

Returns From Russia

Home after a three-week tour of Russia, Seafarer Eric Joseph (inset, right) came back with some vivid impressions plus souvenir rubles to show around. Seafarer Harold Kammet examines the Soviet currency as Joseph describes his trip. In spite of all the propaganda they get, he said the Russians he met still wanted to come to the US to see for themselves. American products and American practices are greatly admired. (Story on Page 7.)



ITF BLOCKS RUNAWAYS' LOOPHOLE

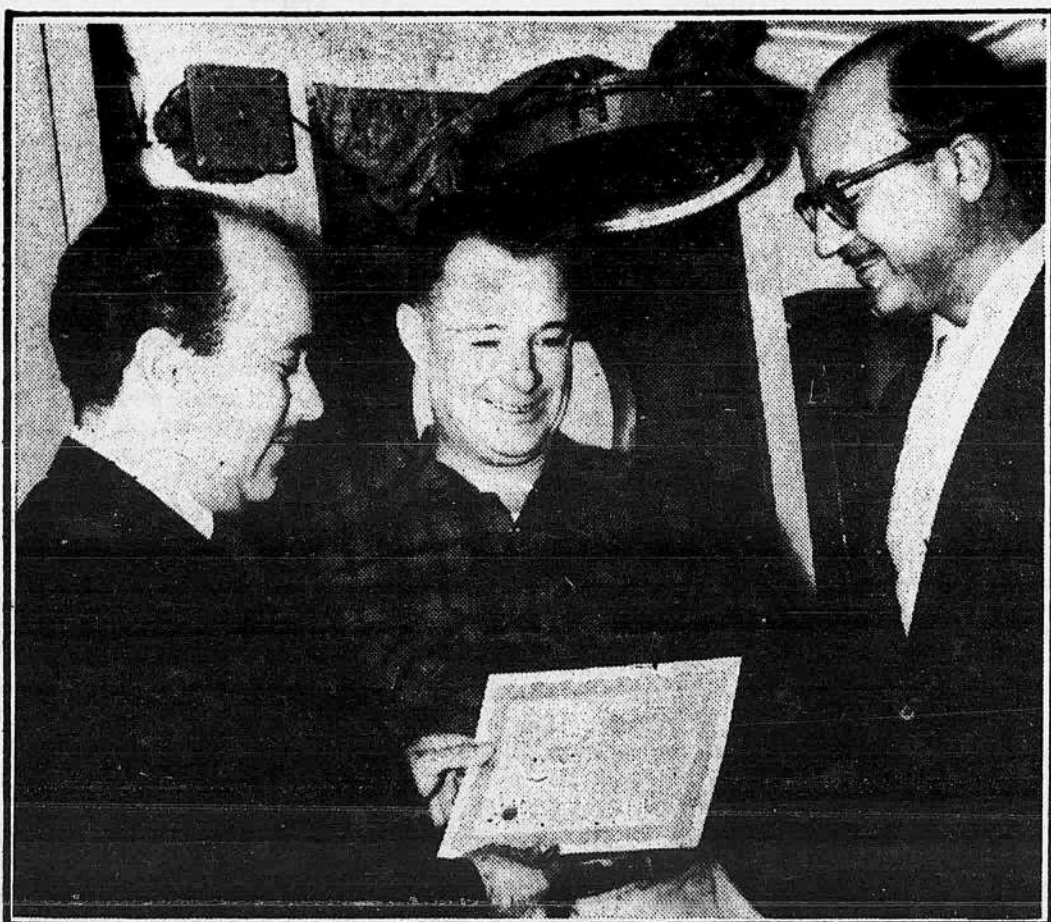
—Story On Page 3

Ports Blast ICC Anti-Ship Acts

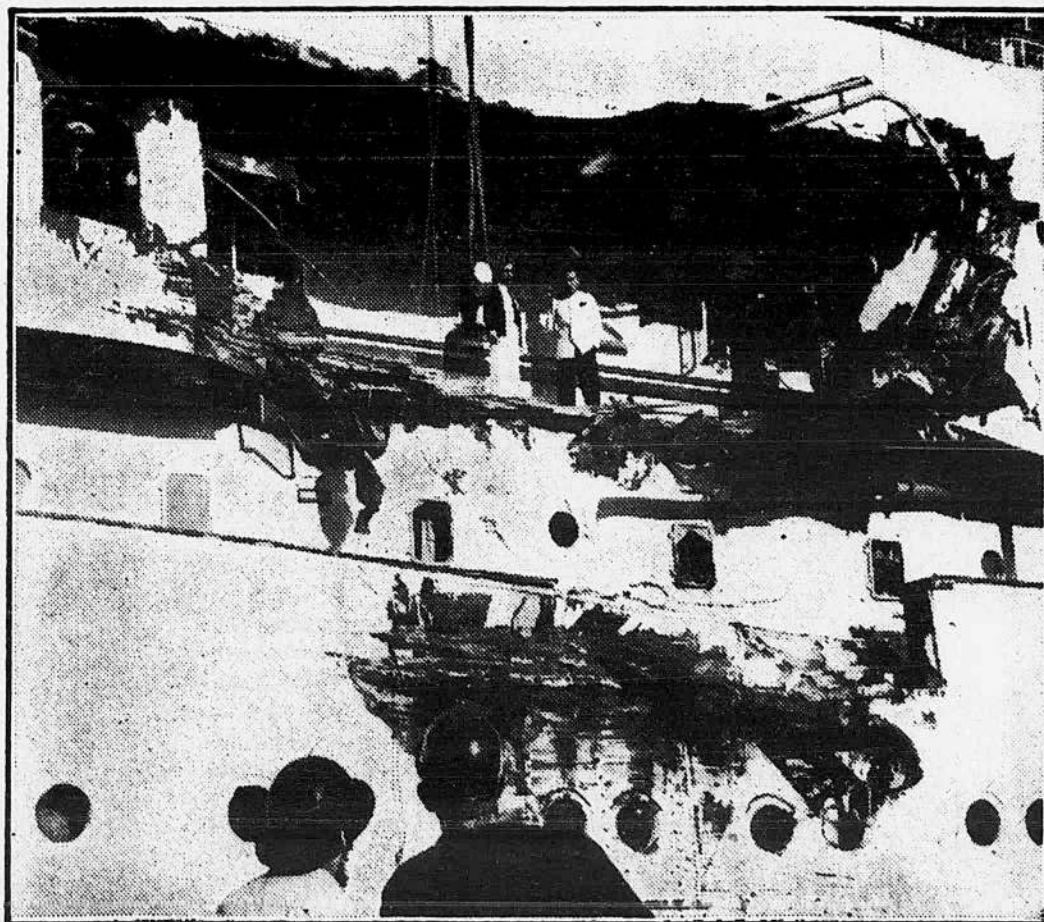
—Story On Page 3

Okay Dock Merger At IBL Convention

—Story On Page 16



'Good Feeder.' Steward Richard Simpson of the Longview Victory (center) receives certificate of participation in the Atlantic & Gulf Companies' Food Program from consultants Robert Principe (left) and Pete Loleas. The Food Program is designed to upgrade feeding by improving storing, inventory controls, food preparation and service.



Well-Ventilated. Workmen and crewmembers examine gaping hole in the side of the damaged liner Israel following night collision in New York harbor with the freighter American Press. One Israel crewmember was lost in the mishap, the latest in a series of unexplained accidents in the same general harbor area. (Story on Page 8.)

AMMI President Distorts Seamen Safety Figures

Another calculated attempt to blame seamen for all the ills of the maritime industry has been launched by Ralph Casey, president of the American Merchant Marine Institute. The Casey pitch was on "safety" this time.

As expected, the attack on seamen produced big, black headlines after Casey grabbed on to every figure within reach, real and imagined, and lumped them together for total impact. The AMMI president used the figures in a speech at last month's Chicago convention of the National Safety Council's Marine Section.

The validity of Casey's figures and the generalizations he made

sentative," deserving "no credence" and as "something that has to be taken with a large grain of salt."

The AMMI head also went out of his way to distort the admittedly meager figures available and carefully neglected to cite the source for a meaningless generalization that "an average of four out of five seamen" reported sick or injured last year.

The unnamed source was none other than the Marine Index Bureau of New York, a reporting service that keeps tabs on individual seamen for subscribers such as insurance companies. Marine Index does not perform any safety education service, and its loose and totally-distorted presentation of statistics was exposed by the SEAFARERS LOG on two occasions in the past year.

The proprietor of the bureau has since received a citation from the Safety Council's Marine Section for the report he submitted at last year's convention.

AMMI sources said Casey relied heavily on Marine Index figures

(he even repeated the same error MIB made in its 1958 report), and that Marine Index felt Casey "had not gone far enough" in the way he presented his "facts." The admission that the section of the speech containing the key figures was the "worst part" of it bears out the SIU's conclusions about the validity of Marine Index figures and of safety figures in the industry generally. (See separate story below).

The fact is that there are no complete or acceptable accident statistics for seamen throughout the industry. This is conceded by the AMMI, the Safety Council, the Coast Guard, the Labor Department's Bureau of Labor Statistics, and the Maritime Administration. Insurance company figures are gleaned from Marine Index reports, so there's a blind alley there also.

Figures of the Safety Council represent such a minute sample that a Council spokesman in Chicago said he wondered why they were published at all. He called

(Continued on page 5)

Casey On Safety

The "big lie" technique employed by AMMI President Ralph Casey to smear seamen on safety took many devious twists and turns.

- He took the National Safety Council's unreliable accident frequency rate for all maritime workers and tried to label it "SEAMEN ONLY."

- Talking about safety, he threw in a discredited figure covering injury AND ILLNESS reports.

- He used a 33.2 rate representing accidents per million man hours as 33.2 PERCENT to make things seem even worse.

Casey's use of the Safety Council's figures has been repudiated by a Safety Council spokesman. Within AMMI itself, a spokesman admits that Casey's figures—and the way he used them—deserve "no credence." This part was the "worst part" in Casey's speech, he said.

have been completely discredited by the National Safety Council and within the AMMI itself. An AMMI informant conceded this week that the figures Casey used and the way he used them "was the worst part of the speech."

Casey's figures have also been characterized as "not truly repre-

Everybody Talks Safety; But Figures Evaporate

The misadventures of the AMMI's Ralph Casey with safety figures points up the unique status of the maritime industry among all US industries. It actually has no figures, and apparently doesn't want any.

In fact, no Government agency has any complete figures. Washington must also rely on the wholly-unreliable Safety Council figures or on Marine Index reports. The latter prove nothing about accidents in terms of frequency, severity or average lost-time. This chaotic situation gets worse when it develops there are two completely different sets of "Safety Council" statistics for the maritime industry and seamen specifically. Those who accept one give no credence to the other. One is the Council's own figures; the other comes from the Marine Section.

Each is a limited sample. The Safety Council's are the most limited of all, and its spokesmen admit it. Even assuming they were valid, it's way out of line for Casey to tag seamen with the figure for the whole maritime industry, including passengers, long-shoremen and harbor workers, especially when the rating for seamen is much lower, and keeps going down. This is the one area where the conflicting Safety Council and Marine Section rating systems agree.

Despite the absence of any conclusive figures on seamen throughout the industry, the SIU has some statistics that do stand up. Under the program set up by the Union and SIU-contracted operators, reports from SIU companies have been evaluated each calendar quarter by the Safety Department of the Seafarers Welfare Plan. They now cover a full two-year period through September, 1959.

These figures show the following:

- Total accident reports are declining.
- Lost-time accidents account

for only one out of every three accidents aboard ship.

The rate of lost-time accidents in terms of total accidents has held steady through eight three-month quarters for which reports are available. At the same time, total accident reports keep going down.

Other SIU statistics, virtually unchanged from last year (LOG, Nov. 7, 1958), are the following:

- 95 of every 100 Seafarers had no lost-time accidents during the two-year period;

- 85 of every 100 Seafarers had no accidents at all.

These figures are based on the ratio of total working membership to total accidents and total lost-time accidents, and cover the fact that total jobs and total membership have increased.

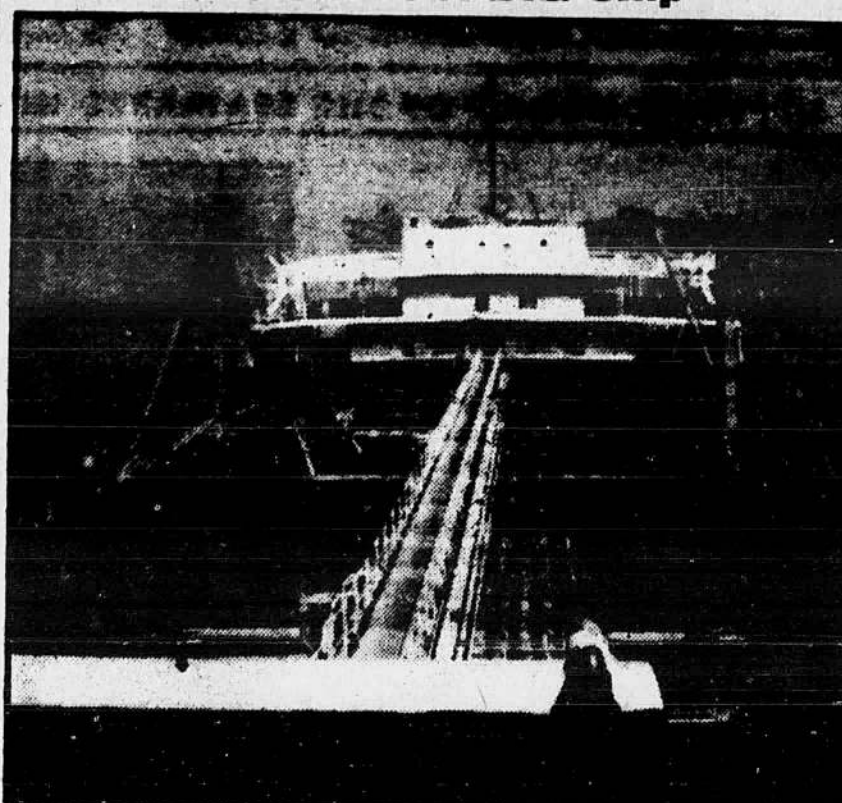
In the absence of other creditable figures, Casey and others trying to smear seamen on safety appear way off base.

Essentially, the lack of industry-wide figures plays right in the hands of the subsidized shipowner. Since the cost of "property and indemnity insurance" (P&I) paid by the shipowner is a factor in determining the amount of operating differential subsidy he gets from the Government, he's just as glad the Government has no figures. He works out his P&I claims and cost experience with the insurance company, and that's where the matter ends.

The higher the P&I figure, which also covers passenger injuries and claims, the higher the subsidy.

This, in part, explains the reluctance of the shipping companies and of the maritime industry generally to work out a reliable measure of safety performance that can be fairly matched with other industries.

This One Is A BIG Ship



Vast bulk of 46,000-ton tanker Transeastern is shown in picture (top) looking forward. Two crewmembers (circled) are dwarfed by size of vessel. Below is interior of one of the spacious lounges.

SIU Celebrates 21st Anniversary

The SIUNA is now of "voting age." The international union's 21st birthday took place on Thursday, October 15, while the A&G District came of age November 1, as it was chartered by the interna-

tional two weeks later. The 21st birthday of the Union comes at a time when American maritime unions have achieved the greatest degree of harmony and cooperation in their history, with all AFL-CIO marine affiliates not now in the Maritime Trades Department slated to affiliate shortly and to work for common goals of interest to all seamen.

The initial charter of the SIUNA was issued by the American Federation of Labor's 1938 convention in Houston, Texas. The new international union was headed by the late Harry Lundeborg, secretary-treasurer of the Sailors Union of the Pacific. Lundeborg promptly issued charters to seamen in Atlantic and Gulf ports and SUP organizers helped the East Coast divisions set up their working organizations. The separate Atlantic and Gulf Districts were merged in 1941, forming the present A&G District of the SIU.

The story of the SIU's progress down through the years was told in full detail in the special 20th anniversary issue put out by the LOG last November. It's been reflected in the steady improvement in shipboard conditions and wage scales, from the \$72.50 a month of those days to present earnings; in

the growth of the Union and the provision of comfortable shore-side facilities in SIU ports, a process which is still underway, and in legislative gains in many areas.

Major problems now being faced by the Union are headed by the runaway-flag registries and organizing programs on the Great Lakes and elsewhere where non-union operations in maritime still persist. The new and strengthened line-up of marine unions within the Maritime Trades Department is expected to make for a more effective campaign on these issues.

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54 Vie For 13 Posts In MMP Vote

Local 88 of the Masters, Mates & Pilots will soon conduct its first election since it was placed under trusteeship by the National MM&P on March 19, 1958. At the conclusion of the elections, the MM&P local will regain its autonomy, putting the trusteeship to an end.

Currently, several candidates for office in the local are being opposed. The elections now await the conclusion of investigation into the candidates' eligibility by a court-appointed referee, I. Robert Feinberg.

A total of 54 candidates are running for 13 positions including president, secretary-business manager, 1st vice-president, 2nd vice-president, three trustees and five convention delegate positions.

Nominated for president are seven candidates, William C. Ash, Richard Cahn, Ingvald Hansen, Arthur L. Holdeman, William J. Murphy, Floyd Silverman and Robert M. Slack.

The voting date has not been determined due to Feinberg's investigations of the challenges. However it is expected that the elections will take place sometime this month.

SIU, Graham Co. Agree On Contract

PHILADELPHIA—The SIU and the Graham Transportation Company have settled on terms of a new contract. In the tentative agreement, to be formally signed in a week or so, employees of the Graham fleet will receive an average pay increase of \$25 to \$75 a month during the first year, and a \$30 monthly increase in the second year. The two-year pact also includes the SIU Welfare Plan, job security, seniority and other SIU benefits.

The contract is the result of a six-month drive by SIU's Harbor and Inland Waterways Division to become the bargaining agent for crews aboard Graham's tugs, coastal tankers and barges. After long hassling, Graham agreed to deal with the SIU after the Union won a representation election, and insisted on reinstatement of fired crew members.

Graham crews had been paid as little as 85 cents an hour and worked 240 hours a month with no overtime pay, no vacations and no paid holidays.

Graham operates four self-propelled motor barges, two tugs and four barges that are used principally to haul gasoline from Sun and Gulf Oil refineries on the Delaware River. The company also has important contracts with Socony Mobil and John A. Roebeling's Sons.

Jobs Mount In Houston

HOUSTON—Shipping has been extremely good for the past two weeks with a total of 180 men shipping out. During this period more "B" men shipped than registered with 43 "B" men registered, and 45 "B" men shipping out. Obviously, any Seafarer seeking some action would be well-advised to try Houston.

Paying off during the last period were Ames Victory (Victory Carriers), Alice Brown (Bloomfield), De Soto (Waterman).

Only one ship signed on, the Alice Brown (Bloomfield).

The port saw ships in transit galore, with 25 vessels stopping at Houston. The following were the ships in transit; Del Oro, Del Mundo (Mississippi); Steel Rover, Steel Seafarer, Steel Director, Steel Designer, Steel Navigator (Isthmian); Topa Topa (Waterman); Pacific Thunder (World Tramping); Bienville, Beauregard (Pan-Atlantic); Petrochem (Valentine); Margaret Brown (Bloomfield); Alcoa Planter (Alcoa); Waldo (Compass); Seatrain Louisiana (Seatrain); J. B. Kulukundis (Martis); CS Norfolk, Chiwawa, Winter Hill, Royal Oak, Bents Fort, Bradford Island (Cities Service); and Josefina (Liberty Nav.).

Sign Name On LOG Letters

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



ITF subcommittee is shown in Athens at meeting with representatives of Greek seamen's union. Among those present were NMU President Curran, SIUNA President Hall, Omer Becu, ITF secretary-general; Douglas Tennant, British Officers Union; and Teddy Gleason, ILA, and Harry O'Reilly, MTD exec. sec'y.

Greek Owners Yield To ITF On Ship Policy

The escape hatch used by shipowners of Greek ancestry to evade American union contracts is being closed off as a result of meetings between US union representatives and the Greek seamen's union. The meetings, held in Athens under the auspices of the International Transport-workers Federation, re-

sulted in a signed agreement to cancel contracts signed by the Panhellenic Seamen's Foundation with ship operators whose vessels are actually American-owned or controlled.

These developments were set forth in a report issued at the close of the meeting by SIUNA President Paul Hall and NMU President Joseph Curran. Hall and Curran were members of the ITF subcommittee which represented the ITF-affiliated union interests at the meeting.

In a subsequent meeting with representatives of the Greek shipowner group, led by Stavros Niarchos, the operators balked at dealing with the ITF or member unions which have appropriate jurisdiction. The operators were warned by the union representatives that no contracts with the Panhellenic Federation or any other group would be recognized by ITF-affiliated unions if they violated the ITF policy on jurisdiction.

That policy is, briefly, that unions in the country where actual control of a vessel is vested are

The ITF subcommittee summed up the results of the meetings as follows:

- The Greek Seamen's Union must terminate agreements with Orion for its runaway ships.
- The Greek union also ratified the ITF jurisdiction policy on runaways.
- None of the tentative pacts between the Greek union and Greek operators will be concluded until the ITF checks on the true ownership and control of the ships.
- It is agreed that the ITF will improve communications with its affiliates.
- A clearer definition of what constitutes a runaway in terms of actual control of the ships was arrived at. This will increase the effectiveness of the fight on runaways.
- In a joint statement, the Greek shipowners agreed to accept, in principle, the ITF policies involved.

the ones who have the sole right to organize such ships. For practical purposes it applies largely to American-controlled ships under the runaway flag.

The first impact of the Panhellenic Seamen's Foundation action is the cancellation of contracts the Greek union had with the Orion shipping agency. Orion, a New York firm, operates a considerable number of runaway-flag vessels as well as having NMU and SIU contracts for a number of American-flag ships.

The Greek union further agreed not to conclude agreements with other Greek shipowners until it is determined where true jurisdiction over their ships lies.

Cancellation of the Orion con-
(Continued on page 15)

Seatrain Keeps Savannah Runs As Ports Attack ICC Stand

Protests by shippers and local groups both in Savannah and New York are expected to hit the Interstate Commerce Commission as a result of its refusal to halt railroad rate reductions on pulp and paper products out of the Georgia port. The ICC's action had caused the SIU-contracted

Seatrain Line to lay up the Seatrain Savannah and discontinue service to that port.

The lay-up was followed by complaints from shippers of other commodities who declared that stoppage of ship service meant that the railroads could monopolize their cargo and force them to pay higher rates.

In effect, the railroads, by cutting rates on one item and putting Seatrain out of the trade, established for themselves a virtual monopoly on bulk cargo moving between Savannah and New York.

As a result of the action in both communities, Seatrain announced it would continue its operation into Savannah temporarily in the hopes of obtaining further consideration from the ICC.

Meanwhile, another major shipping line, Luckenbach Steamship, has gone to the courts for relief from ICC-approved rate cuts which would destroy a major portion of its intercoastal business.

Luckenbach has obtained an order from the US District Court in Delaware restraining the ICC from putting new canned goods schedules into effect while the

court hears arguments on an application for an injunction.

Touching off the latest situation were ICC decisions which permit the railroads to slash their rates on certain commodities for the purpose of wrecking shipping competition.

The ICC had turned down a plea by Seatrain to suspend rail rate cuts on paper products. The new schedules permit the rails to reduce their all-rail rates in this trade from 79 to 55 cents a hundred pounds, while keeping a high short-haul rate—the rate required to haul cargo to and from the dock.

The ICC also turned down a separate plea by Luckenbach to suspend rail rate cuts on canned and preserved foods moving from the west to the east coast.

Seatrain, terming the new rail rates "clearly destructive," promptly announced it was suspending weekly services between New York and Savannah and Savannah and New Orleans. Soon after, it laid up the Seatrains Savannah and New York—a move involving 68 SIU jobs. It has now reactivated the Savannah.

The line is continuing to serve

New Orleans as an intermediate stop in its Texas City-New York runs, and four Seatrains are still in this service.

Both Luckenbach and Seatrain had appealed the new rates to the ICC's three-man Appellate Division after the rates were upheld by the ICC Suspension Board. In both cases, the pleas were turned down.

Also affected by the ICC decision was the eight-tug CG Willis fleet which is under SIU-HIWD contract. Willis, which employs 66 HIWD members, has had contracts with five companies to haul bulk paper from Georgetown and Charleston, SC, Savannah and Jacksonville to Philadelphia. Last year the tug company hauled 180,000 tons of paper. But within a

(Continued on page 15)

MDs Promise Aid To Union Hospital Plans

The New York County Medical Society has offered to cooperate with New York City trade unions in plans to establish hospitals and medical schools through union welfare plans.

Last month 26 major New York unions announced that they would study the possibility of setting up such a hospital system as a means of beating the ever-rising cost of hospital care and treatment for workers.

The sharp boosts in Blue Cross charges and other hospital costs have had the effect of diluting Union welfare benefits.

In addition to setting up hospitals financed by various union welfare plans, the union group contemplates establishing a separate medical insurance system. Unions have long been critical of the way Blue Cross and Blue Shield are run and the lack of labor direction on the top management level of the plans.

The pledge to cooperate was made by Dr. Samuel Frant, president of the New York medical group, who noted that the group had cooperated in the past with union medical clinics.

Unions Meet With CG On Hearing Procedures

WASHINGTON—The SIU and the NMU took further steps last week to protect seamen against excessive Coast Guard regulation.

In a private meeting here with the Coast Guard's Merchant Marine Council, representatives of the SIU restated orally a series of written objections presented last Spring by SIU A&G counsel Seymour Miller criticizing a proposed change in regulations that would extend Coast Guard control over seamen and their documents.

Union representatives expressed confidence later that Admiral Jewell, Coast Guard Commandant, and the Council would give the unions' proposals serious consideration.

SIU and NMU attorneys restated their proposal that seamen be given the right to consult with their own lawyers and physicians before surrendering their documents, and that they be given protection against self-incriminating testimony.

The unions also criticized the Coast Guard's definition of misconduct and suggested that Coast Guard regulation of contract differences and strike action be limited to the security of the ship.

The unions further criticized the use of a log entry as uncontested evidence of an offense, asked for a table of maximum rather than minimum punishments, suggested that Coast Guard control be limited to acts that have a direct bearing on documents or licenses, and objected to the use of admonitions in place of trials unless the seamen have the right to consult with counsel first.

The unions also took issue with the lengthy statute of limitations on the ground the seaman might lose contact with witnesses if he had to wait a long time before trial.



SEAFARERS ROTARY SHIPPING BOARD



October 14 Through October 27, 1959

Despite the continued lay-up of a number of ore and steel-carrying ships, the last two-week period saw a new burst of shipping for SIU ports, with the final totals reaching a 35-month record high. A total of 1,526 men were shipped for the period. The last higher total was back in December, 1956, when over 1,600 men were assigned to permanent berths.

Although there were only four ports shipping less than 50 men each, most of the increased shipping was centered in the five major ports of New York, Baltimore, Mobile, New Orleans and Houston. These ports alone shipped over 1,100 men, or more than three-quarters of the shipping total.

The biggest increase in shipping was in New York which shipped 387 men. New Orleans shipped 232 and Baltimore 187. Mobile and Houston both shipped well over 150 jobs for the period. A number of the ports shipped far more men than they registered.

Although it had not been affected by the longshore strike, the West Coast ports of San Francisco and Seattle both rebounded to their 70-80 average. Both of these ports had been on the downward side of the scale for the past month or so.

However while the majority of the ports enjoyed fine shipping, Wilmington and Tampa both declined, shipping only 25 men between them. Rumors that Isthmian Steamship Lines is going to increase the number of sailings from the West Coast may result in greater shipping from that area. Three ports, Boston, Miami and Philadelphia, all remained fairly steady. Boston reports an increase in the number of

grain cargoes going out of that port, and is hoping that this may mean a greater number of SIU ships calling there.

With the increase in the shipping figures comes a parallel decline in the number of men registered on the beach. The ports of Miami and Tampa had no class B men at all on their lists at the start of this period, and only 32 class A men between them. The other Florida port, Jacksonville, has 27 men registered, 25 in class A and two in class B. Other ports fairly low on manpower are Seattle, with only 39 class A and B men, Mobile with 232 and Houston with 193.

Percentage-wise, class C cards managed to get only seven percent of the total number of jobs shipped. Class B books dropped to 20 percent, while class A men took the lion's share, 73 percent.

The number of ships signing on jumped from a low of 17 for the prior period to a total of 35. All told there were 207 ships calling into SIU ports for servicing, 55 paying off and 117 in transit. New Orleans took the lead in the number of ships handled, squeezing out New York. There were 38 vessels calling into the Louisiana port as compared to 36 for New York. Next on the list were Houston with 28 and Baltimore with 24. The ports of Tampa and Wilmington had no vessels signing on or paying off.

The following is the forecast for SIU shipping, port-by-port:

Boston: Steady, may improve . . . New York: Steady . . . Philadelphia: Good . . . Baltimore: Good . . . Norfolk: Fair . . . Jacksonville: Good . . . Miami: Slow . . . Tampa: Slow . . . Mobile: Should be good . . . New Orleans: Good . . . Houston: Will hold up . . . Wilmington: Slow, may pick up . . . San Francisco and Seattle: Good.

Ship Activity

	Pay	Sign	In	
	Offs	Ons	Trans.	TOTAL
Boston	—	1	5	6
New York	21	3	12	36
Philadelphia	5	3	11	19
Baltimore	9	7	8	24
Norfolk	3	3	4	10
Jacksonville	—	1	8	9
Miami	1	—	2	3
Tampa	—	—	8	8
Mobile	2	6	5	13
New Orleans	8	8	22	38
Houston	3	1	24	28
Wilmington	—	—	5	5
San Francisco	1	—	2	3
Seattle	2	2	1	5
Total	55	35	117	207

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				GROUP				GROUP				GROUP				GROUP				GROUP				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	5	3	2	10	—	1	1	2	—	2	—	—	2	—	—	—	—	—	—	—	2	6	19	1	26	1	2	2	5	—	—	—	—
New York	22	49	13	84	1	8	14	23	31	45	20	96	1	4	16	21	—	3	5	8	96	21	8	125	100	198	42	340	3	26	35	64	
Philadelphia	4	13	9	26	—	—	3	3	4	11	3	18	—	—	2	2	—	1	2	3	18	2	3	23	15	23	17	55	—	1	2	3	
Baltimore	10	14	7	31	—	4	11	15	13	3	7	53	3	1	5	9	—	1	1	2	53	9	2	64	54	93	20	167	3	21	42	66	
Norfolk	7	7	1	15	1	2	5	8	3	8	1	12	1	4	3	8	—	—	3	3	12	8	3	23	8	7	2	17	—	4	8	12	
Jacksonville	4	5	—	9	—	—	2	2	4	7	1	12	—	2	4	6	1	—	1	2	12	6	2	20	5	5	—	10	—	—	1	1	
Miami	—	—	—	—	—	—	—	—	—	1	—	1	—	—	—	—	—	—	—	—	1	—	—	1	—	1	—	—	—	—	—	—	
Tampa	3	2	2	7	—	—	—	—	2	2	1	5	—	1	2	3	—	—	—	—	5	3	—	8	2	9	4	15	—	—	—	—	
Mobile	6	14	3	23	—	—	3	3	19	23	7	49	—	—	5	5	—	—	—	—	49	5	—	54	30	38	5	73	—	2	6	8	
New Orleans	19	28	13	60	—	3	5	8	18	33	17	68	1	6	6	13	1	6	4	11	68	13	11	92	51	80	17	148	1	4	13	18	
Houston	21	35	9	65	—	8	10	18	14	26	7	47	1	4	12	17	1	5	5	11	47	17	11	75	20	39	11	70	1	3	7	11	
Wilmington	1	4	1	6	—	—	—	—	2	2	—	4	—	—	1	1	—	—	—	—	4	1	—	5	5	14	1	20	—	5	2	7	
San Francisco	5	8	2	15	3	3	4	10	6	11	5	22	—	—	6	6	—	—	—	—	22	6	—	28	18	17	6	41	1	6	6	13	
Seattle	3	4	1	8	—	4	2	6	7	14	2	23	2	2	6	10	—	—	1	1	23	10	1	34	6	4	—	10	—	2	—	2	
TOTALS	110	186	63	359	5	33	60	98	123	218	71	412	9	24	68	101	3	16	22	41	412	101	41	554	320	547	126	993	10	76	124	210	

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				GROUP				GROUP				GROUP				GROUP				GROUP				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	1	—	—	1	1	—	2	3	—	3	1	4	—	—	—	—	—	—	—	—	4	—	—	4	—	9	—	9	3	2	2	7
New York	8	33	8	49	2	10	7	19	16	73	14	103	1	18	14	33	—	1	5	6	103	33	6	142	46	135	28	209	7	26	32	65
Philadelphia	—	18	7	25	—	1	3	4	—	10	4	14	—	—	2	3	—	3	1	4	14	3	4	21	2	30	8	40	—	—	5	5
Baltimore	3	25	2	30	1	11	5	17	5	31	8	44	2	7	8	17	—	1	1	2	44	17	2	63	11	97	12	120	2	25	18	45
Norfolk	3	8	2	13	—	1	4	5	2	8	—	10	—	3	2	5	—	—	1	1	10	5	1	16	1	14	1	16	—	4	6	10
Jacksonville	1	4	3	8	—	—	3	3	1	7	3	11	—	1	2	3	—	1	1	2	11	3	2	16	2	4	1	7	—	1	1	1
Miami	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Tampa	—	2	—	2	1	—	—	1	2	6	2	10	—	—	—	—	—	—	—	—	10	—	—	10	2	9	4	15	—	—	—	—
Mobile	3	11	1	15	2	2	2	6	8	22	6	36	—	1	3	4	—	—	2	2	36	4	2	42	11	47	2	60	—	5	7	12
New Orleans	6	34	3	43	—	7	5	12	5	31	11	47	—	9	5	14	—	1	2	3	47	14	3	64	23	68	7	98	—	23	7	30
Houston	3	36	5	44	—	14	5	19	6	23	7	36	—	12	6	18	—	1	3	4	36	18	4	58	14	43	4	61	—	10	8	18
Wilmington	—	6	—	6	—	—	2	2	—	1	1	2	—	—	1	1	—	—	—	1	2	1	1	4	3	9	1	13	—	1	4	5
San Francisco	3	8	6	17	1	—	2	3	2	11	5	18	—	—	1	1	—	—	—	—	18	1	—	19	10	30	4	44	1	6	6	13
Seattle	1	5	—	6	—	3	1	4	2	13	1	16	1	3	3	7	—	1	2	3	16	7	3	26	—	12	—	12	—	3	—	3
TOTALS	32	190	37	259	8	49	41	98	49	239	63	351	4	55	47	106	—	10	18	28	351	106	28	485	125	507	72	704	13	105	96	214

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				GROUP				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	—	3	5	1	—	2	3	3	—	—	3	—	—	1	1	—	—	—	—	3	1	—	4	6	4	5	15	1	—	3	4
New York	17	5	31	53	1	1	15	17	27	9	42	78	2	1	25	28	—	—	14	14	78	28	14	120	100	25	105	230	2	3	52	57
Philadelphia	8	—	2	10	—	—	1	1	5	2	4	11	—	—	2	2	—	—	2	2	11	2	2	15	13	4	12	29	—	—	8	8
Baltimore	16	4	13	33	—	2	8	10	20	3	21	44	—	1	11	12	—	—	4	44	12	4	60	64	19	43	126	1	5	22	28	
Norfolk	4	4	3	11	1	2	1	4	4	2	2	8	—	—	3	3	—	1	5	6	8	3	6	17	4	5	3	12	2	3	7	12
Jacksonville	4	2	1	7	—	—	—	—	4	2	2	8	—	—	3	3	1	—	3	4	8	3	4	15	7	—	—	1	8	—	—	—
Miami	—	—	—	—	—	—	—	—	—	—	1	1	—	—	—	—	—	—	—	—	—	—	1	1	—	—	1	1	—	—	—	—
Tampa	1	2	2	5	1	1	—	2	2	—	—	3	—	—	2	2	—	—	—	—	3	2	—	5	—	—	—	—	—	—	—	—
Mobile	11	1	10	22	—	1	4	5	20	4	46	70	—	—	6	6	—	—	1	1	70	6	1	77	25	10	35	70	—	—	1	8
New Orleans	18	3	24	45	—	1	8	10	10	3	47	60	1	—	12	13	—	—	3	3	60	13	3	76	55	7	70	132	1	1	22	24
Houston	10	6	6	22	—	—	6	6	9	4	13	26	—	—	10	10	1	1	9	11	26	10	11	47	8	10	4	22	1	2	8	11
Wilmington	3	—	4	7	1	—	2	3	2	—	1	3	—	—	—	—	—	—	—	—	3	—	—	3	7	1	6	14	2	—	2	4
San Francisco	4	3	12	19	1	1	2	4	5	5	12	22	—	—	1	1	—	—	—	—	22	1	—	23	24	10	14	48	—	1	8	9
Seattle	3	1	1	5	1	1	2	4	5	2	8	15	2	1	3	6	—	—	3	—	15	6	3	24	4	2	3	9	1	—	2	3
TOTALS	101	31	112	244	8	10	51	69	116	36	209	352	5	3	79	87	2	2	44	48	352	87	48	487	317	97	302	716	11	16	142	166

INQUIRING SEAFARER

QUESTION: What do you think is the most expensive port in the world?

Guss A. Janavaris, AB: As far as I'm concerned, Caracas, Venezuela is the most expensive port there is to buy anything in. Clothing, cigarettes, shaving equipment . . . all these things are very costly. Duties are very high on imported goods because they want to sell their own products.



Earl Cronsell, OS: New York is the most expensive port in the whole world for me, for one good reason. That is, my wife takes all my money when I get paid. But that's okay with me, because I like to be home, and the money's in good hands.



Thad Jackson, bosun: Istanbul, Turkey, was the most expensive port I've ever been in. Life is expensive there, and fabulous prices are charged for everything. They put the tabs on American seamen more so than any place I've ever seen in years of sailing.



Lester M. Wyman, AB: I've done mostly coastal shipping but I have been around the world a few times. All ports are expensive, but for me the costliest port was Antwerp. Prices for food, clothing, hotels and everything else are high. Your money just seems to disappear.



Joe Chiaramonti, AB: Of all the ports I've been to in my shipping around the world, the most expensive was Formosa, capitol of the Chinese Nationalist Republic. There are a lot of costly ports but I think Formosa made the biggest dent on my wallet compared to the rest.



Reidar M. Nielsen, electrician: The most expensive ports are in South America, and the most expensive there are in Venezuela. All ports in Venezuela are expensive for Americans. They seem to be waiting for American seamen because it is known that they are well paid and have the most money.



Matson To Step Up Box-Ship Services

SAN FRANCISCO—With its first full-fledged container ship due to go into service next spring, the Matson Navigation Company has announced it is dickering for the purchase of two C-4s for the container service.

The two ships are the Californian and the Hawaiian, owned by Ore Transport Inc. They had been used in the past as bulk ore carriers but have been idle recently.

If the purchase goes through, the two ships will be used to carry bulk sugar plus a container cargo on deck. Both vessels had formerly been manned by the SIU Pacific District and would continue to be so under a Matson contract.

Conversion work is now going on aboard the C-3 vessel Hawaiian Citizen which will be adapted to carry over 300 containers in the California-Hawaii trade.

At present, the company is operating six hybrid container ships, carrying 75 containers on deck and conventional cargo in the hatches.

The conversion of the Hawaiian Citizen involves widening the hatches to 54 feet and cleaning out the tween decks, plus adding a new deck. To accomplish this, the Midship house will have to be cut off its present deck, the new deck installed and the house welded to it. Containers will be stacked six high and six abreast in the holds, plus 40 containers on the weather deck.

When completed, the Hawaiian Citizen will closely resemble the Pan-Atlantic container ships, except that the gantry cranes will be shoreside instead of on the ship.

The installation of the gantry on shore simplifies the ship conversion and probably allows for more

cargo space. However, it limits the ship operation to ports in which the shoreside cranes exist. Pan-Atlantic's ships can call at any port where a truck can pull up alongside.

If the service is successful, Matson plans to convert additional C-3s, and possibly C-4s, into full container ships. The C-4s could carry as many as 400 containers, almost twice the capacity of the Pan-Atlantic C-2s.

Union Sponsors Housing Plan

Plans for the sponsorship of an apartment cooperative housing development, which may contain as many as 2,000 units, were announced by the SIU last week. The development is being sponsored by the non-profit Seafarers Housing Foundation, Inc., which was set up by membership action in all SIU ports.

The project is still in the preliminary planning stages and is subject to the approval of city, state and Federal agencies that have regulatory control of such developments.

Past experience indicates that securing such approval, acquiring the property, relocating present tenants and building the project normally take a few years. Applications for housing will be taken when the project gets approval from the appropriate agencies.

In the interim, an office has been established at 130 Broadway, Brooklyn 11, NY, telephone STagg 2-1910, to handle all inquiries.

The housing development, which

is open both to the general public and Seafarers as well under the existing regulations, will be located in the Williamsburg area of Brooklyn, if approval of the various housing agencies is forthcoming. It would be bounded approximately by the Brooklyn-Queens expressway, Division Avenue, Kent Avenue, Wythe Avenue and part of the block towards Bedford Avenue.

Part Of Plan

The proposed housing is part of the Union's over-all program of participation in community affairs. SIU Secretary-Treasurer Paul Hall said that "The Union has long felt that one of the most critical needs of low and middle income groups is for adequate housing facilities." He added that the proposed housing facilities would be an effective means of contributing to the general health, welfare and well-being of the community and to the elimination of such by-products of slum conditions as juvenile delinquency.

Exact monthly carrying charges cannot be determined at present. It is hoped that they will be similar

to some recently-built projects which have cost between \$21 and \$24 dollars per room. The investment contemplated by the residents is around \$450 per room although this figure too, is subject to change.

In a cooperative project the residents actually buy stock corresponding to ownership rights for each apartment. The money paid monthly is not rent, but represents a carrying charge on the mortgage, taxes, maintenance and other expenses.

These types of housing developments can be set up in several ways, and the exact nature of this development will be determined after further consultation with appropriate Federal and municipal authorities.

It is possible for housing development organizations to construct such projects, because, once recognized by housing authorities, they gain valuable assistance from Federal and city agencies and are able to buy land at reasonable prices through city condemnation procedures.

Same Old Balt. Story: Steel Strike

BALTIMORE—Crewmembers of the SS Pacific Carrier are still waiting for their wages from World Tramping here. The crew and the ship's suppliers have slapped liens on the ship which is currently idle in a Baltimore shipyard. (See story on page 9.)

Port agent Earl Sheppard reminds all Seafarers not to forget their SIU clinic examinations if their cards have run out. The examinations are given at least once a year; more often for some Seafarers if circumstances warrant.

The shipping picture for the last period was poor due to the fact that 17 ships are tied up in Baltimore with no crews because of the steel strike. Nine ships paid off during this period. They were the Baltore (Marven); Texmar, Losmar, Seamar (Calmar); Bents Fort (Cities Service); Northwestern Victory (Victory Carr.); Mt. Rainer (Amer. Tramp. Shipping); Evelyn (Bull Line); and Gulfwater (Metro-Petro).

Seven ships signed on: Santore, Baltore (Marven); Cosmar, Calmar (Calmar); Mt. Rainer (Amer. Tramp Shipping); Jean (Bull Line); Wang Pioneer (Inter-Ocean). The eight in-transits were the Mankato Victory (Victory); Seagarden (Penninsular); Alcoa Pennant, Alcoa Polaris (Alcoa); Beatrice (Bull); Steel Rover (Isthmian); Robin Locksley, Robin Trent (Robin).

AMMI Head Launches Safety Smear On Seamen

(Continued from page 2)

maritime "the least satisfying among the major industries" reporting to the Council.

Even if these figures are taken at their face value. **THEY SHOW THE RATE OF SHIPBOARD ACCIDENTS DECLINING.** They also show that the accident rate for seamen only is 9.2 compared to an industry-wide figure of 33.2. One of Casey's tricks was to take the figure for the whole industry and try to label it "seamen only."

In one key paragraph, he pulled the same switch twice. He talked about figures for the whole maritime industry, then threw in a rap against seamen. When he was through, he left the intended impression that he had been talking only about seamen all the time.

He also cited the Safety Council's discredited 33.2 accident frequency rate for the whole industry and, just as Marine Index did last year, he made it a rate of 33.2 percent. However, this figure is not the ratio of accidents to total jobs or manpower, as Casey tried to make it seem. It actually represents the number of accidents per million man-hours worked.

Casey also threw in the Marine Index figure covering **INJURY AND ILLNESS REPORTS** (not actual injuries or illness) to try and bolster his case.

Another curious fact was why Casey avoided mention of severity rates and the amount of time lost per accident. The severity rate (SR) represents the total amount of work time lost through accidents per million man-hours worked. An industry may have a high accident frequency rate simply because that's the nature of the industry.

But severity is what determines the cost. If the average time lost per accident is relatively small, then the resulting disability and the cost involved can't be too great.

It turns out that the average lost time per accident in maritime, (still based on the Safety Council's meager sample), was the third lowest among all US industries last year,

and was 69 percent less than the national average. While the SR was higher for seamen only, it was still less half the national average for all industries.

But again, this is all based on a tiny sample of 35 companies in the whole industry, only five of which were shipping companies. (Seamen were bum-rapped earlier with a 1957 Safety Council figure reflecting only 22 companies in the whole industry, including only three shipping companies.) It's not surprising, then, that when the maritime figures, such as they are, based largely on cargo handling and harbor craft are matched with all other industries representing hundreds and thousands of companies, it comes out at the bottom of the ladder.

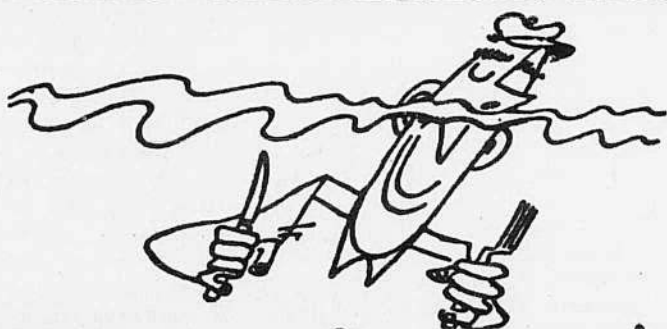
Yet even with this "high" frequency rate, there's less time lost in maritime than in all but two other industries—the service field covering garages and institutions and the air transport field, of which actual flight personnel are only a small part.

Old Norfolk Hall Sold

The SIU membership in all ports has voted to approve sale of the old Norfolk hall on Bank Street for \$27,500. The sale price of the 45-year old building is \$2,500 more than the Union paid for it 14 years ago and used continually until the move to Colley Avenue.

The sale was completed after several previous transactions fell through. During the summer, the value of the building was further depleted when torrential rains flooded the cellar and ruined the 20-year-old heating system.

Under the circumstances, the Union considered the sale a fortunate one and recommended approval of the transaction to the port membership meetings, where it was carried.



Fit for a Seafarer!
THE FOOD AND PRICES AT OUR OWN
BALTIMORE AND NEW YORK SIU CAFETERIAS
ARE GEARED FOR SEAFARERS —
THE MEMBERS OF OUR UNION. DROP
IN THE NEXT TIME YOU'RE AT THE HALL.
The Seafarers Cafeteria

Kaiser Bolts, Big Steel Defiant

The Kaiser Steel Corporation, defying the pressures put on it by the major steel producers, signed a package deal with the steel union on October 26. However, the settlement did not lead the way to Court is expected to issue an injunction under the Taft-Hartley law ordering the steel men back to work for 80 days.

When Kaiser accepted the union's contract proposal, it had been widely regarded as a breakthrough in the 3½ month strike. The settlement gave the union a package of wage and welfare benefits estimated at 22½ cents' worth over 20 months, as well as agreeing to continue the present job rating and grievance procedures. The major steel companies de-

mand that they be given a free hand in shifting men and in abolishing jobs, without grievance steps, is the chief stumbling block to a settlement.

Kaiser had been on the verge of signing a week earlier, but balked under pressure from the other producers. However, when it became obvious that the courts would not issue a "quickie" injunction, Kaiser defied the big steel line-up and signed an agreement. Two other companies, Detroit Steel and Granite City Steel, also signed. The latter two had not been struck.

Under the injunction, the union men will be required to work for an 80-day cooling off period during which negotiations would continue.

The union contested the granting of an injunction and its enforcement was delayed several weeks on the basis of appeals that were argued right up to the Supreme Court. The injunction proceeding marks the 15th time the Taft-Hartley law has been involved in this fashion by the Government. As of today, the steel workers have been on strike 116 days, by far the longest walkout in the industry's history.

The Union fought the issuance of the Taft-Hartley injunction on two legal points: that it wasn't the only way progress could be made in settling the steel strike, and that the steel strike was not endangering the health and safety of the nation.

What is especially significant in

the legal controversy is that the Court of Appeals was divided 2 to 1 on its decision to affirm the injunction.

Negotiations between the union and the steel producers began May 5, 25 days before the expiration of the contract. The union asked a 25 cents an hour pay raise and industry asked a one-year freeze on wages and changes in the work rules. President Eisenhower invoked the Taft-Hartley law on October 9, but legal disputes prevented it from being empowered for almost a month. During the period of the strike, both sides made concessions, but neither side found the other's terms acceptable.

Jobs Pass Registration In La. Port

NEW ORLEANS—Shipping was very good during the last period, as more "A" and "B" members shipped than registered. The count was eight payoffs, eight sign-ons, and twenty-two in-transit ships. Prospects for the next period are equally good, reports Port Agent Lindsey Williams.

The Wild Ranger laid off her crew because she had to be fumigated, so the Antinous was substituted for her. The fumigation and other work will take a couple of weeks, then the Wild Ranger will crew up again with a full crew.

Two Alcoa ships that were chartered to other companies are due to pay off, after which they will be turned back to Alcoa. They are the Alcoa Pilgrim, for which a cargo of grain for Brazil has been lined up and the Alcoa Planter, which is looking for a run.

During the last shipping period, the following ships paid off: Del Mundo, Del Viento (Miss.), Steel Navigator (Isthmian), Wild Ranger, Antinous (Waterman), Wang Trader (Rockland), Transeastern (Transeastern) and Producer (Marine Carriers).

Signing on were the Del Santos, Del Oro, Del Norte, Del Mundo (Miss.), Steel Director (Isthmian), Rockland (Rockland), Transeastern (Transeastern) and Vallant Enterprise (Enterprise).

In transit were the Alcoa Ranger, Alcoa Cavalier, Alcoa Pointer, Alcoa Roamer, Alcoa Clipper (Alcoa), Seatrain Louisiana, Seatrain Georgia (Seatrain), Del Santos, Del Oro, Del Mundo (Miss.), Carolyn, (Bull), Alice Brown (Bloomfield), Steel Director (twice), Steel Rover, Steel Designer, (Isthmian), Gateway City, Raphael Semmes (Pan Atlantic) and Claiborne, Hurricane, Monarch of the Seas, Topa Topa (Waterman).

Union Has Cable Address

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

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

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

'Brand X' Often Has 'Em Beat

When comedian George Gobel wisecracked that his sponsors didn't care whether you buy their brand or "brand X," since they make both, he spoke more truth than he may have realized.

The fact is, a great many products sold under different brand names are made by the same manufacturers and often to the same specifications. The prices may vary considerably, and often the lesser-brand is the better buy. Knowledge of this fact can save you a lot of money in your buying.

In medicines, Harry Abrahamson, of Celo Laboratories, wholesale drug cooperative, explains that many conscientious physicians tend to prescribe drugs by brand name instead of the scientific or generic name, because they believe the widely-advertised brands insure quality. But it's a fallacy to believe that only a brand-name product assures you good quality, Abrahamson says. He reports that many manufacturers promote their own brand of a drug compound under an advertised name, but sell exactly the same product under its common name in bulk quantities to other distributors at a fraction of the brand-name cost.

Or take soaps. Procter & Gamble makes white floating soap for a number of retailers who sell it under different brand names. Even its leading detergent, Tide, is marketed by retailers under other brand-names. Co-Op Breakwater, for example, is made by Procter & Gamble.



Nor is price any more reliable as a gauge of value than the brand name. The hospital Bureau of Standards tested two dishwashing compounds. It found that the one that cost 20 percent more, actually was inferior to the cheaper one. Incidentally, even professional buyers are confused by the many brands of detergents on the market nowadays.

In car batteries, not only are the private-brand batteries of large retailers generally made by the leading brand-name manufacturers, but some of the big makers also sell more than one of the well-known brands.

Exide and Willard are made by the same company. Auto-lite and Prest-O-Lite also are both made

by another corporation. Exide also manufactures such private brands as the Mobil batteries. Gould-National produces a great many batteries sold under different brand names, including Co-Op, some of the Mobil batteries, Montgomery Ward, Gillette, Western Auto, Sunoco, Kelly-Springfield, Phillips 66, Pure Oil, Lee, Mopar, Amoco and others.

Similarly in tires, the dozens of different brands sold by large retailers and service stations under their own names are all manufactured by the seven or eight largest tire makers. US Rubber makes the largest number of private-brand tires, including Co-Op, Atlas, Montgomery Ward, Western Auto Stores and Cities Service. Sears' tires are made by Dunlop, in some cases by Goodrich and by several smaller companies.

In clothing, too, most large retailers now have their own brands of garments made by the well-known manufacturers. This is especially noticeable in such staple garments as men's hats and shirts. Sometimes the manufacturers want to cut prices on their own brands, so they simply remove the brand-name labels altogether. Thus, very often you can buy shirts which brand-name manufacturers sell at \$3.65 under their own labels, for \$2.98 at department-store sales.

How can you use this information in your own shopping?

As much as is feasible and possible, shop by specifications, grade labels where available, and examination and comparison of merchandise rather than by brand names. In drugs, medicines and vitamin products, you have a good guide in the "USP" designation on the label. All brands which say "USP" measure up to the official standard no matter what the name or price. In foods, there are an increasing number of US grades to follow, as in poultry, meat, some frozen foods, some canned and fresh produce, eggs, butter and cheese. But you do have to read the labels to get the buying information to compare values.

Is 'brand X' always cheaper?

Very often it is, and for the same quality too. The biggest savings in buying retailers' private brands are in drugs, foods, soaps and toiletries like toothpaste. One survey, by the University of Illinois Bureau of Economic and Business Research, found supermarkets' private brands of canned foods cost an average of 11 percent less than nationally-advertised brands.

In tires, batteries and other auto accessories, and household appliances, you can't always generalize. Tires, for example, are a footballed item with list prices serving only as a base price from which retailers and service stations give varying discounts, on the amount of competition in the area, how big a volume the particular dealer sells, and your own shopping ability. For example, on one brand, the Atlas Cushionaire, this reporter found prices ranging from \$19.35 to \$28.39, including excise tax. The list price happened to be \$28.39. Similarly, a US Royal dealer that had first quoted a list price of \$26 for a tire, immediately offered it for \$20 when the price was questioned. Even a Sears Roebuck tire-department manager offered to cut the first price he quoted by \$3 when I indicated I might buy two.

In appliances, even though the brand-name list prices are generally higher than private-brand list prices, in these days of sharp discounts the national brands are often as reasonable. But when the private-brand retailers offer special sales of their own appliances, the price may beat that of advertised brands even at discounts.

In Bight? Hit Labor

A couple of examples of "impartial" news reporting have popped up in the New York press which did nothing to change the impression that the newspapers will lean over backwards to rap unions.

One story appeared on the front page of the "New York Herald-

Sabotage Of Nautilus Is Revealed

F.B.I. in Probe, Labor Blamed

From the Herald Tribune Bureau
WASHINGTON, Oct. 26.

The F. B. I. tonight was investigating sabotage in the nuclear submarine Nautilus while in for overhaul at the Portsmouth, N. H., Naval Shipyard.

It was not concerned in the damage, but that it was believed that it was caused by civilian workmen, some of whom have received notices of lay-offs without pay.

Tribune" on October 20, dealing with reports of sabotage on the atomic submarine Nautilus.

The story reported that electrical cables on the Nautilus had apparently been cut while the vessel was in a US Navy shipyard in Maine. The Federal Bureau of Investigation reported that suspicion pointed to civilian shipyard workers at the yard, where there had been extensive layoffs. (The workers are civil service employees).

How did the "Trib" headline it? "Sabotage of Nautilus Is Revealed—FBI in Probe, Labor Blamed."

Undoubtedly nine out of ten readers looking at the headline would conclude that the Nautilus sabotage resulted from a labor dispute, the word "labor" being long-established as a synonym for "trade union."

Another sample of disinterested reporting comes from the "World Telegram and Sun" which, in reporting on an election contest between an "independent" telephone union and the Communications Workers of America headlined it "Phone Union David Fights Goliath." The "David," of course, turned out to be the "independent" union.

NMU Okays Joint Drive With SIU

National Maritime Union membership meetings have voted to approve plans to establish a joint organizing unit, along with the SIU, for the purpose of signing up runaway ships' crews. The SIU membership had previously acted on the proposal.

The NMU membership also voted favorably on the move to affiliate with the AFL-CIO Maritime Trades Department, setting up a seafarers' section within the MTD which would be jointly headed by NMU President Joseph Curran and SIU President Paul Hall.

At the last MTD convention, agreement was reached on such an arrangement subject to modification of the MTD constitution for that purpose.

In a related development on the runaway issue, the NMU has asked United Fruit to negotiate a union contract for 19 of its freighters under the Honduran flag. The NMU represents the company's American-flag crews on an equal number of vessels.

NMU organizers have been active in the United Fruit Honduran-flag fleet which is run by two foreign subsidiaries completely owned by the giant banana company.

The action is in accord with the International Transportworkers' Federation decision allocating US maritime unions the right to organize runaway flag ships which are owned and controlled by American concerns, no matter where the operators get their crews.

A Seafarer Visits Russia



The biggest ambition of the average Russian is to live just like an American.

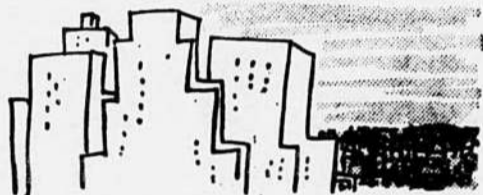
Women do most of the hard work and most of the young men are in uniform.

If the bars were let down, there wouldn't be enough ships to carry all the Russians who want to come to the States.

Elvis Presley is a hero to Russian teenagers.

There is absolutely no hostility to the United States and to individual Americans.

Russians don't care about politics. They are more interested in owning a good suit and a television set.



Russian cities show marked contrast between imposing public buildings, luxury offices, museums, subways on the one hand, and shabby, poorly-maintained slum housing alongside them.

Russia's public buildings are monumental and lavish, but the majority of Russians live in shabby, badly-run-down hovels.

There are a few of the impressions Seafarer Eric Joseph received after a three-week tour of the Soviet Union during which he visited four major cities—Riga, Leningrad, Moscow and Kiev. The toughest part of the whole trip, he said, was convincing Russians and Europeans in general that he, a seaman, could afford to take a plane trip to Europe and back out of his earnings on board American ships.

Joseph's visit to the Soviet Union was part of a grand tour he took of several European countries after paying off the Del Sud last June in New Orleans, on which he was passenger BR. In the course of his tour he visited London, Glasgow, Rome and other major cities. One of the high spots, he said, was attending services conducted by the Pope in St. Peter's Basilica in Rome.

The greatest attraction, of course, was entering the Soviet Union, a country which until this year has been closed to all but a handful of Europeans and Americans. Now though, the door has been swung open to travelers, and it appears that a trip to Moscow may become as commonplace in the next few years as the standard Paris tour.

To enter the Soviet Union, Joseph went with a guided tour arranged by a travel agency. All fees were paid beforehand covering transportation, hotels, and meals and the travel group of about 40 people was assigned a Russian guide who went with them on their cross-country journey. While the guide also ran off daily tours to points of inter-

est, nobody was obligated to go. "As long as we maintained our own schedule from city to city, we were free to go anywhere while we were in any one place," he said. "Those who went on the daily tours with the guide, as most of us did, were on our own, in the evenings. As far as I could tell, there was nobody 'shadowing' us or in any way supervising our movements at any time."

Joseph reported that, without exception, all of the Russians, including the girls, he met were uniformly friendly, willing to talk, and keen to learn everything they could about life in the United States. "Despite all the years of anti-American propaganda, they never raised any political topics or criticized the US in any way. They only were concerned about whether I had a house, a car, a television set, a refrigerator, or how much I paid for my clothes, my watch or my transistor radio."

"I was constantly being approached by people who were eager to buy my suit, my wristwatch and other personal possessions. People would come up and examine the texture of my suit or admire my shoes. They all admitted that the Russian product was considerably inferior. Most of them were poorly dressed themselves."

"If I could have gotten dollars I could have easily sold every stitch of clothing I brought with me at a considerable profit over original cost."

"The biggest interest though, was in automobiles, American or European."

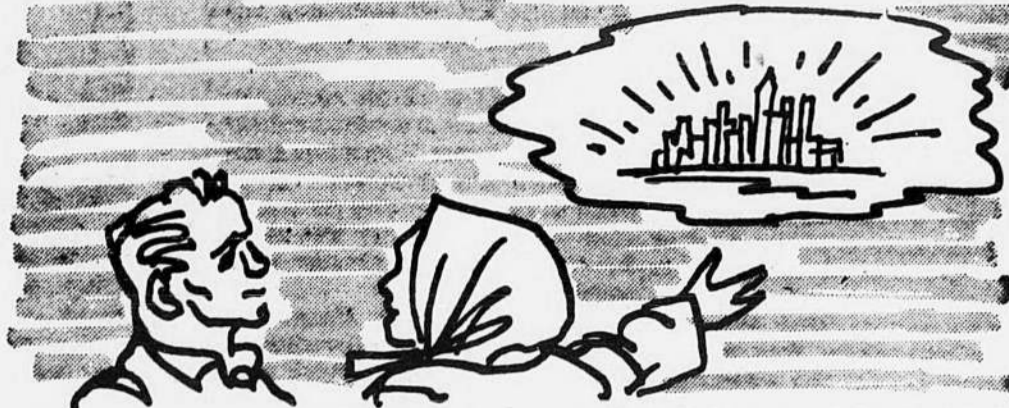


The Russians showed tremendous admiration for the Seafarer's possessions. He could have sold all his clothes many times over at considerable profit.

There were quite a few people who had driven into the Soviet Union in American cars, or in flashy foreign models. Whenever a car would be parked, a big crowd would collect. The Russians would stand around for hours examining the doors, tires, dashboard, upholstery and other features."

Nor is admiration for things American limited to the products of the assembly line. Joseph found to his astonishment that the rock 'n' roll cult had taken firm hold among Russian teenagers. Young Russians go around in blue jeans and get ducktail haircuts in slavish imitation of the US rock 'n' roll set.

"I asked how it was they knew about Elvis Presley, and I was told that they listen avidly to jazz and rock 'n' roll broadcasts by the Voice of America. There is a tremendous bootleg trade in American jazz records, and the rock 'n' roll program at the American exhibit in



No amount of propaganda appears to have affected the average Russian's admiration for the wonders of America. Huge numbers of Soviet citizens would undoubtedly come to the US, both as immigrants and visitors, if they were permitted to do so.

Moscow was a big attraction for teenagers."

Apparently, while the Soviets jam the Voice of America news broadcasts, the music programs get through.

The American exhibit was obviously a tremendous success, as has been reported. The two biggest draws in Moscow at the time he was there were the exhibit and the bodies of Lenin-Stalin in the Kremlin. Thousands of Russians waited on line for many hours, day after day to get into the exhibit. The same kind of crowd lined up outside the Kremlin to view the country's deceased dictators, whose bodies have been preserved in glass-covered coffins. Lenin's body is dressed in a peasant's smock, while Stalin is in a field marshal's uniform covered with the rows of medals and decorations he awarded himself.

The popularity of the US is such, Joseph said, that if the restrictions were removed on both sides, the United States would be besieged with applications from would-be immigrants. "Whenever I met a girl I would ask her jokingly if she wanted to come live in the States. Everyone, without exception, was eager to go. Knowing this was an unlikely possibility, the Russians I met all expressed the desire to come here as tourists, see the skyscrapers in New York and get an idea for themselves as to how Americans live."

The Seafarer observed also that constant Communist talk of superior morality didn't jibe with his observations as to the behavior and accessibility of Russian women. (Russian Premier Khrushchev, on his visit to Hollywood was highly critical of a risqué scene from the movie "Can-Can," indicating that such behavior was frowned on severely



He was amazed at the amount of heavy work done by women, and at the large number of men in uniform in the streets at all times.

In the Soviet Union. Here too there seems to be a considerable gap between Communist dogma and actual practice.)

As to the way Russians live, that reflects the country's traditional emphasis on putting up an impressive front at the expense of humdrum, everyday comforts. The public buildings and major avenues of all the large cities were impressive—spacious, expensive-looking and well-kept. The Moscow subway is a showcase; sparklingly clean, well-lit with elaborate chandeliers and generously decorated with marble and statuary.

"Once you walk off the major avenues into the side streets, you see how poorly people are housed in decrepit run-down buildings. Even in the hotel accommodations for tourists you could see the poor workmanship in the plumbing,

which seemed to leak everywhere I went. Simple items like stoppers for the sinks were not available." However, he added, there is obviously a tremendous amount of new construction underway in the housing field.

Medical care was one area in which the Soviet apparently is doing well, Joseph reported. "Some of the people on tour were doctors, and they visited a number of hospitals in the cities we toured. They were impressed with the up-to-date equipment and the way in which the hospitals are run."

Joseph himself had occasion to seek medical care for an upset stomach. The Soviet medical system. As in Great Britain, provides free care for all comers, citizens or foreigners. Joseph went to a clinic, was examined and got a prescription for which he paid a small fee. This too is the practice in Great Britain where doctors are free but there is a moderate charge for medicine.

The one distinctive feature of Soviet life, he noted, was the role of women in industry. "Women seem to do all the hard work. They are conductors and firemen on railroad trains, they clean the streets, mix cement and do all kinds of construction work, drive trucks and taxis—just about every kind of job that men do here in the States. On the other hand, it seems that one out of every three men you see on the streets is in some kind of military uniform."

What about Russian seamen? Joseph did get a chance to see them operate on a passenger boat which he took from Helsinki, Finland, to Leningrad, and then back to Helsinki on his return trip. The crew on this ship hustled baggage, stowed watches and painted at any hour of the day and night. There was plenty of OT work involved as a regular routine.

Here too, the women predominated. All of the bedroom stewards and virtually all of the dining room staff were women as were dishwashers, pursers and other shipboard personnel. On one ferryboat in Leningrad, the skipper was a woman.

Nor are women ignored in the armed forces. Many of them could be seen in military uniform with pistols at their belts.

Right now Joseph is registered at SIU headquarters looking for a ship. "Traveling as a tourist made me appreciate how much easier it is to get around as a seaman, without all the red tape, the worry about hotel accommodations, baggage, meals and all the rest. There's nothing like having a ship as your home when you hit a foreign port."



Rock 'n' roll and jazz are enthusiastically received by Russian teenagers. There is a thriving bootleg market in American records. Elvis Presley is widely-known.

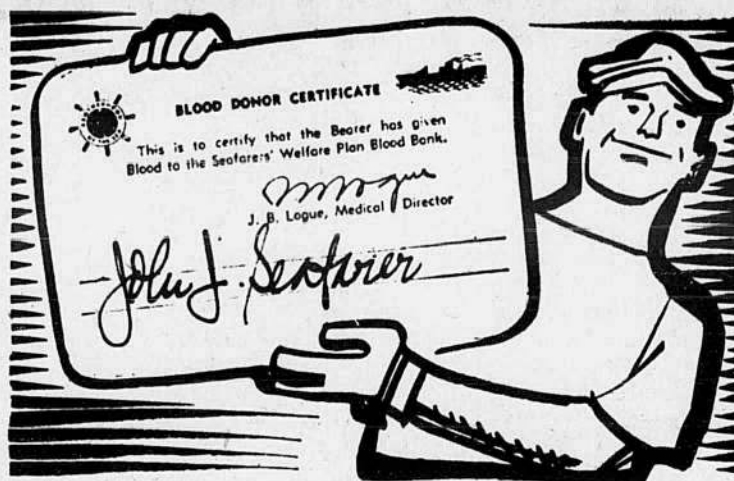


The glass-topped coffins of Lenin and Stalin are prime tourist attractions, both for foreign visitors and Russians themselves. Thousands of Soviet citizens line up for blocks each day, waiting to get in to see the deceased dictators, both of whom have god-like status.

SIU BLOOD BANK HONOR ROLL

The hearings are continuing in the Federal Court House in Foley Square, New York.

The Bradford Island (Cities Service) was the only sign-on. In transit were Fairland, Azalea City (Pan Atlantic), Steel Navigator (Isthmian), Bradford Island (Cities Service), Robin Locksley (Robin), Rose Knot, Sampan Hitch (Suwanee) and Seatrain Georgia (Seatrain). There were no payoffs.



Evitt, William E.
Little, John, Jr.
Lee, Wung
Madrid, Jose G.

Craig, James T.
Leach, George A.
Dunn, Joseph
Jensen, Erik H.
Leon, Andrew R.
Balter, Sam
Said, Mohammed A.
Kolk, Arthur E.
Benenata, Anthony
Masciello, Albert
Maniscalco, Anthony
Guymon, Heber
Albarella, Alex
Guitson, Frank
Ramos, Manuel
Balter, Hyman
Colbert, Thomas E.
Rogers, William
Lowery, Carl
Rappaport, Howard D.
Kaplan, Martin E.
Main, Wilson E.
Schweizer, Roman G.
Charon, Jamie F.
Bonefont, Genaro
Elliot, John
Schumacher, Robert M.
Gavin, Edmund J.
Tucker, William T.

On March 26 of this year a similar accident occurred between the cruise ship Santa Rosa and the tanker Valchem, colliding off the Jersey coast. Four lives were lost in the Rosa-Valchem collision.

The following list actually represents the vote on the final version of the Landrum-Griffin bill, after it was modified in joint conference between a committee of Senators and Representatives.

House

Thomas F. Johnson	R. E. Lankford
Daniel B. Brewster	John R. Foley
George H. Fallon	Samuel N. Friedel

AGAINST

Edw. A. Garmatz	Wm. J. Garmatz
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FOR MINNESOTA
H. H. Humphrey Senate
E. J. McCarthy House

FOR **MASSACHUSETTS**
Senate
L. Saltonstail **John Kennedy**
House

Albert H. Quie
Ancher Nelsen
Walter H. Judd
AGAINST
Roy W. Wier
John A. Blatnik

H. Carl Andersen
Odin Langen

Joseph E. Karth

Silvio O. Conte	T. H. Macdonald
Edward P. Boland	Hastings Keith
Philip J. Philbin	Laurence Curtis
Harold D. Donohue	J. W. McCormack
Edith N. Rogers	James A. Burke
William H. Bates	J. W. Martin, Jr.
Thomas J. Lane	
AGAINST	
T. P. O'Neill, Jr.	

John C. Stennis
NOT VOTING
Fred Marshall

MISSISSIPPI

FOR

Senate
James O. Eastland John C. Stennis

House
T. G. Abernethy John B. Williams

FOR MICHIGAN
Senate

Jamie L. Whitten Wm. A. Winstead
Frank E. Smith William M. Colmer

MISSOURI

P. V. McNamara	Philip A. Hart
George Meader	Victor A. Knox
A. E. Johansen	John B. Bennett
Clare E. Hoffman	Chas. C. Diggs, Jr.
C. E. Chamberlain	Louis C. Rabaut
James G. O'Hara	John D. Dingell, J.
Alvin M. Bentley	M. W. Griffiths
Robert P. Griffin	Wm. S. Broomfield
E. A. Cederberg	
PAIRED FOR	
T. M. Machrowiec	
NOT VOTING	
Gerald R. Ford	John Lesinski

FOR

T. C. Hennings	Senate
	W. S. Symington
	House
Thomas B. Curtis	Charles H. Brown
L. K. Sullivan	A. S. J. Carnahan
Wm. J. Randall	Clarence Cannon
Richard Rolling	M. M. Maulder
W. R. Hull, Jr.	

AGAINST

Frank M. Karsten	
NOT VOTING	
Paul C. Jones	

ALABAMA	
FOR	
Lister Hill	Senate John Sparkman
	House
Frank Boykin	Armistead Selden
George M. Grant	Carl Elliott
Kenneth Roberts	Robert Jones
Albert Rains	George Huddleston
NOT VOTING	
George Andrews	

	ALASKA	
FOR	Senate	
Edward Bartlett	Ernest Gruening	
	House	
Ralph Rivers		

FOR **ARIZONA**
Senate
Carl Hayden **Barry Goldwater**
House

NOT VOTING
John Rhodes

ARKANSAS	
FOR	Senate
John L. McClellan	J. Wm. Fulbright
	House
E. C. Gathings	Oren Harris
Wilbur D. Mills	Dale Alford
James W. Trimble	W. F. Norrell

CALIFORNIA	
FOR	Senate
Thomas H. Kuchel	Clair Engle
	House
Clement W. Miller	Donald L. Jackson
John E. Moss, Jr.	Cecil R. King
William S. Mailliard	Craig Hosmer
John F. Baldwin	H. Allen Smith
Jeffery Cohelan	Edgar W. Hiestand
George P. Miller	Joseph F. Holt
J. Arthur Younger	Clyde Doyle
Charles S. Gubser	G. P. Lipscomb
John J. McFall	Harry R. Sheppard
B. W. Sisk	James B. Utt
Charles M. Teague	D. S. Saund
Harlan Hagen	Robert C. Wilson
AGAINST	
Harold T. Johnson	George A. Kasem
John F. Shelley	James Roosevelt
NOT VOTING	
G. L. McDonough	Chet Holifield

COLORADO	
FOR	
Gordon Allott	Senate John A. Carroll
	House
Byron G. Rogers	J. Edgar Chenoweth
Byron L. Johnson	Wayne N. Aspinall

FOR
Senate
Prescott S. Bush Thomas J. Dodd

House

Emilio Q. Daddario	Donald J. Irwin
Chester W. Bowles	John S. Monagan
Robert N. Giaimo	
AGAINST	
Frank Kowalski	

DELAWARE
FOR
Senate
John J. Williams J. Allen Frear, Jr.
House
H. B. McDowell, Jr.

FLORIDA

FOR

Senate

Spessard L. Holland George A. Smathers

House

William C. Cramer Paul G. Rogers
Chas. E. Bennett James A. Haley
Dante B. Fascell D. R. Matthews
A. S. Herlong, Jr.

NOT VOTING

Robert L. F. Sikès

FOR **GEORGIA**
Senate

Richard B. Russell	H. E. Talmadge
House	
Prince H. Preston	Carl Vinson
J. L. Pilcher	Erwin Mitchell
E. L. Forrester	Iris F. Blitch
John J. Flynt, Jr	Phillip M. Landrum
James C. Davis	Paul Brown

FOR **HAWAII**
Senate
Hiram L. Fong Oren E. Long
AGAINST
House

FOR **IDAHO**
Senate
Henry C. Dworshak
House

NOT VOTING
Sen. Frank Church

FOR	ILLINOIS
	Senate
Paul H. Douglas	Everett M. Dirksen
	House
Barratt O'Hara	Noah M. Mason

William F. Murphy	Leo E. Allen
John C. Kluczynski	Leslie C. Arends
Thomas J. O'Brien	Robert H. Michel
D. D. Rostenkowski	R. B. Chipperfield
Sidney R. Yates	Edna O. Simpson
Harold R. Collier	Peter F. Mack Jr.
Roman C. Pucinski	Wm. L. Springer
Charles A. Boyle	George E. Shipley
M. Stitt Church	Kenneth J. Gray
Elmer J. Hoffman	

Wm. L. Dawson Melvin Price
Roland V. Libonati

INDIANA	
FOR	Senate
H. E. Capehart	R. Vance Hartke
	House
Charles A. Halleck	William G. Bray
John Brademas	Winfield K. Denton
E. Ross Adair	Earl M. Hogan
J. Edward Roush	Joseph W. Barr
Fred Wampler	
AGAINST	
Ray J. Madden	Randall S. Harmon

FOR	IOWA
	Senate
B. B. Hickenlooper	Thomas E. Martin
	House
Fred Schwengel	Merwin Coad
Leonard G. Wolf	Ben F. Jensen
H. R. Gross	Charles B. Hoeven
Neal E. Smith	
NOT VOTING	
Steven V. Carter	

KANSAS

FOR

Senate

A. F. Schoeppel **Frank Carlson**

House

William H. Avery **Edward H. Rees**
Newell A. George **J. Floyd Breeding**
Denver D. Hargis **Wint Smith**

KENTUCKY

FOR	Senate
John S. Cooper	T. B. Morton
	House
F. A. Stubblefield	Brent Spence
William H. Natcher	John C. Watts
Frank W. Burke	Eugene Siler

AGAINST
Carl D. Perkins

LOUISIANA

FOR

Senate
Allen J. Ellender Russell B. Long

House
F. Edward Hebert Otto E. Passman
T. Hale Boggs James H. Morrison
Edwin E. Willis T. A. Thompson
Overton Brooks Harold B. McSwain

FOR
Senate
Margaret C. Smith Edmund S. Muskie
House
Frank M. Coffin C. G. McIntire
AGAINST
James C. Oliver

FOR MARYLAND
Senate
John M. Butler J. Glenn Beall

Union Acts To Collect Wages For Eight Crews

SIU attorneys have taken legal action against eight of the 12 ships operated by the World Tramping Agency for failure to pay allotments to Seafarers' families and wages to the crews. Liens have been placed against the vessels and action started to assure that the crews and their families receive the earnings due them.

As reported in the October 23 SEAFARERS LOG, the Pacific Explorer came into Mobile with a total payroll of about \$75,000 pending and nobody showed up to pay the ship off. Seven other company ships are berthed in various ports up and down the coast and have also been slapped with liens. In addition, two ships have been similarly idled in Haifa, but one of

them is being taken over by Maritime Overseas, which is storing the vessel and bringing it back to the States where the crew will be paid off.

Arrangements are being made to assist the crewmembers pending completion of legal action, or settlement of the beef with the operators.

A number of instances were reported to the Union of World Tramping's failure to send out allotment checks to families. Where checks were sent, many of them bounced, leaving the families without income.

All of the vessels operated by World Tramping are Liberty ships which have been largely carrying farm surplus cargoes in the bulk trades. Rates for these cargoes have been depressed by the heavy competition of runaway flag ships and also by the entrance of tankers into the farm surplus trade. The tankships, in turn, have been driven out of the oil trade by the operations of the runaway-flag supertankers owned and controlled by major US oil companies.

Should the "50-50" tanker import drive of the US maritime unions and independent tanker operators succeed, it would result in the return of these tankers to the oil trade and greatly relieve the pressure on dry cargo tramp ships, enabling them to operate at a profit. The major American oil companies are all opposing the "50-50" proposal as it would require them to carry half of their oil under the American flag and pay American wages to their crews instead of the \$75 to \$100 a month they now pay.

Court Rejects Bloomfield Bid

A US Tax Court has ruled that the SIU-contracted Bloomfield Steamship Company cannot deduct as "an ordinary and necessary business expense" the money it spent for repairs to eight ships which it bought from the Maritime Administration in 1951.

Bloomfield bought the ships—five Victorys and three Liberties—under the terms of the 1946 Ship Sales Act and spent over half a million dollars to put them in shape. The MA, however, permitted the company to deduct all but about \$10,000 of this amount from the sum it finally paid for title to the vessels.

The Internal Revenue Service later refused to allow Bloomfield to claim the half million spent for repairs as a tax deduction, and this view was sustained by the court.

Taking On A Challenger



Seafarer Fred Krizler, who advertises his prowess at checkers, tests his skill in combat with Thad Jackson, AB, at the headquarters hall.

SIU Operator Wins Port Service Rights

WASHINGTON—After four years, the Interstate Commerce Commission has finally granted the SIU-contracted Pan Atlantic Steamship Corp. the right to purchase S. C. Loveland, a coastwise ship—

to compete with Pan Atlantic for cargo originating in the various ports which Loveland had served, as part of the railroad campaign to destroy all domestic shipping competition.

The four-year delay contrasts sharply with the ICC's refusal to delay railroad rate cuts which have driven Seatrain Lines and C. G. Willis out of the port of Savannah, allowing the railroads to monopolize the pulpwood trade from that city.

The purchase does not involve any actual shipping operations, but gives Pan Atlantic the right to call at a large number of East Coast ports covered by Loveland's operating certificate. Many of these ports have not been open to Pan Atlantic up until now because it lacked an ICC okay to service them.

The four-year stall arose out of railroad protests against the move. The railroads objected to having

LABOR ROUND-UP

Negotiations between the railroads and "non-operating" unions got underway this month. The talks cover 650,000 workers who service the railroad industry in a non-engineering capacity.

Employers are demanding a 15-cent reduction in hourly wages, which the union joint negotiating committee declared would really result in a wage cut of 33 cents an hour. Unions have asked for a 25-cent per hour wage increase and other improvements. Operating unions have also placed a demand to the railroads for a 14 percent wage increase. They, too, have been met with counter-demands for a cut.

At the recent annual convention of the Massachusetts State Labor Council, AFL-CIO, the membership voted to circularize labor organizations and other interested parties, to the effect that the council supports Senator John Kennedy for president.

Despite strong opposition from the state's powerful big farmer lobby, the California Industrial Welfare Commission has established a state wage board. The new board will make recommendations on adequate minimum wage, minimum hours of work for women and minors in agriculture, and working condition standards for women and minors. A final order on wages and hours will come from the commission on the basis of the wage board's recommendations. California thus becomes the third state to regulate wages in agriculture, joining Hawaii and Wisconsin.

ON LANDRUM-GRIFFIN BILL

The Senate never voted on the original Landrum-Griffin bill. It had split sharply on the bill originally introduced by Senator John Kennedy (Dem.-Mass.) and amended by Senator McClellan (Dem.-Ark.) and others. The Landrum-Griffin bill, a much tougher measure, had originated exclusively in the House of Representatives.

The compromise version, that was approved by the Senate, was accepted as the best bill that could be gotten at the time, and many Senators considered pro-labor voted to okay it on that ground. As can be seen from the list only two Senators, Wayne Morse (Dem.-Oregon) and William Langer (Rep.-North Dakota), voted against it, holding that the compromise was unsatisfactory and they would not vote for a bill as others did simply to show that something was done about unions.

FOR	MONTANA	Florence P. Dwyer	D. V. Daniels
James E. Murray	Senate	Wm. B. Widnall	
Lee Metcalf	House	NOT VOTING	
		Gordon Canfield	
FOR	NEBRASKA		
Roman L. Hruska	Senate	Dennis Chavez	C. P. Anderson
Phil Weaver	House	J. M. Montoya	Thomas G. Morris
G. Cunningham	House		
FOR	NEVADA	Jacob K. Javits	Kenneth B. Keating
Alan Bible	Senate		
Walter S. Baring	House	S. B. Derounian	S. S. Stratton
		Frank J. Becker	C. E. Kilburn
FOR	NEW HAMPSHIRE	Seymour Halpern	Alexander Pirnie
Styles Bridges	Senate	Albert H. Bosch	R. W. Riehlman
Chester E. Merrow	House	Edna F. Kelly	John Taber
		Francis E. Dorn	H. W. Robison
		John H. Ray	Jessica Weiss
		John V. Lindsay	Harold C. Osterlag
		Edwin B. Dooley	William E. Miller
		Robert R. Barry	John R. Pillion
		J. Earnest Wharton	Chas. E. Goodell
		Dean P. Taylor	
FOR	NEW JERSEY	Lester Holtzman	Ludwig Teller
Clifford P. Case	Senate	James J. Delaney	Herbert Zelenko
	House	Eugene J. Keogh	James C. Healey
William T. Cahill		Emanuel Celler	Isidore Dollinger
Milton W. Glenn		A. J. Multer	Chas. A. Buckley
J. C. Auchincloss		John J. Rooney	Paul A. Fino
F. S. Thompson, Jr.		A. E. Santangelo	T. J. Dulski
P. Frelinghuysen		Leonard Farbstein	

PAIRED AGAINST	NOT VOTING	Adam C. Powell, Jr.	S. Wainwright
Victor L. Anuso			
K. St. George			
Leo W. O'Brien			
FOR	NORTH CAROLINA		
Sam J. Ervin, Jr.	Senate	B. Everett Jordan	
	House		
H. C. Bonner		Alton Lennon	
L. H. Fountain		A. Paul Kitchin	
G. A. Barden		H. G. Alexander	
Ralph J. Scott		Chas. R. Jonas	
Carl T. Durham		Basil L. Whitener	
NOT VOTING			
Harold D. Cooley		David Hall	
FOR	NORTH DAKOTA		
Milton R. Young	Senate		
	House		
Don. L. Short			
AGAINST			
Sen. Wm. Langer		Rep. Q. Burdick	
OHIO			
FOR			
Frank J. Lausche	Senate	S. M. Young	
	House		
Gordon H. Scherer		Robert E. Cook	
William E. Hess		Samuel L. Devine	
Paul F. Schenck		William H. Ayres	
Wm. M. McCulloch		John E. Henderson	
Delbert L. Latta		Frank T. How	
Clarence J. Brown		R. W. Levering	
Jackson E. Betts		Wayne L. Hays	
Thomas L. Ashley		Michael J. Kirwan	
W. H. Moeller		M. A. Feighan	
AGAINST			
Charles A. Vanik			
NOT VOTING			
A. D. Baumhart		W. E. Minshall	
Frances P. Bolton			
OKLAHOMA			
FOR			
Robert S. Kerr	Senate	A. S. M. Monroney	
	House		
Page Belcher		Tom Steed	
Ed Edmondson		John Jarman	
Carl Albert		Toby Morris	
FOR	OREGON		
R. L. Neuberger	Senate		
	House		
Al Ullman		Charles O. Porter	
Edith Green		Walter Norblad	
AGAINST			
Sen. Wayne Morse			
PENNSYLVANIA			
FOR			
J. E. Clark, Jr.	Senate	H. D. Scott, Jr.	

W. H. Milliken, Jr.	House	G. M. Rhodes	
Willard S. Curtin		Francis E. Walter	
Paul B. Dague		Walter B. Mumma	
Ivor D. Fenton		Alvin R. Bush	
John A. Lafore, Jr.		R. M. Simpson	
James M. Quigley		Carroll D. Kearns	
J. E. Van Zandt		Frank M. Clark	
Leon H. Gavin		James G. Fulton	
W. S. Moorhead		R. J. Corbett	
AGAINST			
William A. Barrett		S. A. Prokop	
K. E. Granahan		Daniel J. Flood	
James A. Byrne		John H. Dent	
Robert N. C. Nix		Thomas E. Morgan	
Wm. J. Green, Jr.		Elmer J. Holland	
Hermann Toll			
PAIRED AGAINST			
John P. Saylor			
RHODE ISLAND			
FOR			
Theodore F. Green	Senate	John O. Pastore	
	House		
John E. Fogarty		Aime J. Forand	
FOR	SOUTH CAROLINA		
Olin D. Johnston	Senate	J. S. Thurmond	
	House		
L. Mendel Rivers		Robert T. Ashmore	
John J. Riley		R. W. Hemphill	
W. J. Bryan Dorn			
NOT VOTING			
John L. McMillan			
FOR	SOUTH DAKOTA		
Karl E. Mundt	Senate		
	House		
G. S. McGovern		E. Y. Berry	
NOT VOTING			
Sen. Francis Case			
TENNESSEE			
FOR			
Estes Kefauver	Senate	Albert Gore	
	House		
B. Carroll Reece		Ross Bass	
Howard H. Baker		Tom Murray	
J. B. Frazier, Jr.		R. A. Everett	
J. Carlton Loser		Clifford Davis	
NOT VOTING			
Joe L. Evins			
TEXAS			
FOR			
L. B. Johnson	Senate	R. W. Yarborough	
	House		
Wright Patman		Frank Ikard	
Jack B. Brooks		John Young	
Lindley Beckworth		Joe M. Kilgore	
Bruce R. Alger		J. T. Rutherford	
John Dowdy		Omar Burleson	
Albert Thomas		Walter Rogers	
Clark W. Thompson		George H. Mahon	
Homer Thornberry		O. Clark Fisher	

Paul J. Kilday	House	Robert R. Casey	
J. C. Wright, Jr.			
PAIRED FOR			
Olin E. Teague			
NOT VOTING			
Sam Rayburn		W. R. Poage	
FOR	UTAH		
W. F. Bennett	Senate	Frank E. Moss	
	House		
Henry A. Dixon		David S. King	
FOR	VERMONT		
George D. Aiken	Senate	Winston L. Prouty	
AGAINST			
Wm. H. Meyer	House		
FOR	VIRGINIA		
Harry Byrd	Senate	A. W. Robertson	
	House		
T. N. Downing		Richard H. Poff	
Porter Hardy, Jr.		Burr P. Harrison	
J. Vaughan Gary		Howard W. Smith	
Watkins M. Abbitt		Pat Jennings	
William M. Tuck			
NOT VOTING			
Joel T. Broyhill			
FOR	WASHINGTON		
W. G. Magnuson	Senate	Henry M. Jackson	
	House		
Thomas M. Pelly		Walt Horan	
Russell V. Mack		T. C. Tollerfon	
Catherine May		Don Magnuson	
PAIRED FOR			
Jack Westland			
FOR	WEST VIRGINIA		
Jennings Randolph	Senate	Robert C. Byrd	
	House		
Arch A. Moore		John M. Slack	
Ken Hechler			
AGAINST			
H. O. Staggers		Elizabeth Kee	
C. M. Bailey			
FOR	WISCONSIN		
Alexander Wiley	Senate	William Proxmire	
	House		
R. Kastenmeier		Melvin R. Laird, Jr.	
G. R. Withrow		John W. Byrnes	
Clement J. Zablocki		Lester R. Johnson	
Henry S. Reuss		Alvin E. O'Konski	
AGAINST			
Gerald T. Flynn			
FOR	WYOMING		
Gail McGee	Senate		
	House		
E. K. Thomson			
NOT VOTING			
Sen. J. C. O'Mahoney			

NY Has Active Shipping; 'Keep Record Of OT'

NEW YORK—Shipping for this port, as the figures show, was booming over the past period as a total of 387 men were assigned to permanent berths. This is a ten-month record high for the port, Bill Hall, port agent, reported. The last high totals were in December, 1958, when 402 men were shipped.

As has been a problem in the past when shipping is good, class A and B men lay back on the beach and wait for a particular run or ship. As a result, a greater percentage of the total jobs shipped from this port are being filled by class C cards. In order to protect their seniority, Hall said, A and B cards should bid for all of these jobs as they are put on the shipping board.

Although most of the ships hitting this port over the past peri-

od have been coming in clean, thanks to the efficient jobs being done by the department and ship's delegates, one beef continuously crops up and is left for the boarding patrolman to settle. That is a crewmember's claim for overtime when no record has been made of it.

If a crewman thinks he is entitled to overtime, he should submit it to the department head as soon as he completes it, so there will be some record of it for the boarding patrolman. In doing this, the man will be assured of collecting all of the money due him, and will help the patrolman in settling it with the captain.

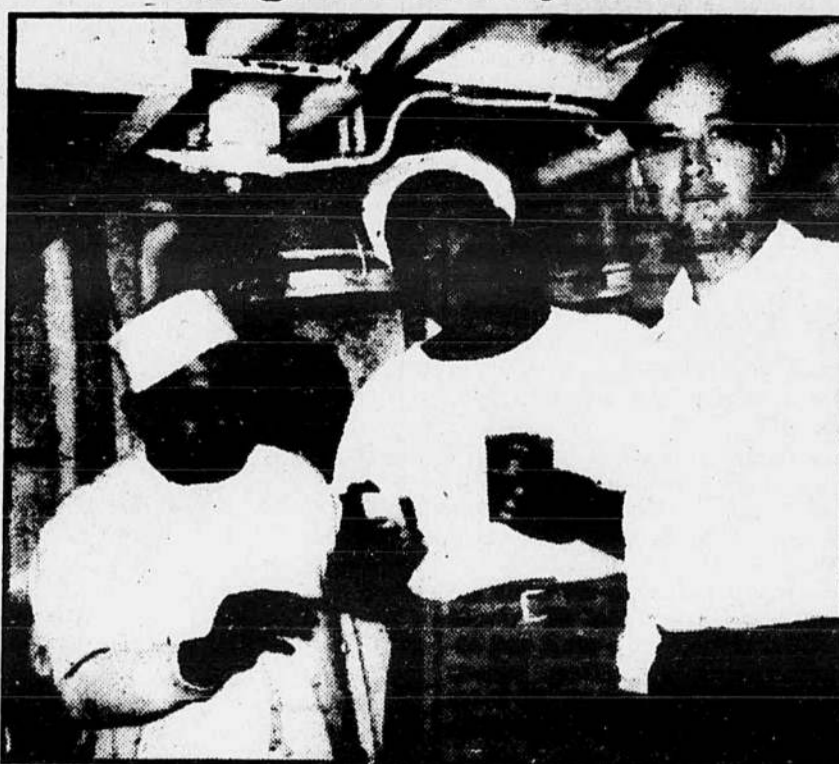
There was a total of 37 vessels serviced in this port over the past period. There were 21 ships paying off, three signing on and the remaining 12 were in transit. Two ships in the port, the Seagarden and the Helen, were reactivated during the period, after being laid up for some time because of lack of cargo.

The following were the ships paying off: Atlantis (Petrol Shipping); Dorothy, Edith, Hilton, Beatrice (Bull); Seatrain Texas, Seatrain Louisiana, Seatrain New Jersey (Seatrain); Fort Hoskins (Cities Service); Steel Scientist, Steel Designer (Isthmian); Longview Victory, Northwestern, Jefferson City Victory (Victory Carriers); Azalea City, Beauregard, Raphael Semmes (Pan-Atlantic); Atlantic (American Banner); Alcoa Patriot (Alcoa) and the Robin Trent (Robin).

Signing on were the Atlantic (American Banner); Seagarden (Peninsular) and the Ocean Evelyn (Ocean Trans).

In transit were the Alcoa Pilgrim, Alcoa Pennant, Alcoa Pointer (Alcoa); Robin Locksley (Robin); Northwestern Victory (Victory Carriers); Bents Fort (Cities Service); Bienville, Fairland, Gateway City, Beauregard, Azalea City (Pan-Atlantic) and the Hurricane (Waterman).

Longview Victory Trio



At payoff of Longview Victory in New York are (l to r) P. Sablan, second cook; E. Watson, steward delegate, Marco Solis, crew pantryman.

US Farm Workers Below Mexican Pay

The use of imported Mexican farm labor to drive down conditions of American farm workers is at last getting some attention from the Government. A committee appointed by the US Department of Labor

has confirmed charges long made by AFL-CIO organizers to the effect that Mexican labor is being used as a lever to keep down American farm workers' conditions.

As reported by the committee, in many instances US farm workers get poorer conditions and less wages than the Mexicans who are protected by certain specific guarantees as to housing and employment.

Present Laws

Under the present law, farmers have to prove that they cannot obtain American labor before they can make use of Mexicans. Consequently, the large farm operators in Texas and California make a practice of offering American farm workers ridiculously low wages, which nobody would accept. Then they claim they are unable to get Americans, which gives them

the right to hire Mexicans.

The beauty of the system from the large farmers' point of view is that hiring the Mexicans gives them immunity from union organizing by the AFL-CIO. The farmers are quite content with the minimums set for Mexicans under the law, which are 50 cents an hour; free transportation and adequate housing.

By contrast, many American farm workers get as little as \$2 a day and live in hovels which do not meet minimum standards of sanitation and decent shelter.

To correct this situation, the Labor Department committee is proposing that the law should be tightened up. They would refuse to allow farmers to recruit Mexicans unless they offer American workers conditions and benefits with which other farmers successfully recruit American help.

Soviet Bids For Second Bridges Visit

Harry Bridges, who was in Moscow last February, is apparently going back again. This time, he's taking some West Coast shipowners with him, according to a Moscow announcement. It has been reported, but not confirmed, that Paul St. Sure, head of the Pacific Maritime Association, will accompany Bridges, along with some other ship operators.

Bridges is returning to Moscow, the announcement declared, at the invitation of Viktor G. Bakayev, Soviet Minister of Merchant Marine. Actually, it is a return visit for Russian Premier Nikita Khrushchev's call at Bridges' union headquarters in San Francisco during the latter's tour of the United States.

The visit to Bridges' office was the only one to a union made by Khrushchev. The cordial tone of the visit was in marked contrast to Khrushchev's open hostility to AFL-CIO union leaders, whom he described as "capitalist lackeys."

Actually, Khrushchev made two calls at Bridges' office, returning a second time when Bridges wasn't around to meet him earlier in the day.

It is expected that Bridges will be advertised in Moscow as a "typical" American labor leader, who opposes the "cold-war practices of the monopolists."

Use Only One Mail Address

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

'Not For Traveling'



Those innocent-looking drums standing in the engine room may look peaceful enough in a smooth sea, but just let the ship pitch and roll a little bit and they can go on a destructive rampage.

Any gear of this kind, no matter how heavy it may be, should be lashed down at all times so that it cannot do any destructive traveling in bad weather.

An SIU Ship Is A Safe Ship

'When We Get Him Out Of The Way ...'



See Atomic Ships Okay In 1960's

Atomic-powered merchant ships should be in operation in the late 1960's if the current rate of technological progress is maintained, the US Atomic Energy Commission's Maritime Reactor Division announced recently.

Considerable advances have been made on a helium-cooled closed-cycle gas-turbine propulsion system, which would allow greater potential for automation in the running of ships, and would operate at an engine efficiency of 40 percent, higher than any other marine power plant of comparable rating.

The development of the proposed atomic engines would severely reduce the number of men needed to operate a ship, since the simplified atomic plant would be almost self-regulating.

A number of problems have to be solved before the ships, which the commission believes will use the "propulsion system of the future," can be serviceable. They involve such matters as design, ventilation, and other safety matters.

Shorthanded?

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

On various occasions, in discussing the conspiracy between the Interstate Commerce Commission and the railroads to destroy domestic shipping, the SIU has emphasized the impact on seamen's employment involved in the destruction of coastwise and intercoastal ship services. That impact is already being felt with the lay-up of two ships of the Seatrain Line and part of the C. G. Willis coastwise barge-hauling fleet.

Clearly, everything that has happened in the past few weeks has confirmed the Union's original charge that ICC is the willing accomplice of a railroad scheme to monopolize freight-carrying between East Coast ports and in the cross-country trade as well.

More is at stake here than the livelihood of seamen, as serious an issue as that is. Why, after all, are the railroads going to such extreme lengths to destroy a shipping operation which carries such a tiny portion of the total freight involved?

Seek A Monopoly

The reason is simple. As long as a shipping operation exists, the railroads are not free to charge what the traffic will bear. If they raise their rates, then shippers will go to domestic ship operators with their cargoes. The existence of shipping competition assures the shipper (and the consumer, who pays the cost in the end) of low-cost transportation facilities for his products.

Once the domestic shipping industry has been driven against the wall, then the railroads will be free to push their charges way up—and the public will pay because there will be no alternative.

To accomplish this purpose the railroads have set out to destroy shipping simply by setting the rates so low that ships cannot compete. The railroads will take their losses now in the hopes of reaping the benefits later on. And these are the people who talk about fighting inflation!

As Seatrain has pointed out, the new rates set by the railroads on paper products from Savannah will actually bring the roads less revenue, even after they have captured Seatrain's share of the business, than they earned previously on the short hauls to and from the Seatrain terminals.

There are several avenues that can be taken to fight this trend. Among them are court action to enjoin rate-slashing for the purpose of destroying a competitor, Congressional and Administrative action to remake the ICC into an impartial agency instead of a tool of the railroads, and anti-trust proceedings because of the monopoly objectives of the railroads' moves.

In any event, if domestic shipping does go under, the entire country, not just seamen, will suffer. The SIU, in fighting for shipping, is fighting a battle for the benefit of all.

Work Rules, Not Pay Targets of Employers

A widespread attack on union working rules is being launched by business management in current bargaining negotiations involving several major industries. The work rules

issue is the factor in the national steel strike, now 3½ months old, but it is also at stake in various other industries.

The obvious approach on the work rules issues on the part of the employer is to make up what he grants in wages by cutting down on job conditions, either by reducing the work force, or getting a free hand to introduce speed-up tactics, or both.

One such situation involves the Inland Boatmen's Union, an SIUNA affiliate in San Francisco. There tugboat and barge operators are trying to eliminate Saturday and Sunday overtime benefits where a tugboatman has not worked a full week.

More widely known is railroad management's drive on work rules for operating and non-operating railroad unions which has been advertised heavily in the nation's press. The railroads are trying to get rid of firemen in diesel locomotives and are trying to revise the mileage figures for an average day's run. These two steps alone would reduce the railroad work force and cut railroad men's earnings sharply. They are part of a long list of such proposals put forward by rail management, which is also asking for a reduction in base wages.

A flagrant instance of direct attack on union standards was the attempt by the Pacific Gas and Electric Company, a West Coast utility, to write a clause into the contract barring the company's premises to union representatives during working hours. Such a step, of course, would have given the company a free hand to ignore the contract's terms. It would be comparable to a maritime union's patrolmen being denied access to a ship. The company had to give up its demand in the face of determined union resistance.

One of the most common man-

agement demands are the so-called "flexibility" clauses which would give management the right to assign workers to jobs at random, no matter what their skills and jobs classification.

The work rules issue, in effect, was a major factor in the East Coast longshoremen's strike which was enjoined by the courts on October 8. Here the question of how many men to be employed at a hatch is at stake with the coming of container-type vessels into the industry.

Among Our Affiliates

A total of 102 members were nominated as the Sailors Union of the Pacific opened its annual election procedure. Nominations will be open until November 15, and acceptances have to be in by that date.

Under the SUP constitution, the acceptances are the key to the nominating procedure as members who were not nominated at the various port meetings can run for office by sending in an acceptance. Normally too, many of the men nominated at the port meetings are not on the ballot because they do not accept.

✂ ✂ ✂

SIU Pacific District crewmembers on the President Cleveland collected \$550 in donations and a considerable amount of clothing to assist the victims of typhoon Vera. The typhoon took 5,000 lives in Japan and left over 1,400,000 people homeless.

✂ ✂ ✂

A complete list of training schedules at the Marine Cooks and Stewards Training School at Santa Rosa has been printed in the October 30 "Stewards News." The training includes both upgrading and refresher courses which run from ten to 21 days, depending on the subject matter.

✂ ✂ ✂

The Inland Boatmen's Union is now in the 25th week of its strike against major tug operators in San Francisco. The union charges that the San Francisco operators are seeking a grievance clause which would destroy job protection for its membership. Other West Coast SIU unions have voted financial assistance to the IBU.

✂ ✂ ✂

Great Lakes ship operators have been busy recalling their crews for the past two weeks in anticipation of the resumption of ore shipments to the steel mills. The recalls have pointed up the desirability of the seniority system negotiated by the SIU Great Lakes District, since the men are being hired according to the date of layoff within a given steamship company.

Set Mailing Dates For Christmas

Seafarers, or members of their families who expect to mail parcels or letters for the Christmas holidays have been urged by the Post Office Department to mail their gifts well ahead of the holiday date.

The Brooklyn post office notified SIU headquarters that parcels and cards mailed for local delivery should be sent before December 16. Those mailed to distant points should be sent out by December 10.

At least another two weeks or more should be allowed for first class mail being sent to and from ships, depending on the location of the vessel. Airmailing, of course, can cut down that time problem considerably.

Other steps that can be taken to speed the mail are as follows:

- Include the postal zone number on all mail.
- Be sure to include return address.
- Make certain that the delivery address is correct and complete.
- Print or type addresses so as to lessen the chance of misunderstanding a name or street number.

Tell it to the LOG



Wanted: A Safe Driver



Former Seafarer Roy Arnold thought some of his old shipmates might be interested in this high-class souped-up sports car which he has on his hands. As the photograph shows the car is not an ordinary one, Arnold said, and the owner should be forewarned.

First of all, the car was specially built by an engineer. The Mercury engine has a full house with Offenhauser equipment. "The car is fast and dangerous, and the owner should be a good driver who understands the mechanics of automobiles," he added.

Anyone interested can get in touch with Arnold at 408 E. 2nd St., Dover, Ohio. Besides their interest in the car, Arnold said, if any of his former shipmates happen to find themselves in Dover they are invited to drop over and talk over old times with him. A member of the SIU for 14 years, Arnold decided to try shoreside work for awhile.

SIU HALL DIRECTORY

SIU, A&G District

BALTIMORE.....1216 E. Baltimore St.
Earl Sheppard, Agent Eastern 7-4900
BOSTON.....276 State St.
G. Dakin, Acting Agent Richmond 2-0140
HOUSTON.....4202 Canal St.
R. Matthews, Agent Capital 3-4089; 3-4080
MIAMI.....744 W. Flagler St.
Louis Neira, Agent Franklin 7-3564
MOBILE.....1 South Lawrence St.
Cal Tanner, Agent Hemlock 2-1754
NEW ORLEANS.....523 Bienville St.
Lindsey Williams, Agent Tulane 8626
NEW YORK.....675 4th Ave., Brooklyn
HYacinth 9-6600
NORFOLK.....416 Colley Ave.
J. Bullock, Agent Madison 7-1083
PHILADELPHIA.....337 Market St.
S. Cardullo, Agent Market 7-1635
SAN FRANCISCO.....450 Harrison St.
Marty Breithoff, Agent Douglas 2-5475
SANTURCE, PR 1313 Fernandez Juncos,
Stop 20
Keith Terpe, Hq. Rep. Phone 2-5996
JACKSONVILLE 920 Main St., Room 200
William Morris, Agent Elgin 3-0987
SEATTLE.....2505 1st Ave.
Tei Babkowski, Agent Main 3-4334
TAMPA.....1809-1811 N. Franklin St.
E. Gonzalez, Acting Agent Phone 2-1323
WILMINGTON, Calif. 505 Marine Ave.
Reed Humphries, Agent Terminal 4-2528
HEADQUARTERS 675 4th Ave., Bklyn.
SECRETARY-TREASURER Paul Hall
ASST. SECRETARY-TREASURERS
J. Algina, Deck W. Hall, Joint
C. Simmons, Eng. J. Volpian, Joint
E. Mooney, Std.

SUP

HONOLULU.....51 South Nimitz Highway
Phone 502-777
NEW ORLEANS.....523 Bienville St.
Jackson 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 5-6617

MC&S

HONOLULU.....51 South Nimitz Highway
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 3-4322
SAN FRANCISCO.....350 Fremont St.
EXbrook 7-5600
SEATTLE.....2505 1st Ave.
Main 3-0068
WILMINGTON.....505 Marine Ave.
Terminal 4-8538

Great Lakes District

ALPENA.....127 River St.
ELmwood 4-3616
BUFFALO, NY.....914 Main St.
GRant 2728
CLEVELAND.....1420 W. 25 St.
Main 1-0147
DULUTH.....621 W. Superior St.
Phone: Randolph 2-4110
FRANKFORT, Mich. PO Box 287
ELgin 7-2441
MILWAUKEE.....633 S. Second Ave.
BRoadway 2-3039
RIVER ROUGE 10225 W. Jefferson, Ave.
Mich. Vinewood 3-4741
SOUTH CHICAGO.....9383 Ewing Ave.
SAGinaw 1-0733
TOLEDO.....120 Summit St.
Cherry 8-2431

Canadian District

FORT WILLIAM.....408 Simpson St.
Ontario Phone: 3-3221
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.....52 St. David St.
CANal 7-5212
TORONTO, Ontario.....272 King St. E.
EMpire 4-5719
ST. JOHN, NB 177 Prince William St.
OX 2-5431
VANCOUVER, BC 298 Main St.

MFOW

BALTIMORE.....1216 East Baltimore St.
EAsTERN 7-3383
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

Says Thanks For Blood Help

To the Editor:

I have been totally disabled now for 21 months, and would like once again to extend my most sincere thanks and appreciation to the SIU for all they have done for me these months that I have been hospitalized.

I would especially like to thank the very efficient officials the SIU has here in the port

and their families. These clinics, as far as I see it, have three major accomplishments to their credit.

First off, the SIU medical centers have done wonders in cutting down on the number of undetected illnesses and diseases which are not noticed until they are at an advanced stage. This was clearly seen in the story in the last issue of the SEAFARERS LOG about the decline in the number of TB cases among Seafarers.

The second major accomplishment is the invaluable service these centers furnish the wives and children of Seafarers.

Third on my list is the fact that the SIU medical clinics provide a sound argument against the people who are continuously beefing that seamen's unions don't do anything about the health problems of their members.

Actually I think that today's seamen are a lot healthier and better qualified to ship than the men who sailed in the past and this can be laid to the fact that there are such clinics as the SIU in operation.

John Michaels

Antinous Hits Mail Delays

To the Editor:

We, the crew of the SS Antinous, would like to take this opportunity and present a long standing beef, in the hopes that some prompt action will be taken on it.

This beef concerns the tardy and sometimes absent dispatch of crew mail to the ships by the steamship companies and has been discussed at shipboard meetings and included in the minutes of these meetings without any apparent success.

This ship, after its last foreign voyage, spent three weeks in Stateside ports. Mail that had been sent to the company office in New York, was retained there until the vessel returned, instead of being forwarded to the crew. One crewmember received a letter there that had been postmarked in Ohio 22 days previous. Another was handed a letter on September 16 that had been mailed a week previous from Tampa, Florida. Mail was also distributed to other members of the crew the day after the ship had sailed foreign.

Mail is a very important item to most seamen, but the steamship companies tend to forget this at times. In the case of the man from Tampa, the letter he received contained information that required his presence in Tampa, yet he received this news after the ship had already sailed.

We sincerely hope that some action will be taken to rectify this very bad mail situation and that the Union will inform the various companies accordingly.

(This letter was signed by 16 crewmembers of the Antinous)

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.

of Houston: Bob Matthews, Mickey Wilburn, Steve Zubovich and Charles Kimball. Kimball, I understand, is now in Lake Charles where I am sure he is doing a very good job, as he did here in Houston. A lot of the boys tell me that he is very much missed here.

I would also like to thank the SIU Blood Bank which made it possible for me to have some much-needed surgery, and also thanks to all of the boys who donated that blood for me. I am now undergoing my fifth major operation and SIU men and the Blood Bank donated more than 48 pints. Their donations made it possible to avoid unnecessary delays in my surgery and therefore, has helped me to a speedier recovery.

Thanking you one and all, I remain, gratefully yours,

Raymond J. Arsenault

Hoskins Men Get Thanks

To the Editor:

I would like to extend my deepest thanks to the officers and crew of SS Fort Hoskins for their moral support and for the flowers they sent on the death of my wife.



Stewart

riod.

Their gesture was one of kindness and thoughtfulness in this difficult period.

Joe R. Stewart

Clinics Doing Good Job

To the Editor:

I think it is time we took our hats off to the SIU Welfare Plan, for its foresight in building medical clinics in the various ports for the membership

Trent Crew Stand-Up Guys

To the Editor:

I wish to give a vote of thanks to the crewmembers on the the Robin Trent for standing



Landry

for the rights of Robert Landry when on October 15, he was badly in need of a friend, after feeling the weight of the moon and stars, and stand alone.

These brothers know what I am referring to, and with this letter, my appreciation.

Robert Landry

Welfare Comes Through For Him

To the Editor:

I would like to thank the New York Welfare Representative, Brother E. B. McAuley, for the help he gave me when my mother was in the hospital.

This was the first time I have had to use the Welfare Plan, and it was really great to have this help. It sure is a relief to know that you can get help when you need it.

Henry Connolly

Thanks Union For Assist

To the Editor:

I have just received the check for the death benefit, covering my brother William Palmer. My sister and I, his only living relatives, want to thank you from the bottom of our hearts. This money, at such a moment of grief, has come most welcome because it has made easier the many hardships which such a time as this causes, when one is unprovided for such circumstances.

I want to thank you and all of the brothers and officials of the SIU for all the kindness shown to my brother. May God bless you and enlighten you always so that you can be shown the way to make the sorrows of all our fellow men, a less heavy burden to carry.

Lawrence Palmer

Report Loss Of Chilore Man

To the Editor:

Would you please print in the SEAFARERS LOG the notice that our son, Jon Benny Bogren, died in a hospital in Worcester, Mass. on August 29, 1959. He is the nephew of Seafarer Algot Bogren.

Jon had sailed on the SS Chilore with his uncle, and Captain Raymond, and was very proud of it. We know it would please him to have it published as he had so many friends in Baltimore.

Thank you very much.
Mr. and Mrs. B. Bogren



ALCOA CORSAIR (Alcoa), Oct. 4—Chairman, G. Stroecker; Secretary, J. Roberts. New delegate elected. Return cups to messroom. Request movie donation—\$249.60 in fund.

PENN EXPLORER (Penn Shipping), Sept. 26—Chairman, J. Puckett; Secretary, F. Sawyer. Crew's quarters painted. Recreation room to be painted before payoff. No beefs; everything running smoothly. Have water cooling system checked. Return coffee cups to pantry. Complaint re too much coffee being consumed.

ROSE KNOT (Suwannee), Sept. 13—Chairman, R. Morris; Secretary, P. Bates. Washing machine to be brought aboard upon arrival in Recife. New delegate elected. Ship's fund \$17.60.

Digest Of SIU Ship Meetings

No beefs; everything running smoothly. One man hospitalized in Recife. One hour OT disputed in deck dept. Vote of thanks to steward dept. for job well done.

WESTPORT (World Tramp), Sept. 26—Chairman, E. Bryant; Secretary, A. Neash. Discussion re draw in Ceylon. No beefs. Request delegates turn in reports of repairs.

TRANSEASTERN (Trans Eastern), Aug. 2—Chairman, R. McDavitt; Secretary, J. Donovan. New delegate and treasurer elected. Refrain from leaving cups on swimming pool deck. Showers to be taken and bathing trunks to be worn upon entering swimming pool.

Oct. 1—Chairman, M. Sanchez; Secretary, W. Trice. No beefs. Ship's fund \$15. One man hospitalized in Philippines. Request leaving keys to foci's in desk drawer. Delegate to pick up shot cards. Vote of thanks to steward dept. for job well done.

STEEL FABRICATOR (Isthmian), Oct. 1—Chairman, F. Baron; Secretary, J. Dunne. Repairs to be taken care of; draws on OT. Ship's fund \$41. Discussion re milk. Keep greasy clothes and hands off bulkhead in messhall; captain will inspect quarters.

ALCOA PILGRIM (Alcoa), Sept. 27—Chairman, Ainsworth; Secretary, C. Ainsworth. One man taken off. Ship's fund \$7.50. One man logged. Request unauthorized personnel stay out of messrooms. Suggest fixing locks of messman's lockers and door.

VALIANT POWER (Ocean Carr.), Sept. 17—Chairman, R. Kongsbak; Secretary, C. Veazie. Discussion re responsibility on food ordering. New secretary and treasurer elected. Request donation of \$1 for ship's fund. Beef re no equalization of OT for wipers. No OT for steward dept. unless authorized by master.

MAIDEN CREEK (Waterman), Oct. 4—Chairman, A. Loguidis; Secretary, J. Baliday. Clothes lockers need repairs. One man missed ship in San Francisco. Ship's fund \$26.05—spent \$1.80 for call to Seattle. No beefs; everything running smoothly. Motion to have patrolman on board for payoff.

CHIORE (Marven), Oct. 17—Chairman, W. Briggs; Secretary, W. Reid. No beefs; everything running smoothly. One man missed ship leaving Phila. New delegate elected. Request new refrigerator for nite pantry. Turn in repair list.

SEATRIN TEXAS (Seatrains), Oct. 18—Chairman, P. Patrick; Secretary, P. Scroggins. No beefs; everything running smoothly. Two hours OT disputed in deck dept. New delegate elected. Motion that SIU make donation to Oil Workers strike in Texas City. Suggest sanitary cleaning gear be washed in one sink in laundry room. Turn switch off after using washing machine. Discussion re payoff procedure.

FORT HOSKINS (Cities Service), Oct. 18—Chairman, J. Schilling; Secretary, R. Hartley. To take up with patrolman clarification re requested relief from hall. Repairs turned in to dept. delegates. Ship's fund \$4.39. No beefs. Request door in messroom be repaired. Request aft doors be closed during rain storms.

EDITH (Bull), Oct. 18—Chairman, G. Hatgimisis; Secretary, W. Barth. Repair lists and draw lists turned in. One man missed ship in Pasadena. New treasurer elected. Suggest starting ship's fund. Delegate to advise missing men where gear is. Vote of thanks to steward dept. for job well done.

ALCOA CLIPPER (Alcoa), Oct. 18—Chairman, P. Blalack; Secretary, H. Miller. No beefs; everything running smoothly. Movie fund \$116. Discussion re aiding orphan's home in Trinidad. Keep messhall clean.

HILTON (Bull), Oct. 18—Chairman,

A. Wile; Secretary, Bastion. OT disputed in engine dept. Request new washing machine and a fan for recreation hall. Request showers be repaired in steward dept.

ALCOA POLARIS (Alcoa), Oct. 18—Chairman, J. Bodon; Secretary, K. Brittain, Sr. No beefs. Ship's fund \$19. Motion that steward dept. school be set up to teach new messmen fundamentals of proper table service. Request better service on roach extermination.

MT. WHITNEY (Amer. Tramp), Sept. 9—Chairman, T. Lewis; Secretary, F. Neely. New delegate elected. Few hours OT disputed. No beefs. Discussion re men who fouled up.

PENN SHIPPER (Penntrans), Oct. 18—Chairman, G. Tenley; Secretary, J. Butler. Master to try and give draw at next port. Two hours OT disputed. No beefs. Suggest be sprayed at first stateside port.

ORION CLIPPER (Orion), Sept. 20—Chairman, K. Winters; Secretary, R. Barker. Letter re income tax to be posted. New mattresses on Planet to be picked up in Yokohama, Japan. No beefs; everything running smoothly. Two men missed ship. New delegate elected. Suggest starting ship's fund.

GULFWATER (Metro-Petro), June 18—Chairman, L. Talley; Secretary, J. McAndrews. Shortage of fresh vegetables for salads. New delegate elected. Complaint re nite cook-baker being uncooperative.

September 28—Chairman, P. Deuzat; Secretary, S. Mangold. Four men hospitalized—two in Calcutta, two in Djibouti. Shortage of food and linen. Each dept. delegate to see dept. heads re passageways and shower to be cleaned. Some OT disputed. Three men short in deck dept. Repair list turned in. Complaint re no money for draws and gangway unsafe.

ALCOA PARTNER (Alcoa), Oct. 31—Chairman, W. Simmons; Secretary, J. Baxter. Captain refuses to purchase pasteurized milk in Europe. Ship cleared of roaches in NY after spraying. Steward agreed to put rice on menu twice daily upon request. Six hours OT disputed. Discussion re food.

DE SOSO (Waterman), Oct. 21—Chairman, J. Craft; Secretary, C. Garner. Cooperation of crew requested. 8 hours OT disputed in engine dept. Beef with saloon pantry and messman.

STEEL CHEMIST (Isthmian), Oct. 25—Chairman, G. Lineman; Secretary, L. Walker. Complaint re steward keeping keys of storeroom. Proper attire requested in messroom. Suggest cooperation in using washing machine. Crew in favor of starting negotiations for retirement of men with 17 years' seetime on SIU contracted vessels.

DENTON (Denton), Oct. 10—Chairman, J. Novosel; Secretary, W. Selzner. Repairs taken care of. No beefs; everything running smoothly. Fans being repaired for messhall and foci's. New washing machine came in; cooperation requested in taking care of same. Turn in soiled linens. Return water glasses to messhall.

SAMPAN HITCH (Suwannee), Oct. 12—Chairman, J. Morton; Secretary, J. Davis. Ship's fund \$24.00. Some OT disputed in deck dept.

PENN TRANSPORTER (Penntrans), Oct. 25—Chairman, J. Stogolits; Secretary, F. Wellinski. Some OT disputed. Brief messman on working rules and working agreement. Turn in repair list.

COE VICTORY (Victory), Oct. 8—Chairman, J. Touart; Secretary, J. Coyle. General report on conduct of men. Ship's fund \$7.04. Two hrs. OT disputed in deck dept. Discussion re wasting of bread and on delegate's report. Vote of thanks to steward dept. for job well done.

ANTINOUS (Waterman), Oct. 24—Chairman, F. Travis; Secretary, E. Farrell. One man missed ship in Southampton. Four men logged. Ship's fund \$19.

TOPA TOPA (Waterman), Oct. 26—Chairman B. Anderson; Secretary, O. Gnenen. No beefs; everything running smoothly. New delegate elected. Suggest milk be served only twice a day. Request new washing machine agitator. Refrain from draining washing machine water on deck.

WILD RANGER (Waterman), Sept. 20—Chairman, N. Lambert; Secretary, A. Opsal. Wiper missed ship in NY. Some OT disputed in steward dept. Request painting of messhalls, foci's and head. Discussion on menus. Suggest more seating room.

ROBIN HOOD (Robin), Sept. 27—Chairman, W. Schultz; Secretary, E. Kaznowsky. New delegate elected. Ship's fund \$15. No beefs. Discussion re duties of delegates. Agreed to have coffee made in steam urn to have sufficient amount at coffee time. Vote of thanks to steward dept. for job well done.

ROBIN GRAY (Robin), Oct. 18—Chairman, R. Albanese; Secretary, T. Goodman. One man hospitalized in Trinidad. Ship's fund \$43.13. Discussion re disability plans.

WINTER HILL (Cities Service), Oct. 28—Chairman, T. Faulkner; Secretary, W. Felts. One man left ship. Few hours disputed delayed sailing. Request shower curtains for shower stalls. Suggest fumigation of messhall at least once a week.

Rangoon? Not His Favorite

SS SUZANNE, Karachi, India—Inasmuch as he is a seafaring man, the words of S. T. Coleridge in his poem, "The Ancient Mariner," are more than applicable to the recent experiences of Seafarer Clarence Cousins, while on shore leave in the Far East:

"A sadder and a wiser man,
He rose the morrow morn."

High on his list as "musts" are the various Japanese ports his vessel, Bull Line's Suzanne, now on charter to Military Sea Transport Service, hit recently. However, he summed up his trip to the port of Rangoon, Burma, with the foreboding words, "be forewarned."



Cousins

"If you desire female companionship in this port," he said, "it's about three-quarters of an hour's ride by rickshaw from the waterfront. But chances are that all desire will die in you when you see your prospective date (?) smoking a 'cheroot' (cigar to the uninitiated), 'as big and as round as a ship's hawser.' Well 'practically' as big, he admitted.

Somehow, a cigar-smoking woman doesn't figure to be the acme

of feminine appeal, even to a sailor ashore after a long ocean voyage.

As for the port itself, he said, there was little or nothing to do ashore that is entertaining to the average seaman, except possibly the movies. However, another big drawback about the port is that the legal rate of exchange for the American dollar is pitifully small.

Wait For Japan

"So be forewarned," he advised, and wait until you hit Japan, or some other good port before deciding to step out.

There are few ports that can equal the Japanese ports for courteous, clean and prompt service, Cousins said. The people are very friendly, especially to American

Fishing Family



When it comes to reeling them in, 11-year old Thomas Cossibon proves he's as good as his father, Seafarer Robert Cossibon. Thomas caught a 60-pound white sea bass while his father brought in a 90-pounder. The catch was made while on a little jaunt on the Seafarer's 41-foot cruiser, the Ensenda, off San Diego, California.

seamen, and a man can really enjoy himself ashore there.

What's more, the girls in Japan don't smoke cigars, a fact to be reckoned with.

LOG-A-RHYTHM:

The Lookout

By B. Wellbridge

Thru rain or fog, high winds or snow,
The lookout man has his post.
Whether it be in foreign waters,
Or just a trip up the coast.

His true sharp eyes are always peeled,
Scanning along the foam.
Looking for any dangers
That may be out there, unknown.

The sky and the winds are his company,
As he looks across the sea.
The splash of the waves against the hull,
Is like a haunting melody.

Many nights can go by,
His eyes a ghostlike stare,
Watching the brine and the billows,
For something may be there.

No need for radar with a lookout
Because he is on the ball.
The slightest sign of danger,
And the wheelhouse gets a call.

Not only does he depend on vision,
As any sound he will hear.
In him the crew has faith,
And sleep without a fear.

Many a watch is unbearable,
His garments covered with foam.
He's cold, and wet, but you can bet,
That he'll still be there, alone.

So hats off to the lookout,
A man who deserves a toast,
For his watchful gaze across the sea,
As he mans his lookout post.

EVERY SUNDAY DIRECT VOICE BROADCAST

"THE VOICE of the MTD"

To Ships in Atlantic South American and European Waters

Every Sunday, 1620 GMT
(11:20 AM EST Sunday)

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

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

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

Meanwhile, MTD Round-the-World Broadcasts continue . . .

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

WCO-13020 KCs
Europe and No. America
WCO-16988.8 KCs
East Coast So. America
WCO-22407 KCs
West Coast So. America
Every Monday, 0315 GMT
(10:15 PM EST Sunday)
WMM 25-15607 KCs
Australia
WMM 81-11037.5
Northwest Pacific

MARITIME TRADES DEPARTMENT

AFL-CIO



SEAFARERS IN DRYDOCK



An infection which is reported healing nicely laid up Seafarer James McDevitt in the San Francisco USPHS welfare representative reported. McDevitt had last sailed on the SS Kyska, and hopes to be back with his shipmates sometime in the near future.

Also out in the West Coast hospital, but only for a general checkup, is Seafarer Mack Acosta, formerly on the Valiant Force. Acosta told his friends he will be back on the beach any day now.



McDevitt



Acosta

A kidney disorder which has dry-docked Seafarer Edwards Hiuenga for the past couple of weeks is reported clearing up and he hopes to be fit for duty soon. However the doctors have set no date for his discharge. Hiuenga last shipped on Calmar's Massmar.

Down in Norfolk "progressing very well" seems to be in order for Seafarers Allen Burke, Edgar Bryant and James Black. Burke, FWT, is recuperating from a heart condition and hopes to be discharged soon. Bryant, former third cook on the Steel Rover, is reported coming along fine after an eye operation, and James Black, another FWT, is in the hospital because of an arthritis condition. Doctors say he is getting along much better after responding to treatment. He last sailed on Waterman's Andrew Jackson.

Seafarers on the beach or off their ships on shore leave should take the time out to visit the brothers laid up in the hospitals. A visit from shipmates, especially now with the holidays coming up, would be most appreciated.

The following is the latest available list of hospital patients:

USPHS HOSPITAL
STATEN ISLAND, NY
Donald Anderson
Ivar Anderson
William Barrett
Frank Brodzik
John Campbell
Teodoro Cepriano
George Champlin
Wade Chandler
Pedro Claudio
Diego Cordero
William Dunham
Brigido Figueroa
Samuel Ginsberg
Giles Glendenning
Howard Hamlin
Stanley Hayes
Gustav Helgerson
Alford Keenum
David Lietz
William Logan

VA HOSPITAL
SEATTLE, WASHINGTON
Kenneth Elvin

USPHS HOSPITAL
MANHATTAN BEACH
BROOKLYN, NY
Matthew Bruno
G. Caraballo
Leo Carreon
Joseph Cox
John Driscoll
Otis Gibbs
Bart Guranick
Taib Hassan
William Kenny

USPHS HOSPITAL
NORFOLK, VA.
Joseph J. Bass
Henning Bjork
James Black
Francis Boner
Edgar Bryant
Allen Burke

USPHS HOSPITAL
SEATTLE, WASHINGTON
John Brady
Victor McMahon
Lito Morales
Joseph Sharp

USPHS HOSPITAL
NEW ORLEANS, LA.
Sidney Anderson
Anthony Benedict
Roderick Brooks
Bernard Burns
Daniel Byrne
Melvin Chilton
Thoms Dailey
John Dooley
Roy Gallagher
Salvatore Gentile
James Glisson
Wade Harrell
Edward Jeanfreau
Jesse Joy

Thomas Lehay
Leo Mannaugh
Primitivo Muse
Jeremiah O'Byrne
George Phifer
Almer Vickers
R. Waterfield
Luther Wing
Pon Wing

Arthur Nelson
Harold Riley
Charles Umphlett
Robert Wiseman
Robert Rhea

Edward Knapp
Leo Lang
Timothy Less
Henry McKay
Fred Morris Jr.
William Nelson
James Norfleet
Eugene Plahn
Aubry Sargent
Paul Signorino
Joseph Suarez Jr.
Charles Summerell
David Williams
Salvatore Zammith

USPHS HOSPITAL
SAN FRANCISCO, CALIF.
Mack Acosta
Arthur Brown
Charles Fishel
Charles Harris
Edward Hiuenga
L. Knickerbocker

USPHS HOSPITAL
BALTIMORE, MD.
Henry Adams
Stephen Bergeria
Leon Blusiewicz
Ernest Brown
Donald Catlin
Jeff Davis
John Dixon
Francisco Cesarco
Gorman Glaze

USPHS HOSPITAL
FT. WORTH, TEXAS
Richard Appleby
Benjamin Deibler
Woodrow Meyers
James Russell

US SOLDIERS HOME HOSP.
WASHINGTON, DC
William Thomson

USPHS HOSPITAL
BRIGHTON, MASS.
Elton Hamaty
Raymond Perry

USPHS HOSPITAL
GALVESTON, TEXAS
Frederick Harvey
Robert Jones
Albert Morse

USPHS HOSPITAL
SAVANNAH, GA.
R. Cetchovich
John Power

VA HOSPITAL
HOUSTON, TEXAS
Raymond Arsenault

SAILOR SNUG HARBOR
STATEN ISLAND, NY
Victor B. Cooper
Thomas Isaksen

VA HOSPITAL
KECOUGHTAN, VA.
Joseph Gill

VA HOSPITAL
TUCSON, ARIZ.
Frank Mackey

VA HOSPITAL
CENTER HOT SPRINGS, SO. DAKOTA
Clifford Womack

MT. WILSON STATE HOSPITAL
BALTIMORE, MD.
George Davis

SO. BALT. GENERAL HOSPITAL
BALTIMORE, MD.
Eusebie Gherman

VA HOSPITAL
BALTIMORE, MD.
Maurice Flynn

'Nose Cone Ours' -- Sentry

SS COASTAL SENTRY, At Sea—It's not that they have anything against the crew of the SS Rose Knot or New York newspapers, but the Seafarers on the missile ship Coastal Sentry want to set the history books straight on the all-important first recovery of the nose cone of an Atlas ICBM missile last July.

According to ship's delegate Al Borjer, the stories carried in the July 31st and August 28th SEAFARERS LOG concerning the recovery were inaccurate. "We don't know the source of your information," Borjer said, "but you were totally misinformed as to the details."



Borjer

"Said nose cone," the delegate pointed out, "was not recovered by the Rose Knot, but by the Coastal Sentry. However both vessels were at the scene of the recovery, but

the Coastal Sentry attained the honor, and the whole operation went off without a hitch and we were highly praised for a job well done."

(Ed note: The story of the recovery of the Atlas Nose cone, called an all-important first in

space travel progress, was taken from articles appearing in New York daily newspapers. Because of security restrictions, the only source of information available about the activities of the missile ships, are items released to the press.)

'Sea Spray'

—by Seafarer "Red" Fink



"Write often, dear, even if it's only money orders."

Bye-Bye \$
As Bobbies
Nab Butts

ALCOA PILGRIM: Southampton, Eng.—The English, as anyone who ever has had anything to do with them knows, have a passion for details. While they pay great attention to catching the mild, meek, bank clerks who dissolve ten or fifteen victims in acid, they do not forget trifles like people who forget to declare an occasional carton of cigarettes.

English customs officials found an undeclared carton of cigarettes on one Seafarer in Southampton and fined him eight pounds and six shillings . . . that's more than \$25 in American money.

"Those Limeys are rough," reports Seafarer Carl Ainsworth from the SS Alcoa Pilgrim, in his note about the custom officers, find and fine.

The Seafarer who was caught must be fuming, though he's probably not smoking too much. Those cigarettes cost him \$2.30 a package, which almost makes it cheaper to smoke dollar bills. The tobacco was probably cured in Virginia and the forgetful seafarer most certainly was cured in Southampton.

Texas Gang



A break on deck is in order for these members of the SS Seatrain Texas bosun Jim Rawlins writes. Standing (l-r) are daymen T. Smigielski and Ed Hagan, while kneeling are Rawlins and Mac McCormick, another day-man. The photo was taken in the Gulf of Mexico.

Fish Sneer At Massmar

SS MASSMAR, At Sea—Just when everything seemed to be perfect on this ship, something went wrong—the fish refused to cooperate.

The last meeting report from the ship noted that all is tip-top. The crew gets along fine, the beefs are non-existent and the chow is good.

What spoiled the illusion of an ideal trip is the poor fishing. Usually, the intercoastal run is the happy hunting ground of the red and reel boys and not a trip passes without somebody sending in a photograph of a monster of the deep that was hauled in, immortalized on film and then broiled for dinner. This time, something went wrong.

Maybe, as the saying goes, a hungry fighter is the best fighter. Not being hungry, the fishermen on the Massmar may have lacked some of the incentive and keen edge needed to hook a fish. And on the other hand, maybe the fish weren't hungry either.

Assuring a well-fed crew on the Massmar is chief steward James Eichenberg, while the beefs are being handled by John Likeness, acting ship's delegate and three

departmental delegates, James Waller, deck; J. Gnagey, Jr., engine, and W. J. Schofer, steward.

LOG-A-RHYTHM:

Retribution

By Roy Fleischer

Oh! I could jump in the sea,
And no one would ever care.
The woman I loved only laughed
And said I didn't dare.

"Why don't you sell some tickets,
Make people pay to see,
And put on a good performance
As you drown in the murky sea?"

So here I sit on the deck,
With the inclination gone.
I'll never jump, I know that,
But the woman I love is wrong.

I have the guts to live or die,
"To be or not to be."
The woman I love can go to hell!
THAT'S what I live to see.

Notify Union On LOG Mail

As Seafarers know, copies of each issue of the SEAFARERS LOG are mailed every two weeks to all SIU ships as well as to numerous clubs, bars and other overseas spots where Seafarers congregate ashore. The procedure for mailing the LOG involves calling all SIU steamship companies for the itineraries of their ships. On the basis of the information supplied by the ship operator, three copies of the LOG, the headquarters report and minutes forms are then airmailed to the company agent in the next port of call.

Similarly, the seamen's clubs get various quantities of LOGs at every mailing. The LOG is sent to any club when a Seafarer so requests it by notifying the LOG office that Seafarers congregate there.

As always the Union would like to hear promptly from SIU ships whenever the LOG and ship's mail is not delivered so that the Union can maintain a day-to-day check on the accuracy of its mailing lists.

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

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

(Print Information)

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STREET ADDRESS

CITY ZONE STATE

TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below:

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CITY ZONE STATE

TV Show Recalls Disastrous Convoy

One of the most dramatic and tragic episodes of war at sea in World War II involved Convoy PQ-17, better known among SIU seamen as the "Fourth of July" Convoy to north Russia.

Last Sunday this disastrous mission was reenacted on the CBS network show, "The Twentieth Century". Entitled "Suicide Run to Murmansk", the show reported with full intensity the ill-fated voyage of Convoy PQ-17, made up of American, British, Dutch, and Russian cargo ships, bound from Iceland to the Soviet Arctic ports of Murmansk and Archangel in July, 1942.

Allied and enemy films showed the forces that conspired against the 33 merchant ships and their escorts. Shown in dramatic detail was the consequences of a critical error in judgment—the decision of the British Admiralty to divert the escorting warships from the convoy during its voyage. Ordered to scatter, the merchant ships were easy prey for the enemy. Of the 33 vessels, 22 were sunk, including five SIU-manned ships; the Honomu, Pan Craft, Olopana, Pan Atlantic, and the old Alcoa Ranger. All told 500 seamen were lost, and war materials valued at \$500,000,-

000 sent to the bottom of the sea. Only 11 ships out of PQ-17 made it through to Russia, including four SIU ships; the Samuel Chase, Benjamin Harrison, Ironclad, and Bellingham.

The grim episode on "The Twentieth Century" was a "forceful tribute to the courage of the merchant mariners who made the Murmansk run", reported the "New York Times" TV reviewer.

The story of PQ-17 has been told in considerable detail in the SIU booklet, "Seafarers In World War II", a history of the exploits of seafaring men during the war.

Greek Union Drops Pact With Orion

(Continued from page 3)

tract by the Greek union means that the Orion-controlled runaway-flag ships cannot claim immunity from American organizing on the ground that they already have an agreement with another ITF-affiliated union.

The use of the escape hatch by shipowners of Greek ancestry developed on a large scale following the December, 1958, worldwide ITF protest demonstrations against runaway shipping, a good portion of which is operated by branches of the Niarchos, Onassis, Livanos, Kulukundis and Goulandris families located in various countries.

Following the demonstrations, the Greek consul in New York denounced them as a plot against Greek shipowners, and a large number of the vessels involved were suddenly transferred to Greek registry or obtained contracts with the Greek seamen's union.

Present at the meeting, along with Hall and Curran, were Omer Becu, ITF general secretary; Lawrence White, ITF special officer; Douglas Tennant, secretary, British Merchant Officers Union; M. Petroulis, general secretary, Pan Hellenic Seamen's Federation; Harry O'Reilly, executive secretary, Maritime Trades Department; Steve Federoff, NMU secretary-treasurer; Teddy Gleason, general organizer, International Longshoremen's Association; William Perry, assistant to Curran.

SS Ocean Ulla's Rudder Snaps

The Ocean Ulla, Ocean Transportation Company's new 35,000 ton supertanker, cracked a rudder on the second day of its trial run on Nov. 28, and had to be assisted to Camden by tugboats.

The ship left the New York Shipbuilding yard in Camden, NJ, on Tuesday, October 27 to begin its trials. On October 28, she had just completed her power run and was in the course of demonstrating her turning circle when the huge vessel's rudder snapped.

Although the rudder had not broken off, it is possible it may need to be redesigned and repairs may take as long as two months.

Throw In For A Meeting Job

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

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

916 Vessels In US Fleet

WASHINGTON — Still on the downgrade, the active ocean US merchant fleet had slipped to 916 vessels by October, the Maritime Administration announced. This was a decline of 21 ships from the September 1, 1959 deadline.

A good part of the decline represents the impact of the lengthy steel tie-up, so that the November 1 figure will undoubtedly show a continued decrease.

Of the 916 vessel total, only 884 are privately-owned. There were 136 ships in lay-up, 53 dry cargo ships and 64 tankers, all of them privately owned.

Even if all the laid-up ships were to suddenly become active, the total private merchant marine ship figure would barely exceed 1,000.

Ports Rap ICC Action; Savannah Run Resumed

(Continued from page 3)

few days after the new rail rates became effective, a number of contracts were terminated, resulting in an estimated loss of 60,000 tons of paper and the lay-up of the tugs Roleta and Chauncey. Talks with the companies still under contract are continuing, with the possibility of more lay-ups in store.

Seatrains, in its plea to the ICC, pointed out that prior to the new rates the railroads carried 90 percent of the pulpwood and fibreboard moving from the Savannah area to New York. Seatrain's pulpwood cargo, however, made up 55 percent of its northbound tonnage and provided 54 percent of its revenue.

Seatrains' president, John L. Weller, declared that the rails were willing to take the lower rates in order to get the remaining 10 percent of the paper traffic, and he also charged that the rails were willing to suffer "out of pocket losses" because they could make up for these by increasing their traffic in the remaining 45 percent of the commodities which Seatrain carried.

"The commission's failure to act in this situation is particularly astounding because the commission was well aware that failure to act was tantamount to a decision that the port of Savannah is not entitled to coastal water service," Weller asserted.

"The commission," he said, "was also aware that the railroad rate cuts on pulpboard were part of a concerted drive by the railroads to eliminate coastal water service step by step, in a campaign of selective rate cutting."

Previous ICC decisions in favor of the railroads have whittled down US coastwise operations to the point where Seatrain and the SIU-contracted Pan-Atlantic

FINAL DISPATCH

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan:

William C. Palmer, 47: Brother Palmer died of natural cause while at the USPHS Hospital, Staten Island, NY. Palmer was a member of the steward department, joining the Union in 1946. He was buried in Pine-lawn Cemetery, Long Island, NY.

Palmer is survived by his sister, Betty Raino, of Brooklyn, NY.

Robert G. Barrett, 62: Brother Barrett died on September 5, 1959, at the USPHS Hospital, La. of leukemia. He was buried at the Peach Land Cemetery, NC.

Brother Barrett joined the Union in 1941, and was a member of the engine department. He is survived by his sister, Mrs. C. D. Davidson, of Lilesville, NC.

Claude S. Scott, 40: A heart attack felled Brother Scott on August 17, 1959, while a patient at the Mercy Hospital, Baltimore, Md. He was a member of the deck department, and joined the Union in 1943. He is survived by his sister, Mrs. P. M. Tingel, of Vinton, Virginia.

Frank W. Goarin, 37: Brother Goarin died on October 6, 1959, of a head injury.

Goarin joined the Union in 1944, and was a member of the deck department. He is survived by his wife, Jacqueline Goarin, of Paris, France. Goarin was buried in Paris.

Personals And Notices

Alfonso Lopez Esperanza
Please contact Vincenta Ortiz Esperanza, Barrio Media Luna No. 455, Fajardo, PR.

W. A. Thomas
Please contact your wife at Route 1, Box 128, Alton, Va.

Steve Sloneski
Please contact Hank. Very important.

B. B. Henderson
Please contact Fred D. Lynum at 1534 Seventh Street, Oakland 20, Cal.

John F. Williams
It is urgent that you contact your sister Mrs. Lucy Williams, Abel, 1980 Vale St., Reno, Nevada. Please wire or write immediately.

Patrick White
Please contact Sears, Roebuck and Co., 2675 Geary Blvd., San Francisco 18, Cal.

Berkey Shuler
Please contact Mrs. Shirley Sawaska at the Seamen's Church Institute of New York, 25 South Street, New York 4, NY.

Theodoros G. Calapothakos, Donald L. Christensen, Boleslav J. Dzelak, George Lichtenberger, Thomas V. Logan, Sheffield Ner-kitt, Joseph Pitetta, Bernardo Tombocon, William C. Watson, Ding Hai Weo.

Income Tax Refund Checks are being held for the following men by Jack Lynch, Room 201, SUP Building, 450 Harrison Street, San Francisco 5, Cal.

Francis C. Dowd
Ignatius J. Torre

SIU attorneys have vouchers for money due the above-named men for service on the Arickaree and the Stony Point. Contact Miller & Seeger, 26 Court Street, Brooklyn 1, NY.

SIU BABY ARRIVALS



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

George Nicholas Vourloumis, born October 3, 1959, to Seafarer and Mrs. George L. Vourloumis, Philadelphia, Pa.

Fernando Luis Brown, born October 5, 1959, to Seafarer and Mrs. Isaac Vega Brown, Playa Ponce, PR.

Joy Lynn Cole, born September 13, 1959, to Seafarer and Mrs. Lonnie C. Cole Jr., Asheboro, NC.

Marie Jennie Colson, born September 26, 1959, to Seafarer and Mrs. William H. Colson, Savannah, Ga.

Darlene Kay Gibson, born September 26, 1959, to Seafarer and Mrs. Clyde J. Gibson, Canton, NC.

Linda Marie Gustafsson, born October 9, 1959, to Seafarer and Mrs. Rune G. Gustafsson, Staten Island, NY.

Theresa Fay Mills, born September 30, 1959, to Seafarer and Mrs. Cecil Harold Mills, Portland, Ore.

Linda Susan Mitchell, born October 15, 1959, to Seafarer and Mrs. Robert L. Mitchell, West New York, NJ.

Joanne Scully, born October 13, 1959, to Seafarer and Mrs. Joseph Scully, Paterson, NJ.

Lisa Allene Wright, born September 12, 1959, to Seafarer and Mrs. Esaw Allen Wright, Grand Bay, Ala.

Cynthia Ann Todd, born July 29, 1959, to Seafarer and Mrs. Ralph K. Todd, Ovett, Miss.



IBL Convention Ratifies Merger

MILWAUKEE—The return of the ILA to the merged labor movement was virtually completed here on October 31 when the delegates to a special IBL convention approved an IBL-ILA merger by a vote of 5,557 to 1,328.

The merger had been approved in September by ILA members in all ports, so that the IBL action was the next-to-the-last step in the ILA's reaffiliation with the AFL-CIO, prior only to the formal issuance of an AFL-CIO charter.

The reaffiliation—on a two-year probationary basis—had been approved by the AFL-CIO Convention in San Francisco in September, after a recommendation by the AFL-CIO Executive Council last August.

That Executive Council action was based on the favorable report made by the four-man committee which the Executive Council had named last February to study the formal application for reaffiliation filed by the ILA on January 8.

The committee, composed of four AFL-CIO vice presidents, reported that it had found the ILA in substantial compliance with an AFL clean-up directive of February 3, 1953, as well as the ethical practices demanded of affiliates by the AFL-CIO Convention and Codes of Ethical Practices.

Under the terms of the merger,

four top IBL officers will become members of the ILA Executive Board and will head up the Great Lakes District, where the IBL has had its greatest strength since it was chartered by the AFL in 1953.

The four IBL officers are Larry W. Long, president; E. L. (Buster) Slaughter, secretary-treasurer; David Connors, first vice president, and Patrick Cullnan, Jr., president of the IBL-affiliated Licensed Tugmen's Protective Association.

Long, prior to the merger vote, told the convention delegates that "we feel additional progress can be made under the banner of the AFL-CIO."

The ILA's president, Captain William V. Bradley, had previously appeared with seven other ILA officers and asked the delegates to "forget about past differences and look to the future."

The ILA has about 80,000 members in Atlantic and Gulf Coast ports and on the East Coast of Canada, while the IBL claims 20,000 members on both the U. S. and Canadian sides of the Lakes, as well as in Puerto Rico and among tugboatmen and other waterfront workers.

Merger of the two unions means the creation of a single 100,000-member organization with jurisdiction over every important waterfront area of North America with the exception of the West Coast.

The IBL, since its chartering, has been an affiliate of the AFL-CIO Maritime Trades Department, and the ILA is now expected to join.

Foreign Flags Grab Boston Tourist Trade

BOSTON—The last period saw smooth shipping except for the SS Pacific Navigator's (World Tramping) inability to payoff its crew. The crew has placed a lien on the ship, with the ship remaining in port until all the crew's wages are paid.

Grain exports from the port of Boston are on the increase. Several ships are scheduled for loading in Boston, but thus far there are no indications as to what percentage of the business will be handled by SIU ships.

Recent increases in foreign-flag passenger ships to this port indicate New Englanders are going to go in for sea travel during the holidays. Greek Lines have increased from eight sailings (1958) to 13 sailings (1959). Italian Lines also have reported an increase in passenger service departing from Boston.

In the last two weeks only one ship signed on, Mermaid (Metro Petroleum). There were five ships in transit. They were Mt. Whitney, Mt. Rainier (Cargo and Tankship), Royal Oak (Cities Service), Longview Victory (Victory Carriers), and Pacific Navigator (World Tramping).

Letters to the Log...



SIU MEETING NIGHT CHANGE

Because Wednesday, November 11, is a national holiday and a contract holiday as well, no meeting will be held on that night. The SIU constitution provides that when meeting nights fall on such holidays, the meeting will be held on Thursday, in this case November 12, instead of the normal Wednesday night date.

Navy Tests Directionals For Ships

CHICAGO—Ships may some day be equipped with directional signals just like automobiles, according to a report given during the marine section meeting of the National Safety Council conference.

The report was given by Rear Admiral Donald T. Eller, Atlantic area commander of the Military Sea Transportation Service, who noted that a Dutch company has already devised an arrow to be placed on the fore part of the bridge in a horizontal position.

The arrow is operated like the directional signal of an automobile and pointed the way the ship is turning.

Admiral Eller said the device has already been installed on a few Dutch ships, and that the MSTS is planning to equip one of its ships in the near future with the device for operational evaluation.

Shipboard Funeral



Alcoa Planter flag is at half mast as Captain L. A. Youngs reads memorial service over coffin containing body of Hugo Kotsch, former ship's officer. Kotsch died in auto accident.

See Philly Hall Open By Jan. 1

PHILADELPHIA — Port agent Steve Cardullo reports the Graham beef has been settled, and an HIWD contract should be ratified and signed sometime this week providing great improvements in wages and benefits for these men.

The new Philly hall, presently under construction, is progressing rapidly, and should be completed prior to the New Year.

Shipping has been fair over the last two weeks. Several Marvin ships signed on some men, making up for the inactive Calmar ships currently laid up due to the steel strike. The Marvin ships signing on were the Venore, Chilore, and Marore.

Paying off during the last period were Venore, Chilore, Marore (Marven); The Cabins (Texas City Refining); and Council Grove (Cities Service).

The following ships were in transit: Mankato Victory (Victory Carriers); Emilia (twice), Beatrice and Jean (Bull); Bents Fort (Cities Service); Robin Locksley (twice), and Robin Trent (Robin); Petrochem (Valentine); Steel Rover (Isthmian).

Coast SIU Wins Layoff Benefit Beef

SAN FRANCISCO—Members of the SIU Pacific District have won an important victory in their rights to collect unemployment insurance while off a ship. The Division of Appeals of the California Department of Employment has ruled that seamen are entitled to unemployment benefit even though they may be collecting supplemental wage benefits at the same time.

The supplemental wage benefits under West Coast contracts, consist of two days' pay for each month worked on a ship, and are paid when a seaman leaves a ship. The benefits had replaced the former vacation plan on the West Coast.

Originally, the Department of Employment had ruled that the supplemental benefits were vacation pay, and that they should be counted as wages for the period immediately following the payoff. Such a ruling would deny a man unemployment benefits for as much as two weeks or more.

The Pacific District Unions protested the ruling, arguing that supplemental wages were actually earned wages during a period of employment, and when a man received the money had no bearing on when he earned it. The fact that these wages were not collected until the seaman left the ship did not change their status, the union argued.

The Appeals Board upheld the union position, noting that an individual is considered unemployed in any week in which he does not work, and for which week no wages are paid. The supplemental wage plan is tied directly to the period in which an individual worked and not when he is off the ship.

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NEWS HEADLINES IN REVIEW



CHINESE STILL FEUDING WITH INDIANS ON BORDER DISPUTE... 17 INDIANS REPORTED KILLED IN BORDER CLASH.



FIDEL CASTRO ATTACKS U.S. IN RALLY BEFORE 300,000 CUBANS. CASTRO CHARGES U.S. ALLOWED PLANES TO TAKE OFF TO BOMB HAVANA.



RUSSIANS RELEASE PHOTO OF BACK OF MOON... ITS SMOOTHER THAN FACE SIDE, WITH FEWER SEAS. SOVIETS NOW CALL THEMSELVES THE WORLD'S GREATEST POWER.



DE GAULLE SEEKS TO DELAY SUMMIT CONFERENCE... WINS PARIS MEETING IN DECEMBER BEFORE BIG FOUR GET-TOGETHER.



COMMUNIST EAST GERMANY GETS NEW FLAG ON ANNIVERSARY OF TENTH YEAR IN POWER. ALLIES PROHIBIT FLAG IN W. BERLIN.



NEW YORK CHOSEN AS SITE FOR 1964 WORLD FAIR. FAIR WILL BE HELD ON SAME SITE AS 1939-40 EXTRAVAGANZA.