner Greave Cakes

(c) On vessels carrying penalty cargoes in bulk in the combined weight of 1,000 long tons or over, unless otherwise specified, the Gompany agrees to pay each member of the Unlicensed Personnel, in addition to the regular monthly wages, 10 percent of such wages

from the time the loading of the penalty cargo is started until the

penalty cargo is completely discharged. Question: Are there occasions when gasoline is not a penalty cargo

When a freighter, which had carried a cargo of gasoline in barrels paid off recently, the shipowners refused to pay the men the additional 10 percent, contending that the gasoline was not carried in bulk. The Union rejected this interpretation claiming that over 1,000 tons of gasoline carried in any manner entitled the crew to the

Union officials discussed the matter with the owners and it was mutually decided that the crew's demands were legitimate. Casoline, in excess of 1,000 tons automatically entitled the men to the addi-

Dump Old Navigation Charts, Commerce Dep't Tells Skippers

WASHINGTON-Outdated nautical charts may make excellent keepsakes but they are hazardous when used to direct a ship's course, says the US Department of Commerce, Changes in landmarks, navigational aids and submerged obstructions—some eight million of them last year, make charts obsolete each year.

Sometimes within months, a chart can become outdated by the discovery of former wrecks, and changes in channels and buoys. Modern instruments employed in present surveys often reveal dangers that were not detected previously.

Economical, sentimental and negligent skippers were warned that they were jeopardizing the lives of their crews by using charts which have not been amended to include the latest findings. A case was cited of a skipper who had sent in a chart with penciled-in soundings for a blank area on the chart. Investigation showed that the area had already been surveyed and completely charted, and that the skipper's chart was several years out of date.

Mariners were advised to consult their local Coast Guard District office or the weekly "Notice to Mariners" for the latest revisions. Those who have an affection for old charts as display pieces are advised to purchase reproductions of really ancient ones which are available in bookstores.

MEBA Engineers To Get Full Rights In All Ports

MIAMI-The Marine Engineers Beneficial Association has drawn up a program to provide MEBA engineers with the same shipping rights and contract representation in all ports that they receive in their !

approach in a series of proposed the procedures for carrying it out. The amendments will be put into appropriate legal language in January and submitted to the MEBA membership for approval in a 90day referendum.

home locals.

The amendments represent a compromise between the idea of a centralized union with national control of finances and policy and control of finances and policy and a loose national grouping with strong local autonomy.

The delegates interpreted the referendum that authorized the convention as a membership demand for equality and better service than the old constitution provided.

Small Port Representation Steps also were taken to insure more effective representation in small ports. The convention set up the machinery for an expanded program of national subsidies to provide full-time representation in ports that have had to get along with part-time service, and authorized mandatory mergers in cases where merger would provide bet- men shipped to deep sea berths ter service.

The same thinking also led to a revision of the MEBA policy on voluntary mergers, which had been limited to the amalgamation of a very small local with a larger adjoining one in the same district. Locals with more than 100 members were barred from merging. even if the members of both locals wanted an amalgamation. The proposed amendments would permit voluntary mergers between ad-joining locals in the same or separate districts, regardless of the size of their memberships.

The convention laid the groundwork for a national organizing department. It also provided for constitutional amendments through joint action of the convention and membership referendum. Previously the constitution could be amended only by a convention.

The convention met from Nov. 15 to Nov. 24 and was attended by

ers. The amendments were drafted A special 10-day convention by an 8-man committee of delegates laid the groundwork for the new representing each of the districts and the BME and chaired by E. N. constitutional amendments that Altman, business manager of Local spell out the policy and establish 38. Seattle. President Raymond McKay represented the BME.

New Orleans

of interest in the ITF worldwide anti-runaway drive was voiced by the membership at the last regular meeting in this port. A number of Seafarers took the floor and spoke on the dangers which result from allowing American-owned vessels to register under a runaway flag.

While shipping for the period was very good in all three departments, registration is still on the heavy side. In addition to the 160 there were 21 relief jobs and 43 berths on vessels working here in the harbor during the past two

There was a total of 26 vessels calling into the area during the period. Five ships paid off, two signed on and 19 were in transit, The vessels paying off were the Del Sud, Del Sol (Mississippi); Steel Age, Steel Apprentice (Isthmian) and the Almena (Clover). Signing on were the Del Sud (Mississippi) and the Steel Age (Isthmian).

The in-transit vessels were the Alcoa Ranger, Alcoa Cavaller, Alcoa Roamer, Alcoa Clipper (Alcoa); Seatrains Louisiana, Georgia (Seatrain); Del Sud (Mississippi); Lucille Bloomfield, Margarett Brown (Bloomfield); Steel Seafarer, Steel Traveler, Steel Age (Isthmian); Arizpa, Claiborne, Monarch of the Seas, Wacosta (Waterman); Raphael Semmes, delegates from 21 MEBA locals on Gateway City (Pan-Atlantic) and the Atlantic, Gulf and Pacific the Northwestern Victory (Victory Coasts, the Great Lakes and the Riv- Carriers),