Vol. XXI

SEAFARERS LOG

Dec. 4, 1959

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

SET UP UNION FOR RUNAWAYS' SHIPS

Story On Page 8

Balt. MTD Seeks Port Overhaul

Story On Page 2





First Good Meal. After being stranded in Detroit by runaway shipowners, key dinner provided by Union. SIU steward Walter Anderson does the honors. Owners have disappeared, leaving crew holding the bag. (Story on page 9.)



Holiday Cheer. New York headquarters cafeteria was host to 600 guests at Thanksgiving Day feast. Above, Seafarer admires display of fruit and other holiday delicacies. At left, two of the many family groups who came to the dinner dig in. At rear are David Blonstein, AB, his wife Anna, sons Charles 7, Neil 4½. In foreground are Lucy and Margy Guzman. (See other photos, page 3.)

Congress Inquiring Into Military Role In Kings Point Maritime School





Balt. MTD Seeks Role In Port Plans

BALTIMORE-Maritime labor in this port is putting the pressure on the state government and the Maryland Port Authority to get moving on construction of package cargo piers here. The drive for modernization of the port was kicked off by the Baltimore Port

Council of the Maritime+ Trades Department AFL-CIO | mitted to Governor J. Millard Authority board and among its and has stirred up dormant Tawes. plans to improve the port.

almost exclusively on various types of bulk cargoes. Development of package cargo trade would provide representation on the body. more employment opportunities for seamen and other maritime workers shipping out of this port and would benefit the shipping industry generally.

Seafarer Walter Sibley, secretary of the Baltimore Port Council of MTD, raised the whole issue of the inactivity of the Maryland Port Authority and its failure to heed labor's voice in a resolution trans-

Sea Unions, **Others Rap** Oil Tax Rig

WASHINGTON-The 271/2 percent depletion allowance which Roads, or give up. has helped fatten the pocketbooks of oil and gas producers for years -most of whom also operate runaways, and, consequently get tax benefits there-is under scrutiny by the House Ways and Means Committee in its study of the nation's tax structure.

Already, the Congressional unit has been bombarded by presentations from both sides of the fence, which were recently made public by the study group.

US maritime unions, including the SIU, are on record against the depletion allowance as being another form of underserved special privilege for giant oil companies which are the backbone of runaway-flag operations.

A joint statement issued by the Seafarers Section of the MTD called the depletion allowance the "most glaring concession in our tax structure . . . (which) "shifts the tax burden in part to non-privileged taxpayers."

The union statement also pointed out that the major oil companies are allowed to charge payments to such countries as Saudi \$3 billion.

An economics professor who recommended its elimination called the tax benefit "fraught with evil . . . devoid of merit." Specifically, he said:

"This is not to deny that there exist many practical problems of serious public import in connec-

(Continued on page 5)

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PAUL HALL Secretary-Treasures

HERSEN BRAND Editor. BERNARD SEA SAN Art Editor. HERMAN ARTHUR, IRWIN SPIVAK, AL MARKIN, JOHN BRAZIL, ANTHUR BERGER, CHARLES BEAUMET, Vizif Writers, BILL MOODY, Gulf Area Representative.

biweekly at the headq



The MTD communication At present, Baltimore depends charged that the Port Authority discriminates against maritime labor by failing to include labor

> It was pointed out that 31/2 years have passed without the Authority coming up with a single plan for building a general cargo terminal. One reason given for the failure is that the railroads and other business groups are dragging their feet.

Elaborating on the problem, Earl Sheppard, SIU Baltimore port agent, put it this way:

"Present one-industry monopoly in the harbor must be ended if we're to get ahead. Pier operators, mainly the railroads, haven't been able to cooperate with the Port Authority in building general cargo terminals.

"Today, after 31/2 years, such proposals aren't any further along than when the Authority was established. Immediate public action cluding crewmembers' claims to approve the transaction. is imperative.

"We must build general cargo piers of the quality of new terminals at New York and Hampton

"One of the glaring deficiencies in the Port Authority is that no single one of its five commissionerappointees has had prior maritime experience. Without maritime management or labor bringing its know-how directly into MPA deliberations, progress is bound to be slow . . . the port's 30,000 workers are completely without a voice in the Port Authority, either on the board or among its paid staff," Sheppard noted.

In comparison, the railroads, maritime banking and other businesses are well represented on the

Del Norte

RIO DE JANEIRO-The crew of the Del Norte had an unscheduled of \$190,000, it was necessary for Arabia against their domestic stopover in this city this week as taxes, costing the US an estimated | the the result of an accident off the coast of Brazil which disabled the

> The Del Norte en route to New Orleans broke her rudder shaft 300 miles out of Rio de Janeiro and 40 miles offshore, and had to be towed to Rio by a Brazilian navy tug. The crew and 41 passengers spent Thanksgiving Day being towed back, arriving in Rio the next day.

> The Del Norte is expected to leave Rio December 5 and to return to New Orleans by way of Curacao. The ship is expected to arrive in New Orleans about December 18.

> A replacement for the broken rudder shaft, weighing some 41/2 tons, was flown to Rio by air freight. A spokesman for the company said it has not been determined yet whether the ship will be laid up upon its return here, whether it will skip a voyage, or whether they will try to fit it into another schedule.

The passengers aboard the ship at the time of the accident were transported to New Orleans by various methods, including by air and by other cruise ships out of Rio.

(S easy at Lemmire).

personnel.

"If we don't get representation through normal appointment channels," Sheppard concluded, "we'll press for a change in the law."

The Authority itself, through its chairman, John L. Kronau, concedes it hasn't been getting anywhere. He urges development of Harbor Field as an integrated general cargo terminal.

SCHEDULE OF SIU MEETINGS

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

December 9 December 23 January 6

Sell Two World Tramp Libertys; More Coming

Two of the 12 ships operated by the World Tramping Agency, and manned in the unlicensed departments by members of the SIU Atlantic and Gulf District, have been sold at

public auctions to satisfy cred-+ itors' liens against them, in- the US District Court in Boston for wages and family allotments.

The two freighters are the Pacific Navigator, which was sold on November 23 in Boston, and the Pacific Carrier, which was sold the following day in Baltimore. The Baltimore sale has not yet been approved as there was only one bidder present.

Six other World Tramping ships are still immobilized by creditors' liens in various US ports, while three are coming in from the Middle East and Africa. The 12th ship, the Pacific Ranger, had been taken over previously by another SIUcontracted company which is paying off her obligations.

Two of the other ships stranded in the Middle East have now been turned over to new operators. They are the Westport and the Pacific Venture, which are loading ore in South Africa for delivery on the US East Coast.

The Pacific Navigator was stold to satisfy 16 creditors' claips against her, including claims for about \$20,000 in crewmen's wages. The purchaser was the holder of the ship's mortgage, the Equitable Shipping Corporation of Dover, Del., and the sale price was \$154,000.

Since the sale price was \$36,000 less than the ship's appraised value

wu. Since li a generale dured

The Pacific Carrier was sold to the Standard Marine Company for shallower draft ships had a very \$129,000, also subject to court approval.

The matter first came to the attention of the Union when crewmembers began to complain that their families were not receiving their allotments, or that allotment checks were bouncing when they did come through.

When the ships hit the States, many of them were extremely low on stores and there were no paymasters on hand to pay the crews

The Union immediately took steps, through its attorneys, to assist the crewmen in putting liens against the yessels. It also took other steps to aid the crewmen and their families pending the outcome of the legal actions.

Labor Act In Dec. 18 LOG

The full text of the Landrum-Griffin amendments to the Taft-Hartley law is now in process of being set up. It will be printed in the December 18 SEAFARERS LOG. Technical difficulties delayed the printing which was initially scheduled for this issue.

Foreign Co's Pick Up All **Lakes Chips**

With the seasonal closing of the St. Lawrence Seaway last week, foreign flag operators can look back on their best cargo year on the Lakes while their US counterparts glumly review a "red ink" year and think only of the future.

A survey indicates most foreign lines made money, a few "broke even." But spokesmen for the foreign flags operating in the Great Lakes said competition for business this year was so keen that numerous lines were ferced to lower rates below established scales in order to continue operating. One representative of a foreign line which broke even this year said his firm would be back next year with bigger ships and expectations of an even greater competitive year for the lines.

US Lines Lose

One US flag line, American Export, estimated losses this year at \$500,000; another, Grace Lines, is expected to report heavy losses as well.

It has been apparent, however, that foreign operators with their definite advantage over American operators in the St. Lawrence Seaway, in that they could easily ply the water passage even when loaded to capacity.

Even before the Seaway was completed foreign ships had been making inroads on the Lakes with small motorships which could navigate the 14-foot depths of the Lachine Canal.

On the other hand, American ships of deep draft couldn't safely navigate there unless, of course, they carried less than capacity cargoes. If they did, they couldn't possibly compete with the foreign vessels and, consequently, wouldn't break even for their efforts.

The 25 to 27-foot depth limit of the Seaway imposes limitations on American ocean-going ships which usually need around 30 feet of water. But even worse is the problem in several of the major Lakes cities whose ship channels are often shallower than the Seaway itself.

Another problem in Seaway operations has been frequent accidents in the lock sections causing expensive repairs and lengthy de-

SIII Lifehoat School Graduating Class



Another group of Seafarers who successfully completed course of training at SIU Lifeboat School poses for photo at headquarters with instructor Bill Doak (center, rear). In group are Seafarers A. Homak; B. Bentz, J. Bentz, J. Schinkel, Fabian, S. Balter, E. De Quartel, E. Becker, J. Moody, W. Dolton, S. Wala, R. Oliver, J. Gioli, G. Eldemire, M. Gelles, C. Hampson, D. McGrath, J. Barone, Finerty.

Set Up Runaway-Ship Union

TURKEY DAY AT SIU



Seafarer Robert Bettancourt and his two sons Luciano, 10 and Frank, 8 dig in to their Thanksgiving dinner. The kids had a wonderful time with the shrimps, turkey, and pie. Dinner was served from 10 AM to 3 PM.



Cafeteria staff in New York hall pose behind a roast beef, turkey and ham display just a few minutes before the annual Thanksgiving meal was served. Feast included twenty-odd turkeys, plus hams and roast beefs.



Nick Goresh and family, along with Mr. and Mrs. Mike Tymoczko (extreme right) pause a moment before beginning to eat the turkey on their plates. They were among the first to arrive at this year's Thanksgiving dinner.

Operators of runaway ships will now face concerted organizing activity on their ships. A new union, the International Maritime Workers Union, has been formed specifically for the purpose of organizing and representing the crews of runaway-flag ships.

In the announcement of the new organization, SIUNA President Paul Hall and NMU President Joseph Curran declared that its objective is the organization of "all seamen employed aboard vessels whose flags are foreign to the US and whose ultimate ownership or control has no substantial connection with the country of registry, in order to assure those seamen just and fair treatment and to improve and protect their wages, their hours of labor and their working conditions."

Other Unions Invited

The staff and facilities of the new union will be provided by the SIU and NMU until it is able to set up its own facilities. The organization will function in all major US ports and elsewhere, if necessary, and will invite participation by other AFL-CIO unions, including the licensed officers' unions.

The establishment of the new union is the outcome of a year of joint activity by American waterfront unions and other unions affiliated with the ITF on the runaway issue. The joint program began a year ago when ITF unions around the world ran off a fourday protest against runaway flags. Here in the US, some 160 ships were tied up during the four days.

The two union presidents, in making the announcement, pointed out that they anticipate an enthusiastic response from crewmembers on the runaway ships, as these men have long been exploited through rock-bottom wages and working conditions. "Our aim," they said, "is to provide the seamen on runaway ships with the means of obtaining for the first time, a proper collective bargaining relationship labor law on their vessels. which will assure them decent

standards, working conditions, welfare protection and job security."

It is estimated that the runaway flags, principally Liberia, Panama and Honduras, offer tax-free lowwage havens to operators of some 1,695 ships of over 24 million deadweight tons. An estimated 70,000 seamen are employed on the vessels involved.

Curran and Hall have been designated to serve as co-chairmen of the new organization. They are adopting a permanent constitution unions to organize such ships.

when enrollment in the union reaches a substantial level.

Following announcement of the new organization, Hall and Curran left for a meeting of the Fair Practices Committee of the ITF in Antwerp. The meeting will discuss jurisdictional problems on runaway ships as an aftermath of the earlier meeting in Athens. At the Athens meeting, the Greek seamen's union agreed to cancel contracts on UScontrolled runaway ships, and charged with calling a constitution- Greek shipowners recognized, in al convention for the purpose of principle, the rights of American

Runaways Intervene In Sea Level Case

The unfair labor charges which the Atlantic and Gulf District filed earlier this year against the operators of the Liberian-flag Sea Level now are shaping up as an important legal

test of organizing jurisdiction over American - owned run- was made by the same runaway

This became apparent when American runaway operators, ob- mittee viously running scared because of the headway maritime unions have ing the Union's answer to the operbeen making in their campaign ators' claims, for filing with the against the runaways, asked the board. Meanwhile, the Union has National Labor Relations Board to indicated that it intends to conknock out the SIU charges on the tinue the campaign against these grounds that the board has no jurisdiction in this area.

Plea To State Dep't

The operators' appeal to the Labor Board came on the heels of their recent plea to the State Department, asking the State Department to protect their cut-rate wages and tax-dodging gimmicks by upsetting the application of US

The appeal to the Labor Board

operators' lobby-the so-called aways-and one that seems "American Committee for Flags of headed for a Supreme Court show- Necessity"-and was made even though the operators of the Sea Level do not belong to the com-

SIU attorneys are now preparvessels, with the result that any decision by the Labor Board will undoubtedly be carried to the nation's highest courts by either the Union or the operators-depending on how the decision goes.

Fired Crewmen

The SIU's complaint about the Sea Level-the old Seatrain New Orleans - charged the company with discriminating against the ship's Cuban crewmembers who signed SIU pledges. The case began before the NLRB regional board in New Orleans, but last July was taken before the full Labor Board in Washington because of the importance of the jurisdiction question involved.

Besides the Sea Level case, the SIU has a number of other cases pending, and the Labor Board decisions on any of these will also have an important bearing on the question of runaway jurisdiction.

Yarmouth Hearing

In the case of the runaway-flag Yarmouth, the NLRB has agreed to hear the Union's argument that it has jurisdiction over that ship. In the case of the runaway-flag Florida, an NLRB field examiner good part of US trade markets in has already ordered the owner to reinstate eight discharged crewoil-rich Middle East and Latin members and to bargain with the

Another important test of Labor Board jurisdiction is arising out of a recent petition, by the National Maritime Union, for an election on 19 ships operated by the United Fruit Company under the Honmost as large as the privately- duran flag. The NMU already has owned US merchant marine-and under contract 19 other United is more modern to boot. Here are Fruit ships under the American flag. An election on the Honduran-. The Soviet merchant marine flag ships would involve about 500 crewmen.

The NMU and SIU have been spearheading the American campaign against runaways, which is ing to the American Bureau of being sponsored on a global scale change in the strategy of the cold Shipping, stood at 905 ships of 12 by the International Transportworkers Federation.

Soviet Cargo Fleet Gaining Fast On US

WASHINGTON - Soviet Premier Nikita Khrushchev's boasts about passing the US in industrial might are coming true very rapidly in one arena—that of merchant shipping.

The Russians are fast catching up with the United States unlikely that pressure by force of some official quarters. A major

villain is the US Government's encouragement of runaway - flag shipping at the expense of the American flag. Another is the

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pro-railroad policies of the Interstate Commerce Commission which is destroying shipping in the domestic trade, the one area in which US shipping could flourish without subsidy because it is protected from foreign competition.

As has been pointed out before, in an emergency, a domestic ship is just as good as an offshore ship, The merchant marine issue

looms as one of particular importafice at this time because of a war. Since it is generally deemed

in merchant shipping while arms can be used on a large scale the US merchant marine dwindles in a hydrogen bomb age, the Ruson the vine in part because of slans have openly announced that apathy and hostility to shipping in they are going to try to outdo the US in production and trade.

If the Russians can capture a such areas as the Far East, the America, they can damage the US SIU. economy accordingly and increase the size of their own. And Russian merchant shipping is obviously a key weapon in any such effort.

Already, the Russian merchant marine on a ship count basis is althe comparitive figures:

now stands at 800 ships totaling some 4 million deadweight tons.

 The active US privatelyowned merchant marine accord-

(Continued on page 5)



SEAFARERS ROTARY SHIPPING BOARD



November 12 Through November 25, 1959

The coming holiday season should be a good one for Seafarers if the turned in by the 14 SIU ports, shipping for the past period bounced back with a flourish, topping the 1,200 mark. There was a total of 1,230 men shipped during the last two weeks, a gain of some 360 jobs over the

There were 10 ports showing increased shipping. Three showed little or no change, and one, New Orleans, reported a decline. Most of the increases were the result of a number of vessels coming out of layup and calling for crews, and because of a number of long-trip payoffs.

Baltimore this period took the lead over all the other ports, shipping a total of 263 men. New York, generally the leader, took second place with 226, and New Orleans third with 185. The ports of Houston and Scattle also reported sizable increases, shipping 130 and 119 men respectively. New York recovered somewhat, but it totals still lag behind the port's average 280-320 men shipped.

Down in the Gulf, Mobile shipped 66 men this period, more than twice its prior total. But this is still far behind what this port usually

The job breakdown, percentage-wise, remained fairly constant. Class present shipping trend continues to hold up. According to the reports A men continued to take the greater share, claiming some 72 percent, Class B men accounted for 21.5 percent and class C the remaining 6.5 percent. This represents only a slight change in the class B and C

> Although there were less ships in port as compared with the previous two weeks, a greater number of them signed on, accounting for much of the increased shipping. There was a total of 205 vessels serviced over the last two weeks. Of this figure, 54 paid off, 36 signed on and 115 were in transit.

> The following is the forecast of SIU shipping, port-by-port: Boston: Should improve . . . New York: Good, a number of vessels due in from long trips . . . Philadelphia: Good, shows signs of picking up . . . Baltimore: Exceptionally good . . . Norfolk: Slow . . . Jacksonville: Steady . . . Miami: Slow . . . Tampa: Steady . . . Mobile: Slow . . . New Orleans: Should pick up . . . Houston: Picking up, but registration lists heavy . . . Wilmington: Slow . . . San Francisco: Good . . . Seattle: Very good.

Ship Activity

Pay Offs	Sign	In Trons, 1	OTAL
Boston —	-		
New York 14	2	14	30
Philadelphia . 2	3	7	12
Baltimore 11		7	27
Norfolk	3	4	7
Jacksonville 1	1	7	9
Miami 1	-	3	4
Tampa —	-	5	. 5
Mobile 6	5		17
New Orleans 8	3	121	32
Houston 3	6	23	32
Wilmington 1	-		7
San Francisco. 3	2	5	10
Scattle 4	2	1	. 7
Totals 54	36	115	205

DECK DEPARTMENT

		Regi. CLA	stere SS A		Registered CLASS B				Shipped CLASS A					Ship	sped SS B		Shipped CLASS C					TO				Regi			n The Beach CLASS B					
	G	ROU				ROUI			G	ROU				ROU	7	1.00	GI	ROUI		(198		ROUI		0.16	G	ROUI		-	GR	OUP	2	201		
Port	1	z	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	7	3	11	-	1	1	2	1	-	1	1 2	-	_	-	-	-	-	-	1 -	2	-	-	2	4	18	- 5	1 27	_	4	3	1 5		
New York	19	32	9	60	-	9	13	22	15	34	16	65	-	. 4	6	10		1	-	1	65	10	1	76	98	217	36	351	. 5	34	49	81		
Philadelphia	7	11	2	20	1	-	1	2	4	12	6	22	-	-	2	2	-	-	-	-	22	2	-	24	11	16	13	46		1	-3	7		
Baltimore	11	22	8	41	2	3	9	14	20	39	9	68	2	13	18	33	_	_	1	1	68	33	1	102	45	70	14	129	3	19	25	4		
Norfolk	2	4	2	8	-	4	3	7	3	7	1	11	2	_	2	4	_	_	1	1	11	4	1	16	8	1	3	12		7	7	1/		
Jacksonville	5	7	1	13	-	3	3	6	2	6	1	9	-	2	1	3	_	1	1	2	9	3	2	14	3	5	1	-		1	1	1		
Miami	-	1	-	1	-	-	-	_	-	_	_	1 -	-	-	-	-	_	-	_	-	_	_	_	22	_	1	_	1	821		23.54	1		
Tampa	-	5	-	5	_	1	_	1	-	3	_	3	-	-	1	1	_	-	_	-	3	1	_	4	2	11	2	15		(1981)	2	- 19		
Mobile	12	10	2	24	-	2	4	6	. 5	8	5	18	_	2	6	8			_	-	18	8		26	33	32	4	69	19611	1	8			
New Orleans	23	35	12	70	1	10	14	25	23	25	10	58	1	_	7	8		_	1	1	58	8	1	67	42	79	24	145	2	18	14	2		
Houston		17	7	34	2	4	8	14	12	25	5	42	-	1	6	7	_		-		42	7		49	31	53	8	99		13	16	25		
Wilmington	1	5	_	6	_	5	1	6	1	5	2	8	3	1	1	5	_	_	2	2	8	5	2	15	3	10	_	13		6	1	-		
San Francisco	4	14	4	22	-	1	1	2	5	8	2	15	-	1	4	5	-	_	_		15	5	_	20	14	19	5	38	40	3	4			
Seattle	12	14	4	30	_	5	1	6	8	11	3	22	1	4	4	9	_	4	10	14	22	9	14	45	9	11	1	21		1	_	i		
TOTALS	187	184	54	345	6	48	59	113	99	183	61	343	9	28	58	95	-	6	16	22	343	95	22	460	303	543	116	962	10	108	133	251		

ENGINE DEPARTMENT

		Regis CLA		200	Registered CLASS B GROUP			Shipped CLASS A					Ship	sped SS B		Shipped CLASS C					TO				Regi CLAS			n The Beach					
Port	G	ROUI		ALL	GI	toui		ALL	Gi	ROUI	3	ALL	6	ROUI		ALL	GI	ROUP		ALL		ROUE		ALL	Gi	ROUE	100000	ALL	GR	OUP		ALL	
Boston	-	3	1	4	_	1	1	2	-	2	_	1 2	-	1	_	1	_		=	T -	2	1	_	3	=	7	1	8	-	3	3	6	
New York	12	39	11	62	2	9	8	19	11	38	6	55	-	11	6	17	-	-	3	3	55	17	3	75	45	137	29	211	7	41	24	72	
Philadelphia	1	8	3	12	_	2	-	2	-	11	2	13	-	_	2	2	-	1	-	1	13	2	1	16	1	19	6	26	-	1	3	4	
Baltimore	. 2	19	5	26	-	5	10	15	2	48	8	58	3	11	13	27	1	_	2	3	58	27	3	88	7	79	4	90	1	18	14	33	
Norfolk	-	3	_	3	-	2	2	4	-	4	777	4	_	2	2	4	_	1		-	4	4	_	8	1	13	1	15	1	3	6	10	
Jacksonville	-	8	-	8	_	3	2	5	1	2	_	3	_	1	5	6	1	2	_	3	3	6	3	12	_	7		7	Shoot	1	1	2	
Miami	-	1	_	1	_	-	_	-	_	1	-	1	-	_	_	-	_	312	_	1 -	1	_	_	1		910	113		E	1	î	2	
Tampa	1	6	_	7	_	_	-	_	_	- 4	_	4	_	_	-	-			_	-	4	1721		4	2	13	1	16	1	15	10 E	-	
Mobile	5	12	_	17	_	3	2	5	1	12	5	18	-	_	1	1	_	-	_	-	18	1	_	19	13	46	. 2	61	1206	2		11	
New Orleans	14	38	12	64	1	10	12	23	7	24	4	35	_	5	5	10		- 3	_	3	35	10	3	48	30	64	12	106	2	27	10	39	
Houston	3	27	3	33	1	10	7	18	9	27	8	44	_	3	6	9	_	_	_	1 _	44	9	_	53	11	53	4	68	ī	17	11	29	
Wilmington	3	3	1	7	_	1	-	1	1	3	1	5	1	1		2			_	-	5	2		7	4	9	1	14	_	3	2	5	
San Francisco	1	17	3	21	-	2	1	3	4	12	3	19		4	- 2	6	_	270.00	-	-	19	6		25	9	23	2	34	III-	5	2	7	
Scattle	2	21	3	26	-	9	3	12	6	14	2	22	1	5	1	7	1	3	5	9	22	7	9	38	15	12	_	12		4	5	9	
TOTALS	44	205	42	291	4	57	48	109	42	202	39	1 283	5	44	43	92	3	9	10	1 22	283	92	22	397	123	482	63	668	12	126	91	229	

STEWARD DEPARTMENT

		egist CLAS				Regist CLAS		'		Ship				Ship		+		Ship				TOT				Regi		ed On		Bea		
Port	GR	OUP		ALL	GI	ROUP			GI	ROUE			G	ROUF			GI	LOUP	3475		BUILDING MON	ROUP			G	ROU			GR	OUP		
Boston		-	0	ALL	1	2	3 .	ALL	1	Z	3	ALL	1	2	3	ALL	1	Z	- 4	ALL	Λ	B	C	ALL		2	- 3	ALL	1	Z	3 .	ALL
	2	1	2	5	-	1	1	2	170	-	2	2	1	-	-	1	-	-	-	-	2	1	-	3	6	6	4	16	1	-	3	4
New York	15	7	21	43	-	2	17	19	18	6	36	60	-	1	12	13	-	-	2	2	60	13	2	75	-117	31	120	268	4	13	105	122
Philadelphia	. 3	2	7	12	-	-	2	2	5	2	8	15	-	-	2	2	-	1	1	2	15	2	2	19	10	5	11	26		-	9	9
Baltimore	. 6	8	9	23	1	2	9	12	24	8	18	50	-	5	13	18	1	-	4	5	50	18	5	73	52	14	30	96	1	5	23	29
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TOTALS	91	48	115	254	3	9	71	83	90	31	140	261	2	8	67	77	2	1	32	35	261	•77	35	373	336	111	307	754	14	30 1	214	258

SUMMARY

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HONOR ROLL



The SIU blood bank supplies Seafarers or members of their families with blood anywhere in the United States. Seafarers can donate to the bank at the SU clinic in Brooklyn. Listed here are a few of the Seafarers and others who have donated to the blood bank. The names of other donors will appear in future issues. Protect yourself and your family. Arrange to donate to the SIU Blood Bank now.

Zola, John E. O'Connor, Jahn M. Morrissey, Patrick J. Torres, Enrique Borst, Frank E. Colucci, Michael Mongelli, Frank Suarez, Elisha Ricciardi, Joseph Funk, Richard A. Demarest, William, Jr. Moros, Demosthenes Arnold, Edward Spear, Maurice V., Jr. Modin, Otto Gottlieb, William Pierce, Ernest W. Sweet, David G. Kisbert, Raymond Cofone, William G. Collier, Robert J. Greaney, Thomas F. Wong, Kim Soon Pickett, Frank Samat, Kassim B. Fleming, George B.

Erbrick, Dennis W. Rodriguez, Sixto Cirignano, Louis N. Doughrty, Ralph H. Kaust, Casmier A. Landron, Angel L. Fediow, John Gardner, Ira M. Mansell, Robert P. Carey, Daniel F. Zhemeck, Joseph Chimera, Thomas Bull, Bartley Johnson, Carl R Bayless, Gerald W. Boyle, Edward Casey, Richard J. Orchart, Hannibal Ostergaard, Finn Farley, Teddy Jansons, Valentins Rexin, Ernest M. Karlsen, Charlie Gomez, Juan St. Clair, George A. Lord, Alfred J.

SIU BLOOD BANK Red Fleet Catching Up On US

(Continued from page 3) million deadweight tons on June

To these 905 ships should be added the 148 ships of the Military Sea Transportation Service and the 400 or so ships in the reserve fleets, Victorys, C-2s C-3s, and C-4s which are still usable.

Quantitatively then, the US still has a big edge in tonnage and numbers. But the trend is all against the American flag. It is expected that the Soviet fleet, within six years, will be about twice its present size, based on estimates of ships planned or under construction. In that same period, the US privately-owned owned merchant fleet is likely to shrink, if anything.

Further, a good proportion of the American fleet, both privatelyowned and Government-owned, consists of ships such as T-2s. Victorys and Libertys which are either over-age or rapidly becom-

Red Threat Realized

US officials who have studied the situation believe that the Russians could make a serious dent in US trade by concentrating shipdrive out American shipping. This would also open up markets for trends." Russian manufactured products at the expense of American production, and for Russian farm products at the expense of US grain and cotton.

Another area which the Russians are sure to make a dent is in the hauling of petroleum products, up until now monopolized by American-owned runaway shipping. In certain areas of the world, such as the Middle East, the Russians have long sought means to

ships help account for the sizable difference in tonnage. tanker capacity to do so. Now vately-owned fleet is hovering at difference in tonnage. deputy chief of Naval Operations reports that the Soviet is out to supplant the western oil companies as the carriers of oil.

Aside from the dollars and cents cost of hauling oil, in an oil-rich Middle East country it is easy to see which would more impress the local governments and populacethe sight of tankers flying the Russian flag or one flying the Liberian flag.

Should the Soviets be successful in this gambit, they would be able to deny many Western European countries part of their oil supplies. The same tactics could be employed in Indonesia. Venezuela and other areas, once the Soviet has enough tankers on

According to Admiral Wilson, the US "must insure that we have at all times direct control of enough fast, modern shipping to meet our essential needs. To do otherwise is to invite disaster . . .

"While our ocean commerce and consequent dependence on the sea are increasing-our position in world trade is threatenedping on a few trade routes and and our maritime strength is ebbcarrying cargo far below costs to ing. Energetic leadership is required to correct these ominous

To confirm Admiral Wilson's

India Gets Surplus Deal

WASHINGTON - More massive shipments of farm surplus products to India are in the offing. An agreement has been reached for the sale of nearly \$239 million worth of agricultural surplus, half of which will move on US-flag ships under terms of the "50-50" law.

Included in the shipments are 110 million bushels of wheat and wheat flour, 100,000 bales of cotton, almost four million bushels of various feed grains and 500,000 pounds of tobacco.

The India grain run has been the biggest single item in the farm surplus trade, and has kept a number of tramp Libertys and T-2 tankers in business over recent years.

cut off or control oil production cominous estimates, US carriage of on which the West depends. But its foreign trade is now down to 30. Large tankers and passenger up until now they have lacked the less than 10 percent, and the pri-

(Continued from page 2) tion with the discovery, development and scientific utilization of mineral resources,

"It does deny, however, that the depletion allowance is an effective or socially desirable means of solving these problems. Within the broad latitude of private ingenuity and governmental powers, many alternative arrangements are possible for evolving practical solutions which would be both effective and socially beneficial," he reported.

The witness suggested that it would be ill-advised for Congress to attack the allowance as a pecularly objectionable form of tax privilege," while overlooking other less publicized means of tax

A spokesman for an oil and refining company who said the allowance was necessary, attacked various state and federal taxes imposed on oil and gas producers.

A professor of law told the Committee that examination of taxes on the industry must take into account the increasing complexity of the "so-called foreign situation," noting that "the almost irrestible pressures for admission of foreign oil are contributing to the deterioration of the position of the producer who has only domestic reserves."

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.

See Boost In US Age Benefits

WASHINGTON - Scheduled increases in Social Security taxation will take effect on January 1 with the possibility that new or improved Social Security benefits will follow. As of the first of the year, the payroll tax bite on a worker's wages for Social Security

purposes goes up to three percent from the present 21/2 per- ent \$120 a year. cent. Payroll taxes are taken out of gross wages up to \$4,800 a employers also will have to inyear, so that at three percent, the crease their contributions to \$144. maximum payments will be \$144 One area where improvement in annually, as compared to the pres- the benefits is liable to be made is

Under the provisions of the act pensions are limited to workers

in disability pensions. At present, over the age of 50. However, the program is costing less than was estimated originally and the reserve for disability purposes is almost \$2 billions.

As a result, it is expected that all age limits for disability pensions are likely to be eliminated, enabling an estimated 125,000 disabled workers under 50 to collect the benefit.

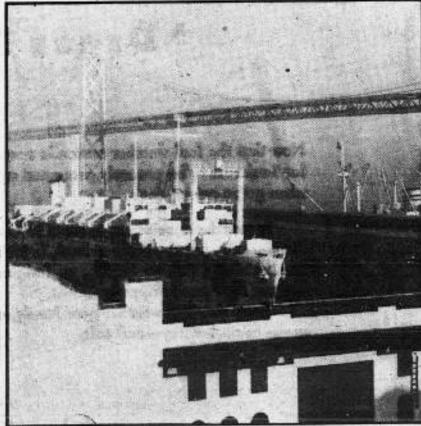
Such a move would mean US benefit payments of varying der age 50 who are at present receiving the \$35 weekly disabilitypension from the Seafarers Welfare Plan. The amounts of such benefits vary with the wage earnings during a worker's lifetime.

Regulations are liable to be loosened as well. Under the existing regulations, more than two of every five disability applicants was rejected.

Less likely, but possible in 1960, is a general increase in maximum monthly payments. There are 23 bills in the hopper to boost the present ceilings of \$162.80 a month for a worker and his wife now retired, and \$190 monthly for those retiring in future years. Another 100 bills have been introduced which would liberalize the \$1,200 annual earnings ceiling.

Organized labor is particularly interested in a bill which would provide hospital - surgical benefits for Social Security pensioners, but opposition of organized medicine.

Needs \$\$ For Refitting



Navy hospital ship Consoliation is shown at anchor in San Francisco as sponsors of Project Hope start fund drive to send her to Asia as floating hospital. Ship will be operated by American President Lines.

Seatrain In Court **To Bar Railroad Rates**

On the heels of the Interstate Commerce Commission's rate- amounts for disabled Seafarers uncutting weapons with which to destroy the paper and pulp shipping trade out of Savannah, the SIU-contracted Seatrain

Lines has had to go to court+ to block still another railroad holds, cut the rates on all-rail trafrate-cutting maneuver.

Seatrain is asking for a court injunction which would compel the railroads to live up to a 1942 ICC ruling on rates for steel pipe. For the past two years, the shipping company charges, the railroads have ignored the 1942 ruling and have cut steel pipe rates on the long haul so as to take away business from shipping.

The railroads, the Seatrain suit



fic from Eastern steel mills to Southwest oil fields. At the same time, they made no reductions in rates where the railroads carry the pipe to and from the dock for shipment by ship. This is the standard railroad tactic whereby the rails rig rates so as to virtually compel the shipper to send his cargo exclusively by rail,

ICC Suspends Rates

As a result of the railroad action in April, 1958, the company contends that Seatrain's carriage of steel pipe has been cut in half on the southbound run.

Going even beyond that, the railroads had recently established new, lower rates on steel pipe on the allrail, long-haul run. These new rates have been suspended by the ICC pending the outcome of the court this is running into the usual heavy

BUSINESS ETHICS OUTLOOK-DIM

Since business concerns and their political sympathizers in and out of Congress have been raising a considerable hue and cry about ethics and corruption for the past couple of years,

it is interesting to note the one week's perusal of the daily

• The Michigan Supreme Court has reinstated a suit filed against General Motors corporation dealing with defective power brakes on 1953 Buicks. The suit was filed by being hit by a '53 Buick with defective brakes. In reinstating the purchasers of these cars. It did brakes on all 1953 Buicks which sales. came in for servicing, but did not inform the general public of the quently, many Buick drivers were tion brakes. The success of the suit will people who were involved in accidents with that model automobile.

 A widespread short-weighting in the city and dozens of summonses have been handed out to

Turned Down OT? Don't Beef On \$\$

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

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

following round - up of items errant stores. It was charged that that were gleaned from just consumers were cheated of heavy sums by rigged scales or manipulation of scales in the shops. Among stores receiving summons were branches of such national chains as A & P and Safeway.

· Congressional investigators are busy inquiring into payoffs by reca pedestrian who lost a leg after ord companies to disk jockeys and officials of radio and TV stations. The payoffs were designed to prosuit, the court ruled that General mote recordings put out by the Motors concealed the defects from companies, give them false popularity ratings and play them reinstruct its dealers to repair power peatedly in order to stimulate their

• Federal agencies have embarked on a drive against phony existence of this defect. Conse- ads on television which use decepor outright lies. The blithely driving cars with defective campaign is an aftermath into the investigation into rigging of TV undoubtedly inspire others from quiz shows in which the contestants received questions in advance. The advertising investigation deals with fakes, deceptions and false claims, fraud among New York City butch- with medication claims being the ers and supermarkets was exposed worst offenders. GM is indirectly involved in one such set of charges made against its supplier of auto

· New York State is investigating eight savings and loan associations which have advertised for funds in the state, claiming that their deposits were fully insured. The insurance agency turned out to be a one room office in Morocco which had just \$150,000 in assets to "protect" deposits of over \$100 million. The attorney general is seeking to bar the associations from soliciting funds in New York

• The same state's Motor Vehicle Bureau and attorney-general are looking into a \$250,000-yearly take of a group which peddled driver's licenses to non- qualified applicants at \$10 a throw. The ring was set up by driving schools in conjunction with corrupt motor Brown as "a longshoreman by trade vehicle inspectors.

No comment yet on any of these items from either Landrum or Griffin

New Hall For Lakes Sailors



Great Lakes Seafarers shipping out of Alpena, Mich., are now using this new facility recently opened by the Great Lakes District.

Bridges Goes All Out For Red Candidate

SAN FRANCISCO-Backed solidly by Harry Bridges International Longshoremen's and Warehousemen's Union, a Communist candidate for San Francisco's board of supervisors

polled 33,310 votes in this city's election.

The showing of the Communist candidate, Archie Brown, who also happens to be a member of Bridges' union, was the subject of considerable exultation in "The Worker" of Sunday, November 29, the official Communist Party or-

The open backing given by the ILWU to Brown's campaign reflects the increasing boldness of the Communist Party waterfront section, of which Bridges is the top figure, for practical purposes. It follows upon Bridges' visit to the Soviet Union early this year, his heading up of the Communistdominated Tokyo conference of dockworkers unions, the visit of Nikita Khrushchev to Bridges' headquarters and their fervent embraces, and finally, the invitation from top Russian officials to Bridges to come to Moscow again.

Communist Gets Votes

The "Daily Worker" described for the past 23 years, and a Communist by political conviction for more years than that . . . "

The "Worker" noted that Brown Washington State.

received "formal labor support San Francisco locals of Brown's own union, the Int'l Longshoremen's and Warehousemen's Un-

The next pitch, politically, is that labor should "get together" behind 'an independent labor candidate" in future elections. Undoubtedly the "independent labor candidate" will turn out to be a loyal CP mem-

Seek Ship Bids

NEW YORK-The Maritime Administration has invited US interests to bid on another 25 Liberty ships for scrapping purposes. The Agency reports it won't consider less than \$70,000 per vessel. Bid opening date is December 16, in Washington, DC.

The ships offered for sale are at anchorages in the reserve fleets of the following states: Alabama, California, New York, North Carolina, Oregon, Texas, Virginia, and

Among Our **Affiliates**

Under the SIU Great Lakes District seniority set-up, 603 men shipped out, with 594 registered, during the period ended November 13. All job vacancies were handled in this manner: If the senior man couldn't ship at once, a temporary seaman was shipped-with a guarantee of at least seven days' work-until the senior man was able to pick up the vessel. The heavy shipping reflected the return of Lakes operations after the steel

An SIU Canadian District negotiating committee is working up a list of recommendations, to be presented at meetings with Lake shipowners. At the top of this list are increased wages, a shorter work week, a vacation pay provision, payment for statutory holidays, and safer working conditions for seamen.

Forty-two candidates have accepted nominations will vie for official posts in the Sailors Union of the Pacific and five for regular positions as building trustees, dur-. in the endorsement of the ing elections starting next month joint legislative committee of the and running through January. Originally 102 members' names were received for official offices; another 14 for the trustee positions. To qualify, candidates for SUP office must (1) possess American citizenship; (2) have two years' good standing with the SUP and three years' sea time on SUP ships, and (3) must not have been ashore more than six months at the time of nomination.

> In accord with the Landrum-Griffin law and in an effort to modernize its constitution, the Sailors Union of the Pacific's headquarters membership has adopted a series of recommendations as the basis for a new constitution draft. The draft is now in process and is expected to be put to a membership vote between December and January of next

Write TO THE LOG

Dress For The Weather'

Now that the foul weather season is upon us, it's important for Seafarers to be properly protected against the elements when going out on deck.

It may be a nuisance to have to wear rain gear or a cumbersome poncho while at work, but it's a lot better than coming down sick or getting so fatigued from chill and wetness that you have an accident.

Keep that foul weather gear handy, and make sure you come home healthy—and safe.



An SIU Ship Is A Safe Ship

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

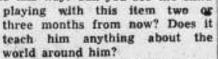
By Sidney Margolius

Science Comes Cheaper Than Toys

Among the busiest people in the new field of space exploration are the toy manufacturers.

But it's far better for a child if you invest your gift money in genuine science equipment than in the novelty-type toys some of the large manufacturers have produced for Christmas. You can spend \$10 for the miniature rocket launcher being advertised on TV. It sounds a siren and pops a plastic projectile into the air. This is supposed to be the hottest item in the toy industry this year (from the seller's point of view). Or you can put that money into a microscope, astronomy kit, physics kit or other science materials.

Since most of a child's playthings for the whole year will be those he gets for Christmas, test the value this way: Can you see the child



In 'general, prices of toys and playthings this Christmas are no higher than last, but still at record levels. One development is that competition of supermarkets and drug chains has forced some of the traditional toy retailers to offer more low-priced toys. Some of the dolls and other playthings sold at low prices by the big-volume retailers are relatively good value. You can buy dolls in the big markets for as little as \$5 or less for big 20-inch models. Just make sure they are the preferred all-vinyl, are fully jointed and have rooted hair.

The real reason for the high price of toys is the high mark-up. Manufacturers usually mark up

toys approximately "four to one", as they say in the industry. A toy that costs \$2.50 to manufacture will have a retail list price of \$8.98 or \$9.98. On a toy that has a list price of, say, \$10, the retailer gets 40 percent of the retail list price and often also a ten percent advertising allowance. He thus pays \$5 for the \$10 toy. The manufacturer also pays a ten percent jobber's or sales commission. His own mark-up for administrative expense and profit typically may be \$1.50 of the

Nowadays many stores in the more-competitive urban shopping centers do give discounts of 20-30 percent on toys,

This department consulted experts in educational and science materials for suggestions on values in science playthings. We haven't covered the whole field by any means, but can offer these suggestions:

Beginner's Microscope, \$7.25; Pre-Electricity Physics Lab, \$5.95; Ultraviolet Science Lab, \$11.95; Calculo Analog Computer Kit, \$16.95 (a recent award-winning kit for age 12 and up). Available in department stores and book shops or from Science Materials Center, 59 Fourth Avenue, New York 3. You can get a catalog of these and other science materials from the center. The center includes a free color spectroscope worth about \$3 with orders over \$5.

In buying a child's microscope, judge quality not only by the number of times it magnifies, but by the optical clarity and mechanical performance-how well and accurately the knobs and slides move.

Basic Mathematics Kit, manufactured by Harvey House, \$3, is well

recommended and available in many stores; age 12 up.

Bridge-and-Turnpike Building Set; girders and panels enable young engineers to build highways with modern cloverleafs, bridges, buildings, This new building plaything is recommended by educators. Prices: \$3 to \$10, depending on number of pieces in the set and where

Starmaster Astronomy Set; battery-powered kit teaches identifica-

tion of constellations; about \$8-\$9 in many stores.

Girl's Lab Technician Set by Gilbert, lists at \$12.98. Manufacturers consider girls, too, potential scientists, at least for the purpose of selling playthings. The girl's includes microscopes, specimens, apparatus. Another Gilbert set with somewhat fewer extra materials but similar microscope costs about \$1 less.

In general, Gilbert science sets are considered fairly good in comparison with some of the other commercially-manufactured sets. Gilbert also has a new Physics Lab set with a list price of \$15, and a Star Finder with illuminated viewer and sky compass, listed at \$8.

Beginner's Slide Rule with instruction book teaches youngsters how to use this engineering and math aid; \$1.25; available at local stores or Science Materials Center.

Book Of The Month Club has a special "Young Readers" offer of telescope and junior microscope free if you buy one "Landmark" or "Allabout" book at \$1.75 each month,

"Adventures in Science At the Smithsonian," a 24-page science book for junior-high students, gives information about many different sciences, 25 cents from Smithsonian Institution, Washington 25, DC.

Wildlife Kits, Games, such as Adventure Kits for collectors, \$2.95 from National Wildlife Federation, 232 Carroll St., NW Washington

12. DC. The federation will send a list of gift ideas.

Natural History Materials such as the famous "Pebble Pups" rockspecimen kit (\$1.25), also science books, are available from museums. The following will send price lists of rock, gem, insect, weather, shell and other collections and kits, Chicago Natural History Museum Book Shop, Chicago 5; American Museum of Natural History Shop, Central Park W. at 70th St., New York (also publishes Junior History Magazine at \$1.75 for 14 months); Museum of Science and Industry, Jackson Park, Chicago 37.

Open Kings Point Inquiry; Focus On Military Role

WASHINGTON-An investigation of the Kings Point Merchant Marine Academy has been ordered by the House Merchant Marine Committee to go into the operation of the maritime school from top to bottom. A three-man subcommittee consisting of Rep. Herbert Zelenko, Victor Anfuso+
and Francis E. Dorn, all of | ing on ships, 18.5 percent of the | receive. The bills were supported

New York City, will handle the inquiry. Zelenko and Anfuso are Democrats, Dorn a Brooklyn

Apparently the investigation was prompted by dissension arising from moves by some Kings Point staff members to retain their semimilitary status. Legislation which would have put the Academy on an entirely civilian footing has been opposed by some staff members.

Since a good part of the staff is drawn from the Navy, the instructors and other staff members in many instances receive subsistence, living allowances and other benefits which would be cut off if they had to assume civilian status.

Union Criticism

Traditionally, the SIU has been critical of the Kings Point operation on several grounds. One is the Union's bellef that seamen coming out of the ranks should be encouraged and given opportunity to become ship's officers, rather than have officers trained in a military atmosphere. The other was that the limited maritime funds available should not be used to pay for the training of steamship officers at Government expense, but rather that candidates for marine officer jobs should either pay their own way through school or be supported by the industry.

Further, the SIU has objected to the fact that the Academy has been an annex of Annapolis, rather than a maritime training center, with a majority of its graduates either going into the Navy or into shore-

A SEAFARERS LOG article in September 30, 1955, at a time when Kings Point future was being debated, put it this way:

Pay Own Way

, the SIU position has been that the Government should not pay for the training of steamship officers. Officers, it holds, like the other licensed professions-doctors, lawyers or teachers-should pay their own way through school, or their training should be supported by the industry. Men moving into officers' ranks through the foc'sle have had to pay their own way at private schools to get necessary training. The vast majority of officers on US merchant ships did not come from Kings Point.

"The Union believes that the existence of a Government-operated academy tends to perpetuate a training situation that is not responsive to the ebb and flow of manpower in the industry."

Criticism of Kings Point has emphasized that only a minority of the school's graduates m de a career of seafaring. On this score, the latest figures supplied by the academy for the period 1954-1958 show 163 out of 882 men now work-

Slow Outlook In Wilmington

WILMINGTON. Calif. . shipping and slow registration was noted in this port during the last period. Three ships are due in during the next two weeks, so at this point, another slow span is expected.

Paying off was the Almena (Clover Carr.). There were no sign

In transit were: Yaka, City of mian); Rebecca (Intercontinental), of the business for the port was the Ranger (Alcoa),

total. A larger group, 214 men, by the Maritime Administration. 24.3 percent, are working for steamship companies in shoreside jobs, making 43.8 percent of the graduates having some merchant marine connection at present. Obviously, since the men working for shipping companies shoreside graduated since 1954, they can point to very little actual seatime.

Another 361 graduates, or 40.9 percent are on active Navy duty, with the remaining 16.3 percent, 144 men, working ashore in nonmaritime pursuits, studying for advanced degrees or otherwise not classified.

Six months active duty with the Navy is a requirement from the graduates under the selective service laws at present.

The present quarrel over Kings Point staff arose in March, 1958, when bills were introduced jointly by Rep. Bonner and by Sen. Warren Magnuson (Dem.-Wash.) which would have classed all Academy

At the time, criticism of the staff included the tax-free allowances and exemption from civil service regulations. The staff then included 205 officers and petty officers and 19 seamen, many of whom performed routine maintenance duties.

At present, Kings Point has an enrollment of 1,000 cadets, and graduates about 200 men each year.

The superintendent of the academy, Rear Admiral Gordon McLintock said that he would welcome the study, which will discuss plant improvement, and standards of instruction as well as looking into the civilian status of the institu-

One of the major arguments used by Academy supporters is that the complexities of modern shipping requires officers with sound basic training in the sciences. However, the Union holds that the small percentage of Kings Point graduates who make shipboard merstaff members as civil service em- chant service their career tends to ployees and include in their pay defeat any advantages that might tax-free expenses which they now be gained from such training.

Where Genuine Sherry Comes From



Seafarers Joe Holzenbach, and A. C. Ezell, ABs off the Maxton, pose in front of winery in Jerez, Spain, center of sherry wine area. Pix from United Seamen's Service.

Tanker Crew-Up Boosts Mobile; 300 At Dinner

MOBILE-More than 300 Seafarers, their wives and children enjoyed the wonderful Thanksgiving turkey dinner given in this port. The hall's meeting floor was converted

into a banquet room with long+ tables, attractively arranged crewing up of the Cantigny, a with flowers, ferns and other holiday decorations, adding to the holiday spirit. Everyone was unanimous in their praise of the staff for the cooking, preparing and serving of the meal, Harold Fischer, acting agent, reported.

Other items which received favorable comment around the hall here during the last two weeks were the new diabetes program and the publication of the freightship clarifications, Fischer said. The recently announced plan to check all Seafarers and their families for diabetes was well-received, for as the membership knows, if caught early enough, this disease can be brought under control.

On the shipping side it has been a fairly slow period. Most of this was due to the fact that there were Alma, Warrior, Maiden Creek no offshore payoffs in this port (Waterman); Steel Scientist (Isth- over the last two weeks. The bulk

Cities Service tanker which has been laid up here for some six months now. The vessel went back into the coastwise trade,

The prospects for the coming period are about the same, with the exception of the Valiant Freedom which is scheduled to payoff here, if they can get the vessel off the rocks in Cuba. The ship ran aground recently.

There were six vessels paying off in this port, all after short trips. They were the Alcoa Corsair, Alcoa Roamer, Alcoa Cavalier, Alcoa Partner (Alcoa), Monarch of the Seas and the Claiborne (Waterman). Signing on were the LaSalle, Iberville, Hastings (Waterman); Alcoa Partner (Alcoa) and the Cantigny (Cities Service). In transit were the Del Alba (Mississippl); Beatrice, Elizabeth (Bull), Steel Admiral (Isthmian) and the Alcoa

Job' Peddlers Back Again

Want to be in the merchant marine? Want to VISIT INTERESTING COUNTRIES, travel to EXOTIC and ROMANTIC lands, and be WELL PAID for all this

According to a letter being distributed by Captain H. Wohlenberg, of PO Box 192, New York 4, the gateway to these opportunities will be flung sources of possible employment.

open for just \$2.

Your \$2 will get you a mimeographed, 13-page booklet ostensibly telling you how to get a job on a

The booklet says, essentially, that if you want a job on a ship, go to a shipping company, or a maritime union.

As an added service, the booklet lists the addresses of some maritime unions, including the SIU, SUP and NMU. It also lists some non-union oil companies, nonunion outfits like the Lake Carriers Association, and a few other

Propose US Tox Aged.

WASHINGTON - Uncle Sam, looking for more dollars, may put the next tax bite on the country's retired, if the suggestions of some economists are heeded.

Testifying before the House Ways and Means Committee, several economists suggested that Social Security retirement benefits be made subject to the Federal income

One Brooklyn college professor said that if Social Security benefits vere taxable, the contributions should be deductible.

There were also several suggestions for repealing the existing tax exemption on sick pay benefits. The law now permits the exemption of up to \$100 a week paid in lieu of wages to workers absent from their jobs because of sickness or injury.

course, could be found in the tele- foreign flag ships." phone directory.

The captain does make it clear working conditions that most American merchant seamen enjoy Brooklyn 8.

He says, for instance, that "these day. They are also responsible for notified. the high quality and abundant quantity of the food served, the overall higher standard of living which might be in the year 2000.

conditions found in the American Any of these addresses, of Merchant Marine as compared to

But in case you're not inclined to get out of bed and seek out a that legitimate maritime unions union, things are made easier for like the SIU, SUP and NMU are you. By mail you can apply for responsible for the wages and membership in the "International Brotherhood of Seamen," Box 17,

This application will cost you only \$5-"to cover cost of unions are responsible for the ex- etc."-and will entitle you to be cellent conditions and high wages put on the list for a job. When found aboard American ships to- your number comes up, you'll be

Meanwhile, don't call themthey'll call you, when and if they rigid safety requirements and the get a ship and jobs under contract

still got them.

fine, as far as I'm concerned. \$ 4 M. Landron , bosun: I don't think they exist anymore. I know that I

longer exist. Do you agree with them?

them on a few

ships in the last

year or so. But

I do think that

they are getting

scarcer. There

are less of them

around than ever

before, which is

haven't come across any for a long time. In fact its been so long ago since I did run up against one that I can't even recall when it happened or on what ship I was sailing.



WASHINGTON -- The relationship between smoking and lung cancer is once more a public issue. This time, the Surgeon General of the Public Health Service, Dr. Leroy E. Burney, is the authoritative spokesman,

In an article published in the "Journal" of the American Medical Association, Dr. Burney reported that filter-tipped cigarettes do not minimize the hazards of lung concer, and that no method of treating the tobacco had reduced the peril, either.

Cites Data

Specifically, he cited several factors resulting from PHS studies to date. They included:

. Smoking was the principal cause of lung cancer, and is assoclated with the increased chance of developing this cancer.

· Eliminating cigarette smoking after long exposure is beneficial.

· Non-smokers have a lower incidence of lung cancer-regardless of their sex, occupation or area of

Taking issue with Burney's reort was James P. Richards, president of the Tobacco Research Institute, who called the surgeon general's summations "extreme and unwarranted."

Research Spelled Out

Dr. C. C. Little, scientific director of the Tobacco Industry Research Committee, which makes grants for independent medical research, cited the following:

People who are the world's heaviest smokers have low lung cancer deaths compared with those who smoke less but have long been exposed to urban air pollution.

Animals Tested

Exposing laboratory animals to elgarette smoke has not resulted in causing lung cancer among the animals tested.

Lung tissues, which undergo changes, are found in both young and old smokers and non-smokers.

Lung cancer occurs more frequently in people who have a previous medical history of serious lung ailments such as TB, pneu-

Don Keddy, electrician: As a rule A. Thomas, wiper: No, they've | I've come across I'd say there are hardly any around,



INQUIRING SEAFARER

QUESTION: Some people claim that bucko mates and engineers no

Of course, there are exceptions to every rule and its always possible to find bucko everywhere. But much less than before, because they can't get away with it, and they know it, too.

* * A. Miranda, OS: There are no buckes around anymore. A long

time ago, in the early forties, there were buekos, but they've just about disappeared. We've got a better organization now, so they can't bother us the way they used to, in the early days.



Dennis W. Erbrick, OS: I've just finished my first trip at sea, so I



can't really comment about bucko mates, except that I certainly couldn't complain any búckos on the ship I was on. The crew and the officers were okay and I was very happy with

them and the way they treated me.

BALTIMORE-Shipping is busting out all over here after the long doldrums occasioned by the steel strike, Baltimore Port Agent Earl Sheppard_reports. It was so good, in fact, that nearly twice as men shipped as came in to register, thus eating heavily into the backlog of men on the beach.

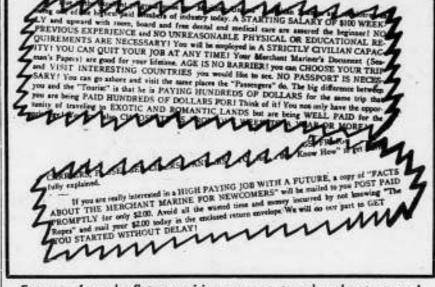
The prospects of continued good shipping are bright with the coming of the Christmas holiday period which usually makes for a heavy turnover. On top of that, the rumor mill has it that three ships, the Irenestar, Kenmar and Valiant Explorer, will be crewing up very shortly.

All this shipping prosperity could prove a flash-in-the-pan unless the steel companies sit down and talk turkey with the Steelworkers Union on a contract. Baltimore, being the port-of-call for Calmar and Marven ships, was hardest hit by the lengthy steel tie-up.

The 11 welcome payoffs here included the Santore, Baltore, Venore, Chilore (Marven): the Evelyn, Jean, Edith and Hilton (Bull); the Cities Service Baltimore (Cities Service), and the Oceanstar (Triton). *

Sign-ons, nine in number, included the Santore, Baltore, Venore and Chilore (Marven); Bethcoaster, Alamar Seamar (Calmar); the Bethtex (Ore), and the Gulfwater (Metro). A number of these ships had been idle.

Another seven in-transits took men off the beach including the Alcoa Pennant (twice); Alcoa Runner and Alcoa Polaris (Alcoa); Robin Goodfellow and Robin Kirk monia and influenza, he reported. (Robin), and Oremar (Marven).



Excerpts from leaflet promising money, travel, adventure and romance—all for a \$2 bill. Leaflet is one of a series of such operations which pop up from time to time to milk the gullible.

Your Gear...

for ship . . . for shore

Whatever you need, in work or dress gear, your SIU Sea Chest has it. Get top quality gear at substantial savings by buying at your Union-owned and Unionoperated Sea Chest store.

Sport Coats Slacks Dress Shoes Work Shoes Socks Dungarees Frisko Jeens **CPO** Shirts **Dress Shirts** Sport Shirts Belts Khakis Ties Sweat Shirts T-Shirts Shorts Briefs Swim Trunks **Sweaters** Sou'westers Raingear Caps Writing Materials Toiletries **Electric Shavers** Radios Television Jewelry Cameras Luggage



the SEA CHEST

Liners Veto

Fidel Castro's fiery condemnations of the United States, and the internal turmoil within Cuba have frightened away some \$750 million dollars worth of tourist trade from the city of Havana, a traditional stop on the itineraries of most of the cruise ships that sail to the Caribbean islands.

At present, eight cruise companies have seen fit to cancel a total of 41 visits to Havana, and other companies are studying the situation. Many of the runaway-flag operations out of Miami live off the Havana trade.

The cancellations have followed pon uniavorable passenger reactions to the unsteady political situation in Cuba under the Castro regime. One line mentioned that 90 percent of its passengers had commented upon the political unrest in Cuba and gave negative reactions towards stopping in Hava-

Since each passenger usually spends an average of fifty dollars between purchases, sightseeing and nightclub visits, the loss of revenue to Cuba is substantial.

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 ess, SEAFARERS NEW YORK.

Use of this addrass will assure redy transmission on all messages and faster ervice for the men in 'ved.

Chief mate Eustathios Charlabatis paces dock on front of tied-up Theodoros A in Detroit, awaiting word about disposition of ship. Owners have disappeared and crew has not been paid.

Cheered by support given by SIU Great Lakes District, crewmembers pose in front of the Union's Detroit headquarters hall where they authorized legal action on their behalf.



At meeting in SIU headquarters crew discussed ways and means to process claims against ship, get clearance from Immigration and other US authorities.



"Brotherhood of Sea" is signified by (I to r) Paul Drozak, SIU organizer; Scotty Quinlivan, SIU messman; C. Maroutas, ch. engineer; Fred Farnen, sec.-treas., Lakes District; E. Charlabitas.

Lakes SIU Aids Crew; Runaway Owners Vanish

DETROIT-Faced with the grim prospect of exposure to winter weather without money, food or clothing, the Greek crew of the Panamanian-flag Theororos A has received a helping hand from the SIU Great Lakes District here.

The Union has filed suit on! their behalf in Federal court different rates of pay. The ship's for some \$50,000 in wages \$35.000 in unpaid bills.

Union saw to it that the crew re- tract on the ship. ceived a full-fledged SIU-style Thanksgiving dinner and is giv-

articles had no duration date-lieved to be residents of New York coming to 28 officers and men of they were renewed from year to the ship who have been stranded year the first of the year. Alhere since November 9 because of though all of the crew (all but two are Greek nationals) are members Going beyond that to meet the of the Pan Hellenic Seamen's Fedimmediate needs of the crew, the eration, there was no union con-

After this kind of treatment, the crew was stranded when the runing them financial assistance so away owners disappeared. They that they are assured of meals, are believed to have taken a \$48,shelter, medical aid and winter 000 advance on the ship's grain gear until the situation is resolved. cargo and then skipped. US au-The story of the Theodoros A is thorities have been looking for a digest of the kind of treatment them for almost a month. The athanded out by shipowners to crew- torney for International Milling members of runaway-flag ships: Co., owners of the 164,000 bushels Conditions on the Panamanian of wheat aboard, charged that the flag vessel were the rock-bottom owners deliberately defaulted to variety under which runaways op- creditors, milking the ship for erate. Wages varied from \$70 to whatever revenue they could get \$90 a month and, even at that, men at the expense of the crew, the try to cover their needs until the working the same ratings received shippers and the ship's suppliers. SIU stepped into the picture.

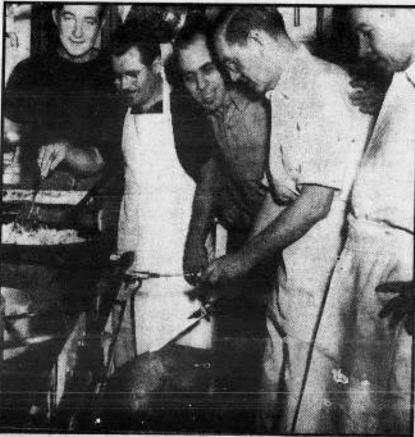
The owners of the ship are bewho registered the vessel under the Panamanian flag.

The Theodoros A originally came into the Lakes from Mexico, discharging cargo at Cleveland and Detroit. It had picked up a load of grain in Duluth, Minnesota, and was headed for Venezuela when creditors hit her with an assortment of liens for ship supplies, Seaway tolls and other unpaid bills. The crewmembers themselves had not been paid since August 31.

When the liens were put on the ship, the US Marshall's office paid seven crewmembers \$7 a day (about three times as much as their regular wage) to safeguard the ship. The men took the \$49 and split it up among the crew to



SIU steward Walter Anderson gets ready to carve Thanksgiving dinner turkey aboard the Theodoros A as Greek crewmembers of the runaway ship look on expectantly. Union has been feeding and maintaining the crew.



At work in galley preparing dinner are Carlos O'Faril, ass't. cook; C. Sklikas, cook; Walter Anderson, SIU steward; Alton Hoyt, SIU messman. Looking on (center) is George Galinas, AB.



Capt. Vassilios Trimis relaxes knowing that crew's needs are being met.

NY Revises Job Calls Procedure

NEW YORK-Shipping has improved here during the past two weeks, with 14 ships paying off, two signing on and 14 intransit. During the next shipping period, only a few ships

are expected to arrive from long trips, reports Assistant the dispatcher, too. Secretary-Treasurer Bill Hall. The lifeboat an

A new set up in dispatching has gone into effect, whereby calls are being made according to departments, not ships. The dispatcher would appreciate it if the engine and steward department men would stand back until jobs for their departments are called. This will make things easier for both members who are shipping out and for

Yard Starts Keels For Delta Ships

NEW ORLEANS-The keels have been laid for three new deluxe freighters of the Mississippi Shipping Co., operator of the Delta Line. The new 13,000-ton displacement vessels will feature air-conditioning, a two-island design which permits easier access to cargo space, and a service speed of 18 knots.

The navigation bridge, passenger and deck and steward crewmen's quarters, messhalls and galley will be situated well forward; engine room and engine foc'sles will be back aft, with two catwalks for communication.

will have seven holds-five of Emilia, Jean (Bull); Antinous, Wild them amidships, serviced by fiveton cranes. Also, there will be a hatch forward of the bridge, and (Tramp Shipping); Fairland and one aft of the stack. Additionally, Gateway City (Pan-Atlantic). one aft of the stack. Additionally, the \$10 million ships will be fitted with 60-ton Stuelcken heavy-lift equipment, first to be installed on American flag vessels.

The new freighters will be used on Delta's South American and West African runs. They will have an over-all length of 506 feet, a beam of 70 feet and a design draft of 28 feet, according to the firm.

SEAFARERS NOW IN BOTH NEW YORK BALTIMORE GIS-4MAYE. 1216 E BALT. ROOKLYN BALTIMORE

The lifeboat and AB schools have been very successful, but things have been slow in the FWT school. Wipers with at least six months' sea time can sit for their FWT endorsement; those who are qualified should check with the dispatcher for particulars. It also should be pointed out that ordinary seamen with 12 months' seatime can qualify for their AB tickets. Lifeboat school training is available to all three departments.

Any Seafarer who re-registers in this port, Hall noted, should be sure to tell the patrolman, so that he can replace the present registration eard with a new one.

He also stressed that if a man is turned to aboard ship by the department head and he thinks the nature of the work he's doing should be classed as OT, be sure to submit same; otherwise, the patrolman won't be able to collect this.

The following ships paid off during the past two weeks: Elizabeth, Kathryn, Angelina and Frances (Bull); Alcoa Patriot, Alcoa Runner, and Alcoa Pennant (Alcoa); Raphael Semmes (Pan Atlantie); Seatrain Louisiana, Seatrain NJ (Seatrain); Steel Voyager (Isthmian); Madaket (Waterman); CS Norfolk (Cities Service); Ocean Evelyn (Ocean Trans.).

Signing on were: Robin Trent Moore McCormack) and Santa Venetia (Elam).

In transit were: Azalea City, Beauregard, Bienville (Pan-Atlantic); Seatrain Savannah, Seatrain The vessels, of the C-3 variety, Texas, Seatrain Georgia (Seatrain); Ranger (Waterman); The Cabins (Texas City); Capt. N. Sitinas



Keeping Things Shipshape

John Patino, FWT, pauses from his burner-cleaning duties long enough to pose for LOG camera in engine room of Steel Designer.

LABOR ROUND-UP

tion's seventh annual air safety forum, the union stated that the greatest safety problem in aviation is adequate pilot training. The union contends that some airlines still rely on "on-the-job training." Such training is inadequate, the union pointed out, especially today with the complexities of jet aircraft.

As the result of negotiations between five international paper unions and the Ontario-Minnesota Pulp and Paper Company, employees of Ontario-Minnesota Pulp and Paper Company will receive higher retirement benefits, increased disability benefits, and several other improvements in their pension plan. The company oper-

At the Airline Pilots Associa-, ates plants in Kenora and Fort Frances, Ontario.

The paper industry also saw members of Local 237 negotiate a two year pact with Certain-Teed Products Corporation, Tacoma, Washington. The company agreed to an eight-cent an hour general increase, with a wage reopener in August, 1960, plus other benefits.

Unfair labor practice complaints were lodged by the general counsel of the National Labor Relations. Senate Body Board against Bethlehem Steel Co.'s shipyard division, which employs nearly 17,000 members of the Marine & Shipbuilding Workers. The huge steel firm refused the union's offer to extend the agreement "during continued negotiations and imposed major work rule changes affecting job security, wage rates, grievance procedures, rest periods and size of work crews," the report said. union has been working for the firm without contract protection since last July 1.

The United Packing House Workers continues its strike against Wilson & Co., a large meat-packing concern with plants in at least nine cities throughout the US. UPWA efforts to negotiate with the firm's top officials met with demands from the company about "management rights," and an offer to return them to their jobs if they would sign anti-union contracts. up to 50 percent. Meanwhile, AFL-CIO President Proposed legislation along these George Meany pledged full support lines was introduced recently by to the workers.

Some 2,600 Oil, Chemical & Atomic Workers have been on picket lines in three cities since last July in an effort to save their contracts at American Oil and Standard Oil of Indiana, Contracta presently crewless ship in the destroying measures by the firms -such as job reclassification, manning of units and making grievance and arbitration procedures ineffecfrom Seattle, which had active tive-comprise the gist of the oil

\$ The Cuban Confederation of Workers withdrew last week from the Inter-American Regional Organization of Labor. A resolution adopted afterwards by the (Cuban) National Labor Congress called itime Overseas) and Maiden Creek the regional organization "an agency of American imperialism." The Congress decided to set up its own confederation, to be composed Overseas); Steel Scientist (Isth-mainly of "revolutionary workers" mian); Atlas (Tramp Tankers); and of Latin America, with headquarters in Havana.

See Upturn

NEW ORLEANS-With eight ships paying off, three signing on and 21 in-transit during the last period, shipping can be classified as "good," reports acting agent Buck Stephens.

Six ships are scheduled to pay off before the next meeting; two crewless vessels are waiting to . load grain for a Brazilian run, and another is waiting for its cargo. The three are expected to crew up soon, and thereby keep shipping at a fair pace, says Stephens.

The following ships paid off: Del Alba, Del Campo, Del Mar, Del Sol (Miss.); Neva West (Bloomfield); Steel Age (Isthmian); Young America and Arispa (Waterman). Most were good payoffs, with a few minor beefs being resolved.

Signing on: Del Alba, Del Mar (Miss.) and Lucile Bloomfield (Bloomfield).

In transit were: Alcoa Roamer, Alcoa Corsair (Alcoa); Seatrain Louisiana (Seatrain); Del Viento, Del Mar (Miss.); Beatrice, Evelyn, Elizabeth (Bull); Neva West and Lucile Bloomfield (Bloomfield); Steel Admiral, Steel Flyer and Steel Age (Isthmian); Iberville, Monarch of the Seas, Hastings, Claiborne (Waterman): Raphael Semmes (Pan Atlantic); Atlantis (Petrol Shipping); Gulfwater (Metro Pet.); and Robin Kirk (Robin).

To Discuss

WASHINGTON-The removal of the 50 percent 1936 Merchant Marine Act limitation on construction subsidies for ships built in US yards, will be the subject of a hearing next week in San Francisco by the Senate Committee on Interstate and Foreign Commerce.

Under existing law, the construction subsidy may not exceed 33 1/3 percent of the construction costs of the vessel, less the cost of national defense features, with the exception that in cases where the government has information that the actual differential between costs in the US and abroad is greater than the 33 1/3 percent, it may okay a differential subsidy of

Senators Magnuson (Wash.) and Buder (Md.).

The 50 percent limit has become unworkable to a degree because some foreign yards, principally in Japan, can build a ship at less than half the cost of construction in an American shipyard.

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.

New Phila. Hall Big Draw For SIU Men

PHILADELPHIA-More and more Seafarer "sidewalk superintendants" have reported favorably on the progress being made on the construction of the new SIU hall for this

port, Port Agent Steve Cardullo reported. All of the brothers who have looked over the construction site said it will be a hall to be proud of.

As has been the custom in the past, Thanksgiving dinners were served to all of the members and their families in the port. This has been a practice in the past, and one which has been highly received by the membership. The officials of the port of Philadelphia, in behalf of the SIU, would like to take this opportunity to wish each and every member of the SIU a pleasant holiday season.

Shipping for this port continued to hold its own. The crewing of the Penn Voyager made this possible, as did the usual number of intransit ships and vessels paying off here and taking on replacements. In answer to many inquiries, the SS Ocean Ulla, a new supertanker which recently underwent her sea trials, is still in the drydock here. The vessel is undergoing repairs to her shaft, and there is no set date as to when she will be put into operation.

There was a total of 10 vessels calling here. Two vessels paid off, three signed on and seven were in transit. The vessels paying off were the John B. Waterman (Waterman) and the Marore (Marven). These two ships, along with the Penn

Voyager (Penn Shipping) signed on. In transit were the Robin Kirk, Robin Goodfellow (Robin); Petrochem (Vaientine); Steel Traveler (Isthmian); Jean, Emilia (Bull), and the Alamar (Calmar).

SAN FRANCISCO - Though shipping has been slow during the last period, it's expected to pick up some here with the crewing up of near future.

About a dozen slots were filled by men here after getting a call shipping. This helped to perk up workers' beefs. somewhat the unsteady shipping

The following vessels paid off: Rebecca (Maritime Overseas); City of Alma and Maiden Creek (Water-

Signing on were: Rebecca (Mar-(Waterman);

In transit: Transeastern (Transeastern); Ocean Eva (Maritime De Soto (Waterman).

'Relocation Is Indicated In Light Of Current Conditions'



Salvagers \$ **Hopes Fade: No Bidders**

NORFOLK-When four amateur salvagers succeeded in raising the stern section of the sunken Liberian tanker African Queen several months ago, they received a great deal of attention from the newspapers. After all, they did raise the ship, which the professional salvagers hadn't been able lives and \$100,000 dollars in a fourmonth effort.

Millions Quoted

Figures like \$3 million dollars were quoted in the papers as the possible reward for this daring venture, and there was a general air of optimism surrounding the salvagers. They said they also planned to tackle the Andrea Doria with secret methods, involving balloons and such.

The whole grand affair suddenly collapsed like a punctured balloon when not a single bid was offered for the rusting, oil-smeared vessel when it was put on the auction block. "I don't know what we'll do now," said Lloyd Dier, one of the amateur salvaget? after he watched his dreams of a fortune disinte-

The LOG had predicted in its Oct. 9, issue, that the salvagers would "be lucky if they even make a profit when they sell it for scrap."

Two developments in the past couple of weeks have cast more light on the shabby myth of "effective control" and on the equally-shabby practices of runaway shipowners. One was the riot last Saturday, the second of its kind, at the borders of the Panama Canal Zone. The other was the condition of the crew aboard the runaway ship Theodoros A.

The riots in Panama, the second in a series of such outbreaks, showed up the opportunistic and unrealistic nature of US shipping policy. The State Department and other agencies which back this policy have been passing out soft soap to the effect that it isn't necessary to have ships registered under the American flag; any "friendly flag" will do. What this policy overlooks is that nobody can guarantee the

"friendliness" of a nation to the United States forever; witness the Panama disturbances. It could put the US merchant marine in the ridiculous position of having to dig up a new "friendly" flag every time the international political picture changes color.

Nor does it help the United States win friends and influence people in Africa or South America when they see huge and wealthy US corporations using the flags of a poorer nation to avoid paying decent wages to the crews and taxes to to do, and they had risked their the US Government. Everybody agrees by now that this is the real reason why they seek a "friendly flag." The "effective control" excuse which has been used to answer criticisms was simply thought up as an afterthought. As for "effective control" one of these "friendly flags" may some day decide to pass a law seizing all or part of the ownership of such ships. Under international law, they would have a very good chance of making such confiscation stick.

The case of the Theodoros A illustrates another aspect of runaway operation. It is simply that if you give a shipowner a free hand under a runaway flag he will grind down the conditions' of his crew to rock bottom levels of human existence-in this case, \$70 a month wages, indefinite articles without a termination date which bound the crew to indefinite servitude, no union contract, no accident or sickness protection, rotten food and terrible treatment.

Anytime anybody attempts to hand you a line that today's ship operators are "enlightened" and that they would pay good wages out of the goodness of their hearts even if there were no union, take a good look at ships like the Theodoros A. But for a union, all seamen would be living and working under such conditions today.

The reality behind the shabby pretenses of the runaways is that they are paying the lowest possible wages they can get away with. Their excuse that they cannot operate under the American flag because wages are "too high," falls flat in face of their refusal to pay their crews more than \$100 a month.

He still keeps in touch with former shipmates Henry Harris, and Philip Swing, and would like to hear from more of his old shipmates. They can reach him at 343 St. Nicholas Ave., Apt. 29, New York 27, NY.

Tanker Gain Seen In Surplus Ruling

WASHINGTON-The tanker industry, which has been in the doldrums lately, is due to get a big boost under an Agriculture Department decision which makes available to that industry a greater volume of *

farm surplus cargoes. At the ican-flag tankers are presently in same time, the implementa-tion of the decision will cause launched supertankers which have heavy economic stress to Liberty been unable to pick up oil-carrying and berth ships.

The new agreement is a clarification of the "50-50" law which allows American shipping interests to obtain an equal half of all overseas grain shipments under foreign aid programs of the US Govern-

Cargo allocations in the past so on for the tramps and berth-

his grain allocations strictly on a basis of distribution among Amerinite rate advantage over the other another advantage the vessels have lion and \$7,500,000. is that they can pick up oil cargoes and return Stateside fully loaded.

A considerable number of Amer-

Type Minutes When Possible

In order to assure accurate digests of shipboard meetings in the LOG, it is desirable that the reports of shipboard be typed if at all possible.

Germans Plan

HAMBURG - Atomic - powered were made by the department on ships will be as common as flies a ship category basis. In other within five years, judging from all words, for every cargo transported the activity in this area. On the in a foreign tanker, there must be heels of similar plans announced, one on an American tanker, and or being worked on, by Japan, the United States, Great Britain and the Soviet Union West Ger-Now that Uncle Sam is making many plans to convert a T-2 tanker for nuclear propulsion.

The ship involved, the Esso can ships, the tankers-with a defi- Bolivar, will be converted to serve as a testing ground for nuclear classes-will be getting the larger propulsion. Conversion costs are percentage of grain tonnage. Still estimated to run between \$5 mil-

The conversion will be handled in the East after making delivery, by the Society of Nuclear Engineering, which is a Governmentfinanced private enterprise in Germany. Conversion time is expected to take two to three years following the raising of the necessary funds.

The Japanese have announced possibly the most ambitious plans involving a variety of ship types and sizes. The US nuclear ship Savannah should be coming out some time next summer.

(The brothers described below are receiving the \$150 monthly SIU disability-pension benefit.)

Dusan De Duisin . . . 52 . . . One of the veteran Seafarers who joined the Union at its inception, Brother De Duisin sailed in the black gang



Dusan De Duisin and his pet dog outside his Jersey home.

for over 21 years before retiring in June, 1959. Brother De Duisin started sailing initially back in 1935 in the New York port area and went deep sea upon joining the SIU in 1939. In the course of his many years at sea he has sailed virtually every type of ship afloat except the Mariners.

His preferences were for the Mediteranean and Caribbean runs because of, as he put it, the beauty of the women, the delightful food and drink and the pleasant climate.

During World War II, Brother De Duisin had two ships shot out from under him, the H. M. Baker and the Bienville, but came back to shipping as soon as he was on his feet. His wartime experiences

were written up at length in the June 11, 1948, SEAFARERS LOG. Now in retirement, Brother De Duisin shares an apartment in Jersey City with Arthur Thompson, his shipmate for many years.

Marcel Mitchell . . . 57 . . . A member of the steward department, Mitchell retired from Seafaring on July 7, 1959. He is now on

outpatient at the US Public Health Service Hospital on Staten Island, after suffering a stroke which partially paralyzed him. However, thanks to a daily weight-lifting program and other physical therapy activities, he is now coming along nicely.

Sailing usually as chief cook, Mitchell had been in the old International Seamen's Union back in 1936 and became a Seafarer with the chartering of the SIU in 1938. "I'm thankful for the benefit checks I receive every week," Mitchell writes, but the best news he could get would be that he could go back to

work again.

SEAFARERS IN DRYDOCK

Brother Allen Burke, who last sailed on the Penn Trader, is laid up in the Norfolk USPHS with a heart condition, but he is improving steadily and should be released in the near future, the Norfolk welfare representative reports. Also down Norfolk way are brothers Henning Bjork, and Leon Gray. Bjork, a former able seaman on the Jean Lafitte,





Bjorke

getting along fine. Gray, also an AB, landed in the hospital because of stomach trouble, but he is improving steadily, according to last

underwent head surgery and is now

In the Baltimore area, brothers Maurice Flynn, Eusibie Gherman and Marion Luska are currently in the hospital. Brother Flynn is making tine progress in the VA hospital and expects to be released in about two months. He has been confined with a broken hip.

Gherman has been in the Baltimore general hospital since October

and was recently transferred to the PHS hospital for further treatment. He was injured in an automobile

Brother Luska is confined to the USPHS with ulcers. He has been responding to treatment and hopes to be released soon.

Seafarers are urged to remember their friends in the hospitals and visit them or write letters to them. If you're in port, why not drop in to say hello and cheer up a buddy.

USPHS HOSPITAL BALTIMORE, MD.

Henry Adams Edward Allen George Baker Edward Broaders George Butera Donald Catlin Charles Cawley Jeff Davis Charles Efford Jr. Maurice Flynn Eusebie Gherman Joseph Gibowicz Robert Goodwin

David Herbert William Kirby William Lang Marion Luksa G. Macunchuck George Mucha Johan Nordstrom Anthony Pinchook Elu Pule Felipe Serrano Jose Soares Dolar Stone

Vyrl Williams James Winters VA HOSPITAL BALTIMORE, MD.

Maurice Flynn

BOSTON, MASS.

Robert King Raymond Perry Charles McCarthy Thomas Ritson Felix Marquez

USPHS HOSPITAL GALVESTON, TEXAS H. Strickland

Ernest Bryan Wm. McIlveen

SAVANNAH. GA. James Michael J. R. Rolins Ernest Webb Charles White John Power Harry Price USPHS HOSPITAL

NORFOLK, VA. Henning Bjork Herbert Broughon Leon Gray Tommie Parker Albert Williams Allen Burke

USPHS HOSPITAL SAN FRANCISCO, CALIF. Charles Hyde Richard Kohls Paul Frankmanis

Charies Harris Roland Hicks Grover Peterson Howard Watts Edward Huizenga USPHS HOSPITAL SEATTLE, WASHINGTON

Nels Larsson Louis Pepper J. P. Balderston Daniel Hutto SEASIDE MEMORIAL HOSPITAL LONG BEACH, CALIF James Davis Lawrence Floyd

John Baille Jr. Alton Bell Salvador Blanco Jesse Canales Richard Carrillo Virgil Coash Melvin Chilton Paul Cook Woodrow Davis James Dial Harry Duracher Yue Kung Fah

Editor,

USPHS HOSPITAL NEW ORLEANS, LA Salvatore Gentile James Glisson Mike Goins larrell Sidney Irby Ramon Irizarry Edward Knapp Leo Lang Miller Little Charles McDonald Henry McKay James Norfleet Arthur Opsal



Gherman



Flynn

James Patterson John Pennell Eugene Plahn

Edwin Reynolds Aubry Sargent Earl Watts David Williams

USPHS HOSPITAL PT. WORTH, TEXAS

Richard Appleby Woodrow Meyers Leo Watts Joseph Wise Albert Ogletree Benjamin Deibler Max Olson

VA HOSPITAL CENTER HOT SPRINGS SO. DAKOTA

Clifford Womack

VA HOSPITAL HOUSTON, TEXAS Raymond Arsenault

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

WILSON STATE HOSPITAL

BALTIMORE, MD. George Davis

VA HOSPITAL KECOUGHTAN, VIRGINIA Joseph Gill

TRIBORO HOSPITAL JAMAICA, LL NY James Russell

US SOLDIERS HOME HOSPITAL WASHINGTON, DC

USPHS HOSPITAL MANHATTAN BEACH BROOKLYN, NY

Matthew Bruno G. Caraballo Leo Carreon Wade Chandler Joseph Cox John Driscoll Otis Gibbs Bart Guranich Taib Hassan

Ludwig Kristiansen Thomas Lehay Primitivo Muse Jeremiah O'Byrno George Phifer Almer Vickers R. Waterfield Luther Wing Pon Wing

USPHS HOSPITAL STATEN ISLAND, NY

Ivar Anderson George Berry Thomas Bubar Arthur Camara T. Cepriano George Champlin ego Cordero Henry Cordes Claude Davis F. Escandell Brigido Figueroa Michael Filosa Gustav Holgerson Leo Mannaugh Frank Maxet Pablo Mendez

Thomas Rezeveteb Emeterio Rivera John Roberts Jose Rodriguez Bernard Rosenski Frank Rossi Fernando Tiaga Julio Ventura Stanley Watlack Richard Welch Daniel Wilson Andres Ygama Salvatore Zammith Bozo Zelencie

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Beached By Leg, Loves Limeys

To the Editor:

Just these few lines to let you know that I get a wonderful view of the Harbor of Aden, known as Steamer Point, from my bed on the open air veranda of this Royal Air Force Hospital.

In the interests of better understanding and tolerance between all peoples, I can only state the truth and say these

Letters To

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

Limeys (so called) are giving me the best of care and I've made many friends among them since coming here.

I have my right leg in a cast now, and after spending a few sleepless nights immediately after breaking my ankle, I'm resting more comfortably now. I get the use of a wheelchair

when needed. Yesterday a traveling show of British entertainers did their stuff and I had a ringside seat from my wheelchair. Actually it sort of brought back memories of during the war when entertainment was so necessary to

keep up the morale. I shall be sent back at the company's expense as a passenger either on a vessel or a plane. Naturally, I'd prefer a plane

One consolation is that due to our agreement my wages continue until the end of the voyage. I have recourse to other means of redress also, but that must wait until I arrive back in the good old USA.

Many vessels come through here because it is a refueling port, but none seem to stay very long. The US Consul brought me a LOG with my son's picture in it. The agent's representative brought me the articles to sign so that I could pay off by voucher the balance of my wages if needed by me at any time. He also patiently explained about what I could expect in the way of transportation, etc.

In sixteen years of sailing under the SIU banner (and I wouldn't have it any other way) this is my first occasion to use a hospital in a foreign port. In away I'm glad it turned out to be in one in which everybody spoke the same language I do. Clarence Cousins

1 1

Put Men Ashore During Loading To the Editor:

In regards to the last tanker explosion in Houston, Texas-Why is it the seamen always have to be the fall guys every-

time a tanker goes up? Why can't the oil companies pay lodging money to all the crewmembers, while a ship is

loading? We never know when a ship will catch fire or have an explosion, causing many lives to be lost, and a great deal of suf-fering. The few dollars that the steamship companies would have to put out wouldn't hurt them very much.

I notice that there have been plenty of tankers that have

and the area decided in

caught fire while alongside the docks. And these were never the fault of a cigarette or lighted match.

There are many things that can cause an explosion, and things can be done to correct these on tankers.

First of all, have a general inspection of the tanks to see that they are rustproof. Then, see that the pumps do not get too hot so that the friction causes an accident. See that every possible precaution is taken while loading the ships. Make sure that the crew is off the ship and the plant is closed

Every state should get on the ball to see that a seaman can have a clear mind and sleep in peace without having to worry when they will be going into "orbit."

There have been more lives lost on tankers in the last few years than on those ships in the war. In the war we could not help it, but now we can do something, if we'll just use a little. bit of common sense. I'd like to see what other members have to say on this subject.

Johnnie Hoggie

* * * Thanks Seafarers For Blood

To the Editor:

I want to give my deepest gratitude to the following brothers for the blood they donated for me here at the Public Health hospital in New Orleans, La.

> Philip Cardinals Laffarque Lawrence Peter Gebbia Jr. Cline S. Galbraith John N. Pinter Ray J. Elliot James P. Pendergrass Joseph M. Cambern Carlos A. Martinez Harold B. Sandoz

Also, I would like to thank Buck Stephens, Charley Tannehill and Bob White for their cooperation.

Harold Restucher

(Ed. note: Seafarers or members of their families who need blood can also obtain it by contacting the SIU welfare representative at headquarters through the Union's teletype system. The blood will be made available through exchange arrangements which the Union blood bank has with local blood

LOG Stirs Sea Memories

As I read the Log, which I

get regularly and enjoy very much, the memories of the days I sailed with the SIU as night cook and baker come back. My thoughts are always on the boys I sailed with, and I forever hope that some day I may again make a trip. To me, the SIU is the only un-

ion that anyone going to sea should have to belong to . . . I extend my best wishes for a happy holiday and God bless all. Arthur Brazil

1 1

Crew Wishes Happy Holiday

To the Editor:

The crew of the SS Transeastern send greetings at Thanksgiving to the entire membership ashore, at sea and in the hospitals.

SS Transeastern

TAPES OF STATE OF STA

Men Suggest Vacation Plan

To the Editor:

At recent ship meetings aboard the Robin Locksley, there have been quite a few discussions on vacation pay. As the membership knows, the



Horne

pay a year, as compared to. less than one months' pay a year for most ratings in the SIU. The membership aboard this vessel has

mates and en-

gineers enjoy

two months'

vacation with

in vacation pay to at least \$600 per year. This might also solve the problem of homesteading, since with \$600 a man could well afford to get off a ship after a

sent a resolution to headquar-

ters calling for the negotiating

committee to petition for a raise

year, and takes his vacation. How about discussing a vacation raise at your next meeting and sending your findings to the negotiating committee.

Bill Horne

SI Hospital Rates Tops

To the Editor: Having spent 22 days in the Staten Island Public Health

Service hospital, beginning on October 26, I had a good opportunity to see what the hospital is like from the inside. In my opinion, the seamen who get treatment in this hospital are fortunate. They are getting what must be close to the best medical care that can be given by anybody anywhere in this coun-

I had to go in for an operation for a hernia, but what I was impressed with particularly was the way in which I was checked out so thoroughly before the surgeons would touch me with the knife. The examination I was put through covered every possible aspect of my personal health (including dentistry).

Some of the brothers who go into the hospital complain a bit about having to go through all kinds of tests, but believe me, it's the most sensible thing for the hospital to function this way, because there is no point in a man being treated for one condition and then finding out a few weeks or months later that something else is wrong with him.

The thorough check-up the hospital does on all its patients is positive assurance that when a man is discharged he is in the best possible condition that the doctors can put him in. I also would like to say that

the personal attention and concern shown by the doctors and nurses is all that anybody could ask for. They show a genuine personal concern about the wellbeing of any patient which is wonderful for a man's spirit. I want to particularly mention

Dr. Detweiler, Dr. Kurtz, Dr. Manier among others, for their care and attention. And there are many others on the staff I could name if space permitted.

Furthermore, I was impressed with the fact that all the examinations and tests were conducted. very efficiently and speedily.

We seamen have really good set-up to turn to in the Public Health hospitals and we should make sure that they stay that way by helping them get the money they need.

Toby Flynn

On The Ships



Felix Dayrit watches the gages as he takes over the oiler's slot on Steel Executive.



Donald Thompson, better known as "Bugger Red," a messman on the Iberville.



Horace Carmichael, steward and Clarence White, chief cook (I to r) on the Iberville.

Seagags

Fairport Survives Hurricane Dinah's III Winds

SS FAIRPORT, Japan-"The SS Fairport IS a seaworthy vessel. Of that, the crew can attest, especially after our wild ride through typhoon Dinah, in late October, North Pacific bound for Japan.

35 years at sea, down to the

He Points To Family Tree Philanthropy

"It took some time," Seafarer Charles Rawlings writes, "but the proof is in the pudding." Rawlings had often boasted about his heritage to many of the fellow crewmembers, but to no avail. "They just didn't believe me," he said.

Well, now he can back up his arguments, with sound proof.

Going through some old papers, Rawlings said, he came across some records of an early date from Evansville, Indiana, from his

great-great grandfather, Willard Carpenter. Carpenter, he said, had made his fortune following the words of Horace Greeley-"go west, young man, go west."

Rawlings

Philanthropic Works

Having made his fortune, Carpenter decided to settle down in Evansville, and to use some of his money for philanthropic works. In a letter to a group of men he picked as trustees, Carpenter said he wanted to devote a portion of his property and means to public use. As a result of his donations, the trustees built the "Willard Library," and the "Willard Park."

However, the library, a notable addition to the town, was not the only gift Rawling's great-greatgrandfather bestowed. He also contributed a large portion of the Christian Home and sent gifts and bequests to a number of clergy and missionaries throughout the coun-

In addition, he spent a good deal of his money, and time, running an underground railroad helping slaves to the north before the Civil War.

The complete story of Rawling's grandfather and his activities is recalled in a number of different old manuscripts and pamphlets in the possession of the Willard library.

- by Seafarer R. W. Perry

"From the oldtimers, with youngest members, the opinion was unanimous that the seas were the biggest anyone had ever seen. Sailors are notorious for their exaggerations-from the beauty of the girl met in Singapore-to the heat of the Persian Gulf-to the cold of the North Atlantic-to the mountainous seas that we rode out back in '03.

Errol Flynn Too

"Why even such old salts as of the storm. Clark Gable and John Wayne would have to admit that this storm was at least the equal of anything they ever had to face on the studio lots of MGM or Warner Bros.

seas did tower over our main mast | boat or raft for use in any disshe rode 'em like a duck over one arise. giant wave after another. Our damage was minor, though we did ship water through the fresh air vents

bout with Hurricane "Dinah."

in the after living quarters, and it was not so laughingly suggested that we put in for 50 percent submarine pay, as the quarters were

No Raft Aft

"Our snorkel device was inade-"In all seriousness though, the are left without benefit of a life- the Fairport."

when we were in the trough, but astrous circumstances that may

SIU's own version of a seagoing thriller is told here by Francis

"Mac" McCall who describes the voyage of the SS Fairport and her

Shaft Alley Link

Our only connection with the . midship for the better part of two days was the shaft alley, and had this been broken, what a slim chance those men aft' would have had. To my knowledge, none of the below the water line at the height 30 odd Watermans have even a raft aft' which is an oversight that should and can easily be remedied.

"With the politicking out of the quate. Talking of Inadequacies it way, and the storm now a well should be mentioned that the 22 remembered phase of our seamen living aft' on a Waterman C2 going, our story is complete from

Pacific Wave 'Survivors' Have Rocky Flight Home

Seafarers stranded upon the Pacific Wave, when it ran out of money and everything else in Haifa had quite a time on their return trip to the United States. The men were tied up for 47 days in Israel, while arrangements were being made for the disposition of the ship.

It was stranded in Israel when its parent company, World Tramping, seemed to collapse from lack of funds. A lien was promptly attached to the Pacific Wave and three Seafarers remained in Halfa to take care of the legal matters involved in selling the ship while their buddies winged homeward, (The World Tramping Company also left a number of other ships stranded and they are being similarly disposed of).

On their trip home, the men stopped in Athens for a while, and spent one night in Luxembourg when bad weather forced their plane down. They made it to Brussels the next day and were all set to take off at 1 AM when a fire in an engine forced them to delay again. They reported at 4 AM and made a brief stop at Shannon International Airport, Ireland, where they saw "some of the most beautiful hostesses in the world."

The crew of the Pacific Wave was quite favorably received in Israel. According to Gorman Seymour, one of the crewmembers, There were items in the Jerusalem Post about us being stranded there.

"And the seamen's club there was very good to us," he added. They put on special movies for us, and were very courteous."

Perhaps the nicest touch in the whole rocky voyage came at the end of the trip, when Patrolman Jeff Gillette came down to meet the men at Idlewild Airport and made arrangements for them to get home. Many of the erewmembers flew to their homes that afternoon,





Chow time aboard the Sabena plane taking the boys to New York. One of the lovely stewardesses pours tea ... "Crumpets anyone?"



"Wiper! I want a few words with you."



SIU patrolman Jeff Gillette checks the men in at the airport after their flight from Israels . Photos submitted by Gorman Seymours

Moving? Notify SIU, Welfare

Seafarers and SIU families who apply for maternity, hospital or surgical benefits from the Welfare Plan are urged to keep the Union or the Welfare Plan advised of any changes of address while their applications are being processed. Although payments are often made by return mail. changes of address (or illegible return addresses) delay them when checks or "baby bonds" are returned. Those who are moving or plan to move are advised to immediately notify SIU headquarters or the Welfare Plan, at 11 Broadway, New York, NY

PENN VANGUARD (Ponn Marine Co.), Nov. 14—Chairman, James F.
Lee; Secretary, S. T. Arales. Thanks
to all delegates in the three departments for their cooperation during
this voyage. Communication concerning our night cook and baker who has been sent back for hospitalization in US have been concurred by members. 130 hours of disputed overtime.

SEATRAIN LOUISIANA (Seatrain), Nov. 15—Chairman, Blanchard; Sec-retary, Berger, Food situation is not up to par. Vote taken on this is 7 for, 13 against, 8 not voting, 6 men on watch. Steward should be in messon watch. Steward should be in mess-room at meal time to supervise serv-ing meals. Food beefs to be turned over to food committee. \$9.25 to buy nuts and brandy for holiday cakes, \$104.09 in fund, not including profits on fifty-five cases of Coca-Cola yet to

Digest Of SIU Ship Meetings

be sold. Some disputed overtime. Delegates to turn in repair list. Cards to be bought out of ship's fund.

VENORE (Marven), Oct. 31—Chair-man, Roy G. Wilt; Secretary, G. C. Maddox. Ship's delegate resigned. Stracciali was elected. No beefs.

MAIDEN CREEK (Waterman), Nov. 8—Chairman, W. L. Holland Jr.; Sec-retary, J. P. Baliday, Ship's delegate reports everything running smoothly. Ship's fund was \$26.05. \$3 for cablegram to hy concerning man hospi-talized in Yokohama. 3.65 for mail. Balance \$22.40. Few hours of disputed OT. Resolution to go back to old way of logging. Other resolution is that there be no payoff without a Union representative on board like previous trip. We suggest that crew be present at safety meetings.

MONARCH OF THE SEA (Water-man), Nov. 14—Chairman, N. Powell; Secretary, L. B. Moore. Suggest extra acreens for laundry machine, fan ir laundry, removal of items from cloth ing, drains to be cleaned in wash basin, and removal of clothing when dry. Some disputed overtime, No

VENORE (Marven), Nov. 11—Chair-man, R. Noren; Secretary, H. Starry, Suggest that a representative of the food plan to inspect food quality and amount of stores on board. Shortage of drinking glasses and washing ma-chine working improperly. No beefs.

SANTORE (Marven), Nov. 8—Chair-man, J. Michael; Secretary, H. Col-lier. Two men missed ship and four men late at saling time. Dispute penalty for delayed sailing. Requesting two fans for recreation room. Only one fountain working. Would like two to be replaced. Request

master carry sufficient money to allow men to draw limit allowable. Oct. 18—Chairman, Michael; Sec-retary, Frank Allen, H. Collier elected as ship's delegate. No beefs.

COASTAL SENTRY (Suwannee) Nov. 8—Chairman, Henry Murranka; Secretary, C. H. Bruce. No response to request for clarification of over-time for spray painting and handling cargo. Correction sent to LOG concerning nose cone retrieved by this vessel. It was not the Rose Knot, Captain's letter to Suwannee regarding quality of meat and vegetables aboard fully justified. Brazilian bread is of poor quality. Suggest American-style bread to be based.

JOSEFINA (Liberty Nav.), Nov. 8-Chairman, J. E. Tanner; Secretary, Boyd H. Amsberry, J. E. Tanner elected ships' delegate. No beefs. Most of repairs were done in port.

CHILORE (Marven), No date-Chairman, W. Tregembo; Socretary, A. Whitmer. Mate has keys & tumblers but no control key. Eight members complained about food quality. Baked goods and vegetables were not criticized. Few hours overtime disputed. DEL ORO (Mississippi), Oct. 15— Chairman, Henry C. Gerdes; Secretary, George Duncan. M. T. Morris elected ship's delegate. 30 in ship's fund at present. No beefs.

MARORE (Marven), Nov. 19—Chair-men. C. M. Rice; Secretary, Richard Glaze, Request to be made for more fruits and ice cream. Butter incident to be brought to attention of patrolman. Few minor repairs made. Machinist injured foot. Taken off In Panama Canal. One man missed ship in Philadelphia. Some disputed OT,

CAROLYN (Bull), Nov. 8-Chairman, hn Giordano; Secretary, Frank Nak-John Giordano; Secretary, Frank Nak-licki. Things running smoothly ex-cept for a few hours disputed OT. \$8.49 in ship's fund. One man missed ship in San Juan. Discussions disputed in San Juan. Discussions held regarding men missing ship, "B" & "C" men having same say so as anyone aboard. Men urged to use better sanitary habits. Washing ma-chine is not operating. chine is not operating.

THE CABINS (Texas City Refining), Oct. 18—Chairman, Herman Whisnat; Secretary, John Breen. Delegates to get repair list for next port. Call hall in Houston concerning wiper being fired. S13 in ship's fund. N. Okray resigned as ship's delegate in favor of H. Sanford. See patrolman concerning letter from headquarters regarding payoff at sea. Enter messroom properly clothed. Keep messroom in clean condition. Vote of thanks to steward department. No beefs.

AMES VICTORY (Victory), Nov. 8— Chairman, H. B. Raines; Secretary, S. A. Schnifzer, Library stocked with pocket books. To select a man from each department for safety meeting.

FLORIDA STATE (Ponce), Nov. 22
—Chairman, H. Will; Secretary, Jerome B. Kilgore. Would like to arrange for patrolman to board ship in Ponce to settle beefs. Having trouble getto settle beefs. Having trouble get-ting captain to call replacements promptly. All beefs to be taken up with Union. No deals with topside. Rebuilding the ship's fund. Steward ordered three sets of lines. Matches on board not serviceable. Trying to purchase American made matches. Some disputed OT. One man getting off.

ALCOA POLARIS (Alcoa), Nov. 14-ALCOA POLARIS (Alcos), Nov. 14— Chairman P. L. Miranda; Secretary, W. Young. W. Messanger retires as ship's delegate. \$38 in ship's fund. There were numerous petty beefs. None were settled satisfactorily. J. Ivankovic elected ship's delegate. Mo-tion that all scuppers be cleaned out due to foul odor coming from all of them. All persons able to wash clothes by day are requested to do so in order that those who are not able to use them by day can wash at night. Crew not in favor of hous-ing project.

HILTON (Bull), Nov. 15—Chairman, A. Wile; Secretary, G. Seeberger, Discussed operation of new washing machine. A vote of thanks to steward department for good meals and serv-ice. Some disputed overtime.

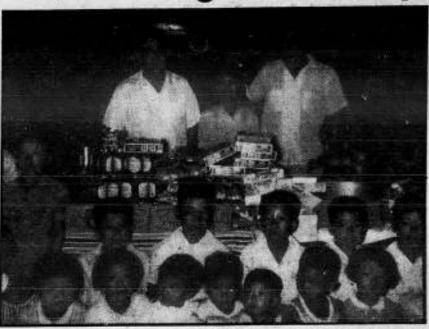
ROBIN LOCKSLEY (Robin), Nov. 7 ROBIN LOCKSLEY (Robin), Nov. 7—Chairman, William Horne; Secretary, John Reinosa. It is suggested that measthalis be locked while in port. Watchman to cooperate by keeping others out. Ship's fund \$13.50 of which \$3 was donated to the American Seamen's Friend Society Library. No beefs. Wish to have vacation pay raised accordingly. Members feel that vacation benefits for mates and engineers are far better. neers are far better,

BALTORE (Maryen), Nov. 13-Chairman, S. Holden; Secretary, P. M. Meth. Elected new deck delegate. Some disputed overtime in engine department. E. McNab' elected ship's delegate. Re-quest headquarters to clarify matters such as delayed sailing, when com-pany must change board, fines for missing ship, and whether ore ships are considered "in port" in Puerto de Hierro and Cruz Grande. New washordered Quality of drinking water should improve. Discussed repairs to sink and coffee urn.

ALCOA PEGASUS (Alcoa), Nov. 8— Chairman, U. Saunders: Secretary, L. L. Phillips. Discussion was held on the problem of fresh milk. No beefs in any department.

ALCOA CORSAIR (Alcoa Steam-ship), Oct. 15—Chairman, Jimmy Nay-lor; Secretary, D. Marine. No beefs. Everything running smoothly, \$226.10 in movie fund. Need longer spreads to cover mattresses.

Steel King Gives Orphans Party



Men Seek 'More Milk'

ALCOA POINTER, Leghorn-If the crew beefs on the Alcoa Pointer are any sample, the favorite beverage of Seafarers is milk-and absence of same is causing considerable unhappiness on this ship.

The minutes of November 21 received at headquarters put it very succintly: "Motion by Roy Evans, seconded by C. Gullet to see the patrolman at the payoff and have a meeting with the ship's crew to try and get the captain straightened out on ordering milk where it is available according to the agreement."

It seems that the skipper had informed the crew he would not order milk in Italy unless he got a letter from the American consul certifying it was pasteurized. The crew thought he ought to take the local government's certification for same as being authentic, but the captain would have none of that.

The indignant crewmembers also came to the defense of the steward and his department, which they noted are doing "a good job of feeding and is still trying to get that milk." They suggested the skipper "get off the steward's back. The man is doing a fine job and everyone seems to be satisfied, even the officers on this ship."

Turning to less controversial topics, the minutes note that we have a very fine crew on this ship, including several oldtimers out of the Gulf such as "Cherokee" Hall-man, "Pinky" McEvoy, Freddie "Hog Jaw" Hunter, Roy "Cool Breeze" Evans, "Daddy Red" Burke, the Frenchman with all his pretty berets, and one crewmember identified only as "Sabu," all of them devotees of the cool, foaming, creamy brew-milk that is.



Seafarer Fred Shaia (left) and John James, 2nd electrician, both from the Steel King, pose with the superintendent of the Bi-Dul-Gi orphanage in Pusan, Korea, and orphans. Crew-members of the Steel King bought candy for the kids.

Some orphans in Pusan, Korea are much happier today because of the generosity of Seafarers in the crew of the SS Steel King. The men got together and chipped in to buy candy and refreshments for the children in the Bi-Dul-Gi orphanage, and then, when the ship docked in Pusan, Fred Shaia, John James and a passenger, Mr. Thomas Osborne, of Phoenix, Arizona volunteered to bring the gifts to the children at the orphanage. Last year, the Steel Surveyor threw a Christmas Party aboard ship for the same group of children.

The voyage of the Steel King seemed to run pretty smoothly, reports Seafarer Shaia, "I want to say that the crew was very considerate," he says, "as the trip ended up a little longer than scheduled, and we ran out of some provisions that couldn't be replaced.

"I therefore wish to thank them one and all, and especially Bosun 'Tiny' Walace, AB Herman Fruge and the very well known T. T. (Tommy Tucker) of Bourbon Street, New Orleans."

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SEATTLE... 2333 Western Ave. Main 2-6326

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.









Takes SIU Milk Break



Elizabeth Young, 31/2, looks curiously at camera during her visit to SIU cafeteria with her dad, Larry, SIU steward department

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:

Jacob R. Gnagey Jr., Baltimore, Juan Rodriguez, New York City. Md.

Edna Irene Goodnick, born September 19, 1959, to Seafarer and Mrs. Robert K. Goodnick, Baltimore, Md.

Crawford L. Hodge Jr., born August 27, 1959, to Seafarer and Mrs. Crawford L. Hodge, Awedaw,

Donna Hilado Tigmo, born November 9, 1959, to Seafarer and Mrs. Manuel N. Tigmo, Jamaica NY.

t

Margaret Curtias Higgins, born October 16, 1959, to Seafarer and Mrs. Charles B. Higgins, Meriden, Conn.

* * *

Richard Daniel Clark, born September 14, 1959, to Seafarer and Mrs. Melbeurn Clark, Washington,

t. t

Berenadett Ciline Fritch, born September 15, 1959, to Seafarer and Mrs. Michael Fritch, Tampa, Florida.

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Levern Mitchell Miles, born October 30, 1959, to Seafarer and Mrs. Wilbert J. Miles, Prichard, Ala.

George Francis Clarke, born October 21, 1959, to Seafarer and Mrs. George F. Clarke, Chickasaw, Ala.

Notify Union About Sick Men

Ship's delegates are urged to notify the Union immediately when a shipmate is taken off the vessel in any port because of illness or injury. Delegates should not wait until they send in the ship's minutes but should handle the matter in a separate communication, so that the Union can determine in what manner it can aid the brother.

It would also be helpful if the full name, rating and book number was sent in. Address these notifications to Welfare Services at headquarters.

Linda Lee Gnagey, born October | · Evelice Rodriguez, born Septem-11, 1959, to Seafarer and Mrs. ber 1, 1959, to Seafarer and Mrs. ters.

> Claud Webb Jr., born November 4, 1959, to Seafarer and Mrs. Claud Webb, Mobile, Ala.

> Van Dewey Riviere, born October 22, 1959, to Seafarer and Mrs. Edward J. Riviere, Ontario, Calif.

1 1 1 Debra Catherine Coleman, born September 21, 1959, to Seafarer contact Perry Pederson, 12-4 AB, and Mrs. Roger P. Coleman, New 356 55th Street, Brooklyn 20, NY. Orleans, La.

Wilfred Cruz, born October 1, NY. 1959, to Seafarer and Mrs. Juan Cruz, Jr., New York City.

Andrew Daniluk, born October 5, 1959, to Seafarer and Mrs. Andrew Daniluk Jr., Los Angeles, she is ill.

* * * Phillis Ann Flanagan, born October 20, 1959, to Seafarer and Mrs. John Flanagan, Philadelphia, Pa.

\$ 1

Md

Sharon Elizabeth Moore, born October 24, 1959, to Seafarer and Mrs. Lawrence S. Moore, Washington, NC.

David & Raquel Rivera, born October 7, 1959, to Seafarer and Mrs. Alfonso C. Rivera, Santurce,

Christopher Sovich, born October 30, 1959, to Seafarer and Mrs. Michael Sovich, Clifton, NJ.

Donita Gwyn Swann, born September 12, 1959, to Seafarer and Mrs. Herman C. Swann, Gardendale, Ala.

PO Urges

In order to avoid delays in delivery of packages or letters this Christmas season, the Post Office Department reminds everyone to use a bit of extra handling care during the coming holiday season. Officials suggest you:

· Carefully pack and securely wrap your packages.

· Mark delicate gifts (such as glass, radios, etc.) "FRAGILE," and foodstuffs, "PERISHABLE."

• Insure parcels or letters of

You can pick up a free pamphlet called "Packaging and Wrapping Parcels For Mailing"-at any Post Office.

Personals And Notices

Wm. E. Thompsen, Jr.

Urgent that you contact your exhave fully recovered from your recent illness.

Jose F. Wiscoviche

Your discharge off the Wang Archer has been found and turned into the LOG office at headquar-

William Wiemers

Please contact your uncle, Jack W. Wimers, at 136 Mercer Street, department since 1944, died May Jersey City 2, NJ, telephone HE 5-4844.

> Crewmembers Steel Advocate

Feb. 6-May 15, 1959 Extremely important that members of crew aboard at that time

Jack Dolan

Contact your sister in Warwick,

Edward Louis Schmitz Contact Mrs. J. Schmitz, 191 Park Avenue, Brooklyn 1, NY.

Earl R. Harrison Urgent you contact your wife as

Thomas T. Willis

Your mother is worried about not having heard from you. Please contact her at home.

Income tax refund checks are Cathy Ann McNeely, born July being held for the following men 11, 1959, to Seafarer and Mrs. at Room 201, SUP Building, 450 James P. McNeely, Brooklyn, NY. Harrison Street, San Francisco 5, Calif. Contact Jack Lynch; Ernest Janice Doreen McVey, born C. Anderson, Claude D. Berry, September 21, 1959, to Seafarer Theodore G. Claapothakos, Donald and Mrs. Ray F. McVey, Baltimore, L. Christensen, Bleslav J. Dzelak, Thomas V. Logan, Sheffield Nerkitt, Joseph Pitetta, Bernardo Tombocon, Ding Hai Woo.

Jan Amland

Get in touch with Hatsuko Kumagai, 1565, Miko Okamae-cho, Himeji, Hyogo-Ken, Japan.

Robert Burdick Lloyd Forster Dempsey Nicholson ex-Wang Forwarder

Contact Edgar R. Bonsall, attorney, 690 Market Street, Room 824, San Francisco.

The following men are advised to pick up their gear from the Cities Service warehouse within 60 days. Otherwise it will be donated

dale, Ala.

James Randolph Trehern born October 17, 1959, to Seafarer and Mrs. Raymond W. Trehern, Whistler, Ala.

Laura Wagner, born October 31, 1959, to Seafarer and Mrs. Emil P. Wagner, Ford City, Paul Raymond W. Wagner, Born October 31, 1959, to Seafarer and Mrs. Emil P. Wagner, Ford City, Pa. to charity:

DISPATCH

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

USPHS Hospital, New Orleans, on December 8. 1958. He had been a member of the SIU since

1946, serving in the deck department. He leaves a wife, Mrs. Ira M. Teears of Mobile. Burial was at Metairie Cemetery, New Orleans.

Alfred C. Kessling, 49: Brother wife promptly concerning some im- Kessling, an SIU deck department portant matters. She hopes you member since 1951, died September 25 of a cerebral hemorrage aboard the Alcoa Pilgrim. Surviving him is his mother, Mrs. Nora Kessling of New Orleans, La. Burial was in Cypress Grove Cemetery, New Orleans.

James E. Ward, 55: Brother Ward, who sailed in the steward

Thomas L. Teears, 48: Brother 10 at the USPHS Hospital, New Teears, a mem- Orleans, La., of pulmonary tuberber of the SIU culosis. He leaves a cousin, C. F. since 1946, died Stevens of Houston, Tex. Place of of bronchial burial was Thompson Brothers pneumonia at the Cemetery, Memphis, Tenn.

E. R. Crowell, 49: Brother Cro-



well died October 4 at his residence in Mobile, Ala. A member of the deck department he had been sailing with the SIU since 1942. Burial was at Pine Crest, in Mobile. Brother Crowell

was unmarried.



EVERY SUNDAY | DIRECT VOICE BROADCAST

TO SHIPS IN ATLANTIC EUROPEAN AND SOUTH AMERICAN WATERS

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

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

WFL-65, 15850 KCs Ships in Gulf of Mexico, Caribbean, West Coast of South

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

and US East Coast.

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

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

WCO-16908.8 KCs East Coast South America

WCO-22407 KCs West Coast South America

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

Australia WMM 81-11037.5 Northwest Pacific

WMM 25-15607 KCs

UTIME TRADES DEPARTME

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

'Valchem, Rosa Both Guilty': CG

WASHINGTON-The tanker SS Valchem and the liner Santa Rosa were both found responsible for the March 26 collision between the two in fog off Atlantic City, it was an-

nounced by the Coast Guard after a lengthy investigation, isn't on the bridge, the Coast Guard Three SIU men on the tanker and an engineer lost their lives in the crash which was caused principally by " . . . failure of both vessels to slow to a moderate speed when conditions of reduced visibility and fog were encountered," the Coast Guard held. The ships were traveling at top cruising speed, the Coast Guard said.

Adm. Alfred C. Richmond, commandant of the Coast Guard, upheld the conclusions of a threeman investigation board including one which stated that both vessels misinterpreted their radar. Another contributing cause was the fact that "both vessels failed to take timely

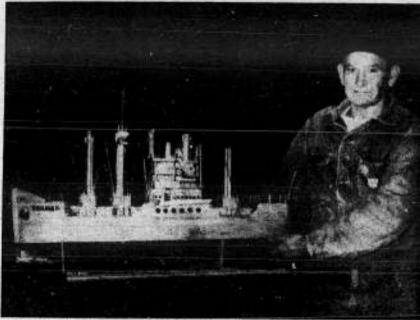
At the time of the crash, the up in the number of ships con-+-Santa Rosa was northbound, heading for New York; the Valchem was southbound, making its way to the Gulf. The inquiry board recommended a study be conducted on establishing separate tracks for Admiral Richmond said such a study "does not appear to be warranted at this time."

As to the board's recommendaand watch officers on the bridge on container ships. and specifying under which conditions a mate should be required to for handling containers will con-

chief noted that said duties have "long been established by law and regulation and court interpreta-

He agreed with the board's recommendation, however, that masters and deck officers should qualify as radar observers, noting that this would be taken up at next year's meeting in London of the International Safety at Sea Convention.

Man With Patience



Just for laughs, you might ask Seafarer Bob Kelley, AB, for a match. He used 8,500 of them on this detailed model of his ship, the Alcoa Roamer.

Reach Dock Automation Pact

Agreement has been reached between the International Longshoremen's Association and longshore employers on the terms of a three year contract. The contract contains a action and stop," the Admiral said. decision on the all-inportant automation issue. It is expected to be followed up by a speed-

> verted to container vessels. provides for the following:

· A 41-cent package of wages and welfare benefits. Twenty-two north and southbound ships, but cents are in straight wages, eight cents for pensions, four cents for welfare and three cents for medical clinics.

· Agreement that the present issued specifying duties of masters most instances, will be retained

· The question of premium pay notify the master when the latter tinue to be negotiated until Decem-

The three-year agreement will result in the issue going to their ships is the SIU-contracted arbitration.

Under the Taft-Hartley law, the agreement, hence the December 10 deadline.

The longshoremen, whose contract-expired September 30, struck tion that standard instructions be standard gang size, 20 men in the East and Gulf coasts October 1 and remained off the job until the Taft-Hartley injunction sent them back to work October 8. If they do not accept the contract terms, the longshoremen will be free to strike again on Decem-

Automation The Issue

Automation, of course, is involved in the most revolutionary cargo-handling development in recent years as operators have been turning to containerships in increasing numbers to reduce their costs by chopping down cargohandling charges. Companies like Pan-Atlantic on the East Coast, Matson on the West Coast, and Browning on the Great Lakes, have already turned to containerships and a number of other companies are reportedly awaiting only a resolution of the longshoremen's dispute before they, too, adopt con-

Among companies expected to

SIU Men Get Hospital Bonus

Christmas dinners for Seafarers and their families on the beach, and a \$25 Christmas bonus for men in the hospitals will be given in keeping with the holiday season. Both of the benefits have long been traditional.

The Christmas money, as voted by the trustees of the Seafarers Welfare Plan, will go to all Seafarers who are hospitalized for at least one day between December 21 and December 27. It is in addition to the regular weekly hospital ben-

The Thanksgiving and Christmas meals and the \$25 Christmas bonuses to hospitalized Seafarers are part of the services provided fare Plan.

ber 10. Failure to reach agreement act promptly on containerizing Bull Line. The company has been studying conversion of some of its longshoremen will be voting by C-2s for use in container trade besecret ballot on the terms of the tween New York, Puerto Rico and the Dominican Republic. Other companies in the nearby foreign trade are expected to do likewise.

Longshoremen's Goals

For the longshoremen, every automated ship could mean a loss of longshore jobs. For this reason, the longshoremen had made the retention of jobs their primary goal during the contract negotiations, and money items have become a secondary consideration.

Both the union and employers had been in agreement on the money settlement proposed by Federal mediators in the dispute.

The New York Shipping Association negotiates wages, hours and fringe benefits for Atlantic Coast employers from Maine to Virginia. The wage terms reached in the New York settlement generally set the pattern for wages in the Southern ports, with a differential of about eight cents an hour. The other contract terms, in the Southern and Gulf ports, are generally negotiated on a port-by-port basis.

Prove Eligibility For Hospital S

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

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



NEWS HEADLINES IN REVIEW



NOTHER U.S. MOON ROCKET SHOT BLOWS UP NO STANDBY ROCKET AVAILABLE UNTIL SOME TIME IN 1960.



SRANCE AND ALGERIA GTILL ARGUING OVER PEACE PLANS. FRANCE WANTS CEASE-FIRE BEFORE TALKS, ALGERIANS WANT PROPOSALS BEFORE CEASE-FIRE. U.N. TO DEBATE THE ISSUE.



RESIDENT EISENHOWER TO MAKE 30 SPEECHES AND TRAVEL 22,000 MILES IN HIS 19-DAY, ELEVEN NATION TRIP... HOPES TO BUILD BETTER UNDERSTANDING OF AMERICA.



CUBA REPLACES MODERATE DIRECTOR OF FINANCES WITH ANTI-AMERICAN LEADER, MORE SHAKE-UPS IN CUBA EXPECTED



TOPULATION "EXPLOSION" IN UNDER DEVELOPED COUNTRIES STIRS CONTROVERSY BETWEEN PROTESTANT WORLD COUNCIL OF CHURCHES WHICH ENDORSES BIRTH CONTROL MEASURES AND ROMAN CATHOLIC CHURCH, WHICH OPPOSES SUCH MEASURES,



IN OREFORT CHARGES HUNGARIAN COMMUNISTS WITH REVIVAL OF LARGE-SCALE EXECUTIONS OF PARTICIPANTS IN 1956 REBELLION-ASKS WITHDRAWAL OF USSRTROPS,





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

SECTION 30. Penalty Cargoes. (a) When members of the unlicensed personnel are required to CLEAN HOLDS in which lead concentrates, coal, coke or penalty cargoes, as specified herein, have been carried they shall be paid straight overtime for the watch on deck and overtime and one -half for the watch below.

(b) For the purpose of this agreement the following are classed as tainership techniques,

Bones Green Hides Manure

Sulphur

In Bulk Caustic Ash Soda Ash In Bags or Bulk

Bone Meal Chloride of Lime Lampblack Carbonblack Sulphur (3,000 tons) Creosoted Lumber Super Phosphate Cyanide Cement Gasoline carried in any manner Greave Cakes

Saltcake (c) On vessels carrying penalty cargoes IN BULK in the combined weight of 1,000 long tons or over, unless otherwise specified, the company agrees to pay each member of the unlicensed personnel, in addition to the regular monthly wages, 10% of such wages from the time the loading of the penalty cargo is started until the penalty cargo is completely discharged.

Just recently a ship paid off in New York which had been carrying 5.000 long tons of sulphur in bags. The crew had not done any hold eleaning on the vessel involved so there was no overtime payment involved. However, several Seafares on the ship thought they were entitled to collect the ten percent bonus for penalty cargo.

It was pointed out that Section 30 (c) of the general rules called efit paid to Seafarers. for the ten percent payment only when such cargoes are carried IN BULK, whether or not the hold-cleaning is involved. The ten percent bonus is not collectable when any of this cargo is carried in bags.

The hold cleaning overtime as specified in paragraphs (a) and (b) can be collected when the sulphur is in bags as was the case on this to members by the Seafarers Welship, but the ten percent penalty wage does not apply.