

MTD CONFERENCE SET UP ON LAKES

Will Fight US, Canada Runaways

Story On Page 3



Step Against Runaways. Representatives of both US and Canadian maritime unions are shown in Montreal headquarters of Canadian SIU during formation of Great Lakes Conference of MTD. Conference was set up to fight both US and Canadian runaway-flag operations. Meeting hit use of British flag as refuge. (Story on Page 3.)



Safe Ship. Examining SIU Safety Award aboard Warrior are (l to r) Waterman Safety Director Earl Smith, Capt. E. Patronas, Ship's delegate Arni Bjornsson, Mobile Patrolman Robert Jordan.



Holiday Cheer. Even a broken arm isn't so bad if, like Seafarer Manuel Rodriguez, you have USPHS nurse Ellen Yannon to give you a hand with Thanksgiving dinner. Rodriguez, who suffered injury aboard Beatrice, was further cheered, like all hospital patients by SIU gift of fruit. (Other photos on page 5.)

'75-25' Proposed

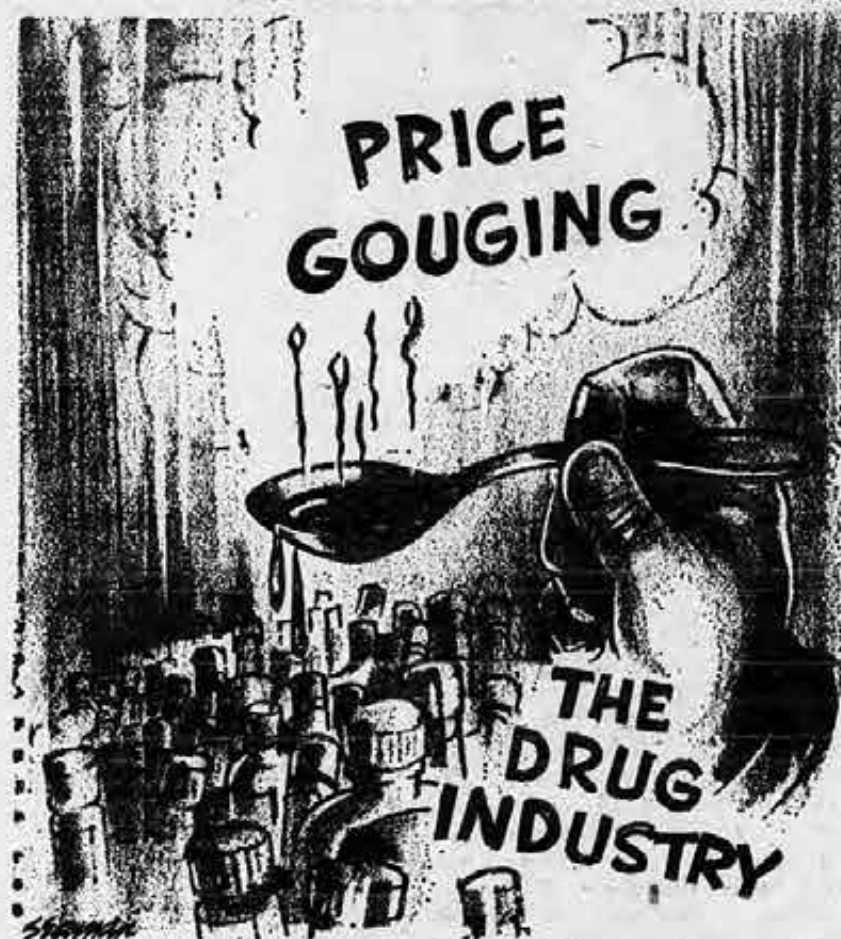
US Ships May Get Bigger Cargo Slice

WASHINGTON—There are strong indications that the Government is going to give the American-flag shipping industry a belated boost through a brand new "Ship America" policy, including a 75-25 break on government cargo. The new program, if put into effect, would result in vastly-increased cargoes for American ships and possibly the transfer back to the American flag of many vessels now under the run-away flags.

The "Ship America" policy would

represent a reversal of the Administration's practice of encouraging the use of run-away-flag ships. It is being considered because of the unfavorable balance of payments situation which is causing US gold and dollars to leave the country in large quantities. Use of run-away-flag and foreign-flag shipping is one of the major factors in the loss of currency. (See feature on page 16).

'Take As Directed'



Prize-winning LOG cartoon which appeared in the December 19, 1959, issue is shown above.

LOG Cartoon Wins Labor Press Prize

DETROIT—The SIU has won its 26th labor press award in the last 14 years and its 12th in the last four years since the merger of the AFL-CIO. The 1960 International Labor Press contest chose a SEAFARERS LOG cartoon out of 21 entries as the best in the Labor Press field. Each of the 21 entries was permitted to submit up to five samples.

The award-winning cartoon was drawn by LOG staff Art Editor Bernard Seaman. Entitled "Take As Directed," it dealt with the problem of excessive prescription drug prices and pointed out that sick patients had no alternative but to pay the exorbitant tariffs charged by the self-styled "ethical" drug manufacturing concerns.

In choosing the LOG caption, the judges from the faculty of the University of Michigan Department of Journalism made the following comment: "Professional craftsmanship in drawing; an effective caption; a subject of wide interest and concern."

Seaman's LOG cartoons have won seven citations, including two first prizes, in the last 14 years.

The cartoon had originally been prompted by the outcome of Ke-fauver committee hearings into excessive pricing by the drug industry. Subsequently the SIU and 12 other New York unions combined to set up the Medstore plan. The Medstore will consist of a chain of non-profit retail drug-stores which will supply union members and their families with low-cost prescription medicines

and other standard drugstore items.

In all, there were five categories in which the LOG entered along with publications of international unions. While it is the publication

(Continued on page 7)

Regulations Under Scrutiny

Under-Secretary of Commerce John Allen, a former Congressman from California with a strong maritime background has already declared that officials are considering regulations which would give "an even break" to US-flag ships. It is believed that two procedures are under consideration.

The President by presidential directive, would order US Government agencies to revise the "50-50" law upward so as to give US-flag ships as much as 75 percent of all Government-financed cargoes. The law simply sets a floor of at least 50 percent, but most of the agencies involved, particularly the Agriculture Department, have regarded the 50 percent figure as a ceiling. The Department has been openly hostile to the use of American-flag shipping.

To Woo Private Shippers

Other executive action would be taken to make it more attractive for private shippers to send their cargo abroad on US vessels.

Rep. Thor Tollefson, the ranking Republican member of the House Merchant Marine Committee, has already called on President Eisenhower to give as much as 80 to 90 percent of Government-financed cargoes to US ships. He also suggests that the next Congress set a fixed percentage quota for private cargoes to be carried on American ships.

Foreign nations have earned approximately \$1 billion for carrying US cargo and passengers in 1959, a good deal of which could be saved by the "Ship America" policy.

For background story on dollar drain see feature on page 17.

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NY Port Council Meeting



Anthony Scotto, ILA, chairs first formal meeting of MTD New York council. Seated at dias (l. to r.) are: Field Representative Raymond "Chuck" Connors, ILA; Executive Secretary Joe Powell, OEIU, and Vice-President Jerry Wurf, State, County and Municipal Employees.

NY MTD Plans Action On Waterfront Beefs

The first formal meeting of the Maritime Port Council of Greater NY Harbor adopted a constitution and set in motion a program to assist member unions in their problems in the Port of New York.

In addition to adopting a constitution, the December 6 meeting at the Hotel New Yorker agreed to extend the terms of the present interim officers for six months. This will enable organizations who affiliate with the council subsequently or who were unable to attend the first formal meeting to participate in the election of officers.

Hits Waterfront Communism

An immediate situation which the port council will deal with is the plan for a protest against the Bi-State Waterfront Commission's iron-clad control over the livelihood of members of the International Longshoremen's Association. The delegates agreed that a mass meeting be held under the auspices of the port council to protest the commission's power to license longshoremen for work on the piers.

The meeting will be set up at the convenience of the longshore union, probably in Madison Square Garden.

The port council meeting drew wide representation from unions in the New York area. Attending were some 120 delegates representing 25 international unions whose members are employed in various phases of maritime activity. Among those present was John Strong, president of Teamsters Local 807, New York, the largest general trucking union in the metropolitan area and one which handles the bulk of waterfront trucking. Strong participated as an observer since the Teamsters are not affiliated with the AFL-CIO.

Group Receives Union Support

Messages of support were also read at the meeting from the structural ironworkers union, as well as from the Metal Trades Department, which is directing its affiliates to participate in the council.

The interim officers, who will continue to serve on the port body, for another six months are: President—Anthony Scotto, organizing director Local 1814, ILA; Vice-

President, Jerry Wurf, executive director, District 37, State, County and Municipal Employees Union; Executive Secretary—Joe Powell, international organizer, Office Employees International Union; Field Representative—Raymond J. "Chuck" Connors, ILA Local 791.



ILA President William Bradley discusses the Waterfront Commission at NY MTD meeting. Group agreed to organize a protest meeting.

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Set Up Regional MTD On Lakes



Montreal press, radio and TV representatives interview Hal Banks, secretary-treasurer, SIU Canadian District and SIUNA President Paul Hall on formation of Great Lakes MTD Conference.

Conference Will Combat US, Canadian Runaways

MONTREAL—A coordinated attack on runaway shipping on both sides of the US-Canadian border is in the making as the result of the establishment of a Great Lakes Conference of the Maritime Trades Department, AFL-CIO. The establishment of the conference,

of which SIUNA Vice-President Hal Banks was named chairman, first of its kind within the MTD, took place at a meeting of American and Canadian maritime unions at the headquarters of the SIU Canadian District here on November 22.

The primary targets of the conference are the operations of runaway-flag shipping on the Seaway, in the Great Lakes and in

Canadian coastal waters. The conference made it clear that it included in its definition of runaway-flag shipping not only the conventional runaway flags of Panama, Liberia and Honduras, but also the practice of Canadian ship operators in registering Canadian-owned vessels under the flags of Great Britain and the British-owned Bahama Islands.

Indicative of the determination of the unions involved to take effective action on the issue was the presence of representatives from virtually every waterfront union including the longshoremen, steel workers, mates, marine engineers, operating engineers, cement workers, sugar workers, iron workers, carpenters, and, of course, Seafarers. Also in attendance as observers were Canadian Teamster Union representatives.

The unions present are involved in ship construction and repair, manning of ships, unloading of cargo and cargo transportation.

The action to set up a conference on the Great Lakes was an outgrowth of an MTD Executive Board meeting in Chicago on August 15 and 16 of this year. At that meeting, it was agreed to set up a series of regional MTD conferences to work on regional problems, one of them being the Great Lakes.

Banks Named Chairman

The Montreal gathering chose Hal Banks, secretary-treasurer of the Canadian District as pro tem chairman of the conference. Joseph R. Chrobak, representative of the United Steelworkers of America, Local 5,000, was named vice-chairman and Patrick J. Sullivan, secretary-treasurer of the Great Lakes District, International Longshoremen's Association, was chosen as secretary-treasurer.

As its initial program, the conference declared as its objective as "combating the runaway-flag vessels that are plaguing Canadian and American-flag shipping on the Great Lakes."

The conference agreed to press for legislation to promote both Canadian-flag and American-flag shipping, while going on record "as condemning the use of the flags of Great Britain and the Bahamas as a cover for runaway vessels and to further document instances of this and call them to the attention of the international labor movement."

It was generally agreed that the most pressing threat to the interests of maritime workers generally and to Canadian shipping at large is the use of the British flag as a flag of convenience in Canadian coastal waters.

As a result, the conference intends to submit a strongly-worded protest to the International Transportworkers Federation against the practices of utilizing British registration.

(Continued on page 7)

Hospitalized Men Will Get Bonus

The annual Christmas bonus for Seafarers in the hospitals, as well as SIU men receiving disability-pension benefits, has been approved by the trustees of the SIU Welfare Plan.

All Seafarers in the hospitals who are eligible for the regular hospital benefit qualify for the \$25 Christmas bonus as well. The bonus is paid to men who are inpatients for more than one day during the period from December 19 through December 26 inclusive.

In addition to the cash bonus, eligible Seafarers will receive a carton of cigarettes.

Christmas Day is also an occasion for serving Christmas dinners in Union halls to Seafarers on the beach and members of their families in line with long-established tradition.

England, British Colonies Long Used As Ship Refuge

MONTREAL—The formation of the Great Lakes Conference of the Maritime Trades Department is sure to bring to a boil long-simmering discontent among American and Canadian maritime workers over the use of the British flag and British colony labels to escape American and Canadian wage scales.

The problem is not a new one. In fact it dates back almost ten years to the elimination of the Communist-dominated Canadian Seamen's Union from Canadian shipping.

Once the CSU went out of business and the SIU Canadian District started winning improved conditions for Canadian seamen, Canadian shipowners started looking for an easy out. Thanks to lax Canadian shipping rules, they could transfer to the British flag, or to the flag of a British colony such as Bermuda and Trinidad. As a result, Canadian deep-sea shipping was largely wiped out.

A famous example was the attempt to transfer the Canadian Na-

tional Steamship fleet to the flag of Trinidad in the middle of a Canadian District strike. This move was blocked by the refusal of West Indian seamen to scab on the Canadians. Subsequently the ships were sold to Cuba but never were able to operate behind the Canadian District picket line.

Not content with transferring all deep-sea shipping, Canadian ship operators, and American businessmen with heavy investments in Canadian mining and transportation started transfers of domestic shipping as well. The problem became particularly acute with the opening of the St. Lawrence Seaway, with the result that more and more ships were being placed under British and colony flags even

though the vessels operate exclusively in Canadian waters.

This practice is made possible by lax Canadian shipping regulations. Unlike the United States, where domestic ship operators must use American-built ships under the American flag, Canada permits British shipping a free hand in its domestic waters.

This situation is the product of the Commonwealth Shipping Agreement signed in the 1930's, granting vessels from every part of the British Commonwealth the right to trade in Canadian domestic waters.

One result of the policy has been that British and West Indian seamen are being compelled to work at British and West Indian wage scales while spending all their working time in Canada.

Talks With British

At a meeting of the Seafarers Section of the International Transportworkers Federation in January, 1959, the problem of Canadian-owned British shipping as well as British-owned shipping in Canadian waters, was taken up along with discussions of the Panlibhoney flags. Discussions were held between Hal Banks, secretary-treasurer of the Canadian District, and Sir Thomas Yates, head of the National Union of Seamen of Great Britain, as a result of which an understanding was reached recognizing the Canadian SIU's right to represent Canadian ships in Canadian waters no matter what flag they might fly.

However, nothing has been done since on the British side to implement that understanding and to protect Canadian seamen from the inroads of the new runaways.

SIU Safety Dep't Hits Atom Peril; CG To Act

NEW YORK—An effort by the SIU Safety Department to ward off "potentially-dangerous" situations involving radioactive cargoes aboard ship is now being taken up by the Coast Guard. Responding to an inquiry from Safety Director Joe Algina, a CG headquarters spokesman has promised to initiate further action.

The exchange with the Coast Guard followed a series of informal discussions held by Algina with various industry representatives and officials of the Atomic Energy Commission, as reported earlier in the SEAFARERS LOG. He cited the complete lack of "basic measures" to protect seamen on vessels carrying atomic cargoes or "empty" containers that might still be radioactive.

Interest has centered on the problem due to the growth of off-shore traffic in atomic materials during recent years.

Crewmembers unfamiliar with the special labeling practices on such cargoes seldom know they are aboard and, in addition, have neither the equipment nor the

training to handle them in an emergency anyway.

The growth of offshore trade in radioactive materials has also been accompanied by specialized problems in disposing of atomic waste matter at offshore sites near major US cities. However, in this instance, specially-built or modified vessels are used and they have generally operated in relatively sheltered coastal waters.

BULLETIN

Court Rules Against Runaway

HARRISBURG, Pa.—The Pennsylvania Supreme Court, by a five to two vote, has thrown out a bid by Universe Tankships, owners of the Liberian-flag Ore Monarch, for an injunction against union picketing. The court characterized the runaway-flag registry as a fiction, holding that the corporation was subject to US labor law and that the picketing was clearly a domestic labor dispute. The ruling is a major victory for American maritime unions in the fight on runaway shipping. (See earlier story on page 7.)



Conferring at Great Lakes MTD conference in Montreal are Anthony Anastasio (left) representing the International Longshoremen's Association and Joseph Chrobak, head of Local 5,000, Steelworkers Union.

Operating Engineers, SIU Build Close Working Tie

A year of close collaboration between the SIU and Local 25, the Marine Division of the International Union of Operating Engineers, has paid off for both organizations. As a result of the close working relationship between the two unions, both Local 25 and the SIU have made considerable headway in their respective jurisdictions in the inland boat field, both along the Atlantic Coast and on the Lakes.

It was just one year ago, on December 17, 1960, that the newly chartered local moved into the SIU's Brooklyn headquarters as part of its plan to work hand-in-hand with the SIU on organizing and other problems.

Originally, the membership of Local 25 was known as Local 825D, the dredgeman's branch, of Local 825, Operating Engineers. The latter is a hoisting and portable equipment union with jurisdiction embracing the State of New Jersey and five upstate New York counties.

Started In 1940

The dredgeman's branch first came into existence in 1940. Steve Leslie, now president of Local 25, was its original organizer in an effort to bring representation to men working dredging equipment from Maine to Maryland.

The new branch did well until the late 1950's when, having organized the dredging operations in its jurisdiction, it was unable to progress further into the South Atlantic and Gulf areas.

However, because of the nature of the dredging industry, with dredges going to all areas, the branch faced loss of employment and competition from non-union operations along the rest of the coast. As a result, the membership sought a separate charter with jurisdiction which would parallel that of the SIU Atlantic, Gulf, Lakes and Inland Waters District.

Leslie, himself a former deep sea sailor back in the early 1930's, then met with SIUNA President Paul Hall asking him to support the dredgeman's move for autonomy before the executive board of the Operating Engineers, which was done in August, 1959. A separate charter as Local 25 was granted to the group in November and it subsequently made its move into SIU headquarters.

Gains In South

As a result, Leslie reports that the local union has gained approximately 1,000 new members, particularly in the hitherto neglected south Atlantic and Gulf area. It also has a self-insured Welfare Plan and hiring hall patterned after that of the SIU.

"Our hiring hall set-up, the win-

ning of seven agreements in the South and our progress in the Great Lakes area find their origin in the cooperation extended by the SIU," he declared.

The next step for Local 25 will be the establishment of a branch office in the Seafarers' hall in Philadelphia.

On the SIU's side, the collaboration between the two unions has greatly assisted in its progress in

the inland boatmen's field, particularly on the Lakes and in the Gulf area. Numerous opportunities for joint organizing drives by the two unions are now being explored.

And since Seafarers have qualifications to fill certain classifications on the dredges, SIU men have an opportunity for dredge employment whenever there are no qualified dredgemen available to fill open jobs.



Local 25 Operating Engineers President Steve Leslie (left) and SIUNA President Paul Hall discuss maritime questions at recent Maritime Trades Department meeting.

See New Orleans Hall Completion Next Month

NEW ORLEANS—Barring last-minute hitches, the new hall for Seafarers will be completed at the end of January or the early part of February. Finishing touches now being installed in the brand-new

hall on Jackson Avenue include a giant mural portraying the history of the maritime union movement.

The new building is in the heart of the French Quarter, approximately two miles from the present Bienville Street location. It will provide space for Union services as well as the functions of the Seafarers Welfare Plan.

Located at Jackson between Chippewa and Phillip Streets, it is just two blocks from the Jackson Avenue ferry landing. The architecture of the hall is in keeping with the architectural requirements of the French Quarter, so that it will differ considerably in appearance from the other modern SIU halls in Philadelphia, Baltimore and New York.

The two story building covers an approximate area of 110 feet by 135 feet, plus surrounding landscaping and parking facilities. It will have a cafeteria, lounge, recreation facilities, ample meeting space and hiring hall space and other desirable features.

Completion of the New Orleans

building will be another step in the long-range plan to provide Seafarers in all ports with modern quarters for both business and recreational purposes.

Drugstore Takes A Sea Voyage

An unusual cargo operation was recently demonstrated by the SIU-contracted Sea-Land Service in a cargo shift from Chicago to Puerto Rico.

A national drugstore chain was opening a branch store in Bayamon, Puerto Rico, and had to ship all of the fixtures from Chicago. The entire shipment was sealed in a 35-foot trailer van, and then travelled by railroad flatcar and trailer truck from Chicago to Port Newark, the northern terminal of the Sea-Land operation.

At Port Newark the van was loaded aboard a Sea-Land containership headed for San Juan, where it was again discharged and hauled by trailer to Bayamon.

LABOR 'ROUND THE WORLD

THE INTRODUCTION OF JET AIRLINERS on international travel routes has brought about numerous complications in determining the wage standards of working conditions of aircraft employees. Accordingly, the International Labor Organization recently held a meeting of civil aviation unions in Geneva which was attended by 14 unions of aircraft employees affiliated with the International Transportworkers Federation. One of the resolutions passed called for the ILO to develop retraining procedures for flight or ground personnel who have been displaced by new technological developments.

FIFTY YEARS AGO IN TORONTO, a trolley motorman worked standing up or not at all. Consequently, when in 1910 the Toronto Railway Employees Union negotiated a new contract, it was agreed that the company would provide a seat for a motorman in a closed trolley car. The agreement, the "Labour Gazette" reports, also provided for increases up to 1½ cents an hour, with the top wage scale being 25 cents an hour for men with three years' experience.

DANISH SEAMEN ARE GOING OUT for a 40-hour week in their current contract negotiations. The Danish Seamen's Union, representing approximately 7,000 seamen is asking for wage increases and a pension fund similar to what other Scandinavian seamen enjoy. Present wage scales on Danish ships are approximately \$135 per month.

TWO STRIKES OF LONGSHOREMEN in Brazil, and in Genoa, Italy, took place recently. The Brazilian strike lasted just one day and resulted in a 35 percent wage increase plus holiday pay equal to five percent of annual wages. The 35 percent figure, while enormous on paper, merely reflects the galloping inflation that has made Brazilian currency nearly worthless. The Genoese longshoremen, on the other hand, weren't concerned about wages. What was bothering them was the possibility that mechanical loading equipment would do away with the jobs of many of the men. They were looking for assurances that the men displaced in the process get adequate compensation.

CHRISTMAS BONUS PAYMENTS ARE STANDARD on West German railways, and this year, the bonus for members of the German Railwaymen's Union has been increased. Married men will get 100 marks (about \$25) and single employees 80 marks (about \$20). This is double or more than bonuses given last year. Bonuses of \$5 will also be given for each dependent child.

BY COINCIDENCE, THE DAY THE SEAFARERS LOG published its account of the earnings and working conditions of Russian seamen, the Soviet Government announced that it was issuing a new ruble. The intention is to make the new Russian ruble worth more than four old ones. On the international front, the revaluation of the ruble is designed to have propaganda effects, since it will be officially rated as being worth more than the dollar. (For practical purposes it will be worth about 40 cents). But it is the domestic impact of the new ruble that concerns Russian workers. In most of the Iron Curtain countries, "moonlighting," the practice of holding two jobs, is the rule, rather than the exception, but in the Soviet Union, "moonlighting" takes on a special character, to judge from the complaints in the Soviet press. It usually involves the conduct of some kind of street corner business operation—selling and buying used clothing, bootlegging American jazz records, supplying hard-to-get consumer commodities of one kind or another and similar operations which are frowned upon by the Soviet authorities. It's the customary practice of the "moonlighters" to hoard their profits in the form of large-denomination bills. When the new rubles are issued, the old currency will have to be turned in, or will become worthless. That puts the "moonlighters" on the spot. If they don't turn in their old currency, they might as well paper the walls with it. If they do, then the authorities might want to ask a few questions.

THE AFL-CIO IS GETTING ALL OF THE CREDIT for keeping France in alliance with the United States since the end of World War II. At least that's the word from the official publication of the Communist-run World Federation of Trade Unions. The latest issue of the publication, entitled "International Bulletin of The Trade Union and Working Class Press" declares that back in 1947 "at the instigation of the United States of America, which is scarcely ever sparing the flesh and blood of other peoples, there was a change of alliances: the Soviet Union . . . became the enemy . . ."

"A united working class" (Communist jargon for a Communist-dominated union movement) "was an obstacle to such a policy. The United States intervened directly, through its famous Irving Brown, in the French trade union movement. . . . From then on . . . our country was bound up in a policy that was absolutely contrary to its interests" (in Communist jargon again, that means pro-U.S. and anti-Russian).

The Irving Brown referred to, of course, represented the AFL-CIO in foreign labor affairs and is a favorite whipping boy of the world Communist movement.

Stay Put For Jobless Pay

Seafarers who are collecting state unemployment benefits while on the beach waiting to ship are urged to stay put and avoid changing their mailing addresses if they want to continue receiving their checks regularly. Several Seafarers have already experienced interruptions of from three to five weeks in getting their next check after they notified the state unemployment offices that they had moved and changed their mailing address.

An average delay of a month is reported in most cases, causing considerable hardship to the men involved.



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

By SIDNEY MARGOLIUS

Toy Price Index Down

This is a poor year for toy manufacturers but a better one for parents and other gift givers. Trade reports indicate that toys are selling for as much as 20 percent less than last Christmas. One reason: everyone is selling toys—supermarkets, drug stores, discount houses, even clothing stores.

For example, 20-inch vinyl dolls with rooted hair that were \$10.98 last year now are \$9.98. Twenty-piece sets of fiberboard jumbo blocks with triangles and squares, are available for \$2.65. Even such standard playthings as the "Playskool Nok-Out Bench" (for ages 2-5) now sell for \$1.79 and less.

Toy retailers and wholesalers say in their trade papers that the biggest sales increases in playthings this year will be in:

- Science toys, games and kits.
- Dolls, particularly novelty dolls.
- Games of all types.

Parents still need to watch out for durability and lasting play value, and distinguish between genuinely educational playthings and commercial toys which explore space-age developments but don't really teach anything. Some of the missile toys have been reduced sharply. For example, a "superthrust" two stage missile set that cost \$9.95 last year now sells for \$6.66. But such rocket-gun and rocket-launcher toys have only fleeting play value, and add nothing to a child's development. One widely-sold rocket launcher sells for \$8-\$10 plus the extra cost of batteries. It launches rockets 25 feet into the air. It has three rockets. You can imagine how long they will last.

If you have a couple of hundred dollars to toss around, and we're sure most of our readers haven't or won't, you can even buy your child a real motorized car—this year's new craze. These cars go five to seven miles an hour, steer, reverse and brake. They cost from \$159 in Montgomery Ward's catalog to one advertised in the Wall Street Journal as a "real battery-powered child's car." This one is \$249.50. But the manufacturer assures that it has a low operating cost.

But besides the rash of rocket guns and launchers, there also is an increase in genuine scientific and educational playthings, such as astronomy, physics, ultra-violet, computer, weather and math kits. One authoritative source is the Science Materials Center, 59 Fourth Ave., New York 2, NY. It will send you a catalog which will also be useful as a guide to kits, games and books recommended by teaching and scientific experts. Among the kits and playthings the science center recommends are:

- Pre-Electricity Physics Lab., \$5.95, for ages 10 and up.
- Static Electricity Lab, \$2.95 (ages 11-17).
- Mobile of the Planets (and their moons), \$3.95, kindergarten up.
- Magnetism Lab, \$3.95 (ages 10-14).
- Beginner's Microscope, \$7.25.
- D-Stix Construction Kits; juniors, \$3; intermediate, \$5.
- Math Magic, a game and kit, \$3 (ages 9-14).

The center also recommends a new set of two books, "Intelligent Man's Guide to Science," by Isaac Asimov, at \$11.95, for high school level and up.

The Gilbert science and chemistry kits are considered good quality and well-planned. A new manufacturer of science and chemistry kits is the Porter Company, with kits priced competitively with the Gilbert sets. The Porter biochemistry set is especially good.

Museums are a good source for natural history and science materials, such as rock specimens, shells, weather kits, etc. You can get catalogs and price lists from local museums and also from the Chicago Natural History Museum Book Shop, Chicago 4; American Museum of Natural History Shop, Central Park West at 79th St., New York, and Museum of Science and Industry, Jackson Park, Chicago 37.

MEBA Calls Conference On Maritime Problems

Plans for dealing with the problem of the US maritime industry and its employees are being discussed today at a conference of maritime unions called by the Maritime Engineers Beneficial Association, AFL-CIO.

Among subjects to be taken up at the meeting are the status of the various collective bargaining agreements in the industry and discussion of union policies on future bargaining.

Under consideration at the meeting are suggestions that some kind of national collective bargaining policy be established across the board on the part of all the marine unions.

One suggestion being brought up before the meeting is the feasibility of establishing a committee

of maritime unions to draft such a policy and to act on behalf of the member unions in dealings with the ship operators. The role of ship operators in working with unions on industry problems is also due for examination.

Also to come up for discussion are new approaches to runaway shipping, the Interstate Commerce Commission's regulation of the domestic trades and similar matters, in light of the new administration coming up in Washington.

At present, the contracts of the various unions expire at different times and run for different lengths of time. There have been proposals made in the past to establish single expiration dates for all maritime agreements and the conference will discuss the advisability of such a program.

LET 'EM KNOW!
Write TO THE LOG

KENNEDY CALLS FOR DOMESTIC SHIP AID; SAYS IT'S ESSENTIAL

WASHINGTON—President-elect John Kennedy has gone on record calling for US assistance to the domestic shipping industry to restore it to a healthy and flourishing condition.

The Kennedy statement was actually issued during the summer. It has now been printed as part of the record of the Senate Interstate and Foreign Commerce Committee in its report on the coastwise and intercoastal shipping industry.

In his letter, Kennedy called the domestic shipping industry "one of the great bulwarks of our nation's defense."

The text of the Kennedy statement is as follows:

"The depressed condition of our country's once-flourishing domestic shipping industry should be a matter of deepest concern to everyone interested in our country's economic progress and national security.

"Unless strong measures are taken, promptly, to preserve and strengthen the dry cargo fleet now operating coastwise and intercoastal, one of the great bulwarks of our nation's defense may soon be a thing of the past.

"Prior to World War II there were some 700 vessels, including tankers in these domestic trades, representing nearly two-thirds of our total ocean freight capacity. Today, despite our greatly expanded economy, the important dry cargo segment of these trades is but one-fifth, or less, of its 1959 size.

"Nor is that one-fifth in anything like good health. It is beset not only by adverse economic factors but also by throttling surface competition, aided and abetted to a disturbing degree by administrative complacency in the face of alleged unfair competition from other forms of competition.

"When the United States entered World War II, the domestic merchant fleet was taken over almost in its entirety by the Government, for military logistics purposes. In any future emergency the need for such a fleet, ready at hand to serve defense needs, would be equally urgent. But there may not be any such fleet to requisition, from

present indications, if we stand idly by.

"Why is this? A basic reason is that, while the coastal-intercoastal vessels were away at war, the domestic trade pattern was expanded to absorb the services formerly rendered by these vessels. The trade thus lost has never been regained. Thus, postwar, the shipping companies found themselves with few cargoes to carry, with old ships costly to operate, and new construction costs three to four times prewar rates.

"If the domestic merchant fleet, so strategic to the nation's economy and to its defense, is to be kept alive—and it must be—Government must lend a hand. Steps must be taken to insure fair treatment of domestic shipping vis-a-vis other forms of transportation. Beyond that Government has real and long neglected responsibility to assist in the formulation of a rational overall transportation policy in which intercoastal transport has a vital position."

SIU Halls Thanksgiving Hosts

At The Hall . . .



Part of the group of over 600 Seafarers, family members and members of affiliated maritime unions who attended Thanksgiving dinner at headquarters are shown in headquarters cafeteria.

At The Hospital . . .



Patients at the Staten Island Public Health hospital enjoy assortment of fruits and other holiday delicacies supplied by the SIU along with their Thanksgiving dinners.

NEW YORK—Several thousand Thanksgiving dinners were served to Seafarers, members of their families and guests in the traditional holiday festivities conducted at all SIU halls Thanksgiving day.

The headquarters hall in Brooklyn was host to some 600 diners, who were served in the headquarters cafeteria. Baltimore also served over 600 guests. Dinners were served either in Union hall facilities in the various ports, or in outside restaurants where the halls are not equipped to prepare and serve food.

The elaborate headquarters menu included a selection of appetizers, shrimp cocktail, choice of three soups, choice of turkey, ham or roast beef, choice of seven vegetables, two salads, and an elaborate dessert list including three kinds of ice cream, three kinds of pie, plain cake, plum pudding, fresh fruit, nuts and candies, after dinner mints and beverages.

Similar dinners will be served on Christmas Day and, as is the practice in several ports, there will be gifts and prizes for the children attending, along with a well-upholstered Santa Claus.

Court Balks Sea-Land

BALTIMORE—A Federal court here has enjoined Sea-Land Service, Inc., an SIU-contracted company, from using Baltimore as a collection point for Puerto Rico cargo.

Sea-Land, a Waterman subsidiary, has been trying to offer equal rates from Newark and Baltimore on cargoes originating in the Carolinas and Virginia areas, mostly tobacco, canned goods and other good revenue bearing freight.

After the Federal Maritime Board refused Sea-Land permission to charge a single rate, the company took over a forwarding firm which has been receiving all cargo in Baltimore, then transshipping to ships in Newark at no extra cost.

Bull Lines and Alcoa Steamship, both SIU-contracted firms, have protested the move. The Federal court issued the injunction while the FMB is studying the case.



SEAFARERS ROTARY SHIPPING BOARD



(Figures On This Page Cover Deep Sea Shipping Only In the SIU Atlantic, Gulf, Lakes and Inland Waters District.)

November 1 Through November 30, 1960

Although ship activity was virtually identical with that of October, total shipping dropped off in November in comparison with the previous month, with 2,394 jobs going off the board in all SIU ports. October had seen 2,682 jobs shipped and September 2,496.

In contrast to the decline of 288 jobs shipped, vessel activity was virtually identical with the previous month. A total of 471 ship calls were registered as compared to 473 in October. Payoffs dropped slightly, down to 115 from 119, but most noticeable decline was in the number of sign ons, 50 as against 63, while in-transit calls actually rose.

The decline in the sign ons is probably the key in the dropoff of November jobs, although another factor could very well be the desire of crewmembers to make just one more trip before getting off for the Christmas holidays.

Actually, as analysis of the figures shows, the class A "registered-on-the-beach" total, 2,480, was less than 100 over the month's total shipping figure, showing that virtually every class A seafarer could have gotten a job if he wanted to throw in for it. In actual fact, the class A men took only 60 percent of the available jobs, and class C shipping rose. In all departments, class B and class C men took a healthy number of group 1 and 2 jobs. In fact 90 group 1 jobs went to the lower seniority categories and 344 group 2 jobs.

The most active port, by far, was New York, with 90 ships, 42 of them payoffs. New Orleans boasted the most sign ons, ten, and Houston, as usual, had the heaviest in-transit load, 69.

Ship Activity

	Pay Offs	Sign Ons	In Transit	TOTAL
Boston	4	—	3	7
New York	42	5	43	90
Philadelphia ..	10	6	20	36
Baltimore	16	7	22	45
Norfolk	—	—	17	17
Jacksonville ...	2	—	41	43
Miami	1	1	7	9
Mobile	10	6	9	25
New Orleans ..	12	10	38	60
Houston	7	4	69	80
Wilmington ...	1	—	13	14
San Francisco ..	4	5	10	19
Seattle	6	6	14	26
TOTALS	115	50	306	471

DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				CLASS B			
	GROUP 1	2	3	ALL	GROUP 1	2	3	ALL	GROUP 1	2	3	ALL	GROUP 1	2	3	ALL	GROUP 1	2	3	ALL	CLASS A	B	C	ALL	GROUP 1	2	3	ALL	GROUP 1	2	3	ALL
Boston	1	8	2	11	0	1	1	2	2	2	2	6	0	0	0	0	0	0	0	0	6	0	0	6	6	23	9	38	0	7	4	11
New York	43	108	19	170	1	19	27	47	34	61	20	115	6	11	17	34	3	3	4	10	115	34	10	159	93	149	42	284	3	28	39	68
Philadelphia ..	9	13	7	29	0	3	2	5	8	18	4	30	0	4	2	6	0	0	0	0	30	6	0	36	14	13	8	35	0	6	5	11
Baltimore	13	34	11	58	3	9	24	36	14	26	9	49	3	2	13	18	3	1	0	4	49	18	4	71	38	89	21	148	5	19	37	61
Norfolk	4	11	3	18	2	4	2	8	3	4	5	12	2	1	2	5	0	0	0	0	12	5	0	17	11	25	5	41	1	9	11	21
Jacksonville ...	7	9	1	17	2	5	3	10	4	6	1	11	0	4	1	5	0	7	4	11	11	5	11	27	8	12	0	20	1	3	9	13
Miami	1	1	1	3	0	0	1	1	1	1	2	4	0	0	0	0	0	0	0	0	4	0	0	4	2	3	0	5	0	2	3	5
Mobile	27	30	9	66	0	3	4	7	12	26	4	42	0	4	11	15	1	1	4	6	42	15	6	63	38	42	8	86	0	2	5	7
New Orleans ..	27	65	22	114	1	7	18	26	15	47	13	75	2	12	14	28	0	4	5	9	75	28	9	112	60	84	25	169	2	11	19	32
Houston	46	74	14	134	1	32	31	64	31	61	21	113	6	27	28	61	1	4	3	8	113	61	8	182	38	40	20	98	5	15	10	30
Wilmington ...	5	11	2	18	3	4	4	11	4	6	3	13	5	7	6	18	3	1	0	4	13	18	4	35	8	11	0	19	0	6	4	10
San Francisco ..	18	31	8	57	4	21	6	31	17	25	9	51	7	10	8	25	1	4	9	14	51	25	14	90	23	15	1	39	1	9	3	13
Seattle	19	22	4	45	1	9	6	16	15	21	6	42	3	6	5	14	2	16	11	29	42	14	29	85	15	11	2	28	0	3	1	4
TOTALS	220	417	103	740	18	117	129	264	160	304	99	563	34	88	107	229	14	41	40	95	563	229	95	887	352	517	141	1010	18	118	150	286

ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				CLASS B			
	GROUP 1	2	3	ALL	GROUP 1	2	3	ALL	GROUP 1	2	3	ALL	GROUP 1	2	3	ALL	GROUP 1	2	3	ALL	CLASS A	B	C	ALL	GROUP 1	2	3	ALL	GROUP 1	2	3	ALL
Boston	0	2	3	5	0	3	0	3	0	4	4	8	1	0	1	2	0	0	1	1	8	2	1	11	1	6	1	8	0	3	1	4
New York	29	82	10	121	3	33	24	60	25	66	14	105	2	27	16	45	1	11	10	22	115	34	10	159	47	148	20	215	5	30	26	61
Philadelphia ..	6	18	1	25	0	6	8	14	2	14	6	22	0	5	7	12	0	2	2	4	22	12	4	38	4	24	3	31	0	5	5	10
Baltimore	4	41	3	48	3	20	19	42	1	40	4	45	0	12	11	23	0	4	4	8	45	23	8	76	9	64	10	83	3	34	30	67
Norfolk	3	4	4	11	0	4	3	7	0	5	5	10	1	3	1	5	0	0	0	0	10	5	0	15	7	18	4	29	3	8	7	18
Jacksonville ...	2	5	0	7	1	12	2	15	2	0	1	3	1	6	4	11	1	3	3	7	3	11	7	21	2	5	0	7	0	6	5	11
Miami	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	4	0	4	0	1	0	1
Mobile	9	38	4	51	2	9	6	17	0	19	6	25	4	9	6	19	0	5	2	7	25	19	7	51	13	45	3	61	0	5	5	10
New Orleans ..	17	49	8	74	5	19	17	41	18	56	10	84	2	14	10	26	4	2	12	18	84	26	18	128	34	55	8	97	3	23	22	48
Houston	18	60	4	82	4	30	26	60	18	50	17	85	4	33	20	57	1	14	5	20	85	57	20	162	37	38	5	80	3	10	7	20
Wilmington ...	3	10	3	16	0	7	2	9	4	5	2	11	0	11	2	13	0	3	3	6	11	13	6	30	0	10	2	12	1	4	3	8
San Francisco ..	7	28	3	38	1	15	3	19	6	27	8	41	2	9	4	15	0	5	6	11	41	15	11	67	8	30	2	40	0	6	1	7
Seattle	7	18	6	31	0	3	5	8	6	19	3	28	0	6	5	11	2	11	4	17	28	11	17	56	3	13	3	19	1	1	6	8
TOTALS	105	357	49	511	19	161	115	295	82	307	80	469	17	135	87	239	9	60	52	121	479	228	109	816	165	460	61	686	19	136	118	273

STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				CLASS				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	2	1	4	4	0	2	1	3	0	0	1	1	0	0	1	1	0	0	1	1	1	1	1	3	5	3	7	15	2	1	2	5
New York	50	26	72	148	4	4	40	48	28	10	57	95	2	2	29	33	2	0	7	9	95	33	9	137	85	38	122	245	4	7	50	61
Philadelphia	9	2	4	15	0	0	14	14	8	3	4	15	0	0	7	7	0	0	1	1	15	7	1	23	10	4	8	22	0	0	15	15
Baltimore	26	10	19	55	0	2	17	19	15	6	16	37	2	0	19	21	0	0	1	1	37	21	1	59	43	17	30	90	2	5	30	37
Norfolk	1	1	1	3	0	3	1	4	0	0	2	2	0	1	2	3	0	0	0	0	2	3	0	5	13	5	5	23	2	8	8	18
Jacksonville	8	2	3	13	1	1	3	5	1	1	1	3	1	1	2	4	1	3	16	20	3	4	20	27	13	3	2	18	2	1	2	5
Miami	4	3	4	11	0	0	1	1	2	3	3	8	0	0	0	0	0	0	0	0	2	0	0	2	0	4	0	4	0	1	0	1
Mobile	24	8	40	72	0	0	18	18	10	2	12	24	0	1	15	16	1	0	10	11	24	16	11	51	36	15	42	93	0	0	9	9
New Orleans	38	6	78	122	0	0	28	28	19	6	53	78	1	1	26	28	0	0	10	10	78	28	10	116	52	11	113	176	0	0	31	31
Houston	36	14	27	77	3	2	26	31	32	9	31	72	0	3	33	36	1	2	13	16	72	36	16	124	15	12	13	40	4	5	13	22
Wilmington	13	5	3	21	3	0	2	5	4	2	4	10	1	1	3	5	0	0	1	1	10	5	1	16	13	4	3	20	1	0	0	1
San Francisco	15	7	13	35	0	2	8	10	18	5	17	40	3	2	10	15	0	0	9	9	40	15	9	64	12	4	13	29	0	0	3	3
Seattle	12	2	10	24	2	1	10	13	12	4	14	30	1	3	9	13	0	2	19	21	30	13	21	64	4	0	5	9	1	0	3	4
TOTALS	238	87	275	600	13	17	169	199	149	51	215	415	11	15	156	182	5	7	88	100	409	182	100	691	301	120	363	784	18	28	166	212

SIU SAFETY DEPARTMENT

Joe Algina, Safety Director



Home Fires Do The Most Burning

All the talk about on-the-job accidents, among seamen or any other group, tends to make us overlook how most accidents occur. The truth is they happen right at home, from people fooling with electric wiring, slipping in bathtubs, falling off chairs and makeshift ladders or tripping over kids' roller skates and toys.

The best available figures show exactly twice as many accidents at home as there are on the job, and that applies to fatal accidents also. These figures don't include car accidents, which are in a class by themselves. The main point is that at home people are less cautious about things they'd be finicky about at work, and a lot of grief is the result.

December is one of the worst months as far as home accidents are concerned because everybody gets a little carried away by the holidays and all caution is thrown to the winds. Fires are the big hazard because of excess paper from gift wrappings, home-made wiring on Christmas trees and dried-up trees that go up in smoke from the least little spark. It's worthwhile considering all these things as Christmas rolls around and to check out the house for possible hazards.

There are all kinds of accidents at home that seem "impossible"—but they continue to happen anyway. A woman using a vacuum cleaner that had a short in the wire was electrocuted right on the living room floor where she stood. . . . Bad wiring that should have been fixed long ago was the culprit. . . . A man building an outdoor storage shed had his two-year-old son in the yard with him and, when he turned his back for just a minute, the baby walked under the blade of the power saw and was killed. . . .

Another type of home accident which constantly claims the lives of many old people and the very young—children under five—is fire. On board ship there is fire and boat drill and in school there are fire drills and the same should apply at home. In most homes, especially upstairs, there usually isn't even a glass to put water in to throw on a fire.

Another item that applies this time of year in many areas is that most homes are equipped with storm windows which are a real hazard when you start to think about it. When a fire starts, particularly on upper floors, there isn't a free window to get out of. A good idea is to leave one window free with just a screen in the bottom so that children or adults can get out. If possible, the window without the storm glass should be over a garage or shed so someone could climb out on it if necessary.

There are several inexpensive but effective fire-warning alarms on the market designed just for the home. These gadgets are worth their weight in gold if they can give you warning about a fire. Another item should be in the home, the same as we have aboard ship for fire-fighting, is a hose that can be quickly connected up so that in the event of a fire there's something to fight it with. This doesn't mean everybody has to try to be a "hero" and do the job of the fire department. It's just something to think about as a little extra margin of safety for the whole family.

'ONE HAND FOR THE SHIP... ONE HAND FOR YOURSELF'



Somebody thought up the above safety slogan many years ago and it's a good one—provided it's followed. Accidents on ladders are still a major cause of shipboard casualties. While the use of non-skid treads and non-skid paint helps, it also helps to hang on with one hand. If the load is too big to take in the other hand, make two trips and save yourself one trip to the hospital.

An SIU Ship Is A Safe Ship

SIU Widow Receives Benefit Check



SIU Social Security Director Joe Volpian presents \$4,000 death benefit check to Mrs. Anita Keyes, at her home in New York. Her husband, Newell, died aboard ship.

Runaway Ore Ship Still Idle In Philly

PHILADELPHIA—Operators of the runaway-flag Ore Monarch, which has been tied up here by an International Marine Workers Union picketline, have been rebuffed twice by the Pennsylvania Supreme Court. However, the State Supreme Court still has under consideration a petition by the operator, Daniel Ludwig, for an injunction against the IMWU picketline.

The Ore Monarch, a Liberian-flag ore carrier, has been tied up in Philadelphia since October 1. Previously, the Court of Common Pleas had upheld the picketline, upholding the union contention that the matter properly belonged in the jurisdiction of the National Labor Relations Board.

Labor Practices Protested

The IMWU picketlines were put up here in protest against the operator's unfair labor practices. After IMWU secured pledge cards from a majority of the Ore Monarch's crew, the operator came up with an "independent" union, the so-called "Global Seamen's Union," set up in the West Indies. The IMWU charges that the crews of Ludwig vessels were forced to sign cards in the "union."

Picket Boat

In addition to the shoreside picketline—which is maintained 24-hours a day—the IMWU also is using its own picket boat.

As a result of the picketing,

other Ludwig bulk ore carriers have been diverted to Baltimore, Mobile and other ports. Baltimore ore tonnage has climbed by more than 600,000 tons as a result. Since the ore was destined originally for the Fairless Works of US Steel, north of Philadelphia, the diversion means a costly overland rail haul for the company. The Fairless Works were built originally on the Delaware to take advantage of foreign ore sources and cheap runaway-flag ore-carrying services.

Form Lakes Group To Fight Runaways

(Continued from page 3)

try as a runaway-flag operation. (See story on page 3.)

MTD President Paul Hall, in calling the conference declared:

"It is becoming increasingly evident since the advent of the St. Lawrence Seaway that stevedoring companies, ship repair companies, ship chandlery companies, shipping companies and steel companies are seeking ways and means of transferring their transportation to foreign bottoms.

"In the past two months activity along this line has been accelerated to the point where it is obvious, that if the trend continues it will mean the complete annihilation of this type of work for Americans and Canadians.

"The increase in transfers of American and Canadian ships to British and Bermudian registry makes it evident that Great Britain and Bermuda are on the way to becoming fully-fledged flags of convenience countries."

The conference was attended by 39 delegates in all, representing 27 unions, with a combined membership of over three million.

Those present were: Banks; Steve Leslie, Operating Engineers; Teddy Gleason, ILA general organizer; Patrick Sullivan, ILA; Raymond McKay, Marine Engineers; Chrobak; William Hoch, Operating Engineers; Tony Anastasio, ILA.

Also Cal Tanner, SIU; L. J. McLaughlin, Canadian SIU; Ray Connors, ILA; J. Colozzo, ILA; Earl Sheppard, Steve Cardullo, SIU; Rod Hayes and Jean Lariviere, Teamsters; Bill Evans, State, County and Municipal Workers; Gaby Cormier, Cement Workers; Lew Carcione, Sugar Workers; William Durkin and John Anello, Carpenters; Al Franz, Distillery Workers; Melvin J. Greeley, Fire Fighters; Ralph Keller, Iron Workers; John Mastiller, Roofers Union.

Port agents were also present from the major ports of the SIU Canadian District.

Runaway Vessel Wrecked; Crewmen Held 'Undesirable'

TRAVERSE CITY, Mich.—Six of the 14 crewmembers of the wrecked Liberian freighter Francisco Morazan have been detained by the US Immigration Service as "undesirable aliens." The detention came after their vessel was blown on the rocks in Lake Michigan by an early winter storm.

The six men were then placed in the custody of the ship's New York agent for transportation to New York from which they will leave the country.

The incident tends to substantiate contentions by the SIU and other US maritime union's that the so-called "effective control" policy is a sham. The SIU has pointed out that runaway-flag crewmembers, unlike seamen on American-flag ships, do not undergo any screening. Many of them, in fact, are recruited in areas which have

strong local Communist groups on the waterfront and in the local labor movements.

Under the circumstances, the Union has pointed out, the United States could not count on the reliability of such crews in the event of a national emergency.

The "effective control" theory put forth by the State Department, holds that runaway-flag ships would be available to the United States in any emergency. The claim suffered a damaging blow when it was revealed recently that a considerable number of runaway-flag tankers are now in the employ of the Soviet Union.

LOG Wins Award In '60 Contest

(Continued from page 2)

of a district, rather than an international, the LOG competes with newspapers put out by such unions as the United Auto Workers, the Machinists, the International Brotherhood of Electrical Workers, and others of similar nature.

The latest LOG victory keeps alive a string of successes in recent years. The SIU publication won the first prize for Editorial Excellence in 1955, and second prizes in that category in 1956, 1957 and 1958. It also won a first prize last year for the best feature article, a first in 1957 for the best front page and a first in 1956 for the best editorial cartoon.

The best year was 1956, when the union newspaper took six citations in all.

In commenting generally on the labor press entries, one of the judges, Ben Yablonky, had this to say:

"As one who has had a personal involvement with the labor press . . . I have been greatly impressed with the professional quality of the publications. They are generally fine looking jobs, using attractive formats, well-edited and well-written, indicating that the publications are relying more and more on professional journalists.

"The publications, too, display a sense of responsibility to the entire community in dealing with questions which go beyond the primary problems of the individual union—questions of war and peace, of unemployment and high prices, of health and old age—questions which are the concern of all Americans, not just those of union members. And in many cases the publications deal more effectively with such big questions than the daily newspapers which ought to do a better job."



THE SIU INLA

IBU Lakes Dredgers In Pact Talks With Four Newly-Won Co's

DETROIT—The SIU-affiliated International Dredge Workers' Union is now in the process of negotiating first time contracts with four Great Lakes dredging companies whose sweep-raft men, range men and service truck drivers voted almost unanimously last month for union representation.

In the four elections, the SIU affiliate took all but two of the votes cast, climaxing a year-long organizing campaign.

Preliminary Meeting

A preliminary contract meeting with the four companies was held earlier this month, at which time the union presented its contract proposals for negotiation. Talks are continuing in an effort to wrap up the agreements.

The four companies involved in the negotiating are Dunbar and Sullivan, Great Lakes Dredge and Dock, Western Contractors and Aljon Kiewit. They operate in and around Sault Ste. Marie, Detroit and Port Huron.

Since dredge operations are now shutting down, there is no pressure for a hasty contract settlement.

One-Sided Victories

In the course of the year-long organizing drive, the Dredge Workers Union collected pledge cards from more than 95 percent of the workers employed at these firms. The union originally sought pledge card recognition, which the companies refused. It was after this that the union sought and obtained National Labor Relations Board elections in the four companies, resulting in the one-sided election victories.

As a result of these latest successes the Dredge Workers now have approximately 95 percent of the Great Lakes dredging companies under contract.

Wilson Boats Go To Yard For Season

NEW YORK—The IBU-manned Wilson Line cruise ships Hudson Belle and John A. Meseck have laid up for the season and are presently undergoing repairs in Wilmington, Delaware, where the Wilson Line has its headquarters, according to the company.

Both vessels, which operate on a seasonal basis only, are normally in service from around Memorial Day to Labor Day.

The Belle regularly transports racing fans from New York to a special bus in Atlantic Highlands, NJ which provides them round-trip transportation to Monmouth Park race track. The one-way trip takes less than two hours and the track buffs are back to the ship by seven at night for the return jaunt.

The John A. Meseck caters to families who wish to get away from the rigors of city life—for at least a day, anyhow. This boat makes half-day trips from New York to Rye Beach on Long Island Sound. Passengers debarking at Rye can spend the day swimming or picnicking.

When both boats go into lay-up after the season, IBU crews usually take side jobs until spring. Many of these Inland Boatmen are "regulars" and they usually keep in close touch with the company to ascertain the exact date the boats will go back into operation.

Systematic



The President of the SIU-affiliated Dredge Workers, Bob Jones (left) discusses re-vamping of Union's office system with CPA Gerald Morrissey, at hq in River Rouge, Michigan.

Balt. IBU Notes Work Increase

BALTIMORE—A pick-up in job activity for IBU men in this port was noted during November when the IBU-contracted Arundel Corporation rehired all of its 28 laid-off tugmen to turn them to on a new channel being dug at the Sparrows Point yards of Bethlehem Steel Co. This Bethlehem job, according to IBU representative Ray Herold, will provide IBU men with plenty of work for an estimated 18 months.

The job involves providing additional facilities for ore-carriers.

Most Employed

Out of all the IBU members in this port, there are only 10 currently out of work at the moment, says Herold and with prospects looking good for the month of December, when additional tugs must be used to handle ships in seasonally high winds, it's felt that these men will be provided with ample work.

Herold also reported that two IBU deckhands—Eugene Nickels, of Curtis Bay Towing and John Zeller, of Harper Towing—were the recipients of IBU maternity benefit checks.

IBU men drydocked at the USPHS during November were: Charles Berick and Joe McLaughlin, both of Baker-Whiteley and Charles McNamee of Harbor Towing Co.

The activities of the various inland boatmen, railroad marine tugs, deep sea tugs and harbor craft under the SIU banner are dealt with here. The SIU family includes various groups of boatmen throughout the nation—on the Atlantic and Gulf Coasts, on the Mississippi and Ohio Rivers, the Great Lakes and in Pacific Coast ports. These craft operate in support of deep sea shipping and supplement such shipping in confined waters. Their activities concern all seafaring trades.

Boost Hospital, Surgical Benefits For IBU Men

NEW ORLEANS—New and increased welfare benefits for members of the SIU Inland Boatmen's Union and their dependents have been voted by the trustees of the Inland Boatmen's Union Welfare Plan.

The increases, approved by trustees at their regular monthly meeting, provide that Inland Boatmen will receive benefits and protection comparable to the superior conditions enjoyed by SIU deep sea men and their families. The new benefit schedules take effect as of December 1, 1960.

Hospital Costs

The major changes in the new IBU benefits schedule are in the area of allowances for surgery and for various hospital costs. The trustees, in acting on the increases, were recognizing the fact that there have been increases in hospital charges and surgical costs since the benefits were first established in 1956. The new surgical schedule provides for more generous allowances for most surgical benefits to offset such increases.

In addition, the trustees of the Plan voted to increase the maximum amount allowed for hospital extra charges to \$175 from the \$100 provided in the original benefit schedule.

Blood Benefits

A new benefit was also added by the trustees. It consists of an allowance of a maximum of six pints of blood for transfusions, with payment allowed at the rate of \$30 per pint.

Before the separate blood transfusion benefit was set up, reimbursement for transfusions was covered within the surgical schedule at the rate of \$20 a pint up to a six pint maximum. However, such reimbursement was provided only if the \$300 maximum limita-

tion on surgical benefits had not been exceeded.

Now, by separating the two benefits, the plan, in effect, provides a maximum combination of \$480 in blood transfusion and surgical benefit allowances, although the maximum would not apply in all cases.

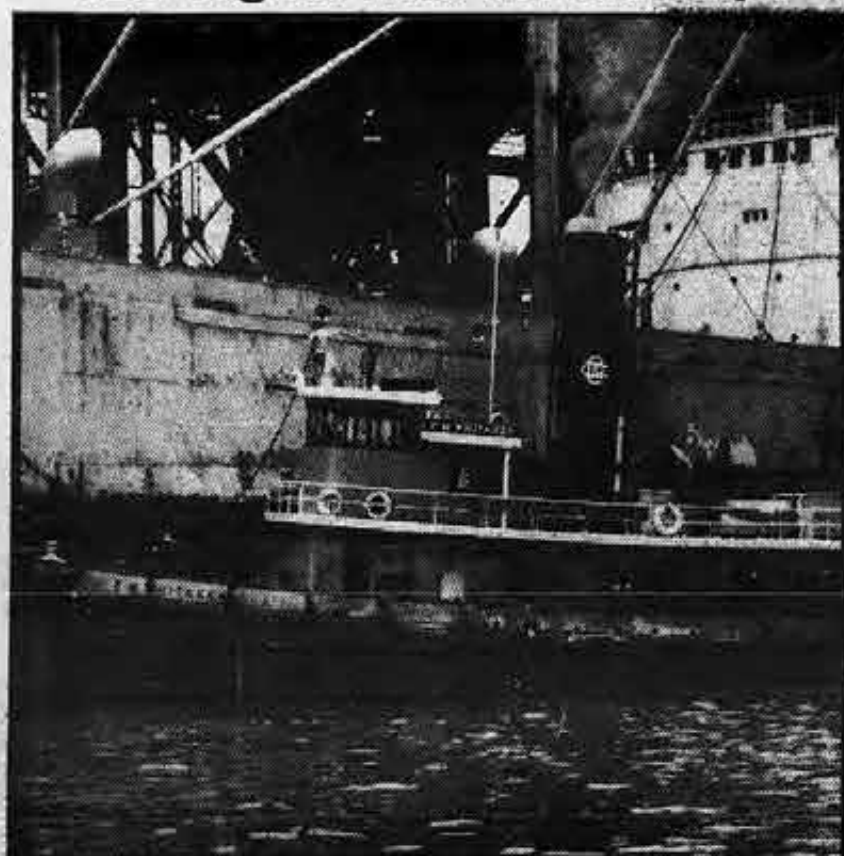
IBU Tugmen Set For Lakes Lay-Ups

DETROIT—Reports from this port indicate that many of the members of the SIU-affiliated Tug Firemen and Dredge Workers' Unions are ready to dig in for the winter and wait for the ice to thaw.

Nevertheless, some dredge and tug work is still going strong in the last push to beat the big freeze. Merritt, Chapman & Scott and Dunbar & Sullivan are working their crews 24 hours a day, seven days a week in hopes of completing their jobs. MCS hopes to work on the Belle Isle channel deepening at least until the 22d of this month, while D&S will continue its efforts on the Port Huron project until weather forces them to discontinue the job.

Great Lakes Dredge & Dock has completed work at Port Huron and is through for the season. This company's equipment has been moved to Bay City, Mich., for a job which will get underway in the spring.

IBU Tug Services Norfolk Ship



Crew of IBU-contracted tug F. M. Whitaker (Chesapeake & Ohio) prepares to assist freighter in getting underway at Norfolk, Va.

IBU Men At Work In NY Harbor



The IBU-contracted tug Howard E. Simpson (Baltimore & Ohio) slows down as it prepares to come alongside dock on Jersey side of river from which photo was taken.

ND BOATMAN



SIU Railroad Marine Tugmen Approve Vote On New Constitution

JERSEY CITY—The first important step towards upgrading the union into a more effective instrument for membership welfare has been taken by the IBU Railroad Marine Division. Meeting at the union's new headquarters in Jersey City here on December 7, the membership unanimously approved a proposal to hold a secret ballot referendum on a proposed new constitution.

Similar meetings of the Division's members in Baltimore, Philadelphia and Norfolk also approved the ballot.

The meeting also served as the

formal opening of the Division's new headquarters at 99 Montgomery Street here.

The proposal for a referendum vote on the constitution was carried after copies were distributed to all members present and the entire document was read and discussed in detail.

Copies of the constitution are being mailed to all members of the Division who were not present at the various port meetings.

Among those who addressed the meeting was US Senator Harrison "Pete" Williams (Dem.-New Jersey) who welcomed the SIU to the Garden State.

Williams pointed out that new port developments in Port Newark and Elizabeth are making New Jersey's waterfront increasingly important in the Port of New York picture. Senator Williams said he was aware of the good reputation enjoyed by the SIU as a trade union, and he was pleased at the opportunity to attend one of its membership meetings.

Williams is a member of the Senate Labor and Public Welfare Committee.

SIUNA President Paul Hall presided at the session. The Railroad Marine Division represents tug deckhands on major eastern railroads, such as the Pennsy, Baltimore and Ohio, Chesapeake and Ohio, New York Central and New Haven, among others.

The SIU division won the right to represent the deckhands in a series of bargaining elections under the Railway Labor Act last summer, in the course of which the SIU routed the Teamster Union.

Death Of Boatman Saddens Philly IBU

PHILADELPHIA—Members of the Inland Boatmen's Union in this port were saddened last month by the sudden death of Captain Lorin Livingston. The 43-year-old boatman, a veteran of World War II, passed away in his sleep on Veteran's Day, November 11, reports IBU representative Joseph Trainor.

Captain Livingston was a member of IBU Local 1700 in this



Livingston

port. He had worked for P. F. Martin, Inc. (McAllister's) since December, 1955, and prior to that time had sailed as a mate on deep sea ships as a member of the Masters, Mates

and Pilots. He was widely respected here for his ability both as a captain and as a pilot.

Surviving the captain are his wife, Peg; a daughter, Karen, and two sons, David and John.

Fact-Finders Reject Demands; RR Tugmen Discuss Strike

JERSEY CITY—In view of a Presidential fact-finding board's flat rejection of every demand of the Union, the Railroad Marine Division of the SIU Inland Boatmen's Union is now free to strike marine rail facilities from New York to Norfolk.

Railroad Marine Division representatives are meeting with other unions of the NY harbor council to consider a strike against the railroads. Rank and file members of the unions have already authorized strike action.

The fact-finders said that railroad marine workers should be subject to the moratorium on further wage increases until November 1, 1961, as negotiated between the roads and the on-shore rail workers.

In their December 11 ruling the fact-finders rejected every single union demand, including the RMD requests for: a general wage increase; improved vacation benefits; minimum manning scale for all

steam and diesel tugs and ferries, and a pension and welfare plan similar to the SIU deep sea unions.

The fact-finders refused union demands for freezing the minimum manning scale to that of November 1 of this year. A key request by the unions that they be considered separately from the rest of the railroad industry as marine workers was also flatly refused.

The RMD has asked for a general 55 cents an hour wage increase; four additional paid holidays, in addition to welfare and manning provisions.

Railroads involved in the negotiations include the Baltimore & Ohio; Bush Terminal; Lehigh Valley; New York Central; New Haven; Pennsylvania; and New York Docks Terminal.

IBU RR Tugmen Hear Sen. Williams



US Senator Harrison "Pete" Williams (Dem. of New Jersey) addresses the first constitutional meeting of the Railroad Marine Division, SIU Inland Boatmen's Union, in Jersey City early in December. G. P. McGinty, Railroad Marine Division director, shares the dias with Senator Williams. The meeting, held in the newly completed Railroad marine hall, was called to consider a constitution for the division.

Houston Tugmen Win Award For Safety

HOUSTON—Employees of the G & H Towing Co., here were honored with a safety plaque in November at the company's fourth annual safety award dinner at the Houston Executive Club.

Some 92 members of the SIU Inland Boatmen's Union, in the G&H fleet, were presented with individual safety awards for compiling a record of no time lost injuries during the period from July 1, 1959 to June 30, 1960.

Four Tugs Honored

The tugs which made the safety record are the *Grampus*, *Messenger*, *Titan* and the *Propeller*. Representatives of licensed and unlicensed crews of the four tugs were present at the award dinner. IBU representatives noted that each year the employees of the

G&H Towing Co., are taking more and more interest in the safety program. The interest of the crews is paying off in fewer accidents, with company-union cooperation on this program proving successful.

Executive vice president of the company, Capt. J. G. Leech, is vitally concerned with the safety of the tug crews in his company as is the Union. Holding down crippling accidents is very much the business of the IBU, and the company, also eager to keep the crews healthy, is in partnership with the Union in the safety program.



Receiving the fourth annual safety award for G & H Towing Co. employees in Houston are IBU members (l to r) Dellwood Whitehead and Don P. Morgan, deckhands on the tug *Titan*; Atma J. Hughes, chief engineer of the *Titan*; William H. McKenzie, master of the *Titan*; Capt. J. G. Leech, executive vice president of the company and Edwin Van Ben Thuyssen, assistant engineer of the tug *Messenger*.

Norfolk IBU Petitions In Three Fleets

NORFOLK—As the result of an all-out effort to organize the crews of tugboats from this city to Wilmington, NC, the SIU Inland Boatmen's Union has filed preliminary petitions with the National Labor Relations Board for elections in three tug fleets.

Other tugboat fleets in the vicinity are also targets of the organizing drive with an estimated 1,000 tugboatmen involved in the various ports.

Backing up the IBU's drive is the 15-union AFL-CIO Hampton Roads Port Council, whose president, R. L. Merrick, pledged his group's support to the campaign.

More Firms Expected

The three companies which the IBU has already requested collective bargaining elections are: Gulf Atlantic Towing, Norfolk; Gulf Atlantic Towing, Wilmington, NC and Cartaret Towing, Morehead City, NC. It is expected that additional petitions will be filed at other companies as the drive progresses.

Some of the tugs which are targets of the drive are under contract to the coal miners union, the United Mine Workers, and the men in the fleets involved are anxious for representation by a seamen's union rather than District 50 of the UMW. Others are non-union companies which have been free to operate without contracts over the past several years, as a result of District 50 in action.

Mobile IBU Slow But Sees Gain

MOBILE—Though activity in the Inland Boatmen's Union has been slow here because of the winter season, one IBU contracted company has expanded its activities and another has added new equipment, reports agent Louis Neire.

Bay Towing & Dredging has broadened its work activity by moving some of its dredges into Mississippi for a job. Mobile Towing & Wrecking has added a new 100-footer to its tug fleet, the *Titan*.

IBU members receiving welfare benefits in the port of Mobile last month included: Franklin Borsage of Pilot Service Corp., \$390 for hospital and doctor care; Paul Cazalas, Mobile Towing, \$250 for hospital and doctor; R. R. Nunny, of Curtis Bay, \$200 for a maternity benefit, and Marion J. Raley, Mobile Towing and Wrecking, \$250 for hospital and doctor care.

PHOTOS

CARTOONS

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THE GREAT LAKES

OPEN NEW SIU HALL IN BUFFALO

BUFFALO—SIU members from all over the Great Lakes are now enjoying the deluxe facilities of the spanking new SIU Buffalo hall. The hall, which is now officially open to all SIU members, is located at 735 Washington St. in the heart of Buffalo.

The opening of the new hall was hailed as symbolic of the giant strides the SIU has taken in the last few years. This past period has seen Duluth, Alpena and Chicago all acquire new SIU halls and completely refurbish them.

Frankfort Also

The port of Frankfort has also joined the ranks with the purchase of a building on the main street of Frankfort, Michigan.

The Buffalo hall is a beautiful two story structure with the first floor serving as the central office for the SIU. In this building will also be the SIU-affiliated Tug Firemen, SIU-affiliated Dredge Workers' Union, the International Longshoremen's Assn. and the Marine Engineers Beneficial Assn. The first floor will also serve as a lounge and a shipping center for Seafarers.

The complete remodeling of the structure inside and out began during the summer and was completed in time to handle the heavy flow of lay-up activity in the port.

The recreation facilities for all members include pool tables, writing tables, television and shuffleboard. Members, who are now laying up boats in the area, are taking full advantage of the equipment.

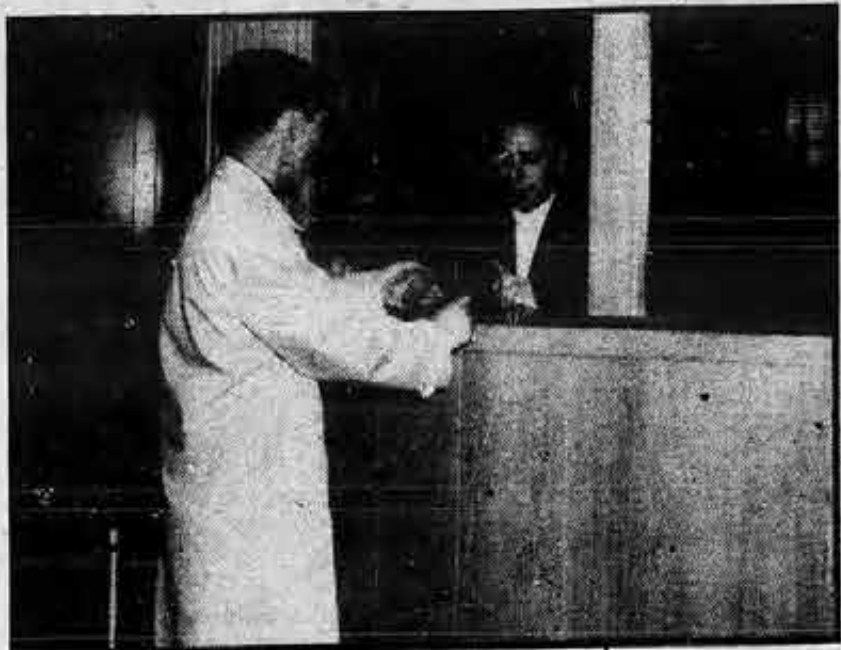
Teletype System

The new Buffalo hall, as well as all the SIU halls in the Great Lakes, is equipped with the SIU-operated teletype system. Constant and instantaneous contact with all ports on the Great Lakes is maintained for speedy membership service.

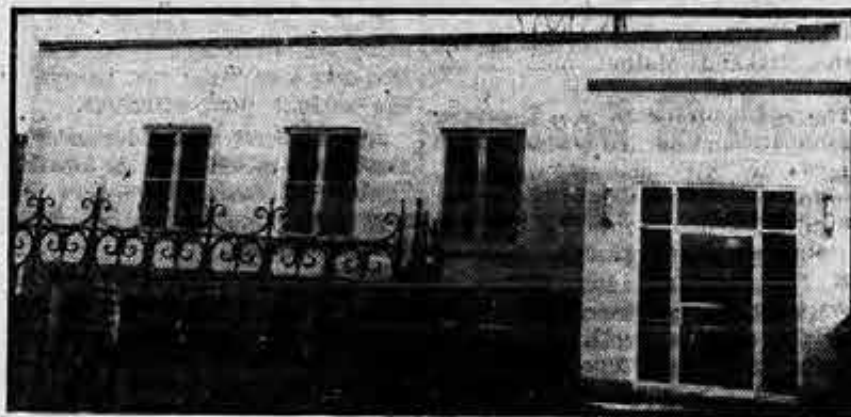
A bright look during these cool snowy winter days is that next spring, when the tulips start budding in the newly landscaped beds surrounding the building, the SIU hopes to provide a sundeck with lounge chairs and umbrella tables for all members.

The SIU Great Lakes Union is a union of, by and for Great Lakes seamen which has made tremendous progress in advancing the security of SIU men sailing under its banner. One of its greatest accomplishments is the seniority and job security system which gives Lakes men protection under the seasonal shipping set-up. Once confined to inland waters, activities of SIU men on the Lakes now have greater significance with the opening of the Seaway and its use by hundreds of deep sea ships. The Lakes have become America's fourth seacoast and developments there are of increasing interest to all men in the SIU family of unions.

Great Lakes Seafarers Try Out New Buffalo Hall



First SIU member to register at the new SIU Buffalo hall (top photo left) is Richard Prenatt, OS. Holding Prenatt's book is Buffalo Port Agent Roy Boudreau. Enjoying the old game of pool (top photo right) on the new pool table in the recently completed SIU Buffalo hall are brothers (l to r) Charles Davidson, retired; Edward A. Lorenz, AB; James Mercer, OS, and William Rush, fireman. The new two-story SIU hall in Buffalo (bottom photo right) is shown the way it looked when it greeted the first SIU men to officially open it to the membership. The Tennessee red brick building is also the Buffalo home of the SIU-affiliated Tug Firemen and Dredge Workers.



Lakes Port Reports

Alpena Jobs Rise

ALPENA—Shipping has risen in the past period, writes SIU Port Agent Norman Jolicœur.

Huron Portland Cement Co. plans a new kiln which will be the largest ever built here. A new sidewalk has been built for easier accessibility to the boats at the request of seamen who man the SIU-contracted Huron Cement fleet.

SIU full books are being held at the Alpena hall for: Merton Lyons, Walter Lancewicz, Thomas Menter, Robert Larsen, Wm. LaLonde, Herman Vogler Jr. and Edward D. Woolverton. SIU pro books are being held for: Reginald Preston, Wallace Bonin and James Ash.

Buffalo Enjoys Hall

BUFFALO—Between shipping out men on SIU-manned ships that are still running and filling lay-up jobs, reports SIU Port Agent Roy Boudreau, the port of Buffalo has held its own.

Boudreau reports that there are 19 ships laid up in this port with an average of one or two coming in each day. Thanks go to the delegates of these ships for their cooperation in handling the lay-up crew lists.

SIU members are now enjoying the facilities of the new hall with many of the crewmembers off the various ships laying up coming in.

The new hall has also been visited by almost all of the labor representatives in the area.

Chicago Lays Up

CHICAGO—The daily calls to agents of steamship companies here, writes SIU representative Seattle Aubusson, are ringing the

bell on the 1960 season with the news of vessels laying up. Shipping is just about finished for this year.

Aubusson adds that he can be contacted anytime at the SIU Chicago hall or at his home by calling Edison 3-7947. If no answer, seamen are asked to call Edison 9-0776, the number of a special recording service.

Cleveland Season Good

CLEVELAND—SIU Port Agent Stanley Wares reports that Cleveland's winter lay-up fleet now numbers 15 ships with four loaded with storage grain and at least two more boats expected to lay-up here. Last year 25 ships were laid up in this port.

A recap of foreign shipping in the area shows an approximate total of 420 foreign-flag ships steaming into this port in 1960.

Wares says that this last period has seen very little shipping in Cleveland as the end of the season nears. The 1960 shipping season was very good for SIU members thanks to the SIU Job Security Program which helped attract new fleets to the Union.

Detroit Thanks Delegates

DETROIT—With the laying up of many of the SIU-manned ships for the winter, Headquarters wishes to thank every delegate aboard all ships for the fine job they have done in carrying out their duties as delegates.

The Jack Dalton, formerly owned by the Detroit Atlantic Navigation on the piggy-back run between Detroit and Cleveland, has gone out of business. Bonus checks have been mailed out to the ship's crewmembers.

The Browning Steamship Co. has advised the SIU that they will have the Sparkman D. Foster on the winter run from Detroit to Toledo. The Boland & Cornelius Steamship Co. is also planning to have one ship on this winter run.

Frankfort In New Hall

FRANKFORT—SIU Port Agent Floyd Hammer reports that the new Frankfort hall at 415 Main St. will be occupied this month. Hammer says that the old hall has been sold to a business establishment.

Shipping was very good last month with the Ann Arbor Number 5 was back in operation. The Ann Arbor Railroad Co. changed schedule when No. 5 came out, and it is believed that she may be put out of operation and the rest of the carferries put back on the 20 and 8 schedule.

SIU member Irvin Donegan, coalpasser off the Wabash, is in the Detroit Marine Hospital and is wished a speedy recovery.

Toledo Hosts Fleets

TOLEDO—SIU Agent Ed Doherty writes that, as usual, this port is a busy place during the lay up season. By the end of this month about 25 SIU-manned ships should be laid up in the Toledo and Sandusky area.

These include ships of the SIU-crewed Reiss, Hutchinson, Gartland, Huron Cement, Steinbrenner and Tomlinson fleets.

Many of the seamen from non-union ships are visiting the SIU-contracted boats and the SIU hall. Doherty again extends a welcome hand and an open door to all non-union seamen to stop in at the Toledo hall and discuss the SIU's program.

Seafarer Races To Dying Son

DETROIT—A Lakes SIU seaman was rushed off his ship in a losing race to be with his son on his death bed. SIU deckwatch Francis Amond, who was taken off the SIU-contracted Norman W. Foy (Browning) to be with his son William, 16 at the University of Michigan Medical Center in Ann Arbor, arrived too late.

His son had passed away before he reached his bedside.

Brother Amond was told by the doctors at the Medical Center a few weeks prior to his son's death that William, a leukemia victim, might live only a few months at the most. Francis then returned to his boat.

Turn For Worse

However, his son took a sudden turn for the worse Thanksgiving night and the hospital notified the state police at Ypsilanti who in turn contacted the Belle Isle Coast Guard station.

The Coast Guard located Amond's ship by radio in the Keweenaw Waterway, an inside passageway across the Keweenaw Peninsula.

State Police Help

The steamer Foy was scheduled to pass the Hancock lifeboat station and arrangements were made to take Brother Amond off his boat and rush him via state police to Ann Arbor. Amond's wife was waiting for him at the medical center.

The SIU wishes to express their deepest and heartfelt sympathy to Brother Amond and his wife for the loss of their son.

KES SEAFARER



Non-Union P-M Crews Hard Hit

DETROIT—Lacking the benefits of a union-negotiated industry-wide seniority program, non-union seamen who man the Pickands-Mather Great Lakes fleet were hard hit by unemployment this past season. Only six of the company's 31 ships were working. Crews of the remaining 25 vessels were idle for the greater part of the 1960 shipping season and had no prospects of shipboard employment.

Consequently, the SIU Great Lakes District has again alerted the Pickands-Mather men to the need for a job security program. The SIU pointed to the protective seniority and security features enjoyed by SIU seamen sailing on union-contracted ships in a letter to all P-M men.

Reminding the P-M crews that it had promised to serve as a watchdog to check on the company's promises to its employees, the SIU said it would continue to fight for economic security and benefits for P-M men.

The SIU had pledged to this fight in light of the fact that 220 P-M men had voted for union representation and that a shift of just 50 votes would have given them the union protection they needed. Instrumental in the unfavorable outcome of the election had been the company's false promises of security.

At the time of the voting, P-M's manager George Callahan promised that all men in the P-M fleet were protected by seniority and were to be placed on jobs aboard other vessels if their ship laid up.

The company also promised that officers were to be bumped back only on the basis of seniority and would not displace unlicensed men with more seniority.

The SIU's letter pointed out that a quick look at the figures show that with the mid-season lay-up of 17 vessels approximately 425 men were immediately out of work with no place to go in the P-M fleet. Add to that the bump back of officers to the seven operating P-M ships and at least 100 or more unlicensed P-M seamen are out of jobs.

For 1960 over 525 Pickands-Mather seamen were jobless by mid-season.

During the actual shipping season, when the majority of the P-M seamen were on the beach, the unlicensed seamen of Buckeye, Pioneer, Steinbrenner and Boland & Cornelius, who laid up ships, continued sailing, thanks to the SIU.

Under the seniority provision of the SIU where a man's vessel is laid up, he can take a job with another company in order to continue working. At the time he is called, on the basis of his seniority with his own company, he can then leave the job he has held in the meantime and return to his original company.

The SIU expressed its regret that the men of P-M did not become a part of the SIU as they would undoubtedly all have worked and enjoyed no loss of wages during the time when they have to earn a living for the lay up period.

Enjoying SIU Job Security



With the majority of Great Lakes freighters laying up for the winter, the SIU-contracted Sparkman D. Foster (Browning) is another example of SIU job security. The Foster along with another SIU-manned ship of the Boland & Cornelius line will operate all winter between Toledo and Detroit. Part of the Foster's crew are (stooping from the left): Henry Howard, porter; John Raubolt, OS and Jens Ronning, wheelsman. Standing from the left: Pete Fagan, porter; Art Chenoweth, AB; Clare Otis, deck-watch; Harvey Peck, oiler and Lawrence Kiley, 2nd cook.

SIU Great Lakes Year-End Review

DETROIT—As the SIU crewmembers who are now completing lay up in preparation for the winter look back at the 1960 season, they have every reason to be proud.

The past season was a banner year for the SIU and its members. It was a year which saw five Great Lakes companies join the ranks of the SIU. The seamen of Pioneer, Buckeye, Steinbrenner, Boland & Cornelius and Roen Steamship Co. all became a part of the Great Lakes District.

This was the year the membership adopted by secret referendum vote certain changes in its constitution. The SIU members also conducted its biennial election of officers to serve the membership of the District.

The addition of new halls in Duluth, Alpena, Chicago, Buffalo, with Frankfurt to come, have added to the SIU's reputation of being the "best membership Union on the Great Lakes."

The SIU in 1960 successfully protest-picketed the "runaway" foreign flag ships that are coming into the Great Lakes and reducing the Great Lakes seamen's jobs. The protest picketing by the SIU has forced the issue in the spotlight for legislative attention.

The past year saw two Unions become part of the growing SIU.

SIU Great Lakes Union Halls

HEADQUARTERS
10225 W. Jefferson, River Rouge 28, Mich.
Vinewood 3-4741
Fred J. Farnen, Secretary-Treasurer
Stanley F. Thompson, Asst. Sec. Treas.
ALPENA 127 River St.
Norman Jolicoeur, Agent, Elmwood 4-3616
BUFFALO, NY 735 Washington St.
Roy J. Boudreau, Agent, TL 3-9259
CHICAGO 9383 Ewing Ave.
South Chicago, Ill.
Saginaw 1-0733
CLEVELAND 1420 W. 25 St.
Stanley Wares, Agent, MAIN 1-0147
DULUTH 312 W. 2nd St.
Gerald Westphal, Agent, RANDOLPH 2-4110
FRANKFORT, Mich. 415 Main St.
Address Mail to: P.O. Box 287
Glen Beach, Mich. ELgin 7-3441
TOLEDO 120 Summit St.
Cherry 8-2431

SIU WAGES HARD FIGHT FOR OHIO JOB BENEFITS

CLEVELAND—Legislative opposition to extending unemployment compensation 13 weeks on an emergency basis in Ohio may prove to be indicative of what the SIU will face in its upcoming fight for unemployment compensation for Great Lakes seamen who are affected by the Ohio law, when the Ohio legislature opens this January.

The SIU has based its fight for Ohio seamen on the fact that the seamen of all companies located in Michigan, New York and other states receive jobless pay during the winter and only Ohio seamen or seamen employed by Ohio-owned companies are denied this right.

Blocked Proposal

In a special session of the Ohio legislature which began in Columbus on November 28, the 11 Republican senators present voted against the extension of unemployment compensation 13 weeks on an emergency basis. The 11 dissenting votes blocked the emergency measures which cleared the Senate Commerce and Labor Committee.

The 20 favorable votes from the senate Democrats were two shy of the two-thirds majority needed to pass the bill.

The emergency bill would have become effective immediately and covered those workers who had exhausted their compensation and were still jobless before April 1, 1961.

GOP Won Rule

In last month's election the Republicans recaptured control of the Ohio Legislature by margins of 84-55 in the House and 20-18 in the Senate. The GOP gained two seats in the Congressional races to give the Republicans a 16-7 edge in the Ohio delegation to the House of Representatives.

The SIU has gone on record and pledged that it will not stop fighting until all Great Lakes seamen effected by this law are allowed to collect unemployment during the lay up period.

Helping the SIU in its upcoming fight is Senator Frank King of Toledo, who led the fight in the senate, and Representative Carney of Trumbull, who led the past fights in the House. These legislators will again be fighting for all Great Lakes seamen in the house and in the senate this January.

SIU Signs Roen To Contract

DETROIT—The crewmembers of the Roen Steamship Company are now under the full protection of the SIU with the formal signing by their company of an agreement with the SIU for an interim contract, Job Security Program and the welfare trust agreement.

The contract was signed upon company recognition of the SIU when the union presented pledge cards signed by a majority of the Roen crewmen.

The agreement, which covers approximately 70 crewmen who work on tugs and barges, gives each seaman the full benefits and protection of the SIU's program. This includes job protection among all SIU-contracted fleets in the program.

Roen Steamship Co., which has its headquarters in Sturgeon Bay, Wis., has become the 21st company to sign the SIU's Job Security Program since the program was first initiated.

Clark Milwaukee Crew OK's Pact

The SIU crewmembers of the tanker Clark Milwaukee have ratified a new agreement recently negotiated with the Clark Oil & Refining Corp. Once the formal signing is completed by the company the agreement will go into effect. The agreement covers all unlicensed men of the tanker Clark Milwaukee which operates in Lake Michigan.

The new agreement spells out numerous contract benefits including wage adjustments, welfare plan extension and the protection of the SIU's Job Security Program.

The signing of the Job Security Program makes the Clark Oil Corp. the 20th company to become part of the program.

Seaway Shipping Is Ended

MASSENA, NY—The St. Lawrence Seaway has closed its locks and canals to shipping, ending a busy 1960 shipping season.

The Seaway canals closed December 1. Closing was originally scheduled for the last day of November, but the Seaway Authority postponed the closing for a day.

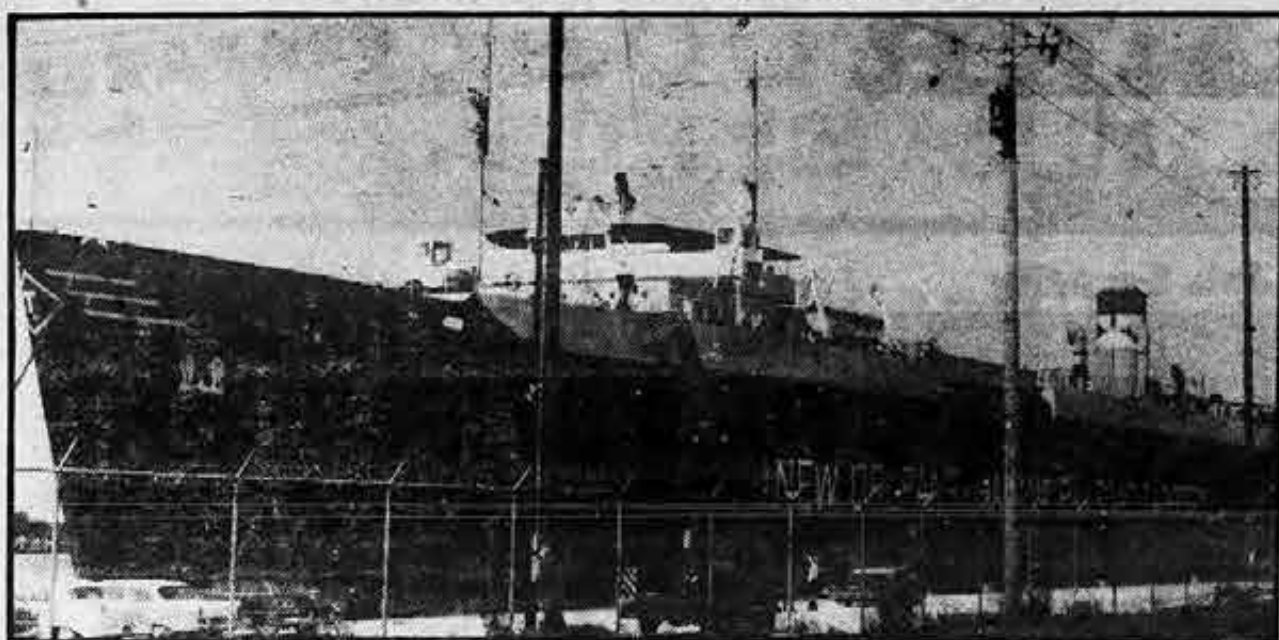
The Welland Canal in Canada, between Lake Ontario and Lake Erie, closed its locks to shipping December 15. The Sault Ste. Marie Canal was closed to shipping on December 12.

Seafarers who transit the Seaway next year will be greeted by a new sight when the Ogdensburg-Prescott bridge across the St. Lawrence River opens. The bridge site is a few miles up river from the Iroquois lock and dam.

Great Lakes Shipping Nov. 1—Nov. 25, 1960

PORT	DECK	ENGINE	STEWARD	TOTAL
Alpena	17	19	8	44
Buffalo	25	8	10	43
Chicago	11	12	1	24
Cleveland	20	22	8	50
Detroit	65	65	20	150
Duluth	22	9	3	34
Frankfort	36	39	33	108
Toledo	24	4	4	32
TOTAL	220	178	87	485

Sea Level Idled By US Embargo On Cuba



Formerly manned by Seafarers as the old Seatrain New Orleans, the Liberian-flag SS Sea Level is now idle. The vessel, which had been running between New Orleans and Havana, was the target of SIU organizing. Charges against her owners are still pending at the National Labor Relations Board. The US embargo on Cuban trade caused the lay-up.

Textile Union Fights Jailing Of Strikers

NEW YORK—The Textile Workers Union of America has called upon the organized labor movement to assist it in securing the release of eight of its members sentenced to prison for "their role in the two-year-old strike against the Harriet and Henderson Cotton Mills of Henderson, NC."

The eight men, including Boyd Payton, the union's regional director in the Carolinas, three other officers and four rank-and-file members were sentenced to from two to ten years at hard labor on the ground of an alleged "conspiracy" to dynamite company property.

"This charge is a sham," the union resolution declared, "since the alleged 'plot' was fostered and nurtured by an agent provocateur in the hire of state authorities, who also happens to be an ex-convict with a grudge against the union."

The TWUA pointed out the following in connection with the case:

- There never was any dynamite attempt, despite the "deliberate prodding" of the provocateur.
- The trial was "fundamentally unfair" in that the indictment was handled with "extraordinary haste" and tried before a special judge by a special prosecutor.
- The entire trial took place in an atmosphere of hysteria whipped up against the union by the boss,

the local press and state and local officials, the union charged.

"They were tried not so much for conspiracy," the resolution declared, "as for what has been happening in Henderson, NC, since November 17, 1958 . . . when the bitter struggle of nearly 1,100 members . . . against union-busting began. They were convicted in line with a theory that the quickest and most effective way to undermine the resistance of the Harriet and Henderson Workers was to jail the leaders of their strike."

The SIU, along with other unions, has heeded the Textile Workers call for financial assistance.

Sea Level Hung Up By Cuba Beef

NEW ORLEANS—While the National Labor Relations Board is still considering unfair labor charges filed by the SIU against runaway operators, one of the companies involved is apparently going out of business. The company is the West India Fruit and Steamship, operators of the SS Sea Level in the Cuban trade.

The Sea Level lay-up is attributed to the recently-announced US embargo on trade with Cuba. The Cuban crew of the ship was laid off on November 12, and the office force of the company has been notified of layoffs coming on December 31.

Meanwhile, there is no word from the NLRB on the long-pending charges of the SIU in this case, in the case of the SS Yarmouth, the SS Florida and in the case of the NMU charges against runaway-flag United Fruit ships. As had been previously reported, the US State Department and Defense Department have both intervened in the case on behalf of the runaways, calling on the NLRB to ignore the

rights of the crews for union representation and rule against the unions on the basis of US policy.

The intervention of Government agencies in support of the policy of so-called "effective control" has been denounced by the SIU as an attempt to bring political pressure to bear on the legal issues before the Labor Board.

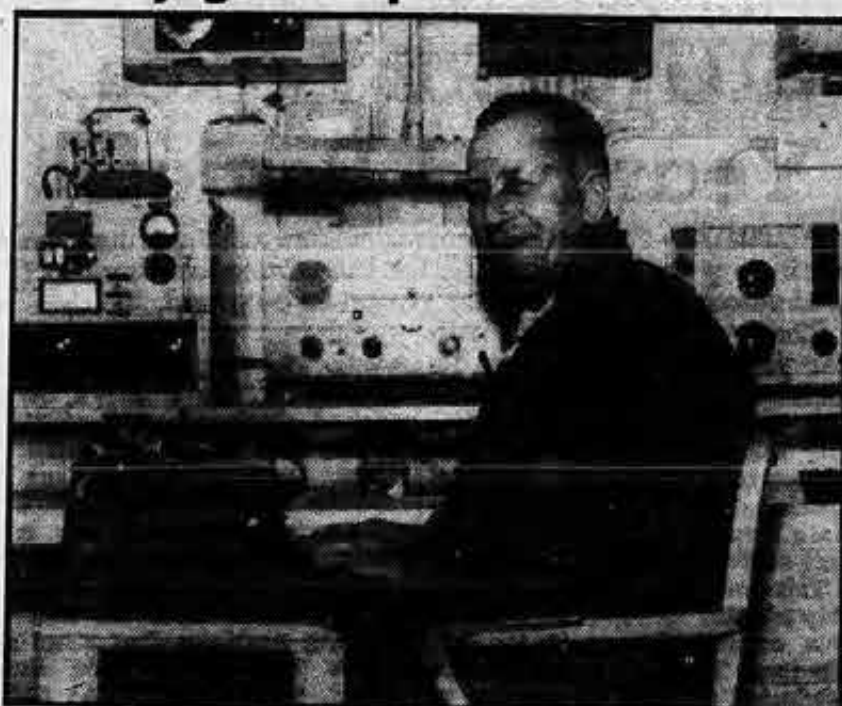
The Sea Level is well known to SIU oldtimers as the old Seatrain New Orleans—the original SS Seatrain. After being sold by Seatrain, she was subsequently transferred foreign and put on the New Orleans-Havana run.

During the worldwide five-day boycott of foreign flag shipping by the International Transportworkers Federation, the Sea Level was one of the ships hung up in New Orleans. Subsequently, the SIU succeeded in organizing a majority of the Cuban crew and petitioned for a Labor Board election. The owners' response was to fire 26 of the crewmembers, later restoring them to their jobs. Crewmembers submitted sworn affidavits to the NLRB to the effect that they got their jobs back only if they signed statements revoking their SIU pledge cards. It was then that the SIU filed the pending charges.

Disposition of the charges, of

course, will have considerable bearing on the rights of US unions to organize runaway-flag ships.

Voyager's Popular Radio Man



Radio officer Herb Semon on the Steel Voyager was given unanimous vote of thanks from crew for helping them forget the heat on Persian Gulf run. Semon piped World Series broadcasts and musical programs during the run.

Want Lecture? Bridges, Hoffa Are Willing

SAN FRANCISCO — Harry Bridges, president of the West Coast longshore union, and James Hoffa, head of the Teamsters, are making joint platform appearances. The two union heads, who have made much of a mutual aid agreement in recent months, spoke at a forum in the Oakland Civic Auditorium on Monday December 12. Their topic was "Where is the labor movement going?"

The forum wound up as a blast against the AFL-CIO's policies and activities, indicating joint action against the Federation.

The forum was prominently advertised in "The Dispatcher" official publication of Bridges' union.

The Bridges-Hoffa alliance has taken the form of joint contract negotiations in the warehouse field on the West Coast. In Hawaii, the ILWU is invading the construction field and is warring on the Operating Engineers' rights to discharging bulk cargo vessels such as the Kaiser gypsum carriers.

Other sections of "The Dispatcher", in which the forum appeared, dealt at great length with the Cuban situation, with the publication going down the line with the Castro version of that country's difficulties with the United States.

Don't Send Your Baggage COD

Seafarers are again warned not to send their baggage COD to any Union hall. The Union cannot accept delivery of any baggage where express charges have not been prepaid.

Men who send baggage COD to Union halls face the prospect of having to go to a lot of trouble and red tape with the Railway Express Co.

on
the
ball

NEWS

HEADLINES

IN REVIEW



VENEZUELA MENACED BY PRO-CASTRO RIOTS... MARTIAL LAW ORDERED.

FEDERAL COURT ORDERS LOUISIANA LEGISLATURE TO STOP INTERFERING WITH NEW ORLEANS SCHOOL INTEGRATION... SEGREGATIONISTS BOYCOTT SCHOOLS.



ROCKEFELLER ANNOUNCES HE WILL RUN FOR RE-ELECTION AS N.Y. GOVERNOR IN '62... WRESTLES WITH NIXON FOR LEADERSHIP OF G.O.P.



U.S. OFFICIALS PLEAD WITH PROSPEROUS WEST GERMANY TO SHARE BURDEN OF DEFENSE COSTS... GET LUKEWARM RECEPTION.

RUSSIAN ELECTRICIAN DOES THRIVING BUSINESS IN BOOTLEG PRAYER BOOKS UNTIL MOSCOW AUTHORITIES CATCH UP WITH HIM.

COMMUNIST SUMMIT CONFERENCE FAILS TO RESOLVE DIFFERENCES BETWEEN RUSSIA AND RED CHINA ON APPROACH TO WEST.



RUSSIA FAILS IN ATTEMPT TO RECOVER 5-TON SPACE SHIP WITH TWO DOGS ABOARD... SHIP BURNS UP IN EARTH'S ATMOSPHERE.



SIU SOCIAL SECURITY DEPARTMENT



Vacation Pay Tops \$15 Million

MOBILE—One of the largest SIU vacation checks ever paid helped boost the total of SIU vacation payments over the \$15-million mark last month. Seafarer Demetrios Miosfas was the man on the receiving end when the check was issued here recently for \$789.26.

Miosfas earned the king-sized vacation payment when he signed off after a 29-month stint on the SS Warrior. It represented almost three months' base pay for his rating of bedroom steward. The payoff, at Portland, Oregon, also led to his first vacation since mid-1958, largely due to his alien status. A native of Greece, Miosfas had been unable to get any time off because US Immigration officials would not grant him shore leave for the usual 29 days.

This problem was overcome when Miosfas married the former Katherine Gevros of Mobile a short time ago and, when he received his vacation check, the happy Seafarer announced he was using the money for a honeymoon in New York.

The \$15-million-milestone for the SIU Vacation Plan was reached right "on schedule," as it had been forecast in the SEAFARERS LOG last February. The story at the time noted that the Plan was paying out benefits of \$200,000 monthly. One month

later, in March, 1960, the annual rate of vacation pay was increased to \$400 from \$360.

Today's top annual vacation payment of \$400 is almost three times the \$140-figure the Plan started operations with back in 1952. The rise came in five steps; to \$176 yearly in 1954, \$244 in 1955, \$260 in 1956, \$360 in 1958 and \$400 this year.

First of its kind in the industry, the SIU Plan pioneered by setting up a centralized fund to assure every Seafarer a paid vacation no matter how many ships or companies he works for during the year. The companies are the sole contributors on the basis of the number of men they actually employ each day. This guarantees an adequate reserve to cover benefits for each man at all times.



Seafarer Demetrios Miosfas (left) receives \$789.26 SIU vacation check from Mobile SIU Agent L. Neira. Recently married, he'll use cash for honeymoon in New York.

Labor Eyes New Congress For Welfare Bill Action

WASHINGTON—A brightened prospect for action by the incoming Congress on key social welfare measures has been forecast by the AFL-CIO Committee on Social Security. With

the change of administration in January, labor observers are hoping for passage of a \$1.25 minimum wage bill, liberal medical care program for the aged, a Federal aid to education measure and amended Social Security legislation.

Analysis of the make-up of the new Congress indicates safe going for these programs in the Senate. The House is rated "close" but White House influence is expected to narrow the gap.

The formal meeting of the AFL-CIO committee was held in advance of the designation of a new Secretary of Health, Education and Welfare by President-elect John F. Kennedy. Connecticut Gov. Abraham Ribicoff has been named to this Cabinet post, subject to Senate approval, replacing Arthur S. Flemming.

Gov. Ribicoff echoed Sen. Kennedy's strong support for Federal aid to education and a broad program of medical care for the aging in a statement last week. He said action in these two areas would be the first order of business when he takes up his new post.

A broad cross-section of vital welfare legislation was explored by the AFL-CIO group when it met here on November 22. There was particular concern over developments in the field of unemployment insurance, with joblessness in the US continuing to rise.

One item discussed at some length was the "experience rating" feature of the unemployment system, which provides tax rebates for employers whose companies show low job turnover. In labor's view, "experience ratings" generally defeat the purposes of the unemployment insurance program, as they encourage employers to fight all claims for benefits so they can secure a high rebate. The AFL-CIO Committee indicated its support for a

minimum tax on all employers in order to spread the cost of benefits more fairly.

Attending the session as an observer was Joe Volplan, director of the SIU Social Security Department. Members of the AFL-CIO committee include SIU President Paul Hall.

'Welfare Always Gets Its Man...'

NEW YORK—Routine benefit claims sometimes give SIU representatives and Welfare Plan staffers a merry chase, although a little diligent detective work sometimes turns the trick.

Such was the case with a dependents' benefit claim by Seafarer Jimmie Pederssen, but the check finally found the man.

The story starts out with the hospital confinement of Pederssen's wife for a short time in May, 1959, and it's there that the "routine stuff" ends. Fully eligible for SIU benefits, Pederssen was at sea most of 1959 and the early part of 1960. It developed, however, that the hospital had misdirected its bills and claim forms to another union, and a chain of correspondence began.

When the SIU Welfare Plan finally got the misdirected papers, it attempted unsuccessfully for two months to contact the family, which had moved and left no forwarding address. Pederssen himself was still at sea.

Once he returned, he had a brand-new claim covering hospital benefits for his wife during 1960 and the Plan in turn contacted him about completing the outstanding 1959 claim. But as soon as he did, another bottleneck arose: The papers on the old claim were now filed too late under the Plan's rules. Because of the hospital's er-

ror in misdirecting the papers, Union and company trustees agreed that this was cause to waive the rules.

The Pederssens are now all to-

gether again (see photo below), and live in a new home at West Islip, Long Island, NY. An SIU man since 1951, Pederssen ships as a chief electrician.



All together again, the Pederssen family is pictured enjoying a lunch at the SIU headquarters cafeteria. On tap are Seafarer and Mrs. Jimmie Pederssen, Arnold, 7½ Victor, 9; Debra, 3½, and Glenn, 1½.

SOCIAL SECURITY REPORT

Joseph Volplan, Social Security Director



Labor Sets The Pace For Progress

It is a fact of our economic life, though only grudgingly admitted in some quarters, that the growth of the modern American labor movement has been the greatest single force in promoting prosperity for all our people over the past three decades. Thus, today, with the talk of another developing business recession, it is the organized labor movement again spearheading change, and new social legislation, to cope with the problems of poverty and joblessness.

The newly-elected national administration, which formally takes office on January 20, 1960, appears to recognize the challenge of these problems. These are nowhere near the same as those pictured by the late Franklin D. Roosevelt in 1937, at the time of his second inauguration, when he spoke about one-third of the nation "ill-housed, ill-clothed, ill-fed." But these very conditions still exist in some measure for a number of Americans.

What it is important to recognize is that the rise of the labor movement, and its basic concern over wages, working hours, occupational disease, safety hazards, holidays, vacations and all the rest, promoted general prosperity and economic growth. Before labor as an organized force entered the picture in those erratic days, the social worker and the social agencies were preoccupied in working with individuals and individual problems. They were busy working on small bits and pieces of the overall issues confronting a particular family or an isolated section of a larger community. And while this was going on, poverty grew and grew all around them.

It was the labor movement which came in, its leaders raw, inexperienced, uneducated and fresh from the firing line on the job, to press for urgent improvements on a broad national scale. Given the right to bargain collectively, to strike and to fight to raise the conditions of hundreds of thousands and, later, millions of workers and their families, they helped produce the vast changes we see all around us. It is impossible to calculate where we would be today without such progressive laws as the Social Security Act and its benefits for older people, the unemployed and others with little income or none at all.

Again, who was in the forefront of the battle for minimum wage legislation, improved wage-hour laws, job security codes and regulations to supplement hard-won gains on the strike lines and at the bargaining table? Many take these benefits for granted today; they are treated like something out of "ancient history". Yet we cannot forget what these changes have come to mean to all of us and to the nation; they are the foundation on which we must build and rebuild again for the future.

(Comments and suggestions are invited by the Department and can be submitted to this column in care of the SEAFARERS LOG.)

'Stern Line' Still Tied To The Sea

MOBILE—One of the first 20 Seafarers to qualify for SIU disability-pension benefits back in 1953, Pete Henderson is still a relatively hale and hearty oldtimer with the list now crowding the 200 figure.

Known best to his shipmates as "Stern Line Pete," Henderson recently passed his 73rd birthday but still recalls the highlights of a 52-year-long seagoing career that he began as a boy of 13 in his native



Henderson

Norway. The sailing ships were in their heyday then... "and a seaman's life in those days, was the closest thing to slavery." He put eight years in on sailing vessels before shifting over to steam.

"The sailor today has the life we could only dream about then," he points out. An old-line maritime unionist, Henderson shipped with the old ISU long before the '21 strike that eventually led the climb to today's strong unions and the conditions now commonplace for all foci's hands.

He joined the SIU in 1941 at the Port of New Orleans, shipping out in the deck gang until poor health forced him to call it quits just eight years ago last week. Henderson has no family today except the sea, the ships and the shipmates he sailed with for many long, hard years. With the security of the \$35 weekly disability-pension, he spends his time browsing around town talking with other old hands and going over the days of long ago.

Wave Lashes Ames Victory; 6 Hurt

SEATTLE—Five Seafarers and the chief mate of the Ames Victory (Victory Carriers) were injured, the mate most severely, when a giant wave rolled over the ship while they were working around the chain locker. The accident took place while the freighter was in the North Pacific, enroute to Korea.

As a result of the accident the chief mate, Edward H. Connell, and Seafarers Earl H. C. Poe and Ronald Wheeler were hospitalized. Others who received treatment for injuries were Clyde Brown, bosun, and Burton Hirsh and Walter Sikorski, ABs.

All of the men involved agreed it was a miracle that none of them was swept out to sea by the huge wave. Another unidentified crewmember escaped almost certain death when he went into the chain locker just a moment before the wave struck. Had he been standing in the open hatch, as he was a moment before the accident, he could not have survived.

Ironically, the accident took place the day before Thanksgiving Day, normally an occasion for festivities on board ship. The vessel returned to Port Angeles immediately and the men were then flown to Seattle for treatment.

The Victory Carriers' ship was 630 miles out at sea at the time of the accident. It had been battling heavy weather for several

days which had done some damage to the vessel. Water pouring over the bow during the storm had washed out cement on the spill pipes through which the anchor chains pass through the deck to the chain locker.

Cementing Spill Pipes

The five men, under the direction of the mate, were recementing the spill pipes at the time of the accident. In the process, they had opened the chain locker hatch cover and secured it in place with an iron bar and pins.

It was just a few minutes before the men were to knock off for lunch when the wave, estimated at 30 to 50 feet high, struck the

ship and completely submerged the bow. The chief mate said he grabbed on to the hatch coaming to avoid being swept out to sea. The force of the wave bent the iron bar out of shape, with the result that the hatch cover slammed down on Connell's fingers, severing four of them on each hand.

The skipper and first assistant engineer performed emergency surgery, sewing up the torn fingers without an effective anesthetic.

Poe, one of the deck maintenance men, suffered leg injuries. He was submerged so deeply in water, he said, that he couldn't see any light at all. "I opened my eyes, but it was all black above me."

The other deck maintenance, Wheeler, was slammed up against the anchor windlass, suffering injuries to his left leg, groin and ribs.

The most fortunate crewmember was the one who had been standing in the open hatch. Since the hatch cover slammed down in the accident, he undoubtedly would have been crushed to death had he not ducked back inside the hatch just before the wave struck.



Sikorski



Brown

Seafarer's Daughter At Union Clinic



An SIU medical clinic staff physician examines Nancy Ann Cruz, 7, while her father, Seafarer Bartolo (Ralph) Cruz looks on. All clinics offer complete medical examination facilities for dependents one day each week.

SIU SOCIAL SECURITY BULLETIN BOARD

SEAFARERS IN DRYDOCK

The following is the latest listing of men in the hospital:

USPHS HOSPITAL BALTIMORE, MARYLAND
Mack Acosta
Edwin Ainsworth
Cornelius Allison
George Balaskos
Elden Bartlett
Charles Berick
Francisco Casasco
Joseph Cox
James Curry
James Dillon

James Faust
George Gallagher
Gorman Glaze
Lloyd J. Griffin
Walter Harris
Earl Hartman
Robert Helig
Julio Lazu
Marion Lukas
Roy McCannon

USPHS HOSPITAL GALVESTON, TEXAS
Otis McKinney
George Marcotte
Edgar Marguardt
Avis Meadows
Samuel Powell
Vincent J. Rizzuto

James B. Harrison
Troy A. Cousins
Allen Crosby
John F. Dixon
John G. Gregory
John A. Hudgins
Ben G. Ladd

William H. Rollins
James Selman
Frank Van Dusen
Clyde B. Ward
Richard Waters

Julian Lelinski
George Mills
Archie J. Milne
D. B. Patterson
Bobby R. Stalworth
Robert C. White
Edwin Whitehead

USPHS HOSPITAL BRIGHTON, MASS.
Walter Foster
USPHS HOSPITAL SAVANNAH, GEORGIA
Jesus Landron
S. G. Morris
Ivey M. Peacock
R. J. Sherman
USPHS HOSPITAL NEW ORLEANS, LA.
Emil Herek
E. W. Anderson
W. Barilleaux
Charles Cooper
Anell Cunningham
Jerry DeLouise
Lowell W. Ditsch
E. E. Engelhard
John R. Epperson
Hug Gallagher
G. L. Glendenning
Edgar Goulet
Wade Harrell
Alvin Henderson
Samuel N. Hurst
James P. Jones
William T. Jones
A. J. Jordan, Jr.
Leonard Ray
Edward Knapp
Leo Lang

USPHS HOSPITAL STATEN ISLAND, NY
Oscar Adams
Leonard Bailey
Ernest Bailey
James W. Barnes
Benning Bjork
Richard Cavanaugh
Wilford Chapman
Galind Colon
Joseph Felton
George Fiance
Edward Glazder
Thomas J. Gray
Daniel Gurrero
James Helgoth
Frank Hernandez
Bo Karlsson
Thomas Lauer
Ioannis Loukas
Mal McAllister
Charles Martino
Louis Martonick

USPHS HOSPITAL NORFOLK, VIRGINIA
Earl T. Congleton
Herbert Fentress
Hamilton Hadley

USPHS HOSPITAL SAN FRANCISCO, CALIF.
James Barrett
Allen Boone
Matthew Bruno
A. A. Franklin
James B. Harris
Samuel Joseph
F. R. Kazlavsky

USPHS HOSPITAL SEATTLE, WASH.
Doreen O. Coker
Arthur Furst
B. R. Hubbard

UNIVERSITY OF WASHINGTON HOSP. SEATTLE, WASH.
Edwin Phillips

VA HOSPITAL NEW ORLEANS, LA.
Woodrow Davis
Clarence A. Mazoue
NAVAL AIR STATION HOSP. JACKSONVILLE, FLORIDA
Wm. H. Newsum

VICTOR CULLEN STATE HOSP. CULLEN, MARYLAND
Alvino Terraza
SAMPAN COUNTY MEMORIAL HOSP. CLINTON, NORTH CAROLINA
David Gilmore, Jr.
VA HOSPITAL WEST ROXBURY, MASS.
R. Arsenault
VA HOSPITAL NEW YORK, NY
Chas. O. Bergagna
VA HOSPITAL KERRVILLE, TEXAS
Willard T. Cahill
VA HOSPITAL WEST HAVEN, CONNECTICUT
Henry E. Smith
TAMPA GENERAL HOSPITAL TAMPA, FLORIDA
Robert A. Jackson
US SOLDIERS HOSPITAL WASHINGTON, DC
Wm. H. Thompson
PINE CREST HAVEN COVINGTON, LA.
Frank Martin
TRIBORO HOSPITAL JAMAICA, LONG ISLAND, NY
James Russell
VA HOSPITAL HOUSTON, TEXAS
Edward Talbot
SAILORS SNUG HARBOR STATEN ISLAND, NY
Thomas Isaksen
Bart Guranick
USPHS HOSPITAL FORT WORTH, TEXAS
Benjamin Deibler
Thomas R. Leahy
Bozo G. Zelencic

SIU Blood Bank Inventory

Period: October, 1960

Pints Contributed 76

Pints Credited 38

(Under a standard arrangement with the Brooklyn Donor Center Inc., 50% is allotted for service, processing and storage.)

Credits Returned 6

Previous Balance 92 1/4

136 1/4

Pints Used 39

Balance On Hand

November 1, 1960 .. 97 1/4

BANK NEEDS 402 1/4 PINTS TO MEET GOAL OF 500

Physical Exams—All SIU Clinics

Month Of October, 1960

Port	Seamen	Wives	Children	TOTAL
Baltimore	110	8	7	125
Houston	72	3	2	77
Mobile	46	7	3	56
New Orleans	114	2	7	123
New York	361	22	18	401
TOTAL	703	42	37	782

SIU Welfare, Vacation Plans

Cash Benefits Paid

October 24—November 20, 1960

	Number Of Benefits	AMOUNT PAID
Hospital Benefits (Welfare)	5747	\$16,062.00
Death Benefits (Welfare)	12	43,858.55
Disability Benefits (Welfare) ..	768	26,880.00
Maternity Benefits (Welfare) ..	31	6,200.00
Dependents Benefits (Welfare) ..	128	35,264.01
Optical Benefits (Welfare)	141	1,272.86

Summary (Welfare) 6827 \$129,537.42

Vacation Benefits 1320 \$219,629.08

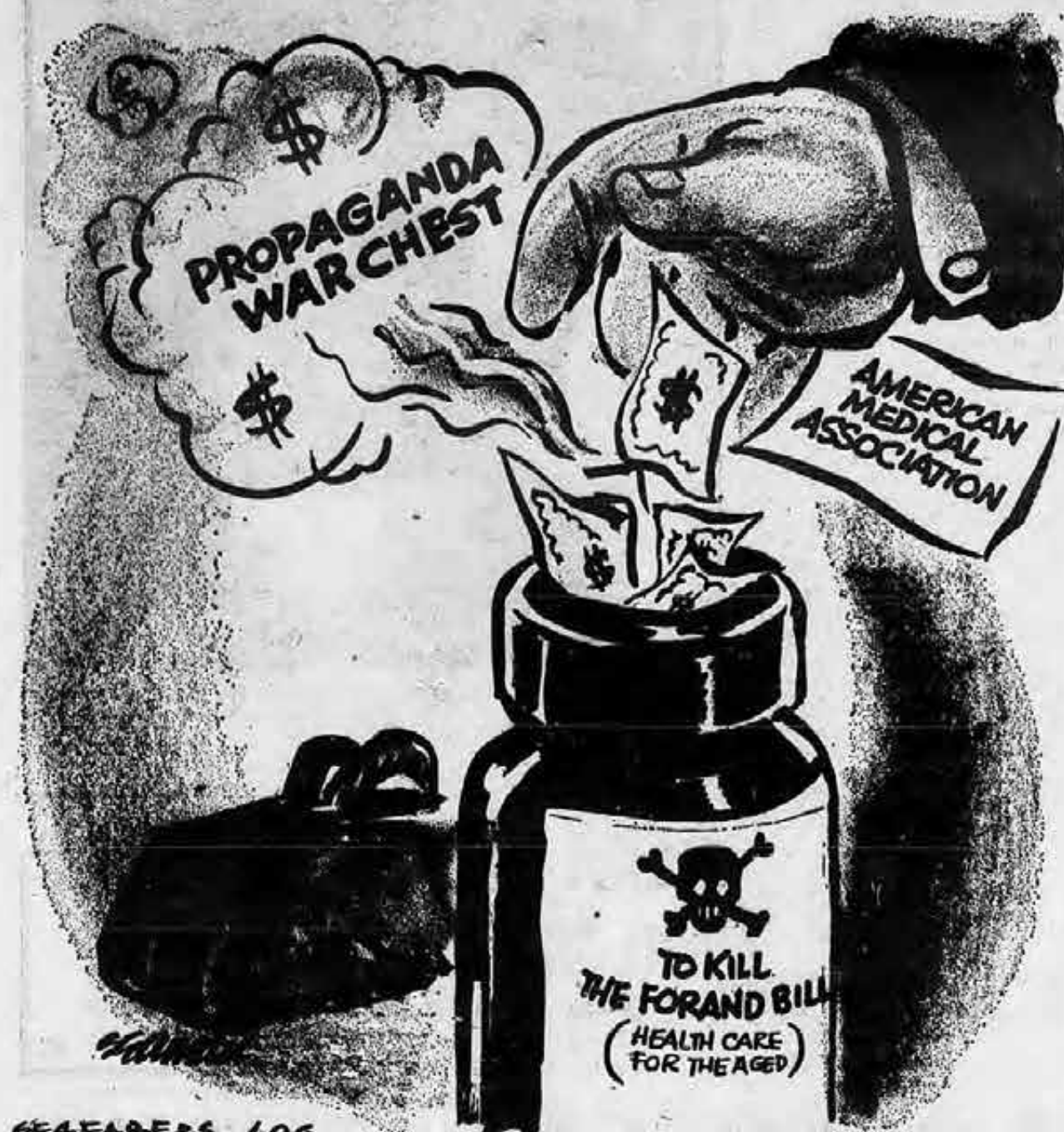
TOTAL WELFARE, VACATION BENEFITS PAID THIS PERIOD... 8147 \$349,166.50

None of the figures in the above summaries indicate the amounts paid for various other Welfare Benefits for SIU men and their dependents, such as scholarship payments, meal books, training facilities, medical examinations, and similar items.



An SIU Blood Donor Certificate (sample above) is given to every person donating to the SIU Blood Bank, which is maintained through the SIU Clinic in Brooklyn. The bank supplies Seafarers or members of their families with blood anywhere in the United States and has been in operation since January, 1959. Through an arrangement with a national clearing house, blood can be supplied on short notice in any emergency. Donors can arrange appointments on the 2nd deck at SIU headquarters, one block from the Clinic. The whole procedure takes only a few moment's time.

'Secret Ingredient'



SEAFARERS LOG

If doctors' bills start going up slightly one reason may be the new "assessment" which the American Medical Association is planning to impose upon its membership. What's the assessment for? Not for some worthy cause such as promoting medical research or education. Far from it. It's to raise a "war chest" to combat passage of Federal legislation which would provide medical care for retired Americans.

The AMA, of course, didn't put it that bluntly when it voted to jack up its dues. But on a subsequent broadcast interview, its president made it quite clear that the organization was going to twist every Congressman's arm just as hard as it could to defeat legislation which would place medical care for the aged under the Social Security program.

The attitude of the medical association is no surprise. After all, it was the AMA which fought bitterly against the broadening of Social Security to cover disabled Americans over 50. What merits examination are the reasons for the AMA opposition.

After all, neither the Federal disability benefit, nor health insurance for retired Americans under Social Security, has any impact on the doctor-patient relationship. Patients still continue to go to their private doctors. They still pay doctor bills and hospital bills. The difference is the Federal Government covers part of their medical costs through Government benefits and Government insurance. This is a far cry from the AMA bugaboo of "socialized medicine" in which the doctors would be in the employ of the Government.

The people who are affected by these measures are the insurance companies who have made such a good deal out of peddling health insurance and then canceling out on Americans over 65.

There is another angle to the AMA's opposition that's worth mentioning. If the Social Security Administration starts handling medical care payments, what happens to some of the privately-owned hospitals and their padded bills? Or the exces-

sive charges of some medical men and the practice of fee splitting and ghost surgery, which the AMA regularly condemns and regularly ignores?

The AMA is not fighting for the interests of elderly Americans, or for the doctors who care for them. Its fight is designed to protect the vested interest of health insurance companies as well as to ward off any development which might tend to limit overcharges and other abuses in medical practice. That's what the AMA is worried about when it screams "socialized medicine."

'Runaway Dollars'

All the talk about the dollar drain and the run on the US gold stock may sound like high finance but it's very simple. The US is spending more money abroad than it is earning abroad. It is getting into debt to the rest of the world. To pay its debts it has to export gold and dollars. If this keeps up, the value of the dollar will be undermined, prices will go up and the standard of living of American workers would be reduced.

The people who are responsible for this, to a very large degree, are the same people the SIU and other unions have been fighting—the runaway operators. Whether it's a steel company building ships in foreign yards and registering them Liberian; a movie company producing motion pictures in Spain; a chemical company sinking money into a plant in Holland, the motive is the same—to escape US wages and taxes.

The Administration in Washington has, in the past several years, encouraged this trend and made it convenient for some segments of business to profit this way at the expense of all other Americans and the American economy.

Fortunately, the realization has come in Washington that steps must be taken to remedy the situation. Some of these steps, if followed through, could mean a considerable boost in ships and seamen's jobs under the American flag, where these ships belong.

SIU
Legislative
Department

RAY MURDOCK, Director

NLRB.—According to NLRB the five member board has made rulings in 864 unfair labor practice and employee representation election cases during the three month period from July 1, through September 30, 1960. This represents a 14 percent increase over the same three month period of one year ago. There were 733 representation cases decisions and 126 unfair labor practice cases were decided. NLRB Trial Examiners, who conduct hearings and issue findings in unfair practice cases, wrote 185 Intermediate Reports—an all-time high—during this three month period. The report also says that unions won 57 percent of the 1,673 collective bargaining elections held during this period. AFL-CIO unions participated in 1,146 elections. They won a majority in 581, and lost in 565. Independent unions participated in 710 elections. They won a majority in 368 elections and lost in 342. Fifty two elections were conducted upon petitions by employees asserting that an incumbent labor organization no longer represented a majority of employees. Thirty five resulted in decertification of the union and seventeen were won by the unions involved.

BALANCE OF PAYMENTS DEFICIT.—According to a study made by Sigfrid G. Unander, FMB member, the US could effect a dollar exchange savings of approximately \$812 million per year on commercial and defense cargoes by taking steps to assure that more American foreign trade is carried in American ships. Unander said that if the unused capacity of nearly 4.9 million tons of cargo on American-flag liner service were utilized, a saving of \$121 million in additional dollar exchange savings would result. He said, "A study of cargo deadweight and bale cubic utilization of US flag ships in liner service during 1959 indicates it is possible to increase our liner carryings by about 4.9 million long tons, or from 13.8 million tons to 18.7 million tons, an increase of about 36 percent. If total liner cargoes carried by all flags in our foreign trade in 1959 (46.2 million tons) are used as a base, the additional 4.9 million tons would increase US flag participation in liner trades from 29.8 percent to just over 40 percent, approximating a ration which obtained for a number of years during the post-war period. . . ." The report also noted that US-flag ships, in 1959, carried 25.6 million long tons of cargo, or 9.7 percent of the total commercial tanker and dry cargoes moving on merchant ships in the ocean-borne export and import trades of this country. Since 1946, the actual tonnage carried by US-flag ships has decreased steadily. The relative position of US-flag ships in our foreign trade is the lowest since 1921.

LABOR MANAGEMENT REPORTING AND DISCLOSURE ACT.—Two expelled members of the International Association of Machinists have filed an action in the Federal District Court in Chicago seeking reinstatement into the union. The two men, Marion Cleplay and Irwin Rappaport, accused the leadership of the Machinists union of conspiring to deprive them of their rights of free speech and self-government. These charges were brought under the so-called "union democracy provisions" of the Landrum-Griffin Act. Norman Thomas, many times the Socialist candidate for the Presidency of the United States, announced that a committee had been set up to raise funds to pay the legal costs. Thomas said the case demonstrated the need for the establishment in all unions of impartial appeals boards to review disciplinary actions taken by union officials against their rank and file critics. IAM officials noted that the union's first convention upheld the expulsions. The two men failed to make a personal appearance before the convention's appeals committee, although they could have done so to present their case.

CONTAINERSHIP.—According to an examination of the nation's shipbuilding program, the maritime industry is approaching the whole question of containerization with great caution. The problems raised by automation and containerization are of vital importance to maritime labor and management. At the present time, a little over five percent of the nation's privately-owned ocean going dry cargo fleet is capable of operating containers either as partial or full container ships. In addition to the 37 ships already in service or been delivered, 11 vessels are under construction and 14, with full container capacity, are in the planning stages. In the maritime industry certain advantages seem quite obvious, lower insurance costs, most efficient packaging and lower losses resulting from damage and pilferage. The disadvantages include the as yet unsolved problem as to who will pay and arrange for the consolidation into a full container load of the many small packages offered by a number of shippers. Another disadvantage is said to be the greater degree of outbound container shipments in the international trade. This creates the problem of "deadheading" empty containers back to this country. Still another problem is the lack of prompt return of containers. However, the SIU-contracted Erie and St. Lawrence Corporation up until now has confined its container service twice-weekly service between the Port of Newark and Jacksonville, Florida. The company has announced that it will extend its container service to the port of Miami.

AUTOMATION.—The president of George G. Sharp Co., a firm of naval architects, told a meeting of the Society of Naval Architects and Marine Engineers that technical advances must be accompanied by lower labor costs on ship and dock if American cargo ships are to compete with foreign-flag ships. Douglas C. McMillan, the president of the company, said that if it were possible to cut a ship's fuel bill and the initial cost of construction in half, it still would not be possible to make up the wage differential between US and foreign crews. Labor costs aboard conventional ships account for 50 to 60 percent of the cost of transporting cargo by sea. About 65 percent of this labor cost goes to longshoring costs. McMillan said "maritime labor costs in the postwar period have risen 7.7 percent per year and this has not been accompanied by a rise in productivity. . . ." The shipowner should be entitled to some improvement in productivity without further increases in labor rates. Mechanization can produce a vessel that can be operated safely with less than half of the present crew. According to McMillan's estimates, some 25,000 seafarers and longshoremen could be eliminated through automation.

Ship, Shoreside Runaways Push US Into Dollar Crisis

WASHINGTON—Runaway ship operators and runaway shoreside businesses are largely responsible for the present crisis in the stability of the US dollar—a crisis which affects the purchasing power and standard of living of every American worker. That's the conclusion that's being drawn as the US

Government engages in a series of near-desperation maneuvers to stop the flow of gold and dollars from the United States into foreign lands.

If the flow continues, then the Government would be forced to cut the value of the dollar in relation to other currencies. This would cut back the purchasing power of millions of American workers through price mark-ups and inflation which would follow.

On the other hand, if the Government takes some proposed steps now under consideration, the result could be increased use of American-flag shipping, transfers-back of Liberian-flag tonnage to the American flag, and vastly-improved job opportunities for American seamen. One such program now being considered is a 75-25 division on Government cargoes to replace "50-50." (See story on page 2).

The hard core of the situation is that the United States is spending \$4.3 billion a year more in foreign nations than it is taking in from those nations. Such a practice, if continued indefinitely, would put the US in debt to the rest of the world and lead to cuts in Americans' living standards.

Runaway ship operators, and

the giant industrial firms which own or support them, are contributing heavily to the outflow of dollars. Here are a few ways in which the runaways do their bit to wreck the US dollar—with the official encouragement of US Government agencies:

- An average supertanker or ore carrier costs anywhere from \$8 million up to build in a foreign yard. There are 500 such bulk carriers in operation under the Liberian flag, most of them American-owned or American-financed representing a total investment in the vicinity of \$500 million.

\$1 Billion A Year Lost

- Most of these ships are engaged in American commerce, but the dollars they earn do not come back to the States. That includes the earnings of hundreds of other ships originally built under the American flag but subsequently transferred. In fact, the total spent in 1959 on shipping freight charges alone, on foreign-flag and Liberian-flag ships, was \$382 million. Passenger and freight revenues together earned from Americans by foreign shipping amounted to over \$1 billion in 1959, a good part of it on runaway-flag passenger vessels.

- The trend is continuing despite

the dollar drain. For example, Esso Tankers, Inc., recently placed orders for 11 supertankers in European yards, probably representing an investment of around \$100 million.

- Shoreside runaways are the most responsible for the problem. Investments by business companies and individuals abroad are at a yearly rate of \$4.1 billion. For example, Ford Motor Company alone is planning to plunk \$358 million into the British Ford Motor Company. The obvious purpose is to promote sales of British-made Fords in the world market at the expense of the American product.

Other companies that have invested heavily abroad to get tax and wage benefits include Remington Rand, General Motors, IBM, General Electric and a host of other industrial giants.

In the face of the problem, all that the Government has done thus far is to cut off travel to overseas bases by dependents of men in the Armed Forces. This, in itself, is an immediate setback to the shipping industry which up until now had carried household goods and other freight in connection with dependents' movements, as well as some passengers.

Won't Touch Runaways

What the Government has refused to touch up until now is the investment by shipping runaways and shoreside runaways. "US News and World Report," in its December 5 issue, declares: "There is no present intention to discourage investments in plants abroad."

The obvious solution to the problem would be to discourage such investments and to bring back runaway shipping under the American flag. "New York Times" columnist Cyrus Sulzberger put it this way in the November 28, 1960, issue:

"Our outmoded tax system still induces US firms to fabricate goods in branches overseas which are then sold at cheaper prices in world markets. The corporate owners make profits in the end. And Uncle Sam loses exports."

"This is the real problem . . ."

SCHEDULE OF SIU MEETINGS

SIU membership meetings are held regularly once a month on days indicated by the SIU Constitution, at 2:30 PM in the listed SIU ports below. 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:

New York	Jan. 4
Philadelphia	Jan. 5
Baltimore	Jan. 6
Detroit	Jan. 8
Houston	Jan. 11
New Orleans	Jan. 12
Mobile	Jan. 13

Seafarers And Sons At SIU Clinic



At New York SIU headquarters is Seafarer Partha (Jerry) Jernigan, engine department, with his two sons, Jimmy (left) and Jerry. Occasion for visit was check-up for sons at SIU clinic.

MEBA Scores 4th '60 Win In Lakes Voting

DETROIT—The Marine Engineers Beneficial Association, Great Lakes District, has scored its fourth straight organizing victory on the Great Lakes this year, winning representation rights for engineers in the Nicholson Transit fleet.

In the process, the MEBA defeated the Foreman's Association of America, one of a multitude of "independent" unions operating in Great Lakes shipping. The final margin in a secret ballot election was 24 for the MEBA to 2 for the Foreman's Association. The association had held collective bargaining rights in the Nicholson fleet since 1946.

In earlier organizing campaigns this year, the MEBA was chosen as bargaining agent by engineers in Cleveland Tankers, Wilson Marine Transit and Republic Steel. These three companies operate 34 vessels on the Lakes.

In a related vote, the MEBA-affiliated Associated Maritime Officers won bargaining rights for deck officers at Nicholson by a count of 17 to 2.

Job Security

Ray McKay, president of the Lakes District, attributed the victory to the desire of Nicholson officers for job security and employment guarantees "that are possible only in a national union with thousands of jobs under contract in the Great Lakes and other areas."

The Nicholson engineers won the right to a representation election after a four-day strike last April. The election was ordered by the Wayne County Circuit Court after a hearing in which the engineers produced information that the Foreman's Association was in violation of the laws and had no support from the engineers.

The head of the Foreman's Association was compelled to admit under oath that his organization had not held elections in nine years and had no authorization from engineers to negotiate contracts.

The strike was called after the company refused to meet the MEBA's demand for a representation election.

Prospects Dim For Repealing 'Wreck' Laws

WASHINGTON—Election post-mortem studies of the results in various state legislatures have given the AFL-CIO little cause for optimism as far as repeal of "right to work" legislation is concerned.

A round up of the local votes shows that with the exception of California and Pennsylvania, most states showed a trend to more conservative candidates in state legislatures.

In Indiana, the one major industrial state with a "right to work" law on the books, Republicans won control of the state house of representatives, although the Democrats took the governorship and the state senate.

However, in Delaware, the election of Elbert N. Carvel as governor is seen as a block to efforts of the "right to work" group there.

New Mexico is considered a possible danger spot because of the election of a conservative governor. There has been some "right to work" activity in the state in the past.

PHOTOS
STORIES
POETRY
ETC.



Remember When . . .

DECEMBER 15, 1939: 32 German seamen, quartered in a Baltimore Hotel, are sitting out the war. The American shipping company that was employing them was paying their rent and board and giving them each 50 cents a day spending money. The German crews quit their ships and went to a hotel shortly after Germany invaded Poland. The men are not allowed to work, and their 60-day permit given by the Government has expired.

DECEMBER 9, 1940: 323 men out of a total of 340 polled in NLRB elections aboard the Calmar Line ships voted to have the SIU represent them. This is the third SIU triumph on the East Coast in the past three months, the others being the P & O and the Baltimore Insular ships. The Union has been in existence on the East Coast only two years.

DECEMBER 23, 1941: (Two weeks at war): No more gleaming white superstructure on the old rust buckets from now on. No more red stacks, or green, or blue, or yellow. Nothing but dull battleship-grey from stem to stern. Furthermore, all identification marks, flags and other insignia must be covered by the new battleship colors . . . After a year of attempted appeasement of Marshal Petain and the French Government, the United States finally was forced to recognize that the French are firmly tied to the Axis, and last week seized all French ships in American waters. The biggest prize was, of course, the superliner Normandie. There is speculation as to what use will be made of her. She could be converted as an aircraft carrier within three months or four. Or she could be made a transport unequaled anywhere in the world for speed and cruising radius and capacity. (A fire during conversion cut her career short, and the Normandie was a total loss.)

DECEMBER 10, 1942: Four SIU seamen were the only survivors of a torpedoing off India. After 20 days on a raft they sighted a ship. But the lookouts aboard the ship failed to see their frantic waving, and passed them a mile and a half off. Two turtles were swimming about the raft. In desperation they pulled one aboard. With a jagged edge of a bottle they cut away the shell after pecking at it for four hours. The warm blood revived them, and enabled them to last four more days before they were picked up.

DECEMBER 24, 1942: The Baltimore port agent found out "there's two sides to every story" when he went to bat for a member only to find out that he was in wrong because he had been peddling liquor. "That's the kind of stuff that pulls down the Union and gets the patrolmen in wrong. As far as we are concerned, any liquor peddler can go hire himself a lawyer; we've got too many legitimate beefs to attend to without taking on one like that," he said.

DECEMBER 3, 1943: The heroic story of the Alcoa Scout and its SIU crew: a small, slow ship of World War I vintage, facing a vicious North Atlantic storm and because of the seamanship of the crew, coming through with flying colors. She steamed into an East Coast port with only six inches of free-board aft and four feet forward. She was twisted completely out of alignment, the holds carried a large quantity of water, all lifeboats had been swept away, one anchor was gone.



NEW SIU - CONTRACTED COMPANY

A new container-carrier, the Erie & St. Lawrence Corp., has recently entered the coastwise trade. The SIU-contracted carrier, with two new vessels in operation, utilizes a combination of lift-on shoreside cranes for deck storage, as well as fork-lifts which drive right up a stern ramp into the hold carrying small cargo boxes. Pictured here are the ships' operations in Port Newark.



FLORIDIAN'S DECK receives trailer box deposited by shoreside crane. Boxes are smaller than those on Sea-Land ships.



SPACIOUS INTERIOR hold is used for "roll-on" cargo such as autos, as well as additional trailer bodies brought in by fork-lift.



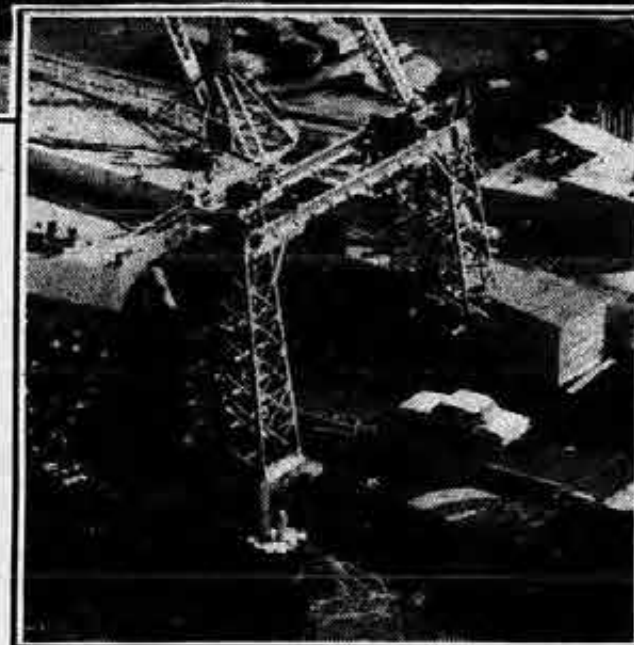
FORK-LIFT CARRIES container past **FLORIDIAN**, one of two new ships manned by Seafarers.



CHUCK WALLACE, wiper, is doing just that on **New Yorker**.



CHARLES BEDELL, cook, bones a ham on the **New Yorker**.



AERIAL PHOTO shows stern-loading system for "roll-on" cargo. Fork-lifts use ramp to deposit cargo in hold.



CHESTER MAKUCH, AB, sits at built-in desk in two-man forecabin. Note spacious lockers, fixed ladder on bunks of **New Yorker**.



TIDYING UP NEW YORKER'S passenger stateroom is BR Charles Menge. Vessels accommodate six passengers.



LARRY GOONAN, MM, serves delegate R. Sikwart. At right is James Anderton. Others are Jim Warlick (left) and Chuck Wallace, all **New Yorker** crewmen.

THE SIU COMMERCIAL FISHERMAN and CANNERY WORKER



SIU Atlantic Fishermen On Deck



Part of the crew of the fishing vessel *Carol & Jack*, contracted to the Atlantic Fishermen's Union, wait on deck at the Fulton St., dock in New York. The crew, (l to r) Oswald Olsen; Olay Rosand (both deckhands); Jack Enis (cook) and Jack Sandhaland (deckhand) has just returned from a nine-day trip and is getting ready to spend 48 hours at home before going out again.

Atlantic Fishermen Begin Big Drive For Members

BOSTON—The SIU-affiliate Atlantic Fishermen's Union has started a membership drive which began December 1. The Union has dropped its initiation fee requirement in all all-out effort to organize all the fishermen in the Northeast.

The Atlantic Fishermen are organizing to recoup the losses sustained after three years of trying to operate as an independent union outside of the AFL-CIO. Three months ago, the AFU voted by an overwhelming majority to affiliate with the SIUNA.

Great Interest

Officials of the Union declare that ever during this short period of affiliation with the Seafarers, a tremendous interest in the AFU has been shown by the unorganized fishermen.

Everyone connected with the domestic fishing industry of New

England finally seems to realize that they have to be united in one solid organization if anything is to be done about the terrific import competition.

Industry Hard Hit

New England fishermen have been hit the hardest on this coast by imports. In the last ten years the cost of living has risen approximately 20 per cent while the ex-vessel price of fish has dropped 40 percent in this same period.

Frozen fish from other countries is largely responsible for the decline in the domestic industry.

Everyone in this area has high hopes that the new administration

will make some effort to protect them from this unfair competition.

The ironic part of this situation is that the foreign fish industry has been developed mostly with US capital and US Government aid. Our own Government has seen fit to help to destroy one of our greatest industries with their program and by allowing US capital to be invested abroad at the expense of our fisherman. Foreign boats, for example, are more modern than the American vessels.

The AFU is also conducting its regular election of officers in the month of December. All candidates hope that through their affiliation with the SIUNA that all the fishermen of this country can unite as a single body in an effort to restore this industry to its former importance.

Alaska Union Revamping Its Fishing Rules

SEATTLE—The Alaska Fishermen's Union is working on fishing regulations for the 1961 fishing season, according to reports from George Johansen, secretary-treasurer of the SIU-affiliate.

The recently concluded fishing season in Alaska waters was a good one, in fact, the best since the 1948 season. Officers of the Union have been touring Alaska ports at the close of the current season. They are currently working out rules to govern fishing in Alaska waters for next year.



Richard Dodd (left) of Brooklyn, a member of the Atlantic Fishermen's Union, stands near a hatch aboard the Gloucester fishing vessel *Austin W.* with master and owner Albino Pereira (right). They are unloading a catch of porgies and butterfish at the Fulton Fish Market in New York.

New Bedford Fishermen Hold First 2-Year Vote

NEW BEDFORD, Mass.—In the first full two-year election since the New Bedford Fishermen's Union affiliated with the SIU, members of the Union have reelected Howard Nickerson as secretary-treasurer and chosen Jack Ostensen as delegate in secret ballot voting which closed on November 30. The election had been conducted for one month.

Tallying by a three-man rank and file committee chosen at the union's December 6 membership meeting showed the following results:

For secretary-treasurer:

Howard Nickerson	390
Edward Patenaude	278
Irwin Taylor	16
Void or Blanks	30

For delegate:

Jack Ostensen	230
James Almond	181
Ray St. Don	110
Joseph Bourassa	98
Romeo Tremblay	53
Voils or Blanks	42

There was a total of 714 votes cast, the committee reported.

The successful candidates will serve for the two-year term beginning January 31.

The previous New Bedford elec-

tion, which took place shortly after the fishermen affiliated with the SIU, had been for a short term. Following the affiliation, the fishermen had revised their constitution and set up an initial election in June, 1959.

The New Bedford group had been independent, but had quickly found that it needed the support and strength offered by affiliating with a national union. As a result of the affiliation, the fishermen have obtained welfare plan protection for the first time.

The New Bedford union mans scallopers and draggers out of the Massachusetts port. New Bedford is generally recognized as the "scallop capital" of the US.

SIU Signs Puerto Rico Tuna Pact

SAN JUAN—The SIU Puerto Rico Division has signed a two-year contract covering about 300 workers at the National Packing Co., producers of Chicken O' the Sea tuna.

The plant, organized recently with the help of Mrs. Andrea Gomez, President of the SIU-affiliated Cannery Workers Union of the Pacific, was won by the SIU 255 to 8 over the Teamsters in an NLRB election.

The tuna cannery workers get a 10 cents per hour wage increase in the new contract. A \$30,000 company-paid welfare plan is also included in the agreement.

Gov. Brown At SIU Cannery Show



The Cannery Workers Union, of the Pacific, SIUNA, had an important visitor to their exhibit at the Union Label Show in Los Angeles in October. California Governor Edmund (Pat) Brown (second from left) stopped by the exhibit during his tour of the show. Also shown in front of a display of products made at Cannery Workers Union-contracted plants are (l to r) Chris Moran, Cannery Workers representative; the New Horizons Queen of the exhibit; Jim Waugh, SIUNA representative; and Thomas L. Pitts, secretary-treasurer of the California Labor Federation, AFL-CIO.

SIU MEDICAL DEPARTMENT

JOSEPH B. LOGUE, MD, Medical Director



Trend To Heart Disease Gets Worse

Coronary occlusion is one of the most dramatic of medical emergencies. The sudden onset of pain, shock and, often, impending fear of death makes it feared by the informed public. Dr. Arthur M. Master's article in a recent American Medical Association Journal has thrown some interesting light on this subject. Through a questionnaire study of 2,600 cases, he and his colleagues have come to some very definite conclusions.

To most people, a heart attack is just that; it makes no difference to them whether it is an occlusion (closing) of the blood vessel that supplies the heart, an insufficiency of the blood supply to the heart caused by a diseased and narrowed blood vessel that supplies blood to the heart, or any other type of heart disease.

Dr. Master's study confines its observations to acute coronary occlusion, which is the sudden blocking by a thrombus or blood clot of one of the blood vessels that supplies the heart. This must be thoroughly understood; otherwise, a person with a disease of the vessels, with narrowing, which gives insufficient blood supply to the heart, might do grave danger to himself by doing some of the things which, in his opinion, will not produce acute coronary occlusion.

In a study of occupation and coronary occlusion, the research team reviewed cases from all walks of life, such as laborers, skilled and unskilled; office workers; sales and professional personnel, etc. The study included the time of day of the attack; the day of the week of the attack; the type of activity at the time of the attack, whether sleeping or walking, mild or moderate activity or unusual and severe exertion. They were not impressed that physical effort could produce acute coronary occlusion.

The question of shoveling snow was especially discussed. A person with angina pectoris or coronary artery disease of course should not shovel snow. Heavy work in a cold atmosphere places strain on the circulation. The extra demand on the heart for oxygen cannot be supplied by the narrowed coronary arteries, and an attack of acute coronary insufficiency without occlusion might occur. Thus, shoveling snow may not be dangerous or even fatal to an ill person, but it does not cause acute coronary occlusion.

Is it a "doctors' disease?" They doubted that. Since a doctor would be more familiar with the symptoms of heart disease, he would likely be more prompt in his diagnosis of heart disease, and perhaps more prone to coronary insufficiency due to the strain of his profession. But there was no special tendency to acute coronary occlusion for doctors as a group.

Is it on the increase, or is there an epidemic? On the increase, "yes"; an epidemic, "no." Coronary occlusion is on the increase because we live longer than we used to, and thus more people reach the age when they are most susceptible to the conditions that bring about coronary occlusion. In addition, due to better diagnosis, cases are more frequently recognized.

There were many questions raised regarding coronary occlusion. Can it be prevented? Does one attack predispose an individual to another? Can a patient who has had a coronary occlusion ever return to heavy labor? Does sleep hasten this condition and others?

The question that stands out is this: "What causes coronary occlusion?" Dr. Master and his colleagues are convinced that the only known cause is the presence of atherosclerosis, which is a lesion of the inner lining of the blood vessels, consisting of yellowish plaques containing cholesterol and other materials. The cause of this condition is the subject of extensive research. The only known contributing factor is probably physiological shock, causing the slowing of the circulating blood, and thus allowing a clot of thrombus to form.

Some of the conclusions were that "acute coronary occlusion was not produced by effort or occupation"; that is it not a "doctors' disease." Persons with coronary artery disease should not shovel snow, but mostly because of the possibility of producing coronary insufficiency without occlusion.

Coronary disease is on the increase due to aging population. One acute attack of coronary occlusion does predispose to another attack due to the underlying atherosclerosis. A person recovered from an attack of coronary occlusion should return to work, but certainly not a job that is too strenuous either mentally or physically.

At this time, neither the cause nor the prevention of acute coronary occlusion is known. It is their firm belief, however, that it is the end result of atherosclerosis of the coronary vessels, and is not influenced by any known external process.

(Comments and suggestions are invited by the Department and can be submitted to this column in care of the SEAFARERS LOG.)



In the hospital?

Call SIU Hall immediately!

Voyager, Hurricane Get SIU Safety Awards



SIU safety awards honoring six-month accident-free records by Seafarers on the Steel Voyager and Hurricane (right) are displayed by crewmembers. Seafarer Edward Terrell (foreground) accepts certificate for the Voyager from SIU Safety Director Joe Alguna, as (l-r) Harold Laird, David Edwards, G. S. Lynch and T. D. York look on. Laird and Edwards earned individual awards by being on the vessel for the full period. On the Hurricane, Mike Filosa, John McHale, Eugene Ray, Bob McCutcheon, Bob Martyn and Joe DeJessa (seated) show off award for their ship. Thirty SIU vessels have earned six-month awards so far.

ICC Primed For Overhaul; Domestic Shipping May Benefit

WASHINGTON—The pro-railroad, anti-ship Interstate Commerce Commission is slated to be one of the prime targets for overhaul when the Kennedy administration takes over next month. Two reports have already been filed with the outgoing Eisenhower administration calling for the overhaul of the much-criticized agency.

The ICC has been the target of repeated attacks by the domestic shipping companies, by the SIU and other maritime unions as well for its policies and procedures. The Unions and the ship operators have accused the ICC of supporting and approving railroad rate-making policies which are helping to un-

dermine and destroy the domestic shipping industry.

Similar criticism of the agency has come from Great Lakes ship operators as well as operators in the tug and barge industry on inland waters.

A key indicator of the new administration's attitude will come when incoming President Kennedy is called upon to appoint a new

member of the ICC to replace retiring chairman John H. Winchell.

The SIU and ship operators have charged that up until now the ICC has been dominated by men coming out of the railroad industry. The Union has called for representation on the commission from shipping as well. Consequently, the SIU and the industry will be interested in seeing who is chosen to replace Winchell and what industry he comes out of.

Hit Procedural Delay

While the two reports—one to the Budget Bureau and the other to the ICC itself—did not deal specifically with the problems of the shipping industry, they did touch on one of the operators' special complaints, the delays in the ICC's rate making procedures. SIU-contracted companies such as Sea-Land and Seatrain have complained bitterly that it sometimes takes many months before the ICC will act on a rate protest. In the meantime, the protested railroad rate stays in effect, and the shipping companies lose out heavily on the cargo involved.

Both reports also accused the ICC of inefficiency, delays and confusion and called for revamping the agency for more effective administration.

Business Giants Confess Crime Of Price-Rigging

PHILADELPHIA — Nineteen major electrical manufacturers, including the industry's giants, General Electric and Westinghouse, have pleaded guilty to criminal charges of illegal conspiracy to rig bids and fix prices on heavy electrical equipment.

The guilty pleas ended the largest criminal case of its kind in the history of the anti-trust laws. Involved was approximately one and three-quarter billions in contracts, a large part of them being sales to Government agencies.

Involved, in effect, was collusion to make the government agencies involved and private buyers pay considerably more than they would have had to if the bidding on the contracts had been legitimate.

General Electric, incidentally, is the company which has a policy of actively participating in political issues and in anti-union political campaigns such as state "right to work" campaigns as well as supporting Federal legislation regulating the activities of trade unions.

Attorney General William P. Rogers had described the cases in court as involving "as serious instances of bid-rigging and price-fixing as have been charged in the more than half-century life of the Sherman Anti-Trust Act."

The acts of which the corporations and individual officers were held guilty could result in fines of up to \$50,000 on each charge, plus up to a year in jail for the officers of the corporations involved. Maxi-

mum fines could total as much as \$8 million.

In addition, the corporations could be sued for triple damages under the Sherman Act by the customers who were the victims of the rigged bids.

Government attorneys are expected to ask for jail sentences in view of the serious nature of the offenses.

The long anti-labor record of the Sears Roebuck Company is now under fire from the Retail Clerks International Association. A national "don't shop at Sears" campaign by the union was touched off by the firing of RCIA members in San Francisco because they refused to cross a picket line of striking machinists.

Some of the fired clerks were later restored to their jobs, but downgraded in pay. Others are still jobless. The union is asking all union members and their families across the country to stay away from Sears until the firm treats its employees fairly.

DON'T SHOP AT SEARS!



SIU FOOD and SHIP SANITATION DEPARTMENT

Cliff Wilson, Food and Ship Sanitation Director



Proper Feeding Is Universal Issue

Some general comments about the importance of a balanced diet for seamen were noted here in the last issue of the SEAFARERS LOG. Now along comes a report on feeding conditions for Norwegian seamen as a feature in the International Transport Workers' Journal published by the ITF. The discussion outlines some of the feeding problems aboard Norwegian vessels and, particularly, the health problems that poor diet can create for seamen.

It's obvious from all this that seamen's food beefs aren't something to be lightly brushed aside; they're a problem throughout the maritime world. The article emphasizes the following, for example: "In Norway it has been established that apart from accidents on board it is rheumatism and digestive troubles which make up the seafarers' worst ailments. But nervous diseases have lately come to the forefront in a sensational manner."

"Meals on board are to blame for many of these—although doctors do not hold them responsible for all complaints of nervous origin. There is general agreement on the great importance of regularity—a feeling of contentment—in mealtimes."

The article also makes this point: "But gastric ulcers and other stomach troubles are not necessarily the result of bad food. There is also the possibility that seafarers' physical troubles in work on board ship can lead to mental stress which in fact can be a cause of gastric ulcers and other similar diseases." All this boils down to the fact that proper, regular and nutritious feeding aboard ship—anywhere—is best way to maintain "a happy ship," and all that this expression has come to mean.

Part of the problem confronting Norwegian seamen is believed to stem from the fact that Norwegian government regulations for merchant vessels date back to 1937, and efforts in the past to amend them have been unsuccessful. The 1937 date is important because it precedes many of the developments and innovations in food processing and preparation that came about during and since the war. It also fails to take into account improved storage facilities built into new construction since 1945, which make it easier to provide a reasonable variation in diet.

Another side of the issue pointed out in the ITF article is the fact that "Norwegian shipowners have managed to get by with evasions of even the outmoded rules put in force by the government in 1937 . . . with the tacit permission of the authorities, due to a certain non-chalance, if not negligence, in the latter's attitude to the question of meals on board ship." We now come around full circle—to the fact that proper feeding is largely an economic question.

Our experience on SIU ships through the Food and Ship Sanitation Program clearly indicates, however, that good, balanced food plus improved service can be provided at the same or lower cost as before. This can be done if meal planning is based on real inventory controls and effort is consciously made to cut waste, duplicate ordering and improper storing. The various steps we have taken through the voluntary feeding improvement programs of recent years and now with the full-time Food and Ship Sanitation set-up are paying dividends for everyone concerned. Part of this is due to the handling of feeding questions and minimum standards as a collective bargaining matter between the Union and the shipowners, not as something subject to some governmental code, which is too easily abused.

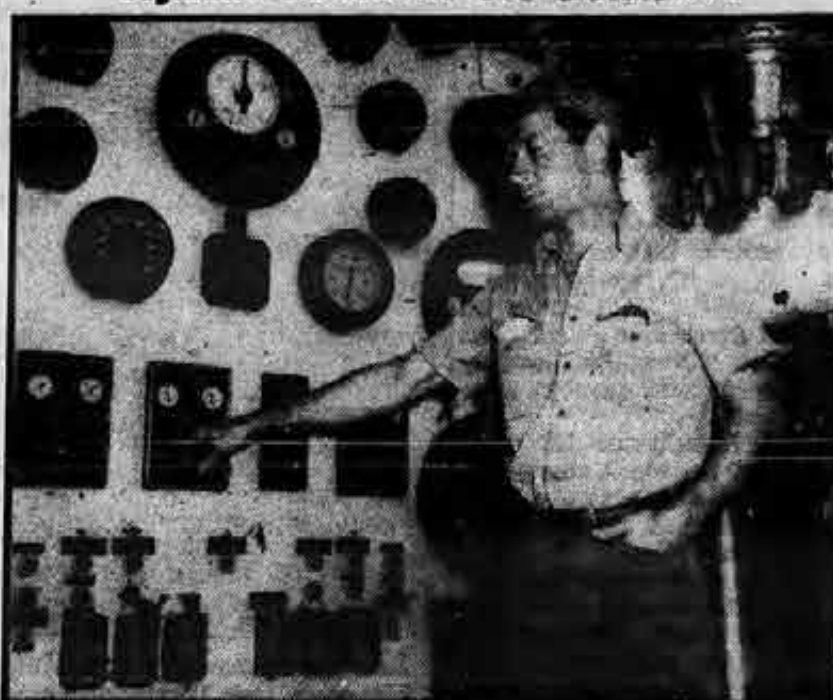
We certainly haven't eliminated every feeding and service problem; we never expected everything to be letter-perfect. But we can say today, as far as SIU vessels are concerned, that the feeding and service is the best it's ever been and improving all the time. SIU vessels have always been recognized as good feeders and we want to keep that record going.

(Comments and suggestions are invited by the Department and can be submitted to this column in care of the SEAFARERS LOG.)



SIU galley force aboard SS Del Norte receives certificate from US Public Health Service in New Orleans after inspection earned vessel a 98% rating, considered excellent for a passenger ship. Seafarer William P. Kaiser, chief steward (left), accepts award from W. B. Griffin, USPHS sanitation specialist, while Rufus E. Stough, Jr., chief cook, and S. P. Mitchell, Mississippi port steward, look on.

Kyska Seafarer At Controls



Standing at the Bailey Board aboard the SS Kyska (Waterman) is Seafarer G. E. Dickens, FWT. Vessel was in New York at the time, but has since departed for the Far East.

OEU Wins Steamship Office Pact

NEW YORK—A three-day strike of office employees of American Export Lines came to an end with agreement on a first-time contract covering 325 clerks. The strike was called by Local 153, Office Employees International Union, after the union won representation rights for the Export Line office staff.

The agreement provides for a 7½ percent weekly increase, a union shop and a four-week vacation after 20 years' service.

Picket lines of the office workers at Export Line piers in New York and Hoboken had been respected by members of the International Longshoremen's Association. The Maritime Trades Department, AFL-CIO, called upon the company to negotiate with the union prior to settlement of the beef.

ILA Wins Automation Fund

NEW YORK—An increase in the number of ships using containers, or in ships converted to container cargoes, may emerge as a result of an arbitration award issued here. A three-man arbitration board has set up a scale of royalty payments ranging from 35 cents to \$1 per ton for export-import cargo handled in the port of New York.

The arbitration dealt with an unresolved issue in the contract between the International Longshoremen's Association and the New York Shipping Association. The royalty system will be used to build up a fund to compensate

longshoremen for job losses resulting from the use of containers instead of conventional cargo.

With the financing of the fund set, the union and the shipping association will now negotiate on the way the fund will be applied to protect longshoremen from the impact of any job displacement.

Fees Vary

Under the arbitration award, conventional cargo ships which carry a limited number of containers will pay the 35-cent fee. Combination ships, partially converted for container use, will pay 70 cents a ton and full container ships \$1 a ton.

Up until now, the container trade has been largely limited to coastwise service and Puerto Rico calls. Coastwise trade is not af-

ected by the award which covers only transoceanic and Puerto Rico cargoes.

The SIU-contracted Pan Atlantic Steamship company has been running fully-containerized ships into San Juan, while Bull Line has been carrying containers on a limited scale. However, Bull has plans pending for purchase of one or more C-4s out of the Government reserve fleet and conversion of the vessels into combination general cargo and container carriers. Undoubtedly, other shipping companies have been considering similar moves.

Now that the container royalty provision has been set, it is expected that much of the talk about container ships may be translated into something specific.

Wine Growers Plug 'Health'

SAN FRANCISCO—All the 25-cent muscatel drinkers will be glad to hear that wine is good for their health. At least that's what the Wine Institute of California is trying to prove. As part of its campaign the Institute recently



threw a party for hospital administrators.

The Institute and an associated group, the Wine Advisory Board, is spending over \$100,000 this year to sponsor medical studies on the beneficial effects of wine.

Ads placed by the industry group in the California Medical Association journal speak of the appetite-stimulating properties of wines. Another ad described wine as a vitamin supplement, but was cancelled when it was found that one or two gallons a day would be required to extract any appreciable amount of vitamins.

In addition, the Advisory Board has a booklet out called "Uses of Wine in Medical Practice," and offers lectures to interested groups.

Maritime Roundup

Indonesia is going to get its own Kings Point soon. Members of the faculty of the United States academy are helping organize a similar school for maritime officers in Jakarta, while several Indonesians have been observing the operation of the Long Island school.

In preparation for its maiden voyage, the SS Savannah has begun dockside tests of its atomic engines. The testing, which began late in November, will continue for two months before the actual nuclear fuel is loaded aboard the vessel. Part of the testing will be operation of the plant on a round-the-clock basis for several weeks. The plant will be powered by conventional power sources during the test period.

Talk about homesteading, there's a British seaman on the liner Britannic who beats them all. The Britannic, a Cunard passenger liner, has been in service for 30 years. It is now headed for the scrap heap. One of its crewmembers, John Dacey, a member of the engine department, was aboard the ship on her maiden voyage and has made every trip since then.

A Swiss engineering concern is about to build the largest hydrofoil ship yet for passenger service. The boat will be 120 feet long, accommodate 240 passengers and be

used in Mediterranean service at speeds of 47 to 53 knots. Meanwhile, a Panamanian-flag operator is putting a smaller hydrofoil, the Flying Fish, into service between Bellingham, Wash., and Victoria, British Columbia. The Flying Fish is a 65-footer which can operate at 40 knots.

The Luckenbach Steamship Corporation, one of the last remaining domestic operators, has purchased three ships for use on its intercoastal runs. Two of them are Navy surplus vessels purchased from Isbrandtsen. The third is a Socony T-2 tanker. All three will be converted into container ships capable of carrying 825 20-foot containers. The ships will be lengthened to 635 feet in the conversion process and will operate at 17 knots.

Several of the newly-created nations of Africa are looking toward establishing their own merchant fleets, mostly for prestige purposes. They are seeking to emulate the example of Ghana which, with the aid of Israel, has established the Black Star Line under its own flag. Of course Liberia has long had a nominal shipping fleet registered under its flag, but these new African nations are talking about ships which actually belong to their own nationals, or to the governments involved.

THE CANADIAN SEAFARER



Engineers Halt Pay Cut Move

MONTREAL—The SIU Canadian District defeated an attempt by some members of the Association of Lakes Carriers to impose a contract on engineers of the district's Licensed Division which would have slashed wages and working conditions.

Protesting marine engineers walked off their ships early last month but returned to work after three days when they were promised a meeting with Federal Minister of Labor Michael Starr. Hal Banks, secretary-treasurer of the Canadian District and SIUNA vice president, in a telegram to Starr, pointed out that no jurisdictional dispute was involved.

Banks noted that the Labor Department had on file contracts between the Licensed Division and the Association of Lake Carriers which pointed out the obviously phony nature of the new "contract."

Handed 'Contract'

On November 7, aboard ships operated by some member companies of the Association, engineers were handed a "contract" allegedly reached with the Great Lakes and Eastern District of the National Association of Marine Engineers.

But, four years ago, members of the NAME voted to merge with the SIU Canadian District, thus making the group legally dead.

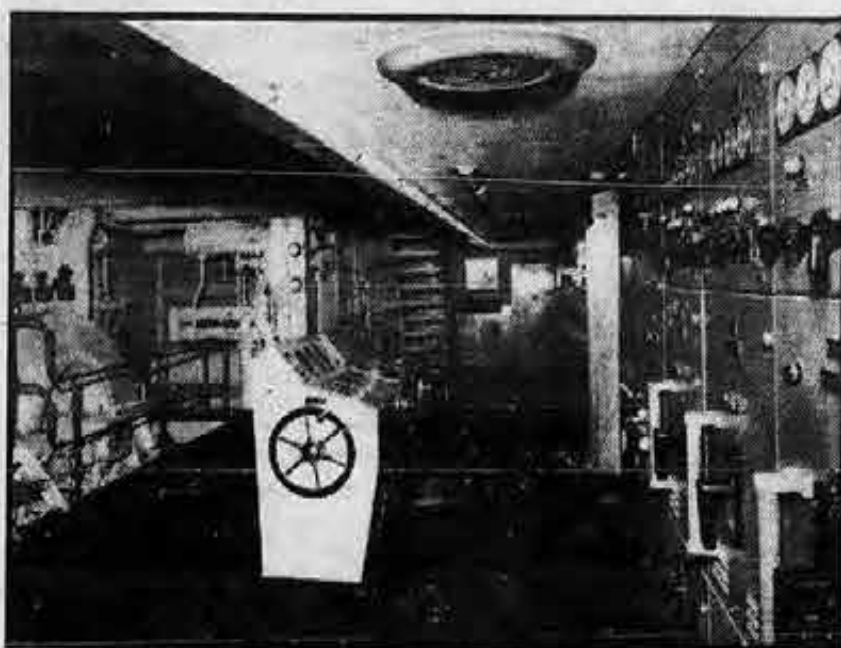
The "agreement" was signed by Richard Greaves and M. Carson, both associated with the red-tinted Canadian Brotherhood of Railway, Transport and General Workers.

Called 'Yellow Dog'

The "contract," which the Canadian District called "yellow dog" and "a sellout," would have cut salaries of second engineers by \$31.91; sliced \$28.51 from the pay of third engineers; cut vacation pay by more than half; destroyed the closed shop; given up retroactivity; committed engineers to a 48-hour week for four years, and for a final piece of arrogance, forced the engineers to pay the CBRT, through Greaves and Carson, five dollars per month, which is a dollar a month more than SIU dues.

When the ships berthed, the engineers walked off followed by unlicensed men. On November 10, Starr promised a meeting with engineers and also promised: that negotiations with the SIU Licensed Division would continue; that the slashes and conditions in the Greaves-CBRT contract would not be put in effect. With these assurances, engineers and unlicensed men returned to their ships.

Huge Engine Room On SIU Laker



The interior of the engine room of the John A. France, recently completed for the Scott, Misener company, shows the elaborate, new equipment in the giant new Canadian Laker. The ship is under contract to the SIU Canadian District.

In Canadian Ports

Montreal Holds Steady

MONTREAL—Shipping held steady early last month as six vessels which had been laid up were reactivated in the Lakes-Seaway trade. Three deep sea vessels were also serviced here.

First of the reactivated ships was the Beaconsfield-canneller Redfern, followed by the Patterson steamers Saskadoc, Fort Wildoc and Coteaudoc. The Scott Misener canneller Wheaton took on a full crew and the Norco (Ahearn) was reactivated.

Toronto Is Active

TORONTO—Toronto remains an active port despite the new Owen Sound hall and the summer tie-up of ships. From January 1 to October 24 there were 1,158 ratings shipped from Toronto.

Port Agent Dick Hardiman reports that the SIU secured \$289 for a member injured on the Alexander Leslie in September.

Vancouver Donates

VANCOUVER—The SIU-manned SS Waitomo (Union SS of New Zealand) ran up on the reef at the entrance to a Samoan harbor in October and was freed three days later. The ship proceeded to Vancouver under her own power and after repairs in drydock, went back into service.

SIU men in Vancouver donated more than \$200 to buy a wheelchair for Brother Pat Tressler who contracted polio earlier this year.

Thorold Solves Beef

THOROLD—A major beef was solved here recently, according to agent Paul Gagne.

Brother Irving Benson was fired from the Chicago Tribune by the chief engineer for no reason. The crew took a stand and Benson received all money due him.

Dock employees at Erieau have submitted their demand for a new contract before their present agreement expires at the end of this month.

Shipping has been good here recently.

Quebec Shipping Slow

QUEBEC—Shipping has been slow here because of the full grain elevator, but increased activity is expected when Port Churchill closes. A dredge and a tug operating in Port Cartier will provide winter jobs.

The MV Eskimo has been repaired and has picked up a steel load for British ports. The first tanker has unloaded its first cargo of oil for the new British Petroleum refinery recently completed when the SIU-contracted dredge John Holden finished her six-months job.

New Owen Sound Hall

OWEN SOUND—The Owen Sound Hall has moved to new and larger quarters at 1002 Second Avenue East overlooking the harbor.

As the season draws to a close here, more and more ships are laying up with a total of six in Owen Sound harbor. Early last month saw the first heavy snowfall.

Fort William Fair

FORT WILLIAM—Shipping at the Lakehead has been fair as the ore trade slowed down for Canadian ships. The ore dock closed the fourth week of November. The port continues to average 10 ships a day in grain with no ships tied up locally.

Grain elevator projects are underway at Port Arthur which will raise storage capacity by 6,150,000 bushels, bringing total lake-head capacity to 17,000,000 bushels.

Halifax Calls On Board

HALIFAX—Contract negotiations between the SIU and the CPR for the Princess Helene have gone before a Board of Conciliation. The company, pleading "poverty," has tried to fob off a contract which would have lowered wages, eliminated security, and established an open shop.

1960 Season Roundup

Canadian SIU Wins Top Lakes Pact, Other Gains

MONTREAL—As the 1960 shipping season drew to a close, the SIU Canadian District was able to point to a greatly-improved new contract with the Association of Lakes Carriers among its accomplishments for the year.

In another important development, the Canadian District continued its fight on runaway Canadian ships to the British and other flags. In this connection, the SIU aided seamen on these ships in their fight for improved wages and conditions.

Shipping on the Seaway ended November 30 and the Welland Canal closed December 15. The Sault Ste. Marie Canal closed December 12.

Canadian District Secretary-

Canadian Seafarers, members of the SIU Canadian District, are a vital element in the maritime picture generally and in the SIU family of unions. They man ships under Canadian flag across-the-board—deep sea off the Atlantic Coast, on the Canadian West Coast, on the Great Lakes and the Seaway. The Canadian SIU also represents large groups of Canadian tugboatmen, dredgemen and allied crafts. The Canadian District works closely with the other SIU unions throughout North America and the mutual relationship has been of great advantage to all SIU members.

Canadian SIU Men Start Vote

MONTREAL—Election of officers of the SIU Canadian District got underway recently after a delay caused by the need to print new ballots. Voting is taking place at headquarters, outposts and aboard ships.

Hal C. Banks, secretary-treasurer, is unopposed for the top post in the Union. Also unopposed is L. McLaughlin, assistant secretary-treasurer (Eastern). M. Sheehan is candidate for Montreal patrolman while D. Swait and J. Hunter are candidates for Montreal Dispatcher.

Other Candidates

Rod Heinekey of Vancouver is running unopposed for assistant secretary-treasurer (Western). J. Campbell and W. Sawadsky are candidates for Vancouver port agent, while J. Bloomfield, A. Brough, T. Osborne, C. Neville are candidates for Vancouver patrolman.

Paul Gagne is Thorold port agent candidate and H. Cahill is Thorold patrolman candidate. R. Turcotte and A. Paton are candidates for Toronto port agent. W. Glasgow is candidate for port agent at Fort William and J. Royce is Fort William patrolman candidate. Roy Doucet is the Quebec port agent candidate and Stan Devine is candidate for port agent in Halifax.

Treasurer Hal C. Banks opened talks with the Association of Lakes Carriers at the end of last year, but by September of this year a Conciliation Board began studying the question.

Later in September, after the board rejected SIU demands, the membership in turn rejected the board findings, opening the way for a strike.

The SIU walked off Patterson ships on September 29. Other association members threatened to lock seamen out of other fleets in the group. However, by October 4, Patterson signed a memorandum of agreement with the Union and the other companies fell in line.

Five-Percent Raise

The new contract gave Lakes Seafarers a five per cent across-the-board pay increase; provided a 44-hour week through the 1961 navigation season; set up a central pay fund entirely administered by the Union and improved various overtime rules.

In its fight on Canadian-owned runaways and on British-flag invasion of the Canadian domestic trades, the Canadian SIU succeeded in signing an agreement with one such ship at the request of the British crew which manned her. Assistance was also provided to British and other seamen seeking improvements in their conditions while they were in Canadian waters.

Another step forward taken by the SIU Canadian District was the signing of Miron Freres Limited to its first union contract. The company's Oka Sand and Gravel Division signed an agreement with the SIU on behalf of its marine workers in September.

Atlantic Trade

Early in the 1960 navigation season, the SIU-contracted MV Eskimo entered the Atlantic trade, marking the return of the Canadian flag to the Atlantic.

Several victories over the CBRT were registered during the year. The SIU won over the railroad union in an election in the Federal Commerce and Navigation Company when the firm returned to the Canadian flag, bringing a 100-job potential into the Union.

On the West Coast, seafarers with Mackenzie Barge & Marine, Canadian National Steamship and Kingcome Navigation all chose the SIU over the red-tinted CBRT.

SIU Canadian District Halls

FORT WILLIAM	408 Simpson St.
Ontario	Phone: 3-2221
HALIFAX, N.S.	128 1/2 Hollis St.
	Phone 3-8911
MONTREAL	634 St. James St. West
	Victor 2-8161
QUEBEC	44 Sault-au-Matelot
Quebec	LAfontaine 3-1569
THOROLD, Ontario	32 St. David St.
	Canal 7-3212
TORONTO, Ontario	272 King St. E.
	EMpire 4-3719
VANCOUVER, BC	290 Main St.
ST. JOHN, NB	177 Prince William St.
	OX 2-5431

YOUR UNION MEETINGS
ARE IMPORTANT TO YOU.

ATTEND
THEM!





West Coast Sailors

THE PACIFIC

ALASKA SS PACT NETS 7% FOR SIU PACIFIC DISTRICT CREWMEN

SAN FRANCISCO—The three unions of the SIU Pacific District—the Sailors Union, Marine Cooks and Marine Firemen—have reached an agreement with the Alaska Steamship Company calling for a 7 per cent increase in wages, overtime, penalty and cargo rates, and for improvements in welfare benefits.

Alaska Steamship negotiates separately from the Pacific Maritime Association. The Alaska Steamship agreement, however, follows closely the lines of the agreement reached between the three SIU unions and the PMA late in October.

Besides the wage and overtime increases, retroactive to October 1, the company agreed to contribute five cents per man per day to an optical care program, as well as five cents a day for medical centers when centers are established in ports other than San Francisco.

Both the Alaska Steamship and PMA increases were won under the terms of wage reopening clauses in the three-year contracts which expire next September 30.

SIU Unions Man Two New Mariners

SAN FRANCISCO—The construction of a brand new SS Philippine Bear got under way here last month when the keel was laid for the \$13 million Mariner-type freighter at the Bethlehem Steel yard to be manned by members of the MFOU, MCS and SUP.

The keel laying marked the start of a two-ship construction project for Pacific Far East Lines which will give the company an all-Mariner fleet in about seven years. The keel for the new SS China Bear will be laid shortly.

The Philippine Bear is scheduled to be launched in mid-1968 and to be completed by the end of the same year. When completed, the new ship, and later her sister ship, will operate in PFE's California-Far East trade.

The company is planning still more modern vessels in a new program that will get under way in 1970.

Pacific District Ship To Carry Automobiles

SAN FRANCISCO—The freighter SS Hawaiian Fisherman of Matson Lines, which is under contract to the unions of the SIU Pacific District, is being converted into a special automobile carrier by Pacific Ship Repair, Inc.

The contract calls for Pacific Ship Repair to modify the Fisherman to provide a total capacity of 464 compact and standard sized cars.

Matson will operate the special auto carrier on a triangular route between San Francisco, Los Angeles and Honolulu. The ship is expected to carry her first load of cars to the islands next month.

Matson Hits New Port

SAN FRANCISCO—The Pacific District crew of two Matson liners—the Mariposa and Monterey—are going to be treated to the sight of a new South Pacific island, it has been announced. The new port of call is Raratonga, in the Cook Island group, which from now on will be a regular stopping point for both Pacific District-contracted ships.

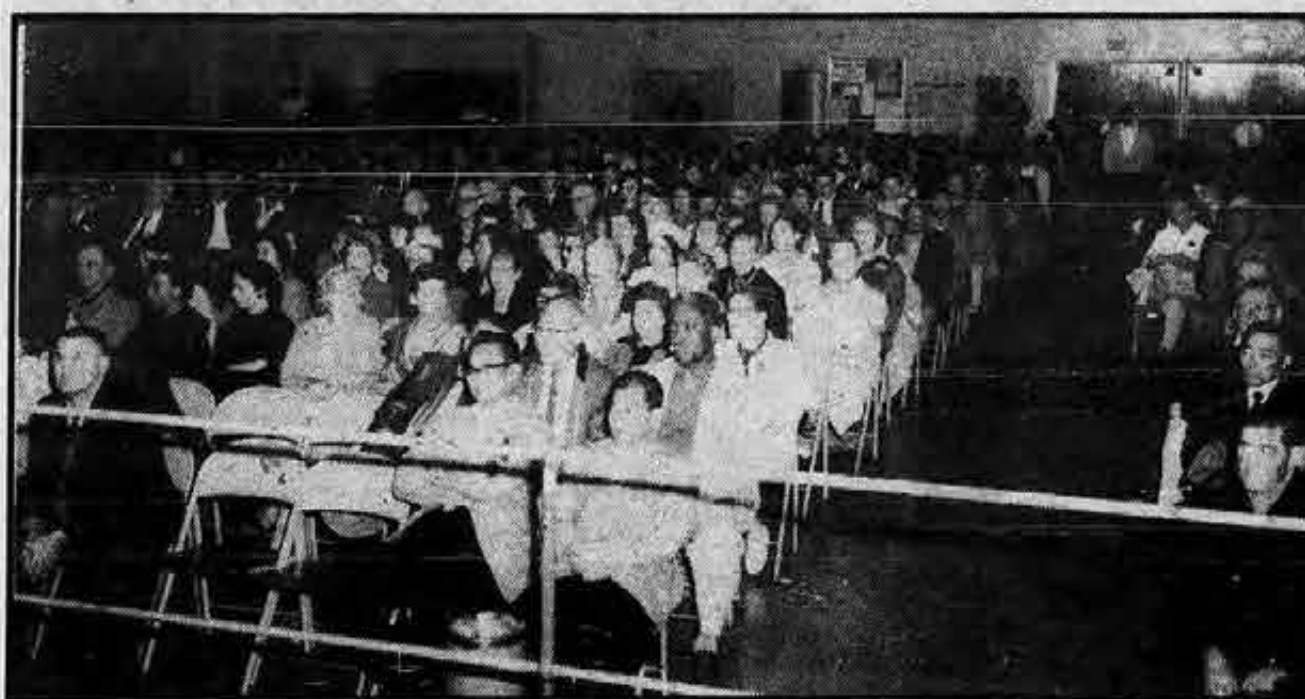
Raratonga, a protectorate of New Zealand, is inhabited mostly by Polynesians. It has no pier facilities or launch service, but the islanders are expected to board the ships, while they are at anchor, to entertain and to display their handicrafts.

A special postman will also board the ships to stamp letters with the distinctive Cook Island postmark.

The Matson liner will hit Raratonga about a day and a half after they leave Tahiti, heading south.

Outside of irregular inter-island boats, Raratonga's only contact with the outside world is by a small steamer from New Zealand 10 times a year.

SIU Pacific District Members Ratify Wage Hike



Obviously satisfied with the gains scored in their behalf, members of the SIU Pacific District unions voted overwhelmingly last month to accept the new wage agreement reached with the Pacific Maritime Association. Besides the 7 percent across-the-board increase in wages and overtime, the agreement also calls for added contributions for optical care and medical centers. The above photo shows the ratification meeting at MCS headquarters in San Francisco.

Feminine MCS Members Show Ladies Are Good Sailors, Too



Part of the large contingent of women members in the Marine Cooks and Stewards Union, are shown in the Union's San Francisco headquarters. Two Matson Line vessels carry waitresses, while other women serve in various steward department jobs.

SAN FRANCISCO—Seafarers may like to think they're doing a "man's work," but there's a fair share of women in the industry, too—particularly on the West Coast passenger liners under contract to the unions of the SIU Pacific District.

That's the result of a Matson line policy of employing waitresses on two of the company's new passenger ships.

Women have been traditionally employed on the West Coast ships for many years, in such jobs as stewardess, nurse, children's nurse, telephone and PBX operators, beauticians, hostess, librarian, yeomanette and waitress.

It was not until late in 1956, however, that women really came into their own in the industry.

Prior to 1956, there were only about 45 jobs available to women on the West Coast ships. In October of 1956, however, the number of jobs

was greatly increased when the Matson liner Mariposa went to sea, carrying for the first time on the West Coast 29 waitresses, one yeomanette and one hostess. With the launching of two more Matson passenger vessels, still more jobs were opened for women.

Apparently, the novel experiment has been successful because Matson has continued the practice of employing women for these jobs.

The waitress jobs have been restricted to two ships, the Mariposa and Matsonia, because of a maritime law stating that segregation of sexes must be maintained aboard the ships. The MCS representative points out that the union is not quarrelling with the law but does question the shipowner's contention that it would be difficult to arrange living quarters flexible enough to permit jobs being taken.

Pacific District Shipping

Port	SUP 10/18 to 11/14	MFOU 11/1 to 11/31	MC&S 11/1 to 11/31	Total
San Fran.	742	169	573	1,484
Seattle	92	66	55	213
Portland	51	48	38	137
Wilmington	349	(no hall)	96	445
New York	79	44	61	184
New Orleans	64	(no hall)	2	66
Honolulu	24	44	22	90
San Pedro	(no hall)	55	(no hall)	55
Total	1,401	426	847	2,674



West Coast Sailors



COAST SEAFARER

MFOW Men Take Coffee Break



Relaxing at coffee time in the messroom of the President Monroe (APL) are the following black gang crewmembers (l to r) John Bruce, Jesse Stashin, Ed Auzion, Charles White, Thomas Collins and Bernard Zetumer, all members of the Marine Firemen's Union.

Pacific Port News

Honolulu Terminals Due

HONOLULU—Piers 7 and 8 being torn down to make way for new terminals. . . . When completed, terminals should rank with best in States, says MFOW agent. . . . Also, State Legislature will take up inter-island ferry question when it meets in January. . . . Three ferries have been recommended for inter-island runs. . . . Hawaii's healthy, and ships calling there are in good shape, says SUP agent. . . . No men in hospital at last report.

San Fran Gets 2 C-3's

SAN FRANCISCO — MFOW members looking forward to manning two C-3's they're familiar with. . . . These are SS William Luckenbach and SS. F. J. Luckenbach. . . . They've been bought by Pope & Talbot and are being renamed P&T Pathfinder and P&T Seafarer, respectively. . . . SUP has advised its members that Welfare Plan office is making up permanent ID cards which will eliminate necessity of obtaining new cards every year. . . . MCS reports it is preparing ship's delegate handbook to aid delegates in per-

forming their job and encourage other members to seek this role.

Portland Office Painted

PORTLAND—MCS reports its hall and offices here have been newly painted. . . . SUP says report on wage negotiations with Pacific Maritime Association overwhelmingly concurred in. . . . SUP members also heard Asa Williams, president of District Council of Carpenters, report on progress of "Portland Reporter," new newspaper being supported by SIU and other West Coast unions.

San Pedro Ships Firemen

SAN PEDRO — MFOW reports 96 men shipped here during last reported four-week period. . . . Wipers led list with 27, oilers had 16, Catalina reliefs, 15, and FWT's, 13.

Seattle Will Mark Xmas

SEATTLE—Members here planning annual Christmas party, says MFOW. . . . Many members have already made donations and crew of MV Susitna brought in party delicacies from Juenau. . . . Members here looking forward to medical and optical programs negotiated in PMA agreement, MCS reports. . . . Alaska SS may get new charters for a couple of Libertys as it did last year. . . . This would be a big help to this port, says SUP.

Wilmington Advises MDs

WILMINGTON—As a result of numerous complaints from members, SUP here has advised company doctors that they have no right to ask seamen being examined to surrender their seamen's papers. . . . MCS reports discussion with Pacific District medical program committee relative to some of particular problems of this port.

53 VYING FOR 17 POSTS IN SUP ELECTION; MCS, MFOW VOTING CONTINUES

SAN FRANCISCO—Members of the Sailors Union of the Pacific began voting December 1 on the 53 candidates who are competing for the 17 elective positions listed on the SUP ballot. The election, which is being conducted in all SUP halls during the regular business hours, will run through January 31.

Meanwhile, voting is continuing in the elections of the Marine Cooks and Stewards Union and the Marine Firemen's Union. In the MCS election, which got under way November 1 and will continue through the end of December, 78 candidates are competing for 15 elective offices. In the MFOW election, which got under way November 7 and will continue through the end of January, 45 candidates have been certified for the 16 union-wide and port positions on the ballot. In addition, the Firemen have nominated six members for positions to run as delegates to the SIUNA convention in Puerto Rico next year.

MCS, SUP Voting On Constitution Changes

SAN FRANCISCO—Besides voting for new officers, members of the Marine Cooks and Stewards Union and the Sailors Union of the Pacific are also voting on constitutional changes.

Members of the Marine Firemen's Union approved a new constitution in September, following its passage by an 8-1 margin in a 90-day referendum which ended August 31.

The MCS ballot this year contains six constitutional changes proposed by the constitutional committee. These deal with seniority, election safeguards, charges, and a proposed hall in Honolulu.

SUP members, besides voting for officers, are also voting on an amended constitution and on a proposed change in one of the shipping rules.

Placing the constitutional proposal and the proposed shipping rule change on the ballot was recommended by the SUP Committee on Constitution elected on October 17, and was approved by the members on October 31.

On the constitutional proposal, the SUP members are voting "yes" or "no" on adoption of the proposed

amended constitution as a whole.

On the shipping rule change, the members are voting "yes" or "no" on a proposal which would give men on a laid-up ship the privilege of returning to their ship provided the ship has not been laid up more than 21 days, inclusive. The present rule provides that the ship must not be laid up more than 10 days, inclusive.

The Committee on constitution, in making its report to the membership, pointed out that some of the constitutional changes were recommended for reasons of economy. With the exception of these, the proposed constitution sets forth existing SUP practices and changes required by law, particularly the Landrum-Griffin Act.

Comparison of the proposed and present constitution have been run paragraph by paragraph in the SUP newspaper, "West Coast Sailors," and copies have also been posted at headquarters and in all branches.

Pac. Dist. Fleet To Be Modernized

SAN FRANCISCO—The Weyerhaeuser Steamship Company, whose ships are manned by SIU Pacific District members, has announced that it plans to modernize its fleet of intercoastal vessels at a cost of \$5½ million. The modernization program will also add 15 years of life to the eight Liberty ships making up the fleet.

Alterations Listed

The program includes renewal of crew quarters and of piping and wiring systems. New folding pontoon hatch covers will be installed, and shipping rule provides that the hulls will be strengthened after some bulkheads are removed. The engines will be overhauled but there will be no change in the ships' present propulsion system.

A company spokesman said Weyerhaeuser would finance the entire program without governmental assistance.

Weyerhaeuser is a common carrier of lumber from Pacific to East Coast ports, and of general cargo on westbound voyages from Philadelphia and Baltimore.

SIU Pacific District Halls SUP

HONOLULU.....Pier 8, Room 206
Phone 502-777
NEW ORLEANS.....523 Bienville St.
Phone 5-7428
NEW YORK.....675 4th Ave., Brooklyn
HYacinth 9-6605
PORTLAND.....211 SW Clay St.
Capitol 3-4336
SAN FRANCISCO.....450 Harrison St.
Douglas 2-8363
SEATTLE.....2505 1st Ave.
Main 2-0290
WILMINGTON.....505 Marine Ave.
Terminal 5-6517

MC&S

HONOLULU.....Room 206, Pier 8
Phone 5-1714
NEW ORLEANS.....523 Bienville St.
Ramond 7-428
NEW YORK.....675 4th Ave., Brooklyn
HYacinth 9-6600
PORTLAND.....211 SW Clay St.
Capitol 7-3222
SAN FRANCISCO.....350 Fremont St.
EXbrook 7-5800
SEATTLE.....2505 1st Ave.
Main 3-0088
WILMINGTON.....602 Broad Ave.
Terminal 4-8338

MFOW

HONOLULU.....56 North Nimitz Highway
Phone 5-6077
NEW ORLEANS.....523 Bienville St.
Magnolia 0404
NEW YORK.....130 Greenwich St.
Cortland 7-7094
PORTLAND.....522 NW Everett St.
Capitol 3-7297-8
SAN FRANCISCO.....240 Second St.
Douglas 2-4592
SAN PEDRO.....296 West 7th St.
Terminal 3-4485
SEATTLE.....2333 Western Ave.
Main 2-6326

SUP Election

Besides the 53 candidates seeking the 17 headquarters and port positions on the SUP ballot, five candidates are running for the five jobs open as SUP building corporation trustees, and five are running for the four positions as delegates to the SIUNA convention.

Morris Weisberger, SUP secretary-treasurer, is running opposed. Also unopposed are the San Francisco dispatcher, first and second patrolmen at San Francisco, New York agent and New York patrolman.

There are three candidates for the post as assistant secretary-treasurer, 11 for third patrolman at San Francisco, four for engine and steward patrolman at San Francisco, two for Seattle agent, three for Seattle patrolman, four for Portland agent, 10 for Portland patrolman, three for Wilmington agent, two for Wilmington patrolman, three for engine and steward patrolman at Wilmington, and two for Honolulu agent.

102 Nominated

A total of 102 book members were nominated for the 17 SUP posts when nominations were opened originally at the regular meeting at headquarters and the branches on October 17. In addition, 21 candidates were nominated for the five regular positions as SUP building corporation trustees, and 22 members were nominated for the four posts as delegates-at-large to the SIUNA convention.

The nominations remained open, in accordance with the SUP constitution, through Monday, November 14. Following the deadline, the duly elected Committee on Candidates examined the qualifications of all candidates and prepared the ballot.

The Committee on candidates, elected at the headquarters meeting of October 31, consisted of Fred Jensen, Douglas Crute, Al Lambert, Knud Anderson and Charles Russo.

Besides voting for new officers, MCS and SUP members are also voting on constitutional changes in line with the revisions required in union constitutions by Landrum-Griffin. See story on this page.

MCS In Seattle Boosts Blood Bank

SEATTLE — The Seattle branch of the Marine Cooks and Stewards Union reports that it has re-registered all the non-seniority men onto a special shipping list in accordance with the seniority rules.

Each non-seniority man who donates blood to the branch's account at the Kings County Blood Bank will have his name advanced 10 places on the list.

The Seattle branch claims that, as a result of its action, it probably has the richest blood bank of any union on the West Coast. At the last report, made at the end of November, 41 pints were on hand.

RR Dreams Up Way To End Shore Leave, Longshore Jobs

NEW YORK—The New York Central Railroad has come up with a new cargo-loading gimmick that would do away with the jobs of longshoremen altogether—if it worked. The new system involves the use of a heavy-duty helicopter which would transfer containers directly from railroad flatcars to the deck of a freightship.

While skeptical ship operators looked on, the helicopter lifted the container off a Weehawken dock and deposited it on the deck of a United States Lines freighter anchored in the Hudson

River. Just in case, a Coast Guard launch cruised alongside the ship as the helicopter's rotor blades flirted with the ship's booms.

Theoretically, at least, given a container type ship with a deck free of cargo booms and other ob-

structions, a helicopter could load the ship without the operator having to come into a dock. This, of course, would save considerably on docking fees as well as longshore wage costs. Igor Sikorsky, aviation designer whose firm built the helicopter, imagined a ship discharging and loading cargo without ever coming into port. What this would do to a shipload of seamen suffering from channel fever can well be imagined.

Lifts 4,400-Lb. Box

In the demonstration, the helicopter hoisted a 20-foot cargo container weighting 4,400 pounds. The maximum capacity of the model of helicopter involved is five tons, but presumably, bigger 'copters could take on more of a load.

Even so, industry spokesmen pointed out, unloading a ship by



this method would be a long, drawn-out process.

After the demonstration, all of the guests retired to the Biltmore Hotel for lunch—courtesy of the railroad—where the railroad's president, Alfred Perlman, made a speech hailing the system as a "labor-saving" device. "We must cut waste" (i.e., waterfront jobs) "to compete with totalitarian countries," he said. He called for "cooperation" between ships and railroads in the transportation field.

The New York Central, like other eastern railroads, has from time to time juggled its long and short haul rates so as to deprive coastwise ship operations of various cargo offerings.

LABOR ROUND-UP

The Federal Bureau of Public Roads has frozen all payments involving Federal funds to a bitterly anti-union Florida roadbuilder, Cone Bros. Contracting Co., as a result of charges that the firm made payoffs to state road inspectors for various contracts. At the same time, the State Road Department revoked the certificates of qualification of the firm and its subsidiaries, a move which bars the company from even bidding on future new road jobs. Cone Bros., which has received \$11.7 million in road contracts since 1958, has consistently fought any and all union organizational efforts. Several months ago, the Tampa AFL-CIO Building Trades Council called for a strike in an effort to gain recognition.

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Letter Carriers' President William C. Doherty has been absolved of charges that he violated the Hatch Act when he allowed his name to be used in a pre-convention advertisement promoting Lyndon Johnson for the presidency. The decision was made by the Civil Service Commission, which announced that Doherty had been

absolved of the charges because of lack of evidence. Doherty said he regarded his vindication as a "demonstration of democracy."

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Two of three automotive giants—Ford and General Motors—have flatly rejected a proposal that labor and management hold regular meetings to discuss mutual problems. Such meetings—which would not be concerned with collective bargaining—were first suggested by President Eisenhower in October. United Auto Workers President Walter Reuther followed up the suggestion with letters to the heads of the three auto firms. So far, he has received replies from Ford and General Motors, both of which have turned down the proposal. It's expected that Chrysler will act similarly.

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The Retail Clerks' National Chain Store Committee last month voted to intensify the union's nationwide boycott against Sears, Roebuck and Co., which started last May after a Sears store in San Francisco laid off 262 of its workers for honoring the picket lines of the Machinists Union. The leaders of the Retail Clerks plan to advise union members and the public of Sears anti-labor policies and also to step up demonstrations in various cities served by Sears.

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AFL-CIO unions took part in 1,146 representation elections, winning 581 of them, during the third quarter of this year, according to the National Labor Relations Board. The NLRB reported that there were 37,803 workers in bargaining units which voted for representation by AFL-CIO affiliates. During the first nine months of 1960, 1,808 elections were won, as compared with 1,720 in 1959, according to the NLRB.

Get Polio Shots, PHS Urges

The Public Health Service urges Seafarers who have not already done so to get their polio shots as soon as possible. The shots can be gotten at any PHS hospital without charge. Plenty of vaccine is available so there is no delay in the administering of the shots. The few minutes a Seafarer takes to insure himself against the crippling disease by getting the shots are well worth the saving of time, money and, most of all, the avoidance of suffering and possible disability.

Japanese Unionists Study SIU Health Center



Visiting Japanese trade union team, one of many foreign union delegations to visit SIU, gets briefing on operations of SIU health centers from Dr. Joseph Logue, medical director (right, back to camera). Group toured SIU's headquarters facilities.

KNOWING YOUR SIU CONTRACT



SECTION 57. TRANSPORTATION AND PAYING OFF PROCEDURE

"1. (b) It is also agreed that the Articles shall terminate at the final port of discharge in the continental United States of America. If the final port of discharge is located in an area other than the area in the continental United States in which is located the port of engagement, first-class transportation shall be provided to only those men who leave the vessel, plus wages and subsistence to port of engagement in continental United States . . .

"(f) It is further agreed that if within 30 days of signing clear of the articles, a seaman who accepted first-class railroad transportation in cash presents himself in the company's or agent's office at the port of engagement, he shall be paid an amount equal to wages and subsistence for the number of days ordinarily required to travel from port of signing off back to the port of engagement."

A commonplace misunderstanding that arises on SIU ships deals with the subject of transportation back to the port of engagement. It is normal for many ships, before going offshore, to run coast wise, or intercoastal, making a number of stops and picking up replacements here and there. Then the foreign articles will be signed at the last stop in the continental United States. For example, a ship might call at Boston, Norfolk, New York, Baltimore and Mobile, and then sign foreign articles in New Orleans before going offshore.

If such a ship should pay off on the West Coast, for example, it is not unusual to find some crewmembers expecting transportation back to the port of sign-on—namely, New Orleans. Actually, as the contract clearly specifies, the transportation is payable back to the port of engagement—not the port where the foreign articles were signed. For example, seamen who shipped to the vessel in Baltimore would get transportation, on the basis of first-class railroad fare, back to that city.

Section 57 (f) also makes it clear that the Seafarer must present himself at the port of engagement within 30 days in order to get wages and subsistence for his travel time back to that port from the port of payoff. The travel subsistence is at the rate of \$6 a day, in addition to the rail transportation, which covers lower berth sleeping facilities where needed.

MA Gains On Liberty Fleet, 'Only' 1,300 Left

WASHINGTON—The Maritime Administration is making modest headway in its program of disposing of over-age Liberties in the nation's boneyard fleet. After some three years of sales, the MA has succeeded in selling 288 ships, leaving a modest 1,300 left in the reserve.

The Liberty disposal program is complicated by the fact that mass sales would flood the scrap market. Originally the Maritime Administration had set a floor price of \$60,000 in the American market and \$80,000 to foreign scrap dealers. Consequently it had to offer the ships in dribs and drabs in order to make sales.

Up until now, the program has realized about \$21,250,000. The vessels were built during the World

War II emergency at a cost of between \$1,300,000 and \$1,700,000 each—and the World War II dollar was worth about twice as much as today's currency.

Asking More Bids

At present, Maritime has asked for bids for another 30 ships to foreign buyers at the \$90,000 minimum. But on the domestic market, it is offering the ships without minimum bids, and is accepting purchase prices of \$45,000 and up—all of which makes it a good deal to be in the scrap business.

One reason for the disposal of the ships at such modest prices is the cutback in the Maritime Administration's budget for maintenance of reserve fleet ships. This put pressure on the agency to unload ships or face the prospect of them becoming true rustbuckets.

'61 Outlook; Five Million Unemployed

WASHINGTON—Economic forecasts on unemployment indicate that as many as 5,300,000 Americans will be out of work this winter. The forecast is based upon traditional seasonal increases in unemployment in the winter months. The figure could go higher unless economic conditions improve sharply this winter.

The estimate of total unemployment over five million is based on mid-October figure showing 3,579,000 Americans out of work. Normally, winter months see a rise in unemployment because winter weather shuts down construction activity, roadbuilding, agricultural employment and shipping on the Great Lakes and many inland waterways. Railroad carloadings, mining and trucking also drop off in the winter, particularly after the Christmas holidays.

SEAFARERS PORTO'CALL

IN NEW YORK
675-4TH AVE.

IN BALTIMORE
1216 E. BALTIMORE



THE SIU INDUSTRIAL WORKER

Industrial Union Members Are Weekend Football Pros



Striking a pose familiar to sports fans are four MAWD members of the Hussmann Refrigeration Co. All are weekend professional players for the Swedesboro (NJ) Devils. From left: Frank Steedley, Thomas Meron, Norman Wilson and Sal Caltabiano.

These Are Your Union Meetings —Attend Them!

All union members should regularly attend the membership meetings in their area.

These meetings are devoted to discussions of matters vital to the welfare and security of every MAWD member and his family.

What's more, these meetings provide every MAWD member with the opportunity to speak up and state his views about these vital matters.

Here is the schedule of the next meetings:

NEW YORK—Tuesday, January 3, at 7 PM, SIU Hall, 675 Fourth Ave., B'klyn.

BALTIMORE—Friday, January 6, at 8 PM, SIU Hall, 1216 E. Baltimore St.

SUNBURY—Sunday, January 8, at 2 PM, Friendship Fire Company.

PHILADELPHIA—Tuesday, January 10, at 7:30 PM, SIU Hall, 2604 S. 4th Street.

Welfare Benefit Totals Hit \$9,640 Last Month

The Marine Allied Workers Division Welfare Plan paid out 100 benefit claims to MAWD members or their dependents during the month of November, according to the Plan. This was slightly higher than the 96 claims paid out during October, and came to a total of \$9,640.25.

Three most sizable benefits among the 100 paid out went to: Lewis Atkinson of Schaevitz Engineering, \$795.70; George Baker, of Hill-Chase Steel, \$732.85 and Bernice Vigoreta, \$611.60. All disbursements to the three covered hospital, surgical and disability benefits.

One maternity benefit was paid out during the month. It went to Vincent Murillo of Airmaster Corporation. He received a check in the amount of \$182.50.

Airmaster Benefits

Of the benefits paid out to MAWD members or their dependents, during November, those employed at Airmaster Corp., Philadelphia, collected the largest number among MAWD-contracted plants, while seven claims were paid out to employees of Schaevitz Engineering. Six Paulsen-Webber workers received benefits during November. Three employees of Hill-Chase Steel, Baltimore, also

received benefit payments during the month.

Meet Your Shop Steward

Arthur Shepard Of Wire Rope

Arthur Shepard, a longtime employee of Wire Rope Trading Co., at 17th Street and Willow Ave., Hoboken, is the shop steward representing his fellow MAWD member workers at the Jersey firm.



Shepard, a 36-year old truck driver for Wire Rope, first started with the firm in 1946 as a cable helper. His job was to assist in cutting and re-rolling cable used aboard ship and in aircraft. After two years, he was promoted to the position of truck driver. He liked this job so well he's still at it.

Brother Shepard, a native North Carolinian, is married and lives in New York with his wife Doris and a son, Edward, 4½ years. His off-duty interests are confined mainly to attending sports events—especially baseball and football games.

The news on this page deals with people working under the SIU banner in shoreside establishments engaged in maritime production and allied fields. Included among the items made are cordage, canvas, lifesaving equipment, ship's gear and related industrial products. Because there had not been any organization available to them, many of these workers were formerly without any union protection, until they came under the SIU banner. Developments in their area will be reported here because they are an important part of the maritime industry.

Regional NLRB Rejects Charges By 'Independent' In Jay-Kay Plant Vote

NEW YORK—An "independent" union's eleventh hour tactics aimed at forestalling the certification of the SIU's Marine Allied Workers Division as bargaining agent for the employees of the Jay-Kay Corporation failed miserably as the National Labor Relations Board in New York recommended to its head office in Washington that all charges leveled against the MAWD by Local 355 after the recent NLRB election be thrown out and that the MAWD be certified as Jay-Kay employees' bargaining agent as soon as it's feasible.

The workers of Jay-Kay had voted overwhelmingly for MAWD representation in the NLRB election held a few weeks ago here. Almost immediately after the polls had closed, however, the Amalgamated union worked up several allegations against the MAWD and filed them with the Labor Board in an attempt to not only forestall the certification of the election but also as an excuse for it to continue collecting dues from Jay-Kay workers who had heretofore received little or nothing in return for them. The main "charges" filed with the Board were:

- That the Board Agent's extension of the voting period by 37

minutes resulted in the "alleged" pro-SIU employees being paid overtime and, therefore, that the employer, by cooperating with the MAWD was, in effect, paying the voters to cast their ballots for the MAWD.

- That the employer's (Jay-Kay's) further efforts to insure voting by pro-SIU workers were apparent in the unsuccessful attempt by two official observers to persuade platform employees to vote late in the afternoon on voting day.

- That Amalgamated officials had to remain across the street from the polling place while MAWD officials were allowed to congregate near the voting booth.

In the Regional National Labor Relations Board report released at New York it was announced that all charges were thoroughly investigated by NLRB staff members and that in each instance that MAWD or Jay-Kay was charged by Local 355, all such allegations were found to be "without merit."

MAWD Acts In Six Ports On Constitution, Officials



Three-man rank-and-file balloting committee was elected at last MAWD meeting in NY to count ballots on constitution voting. L-r are W. F. Swann, Nilsen & Mills shop steward; W.A. Buccarelli, Durham Canvas, and Tony Fasano, Standards Metals shop steward.

NEW YORK—MAWD members in six ports met earlier this month to discuss a proposed new constitution and to select nominees for five official union posts. The nominees go on the ballot for interim posts to be filled by secret ballot on January 3. At this time, the voting on the proposed new constitution will take place. Within 30 days or by January 6, 1961, the membership will be advised by the MAWD Executive Board of the results of the voting on the constitution.

The first regular convention date of the Marine and Allied Workers Division will be in May of next year, and at this time the membership will elect five regular officers.

All MAWD members in the six

ports have received a copy of the proposed new constitution along with an instruction sheet designed to familiarize them with the details concerning the need for such a constitution under the requirements of the Landrum-Griffin Act.

The nominees whose names were submitted for interim officers posts at the meeting were: Steve Cardullo, for MAWD national director; Jack Miller, for Atlantic Coast area director; Lindsey Williams, for Gulf Coast director; Al Tanner, Great Lakes director and Al Kerr, secretary-treasurer.

With SIU Industrial Workers

This is one in a series of features which the SEAFARERS LOG will publish regarding members of SIU-affiliated unions working in maritime production and allied fields.

BROTHER CHARLES CARTER

is employed by the MAWD-contracted Seatrain Lines of Texas City, Texas, as a shoreside worker. Carter has been with the firm now for better than 13 years, having first gone to work there in August, 1947. A



resident of Eagle Pass, Texas, Brother Carter is a former shipboard oiler, having worked last on the SS W. L. R. Emmett. The MAWD member lives at 305 1st Avenue, south, in Texas City.

BROTHER ERIC B. HAGEN

is a set-up man and tool grinder with the MAWD-contracted Milo Machine Co., of 72 Sedwick St., Brooklyn, NY. Hagen became employed at the company last April after having worked about two years at another machine shop. Milo Machine Co. recently signed a new contract with the MAWD which gives a pay increase and other benefits to Brother Hagen and all MAWD members employed by the firm.



other machine shop. Milo Machine Co. recently signed a new contract with the MAWD which gives a pay increase and other benefits to Brother Hagen and all MAWD members employed by the firm.

SIU ARRIVALS and DEPARTURES

All of the following SIU families have received a \$200 maternity benefit plus a \$25-bond from the Union in the baby's name, representing a total of \$8,400 in maternity benefits and a maturity value of \$1,050 in bonds:

Dawn Marie Drazawicki, born July 23, 1960, to Seafarer and Mrs. Thomas Drazawicki, Wilmington, Del.

John Anthony Hoffmann, born August 23, 1960, to Seafarer and Mrs. Eugene C. Hoffmann, New Orleans, La.

Leyden Tyrone Spencer, born July 20, 1960, to Seafarer and Mrs. Robert T. Spencer, Mobile, Ala.

Samuel David Thompson, born September 1, 1960, to Seafarer and Mrs. Harold W. Thompson, Timonium, Md.

Roger Dale Witherington, born September 17, 1960, to Seafarer and Mrs. Arthur C. Witherington, Daphne, Ala.

Daniel V. Guilles, born August 21, 1960, to Seafarer and Mrs. Jacinto Guilles, Bronx, N. Y.

Leslie J. Guillot, born September 20, 1960, to Seafarer and Mrs. Leslie J. Guillot, New Orleans, La.

Kirk A. Lund, born September 2, 1960, to Seafarer and Mrs. Russell Lund, Sonoma, Calif.

Jack E. Thomas, born September 8, 1960, to Seafarer and Mrs. Houston Thomas, Jr., Mobile, Ala.

Alicia K. Pavlos, born September 12, 1960, to Seafarer and Mrs. Ulachou Pavlos, San Francisco, Calif.

John Philip Jordan, born June 9, 1960, to Seafarer and Mrs. John Jordan, Jersey City, N. J.

Raymond J. Richardson, born May 31, 1960, to Seafarer and Mrs. Roland Richardson, Beltsville, Md.

Janet Mary Borawick, born September 8, 1960, to Seafarer and Mrs. Alexander Borawick, Baltimore, Md.

Wayne Mark Douzat, Jr., born August 10, 1960, to Seafarer and Mrs. P. J. Douzat, Thibodaux, La.

Gia Terez Fraone, born August 10, 1960, to Seafarer and Mrs. Francisco Fraone, New Orleans, La.

Mark Daniel Gilas, born October 2, 1960, to Seafarer and Mrs. Walter Gilas, Brooklyn, N. Y.

Suzanne Johnson, born October 4, 1960, to Seafarer and Mrs. Claud Johnson, Destin, Fla.

Karen Miller, born August 3, 1960, to Seafarer and Mrs. Joaquin Miller, Baltimore, Md.

William Miller, born September 30, 1960, to Seafarer and Mrs. William Miller, Baltimore, Md.

Michael Granger, born September 16, 1960, to Seafarer Sward Granger, Basile, La.

George Douglas Jordan, born August 11, 1960, to Seafarer and Mrs. James Jordan, Mobile, Ala.

Mary Donovan, born October 5, 1960, to Seafarer and Mrs. Joseph Donovan, Roxbury, Mass.

Nicholas Cornias, born October 22, 1960, to Seafarer and Mrs. Michael N. Cornias, Baltimore, Md.

Michael Alvarado, born October 25, 1960, to Seafarer and Mrs. Jose Alvarado, Texas City, Texas.

Albert Robbins, born September 21, 1960, to Seafarer and Mrs. Douglas Robbins, Dorsey, Miss.

Emily Bréwer, born September 19, 1960, to Seafarer and Mrs. Jack E. Bréwer, New Orleans, La.

John McNellage, born October 24, 1960, to Seafarer and Mrs. John W. McNellage, Mobile, Ala.

Orlando Aragon, born September 20, 1960, to Seafarer and Mrs. Abraham Aragon, Pajardo, Puerto Rico.

Victoria Kaduck, born September 9, 1960, to Seafarer and Mrs. Raymond Kaduck, Miami, Fla.

Jeremiah and George Harrington, born August 26, 1960, to Seafarer and Mrs. Arthur Harrington, Charleston, Mass.

Cheri Ann Redding, born September 24, 1960, to Seafarer and Mrs. John Redding, New Orleans, La.

Ray Jordan, born September 25, 1960, to Seafarer and Mrs. Dewey Jordan, Wilmer, Ala.

Stephen Frankewicz, born September 12, 1960, to Seafarer and Mrs. Stephen J. Frankewicz, Baltimore, Md.

Robin Tagliarri, born August 16, 1960, to Seafarer and Mrs. Joseph Tagliarri, Baltimore, Md.

Andria Lukowski, born December 24, 1959, to Seafarer and Mrs. Jerome Lukowski, Baltimore, Md.

Edward Burke, born October 6, 1960, to Seafarer and Mrs. Edward Burke, Dorchester, Mass.

Terri Battaglia, born September 28, 1960, to Seafarer and Mrs. Joseph Battaglia, New Orleans, La.

Alma Wilkerson, born October 9, 1960, to Seafarer and Mrs. Murray Wilkerson, Creola, Ala.

Frances Peragallo, born October 4, 1960, to Seafarer and Mrs. Joseph Peragallo, Levittown, N. Y.

Laurie Pehler, born September 14, 1960, to Seafarer and Mrs. Frederick Pehler, Mobile, Ala.

Tina Hatgimisios, born September 28, 1960, to Seafarer and Mrs. Kosta Hatgimisios, Philadelphia, Pa.

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and a total of \$45,000 in benefits was paid. (Any apparent delay in payment of claims is normally due to late filing, lack of a beneficiary card or necessary litigation for the disposition of estates.)

Philip I. Griffin, 38: Brother Griffin died on May 15, 1960, in an accident at the Howard Hotel, Norfolk, Va. He began sailing in 1960 as a messman.



Mrs. Mattie B. Griffin of Belhaven, NC, was appointed administratrix of his estate. Belhaven Community Cemetery, Belhaven, NC, was the place of burial. Total benefit: \$500.

John Gorman, 37: Brother Gorman died of injuries sustained during the collision of the SS Alcoa Corsair on October 22, 1960.



He had been sailing in the steward department since 1953. Surviving is his widow, Mrs. Naomi M. Gorman of New Orleans, La. Burial was in Lakelawn Park, New Orleans. Total benefit: \$4,000.

James E. Cornelius, 41: A heart ailment was listed as the cause of death for Brother Cornelius on May 10, 1960 at Galveston, Texas. He had been sailing as a tugboat engineer since 1957.



Surviving is his widow, Mrs. Barbara Cornelius of Texas City, Texas. Galveston Memorial Park, Galveston, was the place of burial. Total benefit: \$4,000.

Walter B. Orman, 45: Brother Orman died of injuries sustained during the collision of the SS Alcoa Corsair on October 22, 1960.



He had been sailing in the steward department since 1947. His mother, Mrs. Irma C. Pertuit of Slidell, La., survives him. Burial was at St. Mary's Cemetery, New Orleans, La. Total benefit: \$4,000.

Edward Ketchke, 45: Brother Ketchke died of injuries sustained during the collision of the SS Alcoa Corsair on October 22, 1960.



He had sailed since 1951 in the steward department. Surviving is his sister, Mrs. T. Russell of Woodmont, Conn. Burial was at Westlawn Memorial Park, New Orleans, La. Total benefit: \$4,000.

Thomas Boarman, 29: Brother Boarman was assumed drowned and lost at sea on November 25, 1958, while aboard the SS John B. Waterman.



He had been sailing since 1951 in the deck department. He is survived by his mother, Mrs. Margaret Boarman of Brooklyn, N. Y. Place of burial is listed as at sea. Total benefit: \$4,000.

George Griswold, 57: A heart ailment was the cause of death for Brother Griswold on September 18, 1960 at Brooklyn, New York.



He had sailed since 1946 in the engine department. Surviving is his mother, Mrs. Elizabeth C. Griswold of St. Paul, Minn. His place of burial is Rose Lawn Cemetery, Roseville, Minn. Total benefit: \$4,000.

Francis Regan, 59: Brother Regan died at sea aboard the SS Steel Voyager on October 4, 1960 as a result of a heart condition.



He had been sailing in the steward department since 1951. He is survived by an aunt, Miss Anna Regan of New York.

Nork City. Burial was at St. Mary's Cemetery, Oswego, NY. Total benefit: \$4,000.

Jackie W. Graham, 30: Pneumonia was the cause of death for Brother Graham at the Union Memorial Hospital, Baltimore, Md., on May 26, 1960.



He had been sailing in the engine department since 1959. Mrs. Willie Mae Graham of Hamlet, NC, was appointed administratrix of his estate. Burial was in Raeford Cemetery, Raeford, NC. Total benefit: \$500.

Fred Turok, 53: Brother Turok died of accidental injuries on May 30, 1960, while aboard the SS Steel Apprentice.



He had been sailing in the steward department since 1946. Alexandra Albano and Ann Roth were appointed joint administratrix of his estate. Burial was in Long Island National Cemetery, Farmingdale, NY. Total benefit: \$4,000.

Harry Clark, 47: Brother Clark died of a heart ailment at sea aboard the SS Penn Explorer on August 15, 1960.



He had been sailing in the engine department since 1956. Surviving is his widow, Mrs. Helen P. Clark of Galveston, Texas. His place of burial is listed as at sea. Total benefit: \$4,000.

Elmer Pilkington, 41: Brother Pilkington died of accidental gunshot wounds on April 2, 1960 at Wayne, NC.



He had sailed in the deck department since 1959. Mrs. Esther A. Pilkington, his widow, of Goldsboro, N. C., was named administratrix of his estate. Burial was at Progressive Cemetery, Goldsboro. Total benefit: \$4,000.

Philip Bilbao, 64: A lung condition was the cause of death for Brother Bilbao on September 1, 1960, at the Spanish Beneficiaries Society Hospital in Puebla, Mexico.



He had sailed since 1951 in the steward department. He is survived by his widow, Mrs. Teresa R. Bilbao of Puebla, Mexico. Burial was in Puebla. Total benefit: \$4,000.

Penn Explorer Honors Shipmate.



Solemn last rites for Seafarer Harry Clark are conducted aboard SS Penn Explorer following his death at sea.



The star of the barbecue story on board the SS Claiborne was this calf munching hay on the deck just before slaughtering. The animal was donated by Mr. Bass of Bass Pecan Co. of Lumberton, Miss.



The barbecue calf which was slaughtered aboard ship is finally cut up by Pablo Gonzalez (left) MM, and chief cook J. A. Elliot as the time draws near for feasting and fun aboard the SS Claiborne.

Claiborne Crew Enjoys Barbecue In Style Of Sailing Ship Days

The following article, submitted to the LOG by Seafarer C. E. Turner, T-38, steward aboard the SS Claiborne (Waterman) brings to mind the days of the old sailing ships when livestock was carried on clippers on long voyages in order to provide the crew and passengers with fresh meat. The livestock carried on the Claiborne recently, however, was partly used for a barbecue which was greatly appreciated by the crew.

Being a member of the Seafarers International Union of North America, I know that we have been first in quite a few things in the maritime industry. I think that we have another "first" for us on the SS Claiborne.

We have been having barbecues on deck for quite some time. They're usually held on Sunday afternoons when most of our union brothers are off duty. The passengers and officers also participate in these events.

The story on our last barbecue, however, was different. We started with a young animal on the hoof—alive. It was given to the crewmembers of the Claiborne by Mr.

Bass of the Bass Pecan Company of Lumberton, Miss.

Mr. Bass has been shipping cattle on this Waterman ship for some time and he still is. We were taking another load of cattle a few months ago from New Orleans. Mr. Bass heard of our barbecues and made the generous gift which was appreciated every much by everyone on board.

Food For Survival

I understand that many years ago in the days of the sailing ships, they carried live animals. But that was food for survival. Ours was for recreation and the pleasant feeling of being full of good barbecue.

To make the story short, we started with a live calf, skinned and prepared the meat, and the final outcome was another successful barbecue. The enclosed pictures show the scenes of the festivities, but the real proof was in the eating.

Tell it to the Log!



Enjoying the end results of a barbecue which started with a live calf are crewmembers of the SS Claiborne. (L to r) H. W. "Buck" Weaver, deck maintenance; C. E. Turner, steward; K. Turner, OS, E. E. Ritchie, second cook; F. W. Chavers, chief electrician, and Oscar Karlhom, first engineer.

Seafarer's Wife Passes Away

To the Editor:

I would like to advise my many friends and shipmates who knew her that my wife, Valzora H. Collins, died at home in Brooklyn, NY, on September 27, 1960. She passed away due to heart disease.

Burial was at Garden City Cemetery, at St. Paul, in the state of Minnesota where she was born.

My many thanks to those who suffered with me at the time of this loss.

Herbert Collins

(Ed. note: Mrs. Collins, as a retired hospital attendant, was well aware of the value of blood in emergencies and was one of the earliest donors to the SIU Blood Bank. Our condolences to Brother Collins on his loss.)

Thanks Crew For Flowers

To the Editor:

To each crewmember who is or was aboard the SS Penn Vanguard on October 16, 1960: My father, Mr. Roth, and I, Mrs. Clarence R. Brockett, both deeply thank and appreciate the very kind thought for sending the beautiful flowers for my mother, Mrs. George Roth, who passed away October 16, 1960.

I think it just wonderful of all the men to do this when

not even knowing a person. I know my husband, who is now working with you men, has thanked you all. But I myself and my father wish to thank you all by putting this in the LOG. Thank you again.

Virginia Brockett
George Roth

Offers Seamen Argentine Tour

To the Editor:

As a retired Seafarer and pre-war member of your Union, the SIU, I would like to advise you of my partnership with the Argentine travel organization, Delano-Turismo.

I shall be pleased to serve any Seafarer at the most inexpensive rates for any transport within the Argentine Republic as well as for excursions or sightseings that are arranged by us with the lowest possible rates for seamen.

All tours are personally conducted by myself. This agency is the oldest and most reputable organization of its kind in Argentina. We have an especially popular "Fiesta Gaucha" tour which covers a cattle ranch in the Argentine pampas.

I thank you wholeheartedly for mailing me the LOG. It is to me the most interesting seaman's newspaper and impresses me for the outstanding work of your Union.

Charles S. Roettger

Thanks Union For Needed Aid

To the Editor:

My son, Thomas, always told me, "Mother, if you ever are in trouble, go to my Union; they will help you."

The receipt of your death benefit check for \$4,000 proves how very right he was.

It is hard for me to put into words my feelings about this matter. Indeed, I am grateful

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.

for all you have done for me in the name of my son, but somehow these words hardly seem to be enough. Your E. B. McAuley was kindness itself; he did everything possible to help us in this tragic matter over the past two years.

Even now your letter to me offers more help if needed. This I will surely keep in mind, for it is a wonderful thing to know you have someone to go to who is willing and able to give aid if necessary.

In closing, I again thank you, and once more, must express

my deepest gratitude and appreciation to the Seafarers International Union and all connected with it. Sincerely yours,

Margaret Boorman

Seaman Gives School Report

To the Editor:

School is not as difficult as it was in the beginning. It is still a struggle to comprehend the basic concepts of subjects completely outside of my personal experience. Perhaps hard work and perseverance will be enough to overcome these obstacles. Sincerely yours,

George F. Johnson

(Ed. note: Seafarer George Johnson, of New Orleans, won an SIU scholarship last year and is attending Loyola University in New Orleans.)

British Seaman Clarifies Point

To the Editor:

In your September issue of the SEAFARERS LOG you state that British seamen have a five and a half day week and a non-contributory pension scheme.

The NSU and the owners have recognized the five and a half day week in principle. In practice we are paid by the calendar month, with the days of a part month being paid on the

basis of a 30-day month. The five and a half day week applies only to ships in port at the week's end.

The pension is to be paid only to contract men, and without going into details, is as phony as the five and a half day week. I draw this to your attention as I know that plenty of British seamen read the LOG when it comes their way.

G. Holloway

New Orleans USPHS Is Tops

To the Editor:

The Public Health Service Hospital in New Orleans has the most efficient, most pleasant, and experienced staff of doctors, nurses, nurses aides, attendants, porters and clerks. Every department of the hospital is wonderfully staffed.

I've just got to say to them, may God bless you all and I very sincerely thank you from the bottom of my heart. I want to thank you for the wonderful recreation programs for the patients. To all the people in charge of arranging the activities, thank you so much.

I would like to shoot it to the high heavens that the USPHS Hospital in New Orleans is the best in the country. The whole staff of the hospital doesn't have to take a back seat to anyone. Keep up the good work. Fraternally,

James Thomas Moore

Coalinga Invasion Ends In A Truce

The following article was submitted to the LOG over the names of Ed Kresz, ship's reporter on the SS Coalinga Hills (Marine Carriers), and a fellow who signed himself as "Big Jack Roach, delegate." Kresz and his opposite number, Jack, declare that the Coalinga Hills has "gone bugs."

We of the Coalinga Hills are on one of the buggiest trips ever taken by an SIU crew. Visitors and patrolmen are not to be alarmed if, when boarding the ship, they see spots before their eyes.

The white spots are the deck department roaches, the red spots are black gang roaches, and the green spots are the steward department roaches. This color scheme was decided upon so that the roaches of each department could be identified.

Everything was going fine until the roaches started to take too many liberties, such as sleeping in our sacks and resting in the sugar bowls.

Meeting Called

A meeting was called among the department delegates and Big Jack.

(For the record, Big Jack is the boss of the roaches.) An agreement was made: The roaches were to stop sleeping in the sacks if the crew put brighter lights in the passageway so as not to step on any of their boys.

Everything is now going fine, but it is a blessing that this trip is nearly over because it has been rumored that the roaches, who now outnumber the crew eight to one, were planning an uprising.

If they had won, they intended to paint the sailors white, the black gang red, and the steward department green for identification purposes—so let's get off before we all go bugs. s/ Ed Kresz, Ship's Reporter, and Big Jack, Roach Delegate. PS. Not responsible for any roaches in the envelope.

Alcoa Pointer Galley



The galley crew of the SS Alcoa Pointer came into high praise from the ship's steward, Jimmie Higham. The department includes (l to r) L. Lovet, galleyman; McPherson, chief cook; and G. Marzette, third cook. Higham lauded his department's sober and serious attitude toward its duties.



This should keep the crew awake!

(Cartoon by Seafarer Zhemeck.)

NORTHWESTERN VICTORY (Victory Carriers), Nov. 13—Chairman, R. V. Maylock; Secretary, Allen Mavet. Everything is running smoothly. Each man to donate 50 cents for the ship's fund. It is requested that the ship be supplied with new and better linen.

ALCOA PURITAN (Alcoa), Oct. 30—Chairman, C. Houchins; Secretary, A. Ferrara. No beefs. No disputed OT. Ship's delegate to see about a washing machine.

MAIDEN CREEK (Waterman), Oct. 30—Chairman, James H. Fisher; Secretary, Johnny P. Ballday. Everything running smoothly. Will have SIU agent see the skipper for better lunch schedule in Korea. \$10.05 in the ship's fund. Expenditures \$3. It is suggested that the agent see the captain about keeping Koreans and Japanese out of messhalls and pantries. A vote of thanks to the steward department for fine food and service.

ALCOA ROAMER (Alcoa), Oct. 5—Chairman, Homer Starlings; Secretary, John R. Tilley. Ship's delegate failed to rejoin the vessel in Ponre. New delegate was elected. There was \$151.85 in the ship's fund before telling movies in Mobile. Vote of thanks to the steward department for good service.

SEATRAN TEXAS (Seatrains), Nov. 12—Chairman, P. Patrick; Secretary, C. Dammeyer. One man missed ship. Will elect a new ship's delegate. Ship's fund stands at \$361. There will be more soda purchased because the ship is going into lay-up. Vote of thanks to Clifford Dammeyer for a job well done as the ship's delegate.

KATHRYN (Bull), Oct. 16—Chairman, M. Simon; Secretary, E. Rosado. Some disputed OT. Chief steward using supplies with care in order not to run short during the voyage.

LUCILE BLOOMFIELD (Bloomfield), Nov. 6—Chairman, Danny Byrne; Secretary, Les De Parlier. Ship's delegate paid off and a new delegate is to be elected. The ship's fund is \$40. No expenses. Company in New Orleans did not forward crew's mail to Texas. Mail was delivered upon ship's arrival in New Orleans nine days later. Ship's delegate to see about replacing present washing machine. Sinks in laundry should be replaced.

ALCOA RUNNER (Alcoa), Oct. 23—Chairman, J. T. Robinson; Secretary, W. R. Stone. Ship's fund stands at \$4.04. Delegate to see the captain about having the crew's quarters sougeed and the decks painted. Vote of thanks to the steward department for well prepared food and service.

AXALEA CITY (Sea-Land), Nov. 3—Chairman, William R. Kielmeier; Secretary, C. B. Jensen. One man missed ship at Port Newark. Matter satisfactorily settled. Ship's delegate re-elected.

DEL MAR (Mississippi), Nov. 6—Chairman, J. Foster; Secretary, E. Aches. Smooth payoff. \$457 in the ship's fund. Motion made and seconded to give \$50 of the ship's fund to the Christmas fund at the New Orleans hall.

DEL CAMPO (Mississippi), Oct. 23—Chairman, E. E. Cox; Secretary, J. M. Syms. No beefs so far. Ship's delegate resigns. There is \$20 in the ship's fund. New ship's delegate was elected.

YORKMAR (Calmar), Nov. 1—Chairman, M. Kleiber; Secretary, L. D. Pierson. Elected a new ship's delegate. No beefs. No disputed OT.

PENN SHIPPER (Penn Shipping), Oct. 9—Chairman, D. J. Hewson; Secretary, J. F. Dickerson. Ship to take emergency stores in Singapore. Disputed OT to be taken up at the payoff. Steward department beefs to be taken up at payoff also.

Oct. 30—Chairman, John Dickerson; Secretary, J. W. Butler. Motion made to have ship's delegate see about getting toilets repaired. Discussed the matter of food being sougeed and stores to be received in Yokohama.

WILD RANGER (Waterman), Oct. 28—Chairman, C. Bortz; Secretary, G. Lawson. Matters pertaining to the welfare of the crew will be taken up promptly. There is now \$23 in the ship's fund. Cook missed ship. All delegates to turn in a repair list. Suggest that alop chest be replenished.

KATHRYN (Bull), Nov. 13—Chairman, Evaristo Jimenez; Secretary, same. Some disputed OT. Three departments to cooperate in cleaning laundry and shower and toilet.

DEL NORTE (Mississippi), Oct. 2—Chairman, George E. Annis; Secretary, W. P. Kaser. Ship's delegate reports that he has posted letter of thanks to crew from Brother Thornton who is in a hospital after having broken his hip in engine room accident. He also sent a letter to headquarters about standing watch on bow when taking heavy sprays. Ship's treasurer, Slater Bennett, has rotten off; therefore another treasurer will have to be elected. Ship's fund, \$242.53, is now in chief purser's safe. Movie director reports \$241.07 in fund from last trip. He got ten new movies—some repairs, has balance of \$20.87.

OCEAN EVELYN (Maritime Overseas), Oct. 2—Chairman, P. Wandell; Secretary, Alex James. Repair list turned in. Ship's fund, \$0. Vote of thanks to steward department.

RECKONING CITY VICTORY (Victory Carriers), Oct. 2—Chairman, J. Mavet; Secretary, G. P. Lathrop. Ship's delegate reported that he is requesting that the ship's delegate be sent home already had the ship's delegate to see the captain about new ship's fund. Ship's fund, \$241.07, is now in chief purser's safe. Movie director reports \$241.07 in fund from last trip. He got ten new movies—some repairs, has balance of \$20.87.

ling out a draw in Inchon, Korea on October 10 Korean currency. Crew refused draw under the impression that the captain would put out a held October 11 re: the captain put draw in US currency before arriving in Okinawa. No medical treatment was administered to those who needed it in Inchon, Korea. Delegates went to see the captain about the draw and he agreed to put out a draw on arrival in Okinawa. He also agreed to see that men get proper medical treatment in Okinawa. Delegate stated he would see the first assistant engineer about sanitary pumps which were broken for several days.

DEL CAMPO (Mississippi), Oct. 2—Chairman, C. Raymond; Secretary, L. Munna. Ship's delegate reported no beefs. \$20 in treasury. Motion made to elect treasurer. Steward elected by acclamation.

SANTA VENETIA (Elam), Oct. 2—Chairman, Farris M. Jones; Secretary, M. L. Loache. Ship's fund, \$22.53. Farris M. Jones elected ship's delegate. Crew told to bring cups and glasses back to pantry and keep laundry clean. Vote of thanks to steward department.

ZEPHYRHILLS (Peninsular Nav.), Oct. 14—Chairman, B. B. Darley; Secretary, R. Dipalo. No agent for mail. Poor launch service. Ship is undermanned. Dispute over fresh fruit, vegetables and milk. Motion made and seconded to begin a ship's fund for communications, stamps, etc.

SEATRAN SAVANNAH (Seatrains), Oct. 18—Chairman, J. Glenn; Secretary, E. Auer. \$180 owed on the coke machines. There has been one payment made on the machine and all who loaned money on it have been repaid. A. A. Silveri elected ship's delegate. Suggestion made that hooks be attached to bulkhead in laundry room so that laundry bags can be hung there for soiled linen. Crew messman suggests that men clean up

DIGEST of SIU SHIP MEETINGS

before coming into the messroom from work. Clarification from boarding patrolman concerning time off as there seems to be a difference of opinion on it. Suggestion that empty five gallon paint cans be placed on poop deck for cigarette butts.

BIENVILLE (Sea-Land Service), Oct. 16—Secretary, Ange's Romero. No beefs in all departments. Messhall deck has not been fixed after being on repair list four months.

SEATRAN TEXAS (Seatrains), Oct. 16—Chairman, P. Patrick; Secretary, W. Barnes. New washing machine received. All repairs taken care of. Crewmembers asked to see the patrolman on any new equipment or repairs, no satisfaction from chief engineer. Timer for washing machine ordered. No monies to be loaned from ship's fund. Need new fan for crew messroom. Vote of thanks to steward department.

SAN MARINO (Peninsular Nav.), Oct. 15—Chairman, Norwood E. Genc; Secretary, C. L. Stringfellow. Ship's delegate Jerome I. Hacker reported that captain take off mail. The captain was asked about money for draws, but had no reply. \$3 in ship's treasury. To have arrival pool for more ship's fund. To see captain about ice machine being repaired in Freeport. Vote of thanks to steward department.

COEUR D'ALENE VICTORY (Victory Carriers), Oct. 17—Chairman, Robert M. Douglas. Crewmembers request tiles on floor fo'c'sle.

FELTONE (Marven), Oct. 12—Chairman, D. B. Albright; Secretary, E. A. Boyd. Letters covering delayed sailing and information regarding anchorage at Porto Ordaz to be brought to the attention of the patrolman at Philadelphia. \$10 in ship's fund. Suggestion that toilets amidships to be given pressure so that they will flush properly. Also that the third mate's lavatory be repaired for leak. Question also asked as to who is supposed to care for engineer's room.

MONARCH OF THE SEAS (Waterman), Oct. 16—Chairman, P. Blalock; Secretary, L. Moore. Complaint about washing machine ruining laundry. Messroom came to be brought back to messroom. Book member to bring bouso up before patrolman about kidnapping black gang delegate.

FORT HOSKINS (Cities Service), Oct. 1—Chairman, J. C. Keel; Secretary, H. H. Fielder. Will have meeting with patrolman regarding firing of men.

MASSMAR (Calmar), Oct. 1—Chairman, Red Braunstein; Secretary, M. E. Greenwald. Everything okay aboard ship. No beefs. Vote of thanks to the steward department. Repair list to be made up and turned in before arrival in port.

COASTAL CRUSADER (Suwannee), Nov. 1—Chairman, Thomas Kline; Secretary, W. D. Parrish. Some disputed OT collected for engine and steward depts. Ship's delegate reported that safety meeting was held for all department heads. Stamps are available for ship's crew. \$15.05 in ship's fund. Some disputed OT in deck department. Cane was elected

deck safety man. Replacement for bosun and OS arrived in Recife. Motion made to write Union concerning shore leave at Ascension Island; technicians and officers going ashore. Letter to Union concerning ladder leading to technician's quarters. Insufficient slop chest. Out of certain brands of cigarettes. Crew opposed to one year articles—nine months is long enough.

LA SALLE (Waterman), Oct. 9—Chairman, J. Redding; Secretary, M. G. Ostrom. Ship's fund \$42.35. Motion made that recreation room, laundry and passageways, aft, be painted out. Deck department shower painted. That steward showed department fo'c'sles and showers be painted. Steward to order new mattresses.

NEW YORKER (Erie & St. Lawrence), Oct. 16—Chairman, Charles Sedell; Secretary, Leo Movall. First meeting held aboard this ship. Reuben Sigward elected ship's delegate. Vote of thanks given all hands for the perfect harmony of the entire crew. This ship is sure a pleasure to sail on from topside down to the engine room. All hands seem to go a little out of their way to help each other. Conditions for the crew are tops.

SANTORE (Ore Nav.), Oct. 11—Chairman, G. Maddox; Secretary, W. Strickland. Ship's delegate reported everything okay. No beefs. Several hours disputed OT in steward department. Ship's delegate resigned, and new ship's delegate elected.

STEEL ADMIRAL (Isthmian), Oct. 15—Chairman, L. Larkin; Secretary, F. R. Farmer. Ship's delegate Frank R. Farmer reported that they put in subsistence for no hot water. Clarify draws. Turned in repair list. Will see patrolman about disputable logs. Some disputed OT in engine department. Fresh water tanks to be cleaned. Getting enough cigarettes for the next voyage. Vote of thanks to steward dept. for a job well done. Ship's fund, \$10. \$3.14 taken out for cablegram to hall.

WARRIOR (Waterman), Oct. 14—Chairman, H. Ahern; Secretary, M. B. Elliott. Ship's delegate Henry Lovelace Jr. reported all getting off. Little disputed OT and patrolman will take care of it. Repair list turned in. Discussed transportation and travel subsistence. Suggestion to freeze milk when supply is abundant.

Oct. 30—Chairman, A. H. Ahern; Secretary, M. B. Elliott. Arni Bjornson elected ship's delegate replacing H. Lovelace, retiring ship's delegate, who was given a vote of thanks for a job well done.

STEEL ADMIRAL (Isthmian), July 23—Chairman, Roy Poole; Secretary, James Brasfield. No beefs. No disputed OT. Ship's fund, \$13.12. To elect ship's treasurer.

VIVIAN (Maritime Overseas), Oct. 17—Chairman, A. Packard; Secretary, E. Dore. E. Dore was elected ship's delegate. Vote of thanks given to John Hunt, former ship's delegate. Motion made to write to headquarters and agent in Seattle regarding unsatisfactory food. Trying to have SIU Food Plan put in effect aboard this ship. Taking beef up with the agent in states regarding poor medical care by doctor hired by this company in India. Will try to get new ice box for crew messhall.

CANTIGNY (Cities Service), Oct. 22—Chairman, A. J. Giovanni; Secretary, Edward J. Wright. Thomas O'Connor elected ship's delegate. Discussion regarding money on board for draws.

MONTEGO SUN (Standard Marine), Sept. 10—Chairman, Dadslekch; Secretary, Souze. Men walked off ship, black gang without being relieved. Members voted for American money for draws in foreign ports. Steward elected ship's treasurer.

TIMBER HITCH (Suwannee), Sept. 21—Chairman, Milton; Secretary, Magro. No beefs. Suggestion taken up with captain to make inspection of water tanks when in port of Recife.

STEEL FABRICATOR (Isthmian), Oct. 31—Chairman, Orlando; Secretary, Scroggins. Five day subsistence coming to crew. Few hours of disputed OT in deck and engine dept. All hands were reminded to be sober at payoff. Have representative from hall check stores before leaving on voyage.

YAKA (Waterman), Nov. 27—Chairman, George J. Baker; Secretary, Neil D. Abernathy. Repair list taken care of. New beneficiary cards made up by the crew. Some disputed OT. Motion made to change Article 11. Section 22 to allow men 30 minutes instead of 15 minutes before turning in on OT. It is requested at meal times that everyone be presentable and stop vulgar talk.

ROBIN LOCKSLEY (Moore McCormack), Nov. 28—Chairman, C. Swain; Secretary, V. Ratcliff. No major beefs. Ship's delegate resigned. Elected a new delegate. \$10 in ship's fund. It is requested that cups and places be returned to pantry. Laundry is not to be used after 10:00 PM.

RAYVAM (Shins & Freights), Nov. 4—Chairman, R. S. Cowan; Secretary, J. W. Thomas. Everything taken care of. Heads to be kept cleaner. Pantry sink and live steam in galley needs resinsing.

CITY OF ALBA (Waterman), Nov. 12—Chairman, Robert Hall; Secretary, Joseph Mavarchy. Men missed ship in New York. Winter headquarters and welfare was noticed at Philadelphia. Ship's fund is \$200. Washing machine to be placed aboard in New Orleans. Pantry to be sprayed for ants.

Ringer On The Arizpa



Aboard the SS Arizpa (Waterman), Seafarer Joseph McCabe, Jr., poses with one of the ship's life rings during his off hours. McCabe, an AB, lives in Irvington, Ala. He generally ships out of the Mobile SIU hall.

LOG-A-RHYTHM:

Sailing The African Coast

By E. W. "Bouncy" Carter

We leave New York and head Southeast
For eighteen days at sea,
Anchoring at Ascension Isle,
Handling cargo for good OT.
We then sail on to Capetown
And its scenic Table Top,
Greeting old friends and making new,
This being our first real stop.
It's Port Elizabeth and East London,
And it's in and out we go,
Sometimes you stay a couple days,
But then you never know.
The weather's changing all the time
So one hardly needs a turban,
And though you've worked and worked,
It's all for the girls in Durban.
The scenery is a bit like home,
More so in the urban heights,
Ask anyone who's made this run,
They dig those cheeky Durbanites.
Three or four days and often more
We have ourselves a ball,
It's out again and Northeast bound,
Making Lourenco Marques next call.
It's gettin' hotter and hotter as we go
But the crew seems not to mind,
Leaving L.M. for Beira now,
With a few days "at sea" kind.
To Dar es Salaam and Mobasa land
Our last East African port.
We've run our cameras and been around,
And of course had lots of sport.
We turn around and head back south
Making the same ports down the line,
Believe me when I tell you, friend,
It sure is mighty fine.
Reaching Capetown for the homeward trek
We're ready for a well earned rest,
You're back Stateside in a couple of weeks,
It's then that you know what's best.

Ex-Seafarer
Seeks Old Pals

To the Editor:

I am a former seaman and SIU member (Book No. 48872), but I haven't shipped since 1951. I would like to hear from some of my old shipmates around Norfolk and Savannah.

Please print this in the LOG to let my former shipmates know of me. Anyone who shipped with "Old Slim Lester" on South Atlantic's SS Southport from 1949 to 1951, please drop me a line at my home, North Spring, West Virginia. I would especially like a line from Jimmie Baker from Elizabeth City, NC.

If possible, I would sure like to have the LOG sent to me at my home. It would be a great pleasure to sit down at home and read the Union paper again. Thank you very kindly. Sincerely,

Clinton Slim Lester

(Ed. note: You are being placed on the LOG mailing list).

Lauds Speedy
Welfare Help

To the Editor:

When a guy is out bouncing around in one of these pig iron boats for a while, kind of forgetting about the ol' homestead and the kinfolk back there, it sure is good to know that while he's away there's someone standing behind him.

This was proven to me the hard way a short time ago when my wife was stricken with a very serious illness while I was out to sea.

The Welfare Department of our Seafarers Union, through Joe Campo of the Philadelphia branch, stepped right in and took over. He sure did a swell job! No red tape or messing around at all—just fast action right to the heart of the matter.

When I received news of how nicely everything was taken care of, I sure felt good, and was proud to be a brother of guys like Joe Campo of our own SIU.

Dick Cummings
SS Marymar

Kyska Crew Likes
Present Vacations

(Ed. note: The following letter was addressed to SIU President Paul Hall.)

Dear Sir and Brother:

We, the crew of the Kyska, are writing this letter to you to indicate our reactions to the one which was written to you and published in the SEAFARERS LOG. The letter in question was written by Brother Victor D. Brunell of the Monarch of the Sea.

Its subject had to do with a suggestion by the crew for instituting in our Union a compulsory Vacation Plan.

His letter, and your reply to it, was read by us of the Kyska with studied interest.

We do not like his letter, or

LETTERS
To The Editor

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the selfish suggestions it makes as to a compulsory vacation plan.

We do like your reply with its reasonable and pointed explanations as to the faults of such a system; faults which have been aired by the membership of this union at various times in the past year whenever a compulsory vacation plan has come up.

As your letter points out, the membership in the past has expressed the opinion that such a plan would set up a class system in our Union, and it would.

Should such a vacation plan become a reality in the SIU, these so-called Union brothers who advocate the system would be sitting pretty for life with all the key jobs on all the cushy runs sewed up.

They would be our Union monarchy.

The rest of us waiting on the beach for these hot shots to take a vacation, and loan us their jobs for a few weeks so that we could earn a few dollars, well, we would be the peasants.

We like our vacation plan as it is, with the slow, steady financial improvement it seems to make from year to year.

We like our hiring halls and our present rotary shipping system where every member gets a fair shake. And most certainly we want the SIU to remain as it is at this time, a union with equality for all.

Crew of the SS Kyska
Bernard Donnelly
Ship's delegate
(signed by all department delegates)

Thanks Crew
Of Fairland

To the Editor:

I want to extend special thanks to the crew and officers of the Fairland (Sea-Land) for their great kindness to me when my father died November 18.

I received a radiogram of my father's death when we were two days from San Juan, Puerto Rico. The crew, without my knowledge, took up a collection and sent flowers to my home. The generosity of the crew and officers also enabled me to take a plane from Puerto Rico to New York to attend my father's funeral. Again I want to thank my shipmates on the Fairland. Sincerely,

Edward Blaha

No Red Tape:
Welfare Pays

To the Editor:

It might be interesting and no doubt reassuring for some Seafarers to know how our Welfare Hospital Plan came through for me.

One of my sons (a welfare maternity benefit child) fractured his leg and was hospitalized. I picked up one of those ridiculously simple looking forms at headquarters, filled in a few blank spaces on one side and handed it in at the hospital (St. Michaels, Newark, NJ), then ran like a thief. I was certain there would be some red tape, confusion and difficulty in the payment of those bills.

A month later I received an equally ridiculously simple form from Welfare notifying me that the hospital and the doctor were paid in full.

Considering my previous lack of faith in the action that Welfare would take, this two-fold letter of apology and appreciation, I feel certain, is well in order.

In closing I might add that it would do well for some of those scuttle-butt attorneys to bone-up on SIU clarifications, stipulations amendments, revisions, etc., prior to drawing conclusions or making inaccurate statements.

Alexander J. Letter

Seaman Praises
Terrific Job

To the Editor:

I have many words to say about our organization and its Welfare Plan, though words are not enough. I want to mention the integrity of the Boston representative, Brother Gene Dakin, who cleared up all my aches by spending one hour with me in the hospital.

I, as a "B" man, know now that the SIU is forever to be blessed for its wise ways in picking the right man for the job at hand. I will not discuss the sordid mess of how I came to the hospital, as Brother Dakin has a full report of my misfortune. His clear-sightedness in taking care of my troubles was astounding. I, who was for over 20 years a member of the Butchers Union of North America, AFL.

Let no brother complain, for the service I received you cannot buy for all the money in this world. I am not trying to build up Brother Dakin or the SIU for they are already on the very best of foundations.

The Welfare Plan is the soundest in the world, and every man in the SIU is treated with the respect that they all fought for over the years.

Alfred Hirsch



Crew Of Kyska Sights Derelict

A recent Far East run on the SS Kyska (Waterman) was marked by the sighting of a derelict and the presence of an unusual passenger, according to reports received by the LOG.

The Kyska paid off in New York late last month after a four-month trip from the West Coast to Japan and back. Crewmembers sighted a derelict cargo vessel several hundred miles off the Japanese coast.

The derelict was estimated to be from 50 to 60 feet long, and was, as one SIU man put it, "a bell of a nice-looking vessel." Unfortunately, no one had their cameras loaded at the time of the sighting.

If it were not for a storm which was coming up, the Kyska skipper might have been willing to pull alongside the derelict long enough to examine her more closely, but approaching heavy weather made an attempt too risky.

Reached Yokohama

When the Kyska reached Yokohama a few days later, several Japanese who were told of the sighting asked for more information in order to attempt to salvage the prize. They were given the information and were wished success by all hands.

Another report from the Kyska crew indicated the vessel carried one "VIP" (very interesting person) during the jaunt from the West Coast to Japan. This was an elderly woman who had spent some 30 years working in a leper colony in Louisiana.

The lady, a deaf mute with a

special aptitude for reading lips, was well liked by the crew and several members report that she showed interesting color slides

taken during her tour of duty at the colony. The passenger was on her way to join the staff of a hospital somewhere in Japan.

Ride 'Em, Sailor!



Mark Thomas Hopkins, just about a year old, is the son of Seafarer Thomas C. Hopkins, H-688, of Duffield, Va. The youngster is shown getting a ride on the neck of another of the Hopkins clan.

FROM THE SHIPS AT SEA

Transportation

A discussion on transportation rights was held aboard the SS City of Alma (Waterman) in October. It was pointed out that some men sign on at East Coast ports to go to the West Coast, but while in the Gulf, the ship is diverted to European ports. Some of the men don't want to make the Europe trip and they don't want to lose transportation. The matter will be discussed with patrolmen.

Need Training

Adequate training and qualification for key ratings was brought up at a meeting on the Steel Chemist (Isthmian) recently. It gets rough when key rated men, far away from home port, don't know their jobs well enough.

Aids British

The crew of the SS Alice Brown (Bloomfield) in Southampton, England a couple of months ago, responded to an appeal from the British National Seamen's reform movement. Three rank and file members of the British reform movement came aboard the Alice Brown seeking support for their

cause and the American crew donated \$30 to the British seamen's group.

Sportsman

Seafarer Tomas Ramirez aboard the SS Kenmar (Calmar) sent us an illustrated note about an unnamed "super sportsman" aboard the Kenmar. Seems this shipmate likes fishing so much that he sets out about 10 lines off the stern of the vessel. Trouble is, he monopolizes fishing space and doesn't give some of the rest of the crew a chance to try their luck.

PX Privileges?

The SS National Defender (National Shipping & Trading) crew is trying to get passes to US Armed Forces PX's in ports where the ship stops. The crew figures that they may be able to make purchases at PX's because they are carrying MSTs cargo.



ALCOA PATRIOT (Alcoa), Sept. 19—Chairman, Ferdinand Groff; Secretary, T. Ostrowski. Ship's delegate reports discussion on no sailing board in St. Croix. Discussion on topside BR to be laid off in Norfolk to be referred to patrolman. \$18.90 in ship's treasury. Keep washing machine full of water when washing clothes. Don't wash out mop in laundry sink.

SEATRAN NEW YORK (Seatrail), Sept. 25—Chairman, C. E. Lee, Jr.; Secretary, D. Cann. No beefs reported. Deck delegate reports one man missed ship and hospitalized in New Orleans. One member in engine department missed ship in NY. Water taps in deck department head need repairing. Clothes in engine room to be taken out. Work with steward in getting all linen back on linen day. Motion made to let shore gang come in messroom for coffee only.

SEATRAN NEW JERSEY (Seatrail), Sept. 25—Chairman, J. Barlow; Secretary, Tim Holt. No beefs. All departments running smoothly. \$62.40 in ship's fund. Letter from Joe Volplan re New Jersey insurance for seamen posted. Motion seconded and carried to raffle off old TV set and purchase new and smaller one out of ship's fund. Motion seconded and carried by steward department to souge and paint crew messroom. M.S.C. by electrician to dump garbage and wash down stern morning after departure. Each delegate to use ship's fund for small emergency donations. Also some talk about damaged padlocks on stewards store room.

BEAUREGARD (Sea-Land), Sept. 26—Chairman, H. J. Pistetowski; Secretary, George Fargo. Repairs taken care of. Captain requires all health cards before sign-on. Vote of thanks to steward department. Crew asked to return dirty linen.

MICHAEL (J. M. Carras), Sept. 24—Chairman, P. Hammel; Secretary, T. Haromon. No beefs reported. Get draw list. Make out repair list. Engine delegate reports one man logged. One man injured day of departure, hospitalized. Sailed one man short.

WESTPORT (Rover), Oct. 17—Chairman, Collier; Secretary, Solpado. To have engine dept. showers painted. Also dept. forcastles painted. Have captain write to company in regards to allotments.

FLORIDA STATE (Ponce Products), Oct. 22—Chairman, Kilgore; Secretary, Dunham. Special meeting held to determine and get to the bottom of friction in crew's messroom at the supper meal hour between members of engine dept. and two crew messmen.

ROBIN LOCKSLEY (Robin), Oct. 22—Chairman, J. Reinson; Secretary, Harrison. Smooth sailing voyage. Suggestion that a different brand of soap be used aboard ship. Oct. 23—Chairman, Reinson. Disputes settled. Repair list in good order. Smooth sailing.

STEEL SURVEYOR (Isthmian), Oct. 11—Chairman, Fanchen; Secretary, Geo. No beefs. Motion to have

benches around side of house for sitting purposes.

JOHN B. WATERMAN (Waterman), Sept. 25—Chairman, Martohom; Secretary, Espenada. Elected ship's delegate. Washing machine, fans, napkin holders, windscoops, screens, bad springs, spring mattresses, needed. Oct. 18—Chairman, Carver; Secretary, Espenada. Everything is OK.

OCEAN JOYCE (Maritime Overseas), Oct. 5—Chairman, Newberg; Secretary, Wile. Ship's delegate received no cooperation from chief on repairs which were to be done when the ship was at sea. This is to be brought to the attention of the Union when paying off.

SEATRAN NEW YORK (Seatrail), Oct. 23—Chairman, Blizzard; Secretary, Conn. No beefs. Have steward dept. toilet clean. Clean up washing machine room and have roller fixed on washing machine.

STEEL DESIGNER (Isthmian), Oct. 20—Chairman, Rosecrans; Secretary, Delapenha. Letter sent to headquarters in regards to firemen and oiler fof'sle. Some disputed overtime. Fine trip.

PORTMAR (Calmar), Oct. 22—Chairman, Simmons; Secretary, Stack. No beefs. Repair list taken up. Filled out crew list for Union records.

ROBIN KIRK (Robin), Oct. 19—Chairman, Owens; Secretary, White. Ship's delegate to be elected. Coffee to be made in small pots at supper and coffee time. Old linen to be turned in at time of issue.

JEAN LAFITTE (Waterman), Oct. 7—Chairman, Ed Cole; Secretary, H. Peeler. Ship's delegate reported washing machine parts ordered. Some mattresses to be replaced in New Orleans. No beefs.

STEEL VENDER (Isthmian), Sept. 14—Chairman, M. Savoy; Secretary, Bill Stark. Ship's delegate reported most of repairs have been done. New washing machine was secured this trip. Still a few repairs to be taken care of during trip. \$37.46 in ship's fund. Mailing service very bad. Should request company to forward crew's mail. All crew to abide by safety rules. Request that brothers return magazines and books when they are finished with them so rest of crew may read them. All members asked to help keep laundry room clean.

BARBARA FRIETCHIE (Liberty Nav.), Oct. 9—Chairman, E. Lessors; Secretary, F. McIntosh. Messhall and aft to be checked as water coming in during rough seas. Membership asked to try and keep recreation hall clean, and not to use towels for shoe shine rags. Washing machine to be drained in scupper instead of on the deck.

EDITH (Bull), Sept. 14—Chairman, Wm. C. Murphy; Secretary, D. Emwick. Ship's delegate reported everything running smoothly. Crewmembers asked to keep laundry room clean and orderly.

ORION PLANET (Orion), Sept. 21—Chairman, J. Robinson; Secretary, O. L. Guerrero. Ship's delegate reported mattresses and fans were received in Egypt. Fans were reconditioned and

suggested another repair list be submitted for new fans. Ship's delegate to write to Union concerning refueling at sea. Chief mate said look on tankers should be fixed by Engine dept. Suggestion to write hall regarding compensation of pay for refueling at sea.

CITIES SERVICE NORFOLK (Cities Service), Sept. 2—Chairman, Waley Thomas; Secretary, Dan Beard. Ship's delegate reported that repairs all taken care of. All beefs and disputed OT to be given to delegate before the payoff. Have requested vacation blanks and welfare cards. Vote of thanks for the three cooks for big improvement in the meats and vegetables.

ROBIN LOCKSLEY (Robin), Sept. 16—Chairman, John Trust; Secretary, Arturo Mariani, Jr. Motion made to have new brands of soaps available instead of having Ivory. One wiper logged.

HASTINGS (Waterman), Sept. 4—Chairman, James Bales; Secretary, Wells. Ship running smooth. Discussion on docking and time allowed for men to eat. Men asked to help to keep messroom & pantry clean. Men asked to take care of their cots, and not let them lay around the deck.

INES (Bull), Sept. 4—Chairman, Juan Palino; Secretary, Roger L. Hall.

DIGEST of SIU SHIP MEETINGS

Ship's delegate reported everything in order. Motion made to have awning covered. Also that company should notify Union and family at their expense when a man is hospitalized overseas. Motion that patrolman check medicine chest. Motion made that negotiating committee negotiate with company to pay by 31-day month. Also, that patrolman settle beef in writing as to who is responsible for cleaning port passage and areas. Request improvement on menus.

PRODUCER (Marine Carriers), Sept. 26—Chairman, Andrew McCloskey; Secretary, Albert DeForest. No funds in ship's treasury. It was asked that a letter be sent to headquarters to clarify some points about OT and conditions on a ship that carries both liquid and dry cargo. Repair list from last voyage cannot be found. Delegate to inquire about painting out fof'sles. It was suggested that anyone wishing to enter the safety slogan contest may read about same on bulletin board.

COE VICTORY (Victory Carriers), Oct. 9—Chairman, J. Nelson; Secretary, R. Eden. \$9.65 in ship's fund. Each man asked to give \$.50 to ship's fund. Linen to be checked by patrolman.

ALICE BROWN (Bloomfield), Sept. 25—Chairman, S. E. Miller. Ship's delegate reported that New Orleans

hall requests that the crew donate to the doll and toy fund that is being started in New Orleans. Ship's fund \$10. Deck delegate reported that Paul Warren is to be commended in the way he handled the beef concerning the deck department re: call out and readiness period. He was assured that the company would live up to the agreement. Request that washing machine be repaired if possible. Request that more care be given in preparing rare, medium and well done steaks.

MAXTON (Marine Carriers), Oct. 1—Chairman, E. J. Riviera; Secretary, M. F. Kramer. Ship's fund \$4.20. All departments report no beefs. Steward said he would attempt to get milk and whatever stores are needed.

ARIZPA (Waterman), Oct. 8—Chairman, C. Parker; Secretary, A. R. Rudnicki. Brother A. Rudnicki elected ship's delegate. This job to be rotated every trip. Repairs that have not been completed will be taken care of at sea.

WACOSTA (Waterman), Oct. 9—Chairman, John Wunderlich; Secretary, John S. Burke. Ship's delegate asked to be replaced. Reported all is going along fine. \$13.65 left in ship's treasury. All hands asked to cooperate in keeping recreation room aft clean. Also asked to move dry clothes from sidley so all hands can use. Vote of thanks to the steward department for a nice job. All hands asked to bring coffee cups back to pantry and not leave them on deck.

ROBIN HOOD (Robin), Oct. 3—Chairman, A. Page; Secretary, R. Sedowski. Ship's delegate reported repair list almost completed. One man hospitalized in Lawrence Marques. Deck and engine departments running smoothly with no beefs. OT beef disputed in Steward dept. Motion made to have Sea Chest representative to check prices and quality of slop chest. Vote of thanks to steward department for good job—also to deck and engine sanitary men. Men asked to be properly dressed when coming to messroom.

FAIRPORT (Waterman), Sept. 22—Chairman, Bernard Shultz; Secretary, Gus Skendelas. Ship's delegate reported no beefs. Repair list to be made up. Vote of thanks given to steward department. Subsequent to this meeting the ship's delegate reported man missed ship taking suit cases and owing large amount of money.

HURRICANE (Waterman), Oct. 2—Chairman, Anthony J. Gregoire; Secretary, Eugene R. Ray. Ship's delegate reported repair list turned in. Two men logged and will be turned in to patrolman. Performers to be turned in. Letter sent to headquarters re: previous wiper performing between Norfolk and New York. Anyone who has torn or mutilated seaman's papers should have them renewed January 1961. Steward department given a vote of thanks. Washing machine should be replaced. LOGs should be mailed to the ship regularly and also be sent to the Seaman's Club in Bremerhaven, Germany.

THE CABINS (Texas City Refining), Oct. 13—Chairman, G. Ehringer; Secretary, W. Cassidy. Discussion on

milk straightened out. No man to pay off till ship has patrolman on board. See patrolman about linen shortage and proper posting of sailing board. \$30.62 in ship's fund. Deck and engine department disputed overtime to be settled at payoff.

AFOUNDRIA (Waterman), Sept. 25—Chairman, Charles P. Johnson; Secretary, Clarence J. Hall. Ship's delegate reported that everything is running smoothly.

DANNY BOY (Kulukundis), Oct. 13—Chairman, Daniel J. Sheehan; Secretary, Fred R. Wicks. Daniel Sheehan elected ship's delegate. \$5.38 in ship's fund. Submitting repair list. Vote of thanks to steward department for good job all around.

CITIES SERVICE MIAMI (Cities Service), Sept. 17—Chairman, Henry Secretary, William Davies. Milk situation discussed. \$3.96 on hand. One man missed ship in Lake Charles. No pressure on sanitary pump for toilets.

LOSAR (Calmar), Oct. 9—Chairman, Berger Welhelmsen; Secretary, Raymond R. Obidos. Few men got off on West Coast—two of which were hospitalized. The washing machine which broke down will be repaired or renewed on the East Coast. Repair list turned in. Some disputed OT to be referred to patrolman. Captain left port several times without ship being properly secured. This will be referred to patrolman also.

EAGLE VOYAGER (Sea Transport), Oct. 2—Chairman, S. U. Johnson; Secretary, J. J. Doyle. Ship's delegate reported on seeing captain in regards to time off. Letter to Headquarters on time-off situation. Oiler reported \$500 lost from locker. \$26.61 in ship's fund. Also 2800 Japanese yen. Everything running smoothly. Roberto Hanibal, elected ship's delegate.

ALCOA PLANTER (Alcoa), Sept. 18—Chairman, D. L. McCorvey; Secretary, Z. Y. Ching. No repairs were made in New Orleans. There is \$13.60 in the ship's fund. Oct. 16—Chairman, D. L. McCorvey; Secretary, Z. Y. Ching. Quarters fumigated last trip. One man missed ship in Seattle. \$18.80 on hand in ship's fund. Company should be asked to discontinue draws on travelers' checks because members losing money in foreign ports by exchange. It is requested that food be prepared a little better.

OREMAR (Ore), Nov. 11—Chairman, Henry Buckner; Secretary, Charles E. Rawlings. Ship's delegate to see the patrolman on some disputed OT in the deck department. Food situation is poor. Steward complains that he is not given sufficient stores for the voyage. Will see patrolman on this matter. Ship in need of fumigation.

MARORE (Ore), Nov. 8—Chairman, Ralph Gowan; Secretary, George Burris. Second cook's baking has improved. No beefs. Repair list turned in. Elected a ship's delegate.

STEEL TRAVELER (Isthmian), Oct. 30—Chairman, S. Purieda; Secretary, Walter Nash. Ship's fund is \$27.41. \$12 was given to the electrician to purchase an automatic timer for the washing machine. Some disputed OT.

SIU BULLETIN BOARD

FINANCIAL REPORTS. The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances. The constitution requires a detailed CPA audit every three months by a rank and file auditing committee elected by the membership. All Union records are available at SIU headquarters in Brooklyn. Should any member, for any reason, be refused his constitutional right to inspect these records, notify SIU President Paul Hall by certified mail, return receipt requested.

TRUST FUNDS. All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall consist equally of union and management representatives and their alternates. All expenditures and disbursements of trust funds are made only upon approval by a majority of the trustees. All trust fund financial records are available at the headquarters of the various trust funds. If, at any time, you are denied information about any SIU trust fund, notify SIU President Paul Hall at SIU headquarters by certified mail, return receipt requested.

SHIPPING RIGHTS. Your shipping rights and seniority are protected by the contracts of the SIU Atlantic, Gulf, Lakes and Inland Waters District, and by Union shipping rules, which are incorporated in the contract. Get to know your shipping rights. If you feel there has been any violation of your shipping or seniority rights, first notify the Seafarers Appeals Board. Also notify SIU President Paul Hall at headquarters, by certified mail, return receipt requested.

CONTRACTS. Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which you work and live aboard ship. Know your contract rights, as well as your obligations, such as filing for OT on the proper sheets and in the proper manner. If, at any time, any SIU patrolman or other Union official, in your opinion, fails to protect your contract rights properly, contact the nearest SIU port agent. In addition, notify SIU President Paul Hall by certified mail, return receipt requested.

EDITORIAL POLICY--SEAFARERS LOG. The LOG has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September meetings in all constitutional ports. The responsibility for LOG policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

PAYMENT OF MONIES. No monies are to be paid to anyone in any official capacity in the SIU unless an official Union receipt is given for same. Under no circumstance should any member pay any money for any reason unless he is given such receipt. If in the event anyone attempts to require any such payment be made without supplying a receipt, or if a member is required to make a payment and is given an official receipt, but feels that he should not have been required to make such payment, this should immediately be called to the attention of SIU President Paul Hall by certified mail, return receipt requested.

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. The SIU publishes every six months in the SEAFARERS LOG a verbatim copy of its constitution. In addition, copies are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you feel any member or officer is attempting to deprive you of any constitutional right or obligation by any methods such as dealing with charges, trials, etc., as well as all other details, then the member so affected should immediately notify SIU President Paul Hall by certified mail, return receipt requested.

RETIRED SEAFARERS. Old-time SIU members drawing disability-pension benefits have always been encouraged to continue their union activities, including attendance at membership meetings. And like all other SIU members at these Union meetings, they are encouraged to take an active role in all rank-and-file functions, including service on rank-and-file committees. Because these oldtimers cannot take shipboard employment, the membership has reaffirmed the long-standing Union policy of allowing them to retain their good standing through the waiving of their dues.

PERSONALS and NOTICES

Bill Parks
Please get in touch with Mom and Peggy. Important.

Harry F. McDonald
You are asked to contact Philip Gucker, secretary, Trinity Church, NYC.

Leslie J. Brillhart
Our new address is 342 Montclair Avenue, Alamo Heights, San Antonio 9, Texas. Write or come home soon. Mother.

Dominick M. Ravosa
Call IV 8-0017, Baltimore, Md. Very important.

Zollie Evans Jr.
Ex-Feltore
Your gear has been left at the Sparrows Point office of Marven Steamship Company.

Bruce Hubbard
Please contact N. O. Mason or W. A. Wood at 5217 E. 75th, Seattle, or phone LA 2-0913.

Following members have tax refund checks being held for them by Jack Lynch, Room 201, SUP building, 450 Harrison Street, San Francisco: Ernest C. Anderson, Margarito Borge, Theodoros G. Calopothakos, Maurice J. Cutler, Olav Gustavsen, James F. Lee, Jr., Raymond H. Miller, Potenciano D. Paculba, Sammy Rogamos, Frederick J. Smith, Francis J. Sylvia, Ah Sai Wong, Ding Hal Woo.

George Elliot King
Important you contact your wife at 717 Franklin Ave., New Orleans, La. 17, WH 7-6149.

Lois Harmon Blizzard
Get in touch with your mother at Rt. 3, Box 146, Kinston, North Carolina.

Darius Clay Jones
Urgent that you contact Mrs. Emiko Jones, at No. 8-4 Chome, Yakusi Dori, Na Da-Ku Kobe, Japan.

Eric William Johnson
Please write or phone L. Richie, 320 7th Street, Lakes Charles, La.

The SIU Baltimore hall is holding checks in its files for the following members, who should contact port agent Rex Dickey:

Charles Bartlett, Steve Bernaldes, Maurice Culp, C. Foster, Edgar Kurz, Raul Estrada, Howard W. Hall, Robert Duff, Billie Hughes, Richard Everhart, Hubert Jackson, Joe Kordich, Leon Lowe, Frank G. Ortiz, Vincenzo Russo, Miguel Viera.

Raul I. Lopez
Contact B. C. Wherman, Assistant cashier, First National City Bank of New York, 55 Wall Street, New York 15.

Joseph Quinn
Contact Daniel Cardone, attorney,

32 Court Street, concerning your late brother, Frank.

Alfred R. Fry
Please get in touch with your sister, Mrs. Virginia Fry Jones, 2004 Glenview Ave., NE, Louisville 7, Kentucky. Anybody knowing of his whereabouts, please notify.

Antonio De Jesus
Please contact your wife immediately. It is of the utmost urgency.

C. W. Hall
Please get in touch with your sister Grace Jackson at 1514-5th Street, Detroit 26, Michigan.

E. N. McInis
Please contact M. A. Moser, 7623 Bonham Avenue, Houston, Texas.

Sylvester Zygarowski
Please contact your son, Francis, at either Cutler Road, W., Brookfield, Mass., UO 7-6020 or before January 30 at Boston Navy band No. 94, Charlestown Navy Yard, Boston 29, Mass. CH 2-1400, ext. 462.

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SIU Atlantic, Gulf Lakes & Inland Waters District

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170 US Cities See Film On SIU

WASHINGTON—The activities of SIU men aboard ship and on shore are to be displayed in 170 United States cities, the AFL-CIO reports. The film on the Seafarers, part of the AFL-CIO's "Americans At Work" series will eventually be shown to television audiences in every one of the cities involved.

Programs have been scheduled in 45 states, including Alaska and Hawaii. However, since there are 97 films in the series, it isn't possible to give a specific schedule as to when the film will be shown.

Get That SS Number Right

Seafarers filing vacation money claims should make sure that they use their correct Social Security number. Use of the wrong number means a clerical headache for the Vacation Plan office and slows up the handling of payments.

Also, a Seafarer who uses the incorrect Social Security number is crediting his tax deductions to some other US worker.

The "Americans At Work" project consists of films on specific unions and specific crafts in the AFL-CIO. The SIU film was shot, in part, aboard a Bull Line vessel by a movie crew which rode the ship on its coastwise calls and filmed shots of life at sea as well as of cargo loading and discharge operations in port.

The film has already been shown once in the New York metropolitan area on WABC-TV. Other major cities which will carry the film on local TV outlets include Birmingham and Mobile, Alabama; Anchorage, Alaska; San Francisco, Denver, New Haven, Tampa, Miami, Honolulu, Baltimore, Boston, Detroit, Louisville—in fact a complete cross-section of the United States, not excluding Las Vegas and Reno.

As a result, many Americans who live in the interior and have little or no familiarity with Seafaring and its problems will get a view of Seafaring life.

In addition to filming the activities of Seafarers, SIUNA-affiliated fishermen's and fishery workers unions have been filmed and their activities are also being shown in the series.

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

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This holiday season, like any other, finds many Seafarers manning the merchant ships of the American-flag fleet in the far corners of the globe. Others have come ashore for the holidays and will be spending them at home with their families and

friends. But wherever they may be, on ship or ashore, the SIU extends to them, as well as to all affiliated unions and their members, best wishes for an enjoyable holiday season and for a successful year to come.



Seafarers International Union

Atlantic, Gulf, Lakes & Inland Waters District

AFL-CIO

