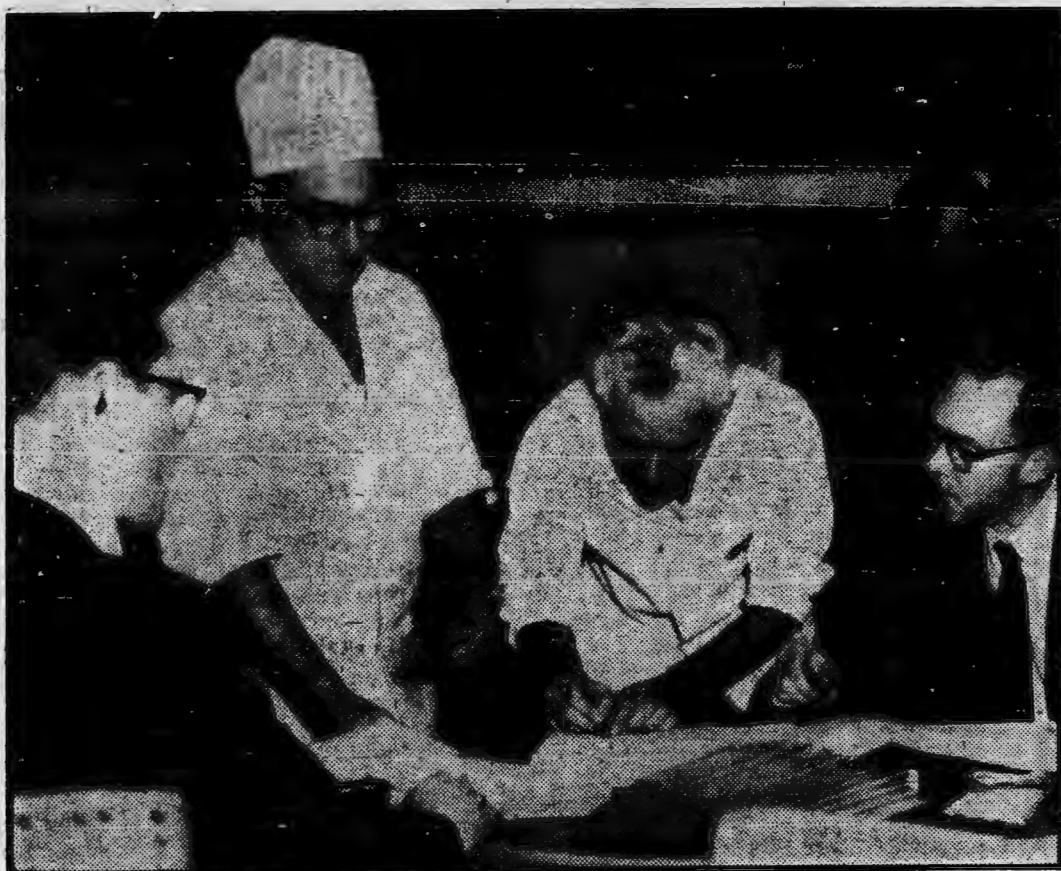


2,000 FISHERMEN JOIN SIUNA RANKS

Story On Page 3



Pay Hike. Among the first to pay off under the new dry cargo wage scale, SIU crewmembers on the Elizabeth in NY collect wages. T. Rivera (left) counts his folding money as J. Sanchez signs payroll. (Story on Page 2.)

Union, Co's Air ICC-Rail Plot For Senate Unit

Story On Page 3

Navy Alters Stand On Ship Blacklist

Story On Page 2



Progress. SIU Port Agent Steve Cardullo (left) checks progress on new Philadelphia hall with construction worker. Modern, expanded facilities in streamlined building should be ready in a few weeks, enabling move from Market Street site.



Unanimous. Completing work on SIU constitution draft, six-man membership group signs final report. Pictured (seated, l-r) are P. Jordan, J. Giordano, C. Hospedales, H. Benner; standing, R. May, F. Hartshorn. (Story on Page 16.)

'Not Our Policy', President Says

Navy Retracts On US Boycott

WASHINGTON—Stung by protests from the AFL-CIO Maritime Trades Department, the SIUNA and other groups and having been publicly repudiated by President Eisenhower, the Navy Department has announced it is withdrawing its "blacklist clause" from charter agreements involving oil cargoes from Arab countries. The clause denied Navy oil cargo business to American-flag tanker operators who at any time had ships calling at an Israel port. It was inserted in the charters after the Navy knuckled under to Arab unwillingness to handle such vessels.

The President's repudiation came at a press conference when he said that the Navy's blacklist was "certainly not our policy."

Withdrawal of the blacklist clause left one fundamental question still unanswered: Will the Navy insist on the rights of all American tankers to carry US Government purchases of petroleum no matter what the feelings of the local governments may be on the issue.

The "blacklist clause" had effectively barred certain American tankers from bidding for charters to carry Navy oil. While these tankers can now bid for such charters, they do not have assurance as yet that the Navy will back them up should they be denied port rights in Middle Eastern oil terminals.

Also left unclear by the Navy's announcement was the position of the Agriculture Department and the Commodity Credit Corporation. Both of these Federal agencies handle shipments of surplus farm products, and both of them had been denying certain American operators charters to carry surplus products to Arab countries on the ground that their ships

had previously handled cargoes to Israel.

Surplus farm shipments involve, in essence, gifts to the nations receiving them, which put the US in the position of letting countries on the receiving end pick and choose which American citizens could carry the gifts to them.

The news of the Navy blacklist on US tankers came out when one operator sued because he was forced to give up his charter. It was learned then that the blacklist had been in operation secretly for two years, and was also applied against dry cargo ships by the two other agencies.

SIUNA Protests

Protests by SIUNA President Paul Hall to President Eisenhower and members of Congress were followed up at the recent Maritime Trades Department executive board meeting in Miami. The board adopted a resolution calling for a "thorough investigation by Congress of such disgraceful and un-American compacts with Arab states."

A number of members of Congress had joined in the protests,

and expressed satisfaction at the lifting of the blacklist. Senator Clifford Case (Rep.-NJ) typified the reaction by declaring: "The American public does not believe a United States Government agency should knuckle under to any form of international blackmail."

The blacklist developments have a direct bearing upon the general issue of freedom of the seas and, specifically, free navigation rights through the Suez Canal. At his last press conference, the Presi-

dent reaffirmed the American position on unfettered use of the canal by ships of all nations. Recently, despite arrangements made between the UN and the United Arab Republic, a number of ships of various flags carrying cargo to or from Israel have been halted in the canal and their cargoes confiscated. The most notable instance was the case of the Danish vessel Inge Toft, which was held for nine months until its owners agreed to surrender the cargo and pay unloading charges as well.

PETRI BACK SAFE IN WC YARD

SAN FRANCISCO—The SIU Pacific District-contracted wine tanker Angelo Petri will be laid up here for repairs at least two more weeks following a near-disaster that left her powerless and rudderless a few miles offshore in heavy seas.

Three days after being disabled on February 9, the silent ship slid into the Bethlehem shipyard with the aid of five tugs. No crew injuries were sustained.

The Petri's 2½-million-gallon cargo was intact as the skeleton crew aboard returned to port with their ship. Most of the 40-man

crew had been airlifted off earlier by Coast Guard helicopter.

Bound for New York in a gale storm, the vessel had left here the morning of February 9. After passing through the Golden Gate and dropping off her harbor pilot, she was making her way south in a heavy sea. A sizable ground swell that reached mountainous heights suddenly engulfed the ship and sent tons of water down her stack.

In a matter of seconds the water hit the generator, shorted the control board and left the 21,800-ton-tanker lifeless in the raging seas. Part of the rudder was also torn away.

Emergency procedures followed in quick succession. The crew let go both anchors in an attempt to keep the vessel off the rocks and when the anchors finally dragged ground, the stricken vessel lay 3½ miles off the California beach. After an emergency generator was put to use, a radio call for assistance was sent out. The Coast

Guard, two Red Stack tugs and the outbound Keystone Mariner responded.

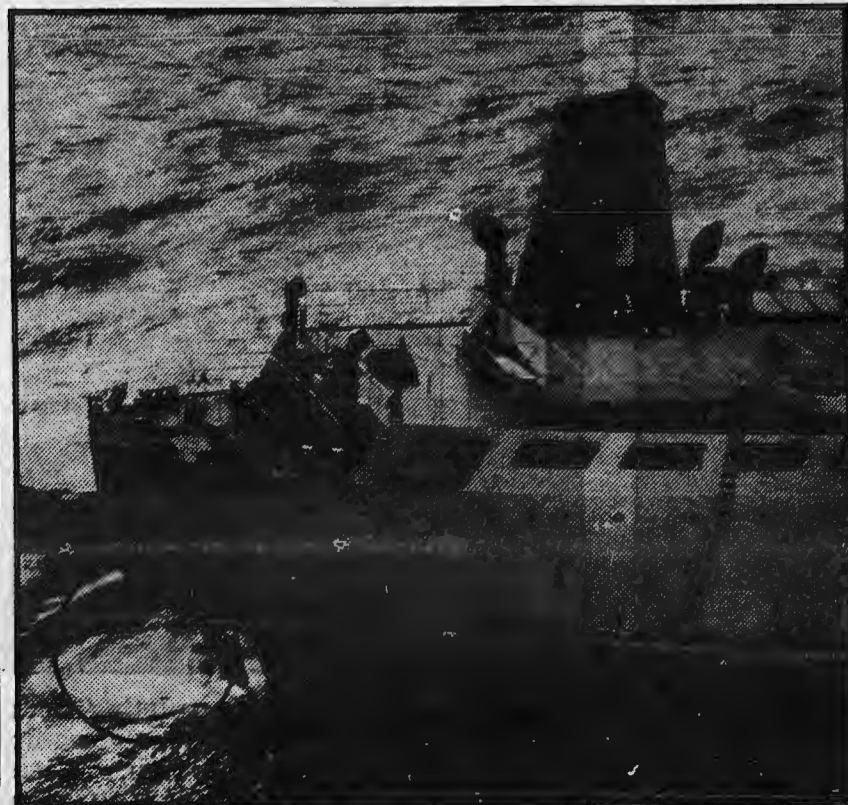
Helicopters sped to the scene and removed 28 crewmembers to the shore while the remainder of the crew stayed aboard to try to save the ship. Several lines eventually put on the Petri by the tugs snapped as the vessels surged in the sea.

With her lifeboats smashed, rails bent, ventilators and electrical equipment useless, the Petri was finally started for home by the tugs about 25 hours after the first radio call for assistance.

Still down to the marks with cargo, the five-tug operation slowly brought the tanker into the Bethlehem shipyard here. Some crewmembers were treated ashore for exposure, but all are remaining with the ship to handle general maintenance while in the yard. The extensive damages are expected to keep the Petri idled at least two more weeks.



Treated for exposure after being flown ashore from near-wrecked tanker Angelo Petri, SIU Pacific District crewmen Orie Schunk, Charles R. Warden, Jack Stein and Frank Joseph are pictured during ride to hospital. Photo (below) of disabled vessel, now in the repair yard, shows where rudder was snapped off (circled) while ship drifted helplessly.



Higher Dry Cargo Pay In Effect

With the new dry cargo wage scales already in effect, meetings are now slated between SIU negotiators and representatives of the tanker operators. The new pay rates became effective February 15.

In addition to a wage boost, the memorandum of understanding with the freightship operators provides for a 28-cent increase in the operators' contribution to the SIU Vacation Plan. Once the necessary actuarial studies are completed, it is expected the present \$360 maximum annual vacation payment will be scaled upwards, once again.

Will Follow Pattern

The tanker negotiations are expected to follow the general pattern established by the drycargo agreements, which provided for pay boosts ranging generally from \$4.24 more per month for steward department entry ratings to a top of \$30.49 for most bosuns and stewards. Some specialized ratings gained larger increases.

Overtime and penalty rates were also raised across the board, establishing new OT scales of \$2.33, \$2.28 and \$1.78 in the three wage brackets. Standby and penalty rates were upped to \$2.33, \$2.28 and \$2.24 in the same manner. The old OT rates were \$2.23, \$2.18 and \$1.70 per hour.

The standard freightship contracts previously printed are now being revised to include the increased money items, and will be available in all ports in the near future. The new dry cargo wage scales are reprinted on page 16 of this issue.

Tankships, New Ore Carrier Pep Mobile

MOBILE—Now being readied for her first voyage, the converted ore carrier Cornell is expected to mean more jobs for this port on a regular basis. Operated by a subsidiary of the Ideal Cement Company, the vessel will be manned by an SIU crew and will carry ore here from the West Coast on a steady run.

According to Port Agent Louis Neira, if the venture proves successful, the company has indicated plans to put two more ships in the service. Neira also noted that shipping conditions for the past period had been fair, but that the expected crewing of the tankers Elmir and Atlas would further enhance job activity in the coming span.

Pioneer Stuck In Mud

He also reported that the Alcoa Pioneer ran aground off Gulfport, Miss., recently, but that no serious damage was done. The ship was on the mud for a couple of days, but was finally refloated when the tide came in.

For the next few weeks, Mobile will be making merry with the advent of the annual Mardi Gras festivities. There have been many events planned and Seafarers are looking forward to taking part in the fun-making, he added.

The ships paying off here during the preceding period were: Elmir

(Ocean Pet.); Corsair, Ranger and Cavalier (Alcoa); Monarch of the Seas and Claiborne (Waterman).

Signing on were: Ranger (Alcoa) and Arizpa (Waterman).

In transit: Pioneer, Roamer (Alcoa); Steel Seafarer, Steel Designer (Isthmian) and Del Rio (Miss.).

SCHEDULE OF SIU MEETINGS

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

March 2
March 16
March 30

WHEN CHANGING ADDRESS ON LOG MAILING LIST PLEASE INCLUDE POSTAL ZONE NUMBER TO SPEED DELIVERY

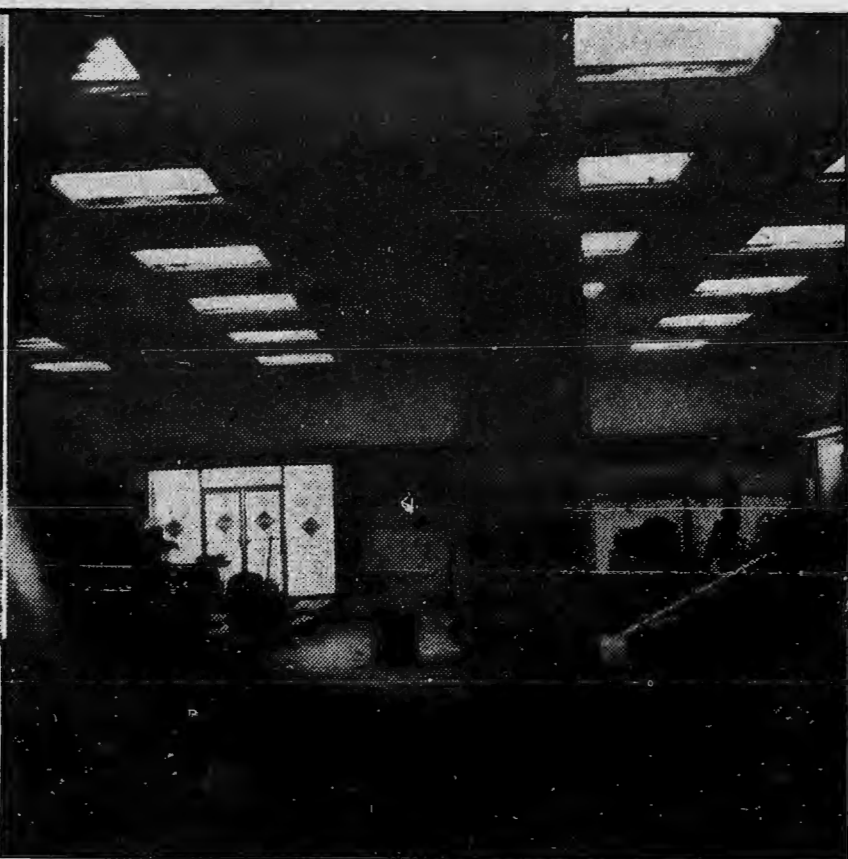


2,000 FISHERMEN JOIN SIUNA

Philadelphia SIU Hall Ready Soon



Modern SIU hall with expanded facilities' nears completion in Philadelphia. Above, Port Agent A. S. Cardullo (center) checks on progress. At right is inside view through office porthole.



Union, Co's At Senate Hearing Score ICC-Railroad 'Collusion'

WASHINGTON—The Interstate Commerce Commission's policy of assisting railroads in their drive to destroy domestic shipping was raked over the coals at opening hearings on the subject by the Merchant Marine Subcommittee of the Senate Interstate and Foreign Commerce Committee. Testimony by witnesses including

SIUNA President Paul Hall, on behalf of maritime labor, plus spokesmen for Seatrain and Coastwise Line for the domestic shipping industry documented the charge that the ICC's current pro-railroad bias will result in the destruction of the industry unless halted.

The witnesses called for Congressional action to halt the selective rate-cutting, juggling of long-haul and short-haul rates and other railroad practices permitted by the ICC. A particular target of the testimony was the ICC assertion that the troubles of the coastal shipping industry were due to wage costs and labor problems.

Management witnesses demolished that excuse, pointing out that among the remaining coastal carriers, Pan-Atlantic and Seatrain were the most highly automated cargo ship operations in existence, with all their cargo containerized and stevedoring costs reduced to a minimum. Yet, despite this, the two companies are suffering heavily from the ICC-railroad combine.

Senator E. L. Bartlett (D-Alaska), chairman of the subcommittee, noted at the outset of the hearing that the steady decline in domestic shipping "... is not in accord with the provisions of the national transportation policy of Congress, which provides for recognizing and preserving the inherent advantages of each form of transportation ..." and is "inconsistent when compared with the economic position of some other forms of transportation."

In his appearance before the committee as representative of the Seafarers Section of the Maritime Trades Department, comprising all the seagoing marine unions, Hall made the following points:

• As a result of ICC policies there are only four companies and

21 ships left as common carriers in the domestic-sea trades. Forty-seven companies have been forced out of business in the last 20 years.

• This situation results from an ICC-railroad conspiracy, with the ICC permitting the rails to "engage in predatory selective rate-

(Continued on page 15)

Alaska Union Okays District Affiliation By A Huge Margin

SEATTLE—Fishermen in the 2,000-member Alaska Fishermen's Union have given a thumping endorsement to affiliation with the Seafarers International Union of North America by a 20 to 1 "yes" vote in a secret ballot referendum. As a result, the union, largest of all the fishermen's unions in the Pacific Northwest, has now received a charter as another autonomous affiliate of the SIUNA.

In fact, the Alaska Fishermen's affiliation represents the largest single group to join the SIUNA since the Marine Firemen's Union voted to affiliate back in 1953. Just last summer, another sizable unit, the 1,100-man Esso Tanker Men's Union, also overwhelmingly approved independent, autonomous status within the SIUNA family.

Following the vote, which was 528 in favor and 28 against, SIUNA Secretary-Treasurer John Hawk formally presented an SIUNA charter this month to George Johansen, secretary-treasurer of the AFU, in ceremonies at the union's Seattle headquarters.

In notifying the SIUNA of the results of the vote, Johansen declared, "It is our sincere hope that this affiliation will prove to be of benefit not only to our respective organizations but to fishermen in general."

Sees Mutual Benefits

"We have many problems within the fisheries and the maritime industry and there is a need for complete cooperation between all seafaring groups to solve these

problems. We consider this affiliation a step in the right direction.

"It is our sincere hope that by doing our utmost for the groups now within the Seafarers, we can show by good example that other groups should also join with your international for the betterment of fishermen as a whole."

As a result of the affiliation vote, approximately 80 percent of all West Coast fishermen are now in the SIUNA, including fishermen operating out of San Pedro, Monterey, San Diego, Los Angeles, the Puget Sound area and in the Bering Sea and Ketchikan areas of Alaska. In addition, the SIUNA has fishing affiliates in Boston, Gloucester, New York and New Bedford, Mass., on the East Coast as well as a number of cannery

(Continued on page 15)

'Walrus' An Oyster?

WASHINGTON—The Merchant Marine Subcommittee of the Senate was told by SIUNA President Hall that the so-called "Project Walrus" should more properly be labeled "Project Oyster." The "Walrus" tag is from Lewis Carroll's "Through the Looking Glass," and was the name which the National Academy of Sciences slapped on its study of maritime.

The study defended the use of runaway flags by some American ship operators. It was named "Project Walrus" from the famous rhyme which reads in part:

"The time has come," the walrus said,

"To talk of many things:

"Of shoes—and ships—and seal—of war,

"Of cabbages and kings . . ."

"We think," Hall told the committee, "the project should have been named 'Project Oyster.' You will remember that the poem describes how the walrus and the carpenter enticed the fat oysters into going for a walk with them. The walk wound up with a luncheon at which the Walrus and the carpenter ate the oysters, and the poem ends with the verse:

"O, oysters," said the carpenter,

"You have had pleasant run!

"Shall we be trotting home again?

"But answer came there none—

"And this was scarcely odd be-

cause

"They'd eaten every one."

"The eaten oysters, of course," Hall declared, "are American shipping companies which are being consumed by runaway-flag competition, and by the predatory practices of the railroads with the connivance and consent of the Interstate Commerce Commission."

Disabled Seafarer Given Special Welfare Benefit

Veteran Seafarer Hugh D. Fouche will be able to move around again following recent SIU Welfare Plan action to provide him with a powered wheelchair. He has been confined to bed since mid-1956.

Fouche, a fireman-water-tender with the SIU since January, 1942, has been completely bed-ridden since his multiple sclerosis affliction nearly four years ago. Advised that he could get about a little if a suitable wheelchair was available, he recently applied for assistance under the special equipment benefit feature of the Seafarers Welfare Plan.

Upon receiving his application, Welfare Plan trustees voted unanimously for the necessary \$600 purchase.

Over the last year, the Welfare Plan has underwritten the cost of many types of special equipment to assist Seafarers in recovery from disabling illnesses or injuries. Special bed frames, leg braces, a portable iron lung, a tape recorder, special eyeglasses and eye

prosthesis are just a few.



Fouche

Fouche has been on the SIU disability benefit list since July, 1956, when his disability was certified as permanent. He has been receiving the \$150 monthly benefit since that time. Fouche is now 45 years of age and no longer able to sail.

SEAFARERS LOG

Feb. 26, 1960 Vol. XXII, No. 5



PAUL HALL, Secretary-Treasurer

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Little Hope On Foreign Aid Boost

WASHINGTON—In the face of dwindling Congressional interest, the Administration has gone to bat for a whopping \$4.2 billion foreign aid program to start this July. If anything near this amount is granted, it would mean a big boost for American shipping.

At the last session, Congress sliced the President's foreign aid request for some \$3.9 billion to slightly more than \$3.2 billion after weeks of stormy debate.

This year's request, based on the growing trade offensive by the Soviets, faces stiff opposition again. With the "50-50" principle applying to all foreign aid cargoes, half of all goods moving overseas under the aid program would be allocated to American-flag ships.

Aside from new types of operations and berth services, shipping for American seamen over the past few years has been in direct proportion to the "50-50" cargoes available. The "50-50" law likewise applies to all cargo shipments under the farm surplus disposal program.

Dissatisfaction in Congress over the handling of the foreign aid program is at the bottom of most of the opposition. In addition, the postwar overseas aid campaign, in bolstering the economic revival of friendly nations, has served to reduce US markets abroad.

It has also produced, in turn, an avalanche of foreign-made products here in the States to compete directly with domestic manufactures. Indications now are that the \$4.2 billion figure will be cut down by at least one billion to the amount allocated in 1959.



SEAFARERS ROTARY SHIPPING BOARD



February 3 Through February 16, 1960

SIU shipping felt a seasonal recession this period as job activity fell way off over the last period. A total of 876 men were dispatched to jobs in all departments. Registration this period reflected a very slight increase to 1,070 as compared to 1,031 for the previous two weeks.

A drop-off in vessel activity in all ports was a likely factor in the shipping decline as the total number of ships serviced for the period dropped to 199 as compared to the prior figure of 207. The actual breakdown, as shown at the right, lists 53 payoffs and 28 sign-ons. The 118 ships in transit represented a slight increase over the past period.

In a near repeat of the last period, Jacksonville, Wilmington and San Francisco had no payoffs while Jacksonville, Miami and Wilmington had no sign-ons. All ports had vessels visiting in transit. New Orleans showed 21 vessels in transit followed closely by her sister Gulf port of Houston, which had 19.

A rise in shipping was reported in Boston, Norfolk, Jacksonville, Miami, Houston and Wilmington. Of these, Norfolk, Houston and Wilmington showed the largest gains for the period.

Declines were listed in the ports of New York, Philadelphia, Baltimore, Mobile, New Orleans, San Francisco and Seattle. Baltimore, Philadelphia and Seattle showed the largest slumps. The remainder of these ports were still on the good side despite the drop-off.

Registration this period reflected a repeat of the last report. The deck department dropped again while the engine and steward departments reflected gains. The largest gain in registrations this period was seen in the steward department, which accumulated 49 more registrants than in the previous period.

Less shipping activity accounted for a sharp increase in registration on the beach, although Boston, Philadelphia, Norfolk, Jacksonville, Miami, Wilmington, San Francisco and Seattle all show less than 100 on the beach in all departments. The very same ports also have less than 50 of the top seniority men registered.

The following is the outlook port by port:

Boston: Fair . . . New York: Steady . . . Philadelphia: Should improve . . . Baltimore: Good . . . Norfolk: Good . . . Jacksonville: Fair . . . Miami: No change . . . Mobile: Improving . . . New Orleans: Good . . . Houston: Busy as usual . . . Wilmington: Fair . . . San Francisco: Should be better . . . Seattle: Good.

Ship Activity

	Pay	Sign	In	
	Offs	Ons	Trans.	TOTAL
Boston	5	1	3	9
New York	13	3	13	29
Philadelphia	2	3	6	11
Baltimore	10	4	10	24
Norfolk	4	4	5	13
Jacksonville	—	—	16	16
Miami	1	—	3	4
Mobile	6	2	5	13
New Orleans	7	8	21	36
Houston	4	1	19	24
Wilmington	—	—	7	7
San Francisco	—	1	6	7
Seattle	1	1	4	6
Totals	53	28	118	199

DECK DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	4	4	1	9	—	—	—	—	14	36	10	60	2	5	4	11	—	—	—	—	60	11	3	74	16	19	4	39	—	2	1	3
New York	15	28	7	50	1	4	6	11	2	5	1	8	—	—	—	—	—	—	—	8	2	—	10	8	11	5	24	1	29	36	66	
Philadelphia	1	7	3	11	—	—	2	2	2	5	1	8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Baltimore	17	35	6	58	1	8	12	21	4	17	6	27	2	2	7	11	1	3	2	6	27	11	6	44	31	69	19	119	—	12	33	45
Norfolk	3	2	—	5	—	—	1	1	5	10	4	19	—	3	3	6	1	—	—	—	19	6	2	27	6	12	—	18	1	8	3	6
Jacksonville	1	4	—	5	1	—	—	2	3	1	—	4	1	1	—	2	—	—	—	—	4	2	—	6	3	11	—	14	—	2	1	3
Miami	1	1	—	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1	2	1	4	—	2	2	
Mobile	7	8	2	17	1	—	3	4	1	2	—	3	—	1	2	3	—	—	—	—	3	3	—	6	34	36	3	73	1	2	7	10
New Orleans	19	32	11	62	2	4	4	10	8	33	16	58	—	1	4	5	1	—	—	1	58	5	1	64	70	83	20	173	—	27	76	103
Houston	19	39	5	63	3	4	7	14	15	35	8	58	—	4	10	14	—	—	—	58	14	—	72	35	59	7	101	1	13	13	27	
Wilmington	1	5	1	7	1	2	1	4	3	6	3	12	1	1	—	2	—	—	—	12	2	—	14	7	7	1	15	—	4	1	5	
San Francisco	1	4	—	5	—	2	—	2	—	1	1	2	—	—	—	—	—	—	—	1	2	—	3	19	20	2	41	1	7	4	12	
Seattle	4	20	2	26	—	8	1	9	4	8	2	14	—	1	2	3	—	—	—	14	3	—	17	13	25	2	40	—	10	7	17	
TOTALS	93	189	39	321	10	33	39	82	60	156	52	268	6	20	33	59	3	3	7	13	268	59	13	340	337	524	113	974	5	110	187	302

ENGINE DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston	—	5	1	6	—	1	1	2	1	3	1	5	—	—	4	4	—	—	1	1	5	4	1	10	—	5	—	5	—	3	4	7
New York	16	31	3	50	2	7	11	20	8	31	9	48	1	3	9	13	—	—	1	1	48	13	1	62	41	166	26	233	7	33	41	81
Philadelphia	1	13	—	14	—	1	2	3	—	2	—	2	—	—	2	2	—	—	—	—	2	2	—	4	2	28	1	31	—	1	2	3
Baltimore	4	36	2	42	2	10	11	23	1	16	2	19	—	8	8	16	—	5	4	9	19	16	9	44	7	66	4	77	2	9	23	34
Norfolk	—	7	1	8	1	2	2	5	—	5	1	6	—	1	4	5	—	1	3	4	6	5	4	15	2	10	3	15	1	2	3	6
Jacksonville	1	2	—	3	—	—	1	1	—	—	2	2	—	—	1	1	—	—	3	3	2	1	3	6	3	9	—	12	—	1	1	2
Miami	—	3	—	3	—	1	—	1	—	1	—	1	—	—	—	—	—	—	—	1	—	—	1	—	3	—	3	—	1	—	1	1
Mobile	4	7	2	13	1	3	3	7	4	5	1	10	—	—	2	2	—	2	—	2	10	2	2	14	1	36	2	39	1	8	6	15
New Orleans	7	33	2	42	1	7	2	10	7	23	7	37	—	5	2	7	1	2	2	5	37	7	5	49	32	80	9	121	8	29	69	106
Houston	6	21	5	32	1	5	6	12	6	28	9	43	—	4	4	8	—	1	—	1	43	8	1	52	14	38	2	54	2	6	6	14
Wilmington	2	8	—	10	—	—	1	1	1	7	2	10	—	2	3	5	—	—	—	10	5	—	15	—	9	—	9	—	3	—	3	3
San Francisco	2	5	1	8	—	1	3	4	—	4	—	4	—	1	1	2	—	—	—	4	2	—	6	5	16	2	23	—	3	2	5	5
Seattle	1	11	—	12	—	2	3	5	1	1	2	4	—	1	1	2	—	—	—	4	2	—	6	3	27	1	31	—	4	4	8	8
TOTALS	44	182	17	243	8	40	46	94	29	126	36	191	1	25	41	67	1	11	14	26	191	67	26	284	110	493	50	653	21	103	161	285

STEWARD DEPARTMENT

Port	Registered CLASS A				Registered CLASS B				Shipped CLASS A				Shipped CLASS B				Shipped CLASS C				TOTAL SHIPPED				Registered On The Beach CLASS A				Registered On The Beach CLASS B			
	GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP				GROUP			
	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	1	2	3	ALL	A	B	C	ALL	1	2	3	ALL	1	2	3	ALL
Boston.....	2	—	6	8	2	—	1	3	3	—	1	4	—	—	1	1	—	—	—	—	4	1	—	5	9	2	8	19	2	1	4	7
New York.....	24	8	28	60	—	4	24	28	12	4	23	39	—	—	4	4	—	—	1	1	39	4	1	44	105	46	114	265	—	10	78	88
Philadelphia.....	5	5	1	11	—	—	5	5	3	—	3	6	—	—	4	4	—	—	1	1	6	4	1	11	15	5	7	27	—	—	7	7
Baltimore.....	17	4	13	34	1	2	11	14	3	1	9	13	2	1	5	8	—	—	1	1	13	8	1	22	43	11	23	77	1	9	27	37
Norfolk.....	1	—	3	4	—	3	3	6	1	2	2	5	2	—	4	6	1	—	4	5	5	6	5	16	5	2	4	11	—	7	3	10
Jacksonville.....	2	—	1	3	—	1	2	3	1	—	2	3	1	2	2	5	—	—	2	2	3	5	2	10	5	—	3	8	1	2	—	3
Miami.....	—	—	—	—	—	—	1	1	—	—	1	1	—	—	—	—	—	—	—	—	1	—	—	1	2	—	1	3	—	—	2	2
Mobile.....	3	3	6	12	—	—	5	5	2	—	10	12	—	—	6	6	—	—	2	2	12	6	2	20	25	10	34	69	—	—	13	13
New Orleans.....	14	5	26	45	—	—	12	12	8	4	23	35	—	—	7	7	—	—	9	9	35	7	9	51	47	16	91	154	13	6	184	203
Houston.....	13	6	13	32	—	1	9	10	11	3	14	28	—	—	13	13	—	—	7	7	28	13	7	48	28	10	11	49	—	1	11	12
Wilmington.....	3	1	3	7	—	—	1	1	1	—	4	5	—	—	1	1	—	—	1	1	5	1	1	7	5	—	1	6	—	—	1	1
San Francisco.....	4	2	4	10	—	—	2	2	2	—	4	6	—	—	2	2	—	—	—	—	6	2	—	8	19	2	17	38	—	1	5	6
Seattle.....	3	3	4	10	1	1	2	4	3	1	4	8	—	—	1	1	—	—	—	—	8	1	—	9	14	7	9	30	2	3	5	10
TOTALS	91	37	108	236	4	12	78	94	50	15	100	165	5	3	50	58	1	—	28	29	185	58	29	252	322	111	323	758	19	40	340	399

Baltimore Future: Ups And Downs

BALTIMORE—After a fairly busy prior shipping period, things slowed down quite a bit here during the past two weeks. Though more ships were serviced this time, there were twice as many men registered as shipped, reports Port Agent Earl Sheppard.

The coming period will be slow according to the forecast; however, the expected crewing of the Alcoa Pennant and the Carolyn should help activity somewhat.

Members here are being advised that they may go to the local office of the Coast Guard and have their mutilated papers renewed on the spot. They were cautioned that shipping commissioners are going to be strict with regard to illegible or damaged papers in the future. The Coast Guard has announced that, starting January 1, 1961, no one with mutilated papers will be allowed to sign on aboard any vessel.

The ten ships paying off in this port during the previous period were: Emilia, Mae, Jean, Edith (Bull); Robin Trent (Moore-Mac); Bethtex (Ore Nav); Alcoa Pennant (Alcoa); Santore, Chilore (Marven), and Santa Venetia (Elam).

Four ships signed on: Santore and Chilore (Marven); Bethtex (Ore Nav.), and Hilton (Bull).

The vessels in transit here were: Venore and Chilore (Marven); Marymar and Seamar (Calmar); Steel Seafarer, Steel Recorder and Steel Admiral (Isthmian); Warrior (Waterman) and Alcoa Runner, Alcoa Polaris (Alcoa).

Be Sure To Get Dues Receipts

Headquarters again wishes to remind all Seafarers that payments of funds, for whatever Union purpose, be made only to authorized A&G representatives and that an official Union receipt be gotten at that time. If no receipt is offered be sure to protect yourself by immediately bringing the matter to the attention of the secretary-treasurer's office.

Court Orders Probe Of Esso-Collins Deal

Two more legal setbacks have been suffered by John Collins, professional organizer of so-called "independent" unions in the tanker field.

The Appellate Division of the New York State Supreme Court has ordered a hearing on a charge that Collins signed an illegal "sweetheart" deal covering certain operations of Esso Shipping's US-flag fleet. In a separate State Supreme Court proceeding, Collins' lawsuit for \$89,000 against the Esso Tanker Men's Union has been thrown out of court.

The "sweetheart" deal charge was made by the Esso tanker union after it was discovered that Collins and his cohorts in Esso management had cooked up a secret agreement in September, 1957, covering wages and conditions of seamen maintaining a number of laid-up Esso ships. The agreement, never ratified by the Esso men, cut wages below existing contract standards. Some \$250,000 in back pay is at stake.

ETMU demanded arbitration on

the issue after Esso tankermen had booted Collins out and uncovered some of his activities against their interests. The company refused and the hearing will now determine whether the dispute is to be arbitrated.

In the second case, Collins had sued ETMU in an effort to enforce a secret pension plus lifetime pay deal he had set up at the expense of the tankermen. The deal had been repudiated after the Esso union fired Collins from his post of "advisor."

Still in the offing in the fight between ETMU and Collins is a National Labor Relations Board election. ETMU has filed for an election following the appearance on the scene of a new Collins-created "independent association" seeking to deprive ETMU of its bargaining rights. The NLRB has already ruled the new association "super-visor-tainted."

SIU BLOOD BANK 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 SIU clinic in Brooklyn. Listed here are a few of the Seafarers and others who have donated to the blood bank.

Becher, Edward S.
Loizzi, Rudolph J.
Darrah, Joseph D.
Gaudette, Carl E.
McKinley, David
Morris, William
Rooney, Raymond W.
Pelton, Alfred M.
Wolfe, Jerry L.
Rodriguez, Miguel
Sanchez, Jose R.
Guszcynsky, Edward
McNeeley, James J.
Sabota, James J.
Doyle, Samuel
Snowden, Frank
Snowden, Thomas
Erikson, Nils V.
Clegg, William J.
Kalsgian, Antranig
Jory, Jr., William Henry
Whalen, James E.
Schaefer, William C.
Butler, Harry
Robinson, Alvin
Cassimis, Spiros D.
Nash, Donald J.
Cohn, Ronald Lee
Chen, Kao Ming

Rosenski, Bernard
Schoenborn, Wilfred
Hernandez, Orlando
Galloway, William J.
Samuel, Edward
Harmon, Robert W.
McDonald, John C.
Pica, Pasquale
Eriksen, Edmund K.
Morrissey, Patrick J.
Riegel, Gilbert
Burke, Gerald J.
Breedon, Rufus K.
Hudson, William B.
Trainor, Henry E.
Kamachkin, Ivan
Callahan, Michael J.
Beyer, John M.
Gordon, Henry
Lauer, Wilbur
McDaniel, Paul B.
Hummel, Merrill F.
Scourkas, Frank P.
Reser, Forest E.
Frederick, Albert R.
Crangle, Charles T.
Brenner, David E.
Saint, Adrian J.
Daleo, Peter

Kings Point 'GI' Look Gets Airing By House Group

House Merchant Marine Committee probing of reported discord among staff members at the Kings Point (NY) maritime academy has been temporarily sidetracked over the attempted dismissal of one academy official. The dismissal has been postponed until today.

Charges against the academy librarian, Lt. Commander L. J. Bejarano, grew out of his alleged disobedience and conduct unbecoming an officer, according to testimony before the House group looking into the school's controversial existence.

The hearings have been focused on reported dissension arising from moves by Kings Point staff members to retain their semi-military status. The investigation has thrown the uniformed faculty and the cadets into a state of turmoil since Congress began the formal inquiry.

Lt. Comdr. Bejarano and a group of the faculty, it was charged, held a press conference with local newspaper reporters against the wishes of the academy superintendent. Rear Admiral Gordon McLintock, the Kings Point superintendent, preferred charges and called for Comdr. Bejarano's disenrollment on February 15. This was later postponed until today.

The press conference allegedly disclosed personal differences of opinion between the faculty and McLintock. The conference was called an "off-the-record" session and was not released to the press. Although the immediate focal

point is Bejarano, the original investigation was implemented by Reps. Herbert Zelenko, Victor Anuso and Francis E. Dorn, all of New York City, to hear first-hand reports of efforts by the academy and staff members to keep Kings Point's semi-military status. Legislation which would have put the academy on an entirely civilian footing has been strongly opposed by the school.

A report this week indicated that the bill to put the faculty and administrative staff under civil service drew favorable committee action. Their status would then be the same as that for civilians at Annapolis.

SIU Criticisms

Traditionally, the SIU has been critical of the Kings Point operation on several counts. One is the Union's belief that seamen coming out of the ranks should be encouraged and given opportunity to become ship's officers, instead of having officers trained in a military atmosphere. The other was that the limited US maritime budget should not be used to pay for training, at Government expense, of officers who seldom go to work at the jobs for which they were trained.

The SIU has also objected to the fact that the academy has been an "annex" of Annapolis, rather than a maritime training center, since a majority of its graduates either go into the Navy or into shoreside jobs. Criticism of Kings Point has always emphasized that only a minority of the school's graduates make a career of shipping in the merchant fleet.

Seamen In 1960 Census

WASHINGTON—The Bureau of the Census, with the cooperation of the Maritime Administration and American-flag ship operators, is providing all merchant vessels with special census forms to cover seamen at sea. The questionnaires, already aboard some ships, are for the sole purpose of head-counting American seamen as part of the 1960 national census.

Seamen aboard ships at sea have been included in prior census operations at least as far back as

1930. The forms are to be filled out on April 1.

Once the forms are filled out by the individual seaman, they are to be sealed and turned over to the ship's master for forwarding. Successive mailings by the master and ship operator and their receipt by the Census Bureau will account for each American seaman at sea, and avoid duplication in the count.

Officials of the Census Bureau have stressed the fact that answers given in the questionnaires will be used only for the intended purpose of counting the population of the United States. Answers given by seamen and their officers are to be kept in the strictest confidence and cannot be used for purposes of taxation, investigation or regulation.

The seamen's census forms are

equipped with gummed edges and will be sealed by individuals filling them, just as an envelope is sealed for mailing. All forms will arrive at the Census Bureau sealed and will be opened by no one but Bureau tabulators.

For those seamen on the beach or in drydock, union halls, seamen's churches and USPHS hospitals will be included in the 1960 census. At hospitals, enumerators will take the information from those unable to fill out the special questionnaire. Those patients able to write will be required to file the questionnaire and seal it as their brothers will be doing on the high seas. Forms in bulk will not be provided at any union hall according to present plans. Most seamen will have already been covered at their places of residence.

PENSIONERS' CORNER



Vincente Villacian . . . 68 . . . First went to sea from Spain in 1918 when he was a teenager, sailed in Spanish and American tankers, passenger ships, and many types of freighters. He preferred to take runs as they came, and never laid back for any particular trip. Brother Villacian joined the SIU in 1939 and shipped in the engine department for 20 years, going on disability benefit in September, 1959. He has three brothers and a number of nephews and nieces in Spain. And, according to sources in Baltimore where he now resides, the retired Seafarer is very adept with a paint brush. Many of his oil paintings adorn his favorite spots in that port city.



Red Union Enterprise: Cruise Biz

BERLIN—The former Swedish luxury liner Stockholm sailed Wednesday for the Mediterranean on its first trip as a workers' holiday ship sponsored by an East German trade union organization.

She was damaged in the 1956 collision off Nantucket (Mass.) that led to the sinking of the Italian liner Andrea Doria and took 50 lives. The Stockholm resumed her transatlantic run for a time after repairs. She was bought by East Germany last year.

Set up now to provide a cheap 14-day holiday cruise for East German workers, the ship offers a vacation that will cost about \$100 or the equivalent of an industrial worker's two-week wage. On the cruise the Stockholm will call at Rhode, Piraeus and Yalta en route to Constanta, Rumania.

In a slap at West Germany, the Communist trade union organization that owns the ship stated that the cruise operation reflects East Germany's policy of buying passenger and freight vessels rather than "destroyers from America" as the Bonn government has done.

Full-Sized Imports? Shipyards Hit Plan

WASHINGTON—Technical advances in ship design now threaten a further widening of the once-severely-restricted definition of an "American ship."

A proposal now being weighed by a House merchant marine group would authorize importing a limited number of hydrofoil craft for experimental use in the US domestic trade. It's contended these imports would spur American industry to get moving on construction here for ocean-going use.

Hearings on the issue came on the heels of a Customs Bureau ruling approving the import of foreign-made mid-sections for "jumbo-izing" vessels to be used in domestic container service.

US shipyard workers and industry spokesmen are sharply protesting the hydrofoil proposal as unsound and detrimental to American-flag trade. The imports, they say, would amount to more than just "over-scale models" to test the overall feasibility of hydrofoil ship operation.

Opposition by US shipyard interests was given impetus when a West Coast firm, Waste King, expressed its readiness to undertake construction of a prototype vessel here. It strongly contested any foreign "invasion" of the domestic construction field.

Hydrofoil operation on a small, limited scale has already been

tried out in several foreign countries, including Russia, Netherlands, France, England and Italy, and has reportedly been extremely successful.

Puerto Rico is particularly interested in hydrofoil plans, since this type of craft is deemed most practical for short runs with cargo, passengers or both. The short hop to the mainland from Puerto Rico as a test project has been strongly advanced.

The principle behind the hydrofoil is simple enough: If the forward motion of the ship is sufficient to lift its hull out of the water, onto the retractable, fin-like hydrofoil structures, the vessel can avoid drag created by friction. It is believed such vessels can achieve speeds of 60-80 knots, ideal for coastwise or intercoastal operation. The proposed imports would be in the 100-ton or under class.

Ex-Carib Queen Operator Back—In Runaway Trade

MIAMI—A converted former Navy landing ship is scheduled to kick off a new "roll-on, roll-off" commercial cargo service between here and Guatemala next month under the Honduran flag.

The modified LST being used for the new venture is operated by Eric Rath, former head of the T.M.T. Traller Ferry, Inc., and is patterned on a similar operation attempted by that company in 1958. Beset by financial troubles, and engine and machinery failures on the war-built vessel, the company defaulted on mortgage payments.

Taken over by the Government, the motorship Carib Queen has since become the Navy missile car-

rier Taurus. During her service as a commercial vessel hauling MSTC cargo, she was manned by Seafarers under an SIU contract. The new LSTS operation, with a vessel named the Salvador Run, is slated to offer weekly service from here to the new Guatemalan port of Matias de Galvez. She can accommodate 16 truck-trailers on the top deck and 40 cars on an enclosed lower deck. Loading time is supposed to be two hours at each end of the 820-mile run.

Carlos Mojica, 2nd cook: I had very little trouble with the unavailability of English-speaking people overseas—especially in Europe. I speak Spanish fluently and have a working knowledge of Portuguese and Italian. This combination plus English gets me around nicely. In

the Far East, however, most people have a good knowledge of our language, I have found from experience.

Jim Ryan, AB: People who come in contact with seamen all over the world invariably speak enough English to be understood. As for me personally, I go out of my way to absorb as much as I can of foreign languages. I concentrate on picking up key phrases and words because you can never tell when you may need something in a hurry.

Ken Turner, OS: I've sought directions or conversed with foreigners all over Europe and Asia, and it has never failed so far that someone always speaks ample English to communicate. As for myself, I don't speak any foreign language whatsoever, but I am sure it would be very desirable for everyone—especially seamen—to learn as much of a foreign language as possible when overseas.

Kalle Rankonen, oiler: In 35 years of sailing, I've never had any trouble with language barriers. Name any port—and I know there's not one I haven't been in—and I can say that nine times out of ten someone speaks English. Though I am a native of Finland, I also speak Swedish and a bit of Russian, in addition to English.

Bernard Goetz, wiper: Even in such a far-off place as Egypt, which I visited recently, I found no problem with the language barrier. I think the bulk of the business people overseas make it a point to learn English and other foreign languages because it's very beneficial in a case like that.

Norfolk In Good Shape

NORFOLK—Horizons that did not seem overly bright in this port, suddenly cleared and the sunshine poured through during the past period. A total of 58 seamen were shipped from here in the last two weeks.

Previously reported as "good," the shipping situation has advanced to very good, according to Jeff Gillette, the acting port agent here.

During the past period four ships, paid off and four more signed on. The payoffs were completed on the Penn Vanguard (Penntrans), Zephyrhills (Pan American), Marore (Ore) and Fort Hoskins (Cities Service). The Penn Vanguard and the Zephyrhills also signed on, as did the Bents Fort (Cities Service) and Oremar (Ore).

Five vessels were listed as in-transit at the end of the two-week report. They were the Warrior and DeSoto (Waterman), the Alcoa Polaris and Alcoa Runner (Alcoa) and the Miami (Cities Service).

All the beefs were settled in a satisfactory manner, and indications are that shipping will continue to remain good, in pace with last period's unexpected but well received spurt.

Get That SS Number Right

Seafarers filing vacation money claims should make sure that they use their correct Social Security number. Use of the wrong number means a clerical headache for the Vacation Plan office and slows up the handling of payments.

Also, a Seafarer who uses the incorrect Social Security number is crediting his tax deductions to some other US worker.

Hatch Boards Are Hazards!

Loose debris around an open hatch can be a quick way to leave a ship. Unfortunately it could be in the harbor rather than at port. Cargo hatches that are sealed at sea are sometimes opened in the harbor to make ready for off-loading. The boards and dunnage will always be there, so, if you must leap to get somewhere in a hurry, look before you suffer!

Another unavoidable hazard is the slippery deck itself. It too is always there and has to be navigated with care at all times.

It pays to see your way clear whatever you do so you can go ashore in one piece via the gangway. This takes only seconds longer—to live years longer.



An SIU Ship Is A Safe Ship

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

Now Discounts On Compact Cars

Things are looking up a bit for moderate-income families. Living costs have been stabilized this winter by cheaper food, although farmers are taking a beating on crop prices. There's even a slight crack in the tight money situation, hinting that mortgages and other lending money may be a shade easier later this year. The US Agriculture Department has decided to keep Federal grading of lamb after reversing its decision four times. Heavy production is spurring price cutting on the new compact cars. Used car prices also have dropped.

March anniversary sales sponsored by some department stores offer special reductions on a variety of goods. But, in general, clothing and home furnishings are priced high just before Easter. This is sale month for automatic clothes dryers; look for specials.

In food this month eggs and pork are in heavy supply. Eggs especially are cheap and at this writing have dropped 16 cents since the beginning of the year. Broilers are another buy. Some cuts of beef have dropped in price. Many canned vegetables are scarcer and costlier this year. Canned corn, stringbeans and cranberries are among the few bargains.

First sign of a crack in money rates comes just as mortgage interest has reached a national average of 6.10 percent—highest in our generation.

In the West the rate now is 7 percent. In several states mortgage rates actually have bounced up against state usury laws limiting interest to 6 percent. In some of these states, the true rate has been increased by such special charges as "discounts". You or the builder sign a mortgage for \$10,000, but get say, only \$9,600.

The current easing of wholesale interest rates gives you a bargaining point in shopping for a mortgage. Money isn't quite as tight as lenders would like you to believe.

Discounts on the new compact cars are more widely available. The Ford Falcon has proved to be one of the most popular. It's giving the little-larger Rambler a run for sales leadership among compacts.

Valiant made by Plymouth, also has won favor for its good roadability, more interior room and greater power than Falcon or Chevrolet's Corvair. Despite some cheap details of interior equipment and upholstery, Valiant looks like a good choice for a family car which has to serve both around town and on the road, and travels hills as well as flat country. But its greater weight and horsepower also mean it won't give as good gas mileage as the Falcon.

Too, Valiant costs a little more (see chart). Nor are discounts as widely available since production of Valiants has been slow. Right now you have to pay almost as much for a Valiant as for Plymouth itself, since Plymouths are being discounted.

Discounts are biggest on Corvair, the most radical departure of the new cars and the one so far finding it hardest to get wide acceptance. It has an air-cooled rear engine and is smallest and lowest of the US compact cars.

Reports are that dealers are selling Corvairs for as little as \$100 above their actual wholesale cost of \$1641 for a four-door standard sedan (not including transportation or local sales taxes). The Rambler American, which compares in size with Corvair but is more conventional in design, also is available at many dealers for even a little less than Corvair—around \$1700 plus transportation.

On the full-size Ford Fairlane or Chevrolet Biscayne six, the dealer has a margin of \$545 between his wholesale cost and the suggested list of about \$2300 for a four-door sedan. A full-size car costs you about \$250 more than one of the new compacts.

On a regular Rambler six, the dealer has a little larger margin than the other compacts—about \$450. Thus you can buy a Rambler listing at \$2100 for about \$1900.

The real saving in the compacts over full-size cars is not only the \$200 or so of initial cost, but the greater gas mileage and lower insurance rates now offered by most companies on the smaller cars.

Newest compact is Mercury's Comet. This is a longer, more luxurious version of Ford's Falcon, with exactly the same 90-hp engine. With its 195-inch length it barely can be considered a compact car. But it is light in weight because of its light transmission and engine, which actually has 122 fewer parts than standard sixes. Thus it promises fair gas mileage; a durable, simple engine; good braking; easy steering, and a comfortable ride.

To give Ford Motor Co. due credit, it has kept Comet's price reasonable compared to some of the other compact-cars (see chart).

BOX SCORE ON COMPACT CARS

	Price*	Wh'lbase	Length	Width	Weight	H.P.
Corvair	\$2038	108	180 in.	66.4 in.	2340 lbs.	80
Falcon	1974	109.5	181.1	70	2366	90
Valiant	2033	106.5	184	70	2745	101
Rambler	2098	108	189.5	72.2	3025	127
Rambler Amer.	1844	100	178.3	73	2575	90
Lark	2046	108.3	175	71.3	2700	90
Comet	2035	114	194.9	70.4	2500	90

* "List price" of lowest-cost four-door sizes, including Federal excise, and factory handling but not transportation nor local sales taxes.

Labor Asks White House Parley

BAL HARBOUR, Fla.—The AFL-CIO Executive Council wound up its mid-winter meeting with an appeal to "elevate and improve the level of labor-management relations" and a decision to hold a top-level conference of unions and industry leaders to figure out how to do this.

The current attack by industry on the labor movement was cited as the reason for the suggested conference.

Rapping industry's scare issue of "inflation" as its answer to all union demands, the Council has urged White House action to implement a formal get-together.

On the affirmative side, the Council took the following steps:

Lifted the two-and-one-half year monitorship over the United Tex-

tile Workers. It found the union now in full compliance with the AFL-CIO Ethical Practices Codes;

Supported the passing of a one billion dollar school construction bill which it deemed necessary to meet the current crisis in education; -

Asked prompt action on the Ford bill providing health care for the aged under the Social Security system;

Called on Congress to pass a strong civil rights bill which will

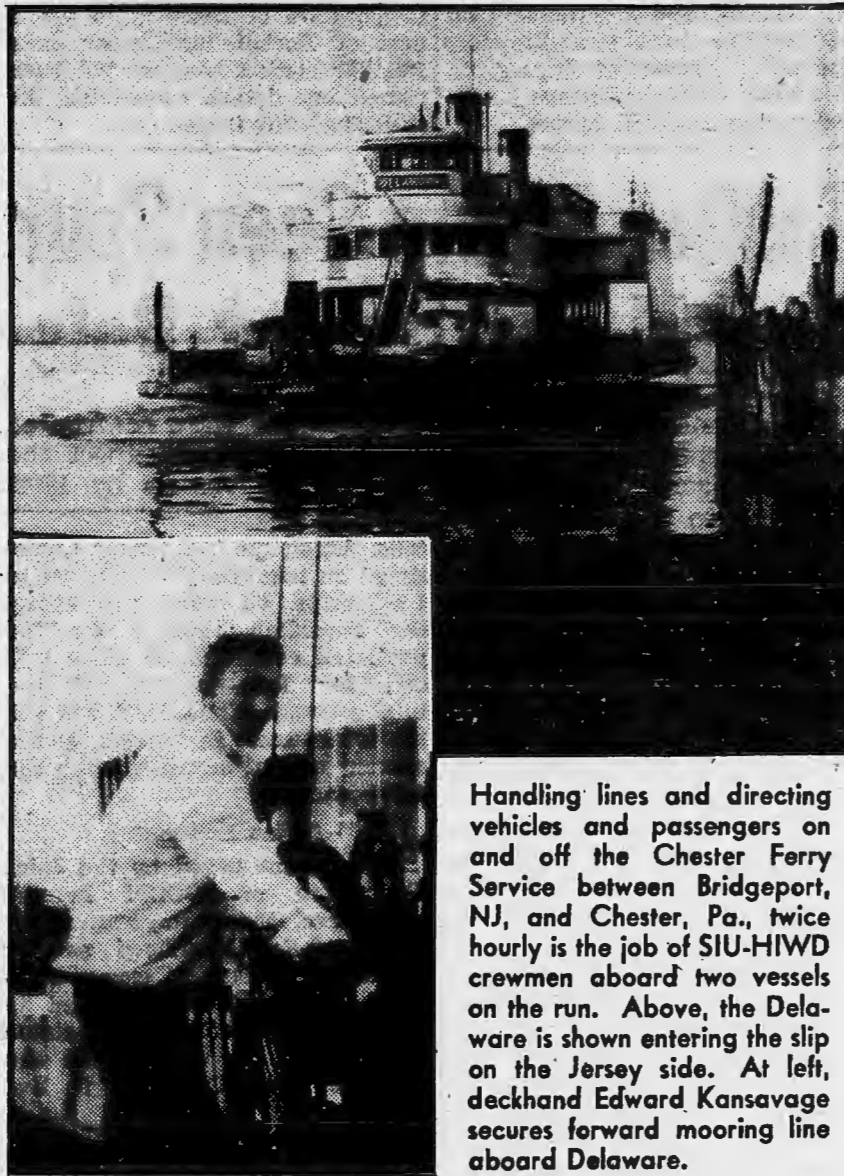
insure that Negroes are not denied the right to vote or other rights;

Urged that Congress grant compulsory data collection powers to the Labor Dept.'s Bureau of Labor Statistics.

It also wrapped up a merger agreement between the Pennsylvania Federation of Labor and State Industrial Union Council. This leaves New Jersey as the only state that has not completely worked out a statewide labor merger, but unity is expected within a few weeks. If there is no action, the AFL-CIO is expected to "move in, lift their charters and merge them," according to George Meany, Federation president.

Two resignations were made public from the top ranks of the labor movement. Albert Whitehouse, director of the AFL-CIO Industrial Union Department, resigned to return to the Steelworkers, and Richard J. Gray, president of the AFL-CIO Building and Construction Trades Dept. is resigning due to advanced age. Gray is 73 years old and has served as head of the Federation's building trades unit for the past 17 years.

SIU-HIWD Ferry Shuttle



Handling lines and directing vehicles and passengers on and off the Chester Ferry Service between Bridgeport, NJ, and Chester, Pa., twice hourly is the job of SIU-HIWD crewmen aboard two vessels on the run. Above, the Delaware is shown entering the slip on the Jersey side. At left, deckhand Edward Kansavage secures forward mooring line aboard Delaware.

N'Orleans Sees Heavy Job Spurt

NEW ORLEANS—Barring any unforeseen happenings, this port should be alive with shipping activity during the next two-week period. Ten ships are already scheduled for payoff.

The past period saw an influx of seven payoffs, eight sign-ons and 21 ships in transit. The port also kept its good shipping rating by shipping 164 seamen in all classes during this past period.

Vessels that paid off here during the period included the Alcoa Partner (Alcoa); the Del Rio, Del Sud and Del Alba (Mississippi); Arizpa and Morning Light (Waterman) and Rebecca (Maritime Overseas). Many ships that paid off also signed on. These were the Alcoa Partner, Del Sud, Del Rio and Rebecca. Other ships in the sign-on column were: Del Viento and Del Campo (Mississippi); Steel Seafarer (Isthmian) and Mermaid (Metro).

Twenty-one vessels were in transit. They were the Alcoa Roamer, Alcoa Clipper, Alcoa Pilgrim, Alcoa Ranger, Alcoa Corsair and Alcoa Partner (Alcoa); Seatrain Savannah and Seatrain Georgia (Seatrain); Del Viento, Del Campo and Del Rio (Mississippi); Steel Seafarer, Steel Designer and Steel Chemist (Isthmian); Gateway City and Raphael Semmes (Pan Atlantic); Alice Brown, Margaret Brown (Bloomfield); Monarch of the Seas, Arizpa and Claiborne (Waterman).

Firm US Stand Nips Ecuador Ship Bias

WASHINGTON—The Ecuadorian government has agreed to drop discriminatory charges on American ships following US protests. As a result, the Federal Maritime Board has agreed to drop, at least for the time being, plans to formally establish an "equalization" fee proposed last July.

This would have retaliated against a similar Ecuadorian penalty levied on US-flag shipping.

Announcing its move as designed to encourage growth of a merchant fleet for Ecuador, the Latin American government had earlier placed a one percent extra invoice fee on cargoes brought to its shores in US and other foreign vessels. This was more than was charged on cargoes aboard its own vessels and those of Flota Mercante Grancolumbiana.

One Percent Fee

The Federal Maritime Board here dropped its plan to levy an extra one percent fee on US goods and manufactures exported to Ecuador when that country decided last December to cease its discriminatory fee system. There

has been considerable delay, however, in making this official and a copy of the decree has not yet been made available here.

In addition, in a further effort to nip foreign bias against US ships, the FMB has mapped another plan to be put into effect at the outset when discriminatory practices occur. It would impose whatever penalties necessary against other nations' shipping to "equalize" penalties charged American ships or shippers.

Stay Put For Jobless Pay

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

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

US, Russia Reach Lend-Lease Accord

WASHINGTON—After a long and controversial series of talks, the Soviet Union and United States have finally agreed on terms for the settlement of Russian World War II maritime debts. The settlement of the Government's \$1.4 million suit against the Amtorg Trading Corp., Russia's agent in New York, was announced by Acting Attorney General Lawrence E. Walsh.

The settlement covers all shipping, maritime and related claims by the US on Russia between the years 1941-1946 inclusive. The terms of the settlement were a payment of \$1,100,000 by Russia and the cancellation of a Russian \$750,000 counterclaim for bunkering and related services for US ships.

It still leaves the matter of a repayment of wartime Lend-Lease aid unsolved. The US sent \$11 billion to Russia during World War II but scaled down its demands for repayment to some \$800 million, the value of goods with peacetime uses. The Russians countered with a proposal to pay \$300 million, which the US rejected.

The USSR also coupled its \$300 million offer with demands for

certain long-term agreements which created quite a bit of resentment in this country, and led to a suspension of the talks.

The Soviet Embassy charged that Premier Khrushchev and President Eisenhower had agreed to link Lend-Lease debt settlement with trade and credit agreements at last year's Camp David talks. The claims were denied by the State Department, which said on the contrary "Premier Khrushchev said he didn't need or want any credits."

The negotiations were eventually resumed and a settlement on the maritime claims was ultimately reached. A number of ships given to Russia under wartime Lend-Lease pacts are still in use.

Bigger, Better Forecasts?

Weather Men Move Uptown

WASHINGTON—Sited to use a new high powered radar set, the New York weather station will move from Battery Park to Rockefeller Center about July 1, the US Weather Bureau announced recently. The present quarters are too low to avoid bouncing of radar beams and general interference from the surrounding buildings.

The new move will replace the radar antenna atop Rockefeller Center.

A Weather Bureau spokesman said a contract with the Radio Corporation of America to use a part of Rockefeller Center as a weather station has not yet been signed but details concerning the shift are being ironed out.

Tanker Slump Seen Spur On Bid For Import Rule

World tankship operators, who last year were confronted with a surplus tonnage of over 750 ships, can expect the excess capacity to reach a high of 1,200 vessels by 1962, according to a prediction by Sun Oil researchers. This outlook re-emphasizes the urgency of present union-ship-owner moves to preserve the American-flag tanker fleet from extinction.

Shipments Rising

The tanker picture remains gloomy despite a predicted 32.9 percent rise in ocean shipments of oil over the next five years. This percentage is based on total free world trade, not American-flag trade alone.

Calling for remedial action in Washington, the Joint Committee for American-Flag Tankers, in documented material filed with the Office of Civil and Defense Mobilization, has asked for a rule requiring 50 percent of the nation's oil import cargoes to be carried here on American-flag tankers.

At present, a minute percentage of US oil imports is moved on American-flag vessels. OCDM has promised a full airing of the issue.

Total free world ship tonnage presently on order indicates a gross deadweight of 19.9 million

tons. Using the T-2 tanker capacity as an average, this amounts to 1,340 ships. Of this list on order, the American registry for the protected coastal trade alone will call for five percent of the total amount. Thus, 1962 will see the total excess in tankers, at the current rate of increase, reach the 1,200-mark.

Action Imperative

The actions urged by the Joint Committee on OCDM become more and more imperative for American-flag livelihood as the alarming increase in excess shipping mounts. Those opposed to the combined effort have stated that this is the world scene and the industry will "have to live with it."

One of the largest opposition groups is the American Merchant Marine Institute, dubbed by the Joint Committee as a "foreign-flag front" primarily interested in promoting runaway operations by the major oil companies and a severe detriment to all American-flag operations except the big subsidized services.

AMONG OUR AFFILIATES

The keel for the second new "Searacer" cargoliner for American President Lines has been laid at the Bethlehem shipyard in San Francisco. Due to be manned by the SIU Pacific District under contracts with APL, the newest 22,450-ton ship will be called the SS President Roosevelt. It will be the sister ship to the SS President Lincoln, whose keel was laid down two months ago.

First baby born under the extended benefits' program for dependents of SIU Canadian District members has been born to Mr. and Mrs. Clement Anctil of Springfield Park, Quebec. The baby, a boy, Vincent, was born in the Herbert Reddy Memorial Hospital in Montreal on Dec. 17, 1959.

Negotiations between the SIU

Great Lakes District and Reiss Steamship Company have produced the signing of the full Job Security Program and Great Lakes Seamen's Welfare Plan by the company. Talks are being held up on other contract matters pending answers from crewmembers being surveyed on necessary working rule changes and other items. The 12-ship Reiss fleet went SIU in balloting last December at the close of the Lakes' season.

Voting will end March 2 in a secret ballot election to fill the vacant position of delegate of the New Bedford Fishermen's Union. The two candidates on the ballot competing for the vacancy are Francis E. Foley and Edward P. Patenaude. Five other nominees were disqualified under the constitution by a rank-and-file committee.

FRANCES (Bull), Jan. 22—Chairman, Ernest De Bouter, Secretary, G. Rosado. Motion made to have keys made for crew messhall pantry so that it can be locked while in port. Vote of thanks for steward department for the good food being served.

GULFWATER (Metro Petroleum), Jan. 2—Chairman, G. Annis; Secretary, M. Treddin. So far everything is running smoothly. Advised crew to get along and play it cool during the long stay in Brazil. Steward department is to make ice until we reach the first port. It is suggested that the noise be kept down so that men off watch can rest.

CHIWAHA (Cities Service), No date—Chairman, E. Seavey; Secretary, Wilbert Miles. No beefs. Everything

given to the baker, W. Rhone, to fly home. Crewmembers to keep everyone out of their rooms. Vote of thanks to the steward personnel.

INES (Bull), Chairman, Walter Schnell; Secretary, Roger L. Hall. One man failed to join ship in Galveston. Cook hospitalized in New Orleans. Chief steward hospitalized in Istanbul and returned to ship in Naples. Oiler had accident in Savona. Left ship in Cadiz to fly to the States. Motion condemning the storing and feeding under new program. There is less food than before. Discussion held on the quality and quantity of supplies in medicine chest. This has been a problem aboard this vessel before. Request action.

FRANCES (Bull), Feb. 7—Chairman, W. O. Wendell; Secretary, N. H. Lambert. Each focal to get own key for pantry. It is to be kept locked for protection from outsiders. Some disputed OT. One man short. Mate called job in San Juan but job was not filled. Balance of focal to be painted.

ALCOA CORSAIR (Alcoa), No date—Chairman, J. M. Naylor; Secretary, M. P. Cox. \$466 in fund. Paid \$237.80 for movies and mess—\$30. Balance on hand \$198.20. Motion made to have all ships equipped with automatic dryers. No beefs.

CANTIGNY (Cities Service), Feb. 7—Chairman, G. Durham; Secretary, Clyde Kreiss. Elected a ship's delegate. One man missed ship at Lake Charles. No beefs. Some disputed OT.

MAE (Bull), Dec. 28—Chairman, Ailigue; Secretary, J. Turkinton. \$4 in the red. No beefs. Crew to refrain from spitting and throwing butts on deck. A vote of thanks to the steward department.

MAE (Bull), Feb. 4—Chairman, Wm. Morrison Jr.; Secretary, A. M. Ferrer. Everything running smoothly. Ship's fund \$11. Motion to install air conditioning on SIU-contracted ships. All doors on after deck to be repaired. Vote of thanks to the steward department.

MASSMAR (Calmar), Jan. 31—Chairman, Carl E. Gibbs; Secretary, Max Greenwald. New ship's delegate elected. Vote of thanks to Max Martin for a good job as acting delegate. Vote of thanks also to the steward department and to "Sparks" for the news. Will see patrolman about the condition of butter and food supplies. Steward department representative to give check invoice in order to avoid short stores.

ALICE BROWN (Bloomfield), Feb. 7—Chairman, J. D. Cantrell; Secretary, Wm. H. Thompson. Welfare notified that Brother E. L. Nelson was left in the hospital at Hamburg. Picked up a brother as a non-working workaway and signed him on as steward's utility. Repair lists have been turned in. Report on repairs made at sea and the rest will be turned over to the boarding patrolman at payoff. Captain to put out small draw. \$1.33 in ship's fund. Anyone wishing to donate to same can do so at payoff.

ALCOA PENNANT (Alcoa), Feb. 9—Chairman, Bruce Webb; Secretary, Ray Sedowski. Everything running smoothly. No beefs. Discussed having a committee to see a Union official concerning jobs aboard this vessel. Men have taken ship from lay-up and got only 18 days' work. Ship is going right back into lay-up.

ZEPHYRHILLS (Peninsular), Nov. 27—Chairman, Charles Martin; Secretary, Leroy D. Plerson. Ship's delegate elected. List to be made up of supplies for slop chest. Small sizes needed.

Dec. 13—Chairman, Plerson; Secretary, Griffin. Transportation taken care of. Mail situation will be checked and action taken if mail is late or not forwarded. Ship's fund is \$10.50.

Jan. 31—Chairman, R. Schlegler; Secretary, G. Griffin. No beefs. \$10 in ship's fund. Some OT disputed. A motion to have the ship fumigated.

GATEWAY CITY (Pan Atlantic), Feb. 7—Chairman, John Houser; Secretary, J. Broad. No beefs. The water jacket should be kept full at all times in the pantry. Pantry to be kept neater.

STEEL MAKER (Isthmian), Feb. 7—Chairman, N. A. Huff; Secretary, L. Reincheck. No beefs. \$50 in ship's fund. G. Fowler elected ship's delegate; P. M. Hebert, ship's treasurer. Repairs may be done in San Francisco. Discussion held on availability of fresh milk in Japan. Brother McLellan donated shoe shining tree to crew.

IBERVILLE (Waterman), Jan. 10—Chairman, J. S. Lewis; Secretary, William Cameron. Elmer P. Moran elected ship's delegate. Department delegates to keep name and book number of each man on hand at all times. Keys to be made for crew pantry and same to be locked at all times while in port. A discussion was held on safe working conditions on deck.

WACOSTA (Waterman), Jan. 29—Chairman, James Pursell; Secretary, William R. Berryhill. One man hospitalized in Charleston. One member passed away at sea Jan. 23 and is being brought back on ship. Complaints on rusty water and on food. Suggestion that complaints be taken up at Union meeting. Urge less noise in quarters. Day men to be furnished heater. Need new mattresses for hospital; more hot coffee for breakfast.

Digest Of SIU Ship Meetings

going smoothly. Vote of thanks to the ship's delegate. It is requested that messroom be kept clean. Discussion was held on inadequate menu. Food poorly prepared.

CS NORFOLK (Cities Service), Dec. 28—Chairman, M. Hitchcock; Secretary, H. East. Heaters to be used in cold weather and fresh air blowers will be shut off. Engine delegate requests that SIU in Jacksonville to inform company of launch service from berth No. 7, pier 2, municipal docks for \$25 minimum. Vote of thanks to the steward department for delicious Christmas dinner.

PENN VANGUARD (Penn Marine), Jan. 17—Chairman, H. Zurn; Secretary, A. J. Nelson. No beefs. Some disputed OT. Repair list to be turned in. Patrolman to be asked for assistance in obtaining a refrigerator plus a heavy duty toaster for the mess, and a mixer for galley. Old linen to be condemned. Metal agitators for washing machine would be an improvement over the present plastic.

ALMENA (Clover Carriers), Jan. 24—Chairman, R. Dean; Secretary, A. Blikseer. Pumpman to be paid off and sent home. Unable to make long voyages. Would like to find out from headquarters when freighter agreement stops and tanker agreement starts. All persons who have no business in passageways, messrooms and focal to be kept out.

MARYMAR (Calmar), Jan. 17—Chairman, Guy Walter; Secretary, William Dobbins. One man paid off in San Pedro due to accident. Unable to get replacement in such short time. Repair lists should be ready to send in from Canal. No beefs. Some reading matter taken from the quarters of one crewmember. Would like to have same returned.

SUZANNE (Bull), Jan. 23—Chairman, M. Mobley; Secretary, D. C. Haskell. Two men missed ship. Chief electrician was hospitalized on the Azores. Big improvement in the food since last meeting. Vote of thanks to the steward department.

ANDREW JACKSON (Waterman), Jan. 17—Chairman, W. Wagner; Secretary, G. Melzer. Few minor beefs which can be taken care of on board ship. Request patrolman be contacted on arrival in the States in order to have meats checked as to quality. Discussion was held regarding the hiring of a movie projector and films for next trip.

STEEL DESIGNER (Isthmian), Jan. 20—Chairman, V. Szymanski; Secretary, J. A. Gibbons. No disputes on OT. Repairs being taken care of adequately. \$15.45 in ship's fund when leaving New York. Request that air conditioning aboard ships be a topic in next negotiations. Move to bring steward before the patrolman at New York for his non union attitude and disregard for the health and welfare of crew. Some food aboard is substandard. Other foods scarce.

MARORE (Marven), Jan. 25—Chairman, Edward Ruley; Secretary, M. Black. There are not sufficient stores for another trip. 40% disputed hours of OT. Vote of thanks to steward department. Motion made to find out why day workers on Marven ships do not receive rest periods as per agreement.

ZEPHYRHILLS (Pan American Overseas), Jan. 31—Chairman G. Schlegler; Secretary, J. Griffin. Recommendations made up for the next trip. Ship's fund stands at \$10. No beefs. Some disputed OT. Ship to be fumigated to get rid of roaches and snails.

ROBIN TRENT (Moore-McCormack), Jan. 24—Chairman, (not listed); Secretary, R. McVey. It is agreed that the ship's fund is not to exceed \$50. One man paid off in Lourenco Marques and replaced. One member in hospital. \$20 of ship's fund given to two SIU Brothers in hospital in LM. Balance of \$35 plus a collection was

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MARITIME
TRADES
DEPARTMENT

AFL-CIO

PHILADELPHIA

PAYOFFS

S.S. MARYMAR
S.S. VICTORY
S.S. VICTORY

The LOG visited the busy port of Philadelphia recently and boarded the Marymar (Calmar) which had just paid off clean after an intercoastal run. There was much activity on board: Cargo was moving on and off, and all departments were busily making preparations for another intercoastal hop. At presstime, the Marymar had reached Long Beach, Calif., after making a run through the Panama Canal.



Readying a pot of coffee for the deck watch (above, left) is J. E. Townsend, OS. In the Marymar's engine room (above, right), pump repairs are made by (l to r) Don Hubbard, oiler; Irving Rew, 1st Assistant, and William Trachin, oiler.



Putting a pipe assembly in shipshape order (above, left) are engine department members A. Di Fabrizio and J. D. Bergeria. Both are wipers. K. Hoffner, FWT (above, right), enjoys his pipe as he assembles a burner in Marymar's fireroom.



Stowing loose gear topside is an important job and makes for a safer ship. Above, clearing area of runner are (l to r): Seafarers E. Barnhill, ship's delegate, Jack Gervais and Jim Macunchuck. Looking on is bosun John Yuknas.



Enjoying a late afternoon break over coffee (clockwise, l-r) are crewmen A. Di Fabrizio, John Clapp, "Red" Townsend, R. Cummings, John Yuknas, S. Daumoras, J. D. Bergeria, and J. Mc Graw. Off camera were J. Kisten and J. Macunchuck.

Drug Quiz Hits Price-Rigging

WASHINGTON—Moving in high gear again, the Senate's Anti-Trust subcommittee continues to probe the high cost of medicine and its tragic impacts. Spearheaded by Senator Estes Kefauver (Dem.-Tenn.) the subcommittee thus far has turned up facts that drug manufacturers who sell their wares at a reasonable cost, make a reasonable profit and keep reasonable salaries for themselves are nearly as extinct as the Dodo bird.

Although most of the subpoenaed witnesses have shown little co-operation with the Senate group, testimony so far has flooded lawmakers' offices with tons of mail protesting inflated drug prices. The inquiry began last December.

Under fire for the most part is the manufacture and retailing of "tranquillizing" drugs. Reportedly, reserpine, one of the three major types of tranquilizer, is sold by one

manufacturer at \$6.25 per thousand. In sworn testimony, a drug-gist who bought an identical product labelled Serpasil said he had to pay \$100 for the same amount. Most doctors' prescriptions are written for brand-name drugs.

Another firm to be called before the investigating body was the Carter Products Inc. Prior to its recent call before the subcommittee, the same company lost a battle with the Federal Trade Commission and the right to use the brand name "Carter's Little Liver Pills." The "liver" was decreed not to have

any therapeutic effect beyond that of an ordinary laxative.

Sen. Kefauver wanted to talk to the Carter company about its alleged receipt of royalties in connection with the sale of the patented "mephrobamate." Carter employees unwillingly testified that the wholesale buyers of the patented tranquilizer refused to engage in a price war, as is often found in the gasoline industry. Accordingly, the buyer had to pay the added costs of high-priced advertising and the armies of detail men that solicit doctors on behalf of new drugs. The ultimate consumer pays still more.

Firms limited in sales because they lack a license to make the product thus must stick to Government and institutional sales to stay in business—or pay the royalty charges on patented drugs.

Testimony before the committee also bared the contrast in the brand-name companies' payrolls for top brass. One president receives \$100,000 annually while another firm with two men at the helm pays each one \$126,000 a year. Other benefits will give each of these company officials some \$25,000 yearly after retirement plus a very comfortable block of stock.

While the Kefauver subcommittee is scheduling its next go-around for this week, the Food and Drug Administration is pushing on its deadline regarding bans on food additives. According to a top FDA official, few, if any, food additives will be barred from use by next month's deadline.

March 6 is the deadline for additives users to prove to the US that their chemicals are safe for human consumption. In the past it was up to the Government agency to prove an additive harmful before it could be banned. There are nearly 1,000 additives known to the FDA but safe-to-use data has been submitted on only 80 chemicals. The questioned chemicals are used by the food, farm, livestock and food packaging industries.

One official stated that numerous additives will be "generally recognized as safe," and this will make the chemical exempt from rigid scientific tests to prove safety. To date 230 additives have gained such freedom. They include mostly food seasonings such as cinnamon, nutmeg, thyme and vanilla. Other industries may gain one-year extensions beyond the March deadline to prove their product's safety.

Undersea(man)



Former Seafarer Walter "Speedy" Daspit (left) took up deep-sea diving when he quit sailing and is still hard at it. Daspit has his own diving and salvage outfit in Grand Isle, La., and now plans to open a diving school.

Sale Nears On 'Orphan' Runaway

HALIFAX — Legal maneuvers have advanced the scheduled date for the public auction of the abandoned runaway vessel Georgios A. as the SIU Canadian District continues to provide her stranded Greek crew with food, cigarettes and other aid.

The date for the auction has now been set forward to March 1, according to SIU officials. The original date had been February 17, following an SIU petition filed in admiralty court here on behalf of the crew.

Held up until all cargo aboard could be discharged, the sale will climax a nearly two-month battle to secure repatriation and back wages for the all-Greek crew abandoned in port when the owners disappeared and left a mountain of debts behind. Total unpaid bills run nearly \$800,000, according to the last report.

It is expected the auction will provide dollar for dollar satisfaction to the underpaid, harried crew.

Informed of the crew's plight when the vessel was stranded here in mid-January, the Canadian District has been supplying food, smokes and legal assistance to all hands since that time. Operated under Liberian registry, the Georgios A. is reportedly a sistership to the Panamanian-flag Theodoros A. that was similarly abandoned in Detroit last November.

Trade War By Soviets Lists Gain

In the face of a decline in American-flag merchant trade comes a report from the USSR that it has achieved further goals in its economic offensive against the US and the West.

Soviet trade figures released recently show that almost 30 percent of the Red bloc's trade is carried on with non-Communist countries today. The low was 20 percent in 1953.

Trade with all nations by the Sino-Soviet bloc has also increased 600 percent in dollar value. It has jumped from an overall total of \$3 billion to over \$18 billion in the past ten years.

In dollar value, Soviet trade with free world nations only rose by 70 percent to nearly \$7 billion in 1958. East-West trade with underdeveloped countries on a credit basis has been cited as "proof" of the successful trade campaign.

Outlook Dim For Frisco

SAN FRANCISCO—Shipping is very slow in this port, notes Port Agent Walt Sibley. Since the last report there have been no payoffs and things are almost at a standstill.

Last period there were seven ships in transit and 16 men shipped in these vessels. Prospects for the future are dim with only one payoff for the next period in sight. This is the SS City of Alma.

Congratulations are extended to members of the SIU affiliates in the Pacific District for their courage and seamanship during the near disaster on the Angelo Petri.

Due to a rearrangement of offices in the building here, the telephone number has been changed. Anyone desiring to contact the San Francisco office at 450 Harrison Street should call DOUGLAS 2-4401.

There was one sign-on during the period, the Malden Creek (Waterman). The following ships were in transit: Northwestern Victory, Coeur D'Alene Victory, Jefferson City Victory (Victory); Texmar (Calmar); Erna Elizabeth (Albatross); Malden Creek (Watermap) and Thetis (Rye Marine).

LABOR ROUND-UP

Rank-and-file members of the Communications Workers of America have started a program of assistance for local eye banks as part of a nationwide drive to aid the blind. The program is an outgrowth of a resolution adopted at the CWA's 21st convention. The Union has prepared a booklet covering the subject of eye transplantation, complete with a listing of 51 eye banks now operating in the US.

American Bakery & Confectionery Workers Local 503 has won a union victory over the C. F. Sauer Company, in Greenville, SC, a town that hasn't seen such a feat in some 20 years. Amidst a vicious anti-union campaign, the ABC local scored a solid 32-20 NLRB victory at the Sauer company, astounding the local Chamber of Commerce which termed the whole thing a "shock."

Organized labor has given some \$218,886 in contributions to The International Woodworkers of America headquarters in an effort to aid some 6,000 woodworkers in Newfoundland who have been on strike since New Year's Eve a year ago. At that time, the workers tried to obtain demands for a work week under 60 hours and improved living conditions in woods camps. They met with violent political pressure from the local premier, Joseph Smallwood, who managed to get through the legislature a bill rescinding the woodworkers' legal certification as bargaining agent. Then Smallwood used his influence to initiate the formation of a provincial union known as the Brotherhood of Newfoundland Woodworkers—a scab outfit. Those IWA members who refused to disown their membership were black-listed and unable, as a result, to obtain work.

Building and Construction Trades Council workers are going to build—for free—a demonstra-

Make Checks To 'SIU-A&G'

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

Some Seafarers have sent in checks and money orders in the names of individual Headquarters officials. This makes for a problem in bookkeeping which can be avoided if checks are made out to the Union directly.

tion fallout shelter in front of the Steel Pier at Atlantic City. This is part of labor's program of co-operation with the Office of Civil and Defense Mobilization, whose goal is to have a demonstration unit in every city and, eventually, installed in every home. This brings to 17 the number of cities in which labor has constructed such shelters. Building supply firms have donated all materials gratis, too.

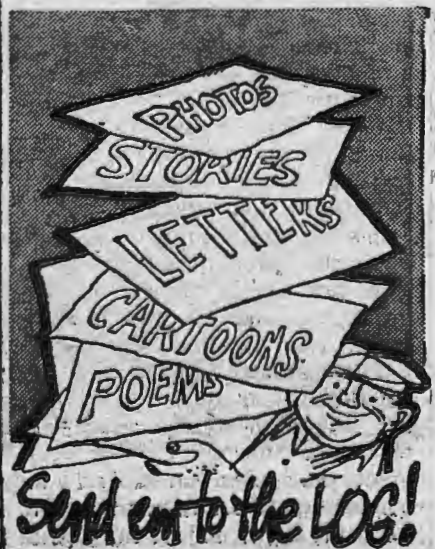
Employees of Dunham Bush, Inc. in West Hartford, Conn., have voted in favor of representation by the International Association of Machinists in an NLRB election. The successful vote climaxes a ten-year-drive by IAM at Dunham Bush. The union received a decisive 70-vote-margin this year despite a sharp company campaign against the movement for organization. IAM lost by 20 votes last year. About 400 workers are involved.

The Transport Workers Union has formally set up picketlines in a strike by TWU navigators against Flying Tiger Airlines. A spokesman indicated the Air Line Pilots Association was honoring the picketlines and operations of the freight carrier out of the affected terminals had been shut down. Although agreement on some contract terms has been reached, picketing followed company insistence on priority job rights for 14 non-union navigators hired after the walkout began.

Mount Evans Men Relax In Genoa



SIU Mount Evans crewmen report seamen's club in Genoa a good spot for relaxation with plenty of facilities. Pictured during a recent visit (l-r) are Anthony Oreo, AB; USS port director Van Dell-Amico; Orlando Gonsalves, AB; Harold Reed, OS, and Mrs. Dell-Amico.



'Brotherhood Of The Sea'



Waterman Shifts Run

SAN FRANCISCO—The SIU-manned City of Alma (Waterman) will launch a new regular shuttle service between Puerto Rico and the Pacific Coast next month. The Waterman vessel will load San Juan, Ponce and Mayaguez cargo and proceed directly on the return trip to West Coast ports.

A 40-day sailing frequency is planned for the run. The Alma had previously covered a route from the Pacific Coast to Puerto Rico, then out to the Far East and finally back to the Coast again.

Other Waterman vessels now on the Puerto Rico run will reportedly be switched directly to the Far East, but other Waterman operations and Pan-Atlantic's container service will continue unchanged.

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 along. 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.

The overwhelming vote, nearly 20 to one, by which the members of the Alaska Fishermen's Union chose to affiliate with the Seafarers International Union of North America is further evidence of the attraction which the SIUNA structure holds for workers in the maritime industry. In a sense, the SIUNA set-up is unique in the absolute degree of local autonomy it permits its affiliates.

Under the SIUNA system, it functions, in effect, as a federation of fully-independent organizations. The members of all of these district unions control their own affairs, elect their own officers, negotiate their own contracts, set up their own constitutions and their own membership procedures, without interference from the international union. At the same time, these diverse union groups in different areas, having different problems and different types of management to cope with, can pull together on common problems without fear that any one segment will try to dominate or influence the other.

The Alaska Fishermen's Union's affiliation is particularly timely in view of the severe problems confronting fishermen under the American flag today, including an enormous flood of imports and the obsolescence of American-flag fishing boats. With fishermen working together on both coasts through the SIUNA, they can expect greater progress toward a solution on these issues.

No More Blacklist?

A step towards self-respect was taken by the US Navy last week when, under heavy pressure from the maritime unions and a stinging repudiation by President Eisenhower, it discarded its shameful "blacklist" charter agreements for American-flag vessels. These agreements, it will be recalled, put formal Navy approval on Arab League blacklists of any tankers which ever happened to touch an Israeli port.

However, the Navy's repudiation of the charter agreement is only a small piece of the loaf. What is needed is something far more positive; namely, a statement by the Navy and other appropriate agencies that they will insist on the rights of American ships, owned by American citizens, to carry cargoes paid for by the American taxpayer, no matter what the previous trading history of that ship might be.

In the event some oil-producing nations insist on blacklisting American ships, then the answer is to purchase oil for the Navy's account elsewhere, such as in Iran, Venezuela, Indonesia or right here at home in Texas, where production is now down to ten days per month. For the United States to do otherwise is total abdication of its rights in the international arena and surrender to pure and simple blackmail.

Containership Dispute Resolved In Venezuela

LA GUIARA, Venezuela—After a 20-day tie-up of the new Grace Line containership Santa Eliana, an interim agreement has been reached to pave the way for unloading of the vessel.

Even after the government here stepped in, port workers refused to work the highly-automated vessel until the compromise plan was reached that the containerized cargo could be unloaded by hand.

The dockers contended that the labor-saving operation represented by the Santa Eliana would do away with many jobs. The ship carries 176 containers.

Second Ship Stalled

A second new vessel similarly converted by Grace Line for container service between here and the US is reportedly being held up in Baltimore by the company until the kinks in the new operation are worked out.

The situation recalled a similar situation affecting the start of Pan-Atlantic's container service between Puerto Rico and the mainland last year. A premium pay arrangement for the dockers was

eventually worked out after several weeks' delay in the new operation.

Right now, the future of the Grace Line container run is undetermined, since no formal agreement on future vessels has been reached. The only apparent accord so far is that Grace will not send any more container vessels into this area pending a full and final settlement of the issue.

US Injury Total Up

WASHINGTON—Job injuries in 1959 disabled 1,970,000 American workers, according to advance estimates recorded by the US Labor Department's Bureau of Labor Statistics. Approximately 13,800 of the injuries resulted in death.

The 1959 injury total, the highest since 1953, was eight percent above the 1958 figure. Computed on the basis of injuries per thousand workers, the injury rate jumped from a 29.4 figure in 1958 to 31.2 in 1959. Increased employment is seen as the main contributing factor in the rise.

Comparing favorably with the most recent years, the recorded upswing appears to reflect an influx of new workers with the older more experienced workers shifted to new processes and activities.

Fatal injuries did not indicate as sharp an increase as did work injuries during the period. Although the 13,800 death total was four percent above the 1958 fatality figure, the rate was lower than any other year on record. A death rate of 22 for each 100,000 workers matched the record low established in 1958.

When the future effects of the deaths and permanent impairments are evaluated and added to the immediate loss, the 1959 injury loss will amount to the equivalent of a year's full-time employment of about 540,000 workers, the Labor Department indicated.

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.



Call SIU Hall immediately!

SEAFARERS IN DRYDOCK



Among the Seafarers currently laid up in the USPHS hospital in San Francisco are Brothers Louis Firlie, George Hill and Edward Huizenga, reports Port Agent Leon Johnson.

Firlie last shipped as a wiper on the Choctaw and is in for an eye operation. He hopes to be back with his shipmates in the near future.



Huizenga

George Hill, who was formerly an AB on the Northwestern Victory, was hospitalized with a sinus condition, but should be fit for duty soon if he maintains his current progress.

Edward Huizenga, recently on the Massmar as an oller, had some trouble with his kidneys but has been responding to treatment and will be released shortly.



Firlie

In the Norfolk USPHS facility are Seafarers T. W. Smith, I. B. Duncan and S. E. Purifoy, reports Acting Agent Jeff Gillette. Smith last shipped as a FWT on the Penn Mariner and is being treated for a sprained back and leg injuries. He is progressing nicely and hopes to be discharged soon.

Duncan, formerly a wiper on the Antinous, had a delicate eye operation and is recovering slowly. The operation was performed Feb. 14th and it is not possible to determine at this moment just how successful it will be. Brother Purifoy was admitted for observation recently, as he was unable to perform his duties on the ship. There is no record yet of his progress or the diagnosis.

Seafarers on the beach, or off their ships on shore leave, are requested to visit the brothers laid up in the hospitals, or write letters to them whenever possible.

The following is the latest available list of SIU men in the hospitals:

**USPHS HOSPITAL
BALTIMORE, MD.**
Ramon Aqueda
Ben L. Bone
Gil Borge
Bernard W. Buster
Charles Cawley
Claude L. Davis
Maurice J. Flynn
Eusebio Gherman
Walter Gill
Gorman T. Glaze
Frederick M. Leeds
Charles Locke

**USPHS HOSPITAL
BOSTON, MASS.**
Kenneth Gahagan
Edgar R. Goulet

**USPHS HOSPITAL
GALVESTON, TEXAS**
Robert L. Ferguson
Lawrence I. Floyd
Robert F. Nielsen
Wm. A. Pittman
Thomas C. Riley

**USPHS HOSPITAL
SAVANNAH, GEORGIA**
D. R. McCollum
Edward Polakoff
J. Powers

**US NAVAL HOSPITAL
JACKSONVILLE, FLA.**
Harry T. Larson

**USPHS HOSPITAL
NEW ORLEANS, LA.**
T. E. Andrews
Orville Arndt
William Bargone
Nicholas Bastes
John W. Bigwood
Accurso Bonti
Edward Brevier
Roderick R. Brooks
Thomas Dailey
Benjamin D. Foster
Charles Hobighorst
Manuel Joao
Ernest P. Jonasko
Foster Juneau
G. M. Kasprvk
Norman W. Kirk
Edward Knapp
August Kothe
Leo H. Lang

**USPHS HOSPITAL
STATEN ISLAND, NY**
Oscar J. Adams
Felipe Aponte
Thomas Ballard
Chas. O. Bergagna
Joseph A. Blake
James Carter
Joquin Cortez
Victor Doca
George Doherty
William M. Drew
J. W. Eichenberg
A. N. Fernandez
John J. Flynn
Augustus Francis
Morris Gangl
Michael Gottschalk

**USPHS HOSPITAL
SEATTLE, WASHINGTON**
S. Bowser
A. W. Brown
A. A. Furst

**HARBOR GENERAL HOSPITAL
TORRANCE, CALIF.**
Edw. O. Johnson

**USPHS HOSPITAL
FORT WORTH, TEXAS**
R. B. Appleby
B. F. Deibler
Woodrow Meyers

**VA HOSPITAL
CENTER HOT SPRINGS, SD**
Clifford C. Womack

**US SOLDIERS' HOME
WASHINGTON, DC**
Wm. H. Thomson

**TRIBORO HOSPITAL
JAMAICA, NY**
James Russell

**BATTERY STATE HOSPITAL
ROME, GEORGIA**
Quentin S. Lee

**SAILORS' SNUG HARBOR
STATEN ISLAND, NY**
Thomas Isaksen

**VA HOSPITAL
KECOUGHAN, VIRGINIA**
Joseph Gill

**MT. WILSON STATE HOSPITAL
MT. WILSON, MD.**
George Davis

**VA HOSPITAL
HOUSTON, TEXAS**
R. J. Arsenault

**USPHS HOSPITAL
BROOKLYN, NY**
Joseph J. Bass
Matthew Bruno
Gregorio Caraballo
Leo V. Carreon
Wade Chandler
Mallory J. Coffey
Joseph D. Cox
John J. Driscoll
Otis L. Gibbs
Bart E. Guranick
Taib Hassan

**USPHS HOSPITAL
NORFOLK, VIRGINIA**
H. Bjork
Herbert Broughon
B. C. Camantique
I. B. Duncan
G. C. Langley

**USPHS HOSPITAL
SAN FRANCISCO, CALIF.**
Samuel P. Drury
Louis M. Firlie
George A. Hill

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Edward Brevier
Roderick R. Brooks
Thomas Dailey
Benjamin D. Foster
Charles Hobighorst
Manuel Joao
Ernest P. Jonasko
Foster Juneau
G. M. Kasprvk
Norman W. Kirk
Edward Knapp
August Kothe
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Quentin S. Lee

Ship Or School? That Is Question

To the Editor:

I have enrolled in Onachita Baptist College where I am an English major and I hope to have my BA in the spring of 61.

My regret that I am too old to qualify for the Andrew Furuseth Scholarship is softened by the very fact that I am here, and that I am doing well, so far, in my studies.

I must, however, sell my house and small acreage in order to stay in school, but I will be happy to do this if I can find a buyer.

Should any of my former shipmates care to buy a four-room house with a breezeway, garage and piped for gas with a propane tank as well as for water from a deep well under Rich Mountain (by pressure pump), contact me at OBC Box 550, Arkadelphia, Arkansas.

Best of luck to all my SIU brothers and friends. At least you don't have to worry as I do. I don't know whether to take Shakespeare next summer or give up and take a ship.

Thurston Lewis

Seafarer In Soldiers Home

To the Editor:

I'm writing this so some of my sea-dog friends will know where I am. I was on that con-



Stovall

voy run to Archangel and Murmansk on the Waterman line's old Iron-clad.

I'd like some of my buddies to drop in here at the US Soldiers Home

Hospital if they happen to come this way on a visit to Washington, and I also want my brother to write me. He is currently somewhere out to sea, on the SS Fairland out of Port Newark, I think.

His name is Walter J. Stovall. Please tell him that his brother is here in the US Soldiers Home with another sea-buddy named William Thompson. My best wishes to Paul Hall and any of the boys who know me.

Paul Stovall

Looks Back On '59: Good Year

To the Editor:

Looking back at 1959 and the general state of our Union must bring considerable satisfaction to the entire SIU A&G membership. The only beef seemed to be on those "home-steading" jobs on the ships.

The dispatchers in every port urge book men to take jobs that must otherwise go to class C men, and then I find so many of these new men aboard ships that makes this issue seem a little ridiculous to me.

My limit is six months on a ship, and that's too long.

Frank Reid

Student Writes Paper On SIU

To the Editor:

I wish to thank you for the information you sent me to Mississippi about the Seafarers International Union.

The information was very helpful in writing a term paper on "My Union" in a course in Economics at Pearl River Junior College. I have had three nice summer trips under the SIU and I realize more and

more the value of unions among the working people of the USA.

Again, I wish to thank you for your prompt service in helping me with my term paper, and may 1960 be the best year ever for the SIU.

James E. Pritchett.

Seafarer 'Judge' Getting In-Laws

To the Editor:

I would like to take this opportunity to say hello to my old shipmates and the officials in

Letters To The Editor

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

the SIU. I have been incapacitated for a long period of time due to an accident that has kept me home for over a year now. I was injured on a job in New York while employed in the construction trade; working on a 25-story penthouse at Sutton Place last year.

I would like to send my best also, to the 'many ships' electricians I met when I sailed in



Reece B. Oliver

a similar capacity and to the crewmembers of the ships I was on.

I was once the judge here in my home town for five years. I was elected to the office for five years back in 1944 while at sea on a run to Europe and didn't know anything about it till I returned. What a surprise I had when I returned and found that I was elected justice of the peace.

One never knows where a Seafarer will land after a voyage. I see now that we are blessed with some ministers who were Seafarers, so I thought I'd fill in something about myself for the LOG and my old shipmates. I have been a member of the International Brotherhood of Electrical Workers for a good many years and until I got hurt on the job, I had been ashore working at the electrical end of the construction trade.

Occasionally I run into someone on the job who was formerly a seaman, and that brings back memories.

If some of the boys remember a voice hollering at them as they passed up and down the East River at Sutton Place South and are in doubt as to who it was, hollering "hello there, SIU," you may tell them it was a former seaman working

ashore, who kept getting the urge when the ships would pass by to return to sea.

I will be up to Montreal for the Shriner's convention on June and hope to see any of the boys from the SIU. I'm combining this with my honeymoon. I'm getting married on the 28th of May this year. Wish me luck.

Reece B. Oliver

Ask Extra Hour On Night Work

To the Editor:

As it often happens, when a man is called out to work overtime at night, he may only earn one hour's pay, although several hours sleep will usually be lost on the deal.

We feel that more than one hour may be involved when a man is called out to work overtime at night and only one hour's work is involved. In view of the fact that many trade unions and maritime affiliates have minimum "call out claims" in their contracts, we request that due consideration be given to introducing in our negotiations, at the proper time, a similar clause. Then we could be guaranteed a two-hour minimum for being called out to work overtime between 5 pm and 8 am. The crew aboard also requests a thirty-minute readiness period before turning to.

Crew, SS Alcoa Cavalier

Outport Men Like NY Service

To the Editor:

We want to thank all the officials of the SIU for their co-operation and assistance rendered over the past 18 years. Their services and aid have been especially appreciated by us during our recent stay in New York City.

Matters relating to vacation pay have been straightened out, and all the officials in the New York port have gone out of their way to help us in every way.

The attention given to our needs has been "out of this world" and we appreciate their help. The cafeteria provides excellent food for the men on the beach, and in every respect the Union officials here are outstanding in helping members of the SIU.

N. Eric Gronberg
G. E. Phillips

SIU Welfare Saves The Day

To the Editor:

We want to thank the Seafarers Welfare Plan for the help it gave us in taking care of our son's hospital bill and also paying part of his doctor's bill.

The help

was what we

needed as Mr.

Olsen had

been ashore

for a while

studying, and

had only left

New Orleans

the day before

the accident.

Our son fractured

his skull while we

were out collecting

newspapers for

the school's paper drive.

Aine Jr. is back in school

now, and well. For a while our

Christmas looked like it was going

to be a cheerless one, but my

husband was home for Christmas

and took the children to the Union

hall for Christmas dinner. Our

three-year-old daughter Maria enjoyed it very

much.

Mrs. Aine V. Olsen

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

I would like to receive the SEAFARERS LOG—
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TO AVOID DUPLICATION: If you are an old subscriber and have a change
of address, please give your former address below:

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Type Minutes When Possible

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

Stylish Seafarer



Get a load of those Bermuda shorts sported by Ankloni Bilyk, AB on the Sampan Hitch. He's shown here sweeping off the deck while the vessel sits at anchor. Photo by the ship's photographer, Chester Coumas.

Seafarer Spotlights 'Fairland Follies'

(Ed. note: The following was submitted by Seafarer Alexander J. Leiter.)

Life on the SS Fairland is moving along just fine. The bosun "R.L." from "Jackson-vell" is contemplating having the Pan-Atlantic emblem on the stack replaced with a red cross. Half of the crew within the past three weeks have been stricken with a virus . . . I say virus because it's convenient and anyone reading this will know it means "sick".

The 12 to 4 OS has been moping around droopy and drawn for the past three days. We already left one man in New York this trip, requiring immediate medical attention. An AB stricken with the "Thing" two weeks ago spent all his time in the head . . . (reading) . . . and the Chief Officer, although hit with "It," didn't fail to ad-

minister to the afflicted.

I'm certain that a pathologist would have been stumped about the symptoms if he were to have observed these ailing mariners; shuffling to the mess hall, to chow down. Standing on the fantail after supper this evening I sneezed.

Two limp-looking louts, in unison, exclaimed: "You've got 'IT'." Now, when someone talks to me at close range I hold my breath so I won't catch 'IT.' (I've got a family to support.)

Although this is a "hospital" ship, we're still in the trailer business on this land and sea service ship—scraped, sougeed and serviced by sickly seafaring souls . . .

There are barber tools aboard, and last night your's truly and John Crews, deck maintenance, were cutting hair (our hair). The idea of finking on professional bar-

bers to save a buck-and-a-half attracted several volunteers to act as targets. Yes, targets!

The way John Crews took aim and dove at those strands of hair made the scissors look like a hungry pelican out fishing. The "Irish" OS on the 8 to 12 watch, Charlie Goldstein, sat in, requesting that only scissors and not clippers be used. (He returned four times for touch-ups.)

A half-hour after I lay down, Nick Bechlivanis (that's right, Beckle-von-ees) came into my room and mumbled something about a "hot towel . . . ya know wha . . . maybe . . . you big . . . Vicks . . . you rub . . . plenty strong muscle . . ." which meant, in a nutshell: "You are big and have plenty of muscles, so would you please rub my shoulders and arms . . . they ache."

Our crane maintenance man "Speedy" is the most conscientious, dirtiest, grimmest, greasiest, hardest-working man I've seen in a long time on any ship. When "Speedy's" in action (doing anything) all you can see is lower extremities trying to maintain balance with upper torso.

The Chief Engineer is a man who "thinks for himself" though I understand that patrolmen Louie Goffin and Charlie Schofield at the payoff changed his thinking, or at least altered it somewhat.

There's a new AB on the 12 to 4 watch. He has little to say: just stops, looks and listens . . . an excellent practice. Another AB (who many of you Seatrain stiffs know) continues to collect travelers checks. I believe he still has that same shoebox. It's a fine bunch of men, all in all.

LOG-A-RHYTHM:

The SS Erna Elizabeth

By Richard Harnden

We've got steam leaks by the dozen,
Steam leaks by the score.
Every time we fix one
We find another three or four.

Steam leak number one was
In the air-ejector lines,
It leaked and leaked,
It wouldn't stop.
It was one of those
Persistent kinds.

Steam leak number two
A dandy one for sure;
It boiled out and twirled around
In clouds so white and pure.
It was a main feed water line
It surely was the worst;
It means the plant would blow to hell.

If it should ever burst.
Steam leak number three, a
small one,
Was high there in the air;
It meant we had to stand on
nothing
That one to repair.

It was an important one

As most of our leaks go.
Because it was only on a line
That makes our whistle blow.
Now steam leak number four
Was a dandy, you can bet.
The damn thing still is leaking
'Cause it ain't been fixed as yet.
It's on the DC heater
The auxiliary exhaust;
I'm sure there is no telling
How much water it has lost.
Every valve stem, joint and
gasket weeps
There's not a tight one any-
where.
Every pipe and line or union
seeps.
Maybe even more.
'Cause we've got steamleaks
Steamleaks by the score;
Everytime we fix one
We find another three or four.
We thought our poem was ended
When much to our surprise;
We looked on the superheater
line
And another squirt hit us in the
eyes.

SHIPBOARD SKETCHES

by Ben Graham



"Their clothing allowance is pretty meager due to the lousy hay crop this year."

ORION CLIPPER (Orion), Jan. 10—Chairman, H. K. Shellenberger; Secretary, R. Barker. \$8.41 in ship's fund. OT should be submitted to captain so that he may re-check.

ALCOA CORSAIR (Alcoa), Jan. 17—Chairman, I. W. Griggers; Secretary, M. P. Cox. No beefs. Ship's fund is \$235. A discussion was held on a movie schedule.

VENORE (Marven), Jan. 20—Chairman, D. Emerick; Secretary, M. Kleiber. Repair list was submitted. Work being done. Crew is asked to return books to SIU library when finished reading same.

PANDORA (Epiphany), Jan. 16—Chairman, L. J. Wymbs; Secretary, R. Mitchell. No disputed OT. No beefs. A discussion was held on washing machine situation. It is requested that all strangers be kept out of midship house in port. Crew is asked that sufficient chilled juice be kept on hand for breakfast. Vote of thanks to steward department for holiday dinner.

FLORIDA STATE (Ponce Cement), Jan. 18—Chairman, J. A. Leslie; Secretary, W. H. Dunham. Washing machine will have to be repaired in port as parts are needed. \$10.36 in ship's fund. Vote of thanks to steward department. There is no ration on food nor any such order by company.

ALCOA PARTNER (Alcoa), Jan. 21—Chairman, Nolan L. Flowers; Secretary, Arthur Thompson. Some disputed OT. No beefs. Vote of thanks to steward department in preparation of menus and food, and serving of same. Repair lists to be submitted. Crew cautioned about appearing in messhall improperly dressed.

STEEL CHEMIST (Itzhmian), Jan. 19—Chairman, Vernon Porter; Secretary, Lacy Walker. All beefs settled. \$7.79 in ship's fund. Safety topics to be entered into the minutes. Two new mattresses ordered. No disputed OT.

FAIRLAND (Pan Atlantic), Jan. 24—Chairman, Dutch Raser; Secretary, Orville Wahlm. One man missed ship and one quit without notice. Some

disputed OT. No beefs. \$74.64 in ship's fund. Ideas were discussed on better living conditions on board ship. Members to donate \$1 each for coke machine. Ship's delegate to draft letter to negotiating committee with crew ideas.

SEATRAN SAVANNAH (Seatrain), Dec. 29—Chairman, A. Arnold; Secretary, J. B. Elliott. One man buried at sea on December 19, 1959. Discussion was held on food complaints. \$17.85 in ship's fund.

Jan. 27—Chairman, A. Arnold; Secretary, J. Elliott. New ship's delegate

AFC-50-1816 (Suwannee), Jan. 19—Chairman, Alfred Phillips; Secretary, O. Jettin. Contract long overdue. Last contract expired August 1, 1959. Mr. Hodges of Pan American promised to mail the contract. As yet it has not been received. Mate performing AB job to cut OT.

LA SALLE (Waterman), Dec. 27—Chairman, Fred Blankenship; Secretary, H. Westfall. Deck engineer hospitalized in Germany with a broken arm. In case the ship lays up, all hands voted to give the seamen in the hospital the ship's fund in any port that payoff takes place. \$48.98 in ship's fund. It is requested that fruit be washed somewhere else—not in the water fountain.

SEATRAN NEW JERSEY (Seatrain), Jan. 17—Chairman, John Dickerson; Secretary, William McBride. One man missed ship in Edgewater, NJ. Cash on hand \$18.50. \$417 paid on coke machine. Balance \$110.50. Request made by ship's delegate for a stainless steel sink for laundry room. It is requested that all hands cooperate with steward on linen count. An accurate count is beneficial to us as well as steward.

THE CABINS (Texas City Refining), Jan. 16—Chairman, Jack Craft; Secretary, Joseph Moore. The ship's delegate asked that all department delegates get crewlists. These will be mailed to the patrolmen in Houston upon arrival north. It is requested that dental plates are not to be washed in the drinking fountain.

CHIORE (Marven), Jan. 17—Chairman, William Lane; Secretary, H. K. Pierce. Four men reported late, as per agreement one hour before sailing time. Some disputed OT. No beefs.

STEEL WORKER (Itzhmian), Jan. 19—Chairman, Bill Hand; Secretary, Don Wagner. \$33.56 in ship's fund. Repairs to be taken care of this trip. Motion for present ship's delegate to retain his job. Passed by acclamation. It is requested that galley be kept locked in port. American authorities are unable to aid anyone getting

themselves in trouble. No rough stuff while in port.

ROBIN LOCKSLEY (Moore McCormack), Jan. 9—Chairman, Bill Horne; Secretary, J. Reiness. Two SIU men left stranded in Lourenco Marques by SS Pacific Venture were signed on the African Planet. Gave assistance and support to the SIU crew of the Bulk Leader in same port. They could not get a draw since before or after arrival in port. \$13.50 was collected and \$8 of which was donated to the American Seaman's Friend Society. Vote of thanks to the steward department.

ALCOA PLANTER (Alcoa), Jan. 17—Chairman, R. D. Schwarz; Secretary, Z. Y. Ching. Three men failed to join from port of New Orleans. J. Cruz is ship's delegate. Ship's fund is \$38.45. Steward department will try to make everything possible for the crew. Hope for an enjoyable voyage.

COASTAL CRUSADER (Suwannee), Jan. 15—Chairman, J. McLaughlin; Secretary, A. C. Aronica. Captain not ordering replacements for ship. This causes the vessel to sail shorthanded. Motion made to have movies aboard all SIU ships. Ship's fund is \$20.

SEATRAN GEORGIA (Seatrain), Jan. 17—Chairman, John Cole; Secretary, A. Cass. One man missed ship in Texas City. New ship's delegate elected. It is requested that men not needed in galley stay out at meal times.

ALCOA PILGRIM (Alcoa), Jan. 21—Chairman, Kennedy; Secretary, Kimberly. Recommendation made to check slopchest for sizes and various items before leaving the States. Vote of thanks to the steward department and the ship's delegate. Motion made to find out about buffing decks, unsafe working conditions. No beefs. Few hours of disputed OT.

PENNMAR (Calmar), Jan. 21—Chairman, E. Smith; Secretary, T. Emery. James Corder elected ship's delegate. Suggest that repair list be turned in by each department. No beefs.

PENN SHIPPER (Penn Shipping), Jan. 9—Chairman, R. T. Landry; Secretary, D. C. Robinson. Captain requests that crew inform him of sizes needed for slopchest. One man taken to hospital in Bremen. \$22.85 in ship's fund. No beefs. Some disputed OT. Vote of thanks to steward department for a job well done. Motion made to have ship fumigated for roaches.

SANTORE (Marven), Jan. 16—Chairman, J. Michael; Secretary, R. F. Tyree. Orders not coming out of galley right. Request that coffee be made earlier. Pantry in dirty condition. Talk is too loud in the messhall. Some disputed OT.

STEEL EXECUTIVE (Itzhmian), Jan. 24—Chairman, Robert N. Air; Secretary, Alexander D. Brodie. Money from safety award to be used to purchase a movie projector and films. One man missed ship in Galveston. Ship's delegate discussed draws in foreign ports. Rooms will be sprayed for vermin. Suggest that noise in passageways be kept down to a minimum.

COUNCIL GROVE (Cities Service), Jan. 30—Chairman, R. Voss; Secretary, Peter Karas. One man missed ship January 11 in Lake Charles. Another missed ship January 5 in Albany, N.Y. A new washing machine is needed on board. Some disputed OT.

THETIS (Rye Marine Corp.), Jan. 26—Chairman, Hampton; Secretary, Di Carlo. A new ship's delegate was elected. One man walked off ship a few minutes before sailing. A few hours of disputed OT. No beefs.

ALCOA POINTER (Alcoa), Jan. 10—Chairman, John S. Burke; Secretary, L. P. Hagmann. Everything is running smoothly. Slopchest was checked and found to have sufficient cigarettes to last through trip. Few hours of disputed OT. Motion made to draft letter to headquarters to have slopcheats aboard SIU ships investigated as to prices, quality and quantity. It was voted that if crew receives the safety award a movie projector be purchased. Under no conditions should crew become involved in fights with natives.

Digest Of SIU Ship Meetings

Hoppl Seafarers



Larry Smith, oiler (with beret), and Bob Christensen wear the Japanese Hoppi coats they picked up in Yokohama during a recent voyage on the Yaka.

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 Union-operated Sea Chest store.

Sport Coats
Slacks
Dress Shoes
Work Shoes
Socks
Dungarees
Frisko Jeans
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**

SIU HALL DIRECTORY

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ELmwood 4-3616
BUFFALO, NY 914 Main St.
GRant 2728
CLEVELAND 1420 W. 35 St.
Main 1-0147
DULUTH 621 W. Superior St.
Phone: Randolph 2-4110
FRANKFORT, Mich. PO Box 287
ELgin 7-2441
MILWAUKEE 633 S. Second Ave.
Broadway 2-3039
RIVER ROUGE 10225 W. Jefferson, Ave.
Mich. Vinewood 3-4741
SOUTH CHICAGO 9383 Ewing Ave.
Saginaw 1-0733
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FORT WILLIAM 408 Simpson St.
Ontario Phone: 3-3221
HALIFAX N.S. 128 1/2 Hollis St.
Phone: 3-5911
MONTREAL 634 St. James St. West
Victor 2-8161
QUEBEC 44 Sault-au-Matelot
LaFontaine 3-1569
THOROLD, Ontario 52 St. David St.
Canal 7-5212
TORONTO, Ontario 272 King St. E.
EMpire 4-5719
ST. JOHN, NB 177 Prince William St.
OX 2-5431
VANCOUVER, BC 298 Main St.

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Eastern 7-3383
HONOLULU 56 North Nimitz Highway
Phone 5-6077
NEW ORLEANS 523 Bienville St.
Magnolia 0404
NEW YORK 130 Greenwich St.
Cortland 7-7094
PORTLAND 522 NW Everett St.
Capitol 3-7287-8
SAN FRANCISCO 240 Second St.
Douglas 2-4592
SAN PEDRO 296 West 7th St.
Terminal 3-4485
SEATTLE 2333 Western Ave.
Main 2-6326

New Labor Act Irks Seafarer

To the Editor:

I have been reading with much interest and a great deal of perplexity the text of the new labor bill, the Landrum-Griffin Act.

So much of it cannot be deciphered that it will definitely create hardships for legitimate unions, each of which will seemingly have to have a separate group of skilled lawyers to interpret it. It is doubtful if any two of them will be of the same opinion regarding the problems contained in this bill.

Letters To The Editor

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

In fact I would say it is doubtful whether Landrum or Griffin or those who voted for the bill completely understand the problems it will create.

There are some good points and there are many which will create petty hardships, such as the high-cost bonding provisions, the posting of so much office data, etc., which will add expense to the everyday business administration of a union. And then the rules governing picketing, etc. We will have to leave these as additional headaches for our elected officials. I don't envy them the job at all.

The good points in the bill are some of those relating to the rights and privileges of a union member. It is interesting to note, when reading this section of the bill, and it is also something in which all members of the Seafarers and its officials should take pride, that these rights and privileges of a union member have been enjoyed by the membership of the Seafarers International Union since the Union's inception.

Every democratic principle, everything it contains which is to the advantage of an individual as a Union member, is listed in our own Union constitution and has been functioning within the Seafarers International Union since our Union's beginning.

The right of free speech and assembly, the right to stand up at meetings and criticize, to express views and opinions, and making this possible by having frequent meetings (though most of us squawked at times, not realizing the importance of such things), enables our membership to be heard frequently. Then, the right of a member in good standing to nominate him-

self for any official capacity at meetings, and the right also to nominate himself for elective office, are other important features of the SIU.

The protection of the membership afforded by a fair trial by fellow members in the event of charges being brought against him, and the rights of appeal after trial, are also vital. It would take too much space to list everything, so everyone should read and digest the Landrum-Griffin Bill of Rights and realize that as a Union we have enjoyed these good qualities and many more, under our own guidance and leadership.

I did note under the section of the bill regarding elections that it calls for an election in all international unions, such as our own, every five years. This I thoroughly agree with.

In the Seafarers we have an election every two years in the past and it has always been my opinion that such an election in such a short interval was entirely unnecessary. It seems that no sooner was an election over than another one was coming up.

Now these elections, which in our instance are nationwide and complex, must be both costly and also disrupting to a great extent and a term of office for the short space of two years is inadequate. Two years would be OK if you are running a peanut stand, but in a vast and complex organization such as we have become, two years is just about enough time to allow a guy to get the wrinkles out of his pants. It must take that length of time for an official to adjust to the organizational needs and soak up the experience necessary for an office of such consequence.

Art Lomas

Union Thanked For Quick Aid

To the Editor:

I have paid the funeral bills on the William Havelin funeral, and I want to thank all of you at the Union for the wonderful way you helped. We certainly appreciate the way you stood by me and my family in the time of our sorrow.

I also want to thank the Seafarers International Union for the nice benefit check I received from the Welfare Plan.

Carrie Havelin

Likes \$600 Vacation Idea

To the Editor:

I read an article in the Seafarers LOG of January 29, 1960, about a member's plan to have vacation pay increased to \$600. After one year at sea, he would make vacations be taken on shore, not at sea.

I personally support Brother John Cadigan's suggestion.

Alexander Cherney



FINAL DISPATCH

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

G. W. Hatchett, 63: Brother Hatchett died of a pulmonary condition at Mobile Infirmary, Mobile, Ala., last November 26. He is survived by a sister residing at Grand Bay, Ala. Brother Hatchett was buried at the Union Church Cemetery, Grand Bay. He had been a member of the SIU since 1953, sailing in the engine department.



Joseph T. Arnold, 39: Brother Arnold passed away last January 8 of a liver ailment at Church Home & Hospital in his hometown of

Baltimore, Md. He had sailed in the deck department since August, 1951. Place of burial was Glen Haven Cemetery, Baltimore.

John A. Menville, 61: Brother Menville passed away of heart failure while aboard the SS Valiant Power at sea on February 4. He is survived by his mother, Mrs. Maude Stakemiller of Culver City, Calif. He had shipped in the steward department since January, 1944. He had made Seattle, Washington, his home.



Roland Rae, 72: Brother Rae died on January 22 at his home in Miami, Fla., of a pulmonary condition. He is survived by his wife, Emma May. He started sailing with the SIU in 1942 in the deck department. He was laid to rest at Southern Memorial Cemetery, Miami.

Bernard Ehrman, 61: Brother Ehrman died in San Francisco last July 15 of cardiac failure. He had been with the SIU since 1955 and sailed in the engine department. Place of burial was not indicated in the records.

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:

Thomas Edward Ciesiak, born January 4, 1960, to Seafarer and Mrs. Stanley J. Ciesiak, Revere, Mass.

Myra Denise Tilley, born January 16, 1960, to Seafarer and Mrs. John Tilley, Pensacola, Fla.

Carl William Welch, born January 27, 1960, to Seafarer and Mrs. Elvert M. Welch, Covington, La.

Keith Allen Brinson, born January 24, 1960, to Seafarer and Mrs. Benny Brinson, Savannah, Ga.

Mark Steven Ballance, born February 12, 1960, to Seafarer and Mrs. Suny Boy Ballance, Albany, Ga.

Steven Michael Daniels, born January 26, 1960, to Seafarer and Mrs. Peter Daniels, Brooklyn, NY.

Colleen Ann Gorman, born January 19, 1960, to Seafarer and Mrs. John F. Gorman, New Orleans, La.

Bonnie Annett Jones, born November 22, 1959, to Seafarer and Mrs. Melvin E. Jones, Portsmouth, Va.

Doris Marie McNeil, born February 11, 1960, to Seafarer and Mrs. William A. McNeil, Mobile, Ala.

Roger Randall Neyrey, born December 27, 1959, to Seafarer and Mrs. George Neyrey, Los Angeles, Calif.

Doris Mary Olson, born February 1, 1960, to Seafarer and Mrs. Maurice J. Olson, Somerville, Mass.

Cheryl Ann Schmidt, born December 20, 1959, to Seafarer and Mrs. Hans A. Schmidt, Chalmette, La.

Scott Alan Thompson, born December 20, 1959, to Seafarer and Mrs. James C. Thompson, Jacksonville, Fla.

Fishermen Vote SIUNA Link

(Continued from page 3)
workers unions on the West Coast and in Alaska.

The new SIUNA affiliate was originally a member of the old International Seamen's Union. With the founding of the CIO, it

joined a CIO organization, and subsequently became directly affiliated with the CIO as an independent entity.

Following the merger of the AFL and CIO, the AFU became a direct affiliate of AFL-CIO head-

quarters. The union has its own headquarters in Seattle, with branches in San Francisco; Bellingham, Wash.; Astoria, Wash., and Ketchikan, Alaska.

The charter agreement, besides guaranteeing full autonomy to the Alaska Fishermen's Union, also stipulates that the AFU has full and exclusive jurisdiction of all fishermen and allied employees within its present operating area, except where other SIUNA fishing union charters presently exist. It specifies as well that the International can in no way interfere in the internal affairs of the AFU. The AFU retains control over its own finances, membership, contracts and election of officers the same as all other SIUNA affiliates.

Bare ICC-Rail 'Collusion'

(Continued from page 3)
cutting which deprives shipping companies of cargo."

• The ICC charge that the plight of domestic shipping is the fault of organized labor is a "well-known tactic engaged in by many bureaucrats." The fact is that "in the last decade there has not been a single serious labor dispute in the domestic trade." He noted that labor and management, on the contrary, were united "in an effort to save our industry" and submitted statistics showing that wages in maritime are comparable with those of railroad workers and other shoreside personnel.

• ICC claims that the industry never blamed it for the decline proves that ICC knows nothing about the industry, he said. In testimony before the same committee last year, Seatrain, Pan Atlantic and Coastwise Line all fixed the blame for their troubles squarely on the ICC.

• The charge of collusion between the ICC and the railroads is substantiated by a number of clear-cut cases. A recent instance was the ICC's approval of railroad rates for hauling beer between Los Angeles and Seattle. The rate was actually less than the freight charge between Los Angeles and Portland, Oregon, which is 167 miles closer to the California city. This violates the Interstate Com-

merce Act and was so admitted by the railroads, but the rate was nevertheless upheld by the ICC over objections of the Coastwise Line. "This is not only collusion, Mr. Chairman, it is clumsy collusion," Hall declared.

The ICC later had to reverse itself, but has permitted many other instances of selective rate-cutting to deprive shipping companies of cargo.

• Destruction of domestic shipping has an impact on national defense in that it deprives the nation of shipping reserves which can be mobilized when needed.

• Domestic shipping cannot survive under existing conditions. It is "doomed to die" unless Congress acts to compel the ICC to halt railroads from cutting rates for the purpose of destroying shipping. Several bills have been introduced by Senator Bartlett for that purpose.

Hall's testimony was further substantiated by John Weller, president of Seatrain, and a statement submitted on behalf of Daniel J. Seid, vice-president of the Coastwise Line. Weller also endorsed the legislation proposed by Senator Bartlett and explained as well the need to change some of the ICC's administrative procedures.

Weller noted that, under present procedures, it takes as much as two years for the shipping company to get a complaint processed. Meanwhile the railroad has cut the rates in effect and "the water carrier can be effectively bankrupted by subjecting it to these long periods of administrative delay."

The Coastwise Line statement pointed out that the ICC has approved ten general freight rate increases for the railroads in the last ten years while, at the same time, permitting the railroads to cut rates to the bone on specific commodities which domestic ships carry.

New Bureau Checks Out L-M Data

WASHINGTON—A brand-new bureau established in the Labor Department to administer the Landrum-Griffin Act is now firmly established. The second wave of new report forms required of labor organizations has just been mailed out.

The new Bureau of Labor-Management Reports, with 22 field offices, has already processed preliminary labor organization information reports (LM-1) from some 50,000 unions. Those who filed LM-1s are now getting packets of financial reporting forms to be returned within 90 days after the union's fiscal year ends.

Like the returns required of all taxpayers by Internal Revenue, the new financial report forms come in a simplified and a detailed report, LM-2, will be used by all labor organizations whose gross annual receipts and income are \$20,000 or more. This covers roughly 75 percent of the union membership in the US.

Due to the reporting requirements imposed by the 1959 labor law, a permanent Public Documents Room has been opened in the Labor Department building here to make available all labor organization and employer reports. Copies of reports in this public file are obtainable upon the payment of a service charge.

PERSONALS AND NOTICES

Robert O'Rourke
Get in touch with your wife immediately.

Norman J. Dawson
Contact C. Hughes at 181 Avenue U, Brooklyn, NY. Phone Hickory 9-2400.

Bernhard Larsen
Send your correct address to your brother on Staten Island, so he can forward your mail to you.

Charles J. Welborn
Write the Bureau of Child Welfare, Box 110, Gretna, Louisiana, as soon as possible, giving your mailing address. Communication is important concerning plans for your two children.

Pat Murphy
The above-named man who was sailing with Grace Lines about 12 years ago and would be about 43

years of age is asked to contact Jean Woods at Riverdale PO Box 35141, Miami, Florida. Important.

John H. Murray
Important you contact your son, care of Gerner. Same address as previously.

SS Mermaid Crew
Your kind telegrams and thoughts during my period of grief were greatly appreciated. Mrs. Nadine K. MacDonnell, widow of the late Lloyd W. MacDonnell.

Henry G. Leiby
Anyone knowing his whereabouts after last known address at 149 West Portage Drive, Cuyahoga Falls, Ohio is asked to contact L. Ciamboli, ship's delegate, SS Coe Victory. This regards undelivered mail.

Mail not forwarded and returned in bulk by the Ocean Carriers Corp. is being held in the mailroom at SIU headquarters for the following:

Ex-SS Valiant Hope
A. Karatzas, Eric J. Berg, J. E. Ross, George E. Kroll, Antone Pacuinas, A. A. Carlson, Julio C. Bernard, Ken Clyde, Jack Ross, Howard, E. N. Dore, Stanton Jones, Anders Eliason, Andrew L. Oliver, James R. Nystrom, Philip B. Cogley, J. H. Hayes, Leonard Martin, Howard Credour, W. J. Blakely and Harold A. Tramblye.

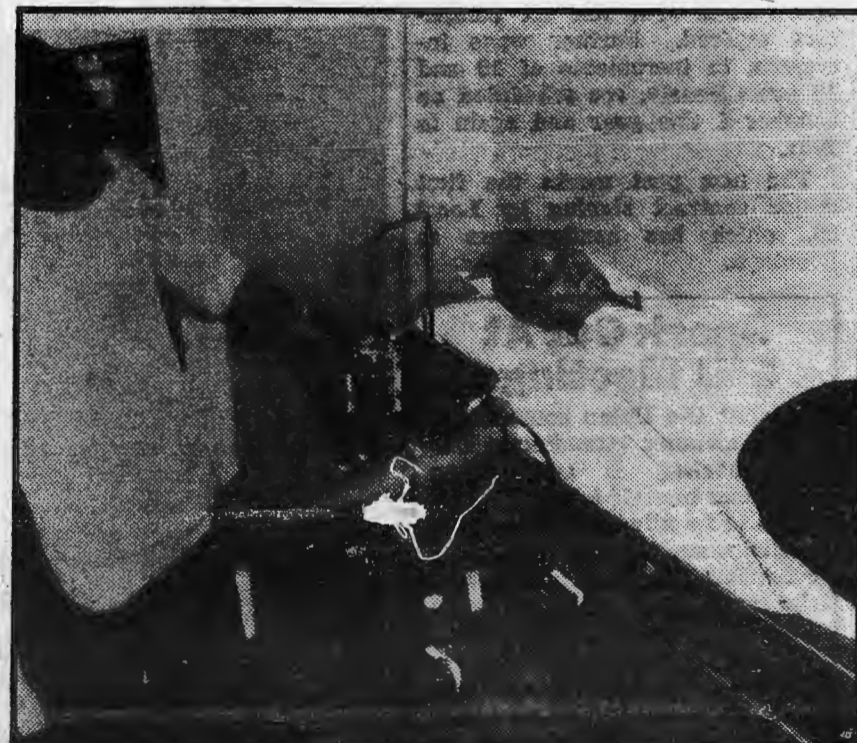
Ex-SS Julia
Gunter Neitsch, C. E. Robinson, William Harris, G. Sigalas, Joseph E. Caron, Manuel Pereira, Markon Siglas, Andrew Vasaka, F. D. Wall and Joseph F. Romme.

PHOTOS
STORIES
POETRY
ETC.



*Send 'em to the Log

Adds A Pint For Blood Bank



"Doesn't hurt a bit" seems to be the attitude of Seafarer Robert L. Wayne, messman, as he donates a pint of blood for the SIU blood bank at the Welfare Plan's NY clinic. Lab technician E. Field makes an assist. The donor program assures a supply of blood for emergency needs of Seafarers or their families anywhere in the US.

Seaway Operators Map Plans To Cut Shipping Hazards

The 569 accidents and ship casualties that occurred in the St. Lawrence Seaway-Great Lakes shipping routes last year have set a number of safety operations in motion to improve service and cut down on mishaps.

The new measures propose improvements in salvage equipment, changes on the Welland Canal and improved equipment on the ships themselves. Both the US and Canadian governments are moving quickly to remove some of the hazards in the Seaway before the season reopens fully this spring.

This involves wall changes in the US section of the Seaway, a far-reaching overhaul of the system of pilotage that has been a

source of controversy between Americans and Canadians, and more stringent rules for ships and crews using the confined waters of the Seaway.

One of the biggest problems is the inadequacy of the salvage equipment available between the Great Lakes and Montreal. The Canadian Board of Marine Underwriters, which has recorded \$12.5 million in claims covering 300 of the accidents on the Seaway, reports that as a result of the lack of proper salvage equipment, repair bills are unusually high.

The accidents last year ranged from lost or damaged propellers to bow damage and actual sinkings, in which ships were declared total losses. Bigger lighters for handling the cargo of stranded ships are needed as well as large floating cranes and portable suction elevators to siphon out bulk grain cargoes.

There is every indication that port and service facilities necessary for handling the increased volume of shipping in the Great Lakes will be greatly expanded. The Seaway was formally opened for ocean-going vessels just last year.

In line with the general increase in Great Lakes shipping occasioned by the Seaway, the MSTs has announced that it will open a branch office in Toledo, Ohio, to direct its operations on the Lakes. MSTs expects to ship 150,000 tons of military cargoes overseas via the Lakes, and all on privately-operated berth vessels. This figure represents a doubling of the Great Lakes shipping under MSTs auspices last year.

Many SIU ships in the Seaway trade last year were carrying MSTs cargo, among them Alcoa Waterman and Victory Carriers vessels.

Dredgemen Pacts List Key Gains

A three-year-agreement expected to set the pattern for inland and coastal dredge workers from the Atlantic to the Rockies has been completed by Marine Division Local 25 of the International Union of Operating Engineers and six major dredging firms.

Stephen J. Leslie, president-business manager of the recently-formed union of dredge workers, reported the settlement culminating several months of negotiations. Approximately 1,200 members of the union will be affected by the contract.

The new pact calls for a total wage increase of from 30 to 40 cents an hour depending on the job classification, with an additional 10 cents hourly in welfare fund payments.

Contributions to the welfare fund and boost in wages are effective immediately and retroactive to October 1, 1959 when the old agreements with the six companies expired. Further wage increases, in increments of 10 and 15 cents hourly, are scheduled on October 1 this year and again in 1961.

The new pact marks the first major contract signing by Local 25, which has headquarters in Brooklyn.

Speak Out At SIU Meetings

Under the Union constitution every member attending a Union meeting is entitled to nominate himself for the elected posts to be filled at the meeting—chairman, reading clerk and recording secretary. Your Union urges you to take an active part in meetings by taking these posts of service.

And, of course, all members have the right to take the floor and express their opinions on any officer's report or issue under discussion. Seafarers are urged to hit the deck at these meetings and let their shipmates know what's on their minds.

New Dry Cargo Wage Scale*

Effective February 15, 1960

DECK DEPARTMENT

Rating	Old Scale	Increase	New Scale	New Over-Time
Bosun (Mariner)	\$517.04	\$31.29	\$548.33	\$2.33
Bosun	463.46	30.49	493.95	2.33
*Carpenter (Mariner)	446.48	18.49	464.97	2.33
*Carpenter	433.85	18.29	452.14	2.33
AB Maintenance	397.87	17.76	415.63	2.28
Quartermaster	363.67	5.50	369.17	2.28
Able Seaman	363.67	5.50	369.17	2.28
Ordinary Seaman	282.45	4.27	286.72	1.78

ENGINE DEPARTMENT

Chief Electrician (Mariner)	599.26	9.07	608.33	2.33
Chief Electrician	577.48	8.72	586.20	2.33
2nd Electrician	537.96	8.14	546.10	2.33
Unlicensed Jr. Eng. (Day)	467.10	7.06	474.16	2.33
Unlicensed Jr. Eng. (Watch)	417.77	6.31	424.08	2.33
Plumber - Machinist	479.35	18.99	498.34	2.33
Deck Engineer	440.55	18.40	458.95	2.33
Engine Utility	424.18	6.40	430.58	2.33
Evaporator Maintenance	386.70	5.84	392.54	2.28
Oiler	363.67	5.50	369.17	2.28
Oiler - Diesel	393.53	5.94	399.47	2.28
Watertender	363.67	5.50	369.17	2.28
Fireman Watertender	363.67	5.50	369.17	2.28
Fireman	363.67	5.50	369.17	2.28
Wiper	340.42	5.14	345.56	1.78

Reefer Engineer (When 1 carried)	537.96	8.14	546.10	2.33
Reefer Engineer (When 3 carried)				

Chief	496.18	52.77	548.95	2.33
1st Assistant	441.32	48.47	489.79	2.33
2nd Assistant	401.03	79.63	480.66	2.33

STEWARD DEPARTMENT

Chief Steward	463.46	30.49	493.95	2.33
Chief Cook	423.55	12.28	435.83	2.33
Night Cook & Baker	417.77	6.30	424.07	2.33
Second Cook	376.23	5.70	381.93	2.28
Third Cook	359.07	5.43	364.50	2.28
Messman	280.28	4.24	284.52	1.78
Utilityman	280.28	4.24	284.52	1.78

* Receives \$20 additional a month if required to provide own tools.

Standby rates have been increased to \$2.24, \$2.28 and \$2.33 for the respective overtime groups.

SIU Membership Panel Ends Constitution Study

Work on proposed revisions of the SIU constitution has been completed by the rank-and-file committee elected by the headquarters membership on February 3. A report detailing the committee's recommendations will be presented to the membership at next week's meeting in all ports.

Amendment of the constitution

to keep pace with the Union's general growth and expanded activities since the last constitutional revision in 1952 was authorized by the adoption of a special headquarters resolution. Once the proposed draft is approved at meetings in all ports, a secret ballot referendum will be set up for a final decision by the membership.

Report To Be Submitted

The committee working on the draft document wound up its work last week after submitting its report. In addition to John Giordano, committee chairman, members of the rank-and-file panel were Harry Benner, Frederick P. Hartshorn, Clem Hospedales, Phillip Jordan and Richard May.

Besides a series of clarifying clauses required under the terms of new labor law enacted last year, the proposed changes will deal with amendments necessary to cover the reorganized administrative set-up of the Union and other items required for proper servicing of the expanded SIU membership.

In adopting the original resolution proposing updating of the constitution, Seafarers authorized its first general revision in the past eight years. Widely acclaimed as a model trade union document, the SIU constitution has been amended only once since that time.



SIU rank-and-file constitution committee members Harry Benner, Philip Jordan and Richard May find harmony on a point under discussion. The six-man committee that has been working on proposed amendments to the Union constitution has now completed a draft for reading at SIU membership meetings next week.

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the
ball

NEWS HEADLINES IN REVIEW



FRANCE EXPLODES ATOMIC BOMB OVER SAHARA; JOINS U.S., BRITAIN AND RUSSIA AS MEMBER OF 'ATOMIC CLUB'; FRENCH 'PRESTIGE' UP, BUT ATOM-BANNING NEGOTIATIONS AT GENEVA MORE COMPLICATED



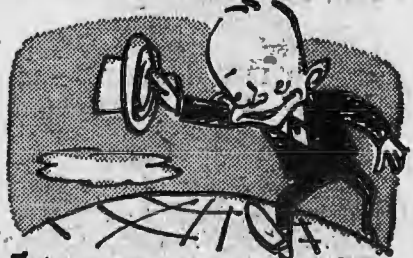
KHRUSHCHEV ON SECOND TOUR OF ASIA... TO COUNTERACT IMPACT OF IKE AND SMOOTH HOSTILITIES CAUSED BY RED CHINA'S RECENT ACTIONS...



'GREAT DEBATE' CONTINUES IN WASHINGTON AS GENERALS AND EXPERTS DISAGREE ON AMERICAN MISSILE STATUS.



RUSSIA GIVES CUBA LOAN OF \$100 MILLION; AGREES TO BUY 5 MILLION TONS OF SUGAR IN NEXT 5 YEARS; CASTRO DRIFT 'LEFT' SEEN.



IKE OFF ON TWO-WEEK, 11,000-MILE TOUR OF SOUTH AMERICA; TO VISIT BRAZIL, ARGENTINA, CHILE, PUERTO RICO AND URUGUAY ON 'GOOD-WILL' TOUR.



QUEEN ELIZABETH OF GREAT BRITAIN HAS A 7-POUND BABY BOY... FIRST CHILD BORN TO A REIGNING MONARCH IN 103 YEARS. BABY IS SECOND IN LINE OF SUCCESSION FOR THRONE.