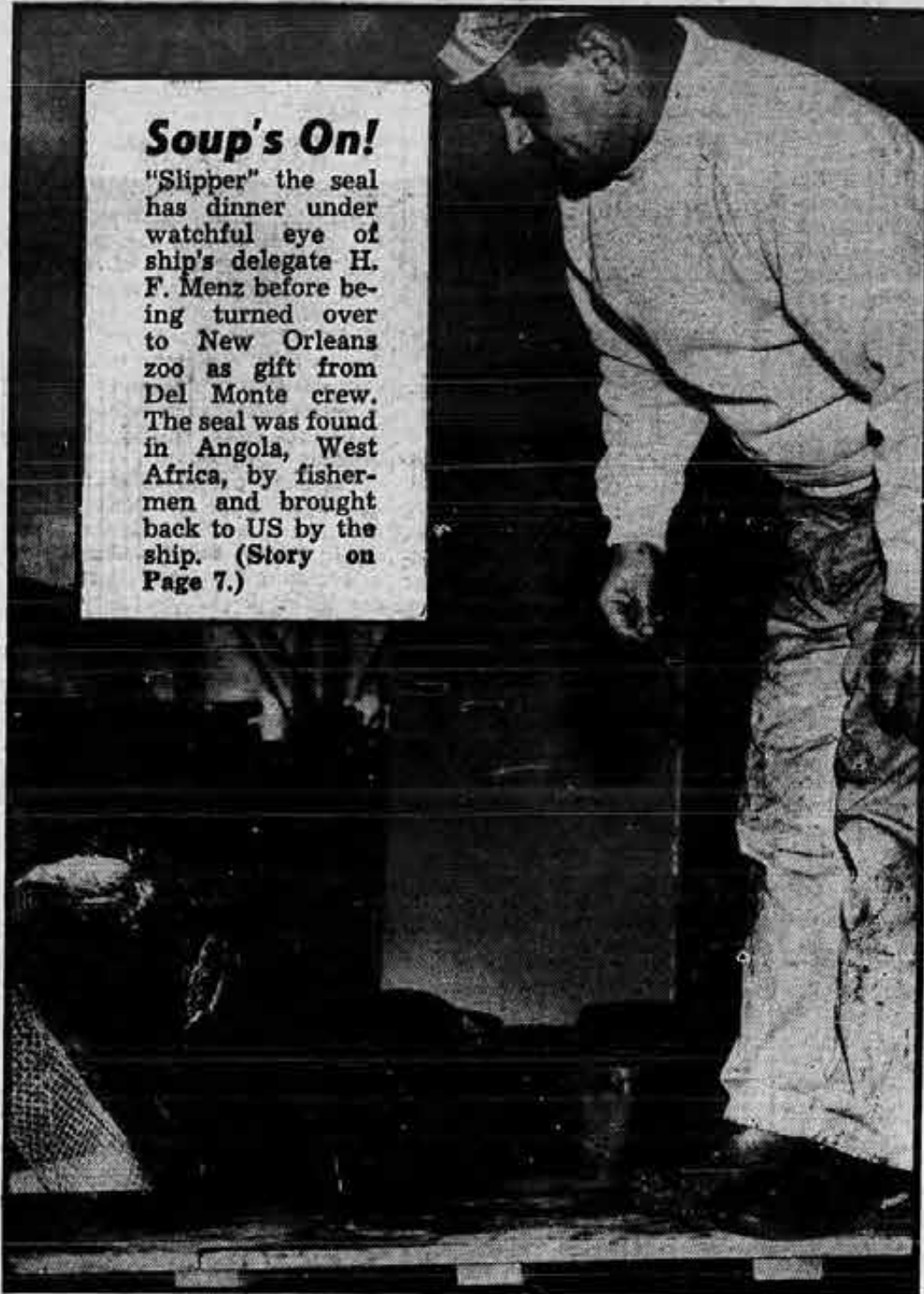




OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • AFL-CIO •

### Soup's On!

"Slipper" the seal has dinner under watchful eye of ship's delegate H. F. Menz before being turned over to New Orleans zoo as gift from Del Monte crew. The seal was found in Angola, West Africa, by fishermen and brought back to US by the ship. (Story on Page 7.)



### MTD Readies Machinery:

# ORGANIZING DRIVE SET ON LAKES

Story on Page 3

## Tow Coal Miner Into Port After 17-Day Battle

Story on Page 3

## Willis Raid Barred

Story on Page 3



**Snowed Under.** Returning from sunny South America, Seafarers on the cruise ship Del Mar ran into the first real snowstorm to hit New Orleans in 60 years. Bundled up for the weather is group including C. Miller, R. Cefaratti, H. Donnelly, N. Benenate, L. Fiorentino, L. Manca and E. Ardoin. Photo by Vic Romolo. (Story on Page 5.)

## Unions of America

No. 4 in a series

# The Machinists

CENTERFOLD





# Union's Medical Program Better Seafarers' Health

With the opening of the Baltimore SIU health center, the SIU program of preventive medicine designed to keep Seafarers in the pink is just beginning to get into full swing throughout the A&G District. However, evidence is accumulating that the program has

The frequency of examinations given Seafarers at the center varies according to circumstances. If the Seafarer is found to be free of any physical defect, he is asked to come back a year later. Relatively minor conditions such as obesity call for an examination at six month intervals. Where ailments are found that need close scrutiny, an examination every three months is called for.

For practical purposes, all of this has been achieved so far through the New York health center which has been in operation for over nine months. The outport centers in New Orleans, Mobile and Baltimore are just beginning to make their effects felt in extending these benefits to all Seafarers.

In the nine months through January 31 that the New York center has been operating, it has given a total of 3,291 examinations to Seafarers plus additional exams to members of Seafarers' families. In the great majority of instances, the Seafarers involved have received a clean bill of health and have been told to return in one year for another check-up.

However, among those 3,291 examinations, the center has detected a variety of ailments of which Seafarers were unaware or which had gone unattended. These include such conditions as diabetes, hernias, thyroid conditions, varicose veins, ulcers, dental cavities, various eye ailments, and high blood pressure and related cardiac conditions and some active and inactive tuberculosis.

In such instances, the procedure is to refer the Seafarer to the Public Health Service. The majority of these "walking ailments" can

either be stalemated or corrected and the Seafarer returned to work in short order. Without corrective medical or surgical action, the Seafarer would face a decline in working ability followed by invalidism or worse.

As it is now, the Seafarer's condition is either cured or brought under control. Then he gets more frequent check-ups at the center, either every three months or every six months as the case may be, to assure that he is staying in good health.

In a typical case, as outlined by Dr. Joseph Logue, director of the center, a Seafarer is found upon examination to have diabetes. The Seafarer will have had no inkling of the disease other than the fact he might have felt weary and lethargic. If he had not been examined, the case might have gone unchecked until he became permanently disabled.

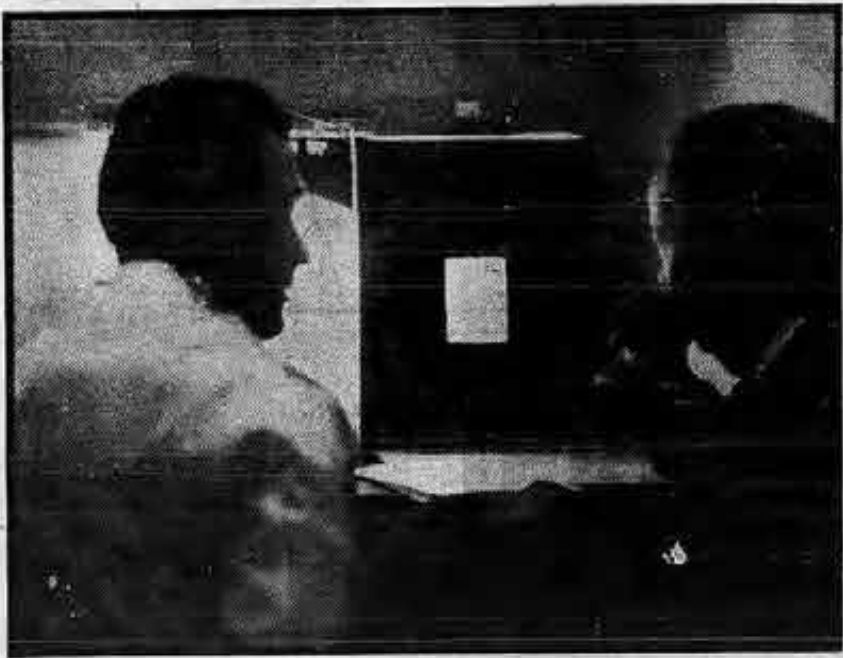
Now though, he is put on a diet by the Public Health hospital and instructed by them on how to take insulin in specific doses to control

the ailment. He is then perfectly able to continue an active, healthy life indefinitely.

Another group with which the center has had a great deal of success are those who have high blood pressure because of excess weight. In these cases, after determining through electrocardiograph and other examination that there is no heart or circulatory ailment, the Seafarer is put on a weight-losing diet and advised to come back in six months.

"Invariably on a recheck," Dr. Logue said, "the blood pressure will be down by a percentage directly comparable to the amount of weight lost and there will be a general improvement in feeling of well-being." In one recent case, he said, an 18-pound weight loss reduced the Seafarer's blood pressure level 20 points.

"As a result of our over-all program," Dr. Logue concluded, "we believe we are keeping men active and working who would otherwise not have been able to do so had their physical condition not been checked in time and proper treatment given."



Dr. Joseph Logue, (right) and staff member, discuss Seafarer's chest x-ray taken at New York medical center.

# Baltimore Reports Big Job Boost

BALTIMORE—Although many Seafarers reported they were snowbound there was still a large turnout at the last scheduled meeting, Earl Sheppard, port agent, noted. These men are to be congratulated, he said, on their attendance and their active participation in the Union's affairs.

Shipping for this port picked up considerably during the past period and ran far ahead of registration. "There have been no issues of any nature on the various ships paying off and signing on here in the harbor," Sheppard said. The ship and department delegates, and the crews, deserve a hand for the good shape of the vessels they have brought into port.

The ships paying off during the period were the Cantigny (Cities Service); Producer (Marine Carriers); Emilia, Ines, Evelyn (Bull); and Venore, Oremar, Feltore, Marore (Ore).

Signing on were the Baltore, Venore, Oremar, Feltore, Marore (Ore) and the Atlantis (Mar-Trade). In transit were the Santore, Cubore, Baltore (Ore); Alcoa Roamer, Alcoa Ranger (Alcoa); Yorkmar, Calmar (Calmar); Morning Light, Wild Ranger (Waterman); Mankato Victory (Victory Carriers) and The Cabins (Texas City).

Wives, children and dependent parents of Seafarers are eligible to use the services of the New York SIU health center in the same manner as Seafarers. They will be accepted at outport health centers as well within the next couple of weeks.

The New York center has a pediatrician and gynecologist on duty one afternoon a week, along with its regular staff, to examine dependents. The service can be extended to meet the demand. Appointments can be made by contacting the welfare services department

# Tug Engineers Get Pensions

PHILADELPHIA—Tugboat engineers employed by the Warner Company have obtained a 13-cent hourly wage increase package which includes a \$1 daily contribution to the pension fund of the Brotherhood of Marine Engineers. The contract will make Warner engineers eligible for BME's \$100 monthly pension.

An additional 40 cents daily will go to the BME Welfare Plan, with the rest of the package in the form of straight wages and an additional paid holiday. The base scale is \$2.39 an hour with a guarantee of 64 hours pay per week.

# Curran Expected To Name Slate

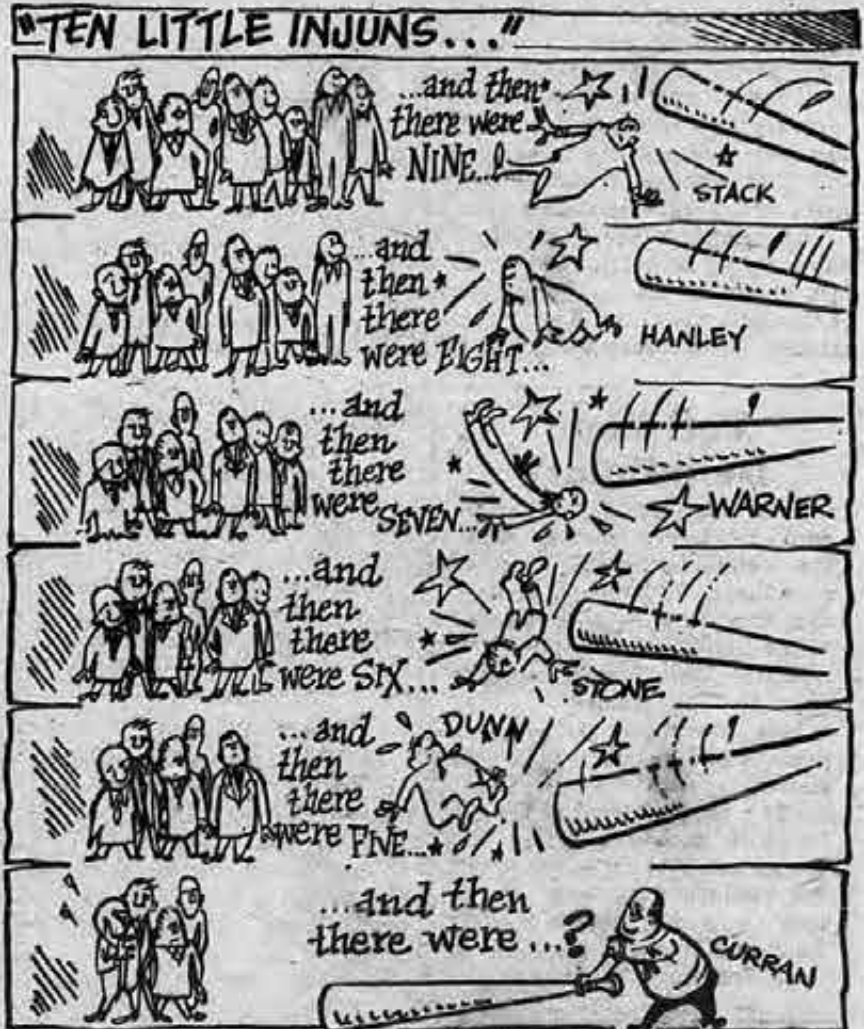
Formal announcement is expected shortly that NMU President Joseph Curran will back a slate in the NMU elections. The announcement when it comes, will make it clear that Curran will purge NMU Vice-President Joseph Dunn and align himself with NMU Secretary-Treasurer John McDougall for that purpose. It was only four months ago that Curran told the NMU convention that "no member need call on me and ask for my endorsement . . . that is no longer necessary," and opened the door to any member to "try to get the things that you are capable of getting on your own."

Dunn, then, is the key figure destined to follow the fate of others in the past who opposed Curran's court favorites of the moment. He, along with others in the NMU, is scheduled to join the pile of "dead Injuns" including such one-time Curran palace guard members as Joe Stack, Ferdinand Smith, Howard McKenzie, Josh Lawrenson, Charley Keith, Neal Hanley, H. B. Warner, Hedley Stone and many, many others.

Like the others, Dunn once thought he had it made because he was a regular on the Curran team. In June, 1956, for example, Dunn proposed that a new NMU hall in Houston be officially named the "Joseph Curran Building." On another occasion ("Pilot," March 1, 1956) he reported that "this port was honored with a talk by President Curran . . . President Curran's report was hailed with great enthusiasm by the membership."

When Dunn ran for vice-president in 1956 his lengthy election statement was a recital of his services in the Curran cause. "Was the only officer in Houston who supported President Curran against the CMU . . . Flew to New York and assisted in quelling the 'Revolution' created by the Communists in 1949 . . . served on the trial committee at that time of the patrolmen and agent involved in creating the Communist disruption . . ."

However, as others in the NMU have found out, "all hailing" Big



Joe is not always the road to success.

Hedley Stone was one who found it out the hard way. Stone had been with Curran from the beginning, had fought the internal war in the NMU on Curran's side from 1947 on. In 1954, Curran declared he informed Neal Hanley and H. B. Warner that if they had a quarrel with Hedley Stone then "they certainly had a fight with me . . . They were informed that in my opinion Stone had done a good job . . ."

Two years later Hedley Stone was another "dead Injun."

Warner and Hanley, who were made over into "dead Injuns" in 1954, had major roles in making a "dead Injun" out of Josh Lawrenson, Hanley brought the formal

charges against Lawrenson which resulted in his expulsion from the NMU. And so it has been through the years.

Apparently in the Curran view, the only good official is a "dead Injun." The customary question among NMU officials is, in effect, "Who's next?"

## Shorthanded?

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

# See Suez Settlement

ROME—Egypt has agreed to sit down with shareholders of the Suez Canal Company and a mediator from the International Bank for Reconstruction and Development to iron out a solution to the legal ownership of the Suez Canal. The Egyptian Government had seized and nationalized the canal in July, 1956.

The outlook for a settlement is believed good. Egypt is eager to get back into the good graces of the western nations so she can borrow money, and the holders of Suez Canal stock are just as eager to get their money back.

The canal company feels that it is entitled to compensation for the

remainder of its original grant. Under the original grant, the canal company was to have complete control over the waterway until 1968. It is asking for some \$575,000,000. Egypt on the other hand has offered to purchase all of the outstanding shares of stock for an estimated \$200,000,000.

While the discussions are on, it was reported that the depth of the canal has diminished from 35 feet to 33½ feet in the 17 months it has been under Egypt control.



# MTD Lakes Drive Machinery Set



A portion of the 260 or more delegates from SIUNA and other MTD affiliates is shown at Great Lakes MTD conference last weekend in Detroit. The group set goals and policy for an all-out Lakes organizing drive this spring, in advance of scheduled opening of St. Lawrence Seaway in 1959.

## Coal Miner In Baltimore After Gale-Tossed Tow

BALTIMORE—The oldest crew of seamen in the world arrived here safely Wednesday after a 17-day nightmare in the South Atlantic aboard the SS Coal Miner of American Coal Shipping. At times adrift in force 9-10 winds, they were assisted most of the way home by the biggest deep-sea tug afloat.

Full of spirit despite their long drawn-out battle with the weather and the sea, the veteran crew was credited by its more youthful skipper with "a tremendous job under impossible conditions." Few of the 28 unlicensed personnel on the ship are under 60. Their average age is about 65 and they represent almost 1,200 years of sea experience all told. The drama of the Coal Miner's homecoming is heightened by the fact that it is the last active ship of the American Coal fleet and has actually been carrying grain for

months. Six other ships formerly operated by the company on Government charters were likewise staffed by sea oldtimers under a court-order hiring procedure established last March.

### Low Rates Continue

American Coal has shown no interest in resuming its ballyhoed coal export operations, largely because of the drop in coal rates and in the bulk and tramp cargo market generally. The Government has already reclaimed several of the ships and will probably follow suit with the rest.

The dilemma of the Coal Miner began February 9 when the Liberty ship threw its propeller some 360 miles off Bermuda. The 195-foot, 844-ton Dutch tug Zwartee arrived to put a line on her about 30 hours later and the convoy proceeded north at about six knots. When the first towline parted four days later, the tug got another one aboard which lasted three more days.

### Snapped Towline Again

On the 17th, at the height of probably the worst storm of the season, the second towline broke and the Miner had to drift along on her own because the combination of heavy swells and gale force winds made it impossible to get another line across. Finally, a week ago, after the Miner had

covered barely 400 miles in eight days and was about 560 miles off Hatteras, the Zwartee got a its third towline across and the trip continued.

Arriving off Cape Henry early this week, the tow was picked up by another tug and the ship was brought into the Baltimore and Maryland Drydock here. She is being surveyed and will probably be out of action for a while to get repairs and a new propeller.

SIU officials who met the ship said the SIU-A&G, SIU Pacific District and other union oldtimers aboard seemed in good spirits despite their ordeal.

DETROIT—Some 260 representatives of member unions of the Maritime Trades Department have established machinery for coordinated organizing activities aimed at bringing 25,000 or

more Great Lakes-Seaway workers into organized labor's ranks. A two-day meeting held here on February 22 and 23 drafted and approved a seven-point program which will bring the resources of all member unions to bear in organizing campaigns conducted by individual MTD affiliates.

The mechanics of the coordinated effort will be handled through MTD port councils now existing or being established in 18 major Lakes and river ports. Overseeing the whole program will be a top policy committee consisting of representatives from each of the twelve international unions of MTD, plus Harry O'Reilly, executive secretary-treasurer of the department.

### Select Coordinator

This committee will meet at regular intervals to deal with policy and problems arising out of various organizing drives. The group will also select a coordinator who will operate full time on the Lakes organizing drive, working with local port councils and local union organizations.

Pending selection of the coordinator, MTD secretary O'Reilly will serve in that post in a temporary capacity. It is expected the policy committee members will be selected soon by their member internationals and will then meet to get the program underway.

Other aspects of the program hammered out at the Detroit meeting include:

- Publication of a Great Lakes newspaper which will serve an organization and information function.
- Provision for organizing projects to be determined by individual

unions involved, the unions to be able to call upon the port council and the coordinator for assistance when needed.

• Financing the campaign through contributions from member unions based upon the financial resources of the affiliates.

• Assurance that the Department would not interfere in any way with the autonomy of affiliated unions in carrying out the program.

The significance of the Lakes drive plans was keynoted by Ed McFarlane, president of the Detroit and Wayne County Federation of Labor, who welcomed the delegates. McFarlane saw Detroit developing as one of the nation's great ports when the Seaway opens and added that "all working people are intensely interested in what you are trying to accomplish here."

An immediate outcome of the two-day session, which was preceded and followed by informal meetings of participating unions, is the activation of the port council program. Councils have been in operation in Duluth, Detroit and St. Louis and are being formalized in Milwaukee, Toledo, Cleveland, Chicago and Buffalo, with other ports to come in rapid-fire succession.

Paul Hall, president of the MTD, told the delegates that the program represented the first time a joint apparatus is being put into operation in this area. Individual unions have been operating on their own with varying degrees of (Continued on page 6)

## Pursers Union Elects Officers

Incumbent officials of the SIU-affiliated Staff Officers Association have been returned to office following a two-month balloting period. Ten candidates competed for the three union posts involved.

Voting by the pursers resulted in the reelection of Henry Moreno, union president, and Burt Lanpher, secretary-treasurer. John C. Aitken was officially named SOA vice-president. He had been serving by appointment to finish out the unexpired term of William Foster, who died last May. The elections are for a three-year term.

The membership also overwhelmingly carried a series of amendments to the union constitution covering qualifications for office, duties of officials and similar items. Two years' service as a purser on American-flag vessels was established as a basic requirement for any office.

## NMU Defeated In Raid On Willis Towboat Fleet

PHILADELPHIA—Another National Maritime Union attempt to raid the SIU met with inglorious defeat as the National Labor Relations Board threw out an NMU petition for an election in the SIU-

HIWD-contracted Willis tug fleet. The action by the Board leaves the SIU free to negotiate a contract reopening for unlicensed men after a four-month delay because of the NMU's attempted raid. One year before, when the SIU

first organized Willis, it defeated NMU in the fleet by a 69-2 count in an NLRB election.

In discarding the NMU's petition, the Board dismissed an NMU legal attack, via Taft-Hartley, on the union shop clause in the Willis contract. The NMU had used this argument in an attempt to upset the contract so as to pave the way for an election. The contract was not due to expire this year.

In the view of SIU headquarters, the NMU tactic in this instance, if successful, would have weakened all union shop clauses and would have been a gain for advocates of a "right to work" set-up.

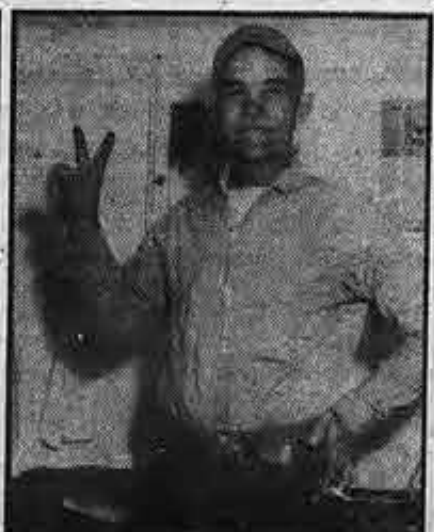
The NMU move last November under the auspices of its United Marine Division came a month after NMU President Joseph Curran had declared, "We do not use anti-labor laws against other unions or legitimate union contracts."

Willis tugs are employed in the coastwise trade, hauling bulk paper from South Carolina and Georgia ports into Paulsboro, NJ, and general cargo between Paulsboro and Jacksonville, Florida.

### Tell Your Beneficiary

After signing a beneficiary card, Seafarers should notify the beneficiary—wife, mother or whoever it happens to be—that they have been designated as the individual to receive SIU Welfare Plan death benefits when the time comes.

This precaution will assure that the beneficiary gets prompt assistance should the Seafarer suffer a fatal accident or illness. In some instances where the beneficiary was not so informed, the Welfare Plan was able to seek them out, but only after delay and financial hardship to some Seafarers' families.



Three of the oldtimers who helped bring the Coal Miner home (l to r) are veterans Oscar Rosman, OS; Oscar "Blackie" Stevens, bosun, and galley utility Ridgeway B. Thomas of MCS. None of them are novices at sea. Rosman made his first trip in 1898 and, like the others, is still going strong.

## SEAFARERS LOG

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PAUL HALL, Secretary-Treasurer  
 HERBERT BRAND, Editor, BERNARD SEAMAN, Art Editor, HERMAN ARTHUR, IRWIN SPYACK, AL MASHIN, JOHN BRAZEL, Staff Writers, BILL MOODY, Gulf Area Representative.

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# NY Shipping Holding Up Despite Weather Problem

NEW YORK—Near-zero weather and almost ten inches of snow made this a bad period for the men on the beach here. Although restricting their activities, it increased the bidding for berths on vessels heading for warmer climates.

As the membership knows, the New York regional examiner has recommended to the NLRB in Washington that it throw out the phony NMU charges and certify the SIU on the three remaining Robin Line vessels. William Hall, assistant secretary-treasurer, reported headquarters has not received a reply from Washington,

but one is expected in the near future.

Shipping was brisk throughout the period. Class A men, with the exception of key ratings, who are not particular about the type of ship or the run, should not have too much difficulty securing berths after a short visit on the beach.

During the past period there were 13 vessels paying off, three signed on, and 18 were in transit. The Yaka (Waterman) came out of idle status and took on a full crew, but this was offset by the Carolyn (Bull) which went idle.

The vessels paying off were the Alcoa Partner, Alcoa Roamer, Alcoa Ranger (Alcoa); Topa Topa, Azalea City (Waterman); Elizabeth, Frances, Kathryn, Edith (Bull); Wang Pioneer (Inter-Ocean); Pan-Oceanic Transporter (Penn.-Nav.); Mankato Victory (Victory Carriers) and the CS Ballmore (Cities Service).

Signing on were the Alcoa Partner (Alcoa); Wang Pioneer (Inter-Ocean) and the Topa Topa (Waterman). The in-transit vessels were the Val Chem (Heron); Maxton, Arizpa, Gateway City, Coalinga Hills, Wild Ranger, Almena, Raphael Semmes, Chickasaw (Waterman); Beatrice (Bull); Calmar (Calmar); Seatrains New York, Louisiana, Texas (Seatrain); Steel Artisan Plymouth Victory, Steel King (Isthmian) and the Michael (Carras).

Most of the ships were in good shape, with only minor beefs.

## INQUIRING SEAFARER

QUESTION: If you had your choice, where would you prefer to spend your winter? (The temperature in New York was 5° at the time.)

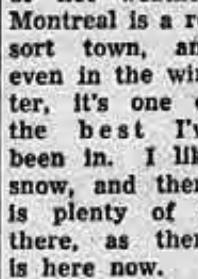
Charles Henry, steward (retired): No special place, just as long as it is a warm climate and not like it is here now.



I'd like some place in the West Indies where it is not too expensive and, as I said, it's warm. But since I am retired, there's not much chance of doing that kind of traveling now.

\*\*\*

Michael Lynn, fireman: Give me Montreal any time, cold weather or hot weather.



Montreal is a resort town, and even in the winter, it's one of the best I've been in. I like snow, and there is plenty of it there, as there is here now.

\*\*\*

William Hommel, AB: New York, 5 degrees or not.



I was born here and, like most real New Yorkers, I just prefer this town to any other. It is cold here now and I would like to be able to ship out to some warmer climate, but that would not bother me. The Persian Gulf or the northwest, it's still a job.

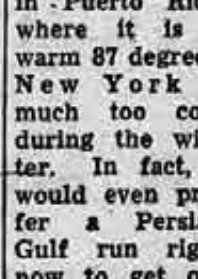
"Rick" Adamson, electrician: California is the place to be, winter or summer.



The climate out there is moderate all year round. But this New York cold snap is nothing new to me. I was born in Wyoming where it goes to 30 below, and believe me, then you can complain of the cold.

\*\*\*

John Aliy, carpenter: I would like to spend all of my winters in Puerto Rico,



where it is a warm 87 degrees. New York is much too cold during the winter. In fact, I would even prefer a Persian Gulf run right now to get out of this climate. I just don't like cold weather.

\*\*\*

Joseph Puglisi, OS:



Anywhere, just as long as it's warm.

## No Snow Here, Seattle Boasts

SEATTLE—Seafarers on the beach in this area have it all over their brothers in the "warmer" ports of Tampa and New Orleans, reports Jeff Gillette, port agent. Here it is February and "we are still awaiting the first snowfall of the winter season." In fact, the climate is such that "we now refer to the port as the banana belt," Gillette said.

Shipping did not pick up any over the past two weeks. There was only one vessel, the William A. Carruth (Fenn. Trans), paying off and signing on during the period. In transit were the Jean LaFitte, Choctaw (Waterman) and the Alamar and Seamar (Calmar).

### This Turkey Bites Back

US merchant seamen are advised to go by the book while on ships in Turkey, since violations of Turkish customs regulations and other laws—even by foreigners—are not treated lightly.

Recent cases involving insults to Turkish nationals, customs guards and the Turkish national honor and dignity cost several seamen almost \$500 as well as the time in jail awaiting hearings. Another trio which tried to slip by customs with \$30 hidden in their shoes spent a week in the lock-up and then were fined more than the \$30 at stake.

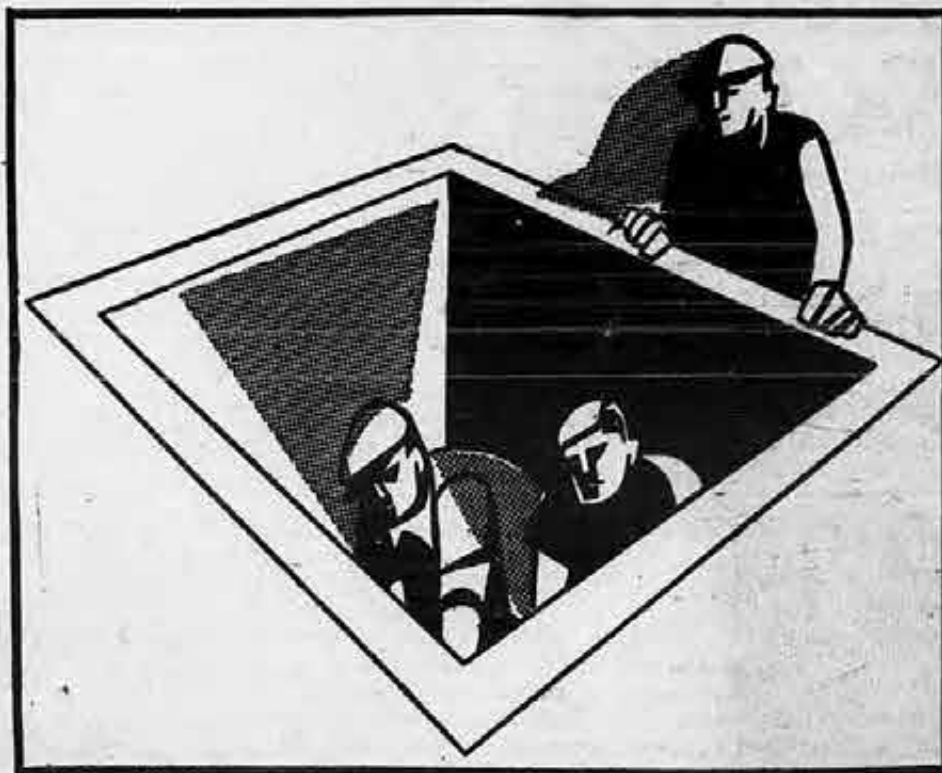
Although no SIU men have been reported involved, Seafarers are again cautioned to play it safe and avoid trouble.

### SCHEDULE OF SIU MEETINGS

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

- March 5
- March 19
- April 2
- April 16

# TWO'S COMPANY . . .



# in the hold

USUALLY, nothing will happen if a Seafarer goes down into the hold alone. That doesn't make it a safe practice.

Once in a while, something will go wrong, and in that case it's nice to know that a shipmate is there who will get help.

If nobody is available, then at least somebody who is on deck should be instructed to stand by, or check every couple of minutes to make sure everything is okay.

Of course, the same holds true for going into tanks where ventilation is insufficient or dangerous vapors may have accumulated. In such instances, fresh air breathing masks and a stand-by on deck are essential precautions.

Whatever the circumstance, it makes sense to take somebody along and prepare for any emergency that might arise.

— An SIU Ship is a Safe Ship —





Group of unidentified Del Mar crewmembers are well-equipped for unexpected winter snow which hit New Orleans during last cold snap. Photo by Vic Romolo.

# Begin 'Sea-Land' Puerto Rico Run

Waterman Steamship extended its "Sea-Land" trailership service to Puerto Rico yesterday with the sailing of the converted C-2 Bienville from New York.

The Beauregard, last of the six former C-2s put into the trailership operation, will join the Puerto Rico service on March 18, when it sails from Wilmington, Del., for NY and then south again to the Caribbean. Thereafter, there will be a sailing each Monday from Wilmington and every Thursday from New York. The service will include calls at San Juan, Ponce and Mayaguez in Puerto Rico.

### Coastwise Service Offered

Four other converted ships are in the mainland end of the "Sea-Land" operation, serving New York, Wilmington, Miami, Tampa, Houston and New Orleans in integrated service. These are the Gateway City, Azalea City, Fairland and Raphael Semmes.

Each of the vessels carries 226 truck trailer bodies in the holds and on deck which are loaded on and off by moveable deck cranes mounted on the ships. The trailers are detached from truck cabs at the loading port and then re-mounted on other cabs after being discharged.

Waterman boasts lower shipping and handling costs plus speedier shipment for the "Sea-Land" operation over conventional cargo-handling methods. It recently claimed that in one voyage of the Gateway City the total cargo damage was a dented can of fruit juice in one trailerload.

### Tankers Used Earlier

The "Sea-Land" service differs from the innovation introduced by the company two years ago when it modified four T-2 tankers to enable them to carry up to 60 trailers on special platform decks as well as their regular oil cargo. When its subsequent attempt to charter 20 more tankers for this type of operation was unsuccessful, it proposed building brand-new trailerships instead.

This idea was scrapped 15 months ago in favor of the much less costly C-2 conversions. The first of these, the Gateway City, went into service last October.

Waterman's decision last fall to extend its trailership operations to Puerto Rico aroused sharp protests not only from rival shipping firms but from truckers and other shore-side companies. The company has

since withdrawn from the Atlantic and Gulf Puerto Rico Conference, which includes Alcoa, Bull and Lykes. However, it established similar rates which include the important extras of pick-up and delivery service with its own trucks.

# SUP Elects Weisberger Sec'y-Treas.

SAN FRANCISCO—Final results of the 1958 election for officers of the Sailor's Union of the Pacific showed a near-record turnout of 3,961 votes being cast by the membership. All of the incumbent officers who ran again were re-elected to office.

Morris Weisberger, who was elected at a headquarters meeting last February upon the death of Harry Lundeberg, was re-elected to the office of secretary-treasurer with the greatest number of votes cast, 3,876. He was unopposed.

Assistant Secretary-Treasurer Harry Johnson and San Francisco Dispatcher Joe Pohorence, who were also unopposed, were re-elected with more than 3,000 votes each.

### Outport Officials Elected

In the outports, William Armstrong and Geert Pott, were re-elected as New York agent and patrolman respectively. Pott received more than 1,000 votes over his only opponent, Thomas Master, who tallied 1,366 ballots. Armstrong was unopposed.

The elections were closer in Portland where incumbent agent William Benz was faced with two opponents in Jack Adams and John Massey. Benz was re-elected with 1,852 votes to Adam's 740 and Massey's 929.

Three port agents, Ragnvald Johansen in Seattle, R. C. Anderson in Wilmington and Carl Christiansen in Honolulu, did not seek re-election. Ed Coester, Gordon Ellis and James Dooley, respectively, were elected to take over those jobs.

# Snow, Cold Greet Gulf Seafarers

NEW ORLEANS—The icy blast that carried mountains of snow to all corners of the US in recent weeks spread a two-inch-thick white blanket over this city in what was the heaviest recorded local snowfall in 60 years.

However, the snow only served to heighten the festivities for the annual Mardi Gras celebration 10 days ago, and the parade and other events went on as scheduled. In the wake of the same storm, Lake Charles was treated to a 1.1 inches of snow and Texas, Florida and other states around the southern rim of the country got theirs too.

The cold spell had Miami Beach vacationers in the doldrums for a while, but the picture has brightened since. As usual, the worst-hit areas were in the Great Lakes region, New England and upper New York state, where zero temperatures were commonplace and drops to 35 below and even less were recorded. On the day of the snow, New Orleans had a range of 31°-39°.

Shipping all along the Atlantic and Gulf coast had a rough time, and one Italian vessel maintained the disaster pattern for oreships at this time of year and sank. Twenty-two crewmen were lost. (See story on page 16).

For the Del Mar, which was coming into port here during the snow,

the scene encouraged disbelief among SIU crewmembers, according to Joe Powers, ship's reporter. "As we approached the sea buoy to pick up the pilot and enter the Mississippi we ran into unusual weather," he related. "It was snowing in the Gulf of Mexico at the mouth of the river!"

"After about an hour the pilot was able to board the ship and begin a slow trip up the river hampered by poor visibility due to the heavy snowfall. As a result,"

Powers added, "the docking orders were changed to the next day and the ship went on the hook. But the crew had to be called out to cover the lifeboats and secure them as they were filling with snow."

"Those not on duty were on deck having snowball fights and taking pictures. . . Both sides of the river were blanketed in white and Pilot Town looked like a scene in the Northwest." The last time there was a notable flurry of snow here was in 1935, he said.

# Big Aid Shipments Headed For Poland

WASHINGTON—The US has announced the signing of a new agreement with Communist Poland providing for an additional \$98,000,000 in American aid.

This is the second such loan to Poland. Last summer a similar credit of \$95,000,000 was signed between the two countries providing for the sale of surplus farm products. Both agreements involve heavy "50-50" cargo shipments.

Under the terms of the new agreement, the US will extend \$73,000,000 in credit for wheat and other grains, cottonseed and soybean oils and other foodstuffs. This includes \$6,700,000 to cover the cost of shipping the food.

Poland will also receive \$25,000,000 in credit from President Eisenhower's special foreign aid fund for the purchase of food processing and farm machinery, raw materials for leather and textile plants, some light industrial machinery and medical equipment.

The announcement also stated that the Government would be willing to continue discussions over financial arrangements that would permit the Communist country to purchase raw materials and machinery to increase her output of consumer commodities. The shortage of consumer goods is a major problem in Poland.

The Department of Agriculture has also announced increased authorizations of sale of surplus food products to Turkey and India. Turkey is to receive \$400,000 worth of butter and \$1,300,000 worth of cheese while about \$25,000,000 in grain will go to India.

The sale of grain to India was authorized in an effort to help

relieve a serious food shortage caused by crop failures throughout the year.

As part of the surplus farm agreements with foreign nations, all of the shipments must come under the "50-50" law which requires one-half of the cargoes to be carried by American-flag vessels.

# Calif. Unions Conducting Vote Registration Drive

SAN FRANCISCO—Seafarers who are residents of San Francisco county and who wish to vote in the coming California primary elections may register in the Sailor's Union of the Pacific headquarters building in San Francisco. All union members are urged to make sure they will be eligible to vote in these elections because of the "right to work" legislation being proposed by anti-labor forces throughout the state.

All residents who wish to register may do so in room 109 of the SUP headquarters building from 10:30 AM to 2:30 PM, Monday through Friday. New residents, those who are currently registered but have moved, changed their name, or wish to change their party, should do this before April 10 in order to vote on June 3rd.

Of primary concern to all union members is the proposed "right to work" bill which is being promulgated under the vague title of "Employee-Employer Relations."

### Like Other Bills

Although not called a wreck law, the bill has all of the fundamental principles of such laws. It outlaws requirements that a man join a union, or that the company-hire its workers through the recognized bargaining representatives. The bill knocks out the closed shop, the union shop, maintenance of membership and any obligation to support a union. It also forbids the use of hiring halls.

# Seaman's Poetry Book Published

A collection of poems and observations written in ports around the world has just been published by Bobby Winters, a member of the Marine Cooks and Stewards Union. Called "A Merchant Seaman in Ports of Call," the book contains impressions of well-known seafaring ports, the people he met there and impressions of shipmates in both prose and verse.

Winters, who lives in Brooklyn, has been shipping out since he was 16.

# All Hands On Deck . . . What Deck?

NORFOLK—A British steamer was brought into here under tow, minus a few combustible items, including its hatch covers. The freighter Peterland had run out of fuel en route to Norfolk and tried to get up steam by burning the covers and some chairs. It had to call for a tug anyway, rather than burn everything in sight that was inflammable.



'Dismal Record'

# Hospital Patients Assail Curran

NMU President Joseph Curran's snide remarks about the SIU in his attempts to brush off the NMU's inadequate provision for long-term hospital patients has drawn indignant rejoinders from hospitalized Seafarers. John Driscoll and Arthur Lomas, two Manhattan Beach hospital patients, have written that in their opinion the Curran response points up, as Lomas put it "the dismal record of poor treatment of the less fortunate members of your union."

They were, particularly critical of indifference to personal needs involved and neglect of new patients during the last holiday season. The following are excerpts from the letters:

~ ~ ~

## 'Same Old Excuses...'

"I have been a patient in this hospital since the day it was first used for treating tubercular US merchant seamen—June 30, 1950—until the present time. Under ordinary circumstances I pay scant, if any, attention to the vapors of Mr. Joseph Curran, but when Mr. Curran begins to discuss long term hospital patients, and especially those at this hospital, I think I am justified in commenting . . .

"Mr. Curran says that 'There are a few patients in Manhattan Beach who have been there the biggest part of their life and they are going to stay there. Unfortunately they have what is known as a lengthy illness.' For Mr. Curran's information, there are no patients—NMU members included—who have been here for the greater part of their lives. And the lengthy illness he refers to happens to be tuberculosis, for which, until the advent of streptomycin in 1945 and the discovery of isoniazid in 1952, no effective treatment, other than bed rest, was available.

"Referring to the patients here—of whom 90 percent are merchant seamen—in so offhanded and indifferent a manner, is rubbing it in. It goes a long way in explaining some of those . . . letters from Manhattan Beach condemning the hell out of us, to which Mr. Curran makes reference. Some of these 'unfortunate' members of his union are men who were in the forefront of the NMU's early struggles. That a man . . . should refer to the less fortunate members of his union in such cavalier fashion, is to my way of thinking, a sad reflection of poor taste.

"He then tells the convention . . . 'that there are no plans, either insurance companies or others, that are able to handle this long term illness question'. (This was in reference to the efforts of the members who are receiving \$9.23 per week as extended hospital benefits and who have been trying to obtain an increase in this weekly payment).

"Has it ever crossed his mind to inquire how the SIU, or the MFOU, manage this feature of their welfare programs without endangering the financial stability of their funds? Does it tax the abilities of the high-priced insurance counsellors . . . to come up with a realistic approach to this problem?

"For the past several years, these men who are the recipients of this \$9.23 weekly payment have been told . . . the same old time-worn excuses 'we have not fallen down on this job, that we are working on it' and 'it takes time' . . .

" . . . Whenever NMU members mention the big gap between what they receive for extended hospital

benefits — \$9.23 per week — and what hospitalized members of the SIU receive — \$21 weekly for the duration of the in-hospital period — Mr. Curran goes up in smoke . . . The NMU members here have had no increase in extended hospital benefits since their plan became operative; and even this feature of their plan was late in getting started (1954 I believe). This is progress?

"As to Mr. Curran's remarks that some SIU members . . . are not getting 'any money'—this I'd like to see. Even when a member of our Union fails to meet the unusually liberal requirements . . . that is, when a man might be short 15 or 20 days, seetime, he still is given \$7 per week even though, technically, the Plan is under no obligation to him.

"Not too long ago the NMU membership were told how wonderful everything would be when their welfare plan was taken out of the hands of the insurance company. Oh, yeah! Here is an example of what happened in this hospital last Christmas. Four NMU men here who had, in 1955 and 1956, received a Christmas check of \$25 . . . were told that they did not qualify and that further, they should have not even been given this check in '55 or '56.

"Because these men did not have the necessary time . . . they receive five dollars per month from a fund created from voluntary donations from their seagoing brothers. I see no reference in Mr. Curran's remarks which can explain away, not only the experience outlined above, but why his union and his insurance counsellor cannot make a better contribution than \$9.23 a week to men who face a lengthy period of hospitalization. Why the NMU is not able to increase this weekly benefit is a bit puzzling when one considers all the money they were supposed to save by taking their plan away from their insurance company."

John Driscoll

~ ~ ~

## 'Always Get Brush-Off'

"This letter is written in response to your attitude . . . in relationship to those members of your union who are hospitalized . . . it contains the view of one who has been a patient at the Manhattan Beach hospital for a long time, and still incapacitated . . .

"When the SIU inaugurated their Welfare Plan benefits . . . the benefits were for all currently active members in good standing who were then, or would be, hospitalized. At the same time the Union realized that while this plan covered all currently active members, there were other members in the hospitals who had been there for a number of years and who, did not qualify for the benefits . . .

"These men had been forced to terminate their association with the Union as active members owing to illness . . . They had, as you described 'a lengthy illness.' The SIU did not abandon these less fortunate members, most of whom had been with the Union since its early growth, but went to bat for them and created a 'Special Benefits' clause . . . giving them the



Group of NMU and SIU Manhattan Beach patients are shown at 1953 meeting at which NMU members protested neglect of their needs. Similar situation exists today.

same benefits granted to all members. This clearly showed deep thought and a humane attitude . . .

"Quite some time later, when the NMU put its hospital benefits plan into effect, you did not give the same kind of thought or consideration to the less fortunate members of your union. The benefits were smaller than that of the SIU and if after meeting the requirements of a lengthy questionnaire, those members who qualified were allowed benefits only for a period of 13 weeks.

"If they were confined to the hospital longer than this period, it was just too bad, they got nothing.

"Contrast this to . . . the SIU whose benefits cover the member as long as he is hospitalized . . . if he has an illness which will require a long stay in the hospital he is comforted with the thought that he will receive benefits from there on in . . .

"While your hospital benefits covered your currently active members to some extent what about the old-time members of the National Maritime Union who had been in hospitals for a number of years? . . . They were completely ignored. This was the most heartless phase of your whole welfare set-up.

"You stated that these men 'had spent the biggest part of their lives' in a hospital. Of course this is not true . . . Most of these men are in their late forties or fifties and some older, and they had been hospitalized in some instances for periods of eight to twelve years, but at the time of their being hospitalized they had been active members. Their only fault was that they had become sick before there was such a thing as a welfare plan.

"They had not spent the biggest part of their lives in a hospital, but rather . . . the best part of their lives . . . a time in their lives when they hoped for and expected some assistance from the organization to which they belonged . . . these guys had grown up with you and your union. Most of them, . . . who while active had fought in picket lines and beefs. Some of them had shipped out with you back in the days 'when'. But you forgot all about that Joe, and turned your back on them.

"I lived with these guys in the hospital for a long time, . . . and they are all good buddies of mine because illness makes no distinction. We were all seamen together in drydock, each with an equally tough break . . . If there was any distinction it was an economic one . . . we received our benefit cash each and every week, while those poor guys got nothing.

"We've shared cigarettes and incidentals . . . and we also shared

sympathy and disgust because of the shabby treatment they were getting . . . These boys tried to get representation at NMU headquarters by mailing letters and by personal contact with your officials . . . but were always given the brush-off . . .

"These members of your union were forced to write to the crews of ships asking for 'hand-outs' although none of them were too proud of this measure. They got a few bucks this way which enabled them to buy a few needed items and to pay for an occasional haircut instead of having to 'bum' the hospital social service for this.

"You beef that all you get . . . is letters 'condemning the hell out of us.' What do you expect Joe, letters of praise, letters of thanks for the swell treatment they have received from you? The National Maritime Union is not only condemned by your membership here but held in disrespect by the staff and other personnel. Did you expect any other kind of attitude? . . .

"You claim that hospital coverage for your old-time union members would 'break the plan down.' Well the SIU . . . is able to do this . . . and its welfare fund is still solvent . . . so it should not be an economic problem for you. The reason is that the humane attitude and regard for all its members which governs the actions of SIU welfare officials is sadly missing in the National Maritime Union.

"To further this statement would special movies for your hospitalized members make a dent in your welfare fund? Or during the holidays an invitation to all patients who can attend to a big Christmas Dinner spread given by the union in all ports, a personal greeting card to all patients from union headquarters, a swell Christmas tree with all the decorations sent to each hospital for the patients to fix up and enjoy and along with their Christmas bonus, an extra dividend in the form of a carton of cigarettes for all hands—would all this undermine the financial structure of your welfare fund?

"The hospitalized members of the SIU receive all of the above, along with a personal message of cheer and well wishes from the representative of the SIU Welfare department . . . There is always close, personal contact at all times between the patients and the Union . . . Joe that personal touch means a whole lot to a bunch of hospitalized seamen . . . it makes them feel that they still 'belong.' This is something that along with adequate cash benefits, your membership in the hospital have never received . . ."

Arthur Lomas

# Oregon Port Betterment MTD Goal

PORTLAND—Members of the Maritime Trades Department Port Council of Portland and vicinity have started a campaign to solve some of the serious problems plaguing the maritime industry here, the most important of which is the dredging of the Columbia River.

In 1936 a bill was passed authorizing the dredging and maintenance of a 500-foot wide, 35-foot deep channel and a Columbia River bar dredged to a depth of 40-feet. Later this was amended to provide for a 40-foot river channel and a 48-foot bar. But while the bar was being deepened, the river was "sadly neglected," William Benz, port council chairman said. Benz is port agent for the Sailor's Union of the Pacific.

Last year, Benz said, the council had to fight to save the port's only efficient dredge, the 30-year-old Multomah, when what is actually needed is a new dredge, one capable of dredging between 40 and 50 foot depths.

Another problem facing the council is the threatened loss of a Navy dry dock which pays out over \$14 million in wages alone to Portland workers.

The council was able to prevent this loss temporarily by bringing the issue to Secretary of Labor Mitchell.

## MTD Sets Lakes Drive

(Continued from page 3)

success, he said, but the use of the MTD machinery promises a higher level of achievement in a relatively difficult organizing area.

The nature of Lakes operations, involving several months of intense activity and then months of shut-down, has always handicapped organizing operations because of the dispersal of Lakes workers in the winter months.

International Unions with representatives at the meeting included the SIU of North America and its various affiliates, the Masters Mates and Pilots, Operating Engineers, Boilermakers, Marine Engineers, Office Employees, Technical Engineers, State, County and Municipal Employees, International Brotherhood of Longshoremens, Firemen and Oilers, Radio Officers and Grain Millers. Numerous representatives came from local union affiliates of these internationals in the Lakes area.

SIU of NA representatives at the meeting were Paul Hall, SIU of NA President; Morris Weisberger, Secretary-Treasurer of the Sailors Union of the Pacific; Sam Bennett, Marine Firemen's President; Ray McKay, President, Brotherhood of Marine Engineers and Fred Farnum, International Representative for the Great Lakes District.

### Sign Name On LOG Letters

For obvious reasons the LOG cannot print any letters or other communications sent in by Seafarers unless the author signs his name. Unsigned anonymous letters will only wind up in the waste-basket. If circumstances justify, the LOG will withhold a signature on request.



# YOUR DOLLAR'S WORTH

## Seafarer's Guide To Better Buying

By Sidney Margolius

### March Buying Calendar

This winter wage-earners are having a struggle simply to keep up with the costs of food and shelter, with some meat prices jumping as much as five or ten cents a week recently. The stubbornly high prices in the face of declining employment and wages are an omen that the present recession is going to be stiffer and longer than many realize.

Moderate-income families are going to feel the effect of this recession for some time as they pull themselves out of new cash debts incurred in this period of spotty employment. US families increased their personal borrowing of cash loans a whopping nine-tenths of a billion dollars in the last recorded 12-month period.

Besides meat, another big problem this year is the stiff price of milk. That milk's price is artificially rigged at high levels in many large cities is shown by the noticeable cost difference in different cities. You may pay as little as 19 cents a quart, and as much as 30.6 cents, depending on where you live and whether the price in your area is fixed artificially by Federal-State marketing agreements.

Families in New York, Boston, Philadelphia and Chicago pay the stiffest prices of 30.6 cents, 30, 28.5 and 28.3 respectively, compared to a national average of 25.8. At 27 cents, milk also carries an extra premium in Pittsburgh, Cincinnati and Baltimore. In free-market Minneapolis, families pay only 19.3 cents for this basic food for their children.

The auto industry especially is being hard hit this year as wage-earners are forced to devote a larger part of their income to basic necessities. Already the industry has an inventory of 800,000 current-year cars on hand. This is 24 percent more than last year at this time.

There are some scattered price cuts helpful to moderate-income families. For the first time in years, manufacturers have cut the price of carpeting. The cut is only three percent but still of some help. Other price cuts are noticeable on lumber and plumbing equipment, some heating equipment and cotton textiles, with scattered reductions on gasoline and fuel oil.

Here are tips on March buying trends and opportunities:

**HOUSING:** The business recession is forcing a cut in the price of mortgage money after five years of steadily-advancing rates. The new trend is most noticeable in the East, where many lenders have cut the interest rate to 5½ percent, although a few savings and loan associations still insist on 6. In the West and South, the rate still holds close to 6. But the leveling-off in mortgage costs has come too late to help wage-earners who by and large now are completely priced out of the housing market.

The trend now is back to renting. This is a significant reversal of the big movement to home ownership that occurred after World War II, when many families found monthly payments on a house cost less than rent. But in the period from 1950-56, costs of home ownership and operation soared 39 percent compared to a rise of 22 percent in rentals. Now in many cases it's again relatively cheaper to rent, and more builders are beginning to put up rental units this year.

The best chance of finding moderate rentals is in garden-type developments, moderately-priced elevator buildings and converted apartments in older dwellings, rather than in one-family houses which are in lowest supply.

**AIR CONDITIONERS:** Room coolers will be cheaper this spring. A carryover of three-quarters of a million units or more, from the cool summer of 1957, is forcing down prices to as much as \$25 below a year ago. Many high-capacity coolers are available around the \$250-\$275 level this year.

The big promotion this year is for low-priced portable air conditioners which cost less than \$200. But we must warn that these may prove disappointing. These lightweight models weighing under 100 pounds can be moved from room to room. You simply set the unit in the window, extend its telescoping side panel and tighten two screws. You can even get wheeled carts to facilitate moving. But the new portable coolers have only limited cooling capacity. Most will not do a satisfactory cooling job in a large room or where you have extreme heat conditions.

Much of the disappointment with air conditioners bought in recent years is due to the exaggeration of cooling capacity by salesmen and dealers. This is especially true of the recently-introduced 7½-amp models, which draw only 110-120 volts and don't require the heavy-duty 220-240 volt wiring needed by 10 and 12-amp models.

To judge the capacity of air conditioners and compare values in different makes, find out the BTU rating. This is a more reliable yardstick than the "horsepower" or "ton" rating. For example, a one-horsepower 7½-amp unit may have only 6800 BTU cooling capacity, compared to 9800 for a one-horsepower 12-amp unit. Both models cost the same. The only saving in the lower amp model may be in wiring.

Many air conditioners also claim to have two cooling capacities; "power cooling" for daytime and "quiet cooling" for night. All they really have is a two-speed fan. This gives you quieter operation at night, but also, less cooling capacity at the "quiet" speed because the fan moves less cold air.

One new feature offered by at least two makers (Feddor-Gulgan and Westinghouse) is a heat-pump air-conditioner at \$30 more than the same cooler without this device. It enables the cooler to be used as a heater in the winter months.



# Del Monte Pet Heads For Zoo

NEW ORLEANS—Bringing home souvenirs comes naturally to Seafarers. Take the case of the crew of the SS Del Monte during her recent voyage to West Africa, which resulted in a new acquisition for the New Orleans zoo.

While anchored at a port in Angola, some of the crew was passing the time watching native fisherman working their nets between boats in the harbor. Suddenly several of the fishermen started making a fuss over their catch. They had encircled a school of fish and caught a baby seal in the middle of their net.

The seal was tearing the net to pieces when engine utility H. Menz and assistant engineer J. Thornton jumped into a work boat that was over the side and went to the fishermen's aid.

"We got the net wrapped around the seal so we could pick him up and put him into our boat," Menz said. "The fishermen wanted to kill him, but we immediately thought of bringing him back to the States."

The fishermen did not care what was done with him, provided he was not put back into the water to ruin their nets, he said. "In fact, when we told them we were going to bring him back to the States and put him into a zoo, they gave us 300 pounds of fish to feed him during the voyage."

The crew made a cage out of a chain locker which was then filled with water. Menz acted as BR to the seal throughout the voyage, changing the water twice daily and feeding him eight fish a day. "At first he nipped me," Menz said, "but I've got him quite tame now."

The crew has presented the seal to the Audubon Park Zoo in this city.



Del Monte's pet seal poses with favorite menu item. Fishermen who netted it in Angola gave it to Seafarers who brought it back to New Orleans zoo.

# Stock Speculation Helped Wreck TMT, Morse Says

WASHINGTON—The TMT Carib Queen will be offered for sale on March 4 to satisfy a mortgage default of approximately \$4 million on a Government-guaranteed mortgage. The sale of the vessel came after the owners were unsuccessful in raising addi-

tional funds to meet debts and carry on the trailership operation.

Oddly enough, Maritime Administrator Clarence Morse said that it was company losses "playing the market" which precipitated the company's bankruptcy. TMT had owned some 57,750 shares of Bellanca Aircraft at the time the mortgage was granted in December, 1956. At that time, the stock was selling at \$30.50 a share.

Subsequently, Bellanca stock folded like an accordion with a leaky bellows when it was revealed that the company had been "raided" by a high-powered stock market manipulator who had worked himself into commanding position in the firm. When TMT got to unloading its shares, they were selling at \$5.50 to \$6. Morse estimated the company lost \$800,000 in this transaction alone. The Carib Queen then suffered a costly breakdown at sea which was the final financial blow to the company.

Bellanca trading has been suspended for some time now by the Securities and Exchange Commission after an investigation of the manipulations involved in "milking" the company.

The Carib Queen went into service last spring as the first true roll-on roll-off ship in the deep sea trade. She made a couple of trips for the Military Sea Transport Service to demonstrate the efficacy of carrying wheeled Army trucks and cargoes overseas for instant discharge. On a later trip the vessel suffered its engine room breakdown and went in for extensive repairs.

Morse said the Carib Queen should have a market value of about \$3½ million.

A footnote to the Carib Queen sale is the news that the Senate Foreign Commerce Committee has approved a bill which would permit subsidized ship operators to invest reserve funds in common stocks.

# LABOR ROUND-UP

Over 2,000 members of Textile Workers Local 713, Fredericksburg, Va., have voted to contribute a dollar a week to assist 300 striking workers at the Virginia Shoe Corp. in that city. The shoe workers voted to affiliate with the Textile Workers Union of America last September. In January, when 42 members of the Union's shop

committee were discharged, the rest of the members struck the plant. Negotiations have been carried on intermittently since then. The TWUA has charged the company with deliberately delaying the negotiations.

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A new convention for the Distillery, Rectifying and Wine Workers Union has been set for Washington on April 9th, 10th and 11th. Peter McGavin, special assistant to AFL-CIO President George Meany, and monitor of the Distillery Workers Union, said that new officers will be elected and steps taken to comply with the clean up orders issued by the Federation. A previous "cleanup" convention last November turned into a near-riot when former Distillery President Joseph O'Neill stormed the platform in an attempt to take control of the convention. McGavin and a group of delegates adjourned the meeting.

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An 82-day walkout by 6,000 workers in nine pulp and paper mills in British Columbia has ended with the signing of a new contract providing substantial wage and benefit increases. Members of the Pulp, Sulphite and Paper Mill Workers and the United Papermaker and Paperworkers Union will get a general increase of 7½ percent retroactive to last July 1, and another 2 percent increase this July. Mechanics will receive an additional five cents an hour. A night shift differential of seven cents was also negotiated.

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The 1958 exhibition of the AFL-CIO Union-Industries show will be held in the Music Hall, Cincinnati, Ohio. This will be the 20th anniversary of the giant labor-management exhibition, which was first held in that same auditorium 20 years ago.

# MA Orders Studies On Sub Tanker

WASHINGTON—The Maritime Administration has awarded a \$25,000 contract to General Dynamics to study the practicality of building a submarine tanker for commercial use, probably with an atom-power plant in mind.

Under the terms of the contract, General Dynamics, the builders of the first nuclear-powered submarine, the Nautilus, has six months within which to complete its study.

Two other nations have expressed interest in underwater vessels. One English company has signed a study contract with a Swiss firm of naval architects for a six-month study on the commercial use of nuclear-powered submarines, while a Japanese firm has announced experiments on undersea tankers, but denied it was considering the use of nuclear power.

According to "Jane's Fighting Ships," the US has already developed a submarine tanker of sorts. The former Navy submarine Guavina was converted in 1950 into a submarine tanker. In the course of the conversation, the vessel's beam was increased from 27 to 37 feet. Exterior tanks for bulk liquids were added.

LET 'EM KNOW!  
Write TO THE LOG



# UNIONS

# of AMERICA

## Int'l Association Of Machinists



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



Impressive headquarters building in Washington is ten stories of reinforced concrete faced with marble. Union occupies about 60 percent of space, rents out rest.

The International Association of Machinists was formed 70 years ago by a group of 19 machinists in Atlanta, Georgia. In those 70 years it has grown to one of America's largest unions with a membership just under one million. Its membership is organized into 2,090 local lodges, 164 districts and 39 state councils. The membership distribution is widespread in railroads, aircraft, air transport, printing press manufacture, machine tool, automotive repair and in the missile and rocket fields.

The union publishes a weekly tabloid-style newspaper, "The Machinist," that has long been one of the nation's outstanding labor papers.

Al J. Hayes has been international president of the IAM since 1949. The union's headquarters are in an IAM-owned building at 1300 Connecticut Avenue, Washington 6, DC.

**N**INETEEN Southern Railroad machinists huddled in a locomotive pit in Atlanta in 1888 were the beginning of the now giant International Association of Machinists. From this original beginning as a craft union on the railroads, the development of the Machinists union has kept pace with the development of the machine in America's economy.

Today, IAM is the largest union in the aircraft and guided missiles industry, in auto mechanics, the machine tool industry, on airlines, in the business machines industry and one of the largest on the railroads and among Government blue-collar workers. Its membership is employed by almost 15,000 different firms in the US and its territorial possessions, and in Canada.

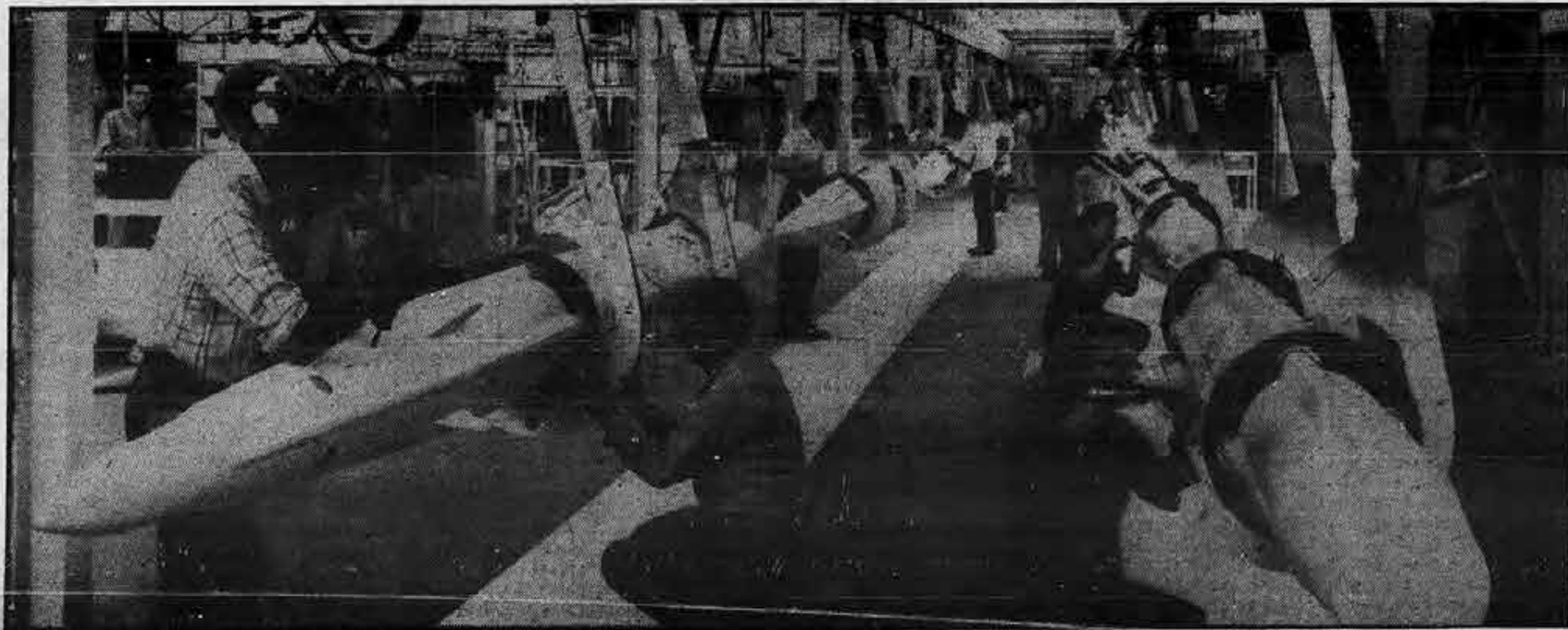
The diversity of IAM-covered employment ranges from the production of the Vanguard satellite and the electronic computer Univac to specialized employment in atomic energy installations and thousands of machine shop operations. It negotiates both for huge industrial units of many thousands of members and for highly-skilled craft units as well.

As a result of the increasing complexity and skills required in many industrial processes, the IAM's membership has shown its greatest growth in the past nine years, going from a little more than 500,000 members in 1949 to nearly a million today.

To serve this membership, the IAM is constantly expanding its activities. The union's Washington headquarters includes the following departments: health and medical, legal, research, editorial and public relations, educational and legislative.

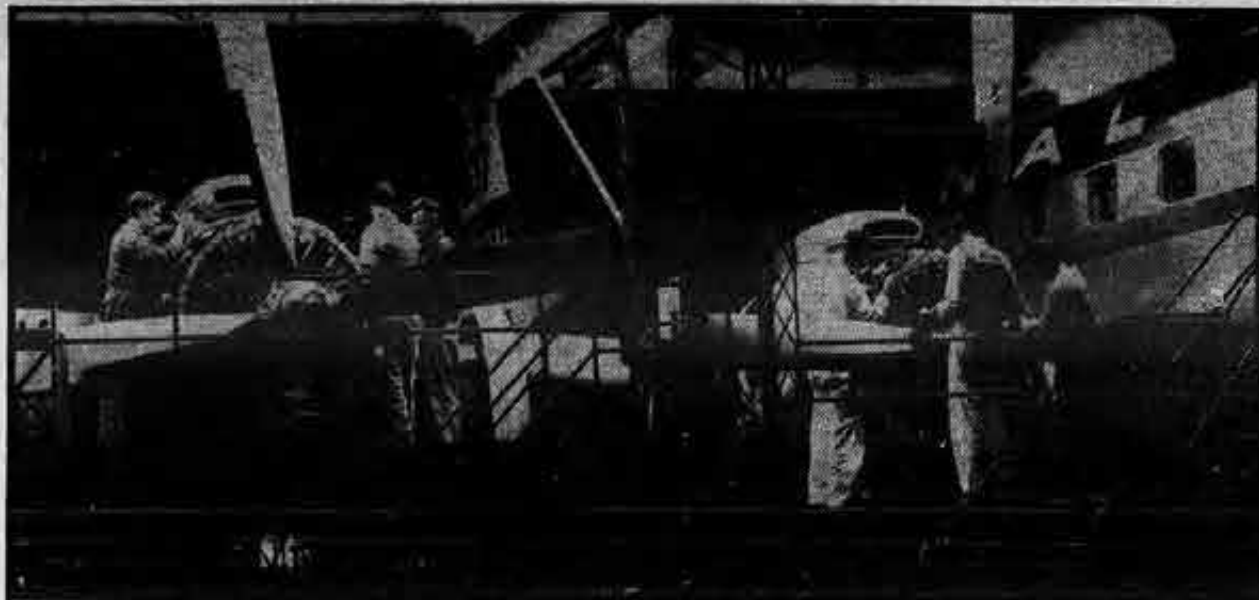
Traditionally, IAM has been a leader in developing joint apprenticeship programs. It is also tackling the growing problems of helping to retrain union members displaced by constantly-accelerating mechanical and technological advances.

Now a leading member of the AFL-CIO family, the IAM first joined the AFL back in 1895. For a period of five years in the forties it was out of the AFL, but rejoined in 1950. IAM's President Hayes was active in the negotiations which led to the merger of the AFL-CIO in 1955.



Union members are directly involved in such "glamour" products as guided missiles, rockets and satellites. IAM members are shown here on Nike short range guided missile assembly line in Douglas Aircraft's Santa Monica division. The IAM is now actively promoting an apprenticeship program in this industry where skills are at a premium because of the high-precision workmanship involved.





Aircraft maintenance men at National Airlines are among a group of 37 airline units which are under IAM contracts, assuring safe and efficient airline service on world-wide routes.



Traditional machine shop work is represented by machinist Louis Heidtke, threading a shaft for a pitch machine at Miller Brewing Company, Milwaukee.



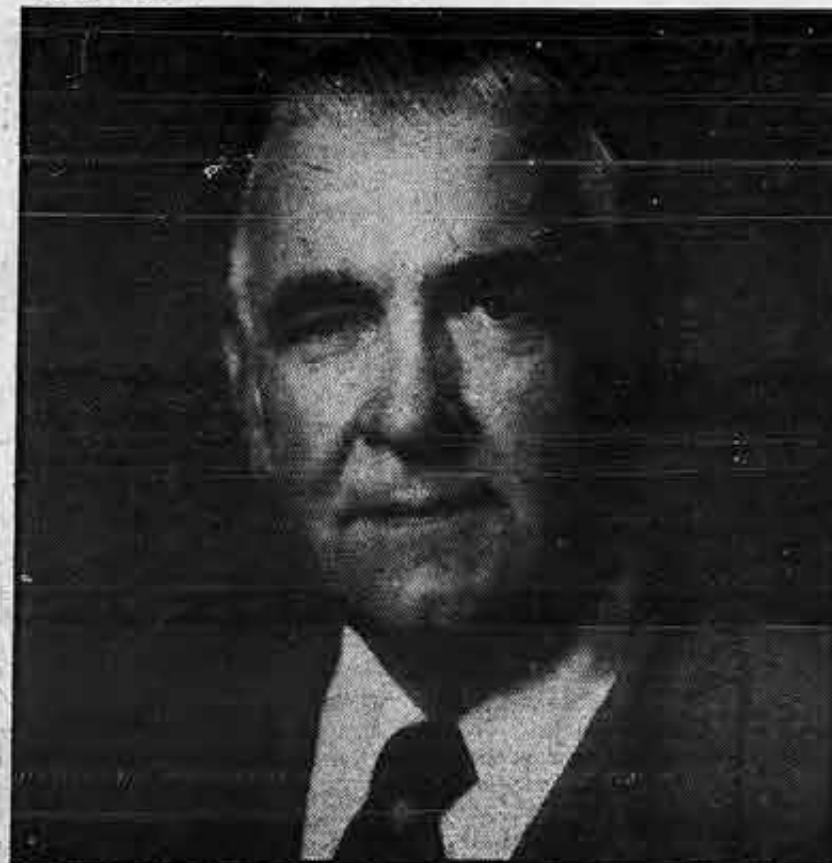
Proportion of women members has increased sharply since World War II. These work on shop assembly line of Canadian Aviation Electronics doing intricate work on radio control panels with complex circuits.



IAM's initial activity was in the railroad industry. These men work in New York Central repair shop in Harmon, New York.



Major strike beef was walkout of 12,000 IAM production workers at Republic Aviation's Long Island plants two years ago. Union has heavy representation in aircraft production firms around the country.



Al J. Hayes has been president since 1949 in IAM's greatest growth period. He is chairman of AFL-CIO Ethical Practices Committee.



# Canada Strike Awaits Election Outcome

MONTREAL—A break in the eight-month strike deadlock between the SIU Canadian District and the government-owned Canadian National Steamships, Ltd., now appears to hinge on the outcome of the Canadian general elections next month.

Meanwhile, SIU pickets have the eight strikebound ships locked up tight in Halifax. The strike has attracted worldwide labor support due to company strikebreaking tactics that included the transfer of the ships to Trinidad registry.

The walkout originally began last July 4, but with nationwide balloting barely a month away, the CNS beef has turned into a political issue. Observers now expect that rising unemployment and the decline in Canadian trade dramatized by the CNS beef may well determine whether the Conservative government of Prime Minister John F. Diefenbacher will stand or fall. The elections are called for March 31.

### Magazine Raps Gov't

Support for the Canadian District in the lengthy dispute recently came from an unexpected source when a Canadian magazine published a stinging attack denouncing CNS and the government officials who approved the transfer gimmick. The magazine "Saturday Night" said there can be no excuse for transferring a steamship line owned by the people of Canada to the sovereignty of a foreign nation . . . To give the excuse of a wage dispute is even worse.

"What we are saying, in effect," the article pointed out, "is that we recognize that colored seamen are not entitled to the wages paid to white seamen and that we are going to man our ships with 'cheap' labor to beat down the demands of our own Canadian seamen." The article was entitled: "Our Merchant Marine Sold Down The River."

### Only 18 Ships Left

It ridiculed the wisdom of government-supported moves that have whittled the Canadian-flag deep-sea fleet down to 18 ships. CNS was the last major ocean-going fleet under Canadian registry as a result of prior transactions which shifted the bulk of the Canadian fleet to British registry.

"Saturday Night" said the transfer of CNS ships to Trinidad to escape the demands of the Canadian SIU was the "lowest point ever reached by Canadian National Steamships" in which what it characterized as "its long and often politically chequered history" since 1892. "We are no sixth-rate bankrupt little power to be shucking off our responsibilities by any such cheap expedient," the magazine added.

### 20 Percent Demand

Following an impasse in negotiations that began in the fall of 1956, the Canadian District struck CNS last July to back up an already-reduced 20 percent wage increase demand. The company finally came up with a two-step 15 percent pay package on October 15, 1957, and then moved to transfer the ships outright when the men rejected it. It followed through on its take-it-or-leave-it threat with government approval.

CNS is a government-owned subsidiary of Canadian National Railways, and operates between Canada and the West Indies. Wages for ABs on the ships are \$204 per month.

Unsuccessful in efforts to import crews of strikebreakers from England or the West Indies when Canadian and world labor groups boycotted the fleet, the company manned five of them with officers and moved them from here to Halifax to join three others already there. They were subsequently shifted to nearby Bedford Basin to eliminate them as a hazard to other

shipping. Two of the ships were involved in collisions while anchored in Halifax harbor.

With the fleet still idled, another Canadian operator last week announced a stepped-up service to the West Indies on a year-round basis. Saguenay Shipping, Ltd.,

plans direct fortnightly service to Jamaica to supplement its regular sailings via Nassau, Santiago, Cuba, and Port-au-Prince, Haiti. This will provide a sailing every week, operating from Montreal in the summer months and from Halifax during the winter.

## SEAFARERS IN ACTION

Delegates and steward departments make the difference on a happy ship. From the looks of things, it will be a good trip for the men on the Steel Chemist.



Kaufman

"There have been no beefs so far," is the report, and with the steward department on this ship "everyone should put on a lot of weight."

Besides boasting of good cooks and bakers, the ship also has a fine ship's delegate handling matters. The crew persuaded "Harry Kaufman" to continue as ship's delegate and gave him a sound vote of thanks for a job well done.

We have heard of men catching old shoes, tires, anchor chains, or even themselves while fishing, but we think this is one for the books. According to Walter Zuleski, ship's delegate on the Yorkmar, the ship was cruising along at a "hot nine knots" when steward

W. Aycock gave out with the familiar "fish on the line" cry. Mouths started watering as a number of the crew rushed to the side to see what would be on the menu. Sorry to report but Aycock was anticipating too much. We don't know how it happened, but there on the end of the line, was not a fish, but a hungry gooney bird. We're not implying that fish dinners are well liked on the ship, but that bird was just as disappointed as was the crew.

Among delegates who rated votes of thanks were those on the Morning Light, Steel Chemist, and the CS Miami.

Special thanks went to the delegates on the Kyska, John C. Brady, who handles the job of ship's delegate; C. Jones for the deck department; C. Dyer from the black gang and N. West, who represents the steward department, are doing a fine job in those positions.



Dyer

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# the SEA CHEST

BALTORE (Ore Nav.), Jan. 3—Chairman, J. Wise; Secretary, J. Grimes. Ship's fund \$11.13. No beefs.

JOHN B. KULUKUNDIS (Marina), Jan. 12—Chairman, L. Parks; Secretary, R. Carraway. Disputed at to be settled at payoff. Lunch service payment to be made at payoff. One man missed ship. One man hospitalized. Some disputed at to be settled at payoff. No LOGs received in 5 1/2 months. Request they be mailed to ship when on a long run. Draw list to be submitted to capt. before arrival in states. Vote of thanks to brothers on Robin Line for good job.

DOROTHY (Bull), Dec. 15—Chairman, W. Mason; Secretary, A. Williams. One man hospitalized. Due to receive wages. One man missed

men to be sent to proper deck when joining ship. Discussion re: increasing stores in slop chest. No LOGs being received from headquarters. Request company issue mailing addresses 24 hrs. prior to sailing.

FELTORE (Ore), Jan. 15—Chairman, C. Moore; Secretary, R. DeBolsiara. New delegate elected. One man missed ship. Request to fix ports in firemen and wipers' rooms.

ANGELINA (Bull), Jan. 12—Chairman, H. Pruitt; Secretary, P. Laforre. Vote of thanks to steward dept. for preparation and serving of Christmas dinner.

ALCOA PURITAN (Alcoa), Jan. 17—Chairman, J. Brasfield; Secretary, R. Poole. Beef settled. Master decided on breaking and setting watches. Wiper fined \$10 for not performing sanitary. Motion to have meetings on week-ends if possible. Ch. cook elected delegate. New reporter and treasurer elected. Fund to be started by donations.

ALCOA PATRIOT (Alcoa), Jan. 8—Chairman, D. Knapp; Secretary, E. Bertlett. Check on mail in port. Ship's fund \$21.21. Vote of thanks to men for remaining on job during Robin Line beef. See patrolman about obtaining new washing machine. Vote of thanks to steward dept. Observe quiet when using machine.

CANTIGNY (Chies Service), Jan. 10—Chairman, J. McCain; Secretary, D. Jones. One man missed ship—turned in at Norfolk at payoff. Need new washing machine.

OCEAN DINNY (Overseas), Jan. 14—Chairman, E. Yancy; Secretary, J. Heist. Ship's fund \$9.15. Report accepted. New delegate elected.

EMILIA (Bull), Jan. 15—Chairman, D. Fisher; Secretary, R. Jepski. One man hospitalized in San Juan. Headquarters notified. Ship's fund \$18.33. Radio operator to put out news. Ask patrolman about clinic visits on Saturday. Steward to be in attendance at all meals.

FLORIDA STATE (Ponce Products), Jan. 14—Chairman, J. McCraney; Secretary, M. Gaddy. Ship's fund \$24.37. Need sink and basin stoppers. Discussion on steaks—when prepared to order to be cut smaller.

CS MIAMI (Chies Service), Jan. 11—Chairman, H. Jones; Secretary, A. Jones. One man hospitalized in Sasebo. Headquarters notified. Disputed at. Eng. dept. beef—to be referred to hdqrs. Vote of thanks to delegate. New delegate elected. Beefs not to be taken topside. Men getting off ship for hospital to notify dept. delegate. All beefs to be settled in friendly manner. Beer will be obtained in Singapore.

DEL NORTE (Miss.), Jan. 17—Chairman, H. Crane; Secretary, D. Clausen. One days substance for no air-conditioning on previous voyage referred to patrolman—still pending. Roll-away beds to be installed in hospital. Washing machine repaired. Movie machine repaired. Ship's fund \$10. Motion to obtain ten movies per voyage. Motion to donate \$2 per man toward ship's fund. Sew delegate elected. Return books to library.

PACIFIC CLOUD (Trimpins Agencies), Dec. 31—Chairman, B. Drains; Secretary, J. Morrison. One man missed ship; one man hospitalized. Few hours disputed at. Vote of thanks to steward dept. for good chow and service. Repair list to be turned in by each delegate.

SEATRAN GEORGIA (Seatrains), Jan. 19—Chairman, C. Oppenheimer; Secretary, V. Ratell. One man missed ship. Safety meeting to be held. Letter sent to Log for pocket books. Coat and glass case will be delivered to brother. Pay vouchers should have new deductions to SS No. Have tax forms for 1957 tax info. Ship's fund \$22.92. One man missed ship in NY. Reports accepted.

SEATRAN NEW YORK (Seatrains), Jan. 23—Chairman, J. Cole; Secretary, C. Oliver. Vote of thanks to steward for fine cooperation. New delegate elected. Discussion on serving watch little earlier.

STEEL KING (Isthmian), Oct. 25—Chairman, P. Pasaluk; Secretary, T. Rainey. New delegate elected. Ship's fund \$14.70. Report accepted. Request meetings be held on Sundays. Twelve men ill with flu.

Nov. 7—Chairman, P. Pasaluk; Secretary, T. Rainey. BR's work not satisfactory. Ship's fund \$16.06 Report accepted. Discussion on changing BR to another job to satisfaction of crew and dept. head. Do not throw trash on deck.

Jan. 5—Chairman, P. Pasaluk; Secretary, J. Lawton. Reports accepted. Motion to change focus with black gang to stew. dept. Crew agrees to keep present shipping hours—satisfactory to all. Steward to supply cleaning gear when necessary. See captain about obtaining two cartons of cigarettes a week and to change black gang focus with steward dept. Repair list to be taken up with delegates. Crew had Merry Christmas and Happy New Year—enjoyed by all.

VALLRY FORGE (Peninsular Nav.), Jan. 15—Chairman, D. Peirce; Secretary, F. Jones. Slop chest stores will be purchased in next port, if possible. Running hot and cold water situation bad. Lack of transportation to and from ship. Some welding repairs made. Steward and cooks doing baker's work due to baker's illness. Some minor beefs. Report accepted. Baker's work to be carried on by steward and cooks. Keep bathrooms orderly.

ship. Ship sailed with insufficient water—to see patrolman. Delegate wished to resign. Requested to remain as he is doing fine job.

SEATRAN TEXAS (Seatrains), Jan. 25—Chairman, F. Miller; Secretary, R. Hannibal. One man missed ship in Texas. Ship's fund \$84.05. Few hours disputed at. Report accepted. Discussion concerning ice cream.

MARYMAR (Calmar), Jan. 8—Chairman, G. Craigs; Secretary, D. O'Leary. Ch. steward removed due to illness. Agent settled few beefs pertaining to oil and draws. Two men missed ship. Beef regarding quality of stores put aboard. Condition rectified. Mother of member passed away—collection made. Vote of thanks to steward for fine food and service. Beef regarding oiler and watches. Reports accepted. Discussed Robin Line ships and importance of regaining name. Also the written off policy of deceased seafarers' families and relieving them of financial responsibility. All repair lists to be submitted to patrolman. Mate not issuing enough soap. Oiler to use shaft alley to steering engine room. Lights burned out. Screen door knobs removed—gang uses outside ladders to get to wheel. Draws were above par.

DEL VIENYO (Miss.), Jan. 18—Chairman, P. Plesck; Secretary, I. Brown. Two men left behind as result of injuries in Santos. Repair list taken care of. No beefs. One man paid off in SA because of death in family. Vote of thanks to steward dept. for holiday menus.

MORNING LIGHT (Waterman), Jan. 19—Chairman, A. Jersoid; Secretary, W. Morse. Two men missed ship in San Juan. Geared turned over to patrolman. Ship's fund \$35. Few beefs. Reports accepted. Delegate resigned. Did fine job. Vote of thanks to delegate. New delegate elected. New treasurer elected. Vote of thanks to steward dept. for job well done.

STEEL CHEMIST (Isthmian), Jan. 18—Chairman, W. Worthington; Secretary, E. Police. No beefs. Good steward dept. Reports accepted. Delegate remaining—given vote of thanks for job well done. Refrigerator not working. Request for coke. Messhall to be kept clean. Engine room door starboard side needs repairing.

SANTORE (Ore Nav.), Jan. 19—Chairman, T. Connell; Secretary, J. Mehlov. Smooth trip—no beefs. Members not compelled to sign foul weather document, which is for their own benefit. Reporter resigned. Ship's fund \$31.68. Two men getting off. Report accepted. New reporter elected. New refrigerator to be put aboard at payoff for night pantry. No complaints re: untidiness of night pantry—condition, fair.

DEL SOL (Miss.), Jan. 12—Chairman, J. Leston; Secretary, W. Simmens. New wringer installed on washing machine. Fine deck dept. Cooperation urged to have good clean ship with no beefs, etc. Ship's fund \$35. Purchased books and magazines. Few hours disputed at. Report accepted. Lunch service not available, particularly West Africa. Penalty clause should be included for same. Discussion on new feeding systems; benefits of new medical center in Gulf. Members urged to go for visit. Vote of thanks to officials for fine job in Robin Line vote.

DOROTHY (Bull), Jan. 12—Chairman, E. Wheeler; Secretary, A. Williams. Delegate to find out about steward. One man missed ship.

KYSKA (Waterman), Jan. 12—Chairman, C. Hostetter; Secretary, R. Masera. Disputed at on launch service questionable. To be taken up with patrolman. Bad launch service due to rough weather. Vote of thanks to delegates. Two men logged. Some disputed at. Use cover on washing machine. Men getting off to strip bunks, leave foc'les clean. Vote of thanks to steward dept.

LUCILLE BLOOMFIELD (Bloomfield), Jan. 8—Chairman, E. Nimmels; Secretary, L. Reincluck. Ship's fund \$1.50. New delegate elected. New



## 'The Job Ahead'



### Lake Charles 'Snowed In'

LAKE CHARLES—Usually one of the warmer southern ports, Lake Charles came into its share of the cold weather hitting most of the country as over an inch of snow blanketed the city last week. "It was an odd sight," was the general comment.

Organizing among the various trade unions in the city is continuing in high gear. The Building Trades and Construction Council shut down another non-union outfit for the past two weeks, and will continue until they have organized all of the members in the industry.

It was a good shipping period for the men on the beach. The Rion (Actium) provided plenty of activity when she came out of lay-up and took on a full crew. Also in the area during the period were the CS Baltimore, Winter Hill, Government Camp, Bradford Island, Bents Fort, Chiwawa, Council Grove and the Fort Hoskins (Cities Service); Val Chem (Heron); Petro-Chem (Valentine) and Charles Dunalf (Colonial).

#### 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 committees 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.

Anybody who has been on the Lakes knows that organizing ships in the highly seasonal trade there is a tough proposition. But it can be done, as the SIU Canadian District and the SIU Great Lakes District have demonstrated on various occasions. The latest such occasion is the convincing victory of the Great Lakes District on the hitherto non-union Tomlinson fleet. That fleet, incidentally, had successfully repelled organizing efforts in previous years.

The Maritime Trades Department, of which all SIU affiliates are members, has now established the machinery whereby member unions of the Department will be able to call on the joint resources of MTD port councils and a central MTD committee to carry out their organizing programs. With the opening of the St. Lawrence Seaway in the offing, the new MTD program promises faster progress in this area than has been the case heretofore when individual unions had to buck the job strictly on their own.

### Action Needed—Now

Call it what you will, millions of Americans today are not as concerned with fall-out (radioactive variety) as they are with the "fall-off" (economy variety). The US is now confronted by everything from a "temporary decline" to a full-blown "recession" depending on what you read and who said it.

The only certainty appears to be that we already have 5 million unemployed and millions more directly affected. Whether the jobless figure will rise, and how much and how soon, is a matter for debate. But while the word-play goes on, these 5 million and their families—representing perhaps one out of every 10 Americans—must cope, like all of us, with steadily-rising prices for everything from diapers to dual-headlamps.

From Washington, from state capitals, come attempts at reassuring words. We're told help is around the corner, we must have "faith" and "confidence"—the nightmare will somehow end. Words come pouring out from all sides, all keyed to that one day in November, still nine months away, when the public will have its say.

But what cannot be overlooked is that if it is a function of government to support our defense and to oversee our roads, garbage dumps, communications, health, trade, and, on occasion, even our "morals," in its role of promoting the "general welfare," why the reluctance right now to assist the jobless and needy?

Why the ready answer "not now, but maybe later" or the preoccupation with the means to pay? Surely the empty bread-box should head the agenda, not, as in this case, the ballot-box alone.

## Strike Benefits Taxable, Federal Court Declares

MILWAUKEE—Striking workers already beset by the problem of making ends meet have been handed another headache by a Federal District Court judge here.

Reversing a jury decision last November, Judge Kenneth Grubb ruled a week ago that union strike benefits are taxable income rather than gifts. The switch came in a case involving the four-year-old United Auto Workers' strike against the Kohler Company, manufacturers of plumbing fixtures.

In another case indicative of the rough times in store for union strikers these days, the National Labor Relations Board has called the United Rubber Workers on the carpet once again. A hearing has been set for March 4, at which the union will be asked to explain its continuing picketing and promotion of a consumer boycott against the O'Sullivan Rubber Corporation in Winchester, Va.

The Rubber Workers' case provides a classic example of the weird labor relations procedure made possible by the 1947 Taft-Hartley Act. The O'Sullivan strikers now face additional penalties because the issues in their strike against the company since 1956 have been completely obscured by means of a T-H provision stacked against striking union members.

This provision is section 9 (c) (3) of the act which permits strikebreakers to vote in plant elections but bars strikers "who are not entitled to reinstatement." The end result is that the strikebreakers are given the power to determine whether or not there will be union representation at a plant. The original plant workers walking the bricks outside are not only frozen out of the plant but have no say on the representation issue.

In the O'Sullivan case, the URW won an NLRB election among 300 workers with only two dissenting votes in 1956 and moved to obtain a regular contract. Faced with the company's refusal to bargain, it was authorized to call a strike and did so in May. In turn, the company imported strikebreakers, got the plant working again and then petitioned for decertification of the union.

Under T-H, the union was snowed under by a 288-5 vote for decer-

tification last October. It has been picketing since then to protest not only the company's refusal to bargain but the workings of a Federal labor law that upholds strike-breaking.

President Eisenhower last month urged repeal of the disputed section 9 (c) (3) in his labor message to Congress. He had called it a law "licensing union-busting" back in 1952 when he was campaigning for his first term, but nothing has been done about it yet.

The tax case here, dating back to 1954, arose when a member of UAW Local 833 listed \$565.54 received from the union in food vouchers, clothing and rent payments as a gift on his Federal income tax return. He was later assessed \$108 plus interest on the basis of this "income," paid it and then took the case to court.

After he won the jury decision, the Government held up his refund pending the outcome of a request that Judge Grubb review the jury's ruling and issue a directed verdict. The judge overturned the jury verdict last week. His decision is expected to be appealed.

## Bridges In New Bid To 'Invade' NY

Further moves have been made by Harry Bridges and his International Longshoremen's and Warehousemen's Union to gain a foothold on the East Coast, a key Bridges objective for 20 years.

It's been disclosed that Bridges has already provided \$3,000 in funds to a newly-formed "International Hiring Agents, Bosses and Supervisors Association," with a pledge of other assistance. The "donation" was revealed by Edward T. Fitzpatrick, who is organizing among the 1,000-odd registered dock bosses and superintendents on the New York piers.

Following this disclosure, it was revealed that Bridges and some officials of the International Longshoremen's Association had drafted a program of cooperation which would include operation of a joint Washington office, among other items.

Fitzpatrick had told the New York Waterfront Commission that the \$3,000 check was sent to him by Louis Goldblatt, secretary-treasurer of the Bridges' union, after he wrote several times to Bridges and met with Charles Irving Velson, ILWU representative in New York.

Velson was called before a House investigating committee in 1953 and declined to answer charges on Communist Party affiliations. He was questioned by a Senate committee in July, 1956, and once again declined to answer. He faced a contempt action this week for refusing to talk about his dealings with Fitzpatrick.

Representing Fitzpatrick at the Waterfront Commission session was attorney Edward J. Malament, a law partner of William L. Standard. Standard was counsel for the National Maritime Union at the time it and Bridges had a close relationship.

## Boston Slow On Shipping

BOSTON — Visiting delegates from French trade unions received an unexpected surprise last week when they were invited to tour the Topa Topa while the vessel was in port for servicing. It was felt that a great deal could be learned about the American merchant marine by boarding a vessel and watching the men working under the SIU contract. The delegates thanked the crew and the membership in the hall here for their courteous attention in explaining the SIU system to them.

Shipping slacked off slightly over the past period. The Government Camp, Bradford Island (Cities Service) and the Natalie (Intercontinental) paid off and signed on during the last two weeks. In transit were the Topa Topa (Waterman), Steel Scientist (Isthmian) and the Cantigny (Cities Service).

The membership wishes to extend its sympathy to port agent James Sheehan and his family on the death of his brother last week.



# "Seafarer's Sketchbook"



This series of sketches and cartoons by Seafarer Norman Maffei reflects some thoughts on "seamen I have known or suspected of being... There's a lot of truth here, at least in part, and they should provide a laugh, even at our expense." Maffei is now on the Alamar.



"Coffeetime scramble" (right) depicts those anxious moments, especially on a crowded Liberty, when everybody wants the pot at the same time.



**WINTER HILL (Cities Service), Jan. 11**—Chairman, R. Pierce; Secretary, J. Manning. Beef on chow and ch. cook—to be taken up with patrolman. Disputed ot to be taken up with patrolman. Repair list to be made up. Hold special meeting with patrolman regarding chief cook.

**DE SOTO (Waterman), Jan. 19**—Chairman, R. Creel; Secretary, B. Varn. One man hospitalized in Bremerhaven; headquarters notified. 33 hrs. disputed ot. Vote of thanks to Robin Line crew for holding jobs. Need books for library. Vote of thanks to steward dept., especially the baker.

**ALCOA RUNNER (Alcoa), Jan. 25**—Chairman, R. Hall; Secretary, S. Bernsfein. Ship's fund \$9.50. Repairs to be made this voyage.

**GATEWAY CITY (Pan-Atlantic), Jan. 26**—Chairman, W. Sellers; Secretary, J. Austin. Repair list to be submitted. Ship's fund \$2.50. Some disputed ot. See patrolman about installing phone near gangway in all ports for incoming calls only. Suggestions by crew for improvements of quarters aft. Contact patrolman about agreement for this type of ship. In general, a ship of this type should have a tanker agreement. Six points to be discussed.

**FRANCES (Bull), Jan. 26**—Chairman, Agelli; Secretary, Drewes. Slop sink to be kept clean. Noise in gangway to be kept at a minimum. Delegates make small collection for library. Bathrooms to be kept locked.

**SEATRAN LOUISIANA (Seatrains), Jan. 26**—Chairman, E. Wallace; Secretary, C. Kreiss. Headquarters notified about coffee situation. Ship's fund \$69.54. New delegate elected. Cracked dishes to be discarded. Night lunch to be put out per agreement. Delegate to see patrolman about getting stores on day of arrival instead of day of departure. Vacate messhall after eating.

**MICHAEL (Carras), Dec. 29**—Chairman, M. Santiago; Secretary, K. Juechter. Some disputed ot. Suggest

**SEAGARDEN (Peninsular Nav.), Dec. 1**—Chairman, J. Buzelowski; Secretary, V. Weirath. Complaints about food. Proper attire to be worn in messroom. Quarters will be painted. One man short. Poor Thanksgiving dinner discussed, and night lunch. Turn off washing machine after use.

**ALCOA CLIPPER (Alcoa), Jan. 26**—Chairman, L. Nicholas; Secretary, J. Roberts. Ship's fund \$100. Request union investigate what happened to BR while performing routine duty on board ship. Facts and findings to be reported to delegate. Delegate to see laundry men in NO and Trinidad about loss of personal laundry.

**STEEL DIRECTOR (Isthmian), Dec. 23**—Chairman, S. Gotowicki; Secretary, W. Schacht. One man hospitalized—headquarters notified. Cigarette situation checked—sufficient quantity on board. Men logged to be reported to patrolman. Repair list to be submitted. Ship's fund \$15. Few hours disputed ot. Patrolman to check steward dept. food supplies, preparation, etc. Investigate CG certification of cargo reefer used to store stores and using reefer for butter cargo. Request legislation requiring all seamen to be US citizens. Patrolman to check stores and quality of meats. Discussion on preparation of menus, quality of meats. Request use of small coffee pots instead of urn to cut down amount of dry coffee used. Poor variety of Xmas dinner. Food to be served from galley such as possible—cut down use of steam table. Steward to spend more time overseeing preparation and serving at mealtime. Request P. Drozak, boarding patrolman, at payoff.

**ALCOA PIONEER (Alcoa), Jan. 19**—Chairman, A. Saxon; Secretary, J. Carter, Jr. One man ill. Few hours disputed ot. Make recommendation to welfare plan, send letter with minutes. See patrolman about soot and slag from stack—may cause serious injury to eyes. Recommendation to negotiation committee to revise pension plan.

**ALCOA PEGASUS (Alcoa), Feb. 4**—Chairman, P. Guzman; Secretary, F. Lambert. Reports accepted. Discussion on Robin Line, Bull Line and American Coal, accepted and posted.

**OCEAN DEBORAH (Ocean Trans), Dec. 28**—Chairman, D. Story; Secretary, R. Hernandez. New delegate elected. New reporter and treasurer elected. Ship's fund \$27. One fireman missed ship at NO. Suggest that offi-

cial of Union, in future negotiations, seek establishment of retirement plan, whereby a member may retire on pension after a stipulated number of years of seafaring on contracted ships. This retirement plan should be based on seafaring alone and not have qualifying requirement such as disability, etc. Discussion on poor grade of meat; coffee, etc. Cups and dishes to be washed by man on watch. Turn in all solid lines.

**OCEAN DEBORAH (Maritime Overseas), Jan. 26**—Chairman, J. Kings; Secretary, A. Drain. Repairs not made. Ship's fund \$14. \$13 freight charge for brother's luggage. Discussion on food, no variety of menus. Steward asks for food suggestions. Feeding being done in accordance to Union plan. Laundry to be clean alternately.

**JOHN B. WATERMAN (Waterman), Jan. 19**—Chairman, A. Harrington; Secretary, J. Dietsch. No beefs. Ship's fund \$17.50. Some disputed ot. Report accepted. Discussion on washing machine, needs repairing. Need pillows and mattresses. Messroom chairs need repairing. Slop chest prices should be posted. Need more cots.

**RAPHAEL SEMMES (Pan-Atlantic), Jan. 31**—Chairman, U. Sanders; Secretary, H. Carmichael. One man injured, hospitalized. One man paid off in Fla. Discussion on safety meeting. Cigarette butts not to be thrown on passageways. All hands to be aboard one hour before sailing time. Few hours disputed ot. Report accepted. New reporter and treasurer elected. To start ship's fund. Repair list to be submitted. Wage voucher attachment clarified.

waste. Keep outside doors locked in ports; keep all non-crew members from water coolers.

**WESTPORT (World Tramping), Jan. 19**—Chairman, S. Winborne; Secretary, G. Gage. Repairs completed. Repair lists submitted topside. Keys to be turned in to dept. delegates. Men to get refund for keys. Lava soap and better grade of coffee ordered. Pick up shot cards on leaving ship. Some disputed ot. Radiogram sent to brother in hospital. Any excess cash to go to Brother Sparks for issuing MTD news. Washing machine to be repaired. Ship to be fumigated for roaches. Vote of thanks to steward dept. for job well done. Capt. wished crew to sign for draw before issuance. Ship damaged due to rough weather.

**RAPHAEL SEMMES (Pan-Atlantic), Jan. 15**—Chairman, none; Secretary, none. Ship has just come out of shipyard in Mobile—no records aboard. New delegate elected. Meeting called to elect delegate. Discussion on drinking water, repairs, etc. Vote of confidence to steward dept.

**ELIZABETH (Bull), Feb. 3**—Chairman, W. Janisch; Secretary, H. Dombrowski. Three men missed ship. Two men missed shift from port to port; one missed entirely for States. Reports accepted. Beefs to be cleared with dept. delegates first.

**ALCOA PARTNER (Alcoa), Jan. 25**—Chairman, S. Jansson; Secretary, K. Newmann. Repairs not completed. Fifteen hours disputed ot. Contact union regarding taking stores and payoff same day. Question why fresh milk cannot be bought in Venezuela as it is pasteurized and homogenized; dangerous gangway at Weehawken, rest period at sea; launch service in Maracaibo.

**ROYAL OAK (Cities Service), Jan. 31**—Chairman, A. Gonzalez; Secretary, A. Hoac. Ship paid off. All disputed ot collected. New washing machine ordered. Complaint about food—not up to par. Ship's fund \$90. Donations accepted for fund. Need clarification about shipping on gulf organizer card—status not clear regarding 60-day rule.

**ALCOA CORSAIR (Alcoa), Feb. 3**—Chairman, T. Metting; Secretary, J. Prestwood. Report accepted. Motion to handle pay-offs in same manner as other two passenger ships. Vote of thanks to union shore-side officials in Mobile for their assistance and thoughtfulness.

**PACIFIC CLOUD (Pegor), Jan. 26**—Chairman, C. Helms; Secretary, R. Sessign. New delegate elected. Vote of thanks to steward dept.

## Digest Of SIU Ship Meetings

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

I would like to receive the SEAFARERS LOG—please put my name on your mailing list.

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### Want Pension Plan Revision

To the Editor:  
On a motion by Brother D. Story at our ship's meeting the crew of Alcoa Pioneer concurred with suggestions submitted to the SEAFARERS LOG by the crew of the SS Fairport (LOG, Dec. 6, 1957) regarding our SIU pension plan.  
The Fairport recommendation read as follows:  
"Resolved . . . that the officials of our Union, in future

ing for the SIU. It is obvious that they also couldn't approve of the foul methods used by the NMU to get the Robin Line ships in its clutches.

This only proves again that men who can compare things in an intelligent way will always choose what is best for them and their brother Union members.

So, to the men who manned these ships, well done, brothers and a well-deserved thank-you.

Jack Bluit  
Deck delegate  
Richard V. Gelling  
Ship's secretary  
\* \* \*

### Letters To The Editor

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

negotiations, seek on behalf of the membership, the establishment of a retirement plan, whereby a member may retire on pension after a stipulated number of years of seetime on contracted ships. This retirement plan should be based on seetime alone and not have qualifying requirements such as disability, etc."

R. Hernandez  
Meeting secretary  
\* \* \*

To the Editor:  
We, the crew of the Alcoa Pioneer, wish to recommend to our SIU negotiating committee that the pension plan be revised so that a Seafarer can retire with 12-14 years of seetime, regardless of whether he is disabled or not.

We also would like the requirement of one day's seetime in the last 90 days for welfare benefits to be eliminated as part of the basic seetime rule for qualifying a Seafarer or his family to receive benefits. This is due to the fact that it is hard sometimes for a seaman to ship in the 90 days allotted on a shipping card. We feel that the extension should be at least six months.

Crewmembers,  
Alcoa Pioneer

(Ed. note: The above was signed by 22 members of the crew.)

### Wellesley Hails Robin Sacrifices

To the Editor:  
The crew of the SS Wellesley Victory wishes to note its gratitude and admiration for the men of the SIU who manned the Robin Line fleet in the beef with the NMU.

Their fine efforts and self-sacrifice deserves the highest praise. Although they were forced to work under an inferior NMU contract and under trying conditions, they proved again to the maritime labor movement that good Union men never say die.

In spite of the trying conditions imposed by the company and the NMU, they showed that determined Union men know what they want and are willing to sacrifice many things to obtain them.

We have all heard and read of the low tactics that the company and the NMU used to intimidate these men. The results of these tactics were shown in the final ballot count. Even some of the NMU members couldn't stomach them. They proved this by vot-

### Cargo OT Split Up To Firemen

To the Editor:  
There seems to be a misunderstanding in the engine department as to whether the 4 to 8 fireman should split the cargo overtime with the other two firemen.

On the Steel Maker last trip, the chief engineer threatened to put the 4 to 8 FWT on day-work because he would not agree to split the cargo time.

We now have the same problem on this ship, the Steel Surveyor. However, the chief on here would like to do the right thing, and we have all three firemen agreed on rotating watches in order to split the cargo overtime.

I therefore request you to publish this in the LOG. In my opinion it will be a great help to other engine delegates who from time to time will run into this same problem.

In closing, I want to say that this trip has been a pretty good one so far for us down below.

William Padgett

(Ed. note: While it may be desirable to always have a split of the cargo overtime among the firemen, this is still a problem which can only be settled among the firemen themselves. It is not a matter which the Union can determine one way or the other.)

### Tidelands Work Suits Him Fine

To the Editor:  
I am now working with the G & H Towing Company, out of Galveston, aboard the tugboat Ling. We are stationed at Boothville, La., about 70 miles from New Orleans. The tugboat Pike is with us. We would like very much to get the LOG.

We work six hours on and six hours off, and are subject to one hour callback. We work in the tidelands moving oil rigs from one location to another, and seldom get to see the LOG. But we sure enjoy them when we see them. My wife is also living out here and we like it fine.

Clyde Laseter

(Ed. note: The LOG is being sent to both boats as you requested.)

### Lauds Kindness By Tampa SIU

To the Editor:  
We would like to give our heartfelt thanks to the Tampa branch of the SIU for taking care of the funeral arrangements for my departed husband, Charles A. Eagleson.

We also want to thank the crew of the Azalea City for their sympathy and flowers. Many thanks for the SIU welfare benefits check and the most sincere letter sent to our home in Houston and to all concerned.

Mrs. Anna Eagleson

## Bunk In Fidley Handy In Cold

Steam lines that refuse to go off in the Persian Gulf and then break down between frigid Halifax and New York have left the gang on the Plymouth Victory kind of numb. The alternate hot and cold combined with the antics of the first assistant, better known as "Thermometer" Murphy, to really spice up the trip. Murphy was making the rounds

with a thermometer to "check the temperature" at a time when the 4-8 AB, "Red" Brady, had to resort to sleeping in the fidley to keep warm.

### LOG-A-RHYTHM:

#### ACS Men

By FRANK BOYNE

In the twilight of their lives  
They meet,  
Discuss the past  
And laugh awhile,  
Tho' tears are near to flowing.

Sheer joy of friends well-met,  
Wells up within their hearts,  
And they, once more  
By bonds unite,  
To show purposeful strength  
Property of belief!

Gnarled hands of men  
Whose built-in faith  
Has brought them forth,  
To cast their vote,  
To claim their just desserts  
Inherent,  
In democracy's slow process  
The right of men to choose.

To vote,  
To crown their days of toil,  
With justice  
For those who are to follow.

According to "Whitey" Lewis, engine delegate, the no-heat wave started two days out of Halifax when the steam lines went out of commission, and there were still no repairs on them three days later.

"So today (Lincoln's Birthday—Ed.) while everyone off watch is rolled up in a blanket and Brady is snuggled down in the fidley, 'Thermometer' Murphy came into the wiper and engine utility's foc'sle equipped with his thermometer. We don't know whether he got the reading he wanted or not, but after seeing the engine utilityman huddled under three blankets and the wiper doing the 'shakes' from the cold, he must have gotten the point.

"Murphy left, probably for his room topside, where they have heat, to get warm," said Lewis. They had just the reverse in the Persian Gulf when the steam lines went on and couldn't be shut off for two days while everybody sweltered.

"It's also been seaking down below like a sieve," he added, "so garbage can tops have been spread around to catch the boiling steam water drips before somebody gets

scalded. We couldn't do anything else since the gaskets that were needed weren't ordered even though topside knew about this in Bombay." He said the trip was also livened up somewhat by the "dunnage caper."

"I've been on all kinds of ships for the last 32 years," Lewis noted, "but this one is a lulu. Going up the river to Khoramshahr, I was throwing dunnage over the side to the bumboats when, all of a sudden, I got a blast from the skipper. 'Don't you know dunnage costs money?' he says. 'It will cost the company \$35.'"

"Well, anyone who's ever been to the Persian Gulf knows that a piece of dunnage is like a \$10 bill



there. So of course after we left it took the deck department four hours to throw the rest of the dunnage over the side, and the only one to benefit was Davy Jones. I just don't get it."

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### Attend Last Rites At Sea



Braving cold, crewmen on Steel Executive gather for burial of John Anderson at sea. Pictured (l to r) are Chief Mate Macy; Harry Lundequist, DM; Vincent Genco, deck delegate; Lars Nielson, OS; Chris Bobbe, 2nd electrician; John Baye, DM, and Arni Bjornsson, bosun. Photo by L. D. Diano, MM.



Festive Fare On Robin Hood



"Doc" Watson pictures the scene on the Robin Hood before the messhall was deluged by hungry diners last Christmas. On hand for the traditional feast (l to r) were Kirby, AB; Bill, MM; Fauntleroy, MM; Leo Movall, steward; William Ryan, 2nd cook; Morton, baker, and Walker, utilityman. Ryan turned in the photo after the ship arrived home from South Africa.

SEAFARERS IN THE HOSPITALS

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- PRESBYTERIAN HOSPITAL SANTURCE, PR.: K. Korneliusen
- USPHS HOSPITAL MANHATTAN BEACH BROOKLYN, NY: Manuel Antonana, Woodrow Johnson, Eladio Aris, Ludwig Kristiansen, Fortunato Bacomo, Kenneth Lewis, Joseph J. Bass, Patrick McCann, Melvin W. Bass, Archibald McGuigan, Linzy Bosley, Herbert C. McGlissac, James P. Clarke, Leo Mannagha, Juan Denopra, Albert Martinelli, John J. Driscoll, Joaquin Miniz, Ralph Duffell, W. P. O'Dea, Ralph Dunsmoor, C. Osinski, Fabian Furmanek, George G. Phifer, Odie L. Gibbs, Winston E. Renny, Joseph M. Gillard, G. E. Shumaker, Bart E. Guranick, Henry E. Smith, Everett Haislett, Harry S. Tuttle, Taib Hassen, Virgil E. Wilmoth, Antonio Infante, Pon P. Wing, Thomas Isaksen, Dexter Worrell, Claude B. Jessup
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Union Welfare Service Hailed

To the Editor: While waiting around to ship out in New York I attended the funeral services for our late brother, Benedict Smoljam, and I wish to bring to light what a wonderful welfare department our Union has. This brother passed away without having any next of kin registered with our SIU Welfare Department, which meant that his relatives had to be located.

Letters To The Editor

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

They finally were found in California. I met one of them, a brother, who had not seen his late brother for 14 years. He had nothing but praise for our welfare department.

A good word is also due to the undertaker for his fine handling of the services. I have attended many church services for the departed, but never have I seen one conducted with such fine reverence as by the priests and parishioners of the Lady of Lourdes Church in Brooklyn. An exact replica of the Lourdes in France is in back of the altar, adding to the spiritual quality of the service.

Again a word of praise for the welfare department and all concerned. How fortunate we of the SIU are for such consideration.

E. A. "Andy" Anderson

Offers Lesson In Brotherhood

To the Editor: I've sent you this and a few details about our special meeting in Bordeaux on account of the incident that happened later concerning this matter.

On the Andrew Jackson we always post any information from the Union hall, telegrams and any other written statement that concerns the crew right on the bulletin board.

In Rotterdam, Holland, the boss of the longshoremen had been reading these things on the board and happened to come across the report of this special meeting.

(The meeting was held after 2nd cook Isaac McCants received a telegram that his wife had died on Christmas. It was agreed that as it was a "custom and tradition" for SIU members to send an expression of sympathy in the case of death of a Union brother or member of his family, each crewmember

should contribute \$2 for this purpose. A total of \$98 was collected, including \$26 from the officers, and \$87.75 was expended.—Ed.)

The longshore boss told me this must be a good crew, to donate lots of money and flowers, and I told him it was because we are part of a good Union.

He said others are in good unions too, but he didn't seem to see the difference. So I told him the difference lies in the union officials. If the union officials are morally good and work to the best of their ability for the greater good of the membership, gradually, by instinct, each member will do likewise for his own Union brothers and the Union as a whole. He not only saw the light after my explanation, but he swore I must be right.

I write you about this incident hoping that I might help to instill in the minds of some of our brothers the idea that the result of that special meeting was the product of a good Union.

Pablo Lopez Ship's delegate

Casts Vote For Ellis Island Spa

To the Editor: The proposal to build a resort and cultural center on Ellis Island is a good one. I hope the Federal Government can accept it.

The resort will draw tourists from all parts of the world and stimulate sea travel. It is an ideal business for a great and beautiful harbor. The suggestion to build a narcotics hospital on the island should be rejected, as it would be bad propaganda. Foreign visitors might get the notion that we were a nation of dope addicts.

Besides, the Statue of Liberty shouldn't have such a neighbor. Build the narcotics hospital in an interior medical center where the best treatment is available.

Roy Fleischer

Has Beef On Lost Camera

To the Editor: This is a complaint I would like to have you publish in the LOG. It's to warn all seamen to watch out for clipjoint artists who sometimes hang around in the "Little Lounge" in Algiers, La., just outside of the Todd shipyard.

I went in there with a Polaroid camera that I had bought only two hours earlier and it was gone when I left.

We may make good wages as seamen but they're not enough if we have to support clipjoint artists too. I hope my experience and writing the LOG will help other brothers in this port avoid such troubles.

Henry H. Gibson Tug Margaret Walsh

Maritime Study Sparks Interest

To the Editor: The prison here at Norfolk, Mass., has recently started a "Maritime Affairs" project in the inmate library. Through this project I've learned many heretofore unknown things concerning the maritime industry. The project is sanctioned by the Educational Office here, as it is felt it can aid us. I'm very happy to find such a project here, for it can and will aid me. My entire outlook on life in general has changed for the better since investigating it. I understand our Educational Officer already has been cited and commended for his part by the American Merchant Marine Institute.

Your organ, SEAFARERS LOG, is amongst many other papers in the library. I would now like to request of you the privilege of receiving your Union newspaper each future issue. You have a wonderful paper and I would enjoy it, I know.

You have my permission to use this letter if you desire. It would show others that the LOG does many things other than serve as a carrier of news to the Union membership. Again, many thanks.

Name Withheld

(Ed. note: Your name will be added to our mailing list as you requested.)

Plea For Funds Gets Response

To the Editor: I would like to express my thanks to an ex-merchant seaman, Fred Huntley, for sending me \$100. I don't know how to thank him enough for his kindness.

Please put this in the LOG because that is where he read of my need for money. It was so very nice of him to help me, as I have been needing money so very much since my husband died. Thanks to the LOG for printing my earlier letter (LOG, January 31).

Mrs. Antonio Gomall (Ed. note: The earlier letter referred to money owed Mrs. Gomall's late husband.)

Offers Slogan For Republicans

To the Editor: I know the LOG is not a political paper, but you do come up with some timely bits of news on the political scene. So I finally came up with a slogan befitting the "great" Republican Party. They can have it with my permission for their 1958 political campaign. It reads as follows:

"From Front Lines to Bread Lines, With Ike & Dick." Oh well, it would be a good title for a book anyway. Cholly Wright





### Stay Put For Idle Pay

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

**TOPA TOPA (Waterman), Aug. 13—**Chairman, E. Foster; Secretary, D. Ravoda. One man missed ship. Ship's fund \$20. New delegate elected. Vote of thanks to resigning delegate for job well done. Discussion on keeping bathroom and shower back aft cleaner; return cups to pantry.

**Oct. 6—**Chairman, L. Wing; Secretary, F. Kustura. Ship will stop for bunkers. Captain will obtain shore leave for crew; also \$25 draw per man. Ship's fund \$27. Disputed of and beefs to be discussed at payoff. Discussion on steam in foc'sles—aft rooms get too hot. Men to pay arrival pool at time of draw. Discussion on refrigerator in pantry. Vote of thanks to steward dept.

**Oct. 17—**Chairman, L. Wing; Secretary, F. Kustura. Two men missed ship in San Pedro. Ship's fund \$33.

Yokohama. Some disputed o.t. One NMU man signed on as FWT. Clarification states all officers rooms to be painted by deck dept. Filters to be put on blowers. Eng. dept. rooms need painting.

**STEEL APPRENTICE (Isthmian), Jan. 18—**Chairman, L. Wallis; Secretary, R. Golder. New delegate elected. Ship's fund \$9. Washing machine drain to be repaired.

**ALCOA ROAMER (Alcoa), Feb. 1—**Chairman, H. Phillip; Secretary, R. Kienast. Some disputed o.t. Report accepted. Discussion on milk situation—served 3 times a day—request same in morning and afternoon at coffee time. Will have 40 gal. milk aboard sailing day.

**FLORIDA STATE (Ponca), Feb. 8—**Chairman, H. Will; Secretary, O. Lee. \$24.21 in ship's treasury. Request SIU representative meet ship to discuss beefs.

**STEEL EXECUTIVE (Isthmian), Jan. 30—**Chairman, A. Brodie; Secretary, V. Genco. Repairs on refrigerator, etc., taken care of. Foc'sles in engine department painted. Money in ship's fund to be used for new washing machine. Discussion on draws in foreign ports. Timer to be purchased.

**WILD RANGER (Waterman), Feb. 9—**Chairman, D. Ruddy; Secretary, C. Babick. Locks for foc'sles requested. \$13.51 in ship's fund. Request for ice cube machine as present machine is inadequate for crew, passengers and officers. Coke machine will not be installed until schedule is formed. Clean sinks after laundry is used.

**NORTHWESTERN VICTORY (Victory Carriers), Feb. 9—**Chairman, R. DeAngelo; Secretary, D. K. Nunn. Company or agent will forward mail to ship. Overtime sheets are short, so avoid waste. \$3.98 in ship's fund. Discussion on doors and port holes being closed through canal. More cooperation urged for cleanliness in messroom and recreation room.

**PAN OCEANIC TRANSPORTER (Penn Nav.), Feb. 9—**Chairman, W. Snell; Secretary, M. Hummel. \$4.80 in ship's fund. Refrigerator to be defrosted and washed. Men voted in favor of new washing machine. Check on cots ordered.

**C. S. BALTIMORE (Cities Service), Feb. 11—**Chairman, J. Tanner; Secretary, L. Hagmann. \$20 in ship's fund. Captain to see about painting showers. Bookcase and bulletin board to be purchased.

**AZALEA CITY (Pan-Atlantic), Jan. 24—**Chairman, S. Barnes; Secretary, R. Kiedinger. \$36.10 in ship's fund. Repaired list to be turned in. Vote of thanks to steward department and ship's delegate for job well done.

**ALCOA PENNANT (Alcoa), Feb. 9—**Chairman, F. Borden; Secretary, H. Ridgeway. \$14.65 in ship's fund. Mops and garbage buckets should not be washed out in laundry room. Put out more fruit at night.

**KATHRYN (Bull), Feb. 11—**Chairman, F. Cornier; Secretary, F. Nachlecki. Beef in deck department should be settled by patrolman. No money in ship's fund. New blankets are needed as old ones are too narrow.

**TOPA TOPA (Waterman), Feb. 13—**Chairman, B. Foster; Secretary, M. Wilker. Thermostat to be installed. Supplies needed for medicine chest. Rooms should be soogeed. Door and lock on foc'sles and toilet needs repairs.

**ALCOA PATRIOT (Alcoa), Feb. 1—**Chairman, E. Grady; Secretary, Calvin Crabtree. Mail situation discussed. \$46 left in ship's treasury after purchase of wreath for member's mother. Will have \$10 more from pool. Vote of thanks to steward department. Keep passageways clean.

**OREMAR (Marven), Feb. 8—**Chairman, F. Timmons; Secretary, L. Doucette. \$27.75 in ship's fund. Will collect for new radio. Vote of thanks to steward department.

**DEL AIRES (Miss.), Feb. 2—**Chairman, J. Wolff; Secretary, C. Gullett. \$31.55 in ship's fund. One man missed ship in Santos. 90 days' stores to be put aboard. Need locks on doors in passageways.

**IRENESTAR (Trilon), Feb. 2—**Chairman, Wimer; Secretary, M. Anderson. Vote of thanks to steward department. Repair list to be submitted. Discussion on B & C Men for next trip.

**MANKATO VICTORY (Victory Carriers), Feb. 9—**Chairman, N. Shusko; Secretary, A. Stevenson. Engine department beef to be straightened out by patrolman. Discussion on keeping messhall clean. Service 100% better this trip. Vote of thanks for steward department.

## RECENT ARRIVALS

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

**Dale Anthony Welch**, born January 8, 1958, to Seafarer and Mrs. Elvert M. Welch, Covington La.

**Rita Jene Sanchez**, born January 5, 1958, to Seafarer and Mrs. Charles R. Sanchez, Chickasaw, Alabama.

**Danny Wesley Barnes**, born January 2, 1958, to Seafarer and Mrs. William J. Barnes, Irvington, Alabama.

**Robert Allen Rosales**, born December 3, 1957, to Seafarer and Mrs. Orlando Rosales, San Francisco, Calif.

**Melanie Jan Danzey**, born January 31, 1958, to Seafarer and Mrs. Tom Rollin Danzey, Mobile, Ala.

**Michael F. Patrick Fagan**, born December 25, 1957, to Seafarer and

Mrs. Fred Jagan Jr., New Orleans, La.

**Rueben Anavitte**, born December 23, 1957, to Seafarer and Mrs. Claudio Anavitte, Brooklyn, NY.

**James Lawrence Bell**, born February 7, 1958, to Seafarer and Mrs. Robert H. Bell, Flomaton, Ala.

**Edwin Ruiz**, born December 29, 1957, to Seafarer and Mrs. Alejandro Tirado Ruiz, Bronx, NY.

**Christina Maria Palmquist**, born January 21, 1958, to Seafarer and Mrs. Hilding L. Palmquist, Copiague, NY.

**Jose Antonio Alvarez**, born December 31, 1957, to Seafarer and Mrs. Enrique S. Alvarez, Santurce, PR.

**Gail Horne**, born January 26, 1958, to Seafarer and Mrs. William R. Horne, Kew Gardens, NY.

**Elliott A. Alexander**, born January 11, 1958, to Seafarer and Mrs. Alex Alexander, New Orleans, La.

**Tyrone Robert Anerino**, born January 11, 1958, to Seafarer and Mrs. William R. Anerino, Philadelphia, Pa.

**Louis F. Beeker**, born January 31, 1958, to Seafarer and Mrs. Howard Beeker, Brooklyn NY.

**Donnie M. Burden**, born September 18, 1957, to Seafarer and Mrs. Orlando Burden, Portsmouth, Va.

## Final Dispatch

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

**Anatolio Gamali, 52:** Brother Gamali passed away on December 5, 1957, in the USPHS Hospital in Staten Island. Death was due to natural causes. He became a full member of the Union on April 1, 1953, and was sailing in the steward department. Burial took place in Evergreen Cemetery, Brooklyn, NY.

**Frank Leo Bednarczyk, 66:** On November 25, 1957, Brother Bednarczyk died in the USPHS Hospital in Baltimore, Md. His death was caused by a respiratory infection. Brother Bednarczyk is survived by his wife, Theresa Bednarczyk, of Baltimore, Md. He was buried in Holy Rose Cemetery, German Hill Road, Md.

**Charles Arnold Seibel, 27:** Brother Seibel died on April 9, 1957, in Port of Spain, Trinidad. He became a full member of the Union on November 29, 1951, and was sailing in the steward department. Place of burial is unknown.

## Personals And Notices

**Joseph Lorden**

Contact Benjamin Cherry, attorney, 1522 Race Street, Philadelphia 2, Pa., concerning your mother's estate.

**Eugene Frederick McGreevey**

or  
**Frederick Eugene McGreevey**  
Mrs. Molly McGreevey, 1135 University Terrace, Linden NJ, wants you to contact her immediately.

**Paul Hellebrand**  
It is important that you get in touch with your family in Gaffney, SC, immediately.

**Donald Pressly**  
Your mother would like to hear from you. Contact her c/o Gylland, 860 E. 172 St., NY 60, NY.

**William Brabham**  
Please get in touch with your wife, Mrs. W. L. Brabham, at PO Box 414, York, SC.

**Charles A. Tucker**  
Your father Charles B. Tucker would like to hear from you. Please contact him at 801 Buren Street, Baltimore 2, MD.

## Seek Port Closing To Runaways

LONDON—A leading British shipping association has recommended that the government close English ports to runaway American and Greek vessels in order to enable national companies to compete with them.

The United Kingdom Chamber of Shipping complained that foreign flag ships enjoyed "overwhelming advantages" over their British competitors. "Their motives are plain," they said. "The Greeks are out to avoid taxation, and the Americans seek to benefit from lower operating costs obtainable under the adopted flags."

American and Greek interests, the Association found, control almost 93 percent of the 13,000,000 gross tons of shipping registered in Panama, Liberia, Honduras and Costa Rica.

In order to allow British companies to compete with these vessels, the association said, the government should either close the port facilities to these ships, or give the national companies tax immunity.

A few weeks ago, a British government official said a proposal to bar runaway transfers by British ships was impractical since other maritime nations would not follow suit, an apparent reference to US inaction on this issue.

EVERY  
SUNDAY | DIRECT VOICE  
| BROADCAST

TO SHIPS IN ATLANTIC EUROPEAN  
AND SOUTH AMERICAN WATERS

"THE VOICE OF THE MTD"

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

**WFK-39, 19850 KCs** Ships in Caribbean, East Coast of South America, South Atlantic and East Coast of United States.

**WFL-65, 15850 KCs** Ships in Gulf of Mexico, Caribbean, West Coast of South America, West Coast of Mexico and US East-Coast.

**WFK-95, 15700 KCs** Ships in Mediterranean area, North Atlantic, European and US East Coast.

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

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

**WCO-16908.8 KCs**  
East Coast South America

**WCO-22407 KCs**  
West Coast South America

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

**WMM 25-15607 KCs**  
Australia

**WMM 81-11037.5**  
Northwest Pacific

**MARITIME TRADES DEPARTMENT**

## Digest Of SIU Ship Meetings

Few hours disputed o.t. Repair list to be submitted.

**WANG PIONEER (North Atlantic), Jan. 26—**Chairman, C. Syphen; Secretary, W. Cassidy. Repair list to be made up. Ship's fund \$230. Few hours disputed o.t. to be settled by patrolman. One man hospitalized in France. Picked up new pantryman in France. To see about American money or traveler's checks as crew had little difficulty with draws. All quarters to be painted next trip; ship to be fumigated. Electricians to double in order to make recreation room. Men leaving payoff, return keys and clean rooms, strip bunks, return all extra linen to steward. Need safety net for gangway.

**ORION STAR (Orion), Jan. 24—**Chairman, W. Tiffner; Secretary, R. Mills. One man hospitalized in Bahrain. Ship's fund \$890 Yen. Short four men in deck dept. Two men got off. Picked up wiper. Wiper promoted to fireman. New delegate elected. Request better seconds with steak. Few items short.

**TOPA TOPA (Waterman), Nov. 11—**Chairman, F. Bell; Secretary, F. Kustura. New refrigerator put on board. Repairs made. One man missed ship. Ship's fund \$38. Some disputed o.t. Games to be purchased from ship's fund.

**Dec. 28—**Chairman, H. Knowles; Secretary, A. Fricks. One member missing at sea. Headquarters and family notified. One man missed ship. One man failed to join vessel in Yokohama. Little trouble in eng. dept.—to be referred to boarding patrolman. Repair list to be submitted. Letter of condolence to be written to family of deceased member. Vote of thanks to cooks and messman for fine holiday dinners and food and service.

**COUNCIL GROVE (Cities Service), Feb. 5—**Chairman, J. Sweeney; Secretary, E. Johnson. One man fired—to be discussed with patrolman at payoff. One man missed ship. Repairs and painting being done. Report accepted. Water tight doors to be repaired on deck aft. Need bunk ladders for top bunk in deck dept. Need change in baking.

**M/V PETROCHEM (Valentine), Feb. 2—**Chairman, J. Ward; Secretary, W. Langford. One man missed ship. Wreath sent to deceased mother of brother. Crew to turn in lodging for two days. No heat due to break down of boiler. Ship's fund \$1280. Bosun needs more than two men to secure ship leaving port.

**SEAMAR (Calmar), Jan. 22—**Chairman, G. Hays; Secretary, J. Eichenberg. New delegate elected. Ship's fund \$18. One man logged. Steward to take inventory because of shortage of various foods. If condition not rectified, headquarters will be notified.

**DEL VALLE (Miss.), Jan. 26—**Chairman, J. Ballinger; Secretary, M. Longfellow. Ship's fund \$40. New delegate and treasurer elected. Motion to buy fishing gear for crew. Screen door to be kept closed. Take better care of cots. Repairs to be turned over to delegates.

**ORION CLIPPER (Orion), Dec. 29—**Chairman, C. Just; Secretary, R. King. Money donated for poor Japanese family. New delegate elected.

**Feb. 2—**Chairman, C. Just; Secretary, R. King. Lost one man in



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

## Pres. Adams Rescues Three Ore Carrier Crewmen, 22 Lost

CRISTOBAL—Three of the five survivors from the sinking of the Italian oreship Bonitas have arrived here in the Canal Zone on the rescue ship President Adams full of praise for SIU Pacific District crewmen who saved them from an icy death off the North Carolina coast last week. Twenty-two others were lost.

The trio on the Adams was among 25 Bonitas crewmen virtually snatched from the arms of their rescuers when their lifeboat swamped alongside the American President Lines freighter. They were picked up as soon as the Adams put its own boat over the side. "The rest have drifted away," the ship signaled.

Continuing its search for survivors while other ships converged on the scene, the President Adams was unable to recover its boat due to the turbulent seas. However, this may have led to the rescue of two more men from the Bonitas 18 hours later.

### Two Others Found

Details of the operation are not clear, but it appears that the two men somehow managed to reclaim one of the abandoned boats during the night and thereby escaped the frigid waters. They were picked up the following afternoon by the Navy destroyer escort Lester, which eventually landed them in Norfolk for hospitalization. The rescue ships also picked up the bodies of 21 crewmen. One is still missing.

This latest sinking emphasized the hazards peculiar to shipping at this season, and most of all for ships heavily laden with ore cargoes. The Bonitas is the seventh oreship in as many years which has been sunk or disabled during the winter months, with a total loss of 131 lives.

Six of the seven mishaps occurred in the same general area and one off the Norwegian coast.

Five have resulted in sinkings; a sixth is permanently crippled.

One vessel, the SIU-manned LST Southern Districts, disappeared without a trace with her 23-man crew in December, 1954, almost duplicating the fate of a sister ship, the Southern Isles, and 17 crewmen in 1951. The others include two NMU-manned ships, the Mormackite (37 lost), in October, 1954, and two years later off Norway, the Pelagia (32 lost).

Two other SIU ships, the Steelore in 1955 and the Feltore a year ago, were near-misses. The Steelore limped into Morehead City, NC, under tow after a five-day battle with the sea and has been crippled ever since. Luckiest of all, the Feltore narrowly escaped disaster after a four-day fight to stay afloat and went back into service after repairs.

Ironically, the Coast Guard recently proposed a "Code of Good Practice" for stowing bulk cargoes such as ore. Poor stowage and unpredictable seas have shared the blame for most of these mishaps.

The Genoa-registered Bonitas, a 5,636-gross-ton freighter manned by an Italian crew, was en route to Baltimore with Brazilian manganese ore when she radioed for help. The message advised that her holds were leaking and it might be necessary to abandon ship. She sank less than 24 hours later.

First to reach the area about 120 miles east of Cape Lookout, NC, after the SOS, the Adams was eventually joined by three destroyer escorts, a Coast Guard cutter, five other merchant ships and several aircraft overhead. The APL ship had left New York a few days earlier and proceeded here after the rescue with the survivors still aboard.

## Shipping Round-Up & Forecast

February 5 Through February 18

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	4	1	5	1	3	1	12	3	15
New York	47	11	41	11	51	10	139	32	171
Philadelphia	29	1	23	7	24	2	76	10	86
Baltimore	22	12	22	14	21	6	65	32	97
Norfolk	3	7	2	4	6	2	11	13	24
Savannah	7	2	12	2	5	0	24	4	28
Tampa	9	1	5	1	14	0	28	2	30
Mobile	23	5	17	6	26	1	66	12	78
New Orleans	38	8	34	15	29	13	101	36	137
Lake Charles	13	4	9	14	5	6	27	24	51
Houston	33	9	14	11	17	12	64	32	96
Wilmington	4	1	5	2	3	3	12	6	18
San Francisco	7	6	8	4	8	8	23	18	41
Seattle	4	5	13	10	2	4	19	19	38
<b>Total</b>	<b>243</b>	<b>73</b>	<b>210</b>	<b>102</b>	<b>214</b>	<b>68</b>	<b>667</b>	<b>243</b>	<b>910</b>

Port	Shipped						Total A	Total B	Total Ship.
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C			
Boston	2	3	0	4	1	0	9	7	0
New York	53	13	21	44	14	13	148	32	180
Philadelphia	11	1	0	9	2	0	23	8	0
Baltimore	68	8	2	26	17	1	119	37	4
Norfolk	10	4	0	8	7	0	28	15	0
Savannah	4	0	0	1	1	0	6	1	0
Tampa	9	1	0	2	1	1	13	4	1
Mobile	21	4	0	21	2	0	63	8	0
New Orleans	48	6	0	27	4	0	105	16	0
Lake Charles	17	5	0	12	13	1	36	28	1
Houston	25	2	0	19	13	0	60	20	0
Wilmington	2	0	0	1	0	0	5	0	0
San Francisco	17	0	0	13	2	0	40	3	0
Seattle	3	3	0	8	7	0	17	10	0
<b>Total</b>	<b>290</b>	<b>50</b>	<b>23</b>	<b>195</b>	<b>84</b>	<b>16</b>	<b>670</b>	<b>189</b>	<b>57</b>

SIU job activity fell off once more in the last period but still ran ahead of registration. The registration figure has been declining for several weeks. Total shipping was 916; 910 men were registered.

The margin of jobs shipped over registration was all in the deck department, and generally all in class A. Despite the overall dip, six ports showed higher shipping than before and one, Wilmington, held fast. Improvement was listed in Norfolk, Tampa, New Orleans, Lake Charles, Houston and San Francisco. "Slow" is still the word for Wilmington, despite the status quo.

Seven ports reported a drop, including Boston, New York, Philadelphia, Baltimore, Savannah, Mobile and Seattle. The West Coast thus continues to be slow and shipped only 75 jobs this period.

On the seniority side, class A activity fell off to 73 percent of the total, class B gained and climbed to 21 percent and class C shipping rose as well. New York handled almost all of the class C activity. Ten ports shipped no class C men at all.

The following is the forecast port by port:

Boston: Quiet . . . New York: Good; jobs hang for several calls . . . Philadelphia: Fair . . . Baltimore: Steady and good . . . Norfolk: Fair . . . Savannah: Slow . . . Tampa: Fair . . . Mobile: Good . . . New Orleans: Good . . . Lake Charles: Fair . . . Houston: Good . . . Wilmington: Still slow . . . San Francisco: Fair . . . Seattle: Fair.

### Union Has Cable Address

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

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

## Open Foreign Aid Debate; '50-50' Cargo At Stake

WASHINGTON—With cargo shortages a pressing problem, the American merchant marine and US seamen's unions are watching the fate of the US foreign aid program with more than passing interest. The administration has asked for a Congressional appropriation of \$3.9 billion in foreign aid for the year beginning July 1, 1958. Since foreign aid cargoes are covered by the "50-50" law, the Congress' decision on foreign aid will determine to a great degree how much US ships will receive in the form of actual Government cargoes.

Last year, the administration proposed close to \$4½ billion in aid but got about \$3½ billion in appropriations. It is expected that efforts again will be made to cut down the sums being sought for this purpose.

Another related fight now brewing in Congress also would have its effects on US shipping. It is the renewal of the reciprocal trade program which would affect the total volume of private or commercial trade between the US and foreign nations. Boosts in tariff barriers such as are being sought by several industries which are now hard hit by declining business, would mean reductions in import cargoes and probably an overall shrinkage of both import and export cargoes in the long run.

The foreign aid program would involve sending \$1.8 billion worth of American arms to US allies, plus \$835 million in other materials and assistance for defense to such countries as Korea, Formosa, Viet-

nam and Turkey which have been regular recipients of US aid cargoes. The rest of the program is in economic aid to underdeveloped countries and in miscellaneous items.

The administration is arguing that the funds are necessary if the US is to keep its allies strong and avoid a heavy increase in its own defense spending.

While none of the cargo needs of US shipping would be met by the program until this summer, the passage of the program would be assurance of another year's "50-50" cargo, plus additional shipments under the agricultural surplus program.

## Ship Outlook Fair In 'Frisco

SAN FRANCISCO—It was a fair shipping period for this port. The Choctaw (Waterman) supplied most of the business when she came out of lay-up and signed on a full crew.

There were no vessels paying off during the period. In transit were the Seamar, Massmar (Calmar); Iberville, Jean LaFlitte, Young America (Waterman), and the Steel Executive (Isthmian).

### Visitors View Medical Center



French union delegates listen attentively as Dr. Joseph Logue, right foreground, explains functions of NY SIU health center, to translator, Miss Paulette Pacette. Pictured are Marcel Saint-Cast, merchant marine union; Pierre Alisse, marine officers, and Guy Marcel Pierre Ducas, technicians union. Emile La Flamme of the State Department, left, is in charge of the group.