

AFL PETITIONS FOR NY DOCK ELECTION

—Story On Page 3



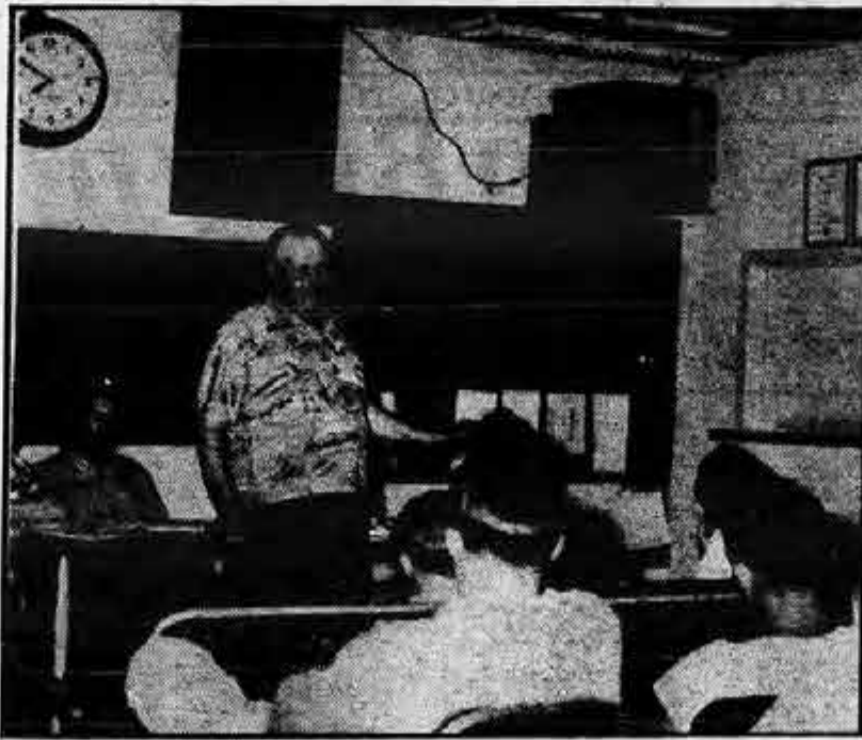
Dock Action.

Members of the AFL-ILA Strategy Committee, top left, address the last SIU membership meeting. At microphone is Vincent Bulone, who, along with the other speakers shown in the background, thanked the Seafarers for their aid in the ILA longshore beef. Paul Hall, SIU secretary - treasurer, left, introduced the men to Seafarers at headquarters. The committee made a report to the Seafarers on the progress of the longshore workers' beef against the old ILA. Once again, the SIU membership voted support to the newly - chartered AFL-ILA union. At bottom, left, AFL-ILA longshoremen head for the docks after assembling at AFL-ILA headquarters in Brooklyn.

(Story On Page 3.)



Veteran Seafarer Hits The Deck



Seafarer B. Roll, 76, addresses the Seattle membership meeting. Roll is collecting disability pay under the SIU Welfare Plan and is still active in the union.

MM&P Strike Ends, Win 18 Demands From Tanker Firms

After an eight-day-long strike, operators of East Coast tankers yielded completely on all demands made by the Masters, Mates and Pilots Union. As a result deck officers have won a 60-day annual vacation clause and several other gains in the new contract, including a new hiring provision.

Approximately 200 tankers were involved in the tieup which ended after the companies signed for 18 contract improvements. All changes are effective as of October 1, 1953.

Hire Through Hall

The new vacation clause provides that officers may take their vacations in one or two parts. All hiring of officers below the chief mate will be through the MM&P hall.

In addition, overtime rates have been increased to \$2.73 an hour from \$2.58 with similar increases in night relief rates and penalty pay. The allowance for non-watching officers has been increased from \$113.81 to \$120.64 a month.

Base wage rates in the contract remain unchanged. However, a new relief clause is provided while a tanker is loading or unloading in

port on weekends or holidays. The mates are allowed 48 hours off during which relief officers will be supplied the ships.

The contract is a 21-month agreement which provides for a wage reopener on December 15, 1954.

Negotiations for the employers were conducted by the Pan American Petroleum and Transport Company. Federal Conciliation Commissioner Harry Winning assisted in the final settlement which came after 22 hours of almost continuous contract talks between the union and the shipowners.

US Yards To Build Ships For Aliens

US shipyards should be going full steam ahead soon in the construction of foreign-flag ships, with the lifting of many restrictions imposed on the yards for the construction of merchant ships for foreign account, the Maritime Administration announced this week. Exceptions to this ban-lifting are only those necessary to assure that such vessels will abstain from trading with Iron Curtain countries, and that no transfer of ownership will take place without the approval of the Maritime Administration.

The new policy will apply only to future construction. In the past, restrictions were imposed providing a fixed period during which the vessel constructed in US shipyards could be requisitioned by the Government.

"Conditions which necessitated the restrictions for the most part no longer prevail," Louis S. Rothschild, Maritime Administrator said, "and their removal should permit our shipyards to compete, subject to currency restrictions, in the world market for new vessel construction on more favorable terms than is presently possible."

The Maritime Administration added that present circumstances do not warrant restrictions on US shipyards in the matter of material priorities, allowing the yards to step up their scheduled production programs.

SIU Crews Lead Protest Against USPHS Closings

A rising tide of protest against the proposed closing of US Public Health Service Hospitals has come from Seafarers aboard several SIU ships. Crewmembers of the Steel Rover and Steel Director (Isthmian), Alamar (Calmar), Queenston Heights (Seatrade) Bingham-

ton Victory (Bull, Alcoa Roamer (Alcoa) and Lone Jack (CS) are among the latest to add their voices to the clamor against the closings.

Typical of the messages was the one sent to Senators and Representatives by the Steel Director crew. "We the undersigned . . ." the crew wrote, "feel that the health of the domestic citizens of the United States, as well as the seagoing citizens, will be greatly impaired by the closing of the USPHS hospitals.

"This service having been in operation for 155 years has done much for the advancement of medical science by voluntary experiments that have been carried out over a period of years in the marine hospitals. Without these experiments medical science would be far behind what it is today.

"In preventing diseases, they have stopped many contagious diseases from foreign countries which would have spread over the US . . .

"Economizing by closing the USPHS hospitals would not be justified against the enormity of endangering the health of the entire population of the United States."

In addition many Seafarers as well as wives and other relatives have notified the LOG that they too are writing letters of protest on the issue to their Senators and Representatives.

Support is coming from other quarters on the issue as well. AFL President George Meany has written Budget Director Joseph Dodge fully endorsing the SIU's position, while Governor Theodore McKeldin of Maryland has indicated that he will make his views felt on the subject.

The barrage of letters was touched off by the action of Budget Director Dodge in asking the Department of Health, Education and Welfare to consider closing all but three USPHS hospitals—the leprosy hospital at Carville, La.; the narcotics hospital at Lexington, Ky.; and the mental hospital at Fort Worth, Texas.

Up until now the Department

has not taken any stand on the Budget Director's request. However, department chairman Mrs. Oveta Culp Hobby led the fight to close five hospitals at the last session of Congress.

During that session two hospitals were shut down while three others were saved only after a last-ditch fight by the SIU and other maritime groups. Cleveland and Fort Stanton were the hospitals to get the axe by the 83rd Congress, with Savannah, Memphis and Detroit warding off the budget-slashing knife for the time being only to come under the latest death-blow aimed at the USPHS hospital program.

Originally, there were 26 hospitals in the program, ten of which have been closed in recent years. Those which have been closed include the Cleveland and Fort Stanton installations as well as the

ones at Vineyard Haven, Mass.; Pittsburgh, Kirkwood, Mo.; San Juan, Ellis Island, Buffalo, Portland, Me., and Mobile. Although the closings have taken place since the end of WW II most of them have occurred in the past two years. The latest proposal threatens to slash the program, once encompassing 26 hospitals, down to the way below-par figure of three.

Maritime groups feel that only vigorous protests on the part of the marine industries will make the legislators sit up and think twice, especially with 1954 coming up as an election year for both houses of Congress. Observers feel that Mrs. Hobby and her department will not stand up against the budget cutting of the Treasury, inasmuch as she led the way to eliminate the Cleveland and Fort Stanton hospitals during the last session of the lawmakers.

If the budget is cut to the bone, as is proposed, not only will the maritime industry feel the blow, but maritime observers believe Government employees as well as the health of the general public will suffer from the cutback in hospital services. The USPHS program serves many thousands of Government personnel yearly, as well as adding to medical advances in all fields.

The final decision on the fate of the hospitals will be made at the next session of Congress. The SIU, and other maritime unions are preparing for a vigorous battle on that score when Congress opens its 1954 session.

Union, Co's Sign 60-Day Extensions

Virtually all SIU - contracted companies have signed agreements to extend the old contract for another 60 days without prejudice to retroactive pay. The signings mean that the new agreement, when completed, will go into effect as of October 1, 1953.

Those companies which have not yet signed the memorandum are expected to do so within the next few days.

The contract extension was decided on when it became apparent that Union and company negotiators would be unable to complete a new contract by the time the old one ran out. The extension will enable both sides to continue negotiations in an orderly manner without interruption of shipping services.

Meeting Night Every 2 Weeks

Regular membership meetings in SIU headquarters and at all branches are held every second Wednesday night at 7 PM. The schedule for the next few meetings is as follows: October 21, November 4, November 18.

All Seafarers registered on the shipping list are required to attend the meetings.

European Labor Leaders Shown Around Hall



Visiting the headquarters building in New York recently were three men active in the labor movement in Europe. They are, left to right, Irving Brown, AFL representative in Europe; Pierre Ferrisani, Mediterranean Committee, ITF; and Willie Dorchain, ITF representative. Joe Algina, assistant secretary-treasurer, right, shows them around the hall.

SEAFARERS LOG

Oct. 16, 1953 Vol. XV. No. 21

As I See It Page 4
Committees At Work Page 6
Crossword Puzzle Page 12
Editorial Page 13
Foc'sle Photographer Page 19
Galley Cleanings Page 20
Inquiring Seafarer Page 12
In The Wake Page 12
Labor Round-Up Page 13
Letters Pages 21, 22
Maritime Page 16
Meet The Seafarer Page 12
On The Job Page 16
Personals Page 25
Quiz Page 19
Seafarers In Action Page 16
Ship's Minutes Pages 24, 25
SIU History Cartoon Page 9
Sports Line Page 20
Ten Years Ago Page 12
Top Of The News Page 7
Union Talk Page 9
Wash. News Letter Page 6
Welfare Benefits Pages 26, 27
Welfare Report Page 8
Your Constitution Page 5
Your Dollar's Worth Page 7

Published biweekly at the headquarters of the Seafarers International Union, Atlantic & Gulf District, AFL, 675 Fourth Avenue, Brooklyn 32, N.Y. Tel. 574-1111 B-4671. Entered as second class matter at the Post Office in Brooklyn, N.Y. under the Act of August 24, 1912.

THE NEW YORK LONGSHOREMAN

VOL. 1, NO. 1 OFFICIAL ORGAN OF THE AFL INTERNATIONAL LONGSHOREMEN'S ASSOCIATION OCTOBER 4, 1953

NY DOCKMEN ARE GOING AFL!

BULLETIN—Locals 908 And 976 Join AFL! Two more locals voted late last night to abandon the dying ILA and join forces with the new AFL longshoremen's union. In Brooklyn local 908 with 1,200 members, voted 514 to 159 to join the AFL, while freight handlers of westside local 976 voted to join the AFL ranks.



Reproduction of the front page of the first issue of the newspaper being published by the AFL-ILA for New York longshoremen. The second issue of the paper, which appeared this week, indicated the new dock union was a going concern and in business to stay.

AFL-ILA Routing Anastasia In Bklyn; Files For NY Vote



Natily-dressed lieutenants of Tony Anastasia discuss the next move for the old ILA longshoremen at the Erie Basin pier as AFL-ILA longshoremen work cargo. Rank-and-file longshoremen in the Anastasia-controlled locals mill about in the background.

Dep't Store Executive Named US Labor Sec'y

A new Secretary of Labor to replace Martin Durkin, who resigned, has been named by President Eisenhower. He is James P. Mitchell of New Jersey who has been a labor relations expert for large department stores.

At the same time Under-Secretary of Labor Lloyd A. Mashburn, the last AFL representative in the department, resigned his post and returned to the Wood, Wire and Metal Lathers International Union.

No Labor Men

Since the CIO has no representative in the Labor Department, it means that the Department is without any representation from either labor federation. In the past it has been the practice to have at least one man from each federation holding a responsible position in the Department.

Before his appointment, Mit-

chell was serving in the Defense Department as Assistant Secretary for Manpower and Reserve Affairs.

One problem that the new Secretary will face, in the opinion of Washington observers, is the question of what to do about recommendations for amending the Taft-



James P. Mitchell

Hartley law. It was this issue which caused the resignation of the previous Secretary, Martin P. Durkin of the Plumbers Union.

Durkin resigned after a dispute with the Eisenhower administration over proposed amendments that the White House was supposed to recommend to Congress. The outgoing Labor Secretary charged that the President had promised to send the amendments to Congress only to recall them when other members of the administration family objected to the amending procedure.

As a result, Durkin has returned to his former post as president of the Plumbers and Steamfitters Union.

For the present, Mitchell said he was not prepared to make any statements on the Taft-Hartley issue, although some Senators are reportedly preparing amendments to the law.

Their boodle empire collapsing on their heads, racketeering leaders of the old ILA have their backs to the wall as the newly-chartered AFL-ILA has taken huge forward strides both on and off the docks. An AFL-ILA petition for a port-wide

election for longshoremen in New York has been filed with the National Labor Relations Board, backed up by thousands of pledge cards from rank and file longshoremen. And down in Erie Basin, Brooklyn, the very heart of Tony Anastasia's kingdom, AFL-ILA longshoremen have completely taken over the key Breakwater Pier.

Developments are coming fast and furious in the three-week-old drive by the new AFL union which is being backed up by Seafarers and Teamsters. Already the new union, which has established temporary headquarters in Brooklyn and Manhattan and clean elements in the ranks of longshoremen are taking charge of organizing operations, with advice and planning assistance from the SIU.

Intimidation Fails

Beset on all sides by the new union, Anastasia's only response has been a couple of banzai charges by select groups of hirelings. But the old tactics of intimidation which served the racketeer elements are fast becoming useless in the face of the tidal swing to the new AFL-ILA.

To add to their difficulties the old-line ILA leaders have been beset with indictments and other court actions designed to put an end to their racketeering on the waterfront.

Locals Swing Over

In the three brief weeks since the drive began the AFL-ILA has won elections in seven local unions in New York City. Out of town locals too, have voted to join the new union, with two sugarhouse locals in Philadelphia, two in Puerto Rico and the entire north-west coast and Alaskan district going AFL. In every instance where local union members have been permitted a secret ballot vote, they have voted by convincing margins for AFL affiliation and against the racket leadership of the old union.

These local union decisions are in addition to written pledge cards received from thousands of other

longshoremen still under the domination of the old union. Judging from the sentiment in the longshore membership, it is only a matter of time before the AFL-ILA takes over lock, stock and barrel.

The key to the situation has been the struggle over the Brooklyn docks centering at the Bull Line piers at 20th and 21st Street and the Erie Basin Breakwater. It is in these two places that the new AFL-ILA has scored its greatest successes thus far, and dealt crushing blows to Anastasia's rule. It was Anastasia himself who made the first move — one which boomeranged on him immediately. On October 7 at 8 AM he turned up with a gang of hirelings at the Bull Line's 20th Street pier where the SIU-manned Kathryn was loading for her Puerto Rico run. He set up a line in front of the pier gate and challenged members of the AFL-ILA, taking books away from 36 men and telling them they could not work on the docks anymore.

Hit Back at Anastasia

Immediately the AFL-ILA struck back with the full support of the Seafarers and Teamsters. SIU men walked off the Kathryn halting the loading of the ship and Teamsters Union members refused to deliver freight to the vessel. The same action was taken on the Steel Vendor docked at the Breakwater. An ultimatum was then delivered to the stevedoring corporation and the shipping companies to fire Tony "Spanish" the hiring boss at the Breakwater, one other hiring boss, and a loader and assistant foreman at the Bull Line pier, all of whom were henchmen of Anastasia. After three days the shipping companies capitulated. New hiring bosses were named and a shape-up was taken at noon on Monday, October 12.

AFL-ILA members, defying the threats of Anastasia and his squads, went into the Breakwater and to Bull Line and started to unload. They were greeted by a barrage of rocks and an attempt to storm the gates which was quick-

ly beaten back by New York police. But the climax of the day was yet to come.

After the day's work was over, the AFL-ILA men returned to the new Union's headquarters at 21st Street. It was then that Anastasia's squads put on their banzai charge. Two squads stormed up 20th and 21st Street toward SIU

(Continued on page 17)

New Exams On For SIU Scholarship

Preparations for the second annual SIU Scholarship Plan awards are already underway, the Union announced, with several applicants having applied for the next group of examinations to be eligible for college work beginning September 1954. Four four-year scholarships will be awarded.

After similar examinations, four scholarships, worth \$6,000 each, were awarded to children of Seafarers for the 1953 college year. At the present time several applicants are eligible for the next group of scholarship exams, with the closing date for eligibility set for Feb. 20, 1954. One qualifying exam has been held for next year's awards, with three more due to come up on December 5, 1953, and on January 9 and March 13, 1954.

All applications will be received and processed until the Feb. 20th cutoff date, with the eligible applicants sitting for any one of the three remaining exams. Only in this way can they be eligible for the 1954 scholarship benefits.

Seafarers who have had three years sea time, and children of Seafarers who meet the same requirements are eligible for the benefits under the plan.

US Closes 7 Foreign Port Consulates

Several US consulates in foreign ports have been closed as the result of a State Department economy program. They are among 22 consulates all over the world that have been shut down in recent months.

The closing of the consulates was prompted by fund cuts made in State Department appropriations as a result of the administration's economy drive.

Ports Covered

Port consulates affected by the closing include Vitoria, Brazil; Georgetown, British Guiana; Tenerife in the Canary Islands; Gibraltar; Bari, Italy; Bergen, Norway and Cebu, Philippine Islands.

As a result seamen who have to go ashore in those ports because of injury or illness will be deprived of the consulate services that they would otherwise receive.

The consulates are also responsible for certifying emergency replacements to ships in certain instances. Closing of the consulates will remove effective control of replacements in the affected ports.

MSTS Hauls Huge Tonnage In 4 Years

Just how large military cargo and passengers loom in the general US shipping picture is revealed by a four-year report issued by the Military Sea Transportation Service. The MSTS, formed through unification of Army and Navy transport services, reports it has moved more than 93 million tons of cargo, nearly 8 million passengers and more than 53 million long tons of oil in the four years of its existence.

Most of this material, of course, has moved on privately-owned ships chartered to MSTS. But a great deal of it, particularly passengers, went on the MSTS' own 260-ship fleet, including many large transports used to carry troops, dependents of men in service, UN officials, displaced persons and the like.

\$2 Billion

Just how much cargo and how many passengers were carried on the MSTS ships themselves is hard to determine since for purposes of statistics privately owned ships under charters to MSTS are listed as MSTS ships. However, one figure gives some idea of the extent of MSTS' own operations. In the four year period from October 1, 1949 through October 1, 1953, the total expenses of the agency were better than \$2.1 billion. Payments to private shipowners for their services were \$1.5 billion. Allowing for administrative expenses it appears that half a billion dollars went for the operation of the Service's own ships.

Shipowners Seek Cargo

Groups of private shipowners, notably the tramp ship operators, have been arguing that more MSTS cargoes could move on private ships instead of on MSTS vessels. The MSTS has claimed that the tramp ships are not suitable in all cases for the cargo-moving operations involved. This has been challenged by the shipowners.

Obviously, the disposition of MSTS cargo, whether on private ships or on Government vessels, is

bound to be an important matter affecting the welfare of US shipping. Measures have been introduced in Congress that would limit MSTS activity and give full preference to privately-owned tankers, passenger ships and cargo vessels before any Government tonnage is used. These measures are expected to be debated at length in the next session of Congress.

Maritime Board Orders New Bloomfield Subsidy Test

The Federal Maritime Board will hear rearguments on the Bloomfield Shipping Company subsidy proceedings in Washington on November 3. These rearguments will be based upon petitions submitted by the Lykes Steamship Company and the Waterman Steamship Corporation for reconsideration of the board's decision favorable to Bloomfield.

Bloomfield is applying for operating subsidies on two trade routes, one to northern European ports and one to the Mediterranean area. Two initial rulings, both favorable to Bloomfield, held that present steamship services on the two trade routes were not adequate and that the company, although not an existing operator over the two routes, was eligible for subsidy under the Merchant Marine Act of 1936.

Ban Reopening

The Waterman and Lykes companies were denied the right to reopen the case in order to submit new evidence. They were allowed to request a reconsideration of the board's ruling because two members of the board, Louis S. Rothchild and E. Claggett Upton, had not taken office at the time of the rulings. This meeting of the board is expected to finally dispose of the case, which has been going on for

Throw In For A Meeting Job

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

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

The Union also welcomes discussions, suggestions and motions on the business before the meeting.

As I See It . . .

Paul Hall



OUR SIU SCHOLARSHIP PLAN HAS BEGUN ITS SECOND round with interviews and tests for those who would like to get a fully-paid college education through the Union. As the brothers know, we awarded four \$6,000 scholarships this year to four children of Seafarers. These scholarship winners are attending the colleges and universities of their choice right now.

Next September four more winners will be able to begin their studies. They might be Seafarers themselves, or children of men who have sailed with our Union. Whatever the case, each one has an equal chance and each one is judged on his or her merits.

Some of our members held back a little on applying for these scholarships feeling that the standards might be a little too tough for them to meet. Actually though, the purpose of this plan is to give a crack at a college education to those who can profit from it. And that means that the scholarships are open to anybody who can show a pretty decent high school record and handle himself well on the required college entrance examinations.

There's still some time to act on this, but I would advise the brothers to throw their names in the basket and get themselves qualified for a really fine scholarship—one that can hardly be equalled anywhere in the country.

All of the candidates who did win our last scholarships told us they weren't very sure of success but gave it a try just in case. It takes very little trouble and effort to file an application and it can pay off very handsily.



WE'VE HAD QUITE A FINE RESPONSE UP UNTIL NOW ON OUR request for support from the ships on keeping open the US Public Health Service hospitals. It's quite clear that the membership of this Union is aroused on this score and realizes the importance of the hospitals to their well-being.

Naturally, the issue hasn't come to a head yet and won't until Congress gets back to work in Washington. But in the meantime, it will do no harm (in fact it can do quite a bit of good) if the membership keeps after their Congressmen on this issue. If any of the brothers need any information on where to write or who to write on this subject, your Union will be glad to give them the necessary material.

Some of the membership too, are concerned about what will happen if the hospitals should be closed. The crew of the Binghamton Victory, for one, has written the Union suggesting that the SIU go out for a group hospital insurance plan in our negotiations with the shipowners to replace the USPHS program.

It's a bit too early, of course, to say that the hospitals are finished. As a matter of fact your Union is hopeful that this raw deal that the Budget Director is trying to feed the seamen can be blocked and the hospitals kept open. In any event, should the closings go through, your Union will be fully prepared to take necessary action to protect the health and well-being of the Seafarers.



AS IS REPORTED IN THIS ISSUE OF THE SEAFARERS LOG most of the shipping companies we do business with have agreed to extend the contract for 60 days while guaranteeing our men their retroactivity. That means that every improvement that will be provided in this new agreement will go back to October 1, the date the new contract will go into effect.

We are still working on these contract matters and just as soon as there is something definite to report on this score, the membership will be fully-informed as to the progress and outcome of the negotiations. Those few companies that have yet to sign the extension agreement are expected to do so without delay.



YOUR UNION IS ALWAYS LOOKING FOR WAYS TO OPERATE in a more efficient manner and provide speedier service for the membership. Consequently, we have installed a teletype system in all our ports that makes for rapid communication from one port to another and between headquarters and the outports.

It's easy to see what advantages this offers to a Union like ours. If headquarters needs important information from an outport agent, it can get it in a matter of minutes, instead of waiting a day for the mails. The same goes on any other communications that normally pass day by day, between the various ports. It also saves quite a bit of time that would otherwise be used in letter-writing and in trying to get through long-distance phone circuits that are often all jammed up. Thus where members have problems that require inter-port communications, speedy service can be given the Seafarer.



From the practical experience we have had operating this system, thus far it has worked in excellent fashion. Our organizers too, are finding it quite handy in contacting each other in the various ports, so that it has proved very useful in the Atlantic Refining organizing campaign.

The teletype system would also prove very valuable in the event your Union gets involved in a major beef of any kind. It means that the whole district would be able to take instant action on any problem that might arise, and as such it is an important asset to our organization, and to the membership.

SS Puerto Rico Sold By Bull For \$500,000

The Puerto Rico, 7,114-gross ton passenger liner, has been sold by the Bull Lines to Swiss interests. The sale is subject to approval of transfer of flag by the Maritime Administration.

The 441-foot vessel was purchased by the Arosa Line for \$500,000. Plans for the vessel call for it to operate between Canadian and continental European ports, joining the company's vessel, the Arosa Kulm, on the same run. In addition, the new owners plan to remodel the ship and to increase her passenger capacity from the present 200 first-class berths to about 600.

The liner, formerly operating between New York and the Caribbean ports of San Juan, PR, and St. Thomas, VI, has been in 'idle status since last March. Attempts to sell the 22-year-old vessel last month to domestic interests met with disappointment when the sole offer was one of \$140,000 by a major steel company to acquire the ship for scrapping. The offer was rejected.

Dentists Knock Toothpaste Ads

The American Dental Association has decided that it isn't the toothpaste you use, but the toothbrush which helps prevent tooth decay. Meeting in Cleveland, the Association decided that none of the new toothpastes on the market had any particular effect, whether they have ammonia, chlorophyll or anything else in them.

Some of the dentists present suggested that maybe the Federal Food and Drug Administration ought to take a hand in the matter by cracking down on exaggerated advertising claims.

BROTHER CHAIRMAN!

It was old home week in Tampa, Florida, at their last September membership meeting with three Floridians running the meeting. Handling the chair was Burns Powell, who hails from Bartow. A deck seaman with the SIU, Powell was born in the 'Gator State on February 24, 1921. He joined the Union up in New York in 1944, but likes to stick pretty close to Bartow, where he and his wife have their home.

Seafarer A. Masciello was recording secretary at the meeting. A native of Italy, the 51-year-old steward also has settled in Tampa with his family. He joined the Union in Tampa on July 12, 1949. Reading clerk James Kelly joined the Union in Baltimore on May 28, 1947. He's 25 years old and also makes Tampa his home.



Kelly

One midwesterner who still keeps his home away from salt water is Seafarer James Mathews,

who chaired a recent Galveston port meeting. Mathews, a deck seaman, was born in Missouri 28 years ago and still lives in that state. Belnor, Missouri, is his home town. He's married, and joined the Union in November, 1948 at the Texas port.

Another officer of the Galveston meeting was Bob Wilkins, who, unlike Mathews, is a native Texan all the way. He holds Union membership for seven years, joining in Mobile on January 11, 1946. Wilkins lives in Lufkins, Texas, and sails in the engine department.

Seafarer Robert R. Miller was the choice of the Norfolk membership as meeting chairman at their September 23 session. Miller, an engine department man, joined the Union in New York on May 20, 1949. He's 33 years old, married, and a native of North Carolina, but now lives in Norfolk.



Miller

Maritime Training Cut, Alameda Base To Close

The long-disputed Government program for unlicensed seamen will be cut back sharply as a result of budget reductions. Consequently, the Maritime Administration has indicated that it will close down the Alameda, California, training station next year, and may have to limit its courses at Sheepshead Bay, New York.

Louis S. Rothschild, chairman of

the Maritime Administration, has appealed to steamship companies and maritime unions to help support the training program. He said that there would be no funds available for correspondence courses in 1955 unless the industry chipped in to keep them going.

In the past, private industry has not looked with favor upon similar proposals to fill the coffers and help support the maritime training program.

Under Fire From SIU

The maritime training program is only one of several Government-supported services for the industry which is feeling the pinch of an administration-sponsored economy drive. However, it has long been under fire from the SIU and other maritime unions as a "wrong end to" approach to maritime problems.

For many years the SIU has opposed Government training programs on the grounds that unions could always supply enough trained men to meet any emergency. During the heavy shipping of early 1952 the SIU opened its own training school for deck seamen to meet the demand.

"We've always felt" an SIU headquarters spokesman said, "that the money used to train seamen could have been used better to help provide a modern, up-to-date merchant fleet. It isn't much use to train a lot of seamen and officers if the merchant fleet isn't growing at a rate sufficient to provide berths for them."

In his letter to the industry, Rothschild stated that the Sheepshead Bay Training Station is operated at a cost of \$475,000 a year, while an additional \$178,000 annually goes for correspondence courses. Much larger sums are spent to maintain the Kings Point Merchant Marine Academy which graduates licensed mates and engineers.

The program was successful in keeping SIU-contracted ships fully-manned in the emergency shipping period.

Bryson Again Indicted On Oath Charge

Hugh Bryson, head of the Communist-controlled National Union of Marine Cooks and Stewards, has been indicted once again on charges that he perjured on a non-Communist affidavit. Bryson filed the affidavit with the National Labor Relations Board as required of all union leaders who want to take representation cases before the Board.

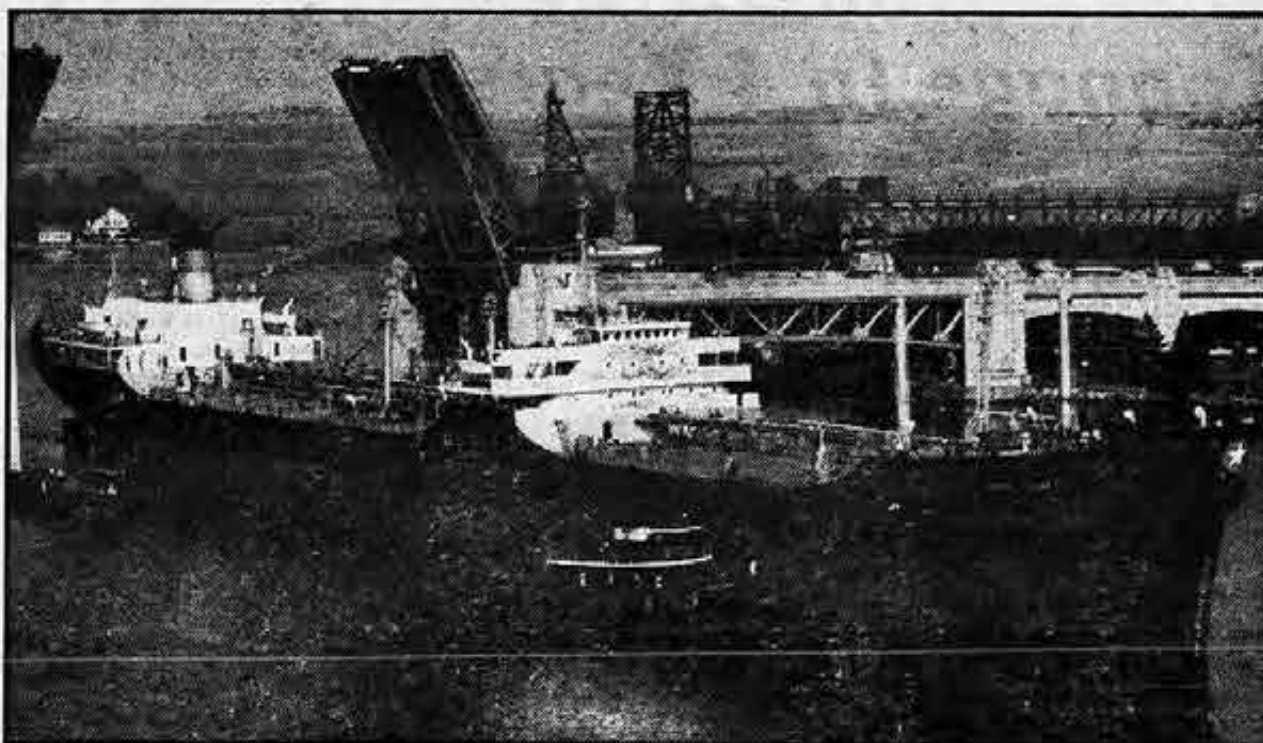
This second indictment has been issued in Washington, DC, by a Federal grand jury. It was necessary because of a legal technicality which required that the indictment be issued only at the place that the affidavit had been filed. The original indictment had been issued in San Francisco.

Three-Count Charge

Three counts are included in the charges—that Bryson falsely stated he was not a member of the Communist Party, that he was in no way affiliated with the Party and that he did not support an organization advocating violent overthrow of the Government.

The NUMC&S control over steward department members on West Coast ships has been challenged by the AFL Marine Cooks and Stewards who have been organizing on these vessels. Should the indictment be upheld in the Courts, it would have an important bearing on any potential NLRB election on these ships, as Bryson's conviction would exclude the NUMC&S from the ballot.

New Tanker, Mariner For SIU



Soon to be crewed by Seafarers from the Boston hall, the Orion Comet is shown moving out with the aid of a tug on one of her first sea trials before she crews for her first run with MSTs cargo. The 29,000-ton supertanker is one of four such ships being built for Colonial.

BOSTON—The first of four new super-tankers, the 29,000-ton Orion Comet, has passed her sea trials and will take on a full SIU crew before leaving on an MSTs-chartered run to an unannounced destination. Headed up by that well-known Seafarer, John "Bananas" Zierris as bosun, the SIU crew went aboard the 29,000-ton vessel on Tuesday, October 13.

Meanwhile, the Philadelphia

branch hall is expecting to ship a crew aboard another brand-new vessel, the Badger Mariner, as soon as that vessel gets ready to go to

sea under charter to the SIU-contracted South American Steamship Company. The Badger will be the fifth Mariner-type ship to be assigned to an SIU company. The other four are the Keystone Mariner (Waterman); the Cornhusker Mariner (Robin Line); Magnolia Mariner (Mississippi) and Hoosier Mariner (Isthmian).

One of Four

The Orion Comet is one of four supertankers ordered by the Colonial Steamship Company. She was built in the Quincy, Massachusetts, yard of the Bethlehem Shipbuilding Corporation and was launched in August. Since then she has been undergoing final outfitting and equipping, as well as the necessary trial runs before going to sea.

Colonial has applications for six more supertankers now pending with the Government. The ships would be built under the construction subsidy provisions of the Long Range Shipping Law that was passed at the 1952 session of Congress.

The Keystone Mariner was the first of the new class of Government-built, post-war freighters assigned to an SIU company. The new, speedy modern freighters so far are the only new ships actually built or under construction by the Government since the end of World War II. Thirty-five Mariners will be built altogether by the Government, which has assigned about 20 for operation by private steamship companies.

Dummy 'Union' Heads For Trouble At Labor Board

Following along the lines of other ill-fated "independent unions," a dummy labor outfit aboard the motor vessel Excello, a converted LST belonging to the Excello Corporation, will have to do some fancy talking when it comes before the NLRB in New Haven, Conn., on November 4.

Earlier this year SIU organizers signed the entire crew, first of a fleet of ships to haul formaldehyde for the outfit, a subsidiary of the T.A.D. Jones Corporation of New Haven. Despite the announced loyalties of the crew, the company decided to go ahead with intimidations, threats and discriminatory firings to get SIU supporters off the ship. In addition, the company established its own "union" as well. Filing of unfair labor charges against the company followed continued firings and the company's refusal to bargain with the SIU as the recognized bargaining agent.

Big Name Anyway

The so-called "Independent Union of the Motor Vessel Excello" is a one-ship, one-company outfit, with the bosun and chief steward of the ship at the helm. The lead-

ership also includes a non-seaman lawyer, whose office doubles as the "union" office. In addition, the bosun, top official of the outfit, is the son of Captain Stanley, master of the Excello, wrapping up the "union" in a tight knot for the company.

Approximately 25 men are employed by the company. Firing of at least three former employees has been documented as unfair labor charges against the company. Many of the men fired from the company are now shipping SIU, pending the outcome of the legal action.

Almost immediately after the SIU request for recognition by the company, the newly-established "union" posted a schedule of new pay scales slightly higher than Union wages. However, no actual contract exists between the "union" and the company. The ship is in regular service between Harbor Island, Texas, and New Haven.

Don't Send Your Baggage COD

Seafarers have again been warned not to send their baggage COD to any Union hall. No Union hall can accept delivery of any baggage where express charges have not been prepaid.

Men who send baggage COD to Union halls face the prospect of having to go to a lot of trouble and red tape with the Railway Express Co. All COD baggage—regardless of the port—goes to the local express office, where it is held by the express company until claimed.

Seafarers who want to be sure of getting their baggage when they want it, can send it to any Union hall provided they prepay the shipping charges.



Two new Seafarers, Raymond W. Morey, left, and Nelson E. Norwood, right, receive their books from Mickey Wilburn, SIU representative, right, on Harbor Island. Fired by the company, the former members of the Excello crew are now shipping with the SIU pending outcome of unfair charges.

YOU and the SIU CONSTITUTION

YOUR RIGHTS AND PRIVILEGES AS SIU MEN ARE GUARANTEED BY YOUR CONSTITUTION. THIS FEATURE IS DESIGNED TO ACQUAINT YOU WITH THESE RIGHTS AND PRIVILEGES.

From Article XVII
"This Union may publish pamphlets, journals, newspapers, magazines, periodicals, and general literature, in such manner as may be determined, from time to time, by a majority vote of the membership."

On the beach and on the ships the SIU membership is fully informed of the goings-on in the organization through its bi-weekly 28-page newspaper. Booklets on various educational subjects are also published from time to time.



New Orleans Gets SIU Blood Bank



One of the volunteers to contribute blood to the new SIU blood bank in New Orleans is Seafarer James Noonan. Here a New Orleans hospital technician takes Noonan's blood pressure. This New Orleans bank will be a permanent feature and all Union members will be able to draw on it.

Seafarers in the port of New Orleans now have their own blood bank at the local US Public Health Hospital, with assurance of sufficient blood on hand at all times to meet any emergency. The local membership has agreed to make regular donations to the bank and in turn the hospital will reserve at least 15 pints for use by ill or injured Seafarers.

In the past in New Orleans, as in other ports, the hospitals have had to ask for volunteers to meet the blood needs of Seafarer-patients. Volunteers have always been available, but the hospital authorities felt it would be better if a supply of blood was on hand to meet immediate needs. Accordingly, arrangements were made to set up a regular blood bank.

The blood bank was opened on September 29 when five Seafarers, Burton Owens, Milton Wetzell,

James Noonan, Stanley Freeman and Robert High went down to donate a pint each. Four of the men passed the physical for blood donors and started the bank going.

Arrangements have been made with the SIU New Orleans branch for regular donations on Mondays to keep the blood bank up to its minimum needs.

Court Proposes Change In CG Screening Set-up

SAN FRANCISCO—A court decision upholding Coast Guard screening of seamen but recommending changes in the screening procedure has been issued by the Ninth Circuit Court of Appeals.

The case arose out of a Government appeal from a District Court decision which acquitted three members of the Communist-dominated National Union of Marine Cooks and Stewards on a charge of working without validated papers.

Denied Clearance

The three men involved had been denied clearance by the Coast Guard, presumably because they were bad security risks. When the case came up in the District Court, the men were acquitted on the grounds that the screening act was unconstitutional.

However, the Circuit Court of Appeals ruled that the act was constitutional, but that a bill of particulars stating the nature of the charges should be given the accused men.

It's expected that the entire issue will eventually wind up in the US Supreme Court for final decision. Meanwhile the screening of seamen and waterfront workers will continue on the present basis.

SIU COMMITTEES

AT WORK

Sometimes questions might be raised about the importance of the weekly auditing committees in the light of the fact that the Union has quarterly financial committees, also elected by the membership, who go over the same grounds once more. Actually though, the weekly committees perform a function that can't be done by the quarterly committee in this sense—they spotlight the week by week income and outgo of each port, something which does not stand out in the district-wide summation prepared by the quarterly committee.

Through the weekly reports it is a very easy matter to check on the smallest expenditure in any port. And if there is any question about any expenditure, it is easy to go back and find just where it was made and why.

Forty-Cent Item

To show how thoroughgoing this procedure is, the last Baltimore weekly committee consisting of



Masek

Lucas, noted a 90-cent charge for

M. Masek, M. Beeching and M. Cotty noted an expenditure of 40 cents for a new socket and \$1.21 for registered mail. In Wilmington, the three man committee, P. Brinson, J. S. Williams and A.

bank services and \$3.66 for office supplies.

At the same time of course, the committees report all the major and regular office expenses incurred including such items as telephone, electricity, rent (if any), gas and oil, office supplies and the like.

It's obvious that if at any time in any port an expenditure seemed to be out of line, it would show up immediately in these weekly reports and action taken to justify the expenditure or correct the situation.

Another point to be considered is the very fact

that this is a weekly report. Steps can be taken week by week to control expenses. On a quarterly basis, the Union would have to wait two or three months before it could act to make adjustments where needed.

And last but not least, the weekly reports serve to provide even wider participation by Seafarers in the financial affairs of the Union, something which is all to the good.

These auditing committees serve as a safeguard to the membership to the money belonging to the SIU and to its members.



Brinson

Quitting Ship? Notify Union

A reminder from SIU headquarters cautions all Seafarers leaving their ships to contact the hall in ample time to allow the Union to dispatch a replacement. Failure to give notice before paying off may cause a delayed sailing, force the ship to sail short of the manning requirements and needlessly make their work tougher for your shipmates.

SIU NEWSLETTER from WASHINGTON

The Departments of Commerce and Labor, as well as the Bureau of the Budget, are set to defeat passage of a bill introduced earlier this year by Representative Tollefson, Washington, that would eliminate the provision from existing law that seamen discharged without cause, before one month's wages are earned, shall be entitled to receive from the employer, in addition to any wages earned, a sum equal to one month's wages.

Labor Department officials, approached on the subject, say that the requirement that seamen be paid "penalty wages" in the event they are discharged prior to earning one month's wages provides a certain amount of employment stability in an industry in which stability is otherwise lacking.

The Commerce Department feels that apparently the Tollefson bill, which now seems doomed, is based on the theory that the shipowner must pay penalty wages to seamen if the vessel completes its voyage within one month, regardless of whether this constitutes a breach of the shipping articles. Officials of the Commerce Department say that the bill would not deprive a seaman of his right to sue for breach of contract. However, they add, it would deprive the litigants and the courts of a convenient rule for assessing the amount of damages the seaman can recover for an unwarranted discharge prior to earning one month's wages. The present statute specifies that the seaman's recovery shall be the equivalent of one month's wages.

Under the Tollefson bill, however, seamen would be compelled to prove their damages and the courts would be confronted with the task of determining the amount of these damages. The result would be an increased burden on the seamen, the shipowners, and the courts. The Department of Commerce says that the present law provides a preferable and practicable means of compensating the seaman.

~ ~ ~

Despite the fact that American subsidized lines have put up a bold bid for retention of the present subsidy system under the 1936 Merchant Marine Act, the chances are good that Congress, within a couple of years, will think seriously about drastically altering this system. For the past few years, the Congressional Appropriation Committees have been hacking away at the operating subsidy system, and have made it clear that they do not like the way the subsidy has been administered.

Added to this is the fact that the General Accounting Office, watchdog of the public treasury, has commented unfavorably about the increase in wealth of the subsidized lines in the past 15 years. The combination of these two big factors would indicate that the present subsidy system may not hold up.

Another factor to be considered is that the Defense Department has indicated the the subsidized lines hold only about one-half of the shipping capacity needed. Therefore, to the extent that the 1936 Act has worked, it has worked to help only this 50% of the fleet.

The fact that Congressional Appropriation Committees have been reluctant to pay for subsidy already earned by subsidized lines points to an eventual drastic revision of the whole operating subsidy set-up.

~ ~ ~

Export controls of the Office of International Trade have been extended to include watercraft of US registry intended for scrapping abroad. This new rule applies to ships of US registry located in foreign waters which are to be scrapped as well as to vessels located in the US.

This control was instituted by the Government because of the continued shortage of iron and steel scrap required for domestic steel production. Approval of requests for scrapping vessels abroad will be limited generally, by OIT, to cases where the scrap cannot be made available economically for use in the US.

No change has been made in the requirement that sales to non-citizens, or transfers to foreign registry of US privately-owned vessels, must be approved by the Maritime Administration. Thus, where a sale or transfer to foreign ownership or registry for scrapping is involved, application must be made to both the Maritime Administration and OIT. Where the vessel remains under US registry or ownership, application for scrapping abroad need only be made to OIT.

~ ~ ~

Louis S. Rothschild, Maritime Administrator and Chairman of the Federal Maritime Board, continues to remain something of a mystery man, even to the maritime industry. On the part of the operators, many of them are still wondering just how Mr. Rothschild stands on the subject of a strong American merchant marine.

For example, it is understood that he refused to go to bat for the operators and unions, in connection with the proposed closing of marine hospitals. When approached on this subject, he contended that he had nothing to do with the Public Health Service hospitals, that he was supposed to administer the shipping laws.

In line with the thinking of the Republican Administration, Mr. Rothschild believes that public funds should not be used for the construction and operation of ships, unless it is definite that more transportation capacity is essential to meet the requirements of commerce and national security.

~ ~ ~

In the past, the US Government has gone into the ship construction business in the hope of selling the vessels at a later date. However, future Government shipbuilding programs will not be on a take-it-or-leave-it basis. Under new legislation, passed earlier this year, the maritime industry will be encouraged to develop and build ships itself, with outside private financing.

The policy here is that the Government wants private financing to become the pattern and wants more Americans thus to have a stake in the shipping business.

Your SIU Washington Reporter

Top of the News

STEVENSON AT WHITE HOUSE—Adlai Stevenson, 1952 Democratic candidate for the Presidency, called on President Eisenhower last week to report on his world tour and to give his suggestions in the field of foreign relations. The former Illinois governor reported his findings to the President, Secretary of State Dulles and several cabinet members and Congressional leaders at a White House luncheon where he was guest of honor. Afterward, he conferred with the president for an hour. His principal suggestion was the drafting of a non-aggression pact with Russia, similar to the Locarno Treaty.



President Dwight Eisenhower and his opponent of last November, Adlai Stevenson, leave the White House after lunch together.

TRIALS IN MIDEAST

—In Iran and Egypt politicians who only a few months ago had been the objects of public acclaim found themselves on trial for their lives. Most important of these was Mohammed Mossadegh, former Iranian premier. A successful coup by Gen. Zahedi brought the Shah back from a three-day exile and tumbled Mossadegh from power. An air of secrecy and censorship prevails in Iran and there have been few reports about the interrogation of the former premier. The Shah and his supporters fear a public trial for the former premier might be the signal for Mossadegh supporters and Tudeh party members to attempt to seize power.

INDIANS IN DIFFICULT ROLE—Lieut. Gen. K. S. Thimayya, at his first press conference as chairman of the Neutral Nations Repatriation Commission, indicated the difficult situation in which the Indian forces in Korea found themselves. Long the subject of widespread criticism in South Korea, the Indians aroused the ire of the Communists of the north when Gen. Thimayya was quoted that his troops would not attempt to check a mass escape attempt by anti-Communist POWs. He said that such an order could only result in mass slaughter. While the Communists regarded this statement as the "green light" for such an attempt, American sources resented the remarks by the Indian commander as oblique criticism of American treatment of the Kojie Island outbreaks.

BRITISH MOVE AGAINST GUIANA REDS — British troops and naval forces were rushed to the South American colony of British Guiana to forestall a suspected attempt to set up a Communist-dominated state. The crisis in Guiana is the result of a series of strikes by plantation workers. The governing People's Progressive Party took the side of the strikers and threatened to curtail the powers of the crown-appointed governor. The British Foreign Office claims that the PPP is Communist dominated and that the colony's prime minister, Cheddi Jagan, and his American born wife are Communist sympathizers.

US, BRITISH PULL OUT OF TRIESTE—The United States and Great Britain announced that they would pull their troops out of Zone A in the disputed territory of Trieste. The two powers also informed the Italian and Yugoslav governments that they would turn over the zone's civil administration to the Italian government, while allowing Zone B to remain in the hands of Yugoslavia. This action, indicating that the occupying forces were washing their hands of the entire Trieste problem, pleased neither the Italians nor the Yugoslavs. Yugoslav Vice-President Edward Kardelj denounced the action as a "concession to Italian imperialism," while a spokesman for the Italian regime was also quick to criticize the move.

Atlantic Tankermen Solid SIU As Company Stalwarts Switch

With the National Labor Relations Board expected to order an election for Atlantic Refining tankermen in the near future, SIU organizers are looking forward to a substantial election victory in the fleet. All signs point to a solid majority for the SIU which would eliminate the company-dominated Atlantic Maritime Employees Union from the picture.

SIU organizers in Atlantic base their outlook on the swelling pro-SIU trend in the weeks since the SIU filed its petition for an election. To date, 477 members of the company union have formally withdrawn from that outfit, and pledged for the SIU. At its best the AMEU never had more than 600 members in the 877-man fleet. Of the remaining tankermen, none of whom were ever members of the AMEU, the SIU has pledged from an equally impressive percentage.

Council Delegates Switch

Even more impressive perhaps, than the over-all figures, is the fact that so many present and former AMEU fleet council delegates are now counted in SIU ranks. Over 40 of these men, all of whom were considered stalwarts by the company union, have switched their affiliation. Most noteworthy of these switches of course, was that by Frank Fletcher, who was vice-chairman and second ranking officer in the AMEU. Fletcher has since been ousted at a rigged trial at which he was not permitted to speak in his behalf.

Find Out Truth

Numerous other fleet council members, ex-fleet council delegates and high percentage-pay old-timers have swung over to the SIU along with Fletcher. Once the old-timers found out the truth about the SIU, they swung over almost completely, bringing along other Atlantic men with them.

A key issue in the Atlantic campaign in recent weeks, one that has been used with telling effect by SIU organizers, is the fact that AMEU - attorney - business - manager Emanuel Friedman is a hand picked appointee who never had anything to do with seamen. As SIU organizers have put it time and time again, there is no provision for a business manager in the AMEU constitution, nobody knows who appointed Friedman, and what's more, he represents the officers' association in Atlantic at the same time. The company union representatives have been unable to answer these points in any way. Similarly, Atlantic tankermen have been impressed by the fact



SIU organizer Don Hilton welcomes another AMEU member into the Seafarers. John Hill, alternate delegate to the AMEU fleet council, accepts congratulations in Port Arthur, after pledging his support to the SIU.

that AMEU chairman Stanley Alcott is on the company's payroll and as such is at the mercy of the company. The roles of Alcott and Friedman in the AMEU have convinced tankermen that the label "company union" fits the AMEU snugly.

Out of desperation at the progress being made by the SIU, the Atlantic Refining's Marine office has plunged into the fray with a series of bulletins attacking the SIU's arguments in the campaign.

However the company, no more than the AMEU, has attempted to answer the SIU's basic challenges on the role of Alcott and Friedman. Nor has the company come up with the answer to the SIU's superiority in take-home pay, representation and welfare benefits.

All reports indicate that the company's propaganda has backfired badly in that it has convinced the tankermen that Atlantic has a very definite interest in keeping the AMEU alive.

NO LAWYERS NEEDED

The SIU Welfare Plan office wishes to remind Seafarers and their families that no lawyers are needed to collect any SIU Welfare Plan benefit. Some cases have arisen in recent months in which lawyers were engaged. The only result was a delay in collection of benefits and a charge against the benefit for lawyers' fees.

It's emphasized that the Welfare Plan was designed from the beginning to provide simple and speedy payment of all benefit claims, so as to bypass lawyers and legal fees. Any application for benefits should be made directly to the Seafarers Welfare Plan, at 11 Broadway, by the individual involved.

YOUR DOLLAR'S WORTH

SEAFARERS GUIDE TO BETTER BUYING

Written exclusively for THE SEAFARERS LOG. by Sidney Margolius, Leading Expert on Buying

Save On Car Needs

A Seafarer who hopes to support a car had better know the true facts on fuel and other car needs if he doesn't want the jalopy to drain him of all his money. The American Automobile Association estimates it costs the average car owner who has a fairly new car about \$900 a year to own and operate it.

You reduce that ownership cost considerably if yours is a little older car with consequently lower depreciation, but you still pay heavy charges for gas and oil. The AAA estimates it costs about 2.15 cents a mile for gas and oil, while service and maintenance costs are another .68-cent a mile, and tires, about one-half cent.

One question that puzzles many car owners is whether or not they really need the more expensive premium or high-test gas. The fact is only newer cars with high-compression really require premium gas. The Federal Specifications Board has pointed out that the amount of lead in the gas affects only the anti-knock quality and not the over-all gasoline quality. Ease of starting and warm-up needed are related to the volatility of the gas, and there's no appreciable difference in this characteristic of regular and premium gas, the board said.

Some of the newer cars with high compression ratios

do perform better with premium gas. It does them no damage to use the cheaper gas, but they then won't have the extra power they can supply. That's especially true of cars with automatic shift.

The same problem comes up in buying motor oil. Is it worth paying extra for premium oil or will the less-costly regular grade do?

Chief difference between regular and premium oils is that the premium grade contain stabilizers which keep it from breaking down as fast, and also have chemicals which give it the same flowing characteristics over a wide range of temperature. So for heavy-duty use and for a comparatively new car, the premium grade seems to have advantages.

But if you do use regular grade, remember that with winter coming on it is extra important that you change to light oil. Regular-grade oil pours harder in cold weather. In fact, automotive engineers find that improper crankcase lubrication rates as a chief cause of winter engine failures.

Of course some service stations charge almost as much for regular as premium grade. You can save about half the cost of oil by changing it yourself or adding it yourself when needed. You can buy good-quality motor oils for as little as 15-18 cents a quart in two-gallon cans from

the mail-order houses and auto-supply stores.

By this time the idea that you need to change your oil every thousand miles has been discredited. However, it is advisable to change oil more frequently in winter. Cold-weather starts force unlubricated parts together, thus rubbing off tiny particles of metal which get into the oil and have an abrasive effect on engine parts. Also, a hot engine shut off and left in the cold has a lot of moisture which condenses and forms sludge and corrosive acids.

Lowdown On Anti-Freeze

When it comes to anti-freeze, you can also figure that not all car owners need the premium-priced glycol kind by any means. It costs three times as much as the standard alcohol type anti-freeze. According to tests, the loss of lower-priced anti-freeze most frequently is not due to evaporation but to leaks and after-boil.

However the glycol anti-freezes, which have a higher boiling point than alcohol, are definitely desirable for cars in which high-opening thermostats have been installed to get more heat out of heaters; for cars driven where it gets colder than 30 below; for high altitudes, and for heavy-duty driving, or where prolong idling occurs, as in city driving.

But all authorities warn against salt-base anti-freezes even if cheap, such as calcium, magnesium or sodium chlorides.

50-50 Upheld In Wheat Cargoes To Pakistan

Wheat being shipped to Pakistan under the famine-relief bill for that country is meeting the requirements of the 50-50 law, the Foreign Operations Administration announced. Officials said about 475,000 tons will have been shipped by the end of the year, more than 50 percent of which is being carried in American bottoms.

When the Pakistan wheat shipments were first taken up in the House of Representatives last June, the bill in question was reported out of the House Agricultural

Committee with no 50-50 provision attached. The SIU's Washington office went into action immediately alerting Congressmen to the omission. As a result an amendment to insert the 50-50 provision in the bill was offered from the floor and was carried by the House.

Tramps Carry Bulk

Of the tonnage carried by American ships thus far, 20 percent has gone on regularly-scheduled liners and 80 percent on American tramps. This is in accord with schedules set up when the bill was passed. Under the provisions of the bill, the full tonnage will have to be delivered by June 30, 1954.

The value of the 50-50 law in meeting foreign competition on Government shipments is illustrated by the fact that freight rates on US tramps have been running between \$17.50 and \$21.00 a ton. Rates on foreign tonnage have been the equivalent of \$9.50 to \$11.

The 50-50 law was first passed in 1948 as part of the Marshall Plan program of economic aid for Europe. It has provided an important percentage of American-flag shipments in the last five years.

Steel Co. \$ Sought For New Channel

The US Army Corps of Engineers will recommend to Congress that the US Steel Corporation pay half the additional cost of deepening the Delaware River channel to 40 feet between Philadelphia and Trenton. The rest of the proposed channel route will be 35 feet in depth.

This development follows on the heels of the recent conference between the Army Engineers and the three-state (Pennsylvania, New Jersey and Delaware) authority. The proposal states that the three states should pay the remainder of the cost.

The US Steel Corporation, which has its giant Fairless Works along the proposed route, would be the biggest beneficiary of the projected channel. There have been reports that the Isthmian Lines division of US Steel planned to build giant ore carriers if the channel-deepening project were approved by Congress. Now that the Engineers have recommended that the Fairless Works bear half the cost, the attitude of the steel company may be different.

A Congressional rhabarb over this appears likely. Representative Charles R. Howell (D., N.J.) has already fired the first shot. He states that he will recommend to Congress that the Engineers proceed with the 35-foot channel if US Steel refuses to pay the added cost, since this depth would accommodate all shipping other than the Fairless Works ore boats.

US Orders GE To End Monopoly

A US District Court judge in Trenton, NJ, has ruled that the General Electric Company must give up its monopoly in the light bulb industry. Federal Judge Phillip Forman ordered the company to give up exclusive rights to its patents and share them with the industry at present and in the future.

Agreements between GE and five other companies maintaining its monopoly were also nullified by the ruling. However the court turned down a Government demand that GE get rid of fifty percent of its facilities for producing bulbs.

Company lawyers have not yet indicated whether they would appeal the decision.

SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS

REPORT ON BENEFITS PAID

From 9-28-53 To 10-16-53

No. Seafarers Receiving Benefits this Period	1214		
Average Benefits Paid Each Seafarer	64 89		
Total Benefits Paid this Period		78,773	66

WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	7170 00		
Death Benefits	20517 60		
Disability Benefits	1,175 00		
Maternity Benefits	5,000 00		
Vacation Benefits	44,911 06		
Total		78,773	66

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950 *	382185 00		
Death Benefits Paid Since July 1, 1950 *	696072 92		
Disability Benefits Paid Since May 1, 1952 *	21340 00		
Maternity Benefits Paid Since April 1, 1952 *	169080 00		
Vacation Benefits Paid Since Feb. 11, 1952 *	2600533 45		
Total		3,869,131	37

* Date Benefits Began

WELFARE, VACATION PLAN ASSETS

Cash on Hand	Vacation	410,953 79	
	Welfare	394,069 07	
Estimated Accounts Receivable	Vacation	199,900 00	
	Welfare	186,238 00	
US Government Bonds (Welfare)		1,979,066 38	
Real Estate (Welfare)		419,206 93	
Other Assets - Training Ship (Welfare)		109,990 78	
TOTAL ASSETS			3,699,423 95

COMMENT:

THE NEXT EXAMINATION OF THE VARIOUS APPLICANTS FOR SCHOLARSHIP BENEFITS WILL TAKE PLACE ON DEC. 5TH. AS OF THIS DATE, THERE HAS BEEN ONE PERSON THAT HAS TAKEN THE EXAM, SHIRLEY SAVAGE, ON AUG. 12, 1953. THE ONLY REMAINING APPLICANTS ARE EDMUND LARKIN AND SEYMOUR WALLACE, WHO ARE ELIGIBLE FOR THE EXAMS TO BE HELD ON DEC. 5TH, JAN. 9TH AND MARCH 13TH. THE DEADLINE FOR ALL APPLICANTS IS FEB. 20TH, 1954. BY THAT DATE, ALL APPLICATIONS MUST BE IN AND FULLY PROCESSED SO THAT THE APPLICANTS CAN SIT FOR THE LAST EXAMINATION WHICH WILL MAKE THEM ELIGIBLE FOR THE SCHOLARSHIP BENEFITS OF 1954. SUCH EXAMINATION WILL BE HELD ON MARCH 13, 1954.

Al Kerr

Submitted 10-13-53

Al Kerr, Assistant Administrator

Come and get it!

THE HEARTY, WHOLESOME CHOW WE SERVE AT SUCH PUNY PRICES IS POSSIBLE ONLY BECAUSE WE ARE CONVINCED THAT THE SATISFACTION OF S.I.U. MEN IS OUR BIG GOAL!

AT THE NEW YORK HALL...

The Seafarers Cafeteria



... and, remember this ...

All these are yours without contributing a single nickel on your part - Collecting SIU-benefits is easy, whether it's for hospital, birth, disability or death - You get first rate personal service immediately through your Union's representatives.

UNION TALK

By KEITH TERPE

Winning more jobs as well as porkchops for SIU men is a never-ending campaign. Although the Union stands at the head of the industry in maintaining a healthy book-to-job ratio, assuring plenty of jobs when and where Seafarers want them, the effort to assure a continuing flow of jobs goes on. Thus, even with the heavy concentration of organizing effort on the Atlantic Refining fleet since the summer of 1952, the Union did not stop there.

This past August the Union wrapped up a quikkie drive against a company which tried to skip out on a promise to hire SIU people under the standard SIU contract and signed with the NMU while they were still dickering with the SIU. The Valentine Tanker Corporation, operating the Val Chem, bowed finally after trying a pack of legal gimmicks to forestall the eventual result. And the Val Chem is just the first of several ships the company is expected to put into service as a combination petroleum and liquid chemical carrier, all of which means still more jobs to come under SIU contracts.

Excello Victory In Sight

Now a Union victory against the Excello Corporation, another tanker outfit that's been trying everything in the book to beat off organization by the SIU is in sight. The company, which is going on the carpet at NLRB hearings early next month on unfair labor practice charges filed by the SIU, was the center of a quick, successful campaign at the beginning of this year, with the result that the entire crew of its prototype ship was signed up.

However, deciding to fight the overwhelming desire of its seamen for SIU representation, the company began intimidating and discriminating against SIU supporters and even went as far as to set up its own little dummy "union" then and there to break the solid SIU majority on the ship. And with the drive in Atlantic temporarily hanging fire pending an NLRB order from Washington setting the starting date for balloting in the Atlantic tanker fleet, the occasion now presents itself to examine the Excello operation. Also a one-company outfit at the moment, but expected to acquire a fleet of ships to haul cargoes of formaldehyde, Excello is typical of the shipping operations that will resist bona fide unionism right down to the wire.

We thought we'd seen some pretty raw set-ups masking as "unions" before, but this one in Excello has got a lot of them whipped hands down. The "Independent Union of the Motor Vessel Excello"—the ship is a converted LST—is the name of the outfit, and it's a beaut. It was formed just about the time the SIU had already won the support of most of the men involved and, was, in fact, already seeking recognition from the company as bargaining representative.

20 Man "Union"

And what is this IUMVE? Lo and behold, it's a "union" of 20-odd seamen employed by one company with just one ship. For an idea of the top of "security" this phoney can offer, consider who are its officers; the bosun on the Excello is top man, and the chief steward is second in common command. Nobody knows what their real titles are; they have no actual agreement with the company that anybody has seen or heard about. In addition, to make the arrangement cosier, the bosun is none other than the captain's son.

When the outfit came into being, the first thing it did after the company denied the SIU's demand for recognition was post increases in the wage scales that put base pay just a few dollars above standard Union scale—a common-enough anti-union trick. Next, to entrench itself, the IUMVE began badgering the men to swing away from the SIU and sign its own phoney pledge cards.

Anybody who didn't, or talked SIU was bounced for one reason or another and now, after several months and heavy turnover in personnel, comes the first showdown before the NLRB. Most of the men who were fired are on SIU ships today anyway, but as in other cases of this kind, they'd like to come back aboard the ship and sail her under an SIU contract and watch the company officers really have to toe the line. That day is undoubtedly going to come before long, and they've earned that bit of pleasure the hard way.

Mysterious Explosion At Sea Rips Hole In Ship



The Tanker Ticonderoga limps into Los Angeles Harbor with gaping hole blown in her middle by mysterious explosion at sea. Inbound from Honolulu, the tanker came in under her own power, with no injuries reported in the mishap.

Another Co. Praises Sea Chest

Another in the growing list of testimonials to the slopchest service offered by the SIU Sea Chest has been received from the Bloomfield Steamship Company in Houston, Texas. Company's general purchasing agent, O. C. Webster, wrote that "congratulations are in order" to the Sea Chest for the quality of its merchandise, its prices and its efficiency.

Meanwhile, increasing pressure is being put by crew on Calmar Line ships, where skippers have thus far refused to budge from their stand in not buying Sea Chest products. The captain of one ship informed the crew that he would not take any SIU slopchest aboard under any circumstances.

Dealers Cut Prices

However, one immediate effect of the Sea Chest campaign in Calmar has been a considerable reduction in prices by private dealers supplying the ships. These dealers, feeling the heat, have brought their prices down more nearly in line with those of the SIU Sea Chest. In respect to quality however, little-known or unknown brands continue to prevail.

The Bloomfield official in his letter to the Sea Chest, declared that he had inspected every item supplied to the Mary Adams "and am pleased to state that we found every article supplied to be first class in every respect. We were

particularly impressed with your 'name-brand' merchandise which was supplied at competitive prices comparable to our prices for the same merchandise in the various ports.

"We also appreciate your kind offer whereby the Sea Chest will promptly exchange any merchandise on request or give full credit on items not in demand.

"Frankly, we have no criticism to offer in connection with your handling of Slop Chest items on any of our vessels to date, either as to quality or price. In fact we feel that congratulations are in order for the efficient handling of this commodity in the short period the Sea Chest has been in operation."

The Bloomfield Company letter is one of several received from various SIU-contracted shipowners since the Sea Chest started supplying the ships.

All of them have expressed their satisfaction with the price and quality of Sea Chest merchandise.

Plants Getting Better Tax Deal

WASHINGTON—New and bigger tax write-offs for US industry are in effect now for companies building plants for defense and mobilization. Previously the Government was allowing the companies to write off up to 60 percent of the cost of construction. Now the firms are getting a 100 percent write-off if they take the trouble to strengthen their buildings against bomb damage.

More and more enterprises are expected to take advantage of this largesse on the part of the government. This plan has actually been in effect since the beginning of the Korean war. Most companies applying for the exemption on these grounds are building facilities which can be easily converted to civilian production, in the event of a slow down in defense production.

Cartoon History Of The SIU

The Hiring Hall

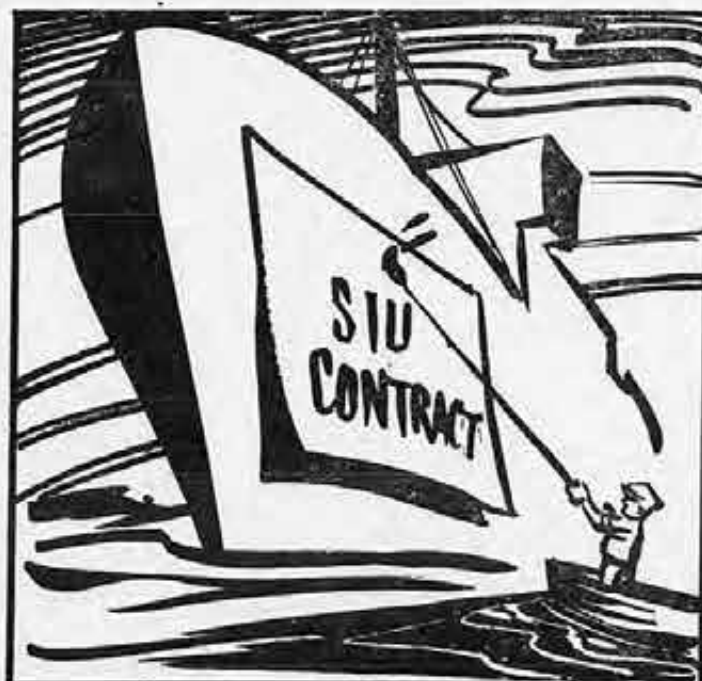
No. 48



The Taft-Hartley Law was aimed at breaking labor. The best way was to abolish the "closed shop." This means abolishing the hiring hall for seamen. Some maritime labor leaders wanted to compromise, but the SIU stood fast and refused to change the basic principle of seamen's Unions.



Fighting for the hiring hall wasn't the only SIU activity, nor was Citiles Service the only tanker company organized. During 1948, great strides were made in the tanker field. Hardly a week passed without another company being signed. Unorganized seamen were flocking to SIU advantages.



The same was true in the dry cargo field. Where contracts were already in force, wages and conditions were improved. New contracts were signed. One big victory was the Cuba Distilling Co., an outfit that was SIU before the war, lost all its ships during the war, and started back in business again.

PORT REPORTS

Baltimore:

Md. Governor Helps SIU Hospital Drive

Shipping in the Port of Baltimore for the past two weeks has been slow but there are no hardships being suffered by the members. We've always got the Ore ships and we are glad to report at this time that more of the men are taking these scows, adding to the pockets of the men as well as to the strength of the SIU.

In the same period we had 21 ships pay off, 17 ships sign on and eight ships in transit. Ships paying off were the Evelyn, Ines, Suzanne, Mae, Dorothy and Hilton, twice (Bull); Calmar, Seamar and Bethcoaster (Calmar); Marore, Bethore, Steelore, Cubore, Venore, Baltore and Chilore (Ore); Raphael Semmes and Fairport (Waterman); Robin Mowbray (Seas), and French Creek (Cities Service).



Sears

Ships signing on were all except the Robin Mowbray, Fairport, Bethcoaster and Baltore and including the Seavictor (Bourne-mouth). In-transit ships were the Steel Scientist (Isthmian); Azalea City, Alawai and Chickasaw (Waterman); Alcoa Puritan and Alcoa Runner (Alcoa); Rosario (Bull) and Bethcoaster (Calmar).

Disputed OT

We have had the Raphael Semmes and the Fairport paying off here in the past month and have had some disputed overtime pertaining to the cargo carriers which we have submitted to New York for clarification. This is something new that has been added to five or six Waterman scows and will be coming up regularly. This should be taken care of in short order.

Gov. Behind Drive

Maryland's Governor Theodore R. McKeldin, as printed in the Baltimore Morning Sun of Oct. 3, 1953, supported the SIU drive to maintain the USPHS hospital program. "I can visualize many good reasons for continuing this service," he said, referring to the program begun in 1798. "It must be true, too, that most of those who entered the merchant sea service considered this hospital care part of their emoluments. It would be unfair, I believe, to do this, which in effect reduces the pay of many seamen who become ill."

Atlantic Victory

The Governor went on to say that he would do everything within his power to see that the hospitals remained open in order to service the needs of the seamen and Government employees. He agreed that the hospitals benefitted the general public as well as seamen and Government personnel with their contributions to medical advances. Gov. McKeldin is a good man to have on our side and I am sure his support will be of considerable value to the SIU and maritime interests in general. What the maritime industry has to do is to enlist the aid of other men of his caliber, reputation and position, to make it clear to the Director of the Budget that we are not going to submit easily to the closings of the hospitals. Only in this way can we win this important battle.

We are sure of victory in the Atlantic drive, as you well know, since we have never lost any outfit we've set out to organize and we never will. The Atlantic men realize that the only way is the

SIU way and have been bull-dozed so much by the AMEU that they are clamoring for an election. Richard Appleby from the Atlantic Importer visited us last week and he was enthused about our shipping procedure. We have Brother Owen Herring in the USPHS hospital here who is receiving all of his benefits and will continue to do so while he is confined. He is doing well and expects to be released shortly.

Earl Sheppard
Baltimore Port Agent
⚓ ⚓ ⚓

New York:

Union To Crew Up New Supertanker In Boston

During the past two weeks we paid off a total of 17 ships, signed on eight ships and had 16 in-transit. Three ships laid up during this period, the Marina (Bull), Golden City (Waterman) and San Mateo Victory (Eastern).

Ships paying off were the Seatrains New Jersey, New York, Texas and Georgia (Seatrains); Chiwawa and Council Grove (Cities Service); Robin Locksley (Seas); Golden City, Wacosta and Afoundria (Waterman); Elizabeth (Bull); Val Chem (Valentine); Strathport (Strathmore); Greece Victory (South Atlantic); Malden Victory (Mississippi) and the Steel Vendor (Isthmian).

Signing on were the Steel Designer, Steel Director and Steel Rover (Isthmian); Omega (Omega Waterways); Northwestern Victory (Victory Carriers); Robin Hood (Seas); Seagarden (Orion) and Council Grove (Cities Service).

Ships in-transit were the Chickasaw, Topa Topa, Wacosta and De Soto (Waterman); Trojan Trader (Trojan); Michael (Carras); Government Camp and Royal Oak (Cities Service); Massmar (Calmar); Kathryn and Frances (Bull); Seatrains Savannah, New Jersey and Louisiana (Seatrains); Alcoa Puritan (Alcoa) and Steel Apprentice (Isthmian).

For the benefit of the brothers who put in for restriction to the ship in St. Georges, New Foundland, we are still awaiting word from our Washington representative on this matter and will let you know as soon as we get some definite information.

We have a new supertanker which will crew up in Boston in about a week, the Orion Comet. We also have a new Mariner due to come out in about two or three weeks, the Badger Mariner. It goes to South Atlantic and will crew up in Philadelphia.

Claude Simmons
Asst. Sec.-Treas.

Wilmington:

Weather And Hospitals Chief Topics Of Talk

Shipping in the past two weeks has slowed down considerably with the result that we have more men on the beach now than is normal for this busy port. Despite this, nobody has been here for more than a couple of weeks except those unfit for duty. The next two weeks should improve considerably.

The Amersea of Blackchester signed on and the following were in-transit ships in the past two weeks: John B. Waterman, Gateway City, Madaket, Yaka and Mobilian (Waterman); Marymar, Yorkmar and Penmar (Calmar); Steel Maker and Hoosier Mariner (Isthmian); Anne Butler (Bloomfield); Bradford Island and Abiqua (Cities Service), and Petrolite (Tanker Sag).

Among the oldtimers around here now dropping in for a chat are Sidney Turner, John Flanagan, Osbourne Brooks, Clyde Parker, Loyal Piker and John Ward. In the hospital is Percy Harrelson off the J. B. Waterman and just released was Arthur Lindsey who came off the Sea Wind (Seatraders). Also released was Sidney Malkin who was hospitalized for spinal meningitis.

Weather Fine

We weren't going to say anything about the weather anymore, but after reading that some states on the East Coast had snow just let me say that we had three 90-degree days in succession. It cooled off a bit today, only in the 80's. Anyone for a swim?

The main topic of conversation around here still seems to be the proposed closings of the USPHS hospitals. We're just wondering if the fellows around the country are following this up with letters or wires to their Senators.

John Arabasz
Wilmington Port Agent
⚓ ⚓ ⚓

Savannah:

Shipping Is Keeping Fairly Steady In Port

Shipping has been holding its own down in this neck of the woods in the past period and we have every expectation that it will

continue to do so for the coming two-week period.

The Southland of South Atlantic paid off here and signed on last week. In-transits were the same Southland, Seatrains New York and Savannah (Seatrains); Monroe (Bull); and Wacosta and Fairport (Waterman).

I attended a meeting of the Savannah Central Trades Council last week and the only thing which came up was the longshore beef. The longshoremen in this town do not have a business agent and one of the members of the executive board wanted to know how they stood in the I.L.A. The president told him that the charter had been taken away by the AFL convention in St. Louis last month. He told the members that he would have to wait and see what develops in the New Orleans meeting and report back to the membership.

Men in the marine hospital include John Daniels, F. W. Grant, K. Bumgarner, J. Littleton, John Duffy, K. L. Guthrie, M. McDonald, F. G. Wesley, R. Huggins, N. L. Gardner, L. J. Love, Sam Jonas, H. Mathes and S. V. Kilpatrick.

Jeff Morrison
Savannah Port Agent
⚓ ⚓ ⚓

Lake Charles:

Louisiana Port Busy With Four Payoffs

Shipping here and the affairs in port are in fine shape. We have had four payoffs here in the last two weeks, so everybody is happy with all the jobs available.

Causing this rush of shipping were the Logans Fort, Royal Oak, Paoli, Council Grove, Bents Fort, Chiwawa, Winter Hill, Government Camp, Cantigny and French Creek (Cities Service); Alawai (Waterman); Del Sol (Mississippi) and the W. E. Downing (State Fuel). The Paoli, Council Grove and Bents Fort paid off here after a foreign run, while the Downing had a mutual consent payoff for about 22 men after a five months' run.

Shipping for the next two weeks looks fair. We don't have too many ships scheduled for payoff here, but we may get in some unexpected vessels as we often do.

On the beach here we find the Parker boys, J. and L., R. Lyle, B. Spear, W. Pritchett, J. Mitchell and F. J. Mapp among others. Possum hunting time is here now and if I get a few nights clear we will go out and get us a possum or two. Anyone who hasn't eaten possum and taters doesn't know what they are missing, which is really something.

Leroy Clarke
Lake Charles Port Agent

New Orleans:

Grain Shipments Reach Last Year's Ton Total

Shipping in the port has held its own and is continuing along at a steady pace, as a matter of fact more book members shipped in the past two weeks than registered in the port. Beefs have been the usual minor run of regular beefs with the exception of a misunderstanding on the Del Sol (Mississippi), regarding Kroo boys on the West African run. This has been cleared up and should not occur again.

It must be understood that the membership has approved the carrying of these Kroo boys on the West African run and they in no way have deprived the crews of overtime as the crews on the West African run ships make more overtime than the same company ships on the South American run. It is essential that they carry Kroo boys, as the NMU companies with which Mississippi has to compete carry Kroo boys who are allowed to do far more work on the ships than allowed by the Mississippi contract. The West African run by Mississippi has expanded considerably in the past few years and makes quite a few more jobs for the members shipping through the port of New Orleans and should be looked upon as regular shipping through the port.

Boys in Hospital

Brother Jack Bates, readmitted following discharge, is nearing complete recovery. The condition of Clarence "Red" Cobb suddenly developed into a critical stage, but his many friends and former shipmates in this port will be pleased to learn that at the time of our last visit he was greatly improved. Tedd Ter- rington, who has undergone several serious operations, is also well along the recovery route and has progressed to the point where he is permitted to move about and enjoy the benefits of the fine weather and sunshine on the hospital grounds.

Grain ships in the port of NO. are still clearing at a record rate. Last year's record for grain shipments through the port was equalled again this year by the grain elevators here in NO. After the new elevators, under construction at the present time, are completed, NO should be able to pick up in shipments far greater than it does at the present time. In September, 32 ships cleared the port of New Orleans with grain, eight for Mexico, five for Holland, four for Spain and Belgium, three for Japan and two each for Germany, France, Italy and Trieste.

Ships paying off were the Del Mar and Del Sol of Mississippi and Waterman's Antinous and Chickasaw. Sign-ons includes the Del Mar and Del Monte of Mississippi, Metro's Gulf Water and the Genevieve Peterkin of Bloomfield. In-transit ships were the Alcoas Corsair, Pennant, Cavalier and Pilgrim (Alcoa); Steel Rover (Isthmian); Neva West and Genevieve Peterkin (Bloomfield); Del Monte (Mississippi); Edith (Bull); Seatrains Savannah and New York (Seatrains); Warhawk, Claiborne and Monarch of the Seas (Waterman), and Southern Districts (Southern).

Payoffs

Ships paying off were the Del Mar and Del Sol of Mississippi and Waterman's Antinous and Chickasaw. Sign-ons includes the Del Mar and Del Monte of Mississippi, Metro's Gulf Water and the Genevieve Peterkin of Bloomfield. In-transit ships were the Alcoas Corsair, Pennant, Cavalier and Pilgrim (Alcoa); Steel Rover (Isthmian); Neva West and Genevieve Peterkin (Bloomfield); Del Monte (Mississippi); Edith (Bull); Seatrains Savannah and New York (Seatrains); Warhawk, Claiborne and Monarch of the Seas (Waterman), and Southern Districts (Southern).

Lindsey Williams
New Orleans Port Agent

SIU HALL DIRECTORY

SIU, A&G District		SUP		Canadian District	
BALTIMORE	14 North Gay St.	HONOLULU	16 Merchant St.	MONTREAL	924 St. James St. West
BOSTON	Mulberry 4540	PORTLAND	522 N. W. Everett St.	HALIFAX, N.S.	128 1/2 Hollis St.
BUFFALO	278 State St.	RICHMOND, CALIF.	257 5th St.		
BURTON	Richmond 2-0140	SAN FRANCISCO	450 Harrison St.		
CLEVELAND	308 1/2 23rd St.	SEATTLE	Douglas 2-8363		
LAKE CHARLES, La.	Phone 2-8448	WILMINGTON	2700 1st Ave.		
LAKELAND	1419 Ryan St.	NEW YORK	Main 6299		
LAKE CHARLES, La.	Phone 6-2744		Terminal 4-3131		
MIAMI	Dolphin Hotel		STERLING 8-4671		
MOBILE	Miami 9-4781				
NEW ORLEANS	1 South Lawrence St.				
NEW YORK	Phone 2-1754				
NORFOLK	523 Bienville St.				
PHILADELPHIA	Lindsey Williams Agent				
PHILADELPHIA	Magnolia 6112-6113				
PHILADELPHIA	675 4th Ave., Brooklyn				
PHILADELPHIA	STERLING 8-4670				
PHILADELPHIA	127-129 Bank St.				
PHILADELPHIA	Phone 4-1083				
PHILADELPHIA	337 Market St.				
PHILADELPHIA	Market 7-1635				
PHILADELPHIA	411 Austin St.				
PHILADELPHIA	Phone 4-2341				
PHILADELPHIA	450 Harrison St.				
PHILADELPHIA	Douglas 2-5475				
PHILADELPHIA	STERLING 8-4670				
PHILADELPHIA	51--La 5				
PHILADELPHIA	Sal Colls, Agent				
PHILADELPHIA	Phone 2-5996				
PHILADELPHIA	Callie Bolivar 25				
PHILADELPHIA	Phone pending				
PHILADELPHIA	2 Abercorn St.				
PHILADELPHIA	Jeff Morrison Agent				
PHILADELPHIA	Phone 3-1728				
PHILADELPHIA	7100 1st Ave.				

PORT REPORTS

Seattle:

Crew Collects Beef \$ On Clarksburg Victory

Shipping has been good and we expect it to continue to be so in the future.

Ships paying off were the Heywood Broun, Longview Victory and Coe Victory (Victory Carriers); Bucyrus Victory (Waterman); New Rochelle Victory (South Atlantic); Seastar (Mercador) and Clarksburg Victory (Eastern). The Liberty Flag of Gulf Cargo and the Mankato Victory and Longview Victory (Victory Carriers) signed on, while in-transit ships were the J. B. Waterman and Yaka (Waterman), and Calmar's Pennmar and Portmar.

At the payoff of the Clarksburg Victory in Portland, Ore., the crew had a beef concerning the lack of water for toilet facilities for a 13-day period. The crew put in \$4 each for room allowance daily. This was collected at the payoff. The engine department collected \$583.44 for standing sea watches in port in excess of 24 hours.

ILA Locals Switch

The majority of the locals in the Pacific Coast District of the old ILA have voted to affiliate with the new AFL-ILA. The Pacific Coast District is applying for a District Charter and the Puget Sound Council is applying for a Council Charter. Each of the locals will make its own application. Bob Collins, vice-president of the old ILA, Pacific District, mailed in his resignation to the corrupt outfit.

Dropping down to the hall to see us this week before looking to ship out was John S. Hauser.

Hauser started to go to sea in the merchant marine in 1923 after doing a hitch in the Navy. His first jobs were as a galley boy, but now he sails as steward. He ships out of Seattle and San Francisco because of the good shipping in these ports and the Far East runs where there is a good bonus and good ports for shore leave. Hauser is 53 years old and still single, although not giving up the idea of matrimony entirely. He thinks the SIU Welfare Plan is just about the tops in the industry, and the best of a long line of good things offered by the Union to its members.



Hauser

Oldtimers on the beach at this time, taking their pick of jobs, are W. W. Wells, J. Kismul and P. Drevas, while those in the marine hospital just waiting to ship out again are Bruno Barthal, J. Neubauer, M. E. Newman, J. M. Thompson and J. Yarbrough.

Jeff Gillette
Seattle Port Agent

Miami:

Miami Has Floods And Flighty Hurricanes

All shipping has been slow because of the strike. It should start to pick up with the injunction taking effect, making the next period's shipping somewhat better.

The Florida (P&O) and the Ponce (P. R. Marine) paid off while the Hilla signed on for a coastwise run. In-transit ships include the Azalea City and Hurricane of Waterman and the Atlantic States.

Local 1535 of the Machinists is still negotiating with the Broward Marine outfit in Fort Lauderdale. Progress is not being made by

either side, but talks are still going on. Hope they come out with a good contract as it will mean a big push for organized labor in this area.

Oldtimers on the beach include John Caldwell, Alex Ben Kori and John Dooley. Jose Vilar is still in the hospital, as is George Murphy.

It has been raining here for the past three weeks and everyone has decided to do away with shoes and start going barefooted in a back-to-nature movement. All the streets are flooded, so we are making our way around this port city without shoes and with pants rolled to the knees. We're expecting a new hurricane this way and have batted down the hatches awaiting it. The latest one goes by the name of Hazel. Women sure are a lot of trouble.

Eddie Parr
Miami Port Agent

Boston:

Boston Membership To Crew New Orion Comet

Shipping has been going along at a steady pace and is expected to pick up a great deal when we crew the new Orion Comet.

Ships paying off were the Queenston Heights; Rosario (Bull), and the Logans Fort and Paoli (Cities Service). All the vessels signed on again. Ships in transit are the Winter Hill (Cities Service); Bull Run (Petrol Tankers); Strathport (Strathmore); Topa Topa (Waterman); Steel Chemist (Isthmian); Barbara Fritchie (Liberty Navigation).

We had a small overtime beef, a delayed sailing squabble and a repair beef, but they were all settled to the satisfaction of the membership.

Enjoy World Series

The boys enjoyed the World Series via television, but many of them were disappointed in the outcome. They wanted to see the Dodgers win for a change instead of the Yankees who are making it a monotonous habit.

Men in the marine hospital include E. Callahan, R. Peck, J. Penswick, N. E. Napier, T. Mastaler, Zachariah Williams and John Halpin. The brothers donated blood to Penswick and Callahan who underwent operations.

Oldtimers around the hall include Bob Murphy, "Fish" Rubery, Bobby Lee, Tom Fleming, C. Dasha, E. Roberts, G. Fleming and C. Cain.

James Sheehan
Boston Port Agent

San Francisco:

West Coast Shipping Still Up After Truce

The shipping and the weather have been fine out this way, with the sun shining on the shipping board every day. The outlook for the future looks just as bright as for the past two weeks.

Paying off were the Young America and Fairland (Waterman); Cecil N. Bean (Dry Trans); Mankato Victory (Victory Carriers); Catawba Victory (Bull) and Federal (Tralfalgar). Sign-ons were the Young America, Cecil N. Bean and Catawba Victory.



Dwyer

In-transit vessels were the J. B. Waterman, Madaket, Yaka and Jean La Fitte (Waterman); Longview Victory (Victory Carriers), and the Steel Maker (Isthmian).

Strike Over

At long last, the Key System strike has been settled and the trains and buses will start running here again. Many of these men were prepared to stay out for a long period of time and took other jobs to tide them over the rough spots. Some of the equipment had to be overhauled and inspected before it could go back in operation, accounting for the delay in resumption of service after the strike was settled.

It was learned that this week Harry Bridges sent his organizers on the ships out here to enlist some more men in his NUMC&S, and the companies gave permission to allow his organizers to go aboard.

Lay Up Ships

With the slow-down of shipping to Korea because of the settled conditions in the Far East, some ships have laid up. In the past two weeks we had two ships to tie up and we are laying another one up soon in idle status.

Oldtimers on the beach include F. P. Votto, J. J. McMahon, M. B. Belen, M. E. Pappadakis and A. J. Surlis. Some of the boys in the marine hospital who would appreciate hearing from their shipmates are M. Eurasia, D. H. Boyce, J. Sampson, J. I. Perreltra, J. Corsa, I. McCormick, Peter Smith, David Sorenson, W. Timmermann and Leo Dwyer.

As you probably know, the Senate Merchant Marine Subcommittee is scheduled to reconvene its hearings in this city during the week, taking up many problems pertinent to merchant shipping, in-

cluding coastal and intercoastal trade, subsidies, ship-loading and shipbuilding problems. Also, Bridges is coming up to testify before them on West Coast shipping activities. It should prove to be an interesting three-day session for the lawmakers.

Tom Banning
San Francisco Port Agent

Galveston:

Grain And Cotton Raise Problems In Galveston

For the past two weeks shipping has been on the slow bell, but it should pick up in a week or so.

There has been some trouble at the grain elevators concerning the sale of some extra grain by the City of Galveston. At the same time there seems to be a shortage of grain, so until this matter is cleared up at all levels there doesn't seem much of a prospect that grain will be moving from this port to any appreciable degree. Don't know when this matter will be settled, but we hope the contending parties get it fixed up soon.

There is plenty of cotton in the warehouses all up and down the waterfront, but it seems there is no market for it right now. The Bull Run (Petrol Tankers) came in last week and paid off with transportation. She went into idle status for about a 30-day period. Bloomfield has two ships due in for payoff this coming week and the Alcoa Planter (Alcoa) is also due in this area. The Federal injunction is preventing any trouble around here with the ILA factions, but adding to the waterfront situation was a strike by the MM&P against several tanker companies.

Ships Paid Off

Ships paying off were the Genevieve Peterkin of Bloomfield and Petrol Tanker's Bull Run during the last period. The Marie Hamill of Bloomfield signed on. Ships in transit were the Steel Inventor of Isthmian; the Afoundria, Alawai and Azalea City of Waterman; Seatrains Louisiana, New Jersey and Texas of the Seatrain line; the Alexandra and Michael of Carras; Edith of Bull; Del Monte of Mississippi and the Southern Districts and Southern States of Southern.

There were only minor beefs on some of the ships, but they were all squared away in good shape and fine SIU style. The sign-on on the Marie Hamill went without a hitch and the Genevieve Peterkin paid off in good shape with no squabbles to speak of.

Keith Alsop
Galveston Port Agent

Mobile:

Big Port News Centers Around ILA Dispute

Port of Mobile shipping in the past two weeks was steady with 88 men shipped to regular jobs and about 100 shipped to various relief jobs around the harbor such as shore gang, tug boat and shifting gangs. We had 13 ships paying off in the two-week period with a couple of them laying up and awaiting cargo.

Ships paying off were the Alcoa Cavalier, Pegasus, Pointer, Pilgrim, Roamer and Patriot (Alcoa); Claiborne, Monarch of the Sea, Hurricane, La Salle (Waterman); Del Mundo (Mississippi), and Taddei (Shipenter). All the ships paid off with a minimum of beefs.

Ships signing on were all the Alcoa scows with the exception of the Alcoa Cavalier, along with the La Salle. In-transit ships were the Iberville and Antinous (Waterman).

Two Ships Idle

Due in in the next two weeks are the Claiborne, Monarch of the Sea, Chickasaw, De Soto and Maiden Creek (Waterman); and Alcoa's Corsair, Polaris, Partner, Ranger, Pennant and Cavalier. The Hurricane is in idle status awaiting cargo and the Taddei is in the repair yards.

The big news around the port is the ILA situation and the outcome of it. At the present time we have contacted the local long-shoremen and are awaiting developments. As soon as we get news we'll pass it along.



Phillips

A few of the oldtimers around on the beach now include George Crabtree, H. Long, W. Stone, R. Jones, Joe Denton, L. Williams, George Murrill, J. Kirkland, J. Jones, L. Gormandy, D. Reynolds, H. Phillips, C. E. Long, F. P. Drozak, C. McNorton and H. Graham.

Speaking of Phillips, he is better known as "Booger" Phillips. He has been around this port for years and also has a book in the Marine Allied Workers Division of the SIU. At the present time he is working on the Alcoa shore gang on the night shift. Brother Phillips is married and has one child. He makes his home in Satsuma, Alabama, a few miles from Mobile, where he raises enough collards and turnips to stock the deep freeze for the winter months. He thinks the SIU is tops and that when better gains are made the SIU will make them.

Cal Tanner
Mobile Port Agent

A & G SHIPPING RECORD

Shipping Figures September 23 to October 7

PORT	REG. DECK	REG. ENGINE	REG. STEW.	TOTAL REG.	SHIP. DECK	SHIP. ENG.	SHIP. STEW.	TOTAL SHIPPED
Boston	27	11	21	59	8	8	7	23
New York	196	138	124	458	111	104	90	305
Philadelphia	25	20	15	60	17	13	11	41
Baltimore	150	108	95	353	92	53	41	186
Norfolk	20	23	8	51	14	17	14	45
Savannah	31	21	17	69	11	12	6	29
Tampa	24	27	30	81	15	11	9	35
Mobile	57	38	56	151	23	32	33	88
New Orleans	72	82	72	226	88	76	89	253
Galveston	21	19	15	55	38	25	21	84
Seattle	43	21	16	80	26	30	27	83
San Francisco	78	72	65	215	59	40	38	137
Wilmington	40	19	23	82	13	9	11	33
Totals	784	599	577	1,940	515	430	397	1,342

Keep Draft Board Posted

SIU headquarters urges all draft eligible seamen to be sure they keep their local Selective Service boards posted on all changes of address through the use of the post cards furnished at all SIU halls and aboard ships.

Failure to keep your draft board informed of your whereabouts can cause you to be listed as a delinquent and be drafted into the services without a hearing. The Union in such cases can do nothing to aid Seafarers who fail to comply.

IN THE WAKE

Gulls are believed to be weather prophets, and when they fly inland it is a sign of rain. The appearance of sea gulls inland may indicate stormy weather at sea, and as fish disappear during storms, the gulls, deprived of their sea-food, fly on shore to seek worms and grubs. Despite their presence near the land, and the good which they portend in other cases, it is generally considered a sign of bad luck if a gull perches on someone's house.

Like most water fowl, swans are symbolic of fertility. Primitive peoples noticed that water always preceded the instance of childbirth, hence the symbolic association. Both the swan and the goose were thought of in terms of mother-goddesses of mankind, and both were believed to be the offspring of the solar eye or egg, the seat of life itself, when sun-worship was at its peak. The Dakota Indians thought the female swan was sacred and should never be killed. Since swans are always in pairs, a single swan on a lake or elsewhere was believed a precursor of death.

A whale does not spout water, as is commonly believed. Whale experts explain that a whale rises to the surface for air at intervals from five to 45 minutes, depending upon lung capacity. The first act upon surfacing is to expel the used air from its lungs. The air is naturally moist and warm, and since this act usually occurs in a cold climate, the expelled air looks like water. Sometimes the whale starts to expel air before its nostrils, or blowholes, are clear of the water, and this action also gives the illusion of spouting water.

Fishing superstitions are common to many peoples and many cultures, but the fish itself often does not mean the same thing to everyone of them. In ancient Egypt a fish was a reproductive symbol. In India, it is one of the eight symbols of Buddha and indicates freedom or free motion in all directions, as fish have in the waters. Among the Chinese, fish

typified happiness, and two fish were a symbol of marriage. The early Christians used three fish intertwined to denote the Trinity, typifying regeneration.

Sea inhabitants come in various shapes and forms, but probably the largest of them all is the sulphur-bottom whale, the largest animal in the world today, with a length of 90 feet and a weight of 150 tons. The great squid of the Mediterranean, on the other hand, is no piker in the size department, with a body measuring 50 feet in length.

In olden days, conch shells were blown into to scare away malignant spirits. The fact that when held to the ear, one can hear a murmur in the shell gave rise to many superstitions, including the poetic fancy that the sound of the waves forever haunted its depths. Then came the idea that shells could guard persons from harm, particularly those at sea, forming a link between the traveler and those he left behind. Shells have been used as mascots probably since civilization began.

Oysters were known as luxury tidbits in ancient Greece, which gave them their names, meaning "shell" or "bone." The Greeks were modern in a sense that they called oysters the "perfect prelude to a meal." The Romans took the Greek term for oysters and modified it with "ostrea," which is now the scientific name.

Among the "queer fish" in the waters of the world is the chiasmolen niger, a fish which, due to a hanging stomach bag, is able to swallow a fish larger than itself. The Elasmobranchii is a fish with no bones. Its skeleton is made entirely of cartilage and connective tissues. The sturgeon is a very large fish which also has no skeleton. In addition, the sturgeon gets along without teeth. Among the living creatures erroneously called a fish is the silver fish, which is not an aquatic animal but an insect.

THE INQUIRING SEAFARER

Question: What do you consider proper clothing in the messroom?

John Giordano, 2nd Cook: I think anyone should want to wear properly laundered clothing at the table. This is not a formal gathering, but anyone should want it to be clean where ever food is concerned. It's the only sanitary thing to do. Everyone should come into the messroom wearing a pair of pants and a T-shirt at least.



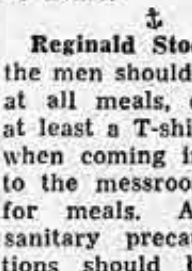
Al Rothman, OS: The first thing we should think of in coming into the messroom is to be washed. Washing will serve to protect you, the food and your shipmates. Pants and shirt are called for in the messroom, or at least a T-shirt. There's no more comfortable feeling than to sit down to a good meal with a clean shirt on your back.



Francis Panette, FWT: Pants and shirts should be worn by the men for all meals. The only exception I can think of is to allow a skivvy shirt for the tropical climates or in the summer. I saw some men get chased out of the messroom aboard one of our ships because they came in wearing under-garments only.



Hershel A. Orlando, Stwd: I believe a shirt and a pair of pants should be worn at all times. The men will feel better if they come to the meals dressed that way. They should dress for meals aboard ship the same way they dress at home.



Reginald Stockton, OS: I think the men should wear a white shirt at all meals, or at least a T-shirt when coming into the messroom for meals. All sanitary precautions should be observed. No one should come into the messroom wearing anything less than what he would wear at home.

Leopold Wareham, BR: Everybody should be clean at all times. They should wear shirts and pants for the meals. Sometimes it is all right not to wear a shirt, when it is hot, but for most of the meals I think everybody should wear them.



MEET THE SEAFARER



EUGENE BRUNDAGE, FOW

Seafarer Eugene C. "Pop" Brundage has worked at many and diverse things during his sixty years. In addition to his seagoing experience, he has had a varied and unusual shoreside career.

Brother Brundage was born in Rye, New York, but his family soon moved to Brooklyn, where he grew up. After finishing school, he decided that he would like to see the country.

Traveled With Circus
His first opportunity to travel about the country came when he was offered a job with the well-known Sells-Floto circus. He worked with this and other circuses for several years, acting as barker and also as advance man, the circus publicity and advertising man who first comes to town to set up all arrangements. Pop has many fond memories of these circus days and can tell strange and unusual tales about circus life and about some of the clowns, daredevils, trapeze artists, freaks and other performers he came to know.

He traveled in a similar capacities for various carnival outfits and has many a chuckle when he reminisces over the elaborate devices the "carny" people used in trimming a sucker.

After World War I broke out, Brundage joined the Army and was assigned to one of the first Air Corps units at Kelly Field, San Antonio, Texas. He did not get overseas with the AEF, but remained in Texas, where he learned to fly and was aircraft mechanic.

Aerial Stunt Man
Upon discharge from the Army, Brundage's knowledge of aeronautics stood him in good stead, when he became one of the pioneer aerial dare devils. Again he found himself traveling about the country with circuses, but these were aerial circuses. Having bought a plane of his own, he joined a band of airmen, who gave exhibitions of stunt-flying and jumping to a nation not yet accustomed to the novelty of flight.

Air safety was in a primitive stage at this period and stunt flying was a hazardous business. Af-

ter some hair-raising experiences as a professional jumper, Pop Brundage gave up flying for the more sedate business of sign-painting.

Great White Way
It can be truthfully said that Brother Brundage has left his mark on Broadway. In point of fact, many of the advertising signs on the "Great White Way," Broadway from Times Square to Columbus Circle, are his handiwork. He continued in his sign-painting business until Pearl Harbor, when he went to the SIU and shipped out on convoy duty. He had some previous seagoing time as coal-passer and coal fireman for American Lines, back in 1916 and 1917. This time he was back to sea for good. He received his SIU book in 1942 and has been shipping steadily ever since.

Organized For Union
He saw rough convoy duty all during the last war. Luck was with him, however, and while many ships in his convoys went down, no ship of his was ever hit. He remembers grim moments under submarine and aerial attack and dodging buzz bombs and E-boats. He traveled most of the convoy runs during the war. Since then he has been mainly on the Far East run and was in Korea when the cease-fire was signed.

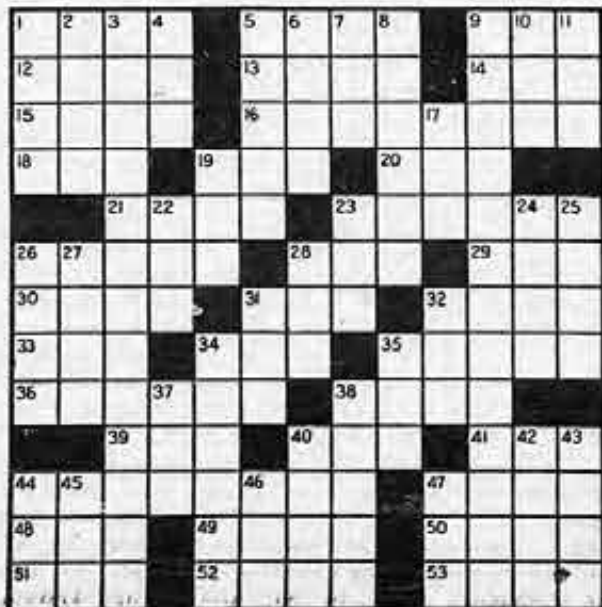
Brundage has shipped all ratings in the engine department. He has always been active in SIU affairs and took part in organizing the Isthmian Line.

The father of three sons, Brother Brundage lives with his wife and family at 8782 Parsons Blvd., Jamaica, Long Island. His oldest son, Eugene, attends Marquette University in Milwaukee, Wisconsin, where he is studying electronics. Another son is with the Department of State in Manila, P. I., having formerly been on the staff of the US embassy in Seoul, Korea. His youngest attends Jamaica High School. A final point of interest about this Seafarer is his middle name. He was born on the 12th of October, which made him Eugene Columbus Brundage.

The Seafarers Puzzle

- | | | | |
|--|------------------------------|---------------------|------------------------|
| ACROSS | DOWN | 10. Sea bird | 32. Unit of work |
| 1. What old ship does | 1. Girl's name | 11. Papa | 34. Part of eye |
| 5. New addition to Baltimore | 2. Food grain | 17. Part of a ship | 35. Liferaft necessity |
| 9. Not wanted in SIU | 3. Popular LOG column | 19. Some | 37. Title |
| 12. Hawaiian isl. | 4. West Coast union | 22. Lake cargo | 38. Poetry |
| 13. Away from wind | 5. A kind of ship | 23. Allow | 40. Singing voice |
| 14. Period of time | 6. Drug plant | 24. Not any | 42. All: German |
| 15. Socket for mast | 7. Irish sea god | 25. Game animal | 43. Killed |
| 16. West Coast port | 8. Word from an old shipmate | 26. Vessel | 44. Sign of shark |
| 18. Fool | 9. It praised the SIU | 27. Girl's nickname | 45. Mass. cape |
| 19. Copy | | 28. Boston | 46. Uncle |
| 20. Williams of Red Sox | | 31. Neptune | 47. Pronoun |
| 21. Drink of brandy | | | |
| 22. Sea (Ocean Trans) | | | |
| 26. Sea tale | | | |
| 28. Ship's pronoun | | | |
| 29. Dodger pitcher | | | |
| 30. Employ | | | |
| 31. Channel | | | |
| 32. Surf | | | |
| 33. Interest: Abbr. | | | |
| 34. Roy cock-tail | | | |
| 35. Command | | | |
| 36. Went by Isl. W. of Sumatra | | | |
| 38. A little tight | | | |
| 40. Aorist: Abbr. | | | |
| 41. Idle talk | | | |
| 44. She stranded in Straits of Shimoneseki | | | |
| 47. What war is | | | |
| 48. River in Bavaria | | | |
| 49. Washington ballplayers | | | |
| 50. Capri is one | | | |
| 51. Bearing, St. Vincent from Granada | | | |
| 52. Port in China | | | |
| 53. Galley dish | | | |

(Puzzle Answer on Page 25)



TEN YEARS AGO

Hostilities between the Badoglio administration in Italy and the United Nations were proclaimed at an end at 12:30 PM (US Eastern Wartime) on September 8 in proclamations by Gen. Dwight D. Eisenhower, Commander-in-Chief of the Allied forces, and by Premier Pietro Badoglio. Iran declared a state of war existed with Germany and adhered to the declaration by the United Nations. The German official news agency announced that Benito Mussolini, former Italian Premier, had been kidnapped from the Allies by the Germans. The 78th Congress reassembled in Washington after a vacation since July 8, and resumed its first session. The SIU won a monthly wage boost of \$15 for all ratings on the New England ships and an increase in off line service work of five cents an hour.

John F. Schrank, 67, who attempted to kill Theodore Roosevelt in Milwaukee in 1912, died in the Central State Hospital at Wau-pun; Wis. Secretary of State Hull said that a "system of organized international cooperation for the maintenance of peace must be

based upon the willingness of the cooperating nations to use force, if necessary, to keep peace." Ted Crocker, who failed to heed a SIU warning that his draft board was looking for him, is now in the Army doing harbor patrol duty. Allied planes dropped 66 tons of bombs in 15 minutes on the air-drome cluster at Wewak in New Guinea.

Italy declared war on Germany, "in the face of repeated and intensified acts of war committed against Italians by the armed forces of Germany. Berlin claimed that German naval and air force units had incapacitated 2,155,000 tons of British and American shipping between August and October. The SIU fought the proposed Austin-Wadsworth Bill which, among other things, required that every American worker register and that draft boards would be able to order workers to take employment in any plant or industry. Fighting spread along the Volturno River in Italy and at some points, Allied patrols had succeeded in crossing the river despite intense fire and concentration of enemy troops."

SEAFARERS LOG

October 16, 1953

Vol. XV. No. 21

Published biweekly by the Seafarers International Union, Atlantic & Gulf District, AFL, 675 Fourth Avenue, Brooklyn 32, NY. Tel. STerling 8-4670.

PAUL HALL, Secretary-Treasurer

Editor, HENRY BRAND; Managing Editor, RAY DENISON; Art Editor, BENJAMIN BEAMAN; Photo Editor, DANIEL NITZA; Staff Writers, HERMAN ARTHUR, IRWIN SPIVACK; Art Staff: JERRY REMER, AL MASKIN, NOEL PARMENTEL; Gulf Area Reporter, BILL MOODY.



Our Idle Shipyards

A recent decision of the Maritime Administration permitting US shipyards to build vessels for foreign flags points up once more the plight in which the US merchant marine finds itself. From now on, these shipyards will be scrambling for foreign accounts because there simply aren't any American shipbuilding orders to keep them from idleness.

Here is a perfect illustration of what is happening to the US merchant marine. Some shipowners are building in foreign shipyards and putting these new ships under foreign flags. Ship-building for foreign-owned fleets is also booming. But the American shipyard, on which our merchant fleet has to depend for replacements, lies idle.

Giving the shipyards a chance to build ships for foreign accounts may keep them busy for a while, but it does nothing to solve the American merchant marine shipping problem other than to keep a group of skilled shipyard workers together.

If the American merchant marine is ever to be modernized, the time is now. Our C-3's, the backbone of the commercial cargo fleet, are all about ten years old, half of their useful life expectancy. Yet new ships don't spring off the drawing boards overnight. It takes time, planning and work to design and build new ships in quantity.

Some critics have pointed to the Mariner ship program as an example of unsuccessful Government planning for merchant shipping. But the Mariners were built more to Navy specifications than for commercial use. It is these specifications which make the ships so expensive and so impractical for the private shipping company to buy. The merchant fleet can be kept strong only by building ships for commercial purposes, not for possible Navy use.

This next Congress will have a chance to rectify this condition and take constructive action for a strong US maritime industry. It remains to be seen whether it will take advantage of that opportunity.

Doing The Job

In the past three weeks, the newly-chartered AFL-ILA has made tremendous progress at the big job of organizing Atlantic and Gulf Coast longshoremen. Right now, action is concentrated in the key port of New York, particularly on the Brooklyn docks. It is here that the new union, with the help of Seafarers and Teamsters, is backing the mob elements of the old ILA into a corner from which they will be unable to escape.

There is every reason to believe now, that the days of the old ILA are numbered. The average longshoreman has indicated through a flood of pledge cards what everybody knew—that he wants out. Once the racket groups lose control of their rank and file their power will be broken for good.

That's not to say that the whole thing is all over. The new union has many a tough battle to face before that day. Besides, it still faces the difficult task of getting organized, establishing headquarters and facilities, getting formal recognition as bargaining agent, and negotiating a contract with the stevedoring industry before it can claim its job is done.

Until all these things happen, the new union is counting on advice and assistance from AFL headquarters, through the SIU and the Teamsters Union. The SIU on its part will continue to stand by the new AFL-ILA and help it win its fight for a decent union for all longshoremen.

Bouquets For Sea Chest

The SIU Sea Chest has been receiving quite a few bouquets recently from Seafarers for doing away with the old-type slopchest with its low-grade merchandise and high prices. But it has also been applauded by shipowner representatives who see the endless beefs about slopchests disappear with the advent of Sea Chest merchandise.

Besides, as one company representative wrote, the Sea Chest is a good organization to do business with, one that lives up to its word and guarantees its merchandise. Under the circumstances it's understandable that all but a few diehards are purchasing Sea Chest merchandise on a competitive basis.

LETTER of the WEEK

Union Benefits Please Seamen

To the Editor:

In December of last year, after being railroaded out of the Atlantic Refining Company's employ and off the E. J. Henry, I started shipping with the SIU. In this time I have learned how a real Union operates. This is one outfit which doesn't deal in phony promises and double-dealing excuses. I wasn't used to it at first, coming from Atlantic, but I'm catching on.

Sailing with the SIU, my pay has been higher. My overtime has been twice the amount I made while with Atlantic and it gives every indication of continuing along those lines and increasing.

Job Security

Outside of the higher wages and the many benefits offered by the SIU Welfare Plan, those things which appeal to me most of all are the job security, freedom and independence I now enjoy with the Union. I am now able to quit a ship in any emergency situation by only giving a few hours' notice in order that a replacement can be obtained to fill my job. With the SIU, I do not have to stay aboard any ship for a six-month period in order to make a 15-day vacation. I can take my vacation when, where and how often I want it. Moreover, I can collect my vacation pay after only three months at sea in a matter of minutes, without a lot of red tape and grumbling.

If I go aboard a ship and find it's best for me not to take the job, I can get off without having to make a lot of excuses in writing to some personnel manager requesting a transfer. In the past, and with another outfit, I found that seldom worked out to my benefit.

No Kowtow

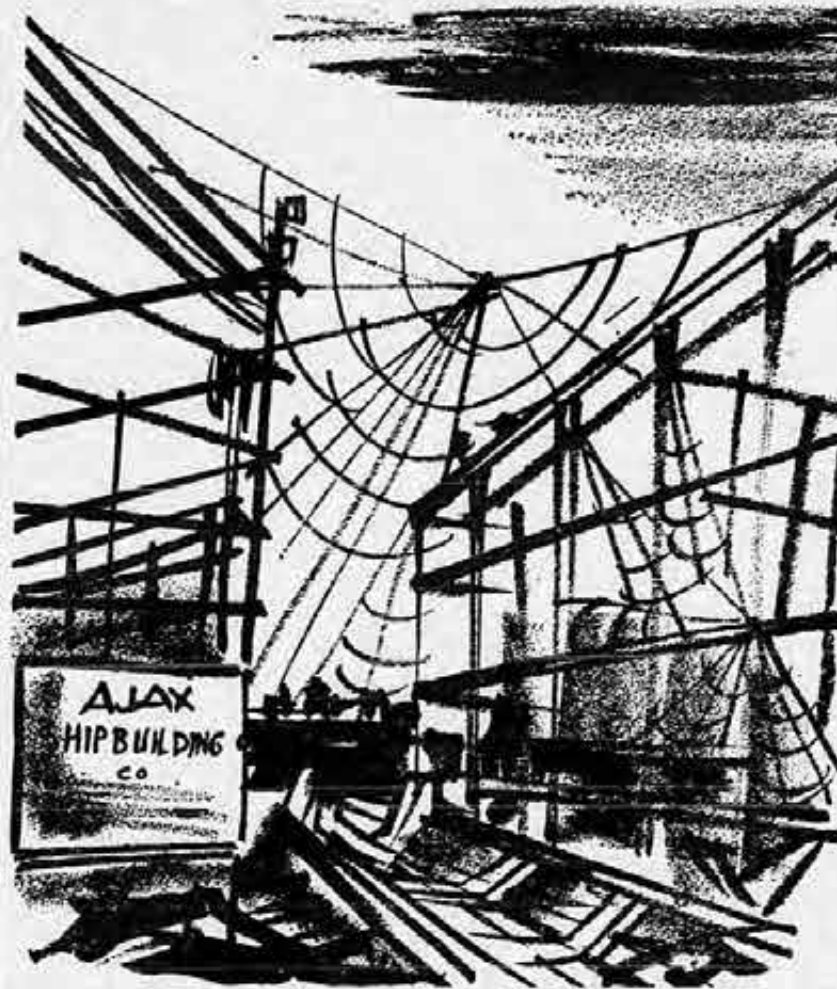
In this outfit, I do not have to be related to some company official or do any fancy handshaking to obtain and hold a job aboard ship. I do my job according to the Union agreement and there is nothing else expected. I give the owners a full shake for the full shake provided by the Union.

Since leaving the Atlantic Refining Company and shipping SIU the Cantigny (Cities Service) is my fourth ship. After registering at the hall between ships, the longest length of time I have waited to ship has been 53 hours. Of course, after being released from Atlantic, I was happy to take any SIU ship, for they're all top-notch. I would have had to wait only a while longer if I wanted a certain ship or any particular run. But if I want a job in a hurry I can get plenty of good ships out of any SIU hiring hall.

After finding out what a real Union is, I would quit going to sea before going back and shipping for a non-union company. In one way the SIU spools a seaman. He won't settle for anything less than perfection after shipping with this Union.

Ernest E. West

'Next Year's Merchant Marine'



LABOR ROUND-UP

Five operating railway unions with 300,000 members have filed demands with management for pay increases and other benefits. Some 15 other unions representing a million "non-operating" workers are concentrating on health and welfare programs, but are also expected to make wage demands within a month.

The Brotherhood of Locomotive Engineers are demanding a 30 percent increase and other benefits. The Locomotive Firemen and Enginemen demanded 37½ cents an hour, plus an additional 37½ cents for those working a five-day, 40-hour week, to bring them up to parity, and other benefits.

Trainmen are also demanding 37½ cents an hour and other improvements, while Railway Conductors are demanding a graduated rate of pay for road conductors and brakemen. The Switchmen's Union demands a 40-cent increase, correction of inequities evolving from the shift to a 40-hour week and other improvements.

The pace-setting 9½-cent package increase won in joint negotiations by the CIO Packinghouse Workers and the AFL Meat Cutters and Butcher Workmen with the Armour & Co. has been quickly followed with a contract with Swift & Co., the second of the "Big Four" in this industry. The Swift contract calls for 5 cents an hour increase, as well as hospitalization and other fringe benefits.

The CIO Textile Workers have started a campaign to raise the minimum wage under the Walsh-Healy Act in the woolen and worsted industries to \$1.20 per hour. The union claims that the "sub-standard mills are threatening the lives of the majority of mills which are paying the standard union scale."

When Monroe Pinson went to work for the US Time Corp. in Little Rock, Ark., everything was fine, until he was fired last May because he was "too hard to get along with." The AFL International Association of Machinists which represents the workers of the company, went to bat and

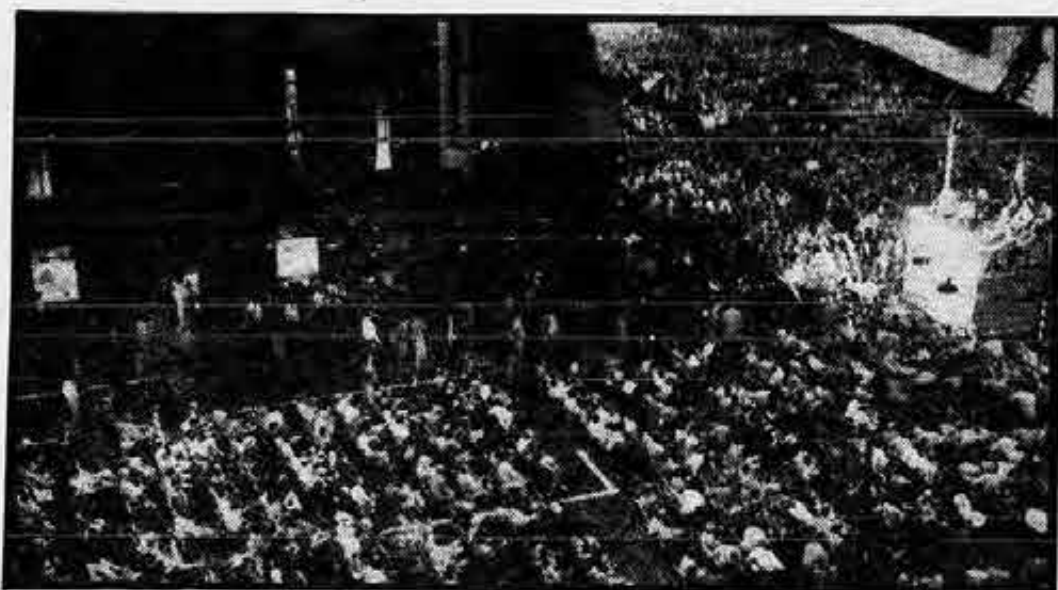
proved that Pinson was fired because he protested about having his work shift changed. The verdict was that Pinson was reinstated with \$987.32 in back pay.

The AFL Railway Employee's Department has announced that the blacksmiths on the Texas and New Orleans Railroad have voted 2 to 1 in favor of ousting a company union and being represented by the International Brotherhood of Boilermakers and Blacksmiths. The AFL union is now preparing to enter into negotiations for a contract with the railroad.

The construction of Chicago's first union-operated health center has been started by the AFL International Ladies Garment Workers' Union. The modern, air-conditioned facility will be located on the sixth floor of the ILGWU headquarters in the city, and will cost \$140,000 exclusive of medical equipment and furnishings. It will serve 10,000 members of 10 Chicago locals of the union.

A strong disagreement developed during the hearings in progress on new transit schedules for the city of New York. Opposing forces were the New York Transit Authority and the CIO Transport Workers Union. Harris Klein, one of the five members of the Authority, offered the hope of a cut in subway fare from 15 cents to 12 during the year. He immediately qualified this, saying that the success of such a plan would depend upon the attitude of TWU president Michael Quill, whom Harris accused of "featherbedding." Quill and his attorney, John O'Donnell, representing 44,000 subway workers, immediately hit back at the Authority, accusing the body of "chiseling and renegeing" on an agreement. The hearings seek a reduction in transit service and an estimated savings of \$1,250,000 annually. The TWU seeks a 25-cent hourly raise for its members. The transit problem has been a thorny one for the New York City and State administrations. The fares were recently raised for a second time in an effort to keep the municipally-owned system out of the red.

The New AFL-ILA — CHAPTER ONE!



Over 3,500 New York longshoremen gather in the yard at SIU headquarters for the first mass rally held by the new AFL longshoremen's union. SIU and Teamsters officials spoke and pledged their full aid and support.



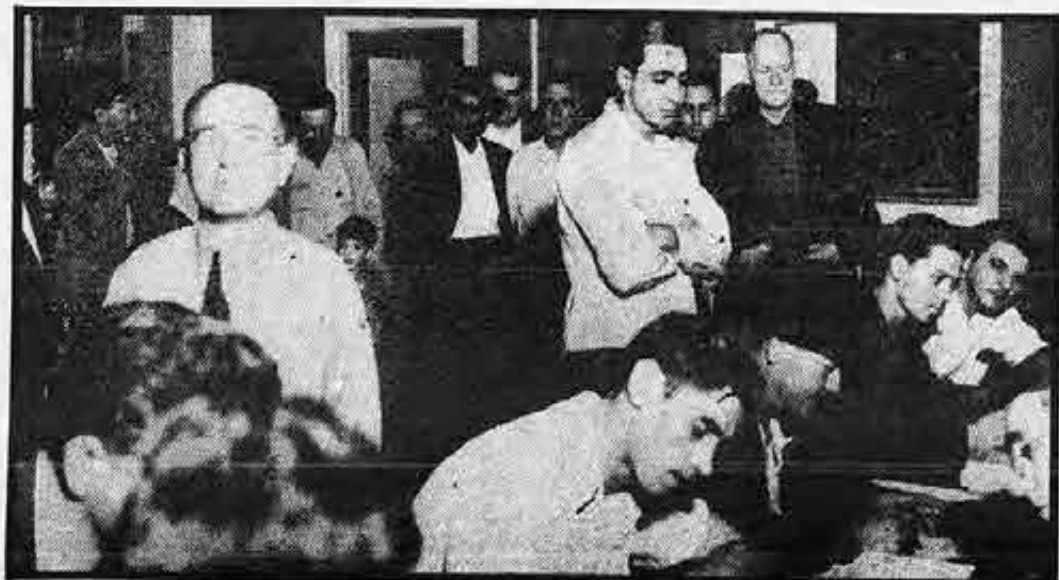
Earl Sheppard, Baltimore port agent, (dark shirt addressing group), along with white-capped Seafarers talks to the longshoremen on the piers telling them about the new AFL longshoremen's union and its program of honest trade unionism.



A line of sound trucks, proudly bearing the banner "AFL" are parked at SIU headquarters. These sound trucks toured all Brooklyn and New York piers telling the longshoremen the benefits of the new AFL union for dock workers.



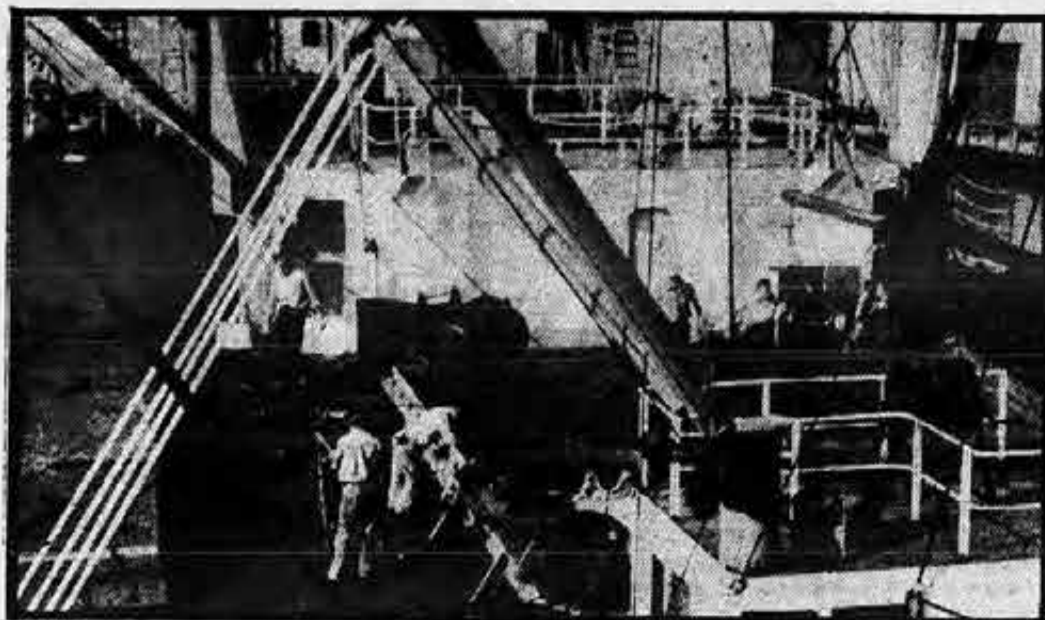
Daily newspaper reporters and photographers found page one stories on the waterfront. Police were out in force as the AFL longshoremen went down onto Anastasia's piers in Erie Basin to spread the word about the new longshore union.



Longshoremen flock into the temporary headquarters of the new AFL longshoremen's union to sign pledge cards and join the new union which is their chance to have their own, democratic union of longshoremen for the first time.



In every case where the longshoremen had a chance to vote in a secret ballot, the rank-and-file longshoremen voted to leave the old ILA and swing to the new AFL union. Here some Local 808 members wait to vote and show their preference. They voted AFL.



When Anastasia refused to work the Isthmian terminal after one of his hiring bosses was fired, AFL longshoremen went onto the breakwater and unloaded the Steel Vendor. They had full SIU support and backing and showed they were no longer afraid.

A revolution is taking place on the waterfront. A revolution that will benefit every working longshoreman. Longshoremen by the thousands are leaving the corrupt old ILA and are building themselves a democratic trade union of their own in the AFL.

This great change—the most important development on the waterfront in the last 15 years, since the great maritime unions came into being—presently is centered in New York. There, with the full support of the SIU and the Teamsters, longshoremen are flocking into the AFL-ILA.

For years, the dock workers have been victimized by the old ILA and the Ryan-Anastasia-Bowers mob that controlled it. The workers were handed sell-out "5-and-10-cent" contracts. ILA "leaders" pocketed dues money, kept no financial records, took kickbacks from employers to "forget" contract enforcement, and ruled by terror.

Steadfastly refusing to clean itself up, the old ILA was tossed out by the AFL and a new AFL

longshoreman's union was born. With only three weeks of actual operation behind it, the new union has progressed amazingly.

Pledges have poured in. Already the NLRB has been petitioned for a representation election. Individual longshoremen and entire locals have joined the new union. Offices are in operation in Brooklyn and Manhattan. An AFL longshoremen's newspaper has been printed. Literature is distributed on all docks.

When Anastasia tried to use threats and intimidation to stop the AFL longshoremen in Brooklyn, the Seafarers and Teamsters stepped right in and put him in his place.

Despite intimidation attempts in every case where a secret ballot was held, entire locals voted to join the clean AFL union.

In three weeks, the new AFL longshoremen's union has grown into a new force on the waterfront—a force of clean, decent unionism. The longshoremen are building a decent union for themselves, and the old ILA mobsters are on their way out.



Some AFL longshoremen's union organizers look over some of the thousands of pledge cards sent in by New York longshoremen in response to a direct mailing of pledge cards to the home of every longshoreman in New York.



Longshoremen stand at the entrance to the pier and read the first issue of the New York AFL Longshoreman, a newspaper put out by the new AFL union that was distributed to the longshoremen on every pier in the port. New pledges followed.



The AFL longshoremen's union also opened offices in Manhattan for longshoremen working there. Here, some of the members read the first issue of their newspaper which tells the story and explains the issues. The facts about the old ILA weren't pretty.



Longshoremen of Local 824 shape up around hiring boss at Pier 90 on Manhattan's West Side. After shape-up, AFL-ILA organizers moved in to hand out leaflets to old ILA supporters. Many signed AFL-ILA pledge cards on the spot.



New York police, on foot, in radio cars, on motorcycles and on horses were out in force with their nightsticks ready, in case any trouble started. Over 1,000 New York cops were assigned to the waterfront with more in reserve.

MARITIME

The United States Court of Claims ruled that the Government will have to pay \$35,000 for the hull of the battleship Oregon, which was sold for scrap in 1943 and requisitioned in 1944. The famous old battlewagon was bought by the Edward M. Ricker Company, who brought suit against the government for \$150,000. Although the full amount was not awarded, the ruling provides for over three times more than the company accepted from the Government three years ago in settlement of the claim. The company had previously realized over \$190,000 from the sale of guns, turrets, engines, boilers, pipes, generators and other equipment. Altogether the company managed to realize a gross profit of well over 50 percent. The Oregon, once the pride of the fleet, raced around Cape Horn in 1896 to participate in the Battle of Santiago. What remains of the old ship is tied up at Guam awaiting disposal.

The construction of a large rail and barge terminal dock at East Winona, Wisconsin, is planned by the Sterling-Midland Coal Company of Mt. Prospect, Ill. Edward A. Glaeser, vice-president and general counsel for the company, announced that the first fifty acre section of the dock would be ready by next year. The terminal, when complete, will be able to handle over 1,000,000 tons of traffic annually. The expected cost will be about \$500,000.

The North Atlantic division of the Corps of Engineers submitted a proposal to the governors of New Jersey, Delaware and Pennsylvania for a channel-deepening project on the Delaware River between Trenton and Philadelphia. The proposed channel, with an estimated cost of \$91,000,000, would run at a 40 foot depth from Philadelphia to Newbold Island and at a 35 foot depth to Trenton. The plan would call upon local interests to bear half the expenses incurred in dredging the extra five foot depth between Philadelphia and Newbold Island or about \$18,000,000. The plan of the Engineers provided that the beneficiaries of the project, cities like Trenton, Camden and Philadelphia, would bear part of this cost with aid from the states. Also, companies who either have plants in the area or employ vessels needing 40 feet of water would bear part of the expenses through "river utilization" fees.

The Maritime Administration announced that invitations to bid for bareboat charters for the nine available Mariner-class cargo ships will be opened Wednesday, October 14, at room 4519 in the General Accounting Building in Washington, DC. The results of this bidding should give the Government a fair idea of the future of this type of shipbuilding.

The Japan-Atlantic and Gulf Freight Conference agreed to submit all cargo tonnage figures for ports outside Japan, Korea and Okinawa. The agreement was made at a Maritime Board hearing on the proposed plan of the conference for a dual rate system. The concession was won by John O'Connor, counsel for the Isbrandtsen Steamship Company, who had challenged the legality of the proposed rate system under which regular contract shippers would receive a 9.5 percent freight discount over occasional shippers. There had been some discussion of Isbrandtsen's rate practices, reported as quoting 10 percent below conference rates.

A group of British Marine engineers who have been experimenting with gas turbines for the propulsion of ships stated that the production of the turbines was now economically feasible. The technicians came to this conclusion after a series of comparative tests on production costs of steam turbines and diesel engines. The latest gas unit of 3,500 shaft horsepower has been running over 1,000 hours under test conditions.

Rear Admiral Redfield Mason, 49-year-old Navy veteran of 28 years' service, today took command of the Military Sea Transportation Service Atlantic area operations. Formerly, Mason was commander of the MSTs in Europe, where he organized and established the present MSTs operation . . . Harbor traffic at the Port of London, Britain's biggest ocean terminal, totaled more than 59 million net tons in the year ending March 31. According to the annual report of the Port of London Authority, this represents a two-million-tonnage increase over the previous year, but a 2,300,000 ton decline from the last pre-war figures in 1939.

A 49-foot fishing boat, costing \$50,000, burned, blew up and sank in Puget Sound 70 miles northwest of Seattle early this week. The vessel was the Ocean Cape of Juneau, Alaska . . . The Merchant Marine Academy, Kings Point, LI, observed its tenth anniversary last Sept. 30. It is the youngest of the four Federal academies for officer education.

SEAFARERS in ACTION

The whole steward's department on the Steel Rover (Isthmian) under steward George Perry, can pat itself on the back with justification. The crew went on record complimenting the department on the "excellent performance of its duties" with everybody very happy about the whole thing. As if making the crew happy with top chow weren't enough. Seafarer John S. Lukas, who works in the galley gang, volunteered to get the names and addresses of all Congressmen when the ship hits Honolulu. That's so the crew can express their opinions on the proposed closing of the US Public Health Service hospitals.



Lukas

Lukas hails from Athens, Greece, originally, having been born there 58 years ago. Right now though he makes his home down in the Fort Hamilton section of Brooklyn within hailing distance of the Lower Bay. He's been a member of the SIU since 1946, joining in Philadelphia on March 2 of that year.

Another Seafarer to get a rousing vote of thanks for his work in the galley was Stephen T. Dent, baker aboard the Seacomet. Dent got applause from his shipmates for the pastries and cakes he whipped up to top off their meals aboard the vessel.

Dent is 41 years old and a native of Mississippi. He has been sailing with the SIU for the past two years, starting in the port of New York on August 16, 1951.

Quite a few of the crews are worked up over the marine hospital issue, judging from all reports, and many of the brothers have been taking an active part in seeing to it that members of Congress find out about their opinions. On the Alamar, for example, Brother John A. Sullivan introduced a resolution on the subject calling on the Union to do everything possible to save the hospitals and reminding the Seafarers abroad to pitch in on this score.



Sullivan

Sullivan, who hails from the numerous Massachusetts clan of that name, has been a member of the SIU since September, 1942, joining in the port of New York. The 30-year-old Seafarer sails in the engine department. He now makes his home in Philadelphia.

On the Job

Taking Care Of Dry Stores

Offhand it would seem to be a very simple thing to keep dry stores like canned, bottled and packaged goods that don't need refrigeration. However there can still be considerable problems if storage space is not kept cool, dry and clean. Not the least of them are the insect pests such as roaches and weevils that can thrive very nicely in a dry storeroom, as well as rodents.

Weevils were regular traveling companions for sailors in the old days, but now, thanks to good packaging, they have been eliminated on most ships. But every once in a while you still get a complaint about weevils, with flour being the favorite nesting place. There isn't much excuse for weevils which are pretty easy to control. Three steps should be taken to make sure that weevils don't find a home in the ship's flour and cereals. First, these products should be bought only from suppliers who can guarantee that they are free of infestation. Second, the supplies should be inspected regularly. Third and most important, the storerooms should be kept clean. If all these precautions fail or if they are not observed, you can go after the weevils with a spray gun.

Made Of Tougher Stuff

Roaches are much more difficult to eliminate since they are a tougher breed and can survive on almost anything. If there's no food around they'll eat the cardboard off the cases. Roach eggs can come aboard with virtually any food package, and of course, they don't confine themselves to dry storerooms. Any place on the ship will do with the galley being the favorite target.

Once roaches get aboard, regular sprays will be of some use in keeping them under control. But the only way of eliminating them is complete fumigation of the ship. That's something, of course, which is out of the control of the men on board since it must be handled while the ship is in port between voyages. If roaches, and rodents become that much of a nuisance it should be reported to the patrolman or port agent so that arrangements can be made with the company for fumigation.

One way to help keep a storeroom clean and make it easier all around for the stewards department is a good system of stowing supplies. In addition, keeping the temperature down at least to 70 degrees and ventilating the room thoroughly will prevent deterioration of supplies. When temperature gets above 90 degrees as it does in the tropics, spoilage of dry stores can be considerable, and of course, that adds to the insect problem.

A good storeroom set-up begins with the design and construction of the ship-something of course, that the stewards department can't control in any way. But since most ships in service today were built for the Government, or according to Government specifications, storeroom facilities are pretty much standardized from ship to ship.

That makes things easier for any stewards department since they can pretty well figure what kind of storage space they are going to have at their disposal before they even get aboard the ship. They don't have to start planning a system of storage after they get on board. And after a while, the whole thing should become pretty well automatic, with consequent saving of time and effort.

In any dry storeroom, stowage facilities will be of three types, shelf space, bulk storage for flour, sugar, coffee and the like, and case storage. There should be enough shelving to take care of one case of each grocery item, plus cases of cereals on the top shelf. It's desirable to have two shifting bars on this shelf to have space between shelves adjustable according to the type of stores stowed. There should be ample space under the bottom shelf for cases of jams, jellies, canned fish, and similar items, with the lowest shelf at least 27 inches above the deck.

Flour, sugar and coffee should be stowed on low platform which should be movable and not too big to handle in order that the area can be kept clean.

Canned fruits, fruit juices and vegetables are stored separately in stacks six feet high. The stowage spaces are usually set up with fixed angle-irons and T-bars, but with shifting bars that are in sections and can be removed.

Easy To Clean Up

When a standard system of stowing of this type is followed it makes it easy to issue supplies and keep inventory of what's available. Then at the end of the voyage when the storeroom is almost empty it's easy to clean since the gratings and platforms can be removed without too much trouble.

While the most thorough cleaning is given to storerooms at the end of the voyage, it's a sound idea to clean the rooms out at least once every month on long voyages. It may be a nuisance to shift stores around in order to clean floor gratings, shelves and platforms but it's worth the while to keep things in order.

Burly

Practice Makes Perfect

By Bernard Seaman



USS Club Comes To Southland



When Seafarers visited Casablanca aboard the Southland, they were greeted by a shipboard visit by Maurice Gardett, second from left, in charge of recreation at the USS club. Seafarers shown with him in mess are, left to right, B. R. Kitchens, J. E. Burke and C. Moore.

Senate Committee Renews US Maritime Industry Inquiries

The Senate's Merchant Marine Subcommittee, with Sen. Charles E. Potter (R-Mich.) as chairman of the group, will reconvene in San Francisco next Tuesday to continue its study of subsidies and other shipping problems, the Government announced. Harry Bridges, West Coast longshoremen's leader will come under the subcommittee's scrutiny during the course of the hearings.

Sen. Potter said his committee plans a wide-scale review of merchant marine problems, including ship-loading, shipbuilding, merchant marine trade routes, shippers and Government subsidies. Ultimately, Potter added, information obtained in the study will result in "appropriate recommendations or suggested new legislation to insure the adequacy of the (merchant) fleet."

Serving on the subcommittee with Senator Potter will be Senators John M. Butler (R., Md.) and Warren G. Magnuson (D., Wash.). The sessions are scheduled to last for three days.

The hearings will start with testimony from the president of the Pacific American Steamship Association. Other outfits expected to be represented at the sessions include the Bank of America, Luckenbach Steamship Company, Pope & Talbot, Hilleone Steamship, American President Lines, Alaska Steamship, Matson, Coastwise Line, California Prune and Apricot Growers, American Trucking Associations, Kaiser Steel and the James Loudon Company.

John M. Drewry, subcommittee counsel, said the hearings will survey problems of coastal and inter-coastal trade which has failed to revive since the end of World War II.

Proper Repair Lists Help All

The settlement of repair lists means a lot to the men who stay aboard a ship, and to the new crew that comes aboard, just as the repair list made out by the previous crew means a lot to you.

Because repairs mean a lot to your comfort and living conditions aboard ship, they should be handled in the proper fashion.

Each department delegate must make out three copies of his repair list.

The ship's delegate should give one copy to the head of the department concerned, one copy to the company representative, and one copy to the Union patrolman.

In this way, everyone has a copy of the repair list and there is a check to make sure the work is done.

Add Service For Men In NO Hospital

NEW ORLEANS — Twice-a-week personal service is assured for men in the New Orleans US Public Health Service hospital with the expansion of the SIU Welfare Services Department in this port. In place of the usual Friday visit to the hospital, the men will be visited on Mondays and Wednesdays.

Among other services on the Wednesday visit, the hospital representative will deliver any personal gear, books or other items that the men in the hospital order in the previous week. An SIU Sea Chest truck will be available to make these deliveries.

On the Wednesday visit, the representative will deliver the weekly hospital benefit checks and take any orders for personal needs that the men are unable to get for themselves because they are hospitalized. He will also attend to any other personal services that the Seafarers may need including mail and other personal business matters.

SIU hospital representatives in all ports have been performing these personal services for Seafarers for some time now. The twice a week scheduling will make for speedier service and greater convenience to the Seafarers in the hospitals, in line with the Union's program of providing the best possible care for ill or injured seamen.

New Dock Union Winning Control Of Bklyn Piers

(Continued from page 3)
and AFL-ILA headquarters. They dashed up to the gate of the SIU parking lot, evidently trying to put on a prestige raid against the Union.

But the Seafarers and AFL-ILA men weren't caught napping. Seafarers poured out of the building into the yard to take the onslaught. When Anastasia's squads saw what they had to contend with, they quickly turned tail and started back as fast as they came.

They had hardly retreated a few steps however, when they ran into a squad of New York City police who had been tailing them all the way from Erie Basin. That finished off the raid then and there, with 13 men, including Anastasia's brother, Jerry, arrested on charges of incitement to riot.

The desperation of Anastasia and his cohorts was tipped off even before the final raid. An attempt was made via the telephone to contact AFL-ILA leaders and arrange some kind of compromise settlement by which Anastasia could retain his holdings. This bid for conditional surrender met with a flat "No."

AFL Provides Funds
While the Brooklyn action was the most dramatic of the events, it was far from the only development on the waterfront. In Washington, AFL Executive Council leaders met and arranged for financial aid to the new union until it got on its feet. And in New York, a Federal Court judge threw the book at Anastasia with a contempt of court citation for interfering with AFL-ILA dockworkers.

The contempt citation grew out of the old ILA's short-lived strike called on the expiration of their contract. ILA leaders, in their desperation at the turn of events, had suddenly stiffened in bargaining for a new contract and called a walkout of all Atlantic Coast longshoremen. The Government then obtained a temporary injunction ending the strike on the grounds of national emergency.

It was this injunction which led

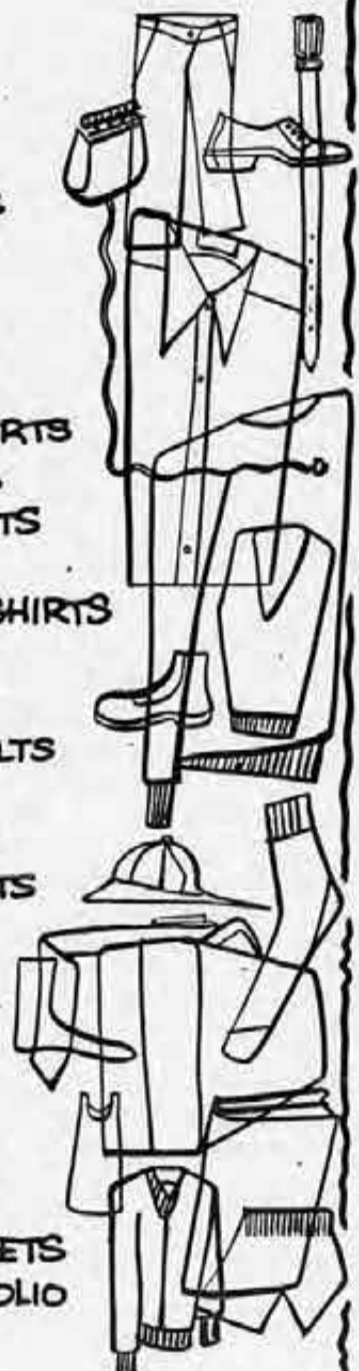
to the contempt action, since Anastasia's attempt to keep longshoremen from going to work at Bull and Isthmian docks was deemed in violation of the injunction order.

Through all the excitement, the AFL-ILA went steadily about its business of setting up its organization. Temporary headquarters have been established at 188 21st Street in Brooklyn and at 75 Christopher Street in Manhattan. Some recre-

ational facilities and personal services have been provided the longshoremen for the first time in their lives. A new newspaper, the "New York Longshoreman" is now being published every week in English and Italian to keep longshoremen informed on the latest developments. On all sides it was quite evident that AFL-ILA was in business to stay, and that the old-line racket boys in control of the old ILA were doomed.

What do you need?

- SUITS
- SPORT COATS
- SLACKS
- TOPCOATS
- DRESS SHOES
- WORK SHOES
- DUNGAREES
- KHAKI PANTS
- KHAKI SHIRTS
- BLUE WORK SHIRTS
- FRISKO JEANS
- HICKORY SHIRTS
- C.P.O. SHIRTS
- WHITE DRESS SHIRTS
- SPORT SHIRTS
- DRESS BELTS
- KHAKI WEB BELTS
- TIES
- SWEAT SHIRTS
- ATHLETIC SHIRTS
- T-SHIRTS
- SHORTS
- BRIEFS
- SWEATERS
- LUGGAGE
- WORK SOCKS
- DRESS SOCKS
- LEATHER JACKETS
- WRITING PORTFOLIO
- SOU'WESTERS
- RAIN GEAR



• ALL YOUR NEEDS CAN BE FILLED FROM YOUR **Sea Chest** - FROM A SOU'WESTER TO AN ELECTRIC RAZOR. WHATEVER YOU BUY FROM THE SEA CHEST, YOU CAN BE SURE YOU'RE GETTING TOP QUALITY GEAR AT SUBSTANTIAL SAVINGS.

The Sea Chest

• UNION-OWNED AND UNION-OPERATED ... FOR THE BENEFIT OF THE MEMBERSHIP.

AFL Hits Fake Labor Paper

A self-styled labor newspaper in Columbus, Ohio, the State Labor News, has been exposed as an anti-labor propaganda organ. Consequently the AFL has called for an investigation of the paper.

The AFL charges that the paper is misrepresenting itself and consequently using the mails illegally. Among other things it has been circulating pamphlets praising the Taft-Hartley act and other anti-labor laws. The Post Office has been asked to take action accordingly.

Distillers Get US Going-Over

Washington—Four of the nation's major distillers may come under the fire of the Justice Department for violation of the anti-trust laws. The Justice Department is studying the possibility of an indictment after an investigation by a Congress committee showed that the industry was controlled by the four companies.

The producers involved are Seagrams, Schenley, National Distillers and Hiram Walker. In 1949 they bottled over 82 percent of all whiskey sold in the US.

Impromptu Entertainers Please Singapore Night Club Customers

Seafarers the world over come across some odd and interesting items during the course of their never-ending travels. No exception to this rule was Seafarer John Westfall, aboard the Steel Director, the last time he hit Singapore and headed to the New World night club.

Things were going along normally as they do in night clubs, reported Westfall. The orchestra and a belly dancer, prima ballerina of the floor show, were doing their stuff in time-honored fashion. A girl vocalist warbled a medley of American and foreign tunes; patrons sipped their fill of drinks placed before them by eager-beaver waiters. All was right with the world.

New Arrivals

Suddenly, after the departure of the dancer and while the chanteuse was lifting her Oriental rhythm around the room, two new entertainers thrust themselves upon the scene in a rather impromptu fashion. No sooner did two little girls dance themselves out onto the floor than the patrons joined in the fun and cheered the newcomers to the rafters. Thus encouraged, the little actresses waltzed and hulaed their way around the floor to the delight of the customers.

The orchestra, knowing a good thing when it sees it, played accompaniment to the twin whirling ballerinas as they jounced along the floor and into the hearts of the customers. Westfall had his camera handy and caught the little ladies in action, one of them dancing her way up onto the stage with the orchestra.



Contrasting distaff styles are offered for display to Seafarers and other night club patrons in the New World Club in Singapore. Seafarer John Westfall snapped these pictures of a belly dancer, left, and two little wandering girls in the club on same night.



However, the scheduled entertainment was shortlived and the two miniature Pavlovas were whisked off in the general direction from whence they had come by the gentle hands of the management, to the accompaniment of good-natured hooting by the nitery's diners and dancers. From that point on, the night club routine settled down to normal, but the patrons were sufficiently and happily entertained for one evening.

that point on, the night club routine settled down to normal, but the patrons were sufficiently and happily entertained for one evening.

Fill That Berth

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

Did You Know . . .

That John Boyes, a British merchant seaman, became king of the Kikuyus by convincing the natives that he could drink boiling water? The natives were deluded by the use of the then (to them) unknown effervescent salts. These minerals give to water the appearance of boiling. Fear and adulation of Boyes' supposed magical powers raised him to the throne. The Kikuyus are the native tribes of the Kenya highlands.

That the SIU operates a modern, up-to-date barber shop in the New York hall? It's in addition to a large, modern cafeteria, a bar and restaurant, a recreation room with pool tables, and the Sea Chest, where Union members can buy clothes, cigarettes, cigars, radios, wrist watches, etc., at reduced prices. When the new Baltimore hall is completed similar facilities will be available.

That red poppies are associated with those killed in action in the first World War? The origin of this seems to lie in the fact that red poppies were the symbol of death in Roman mythology and dedicated to Sommos, the God of Sleep. The poppy also appears in the well-known poem by John McCrae.

That the law on the statutes of New York State providing for divorce or annulment on the ground of unexplained absence of either

spouse is called the Enoch Arden Law? The name was suggested by the long narrative poem written by Alfred Lord Tennyson, in which a sailor, shipwrecked for many years, returns to find his wife, who supposed him dead, happily remarried to a friend. Rather than wreck the marriage, Enoch Arden decides to go away without making his presence known.

That a Sherpa tribesman was one of the two men to reach the summit of Mt. Everest, world's highest mountain peak? The name of the Sherpa is Tenzing Norkay, "Tiger of the Snows." The Sherpas are a mountain tribe who dwell in a 13,000-foot-high valley next to the Tibetan border. For their labors, these intrepid guides are normally paid the equivalent of 45 cents a day. These hardy guides carry packs weighing between 60 and 100 pounds up steep slopes.

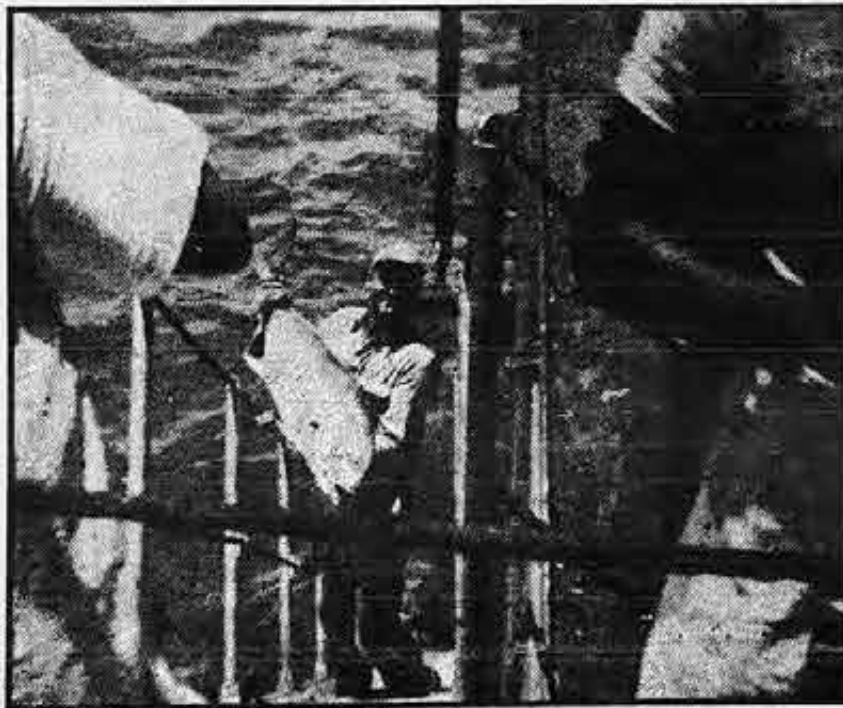
That the Seafarers International Union has a college scholarship plan which makes it possible for Union members and their families to get free college educations? The plan offers four full scholarships annually to children of Seafarers or to Seafarers themselves not over 35 years of age. Union members applying must qualify by competitive examination. The scholarships have a value of \$1,500 per year, each, and may be used at any institution selected by the successful applicant.

East And West Meet On Street



Eastern and Western forms of transportation meet in Yokohama as natives go about their way, ignoring the horseless carriage.

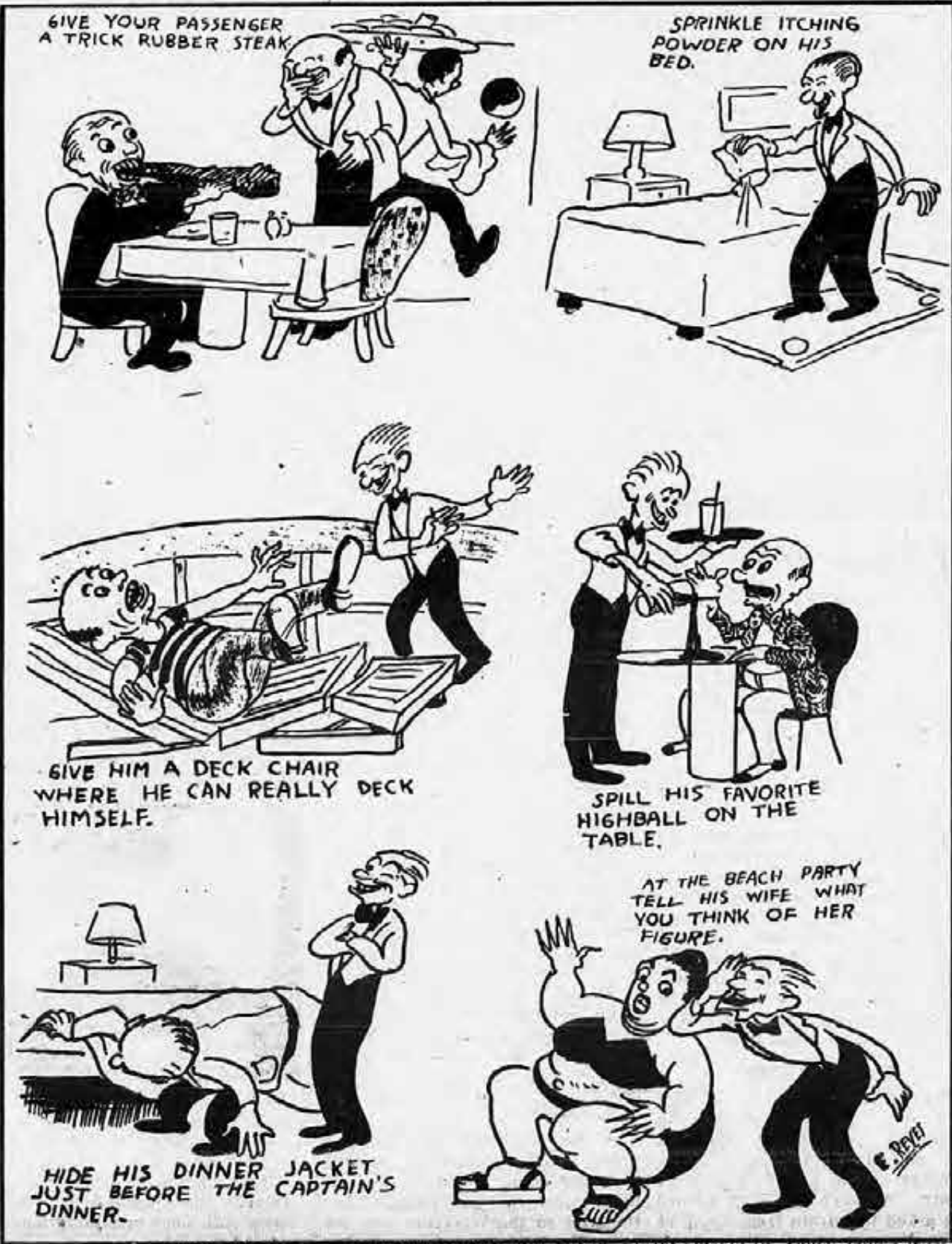
Gets Royal Welcome From Vendor



Seafarers aboard the Steel Vendor get set to give a royal welcome to engineer and his fish as they mount the gangway in Singapore.

How To Lose Tips On Passenger Ships

By E. Reyes



GIVE YOUR PASSENGER A TRICK RUBBER STEAK

SPRINKLE ITCHING POWDER ON HIS BED.

GIVE HIM A DECK CHAIR WHERE HE CAN REALLY DECK HIMSELF.

SPILL HIS FAVORITE HIGHBALL ON THE TABLE.

HIDE HIS DINNER JACKET JUST BEFORE THE CAPTAIN'S DINNER.

AT THE BEACH PARTY TELL HIS WIFE WHAT YOU THINK OF HER FIGURE.

The FOC'SLE FOTOGRAPHER

By SEAFARERS LOG Photo Editor

The color filters that are used in color photography differ greatly from those used in black and white work. They have a different function to perform. For this reason, the beginner in color who hasn't done too much shooting in black and white is relatively lucky. His conception of filter use is completely unspoiled and he can start from scratch. The photographer who has mastered the use of filters in black and white photography must face the fact that his knowledge and skill may be of little use when it comes to color.

Filters are used in black and white photography to control tone—to make one or more areas of the picture lighter or darker than they would be if no filter were used. The most familiar example is the use of a yellow filter to darken the sky. This result is possible because the color of the sky is not reproduced in black and white photography.

No Absolute Color Accuracy

Our approach to the use of filters in color photography begins with the fact that all colors of the subject are not reproduced in tones of gray but directly in color. Except for special instances, when the photographer deliberately distorts color, the main idea is to reproduce the colors of the scene as accurately as possible. Our use of color filters is intended to have an effect on the accuracy with which the colors are rendered in the processed transparency. Absolute accuracy in the reproduction of color is something that has not been, and may never be achieved. For any given color film there is merely a "best possible" reproduction. The most important factor in getting the best possible results depends on the relationship between the light source and the characteristics of the particular color film.

White light (daylight, incandescent lamps, flash, speedlight) is actually a very complex mixture of many different colors, but even research scientists often regard a light source in the same simplified manner as we do, as some mixture of red, green and blue. Two important facts must be kept in mind: In any given light source, the red, green and blue parts are seldom equal; different kinds of white light sources have different mixtures of red, green and blue so that each has its own characteristic color quality.

Without filters a given color film can give us accurate color reproduction with only one kind of light source. Therefore the film manufacturer has to decide in advance the kind of light source to which he is going to adapt his color film. When this is achieved, we can say that he has balance between the light source and the film emulsion. If this balance is changed and the film is used with a different light source we get a false and inaccurate reproduction of color. To reestablish a proper balance is the job of color filters in color photography.

If we buy color that is balanced for daylight and we want to use it indoors we have to use a correction filter because the makeup of sunlight is quite different than any source that we might use indoors, such as flash, floods or incandescent light. And here too we have to be careful, because there are different mixtures of the components of white light from a flashbulb, speedlight, floods or incandescent bulbs, different correction filters are needed if we are to get good color reproduction.

The reverse is true also. If we purchase color film that is balanced to some source of indoor illumination and we want to use it in sunlight a color filter will come to the rescue and correct for these differences in light sources. Since the various films made by different manufacturers differ, it is best to follow the advice found with the film. The filters used to balance Kodachrome for example, will not do the trick with Ansco color and vice versa. Make sure that you use the proper correction filter and you'll put an end to some of the weird transparencies that you may have been getting.

Card Games Aboard Bents Fort Spiced With Foreign Flavors

Seafarers aboard ship seek many forms of amusement in their leisure hours, not the least of which is to dabble in a friendly game of cards as the ship makes its way along the trade routes of the world. H. E. Richardson, aboard the Bents Fort (Cities Service), however, reports that a new wrinkle has been added to the old game.

Not that there is any doubt as to the honesty of the intentions involved, mind you, but the question arises as what to do about foreign-speaking seamen who talk in an alien tongue during the course of a game of poker. Richardson and others aboard feel that it is difficult enough getting good cards in the games without listening to the prattle going on about them.

No French Please

Richardson, secretary of a recent ship's meeting aboard the Bents Fort, recorded the feeling of the majority of the men in the minutes of the meeting when he wrote: "All men speaking French are asked to refrain from doing so in card games where all players do

not speak French." It is to be presumed, also, that the directive goes for all languages other than English, including Sanskrit, Arabic and pig-Latin.

Card games in the past have been flavored with picturesque Gallic phrases, making for more of a cultured pastime, to be sure, but also a distracting one. Some of the card players were not quite sure whether they were playing poker or dropping anchor off Le Havre. It was distressing to think of Pigalle and the Champs Elysees while holding three other ladies in your hand, along with a pair of deuces. Anyhow, action was initiated to stop the practice and at last report it was being followed to the letter.

In the event the ban does not prove effective, there is some talk that the ship's libraries may be filled with foreign-language dictionaries so that everyone can get in on the fun. *Comprenez-vous?*

Seafarer Reports Mau-Mau Raids In Kenya Rouse All So. Africa

Traveling around to the sore spots of the world seems to be a favorite habit of Seafarer Harry Kronmel. Latest reports from the young seafaring man come from Lourenco Marques, Mozambique, where he came near to the Mau-Mau-instigated trouble in Kenya while aboard the Robin Hood (Seas).

The Mau-Mau, Kronmel reports, is many miles to the north of this southern African city, but their terrorist rumblings were looked upon with awe and respect by the Mozambique native. There

was no trouble brewing in Mozambique when Kronmel was there, but the Kenya marauders were too close for comfort.

Mozambique, bordered upon by the Union of South Africa, the two

Rhodesias, Nyasaland and Tanganyika on three sides and the Indian Ocean on the east, was getting ready for trouble, though. Armed guards, bristling with artillery were to be seen in the dock area as well as around the city of Lourenco Marques. Europeans looked upon it as nothing more than municipal action to get more work out of the natives and maintain local peace.

General Uprisings

The great unrest in these nations, said Kronmel, led to recent flare-ups in Nyasaland and South Africa. Combined African and Indian uprisings in Kimberley, Durban, and Port Elizabeth brought consternation to the Malan government of South Africa. Talk of federating all of these territories bordering Mozambique has been met with opposition by African leaders so that the already dominant Europeans in Africa will not be able to get an even stronger hold on the people. It is not unknown for 30 men to be killed as happened in Nyasaland recently, and the terror is felt all along the southern part of the continent.



Kronmel

More Land Needed

The solution to the many sided problems which confront Africa, Kronmel asserts, is not easily discovered, but what's good for the Mau-Maus, in general, is good for most of the troubled sections of Africa. First of all the way he sees it, the African must get more land, the lack of which is one of the main sources of trouble. Secondly he suggests that Europeans and natives should be treated alike. Equal pay for equal work, compulsory education of all races with job prospects at the end of schooling, and removal of many color lines barriers are all factors in the uprising.

In other words, he says, the Europeans have to give the natives a fair shake all around if they want to eliminate unrest and develop the resources of the area.

All of these items must be dealt with immediately, says the Seafarer, or Mau-Mau will only be the beginning of even greater unrest in turbulent Africa.

Seafarers Smile in Sasebo



Seafarers standing by the anchor at Sasebo, Japan, aboard the Golden City are, left to right, Mario Lopez, AB; Pete Anderson, bosun; Frank Oetgen, OS; and Felix Oponte, AB. Photo by Doc Watson.

LOG-A-RHYTHM:

Greenwich Village Sailor

By Roy Fleischer

*It was a marvelous sight
On that torrid August night
When the sailor, bag in hand,
Walked solidly on land.*

*Down old McDougall Street
Past the bars where sailors meet,
His eyes aglow with life,
To the flat where lived his wife.*

*No one saw him anymore,
Once he closed that Village door,
Climbed the flight of lofty steps,
Where all he loved was safely kept.*

*You did not see his fond embrace,
Nor the sparkle in his face,
And still you knew this man who roamed
Had never found a port like home.*

*Oh, Greenwich Village has its sights
To entertain, to spice the nights,
And sailors long have sought its bars
For gaiety, a game of cards.*

*It has shows of love and mystery,
But never in its history
Was any sight more thrilling known
Than the sailor coming home.*

Tickles Ivories



Tickling the ivories on the Del Sud is John Geissler, deck steward utility, as the ship visited the port of St. Thomas, Virgin Islands. Geissler entertained the passengers and crew with some new renditions of old favorites.

Quiz Corner

- (1) How many major league baseball players have hit four home runs in one game? Who are they?
- (2) If you are average, how many basic odors can your nose detect: (a) 10, (b) 20, (c) 30?
- (3) If it were possible to see all the stars actually visible to the naked eye at one time, how many would that be: (a) 4,000, (b) 6,000, (c) 9,000.
- (4) Which one of these develops a greenish coating when exposed to air for a long period of time: (a) Copper, (b) Iron, (c) Aluminum, (d) Lead?
- (5) How many labors did the Greek, Hercules, have to perform while in the service of Eurystheus, king of Argolis: (a) 12, (b) 18, (c) 24?
- (6) Match up the days of the week with the persons or things from which they got their names:

(a) Sunday	(s) Norse war-god, Tiw
(b) Monday	(t) Saxon goddess, Freya
(c) Tuesday	(u) the sun
(d) Wednesday	(v) Roman god, Saturn
(e) Thursday	(w) Norse god, Thor
(f) Friday	(x) the moon
(g) Saturday	(y) Saxon god, Woden
- (7) What is the missing number from this series: 12 . . . 36, 54, 108, 162, 324?
- (8) How many letters are there in the State of Mississippi? (Quiz Answers on Page 25.)

Seafarers On Queenston Heights Pleased With Venezuela Hall

Surprised and delighted were hardly the words for it when Seafarers off the Queenston Heights (Seatrade) landed in Puerto La Cruz, Venezuela, recently to find the well-developed SIU facilities in that South American port city.

The Seafarers, according to a report in the ship's minutes from Stanley Cieslak, secretary of the meeting, were overwhelmed by the reception they received in the form of an SIU representative. To be sure, the seafaring men of the Union had expected a good time as they headed for the Seamen's Club, a city landmark, but they did not expect to be greeted and given the key to the city, so to speak, by an assistant secretary-treasurer of the Union.

Good Location

Despite published reports in the LOG concerning the establishment of a hall in the port, the men were gladdened by the sight of Bob Matthews who is down South America way handling the beginnings of the new set-up in the port. The Union has its facilities on the second floor of the Seamen's Club and several men expressed to Cieslak the desirability of its location in the city and in the club itself.

After taking a cook's tour of the new Union set-up, some of the members were off to the local hospital to spread good cheer among their ailing shipmates. Brothers Anthony and King, both taken off an Alcoa ship, perked up considerably when the Seafarer contingent, led by Matthews, flocked to their bedsides and made like old home week in Mobile, Ala.

Cieslak reported that the hospital is conveniently located, situated not too far from the new Union quarters and near to the waterfront. It is well-equipped with a congenial and more than adequate staff handling the needs of the patients. When the group of Seafarers visited the sick shipmates in the hospital, they brought along with them magazines and news of home. In general, King and Anthony were made to feel at home, and all their needs were taken care of by the visiting Seafarers.

When the wandering Seafarers returned to their ship, they had

many interesting tales to relate to their shipmates about the new facilities of the SIU, even in this outpost of South America. They think the SIU has pretty well girdled the globe, in facilities as well as in other installations and institutions.

Seafarers Dance A Sailor's Jig



Bosun Bionda, right, and the steward dance a sailor's jig aboard the Compass to the fiddling of Kie Nielsen as the chief cook, left, and Eric Berg look on at the dancing twosome.

SIU Crew Remembers Shipmate, Donates \$450 To Bereaved Kin

Seafarers, like the celebrated elephants of fiction and fable, never forget, according to a report in the ship's minutes of the William A. M. Burden (Western Tankers) where it was recorded that the crew remembered a deceased ex-member to the tune of \$450.

Seafarer crews had donated money before to families of deceased crewmen, but the amount of the donation and the circumstances were noteworthy when the crew kicked in that amount of money for the widow of Seafarer Conrad Jensen. Jensen, an AB, whose last vessel was the Burden, had been hospitalized in Sasebo,

Japan, for a skin condition several months prior to his death. Upon his release from the hospital as fit for duty, Jensen entrained to Yokohama to catch his ship once again and be repatriated back to the United States. Somewhere between Osaka and Yokohama, Jensen died from unknown causes.

When the crew of the William Burden heard the disheartening news, it decided upon a steady course of action. Immediately, word spread among the deceased's ex-shipmates and a tarpaulin muster turned up the money to go to his widow.

According to plan, the master of the vessel sent a radiogram to the company asking it to send the money to Mrs. Jensen. The money went out the same day to the bereaved widow in Portsmouth, Va. Jensen, a 48-year-old Seafarer, had been with the SIU for two years at the time of his unfortunate death.

Reel Relaxation



Seafarer Earl Spear, now on a disability pension with the SIU, takes out a moment for relaxation with rod and reel in his mountain retreat.

The SPORTS LINE

By Spike Marlin

We were on our way up to Focus Coyle's hideaway with a wreath of lilies and some words of condolence after disaster struck the Dodgers. But just as we put our hand on the elevator doorknob it burst open, splattering us against the wall. Out he strode whistling cheerfully, with a strange-looking cloth bird sewed on to his jacket.

We picked up the remains of the flowers and asked him how come he was so happy, being his boys had blown the series again. "Oh them," he sneered, "them masochists! I don't even watch the last game partly on account of some fresh kids pulled my aerial down."

Wait a minute, we said, what's this masochist angle?

"Well I was watching one o' them psychological thrillers the other PM, it seems this guy used ta' come home every night and whale a' tar out of his old lady 'cause she baked lousy muffins. Funny part was the dame kept making the muffins, and this here smart detective calls her a masochist."

"Right then I jumps up and says that's it. That's my Dodgers. They'll never win 'cause they likes to get kicked around by the Yankees. That's why they keep bootin' them ground balls all over and throwin' gophers."

I conceded maybe he had something there. But what now? Root for the Yankees?

"Nuts," he snarled. "I'm not switchin' to the enemy. But I got me a new gimmick. Maybe the NL clubs can't take 'em. So I picked an American league team to root for. That's why I got this oriole on my jacket."

We told him he couldn't be serious. Just because the St. Louis Browns were moved to Baltimore didn't make them a major league ball club.

"Whaddya mean?" he shouted. "Why they can't lose. They even got one of them old Orioles on the club with the old Oriole spirit."

Wait a minute we said. The Browns (now Orioles) only looked like they were 70 years old out on the baseball diamond. When you get up real close they were as young as any other ball club.

"Yeh?" he retorted. "Well what about Satchel Paige, he must of been playing back in them days with McGraw."

We conceded that Satchel was a little ancient but expressed serious doubt that he was that old.

"Well maybe he ain't. But I'm just prayin' that them Maryland oysters and turtle soup will inspire my boys. Somebody gotta beat the Yankees sometime. Just like them Democrats, they can't win forever."

Some Pastry Fun On Del Sud Run



In a charlotte rousse-making race aboard the Del Sud, it appears that Phil Reis, baker, right, is outdistancing Joe Skladanik, baker's utility, in a bit of good natured shipboard fun.



GALLEY CLEANINGS

The LOG opens this column as an exchange for stewards, cooks, bakers and others who'd like to share favored food recipes, little-known cooking and baking hints, dishes with a national flavor and the like, suitable for shipboard and/or home use. Here's Percival Barclay on how to make steam pudding and hard sauce.

While talking of last issue's "Galley Cleanings" column, Seafarer Percival Barclay had a dessert of his own to challenge A. J. Jockel for sweet tooth honors. Barclay, who hails from Kingston, Jamaica, B.W.I., calls his dish steam pudding. He says this is also known as economical pudding.

To make steam pudding for about 40 men, you use 1 pound of carrots, one pound of citron, one-half pound of orange peel, three pounds of raisins, three pounds of currants, one pound of sliced pineapple, one pound of coconut meat, one pound of mixed nuts, two pounds of cake crumbs, three pounds of flour, three tablespoons of baking powder, one tablespoon of cinnamon, three teaspoons of ginger, one teaspoon of allspice, one pint of molasses, a pint of syrup, nine eggs.

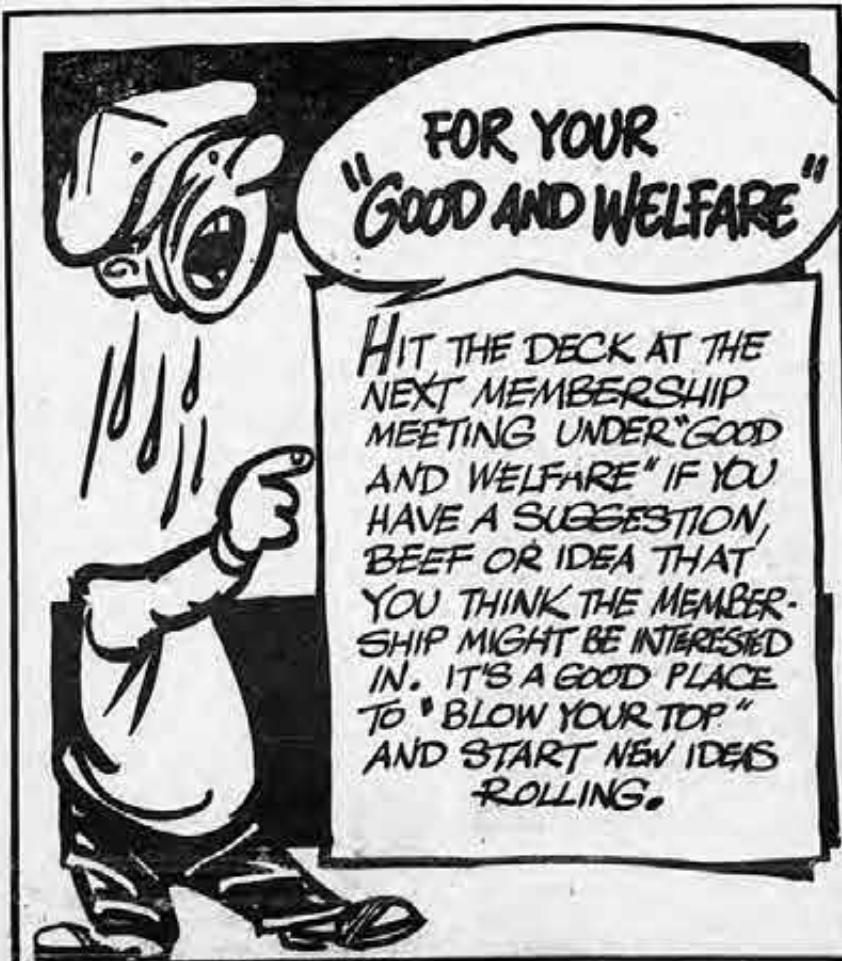
Cut the pineapple, chop the nuts, grind the fruit and place to-

gether in a mixing-bowl, after having first floured them separately. Mix together, and add seasoning and syrup and molasses. Mix again and add nine whole eggs, mixing these in together. After this is done, grease the pans and place in steamer and allow to steam for four hours.

The best sauce to add to the pudding, according to Brother Barclay, is hard sauce. This is best made with a rum base. Take about a tablespoon of rum and mix with one-half pound of melted butter and one and one-half pounds of powdered sugar. Place this in the refrigerator and allow to harden. The pudding should be served hot with the sauce added.

Barclay, who has sailed as cook, butcher and baker, described some of his native West Indian dishes, which he claims are as delicious as they are exotic. A common dish in Jamaica is Haki, a sort of flowering, yellow fruit with a flavor not unlike egg yolks. This is usually served boiled with salt cod, melted butter, steamed rice and black pepper.

Seafarer Sam Says



FOR YOUR "GOOD AND WELFARE"

HIT THE DECK AT THE NEXT MEMBERSHIP MEETING UNDER "GOOD AND WELFARE" IF YOU HAVE A SUGGESTION, BEEF OR IDEA THAT YOU THINK THE MEMBERSHIP MIGHT BE INTERESTED IN. IT'S A GOOD PLACE TO "BLOW YOUR TOP" AND START NEW IDEAS ROLLING.

Michael Skipper One Of The Best

To the Editor:

The crew of the Michael (Carras) would like to say a few words for the skipper on here. He is only a relief skipper this trip, but we all would like to see him sailing steady on an SIU ship. A very generous man, this captain will do anything in his power for a good voyage. All hands extend best wishes to a good skipper. His name is L. C. Welter.

Crew of Michael

Union Helps Him Collect Money

To the Editor:

A few months ago I had a minor accident aboard one of our contracted ships. As a result, I was under treatment for a few weeks as an out-patient. Two weeks went by, and I visited the office of the SIU Welfare Director, Walter Siekmann.

In a hurry, he stepped into the picture and gave me the necessary help in collecting the first two weeks' maintenance due me from the company. At the same time, he made an appointment for me to get some legal advice from one of the SIU counsels. Due to this professional help I collected, after a few months, \$250 in cash from the company, something I thought could never come through.



Rosa

It is a pleasure to thank our Union officials and our Welfare Director and his assistants for a job well done, in making these benefits possible to our Union brothers.

Also, a vote of thanks to our SIU counsels for being so kind and helping me to collect this money from the company. Thanks again, and a happy sailing to our Union brothers.

Evaristo Rosa

Urges Men To Write Congress

To the Editor:

After hearing about the talk from the big brass in Washington about the move to close the USPHS hospitals at the next session of Congress, I would like to urge all SIU members to write to their Congressmen and ask them for their help in preventing this unjust deal that they are trying to give the merchant seamen.

It would be a good idea if all members of the family and all friends of Seafarers would write to their Representatives and Senators about this, too.

So, brothers, don't wait. Let's not hesitate but start the ball rolling by sending in requests now, so we can be prepared at the next session of Congress. As for the SIU, we all know that we will be carrying the banner all the way to Congress' front door. Let's start an all-out fight to stop the closing of the marine hospitals.

Spider Korolia

Protests Closing Of Hospitals

To the Editor:

Thanks for the mention of my letter in the September 18th issue of the LOG. I would like to know to whom in Congress one writes with regard to the closing of the USPHS hospitals. Now that the hostilities are supposedly over, the seaman finds himself the victim of some budget-happy congressmen. Perhaps the definition Congress has for an able bodied seaman is a man who is immune to illness

LETTERS

GI Finds Army Is Not Like SIU

To the Editor:

Here I am in Fort Dix, a seasoned recruit with four weeks of basic training under my belt and a horrible 12 more weeks to go. It's lousy here at Fort Dix. I guess it's rotten any place in the Army. The food is terrible, and doesn't compare at all with the good food turned out by SIU cooks and bakers. There isn't enough food for a baby at mealtimes. This is nothing like all the food a fellow gets on any SIU ship.

Homesick For SIU

Working conditions can't compare to an SIU-contracted ship.

What I'm trying to say, for the first time in my life, I'm homesick — and I mean homesick for a good old SIU ship.

I have two years to go. It seems like a million years away. As soon as I get out of here I'm going to get my book out of retirement and get the first ship I can. In the meantime, I'll have to be satisfied with just reading the LOG, so I would appreciate it very much if you would send it to me.

Pvt. Robert Fink

(Ed. note: We hope receiving the LOG regularly will help console you.)



Fink

Wants Info On Union Queries

To the Editor:

I was surprised to hear and read about our participation in the longshoremen's beef. Upon reflection, it would seem the only logical thing to do, as the Union will win a more sympathetic ally in our battles and show the shipowners and the whole world what an anti-Communist, militant Union can accomplish.

Do we have any new working clarification on working the ships for steward department? If so, can they be obtained at the halls? On getting replacements aboard where a different union is represented, how can discipline be maintained when these men refuse to live up to our standards and agitate against our agreements? Are there any conditions under which a rated men,



Johnson

clearly not able to do his job, could be demoted and another man put in his place? In some cases, this situation could lead to a real hazard for the health and safety of the crew—for example, a chief cook.

Handicap For Members

I have heard of seamen thinking of trying for the Union scholarship. This is a good thing for public and member relations, but the seaman most likely would quit the sea, thereby losing a member. By the time he has three years sea time though (approximately five years of actual time) a lot of water has gone under the bridge, and the thinker is rusty. Do we get a handicap?

In the few years I've been going to sea, I've noticed all the clothes, shoes, etc., thrown away at the payoff. Why couldn't the hall notify Goodwill Industries, a non-profit agency, for help to handicapped persons) when the ships arrive and have the ships' delegates put this in a large box for these public people to pick up?

George Johnson

(Ed. note: Yes, new working clarifications for the steward department may be obtained at any Union hall. Disciplinary action against men at sea should be handled with discretion aboard ship. A man who is clearly incompetent may be demoted, under extraordinary circumstances; this must be done by the captain of the ship, who must act within the limits set forth in maritime law. As for the Union scholarship, exactly the same requirements must be met by each candidate, in order to make sure that the decision of the judges is absolutely fair to all contestants.)

New Location For PR Canteen

To the Editor:

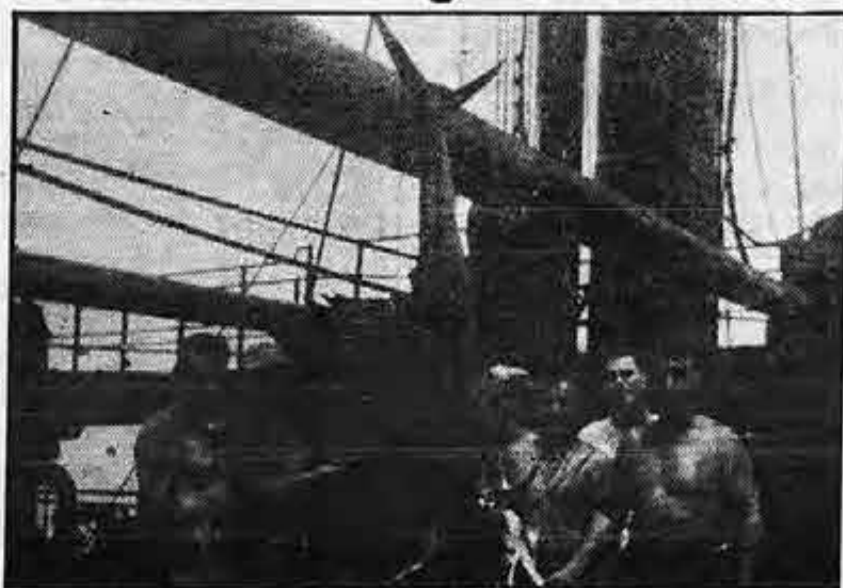
In the old days, in Ponce, Puerto Rico, there was a man named Albert Alvarez who ran the canteen outside of the pier. When some of the seamen got left behind, he used to take care of them. When the government bought out all the dock space, he moved nearer town.

I visited his new place, and he asked me to help him and see if I could have the LOG sent there for the boys to pick up. He has always been fair to the seamen and he would like his new address to be printed in the LOG. I know a lot of the oldtimers would be glad to know where his place is: Albert Alvarez, Road Dock, No. 76, Box 61, Playa, Ponce, Puerto Rico.

Jimmie Higham

(Ed. note: We have added his new address to our files. He will receive it as published.)

Seafarers Win Fight With Sailfish



Athan Kosta, messman, right, along with five other Seafarers aboard the Portmar, show sailfish Kosta caught in Tuanapep Bay off Mexico. Fish was nine feet long and weighed in at 190 pounds when the Seafarers hauled him aboard. He still had plenty of life left in him.

SIU Helps Him Help His Sister

To the Editor:

Just a few lines to say that I am here in Genoa for a vacation and also to help my sister, whose husband has been ill for a couple of months. I am glad that I could



Ranalli

do some good for them because they really needed my help, but I want to thank the SIU, because they made it possible for me to earn my living from the shipping companies. I am glad to be a Union member, especially right now.

I am waiting to get a ship because my funds are getting low, and I would appreciate it if you would send me a LOG so I could keep up with events and news of our Union.

Thomas Ranalli

(Ed. note: Your name has been added to the mailing list, and you will receive the LOG regularly at the Genoa address you gave from now on.)

Army Gives Cook Cooking Lessons

To the Editor:

I am writing you to ask that the LOG be sent to me. I am taking a baking course at Fort Lee, after going to sea as a cook and baker for three years and working shore-side as a baker for four years. The last ship I was on was the Cities Service wagon, Government Camp, where I sailed as chief cook.

All it is down here is a long day, short pay and no OT. Well, I can look forward to the day when I can sail on SIU ships.

I would like to say that the LOG would help me to see what is going on in the SIU.

Pvt. Walter R. Weidmann

(Ed. note: We are sending the LOG to you, as you requested.)

Donate Blood To Brother's Wife

To the Editor:

My wife and I would like to express our sincerest thanks and gratitude to the SIU men who answered the call for blood for my wife, who underwent a serious operation at Church Home and Hospital in Baltimore on September 11th. Without blood transfusions she could not have recovered.

Our special and personal thanks go to Seafarers Roy Sorey, Phillip Dexter and Harris Damron, who gave their blood. We are very grateful to them and for the fine Union of which I am a member.

William Edward White

Wants Info On Writing Congress

To the Editor:

Many Seafarers don't know their Congressmen and are thereby discouraged from writing to Washington to protest the attack on the USPHS hospitals. If you can advise who the Congressmen are in each district and give us some idea of what to say in an appeal to the big brass, I think the men would be more encouraged to write. As it is now, we don't know who's who in Washington.

William Calefate

(Ed. note: The LOG will be glad to inform any interested Seafarer who the Congressmen representing his district are, and where to write to them.)

(Ed. note: Write to the Senators from your state, either Sen. Knowland or Sen. Kuchel.)

Defend Brother Who Got Panned

To the Editor:

This letter concerns Louis King, an AB who joined the Camas Meadows (US Petroleum Carriers) several months ago, in Naples, Italy. At that time, he had just gotten off the Fort Bridger, and for some reason the bosun of the Fort Bridger wrote a letter to the LOG, which was printed, panning him.

He has been aboard this ship some seven months now, and we, the crew, have found him to be a fine shipmate, a good worker and an active Union man. This man holds an NMU book.

At a recent shipboard meeting we went on record as supporting this man. We feel that an injustice has been done him by the former bosun of the Fort Bridger. On this vessel, his conduct has been above reproach.

Crew of Camas Meadows

Sailing BME, He Visits SIU Hall

To the Editor:

Just recently I visited headquarters for the first time since the new building has been up. It sure is a beautiful and convenient setup, and makes one fully realize the long way our Union has advanced since we were installed in Stone Street and Beaver Street.

I made a tour of the hall and was very much impressed. My hat is off to the courtesy, speed and efficiency of the office force. Within a half hour after applying for my vacation dough, it was in my pocket. Some vital information I needed was immediately available and the other services, such as the cafeteria, barber, Sea Chest and Port O'Call are all tops.

I am proud to be a part of such a fine organization, and although I am now sailing with the BME, I plan to keep my book and remain in good standing always.

E. A. Scoper

LOG Is Tops To SIU Man's Sister

To the Editor:

I'm writing about my copy of the LOG, which I haven't received for several months. I had been receiving the LOG regularly for several years up until that time.

My brother, James H. Smith, who is a seaman, had it sent to me. Will you please start sending it to me again, as I think there is no paper like the LOG, when you have a brother sailing. Thank you.

Beulah Smith

(Ed. note: We have checked our mailing list; from now on you will receive the LOG regularly once more.)

LOG Was Worth A 3-Month Wait

To the Editor:

It took me three months to get hold of the LOG, but by golly, it was really worth waiting for. I picked up the August 7th issue at the SUP hall in Yokohama. You see, I'm on the MV Sword Knot, an SUP ship shuttling between Japan and Korea, and while we get the SUP and MFOV papers regularly, the issue of the SEAFARERS LOG that I picked up was the first one on this ship in almost three months.

Read By All Hands

It would be very gratifying for the LOG staff in New York to see the way it's read and reread by all hands. I took great pride and pleasure in showing the crew the shipping figures for the period from July 15 to July 29. In that period, you no doubt recall,

Lipkin

there were 1,900 men registered in all ports and 1,904 men shipped. They could hardly believe it, and thought it was marvelous.

I've talked to men here in the steward department who belong to Sister Bryson's NUMC&S, and they waited six or eight months on the beach before they could get a job. When they see the shipping figures in black and white, they have only one question: How do you get into the SIU?

Believe me, it's wonderful to talk up your Union for months and then present the proof of the pudding in the best way possible—with a copy of the SEAFARERS LOG.

Introduces SIU Officials

Oh, yes, they also wanted to know who the people on the front page were. I took great pleasure in pointing out Paul Hall and our New Orleans agent, Lindsay Williams, two bozos I'm proud and happy to call friends and brothers.

I've filled out the blank to get back on the LOG mailing list, and I really hope that I can look forward to getting my copy regularly. I've a wife and child in Yokohama, and it looks like I'm here to stay for a long while.

Maxie Lipkin

(Ed. note: The LOG will be sent to you regularly in Japan, as you asked.)

SIU Ships Home To GI In Korea

To the Editor:

I'm still here in our hell port of Pusan, and still pulling for the SIU. If it wasn't for the SIU ships coming in here I guess I'd go crazy. I've recently been aboard the Arizona, Santa Venetia, Purple Star, Sea Legend and the good ship Seacraft.

I've met such good Union brothers as Eddie Fields, Donnie Collins, Johnnie Morris, Johnnie

Olde Photos Wanted by LOG

The LOG is interested in collecting and printing photographs showing what seagoing was like in the old days. All you oldtimers who have any old mementos, photographs of shipboard life, pictures of ships or anything that would show how seamen lived, ate and worked in the days gone by, send them in to the LOG. Whether they be steam or sail, around the turn of the century, during the first world war and as late as 1938, the LOG is interested in them all. We'll take care of them and return your souvenirs to you.

LETTERS

Cancel Plans To Produce Play

To the Editor:

As you no doubt know by now the Keystone Mariner got stuck out here on the West Coast, and consequently, the opening date of my play could not be set for September, as we had planned. It was also impossible to make arrangements and postpone the opening date for a later time. As the director and his group only leased the theater from the owners for the summer season. So now there is nothing concrete to enable me to plan production of the play for when we get back to New York. If we do get back to New York.

I would like to clear up this matter by saying that I have made refunds to all those who have invested in the production of the play, with the exception of three SIU members, who preferred to leave their money in my keep just in case another production plan is set up when we get back to New York. If not, of course, their money will be refunded too.

I made the decision to cancel production plans because of the uncertainties and despite taking a \$400 loss myself. SIU members involved in the investment did not lose a cent on this deal. I would like this to be recorded in the LOG since the story of their investments was printed there.

Thank you for your kind cooperation in publishing the article about the production plans of "Slow Boat Across."

Harry B. Antrotter

After eight steady years of sailing on SIU-contracted ships, I often find it hard to believe that the Seafarers have progressed so much in so short a time. It seems like only yesterday that I shipped aboard my first SIU packet in 1943 and little did I think that in 1951 I would retire my book and retire from the sea. I did this at my wife's request.

With my sea background, I went to work ashore as a rigger in one of Baltimore's larger ship repair yards for almost two years. While engaged in this work I came into contact with many Seafarers aboard vessels in drydock undergoing needed repairs. Just talking to them was great and many times

I thought how nice it would be to make "just one more trip."

One thing I found out in the yard. The union representation could never come near that of the SIU. The Seafarers certainly enjoy the best contracts, working conditions and benefits. It is a pleasure to read in the LOG of the continued efforts of the officials, who continually strive for and achieve the solid results that always seem to be tops in the maritime industry.

I enjoy reading the LOG and, tell me, who doesn't? The membership is constantly informed of what is going on, and an informed group of seamen always means progress.

The new increase in wages, coupled with the maternity benefit, plus the new vacation plan and all the other seemingly impossible advances, makes going to sea a much more pleasant and stable profession than it has ever been.

After moving back to my old home town, Pittsburgh, eight months ago, I started work as a salesman for a large casket manufacturer. I am doing well, but I still enjoy living over many of the swell trips I made. Fellows like Nollie Towns, Dave Gilmore, Lex Fanjoy, Bill Champlain, Bill Ammerman, Frank Paschang and a host of others all made sailing a real pleasure.

Hats off to the SIU, and smooth sailing always.

George "Red" Liedemann

Now Is Time To Fight, He Urges

To the Editor:

This is a sort of Paul Revere letter. It is intended to arouse the countryside to the coming peril of hospital closings just as that lone horseman did in April of 1775 when he alerted every Middlesex village and farm over the coming of the Redcoats.

For 153 years now, or since Sophie Tucker sang her first scale, seamen as well as Government employees have had a USPHS hospital program to care for them in time of sickness and failing health, temporary or otherwise. Now the Government proposes to close the hospitals and throw the merchant seaman upon the mercies of the public. This is rank injustice.

Something concrete must be done about it before it is allowed to come about. Write to your Congressman, the President and anyone else who may swerve what appears to be the present course. We were successful before, we will be again. Now is the time to write. Insure that success with a letter or wire.

Johnny Fry

Officers And Dining Room Crew



Captain Louis Breckenridge, seated left, and Chief Engineer Peterson pose with Walter Grosvenor, head waiter, right, and dining room staff aboard the Yarmouth on a run from Boston to Nova Scotia.

Crew Has Good Time In Bombay

To the Editor:

We have had a good little trip out of this. So far we had to leave one of our crewmembers in Bombay for he was sick. I told the company agent to go see him and see what he wants.

Well, we all had a good time in Bmbay, or I know I did. We have a little club on this ship and some of the crewmembers joined it in Bombay.



We call it the 2-for-1 club and we have what you call the sea lawyer. I know you know what I am saying; by the way, if you don't know what the 2-for-1 club is I will tell you. That is, the old man's log book. We have a president and a vice-president of this 2-for-1 club.

Sharp Messman

We have on this ship George Meshover, third cook; John J. Uszakilwicz, messman. He is a mess. You can't get anything out of the messroom without him missing it. We have John B. Swiderakie. He is the bosun. Robert Goodnick, oiler T. Larsen. Oh, yes, we have Francis X. Butler, the star OS on the 12-4 watch. He is the vice-president of the 2-for-1 club.

I have made my first trip out of the New York hall and I am glad to say when I came out of the Army and got my book out of retirement and saw what my SIU has got for its members, I was glad to know that I am a member of it. I didn't know when I went in the Army that the SIU could give so much to its brother members. When I went to the Mobile hall it was just as if I was at home to sell all the boys with whom I sailed. I was in the hospital for 17½ months and I got my LOG every time. I was glad to read what my brother members were doing on ships and in the ports.

I am the ship's delegate of the Steel Apprentice (Isthmian). I want to let everyone know about this. When you are in Saudi Arabia, as some of you know, you can't go ashore there. This is Ras Tanura and Damman. The people will try to start trouble with you so they can get something out of you. We had some trouble on the Steel Apprentice, but not much. The bosun hit one of the them and they stopped working, but they started back in about an hour and they didn't do anything to the bosun.

Urges Caution

I went over to the Steel Worker (Isthmian) one day to see what they were doing, and one of the crewmembers got in some trouble there and they put him in jail for some time, but they got him out before they sailed from Damman. I don't know if there's anything we can do about the way the people are acting over there to crewmembers, but if you have been over there, you can tell the crewmembers of your ship about the trouble and try to help them out.

The near East and the Orient are strange places for American seamen. There seems to be some sort of antipathy between the local people and the Americans. This sort of thing has cropped up most frequently in places like Ras Tanura and Damman.

I can say one thing, it is so hot over there you can't sleep in your room. I was told that Isthmian was going to put in air conditioning on the steel ships. I think if we all start some beefs about it we may get it in. I am going to see about it when I get back in. I know I am all for it and think if every ship will come along with a beef about this we may get it in soon.

John V. Smith

Ward, Harry Ames, Casey Jones, Frank Cullison, and Jack Stille—whom I met for the second time out here. I've been to a couple of parties with the guys and a good time was had by all.

Today I was on board the Brightstar, which has a swell bunch of SIU men. It is like going home to board an SIU ship and see old friends. I only wish there was some way for me to get out sooner than I'm supposed to so that I can ship out again.

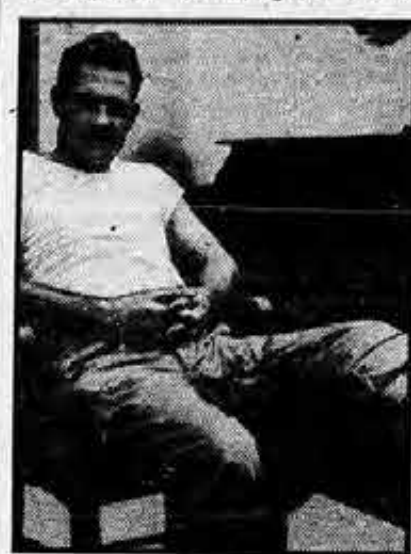
I've been getting the LOG since last April, and pass it on to my buddies. They are always asking me when the next issue will come. I've been lucky enough to get extra copies from the ships and, if I board a ship that hasn't gotten a LOG, I always have my latest copy stashed somewhere so I can give it to them.

Jimmie James

Thanks Santore Crew For Care

To the Editor:

I would like you to send me the LOG, as I am a sick man and won't be able to get around for a while. I was in the hospital of the



Wayne Hartman

Bethlehem Iron Mines Company down in Chile and was treated very well. The boys treated me very nice while I was on the Santore. I would like to say thanks to them all.

Wayne Hartman

(Ed. note: Your address has been noted and the LOG will be sent to you every two weeks as published.)

Seafarer's Wife A LOG Fan Now

To the Editor:

I would like very much to have my address added to the LOG mailing list for my wife, who has been an avid reader of the LOG since she arrived here from Rotterdam, Holland, several months ago. I also want her to save them for me, since occasionally I miss an issue, when I am at sea myself.

Joe N. Atchison

(Ed. note: Your name has been added to the LOG's mailing list, as you requested.)

Thinks LOG Is Just Great

To the Editor:

I believe in giving credit where it lies. For many years now I have been reading the LOG with pleasure, never once telling what I thought about it. I think this has gone on long enough and the time has come for me to say that it is the best gosh-darn newspaper in the world. Not only does it give the interesting news of the world related to the interests of seamen, but it expands to cover general news interests. Furthermore, it tells of the private lives of the Seafarers. It's just great.

Henry Gunther

The 'Dark Of The Sea' Comes To Light

Creatures of the land, sea, and air have long been important items on dinner table and have added to larders throughout the world, but it has only been in the last few years that man has discovered creatures of the sea lurking below the sunlit depths.

Despite the superabundance of land animals, creatures of the air, and surface members of the briny deep, reports in recent years seem to indicate that the unlit depths of the sea world hold things which outnumber, or at least are the equal, of known creatures. Not all of these creatures are edible, considering the queasy stomachs of civilized man, but the black depths of the sea are profusely populated by these living things.

Nocturnal Visitors

Primarily nocturnal visitors to the surface of the waters of the world, these creatures include deep-water plankton, shrimp, prawn, jellyfish, squid, octopi, and hundreds of other crawling, burrowing, and parasitic inhabitants of the dark and deep. Of those marine bodies not included in modern man's diet, there are many which fall prey to other sea creatures, especially the whale.

Part of the mammalian species and descending from a common ancestor of man, the whale world divides itself into three classifications in its hunt for food, the squid-eaters, the fish-eaters and the plankton-eaters. The latter group, which feeds in the manner of a food sieve as it swallows enormous quantities of water only to blow it out into the sea again, strained of its plankton, lives only where there are dense masses of their prey. The waters of the Arctic, Antarctic and high temperate latitudes comprise almost the entire feeding grounds for this group. Fish-eating whales range over a wider expanse of sea, but the sperm whale really goes down

to the depths in its quest for food.

One of the greatest undersea battles of feeding and survival takes place almost daily in these depths as a 60-ton or more sperm whale grapples with the giant squid *Architeuthis* in an unimaginable death struggle. Marks found on the bodies of sperm whales captured by whalers or washed up on beaches show scars inflicted by the suckers of the 30-foot squid, attesting to the raging undersea contests.

The seal, another warm-blooded mammal like the whale and man, also takes to the deep sea in the winter, following an abundant food supply. It is significant that certain species of fish which have never before been seen by man have been found only as bones in the stomachs of seals. Nowhere else have these bones been found, nor has the living fish been discovered anywhere but in the crawl of the seal.

Marine animals of the deep sea differ greatly from their upper layer brethren. At depths greater than 250 fathoms, or 1,500 feet, all fishes are black, dark violet or the drabest of browns. Luminescence also is a part of this watery, nether world. Specimens brought to the surface by fishermen or natural means contain luminous torches which can be turned off and on at will in a spectacular display, presumably used for finding or pursuing prey. Others have rows of light patterned over their bodies.

Descend Into Depths

Every day men are discovering more about the deep sea formerly beyond their reach. In 1934, William Beebe and Otis Barton descended in the bathysphere to a depth of more than 3,000 feet to watch the action of the monsters

lurking in the deep. Later, in 1949, Barton went down in the bathysphere to a depth of 4,500 feet off the coast of California for further exploration of this Jules Verne world. A recent descent by the famous balloonist Picard went down much further than that.

Fishermen before and after World War II used fathometers to detect the movements of fish deep below the surface of the ocean. Theories are still pending on a great shelf of animate bodies which stretch over most of the waters of the world in the dark recesses of the seas. Whether these bodies are plankton, fish or squid is not known, but they are known to be alive. The secret of their identity may be discovered before this is published, but even before that may come revelations of other creatures which infest the deep.



Delving deeper into sea than any other creature, in its quest for food, is the sperm whale. Its favorite dish is the squid.

'Broken Heads And Bloody Noses,' Fifes And Drums Mark 'Strike'

Music from a fife and drum corps mixed in with "broken heads and bloody noses" was the order of the day back in April, 1800, when a group of American seamen staged one of the first "strikes" in American maritime history, and ran into a group of scabs trying to break the strike.

Of course, in those days, such things as strong maritime unions were things which most seamen never even thought about. Unions just didn't exist, and were something that most men couldn't even imagine. In fact, a few years later, in 1804, a group of coopers in New York got together and formed what was probably the first "union" in the US. They formed an association to try to raise the wages they were paid for making barrels as the answer to an employers' association that was formed.

The result of this coopers' association was that the members were all arrested. The police locked them up, and the courts found them guilty of a "conspiracy to raise wages."

However, in April of 1800, a group of seamen banded together by a sort of mutual consent in an effort to get their wages raised to \$20 per month. They had no organization of any sort, and the entire effort was one of those things that just sort of grew out of discussions among the men in port. The result was that the men made an informal agreement not to sign on any vessel paying less than the \$20 per month.

However, even in those days there were scabs—and the seamen hated them just as much then as now. This informal "strike" was just getting started when a group of scabs signed on a vessel at \$18 per month at Fell's Point.

The "striking" seamen immediately staged a protest and then marched to the ship to try to persuade the scabs not to sail. They did it in fine style, with fifes and drums preceding them, and flags flying as they marched through the streets.

The shipowners, however, had heard about the attempt, and gathered a group of men to stay on board the vessel to discourage any attempt by the seamen to get aboard. As the papers of the time

report, "a severe conflict ensued."

The "strike" of course was easily broken, since the seamen had no organization, no sort of strike apparatus, and were easily forced to sail as their money ran out and they had to accept a berth at whatever pay they could get.

The press of the time was, of course, far from sympathetic to such attempts by the men to raise their wages, and the event was reported in a Baltimore paper on April 11, 1800, as the attempt by a "mob" to "rifle" the ship. The newspaper reported the event as follows:

"A large mob of sailors who had turned out for higher wages and were parading down the streets of

Fell's Point on Monday, in riotous confusion, made an attempt after dark to board and rifle a vessel belonging to Messrs. David Steward and Sons, on board of which it was said, men had entered at \$18 per month. Their design being learnt, several citizens put themselves aboard to defend her in case of necessity, from the ravages of the mob, who seemed bent on mischief, and approached with drums and fifes and colors flying. As they attempted to get on board, they were opposed, then a severe conflict ensued, and notwithstanding the vessel lay close alongside the wharf, they were three times repulsed, with broken heads and bloody noses."



The octopus, shown here in its favorite habitat, a coral cave, is one of the best known residents of the sea's lower depths.



The armed scabs waited on deck while the striking sailors marched up the gangplank with fife and drums.

... DIGEST of SHIPS' MEETINGS ...

(Continued from page 24)

hospital, but will get medical treatment in the next port. Motion was passed to put out more night lunch. A complete record of this voyage will be kept and turned over to the patrolman on arrival in the States.

FRENCH CREEK (Cities Service), October 4—Chairman, F. W. Ammons; Secretary, Ben Beard. Yulee Crews was elected ship's delegate by acclamation. Collection will be taken up to buy a tube for the ship's radio in the messhall. Watertight doors need repairing. Dungs and khakis will be ordered by the captain for the slopchest.

MARORE (Ore), September 26—Chairman, Raymond Schrum; Secretary, J. E. Basterling. More night lunch should



be put out. Washing machine has repeatedly been broken. No satisfaction was obtained from the chief engineer and the matter will be taken up with the patrolman at the payoff. Each man should lend a hand in keeping the pantry clean. Suggestion was made to try and secure watch foci's on the ship. This will be taken up on arrival.

SUZANNE (Bull), September 24—Chairman, Red Campbell; Secretary, Sam Tecman. Red Campbell, Secretary, Sam Tech. Dios was elected ship's delegate. Suggestion was made to get Union reading material and keep it in the reading room.

BEYHORE (Ore), September 24—Chairman, Leroy C. Bowler; Secretary, Juan C. Vega. New fan is needed in the officers' foci's. Washing machine motor is about to go dead. Can opener will be changed. Perculator should be repaired or replaced. Washing machine should be kept clean.

CHILORE (Ore), September 27—Chairman, William Kums; Secretary, D. L. Warrington. Steward should contact the port steward about more stores; we ran out of dry cereal 10 days from Baltimore. More coffee percolators are needed, as well as more wind scoops. Slopchest prices should be checked.

ROBIN MOWBRAY (Sea Shipping), No date—Chairman, Harold E. Long; Secretary, Earl Morris. One man missed ship in San Pedro. Steward will get whatever stores he can in South Africa. September 12—Chairman, Harold Long; Secretary, W. L. Merritt. One man missed ship at Tananarive, Madagascar and rejoined at Capetown, South Africa. Steward requested that all cot and linen be turned in before the crew leaves the ship. Bosun suggested that his foci's be souged before the next crew comes aboard. Ships needs fumigating.

SEASTAR (Marsader), September 12—Chairman, E. Wallace; Secretary, A. Collins. Nobody should sign on for the next trip until all stores are on board and everything requested is on board and checked. Steward made out a requisition sheet, as the company's was insufficient. A new washing machine is needed. Ship is to carry US currency for draws; money will be put out every five days in port; patrolman will be asked to check on this. Food is to be better cooked; coffee urn is to be changed. Buckets will be ordered. Slopchest is insufficient; patrolman should find out why cigarettes are a dollar a carton. Repair lists will be checked.

NEW ROCHELLE VICTORY (South Atlantic), September 21—Chairman, M. W. Kirk; Secretary, John S. Kauver. The ship needs fumigation. Meat box alley should be souged and painted. Grade of meat is very poor. Best grades of meat should be ordered in the future. All new pillows should be bought for the next voyage. Griddle should be ordered for the next voyage. All fresh water tanks should be cemented as the water is rusty

Quiz Answer

- (1) Six; Ed Delahanty, Bobby Lowe, Chuck Klein, Lou Gehrig, Pat Seery and Gil Hodges.
- (2) (b) 20.
- (3) (c) 9,000.
- (4) (a) Copper.
- (5) (a) 12.
- (6) (a)-(u), (b)-(x), (c)-(s), (d)-(y), (e)-(w), (f)-(t), (g)-(v).
- (7) 18.
- (8) 18; counting the letters in the whole phrase: State of Mississippi.

Puzzle Answer

ROTS HALL RED
 OAHU ALEE ERA
 STEP PORTLAND
 ASS APE TED
 PONY LEGEND
 STORY HER ROE
 HIRE GUT ESNE
 INT ROB ORDER
 PASSED PAGI
 LIT AOR GAS
 FAIRISLE HELL
 INN NATS ISLE
 NNE AMOY STEW

and dirty. Baker should get a vote of thanks for his good work.

CON VICTORY (Victory Carriers), September 20—Chairman, Bays; Secretary, Magnini. Decks of three foci's were painted. Repairs are to be made before the ship sails. Extra sink is needed on topside in the pantry. Books should be returned to the recreation room. Fresh water tanks are to be cleaned, as the water is full of rust particles. No date—Chairman, not listed; Secretary, not listed. Ship's delegate will see the captain about painting passageways, decks and heads. Recreation room will be cleaned by a sanitary man from each department, rotating each week. Washing machine drain should be changed. Glasses and silverware should be checked by the steward and the general condition of the messhall should be watched.

LONGVIEW VICTORY (Victory Carriers), August 22—Chairman, S. V. Stocmarr; Secretary, R. Stubbs. Rooms will be painted; new mattresses are available. Red Fisher was elected ship's delegate. Departments will take turns cleaning the laundry. Rice will be put on the menu. Men should make sure that they draw enough money in Japan.

August 23—Chairman, James Fisher; Secretary, S. V. Stocmarr. Crew will cooperate in painting the galley. Steward was asked to put out more soap. Members of the steward department are to

PERSONALS

Marvin F. Kramer
Please get in touch with, or write as soon as you can to Harry Kaufman.

Guy W. Newman
Please contact your sister, Mrs. Lois Greene, 230 N. 14th Street, Griffin, Ga., or anyone knowing his whereabouts get in touch with Mrs. Greene. Last known to be aboard the Amerocean, July 1953.

James Rivers
Raymond Ruppert
Please contact "Blockie" Flowers, 2311 Buchanan Street, San Francisco, Cal.

C. D. Anderson
Get in touch with your mother at 29 Wellington Drive, Asheville, NC. Her home phone number is Weaverville 4272.

Gordon Chambers
Please contact your brother, Stanley Chambers, at 1710 Webster Avenue, Bronx, NY. Anyone knowing his whereabouts contact Mr. Chambers at LUdlow 3-6365.

W. E. Mason
Please get in touch with R. M. Mason as soon as possible.

R. W. Schoolcraft
You can pick up your gear from the Waterman agent in Portland, Ore., and your seamen's papers at the "Little Club" on Dauphine Street, New Orleans, La.

Robert A. Statham
Get in touch with Michael A. Cousins, 4205 South Prieur Street, New Orleans, La. He has a refund check for you.

William R. Dixon
Sophia F. Dixon wants you to get in touch with her as there is some sickness at home and she has some important papers for you to sign. Wants your present address. All mail being returned to her "as not on board." Write her at 68 Pershing Terrace, Uniontown, Pa.

Edward J. Taylor
Contact your wife immediately.

Beaugard Crew
Anyone knowing the whereabouts of Japanese souvenirs belonging to Arnold Boyle, chief cook aboard the vessel which paid off in San Francisco on Oct. 8, 1953, contact him at 61 West 135th Street, New York 37, NY.

Joseph Yonick
Please contact your sister. She has check and mail for you.

Wally Perdue
Contact Rosemary Perdue at 576 18th Street, Brooklyn, NY.

Get New Books Through Agents

Seafarers who applied for new membership books in New York but are now sailing from outports don't have to come to this city to get their new books.

If the men involved will write to headquarters and tell the Union which port they are sailing out of, the Union will forward the book in care of the port agent.

Under no circumstances however, will the books be sent through the mails to any private addresses.

cooperate with one another. Cooking should be better: food is not prepared too well. New shower curtains are to be put up.

September 13—Chairman, S. V. Stocmarr; Secretary, J. M. Fisher. Chief engineer will paint one room if he has time. He refuses to paint engine department rooms—only showers and toilets and decks. Patrolman will be contacted on this. Chief engineer ordered parts to repair the washing machine with. Repair list will be turned over to the captain and the chief engineer; work should be done before reaching port. New library will be ordered.

CALMAR (Calmar), September 12—Chairman, E. Seely; Secretary, A. Nelson. All engine foci's and heads will be painted, deck head will be painted. Messman's foci's will be painted and locker repaired. Messhall pantry and recreation room will be painted. Repair list will be made out and turned in. Steward department head and shower should be painted. Vote of thanks went to the steward department for a job well done.

WILLIAM A. M. BURDEN (Western Tankers), September 7—Chairman, Frank Vandusen; Secretary, C. Walden. Washing machine will be repaired. Discussion was held on the linen. Vote of thanks went to the steward department for the good chow. A donation of \$450 was made to Mrs. Jensen, whose brother died.

ALCOA POINTER (Alcoa), no date—Chairman, Z. Markris; Secretary, C. Morris. Patrolman will be contacted about the man who missed ship. First assistant engineer asked the ship's delegate to see the patrolman about the brother who fouled up. Joe Wilkerson was elected ship's delegate by acclamation. Patrolman will be shown around crew's quarters to check fans and see if they can be replaced. Men were asked to come to the messhall properly dressed. Steward was asked to get some tenderizer for the Trinidad meats.

ALCOA PILGRIM (Alcoa), September 27—Chairman, Clyde D. Parker; Secretary, Carl C. Miller. All delegates were asked to turn repair lists over to the ship's delegate. Members were asked to turn off the hot water after use. Stopped-up scupper in the crew's pantry will be added to the repair list.

ARLYN (Bull), October 4—Chairman, Herbert Parks, Jr.; Secretary, Joseph Merkel. J. Merkel was elected ship's delegate. Members were asked to please help keep the washing machine clean after use. Ship's delegate will take up a collection at the payoff for Brother Schaffer, who was taken off the ship in New York with a back injury. Chief engineer and captain will be asked about opening the spare head and shower for the steward department.

CHICKASAW (Waterman), October 6—Chairman, Blackie King; Secretary, G. Galliano. Patrolman will be contacted about the water fountain. One man missed ship in Baltimore. Vote of thanks went to the steward department. OS on sanitary asked the men to cooperate in keeping the heads and showers clean. A list for cleaning the laundry is posted. Department delegates will make up repair lists for the ship's delegate, who will turn over a copy to the chief mate, the chief engineer and the patrolman. Cans for cigarette butts should be placed in the passageways. Something should be done about the lighting situation in the messhall. Mates on watch want the doors closed or the lights dimmed.

MAGNOLIA MARINER (Bull), September 2—Chairman, A. Thompson; Secretary, C. L. Stringley. Wind scoops will be purchased for the crew's quarters. Discussion was held on cleaning the quarters and laundry. Second mate will be asked about setting the clocks correctly.

TADDEI (Shipenter), September 13—Chairman, R. G. Schlagler; Secretary, J. C. Mitchell. One man missed ship in San Francisco. B. Cowdry was elected ship's delegate unanimously. New repair list will be made out and mailed to the port of sign-on. Chief mate and captain will be asked about inside painting. Cleaning detail in the laundry and recreation hall will be rotated. Inquiries will be made about innerspring mattresses and port-hole screens.

SEATRAN TEXAS (Seatrains), September 27—Chairman, James L. Allen; Secretary, Charles W. Coltran. Delegates reported no beefs.

ROBIN LOCKSLEY (Sea Shipping), July 19—Chairman, J. Jacobson; Secretary, E. M. Bryant. Captain said that as soon as the ship is squared away he will look into the matter of letting the electrician show movies to the crew and putting

shelves in the library. One man left ship in New York after signing on. J. Jacobson was elected ship's delegate. Dryers in the laundry should not be used after 8:00 PM or before 8:00 AM, so that the carpenter and the bosun can sleep.

September 12—Chairman, J. Jacobson; Secretary, R. Harford. Two men missed ship. One brother was left in the hospital in Durban and an OS was picked up to take his place in Walvis. Discussion was held about using the locker in the passageway for the library and getting a tarpaulin for the fantail for hot weather. Repair lists should be made up by department delegates.

KYSKA (Waterman), September 13—Chairman, J. G. Brady; Secretary, H. Carmichael. The clocks are not synchronized aboard ship. Two men missed ship in Yokohama and rejoined in Mol. Each department delegate should make out a repair list and turn it over to the ship's delegate. Messroom should be kept clean and each watch should clean it before the next watch comes on.

SAN MATEO VICTORY (Eastern), August 30—Chairman, A. Collett; Secretary, M. C. McCurdy. Ship's delegate reported a \$8 balance in the ship's fund, after buying games in Charleston. New men were asked to make donations at the payoff or the first draw in US currency. Day workers say the watches eat all the night lunch. The steward promised to put out more. Washing machine is out of order and the chief electrician said it would be repaired soon. Vote of thanks went to the steward department for doing a good job and to the captain, for his support in getting good stores and for being a good skipper in general.

September 30—Chairman, Bob Johnson; Secretary, M. C. McCurdy. Ship's treasurer reported that there was a \$38 balance and reminded the crew to make



donations in New York after the draw. The crew messhall is overcrowded (18 seats and 27 men), since this ship has so large a crew. There is urgent need of more room. Another 7 seats in the PO mess would relieve the pressure. One more man for the steward department should act as PO messman. Larger ice boxes are needed. Odor in refrigerator boxes must be eliminated this time in port. The food tastes of creosote. Pantry and messhalls should be kept clean at night and between meals. Vote of thanks went to the steward department for good food and a job well done. Items wanted from the slopchest should be listed and given to the ship's delegate.

ELIZABETH (Bull), September 27—Chairman, Clark S. Inman; Secretary, W. Lachance. One man was hospitalized in Ponce and one in Magazz. An order for a hot plate was placed. Awning was brought up, bosun understands it can be put up anytime. Question of benches aft was discussed. Fruit juice four times a week was requested. Steward agreed. More cooperation is needed in keeping the messhall clean. Sanitization is needed on chipping hours.

SEATRAN GEORGIA (Seatrains), September 27—Chairman, E. Lasoya; Secretary, Y. E. Pedrosa, Jr. One man missed ship in New York. Steward got a rising vote of censure for his performance coming in and out of port. This is to constitute a warning; there are no complaints about the steward's work as he is doing a good job as a steward.

PETROLITE (Tanker Sag), September 27—Chairman, E. L. Magers; Secretary, V. L. Harding. Watertight doors have been fixed. Two men were brought up on charges. Washing machine will be fixed at the first port. Captain will be contacted about getting spare parts in Pedro when the ship goes in to bunker. Enough water should be used in the washing machine; it should not be left running too long. Chief engineer is doing unlicensed personnel work. Wipers will put in for OT. Department delegates will make up repair lists. A vote of thanks went to the steward department for good work and good service.

AFOUNDRIA (Waterman), September 19—Chairman, Derwood Y. Mann; Secretary, Robert Benjamin. Ship's delegate made a tour of the ship with the port captain and numerous examples of neglect and carelessness were pointed. Ship

must be in top-flight shape during the present voyage. Delegates will be responsible for the cleanliness of their quarters and the care of the ship's property. It is the duty of the sanitary men to spot souge. OS needs hose to spray the deck department shower. Schedule for daily cleaning of the laundry was given to the sanitary men.

October 2—Chairman, Derwood Y. Mann; Secretary, Robert Benjamin. Ship has been cleaned up considerably. Boarding patrolman in Miami inspected the ship and will make a report. Steward said a gallon of disinfectant is always available in the locker.

PAOLI (Cities Service), September 30—Chairman, W. Johnson; Secretary, A. E. Roberts. Frank F. Reese was elected ship's delegate. Washing machine should be left clean for the rest of the members. Patrolman will be contacted about getting a better grade of food. A. E. Roberts was elected ship's treasurer. It was agreed that the bugs had to go. Ship's delegate will see the Boston patrolman about getting the ship fumigated. Repair list will be turned in before reaching Boston.

ANNISTON VICTORY (South Atlantic), no date—Chairman, Scotty Barryman; Secretary, F. B.H.H. There is \$10 in the ship's fund. Chairman read the list of supplies to be requisitioned at the Canal Zone. Inadequate slopchest to be checked. Ship did not receive fresh milk in Japan. There are not enough water pitchers and salt and pepper shakers. Fans are needed in foci's. Ship did not get a launch in Tokoska for three days.

ALCOA PLANTER (Alcoa), no date—Chairman, Ray W. Clark; Secretary, Aaron Wilburn. Repair list will be turned over to the patrolman for action. Slopchest is much better than it has ever been. Anything short can be ordered and will be sent to the ship. Aaron Wilburn was elected ship's delegate.

STEEL INVENTOR (Isthmian), June 14—Chairman, William S. Sharp; Secretary, Louis Blevins. Captain told the steward in Beirut that he could wait until the next port, because food was too high. Requisitions could not be supplied by the ship's chandler as there were no lemons or limes. Steward will give the crew a duplicate of the food requisition ordered in Basor.

September 5—Chairman, William S. Sharp; Secretary, Louis Blevins. Washing machine should be checked and oiled. New fans are needed for the galley and a cold water scupper for the engine department. All bunks should be repaired and coil springs installed. No date—Chairman, W. C. Thomas; Secretary, Louis Blevins. Discussion was held on the leaky poop deck, the recreation room scuppers, two foci's leaks and an awning for the poop deck.

ELIZABETH (Bull), no date—Chairman, Herman P. Stuart; Secretary, Sara Jimenez. Ship's delegate will see the patrolman about getting an egg boiler for the pantry. Messman should be on board at meal hour at all times. Ship's



delegate will see the patrolman about getting 40 gallons of milk in a Puerto Rican port. More fresh fruit should be put out for night lunch. OT should be put in if the captain and first mate are working on deck. One man was left in Ponce. This will be reported to the patrolman. Company office didn't give one man an OK for the prescription the doctor gave him in Ponce.

OREMAR (Ore), July 26—Chairman, Sam Duruy; Secretary, J. L. Hodges. Patrolman will be asked about putting more ice cream aboard for the Chile run. There is a shortage of linen. All hands were asked to strip bunks and leave the room clean at the payoff.

August 22—Chairman, Sam Duruy; Secretary, Robert S. Everton. Steward will check the quality and quantity of the stores before the ship sails. Mate is continually sticking his nose in the bosun's business.

September 13—Chairman, Armando Loragno; Secretary, Eddie S. Game. Port agent will be notified about the broken washing machine. Ship's delegate will contact the mate about fixing the locks on the doors of the deck department.

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

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

NAME

STREET ADDRESS

CITY ZONE STATE

Signed

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

ADDRESS

CITY ZONE STATE

West Coast Maternity



Two new reasons for awarding Union maternity benefits to Seafarers are shown here. At left is Mrs. Muriel Weddle of Seattle, holding her new arrival. Mrs. Weddle is the wife of Seafarer Al Weddle, now aboard the SS Seamonitor. On the right are Mr. and Mrs. Harry Black and their son Myer. The Blacks make their home in San Francisco.

RECENT ARRIVALS

All of the following SIU families will collect the \$200 maternity benefit plus a \$25 bond from the Union in the baby's name.

Jackie Sue Nelson, born September 10, 1953. Parents, Mr. and Mrs. Jack Nelson, 405 East Charlton Street, Savannah, Ga.

Angela Marie Wells, born September 16, 1953. Parents, Mr. and Mrs. Charles E. Wells, 1457 South Stephens Road, Mobile, Ala.

Dewey Edward Fillingim, born September 16, 1953. Parents, Mr. and Mrs. Tommy R. Fillingim, 706 Sixth Avenue, Chickasaw, Ala.

Lloyd Edward Ansel, born September 11, 1953. Parents, Mr. and Mrs. Lloyd T. Ansel, 424 South Newkirk Street, Baltimore, Md.

Iris Ann Olds, born September 1, 1953. Parents, Mr. and Mrs. William H. Olds, 1832 St. Thomas, Apt. C, New Orleans, La.

Florencio Medrano, Jr., born September 15, 1953. Parents, Mr. and Mrs. Florencio Medrano, 4228 1/2 Avenue I, Galveston, Tex.

Helen Marie Myers, born August 24, 1953. Parents, Mr. and Mrs. Carter Myers, 132 Howard Street, Saugus, Mass.

Patrick Taber, born March 17, 1953. Parents, Mr. and Mrs. Elmer E. Taber, 76 Beachland Avenue, Revere, Mass.

Diana Lynn Greggs, born March 3, 1953. Parents, Mr. and Mrs. John Greggs, 702 E Street, Sparrows Point, Md.

Frank Eugene McAll, born September 20, 1953. Parents, Mr. and Mrs. Richard E. McAll, 68-C Craftmore Drive, Prichard, Ala.

Michael Peter Danielli, born August 17, 1953. Parents, Mr. and Mrs. Pietro J. Danielli, 66 Broad Street, Lynn, Mass.

Dawnelle Marie Dicharry, born August 20, 1953. Parents, Mr. and Mrs. Ray Florian Dicharry, 2764 Chadwick Drive North, Mobile, Ala.

Cynthia Carol Deason, born April 14, 1953. Parents, Mr. and Mrs. Herald R. Deason, 322 C. Fayette Street, Chickasaw, Ala.

Patrick Charles Cicutat, born

March 11, 1953. Parents, Mr. and Mrs. Leslie J. Cicutat, 1709 Houston Lane, Mobile, Ala.

William Jeffrey Abrams, born September 17, 1953. Parents, Mr. and Mrs. Abner A. Abrams, 315-D Garden Lane, Chickasaw, Ala.

Miroslava Garcia, born August 9, 1953. Parents, Mr. and Mrs. Vincente Garcia, 3405 Avenue H, Galveston, Tex.

David Juril Brewer, born September 27, 1953. Parents, Mr. and Mrs. Billy J. Brewer, Brilliant, Ala.

Mary Ann Shuler, born September 3, 1953. Parents, Mr. and Mrs. J. P. Shuler, 114-52 169th Street, Jamaica, N.Y.

Sally Marie Brookshire, born July 14, 1953. Parents, Mr. and Mrs. Robert L. Brookshire, 2920 Future Boulevard, Los Angeles 65, Cal.

Brenda Carol Wetzell, born August 22, 1953. Parents, Mr. and Mrs. Louis W. Wetzell, 1048 Baronne Street, New Orleans, La.

Jean Merrill Winsley, born August 30, 1953. Parents, Mr. and Mrs. Keith Winsley, 314 Morgan Street, Algiers, La.

Harriet E. Gunderud, born September 24, 1953. Parents, Mr. and Mrs. Harry R. Gunderud, 253 Third Street, Hoboken, N.J.

Ann Stubbett, born September 28, 1953. Parents, Mr. and Mrs. Robert P. Stubbett, 104 Eastern Avenue, Worcester, Mass.

Louis James Thomas, born September 29, 1953. Parents, Mr. and Mrs. James E. L. Thomas, 1212 Washington Street, Portsmouth, Va.

Randy Cloyce Brown, born September 19, 1953. Parents, Mr. and Mrs. Willard W. Brown, 605 Whittenburg, Borger, Tex.

Ruth Maryetta Brooke, born August 30, 1953. Parents, Mr. and Mrs. Osborne M. Brooke, 6881 Nicklett Street, Fullerton, Cal.

Dale Patrick Carr, born May 29, 1953. Parents, Mr. and Mrs. Patrick C. Carr, 10107 14th Street, Tampa, Fla.

Dolores Jean Lopez, born July

28, 1953. Parents, Mr. and Mrs. Kenneth Lopez, 3828 West Platt, Hillsborough, Fla.

Darwin Temple, born September 8, 1953. Parents, Mr. and Mrs. James Temple, 1120 Carondelet Street, New Orleans, La.

Pedro Juan Erazo, Jr., born September 3, 1953. Parents, Mr. and Mrs. Pedro Juan Erazo, 135 Moore Street, Brooklyn, N.Y.

Anna Esposito, born September 28, 1953. Parents, Mr. and Mrs. Francesco Esposito, 163 Mulberry Street, New York, N.Y.

Katherine Marian Knapp, born September 25, 1953. Parents, Mr. and Mrs. William M. Knapp, 415 Emerson Street, Houston, Tex.

Clyde Leroy Mahoney, born September 14, 1953. Parents, Mr. and Mrs. George F. Mahoney, 89 Broadway Street, San Francisco, Cal.

Frank Garth Harper, born August 5, 1953. Parents, Mr. and Mrs. Forrest G. Harper, Franklin, W.V.

Michelle Cotel, born September 5, 1953. Parents, Mr. and Mrs. Alexander M. Cotel, 56 Mulberry Street, New York, N.Y.

Janis Elaine Johns, born September 23, 1953. Parents, Mr. and Mrs. Jack Johns, 6994 Railway Avenue, Baltimore, Md.

Quintina Reyes, born September 11, 1953. Parents, Mr. and Mrs. Jose Reyes, 946 Hoe Avenue, Bronx, N.Y.

Joanne Lynn McQuade, born May 7, 1953. Parents, Mr. and Mrs. John L. McQuade, 10630 16th Avenue, SW, Seattle, Wash.

Kenneth Doyle Whited, born September 22, 1953. Parents, Mr. and Mrs. John L. Whited, 1525 Monticello Avenue, New Orleans, La.

Christopher Scott Bintliff, born September 19, 1953. Parents, Mr. and Mrs. Richard A. Bintliff, 1033 Wirt Road, Houston, Tex.

Lewis K. Gordon, Jr., born September 22, 1953. Parents, Mr. and Mrs. Lewis K. Gordon, 53 Tower Apts., Carrollton, Ga.

in the HOSPITALS

The following list contains the names of hospitalized Seafarers who are being taken care of by cash benefits from the SIU Welfare Plan. While the Plan aids them financially, all of these men would welcome mail and visits from friends and shipmates to pass away the long days and weeks in a hospital bed, USPHS hospitals allow plenty of time for visitors. If you're ashore and you see a friend's name on the list, drop in for a visit. It will be most welcome.

- USPHS HOSPITAL STATEN ISLAND, NY: Rocco Albonese, S. Alingosa, Melvin Bass, John Beckmann, Earl Bink, William H. Brady, Cleo Brown, Frederick Burford, Gerado Chao, Carl Churko, Clifford Dammeyer, Augustin Diaz, Charles Gallagher, Frank Gibas, Estell Godfrey, Herbert Grant, R. G. Guzmann, Gustaf W. Johnson, Stanley Lesko, Miguel Llovet, Thomas V. Logan, C. McBrien, K. McLaughlin, Donnie McShane, John MacInnes, Fred L. Miller, Jerry J. Palmer, N. R. Patterzen, Carlos M. Ponce, Frank Prezalar, George Rice, G. H. Robinson, Joseph O. Roy, Virgil Sandberg, W. Schoenborn, Robert Sizemore, Ivan Tarkov, Harry S. Tuttle, George Vickers, Frank Walaska, Richard Weir.
USPHS HOSPITAL BOSTON, MASS.: Giovanni Abundo, Edwin T. Callahan, John D. Halpin, Theodore Mastaler, Norman E. Napier, Robert E. Peck, James H. Penswick, Z. Williams.
USPHS HOSPITAL NEW ORLEANS, LA.: John E. Adams, E. L. Bates, Tobe Beams, Alfred Bezz, C. Bennett, E. Bracewell, W. R. Burch, S. Campbell, Richard W. Clark, Clarence W. Cobb, S. Cope, Adion Cox, Rogelio Cruz, Joseph L. Dionne, Robert Floyes, John S. Futrell, Edward J. Gillies, Jack H. Gleason, J. A. Gomez, Paul Goodman, George W. Graham, John Hane, W. Hardeaman, C. M. Hawkins, L. Herbert, Fulton J. Hendrix, William Holland, A. J. Howard, J. H. Jones, R. L. Jones, Leonard Kay, Thomas F. Keller, John D. Kelley, E. G. Knapp, D. Korolla, Leo H. Lang, Vincent W. Mercon, James L. Morrison, Irvin Ranew Jr., W. E. Reynolds, Louis Roa, Luther C. Seidle, O. Simoncioni, A. B. Smith, C. B. Stallings, L. M. Steed, Richard R. Suttle, Stewart M. Swords, Wiley W. Tait, T. R. Terrington, L. Thibodaux, J. D. Thomas, Jack F. Thornburg, Lonnie R. Tickle, J. E. Ward, Norman West, Virgil E. Wilmoth, Thomas J. Dawson, William J. Donald.
USPHS HOSPITAL NORFOLK, VA.: Albert L. Willis.
USPHS HOSPITAL SAN FRANCISCO, CAL.: C. O. Burnette, Jim Corsa, John Dunn, Leo Dwyer, Joe Perreira, J. Sampson, Peter Smith, D. K. T. Sorensen, Alexander Szmic, W. Timmerman.
USPHS HOSPITAL SAVANNAH, GA.: W. W. Allred, K. C. Bumgarner, John Daniels, John E. Duffy, N. L. Gardner, F. W. Grant, K. L. Guthrie, Roger E. Huggins, Samuel Jonas, S. V. Kilpatrick.
USPHS HOSPITAL SEATTLE, WASH.: Bruno Barthel, Edward Edinger, Joseph Newbauer, M. E. Newman, B. L. Royster Jr., James Yarbrough, Harold L. Olsen, John M. Thompson, Harry A. Bishop.
FIRLAND SANATORIUM SEATTLE, WASH.: Emil Austad.
USPHS HOSPITAL DETROIT, MICH.: Tim Burke, Harry J. Cronin.
USPHS HOSPITAL MEMPHIS, TENN.: Charles Burton.
USPHS HOSPITAL FORT WORTH, TEX.: Joseph P. Wise.
USPHS HOSPITAL MANHATTAN BEACH, BROOKLYN, NY: Percy D. Allred, Claude E. Blanks, Julian Cuthrell, C. M. Davison, Emilio Delgado, Antonio M. Diaz, John J. Driscoll, John T. Edwards, Jose G. Espinoza, Robert E. Gilbert, Bart Guranick, Peter Gvozdoch, John B. Haas, Thomas Isaksen, John W. Keenan, Frederick Landry, James J. Lawlor, James R. Lewis, Francis F. Lynch, Harry F. McDonald, A. McGulgan, David McBreath, Vic Millazzo, Lloyd Miller, Jack D. Morrison, Alfred Mueller, Eugene T. Nelson, Montford Owens, G. E. Shumaker, E. R. Smallwood, Henry E. Smith, Renato A. Villata, Ludwig Kristiansen.
USPHS HOSPITAL SAN JUAN, PUERTO RICO: Sergio Rivera.
USPHS HOSPITAL BALTIMORE, MD.: T. L. Ankerson, Carl E. Chandler, Dan J. Cherry, Jessie A. Clarke, Robert Cooper, F. A. Cuellar, Louis S. Dagley, Jeff Davis, Robert S. Davis, Samuel Drury, Justo Escalante, Edwin F. Growe, H. R. Hampton Jr., Wayne Hartman, Albert Hawkins, Owen H. Herring, George Jerosivich, Walter LaClair, Robert Lambert, Bent Larsen, Peter Loaso, Antonio B. Lorea, Frank Morris, Jarrell McConley, Herman Miller, Ralph R. Nay, William L. Nests, Charles PaRord, Juan Pico, John J. Pierce, Blicher Robbins, Norman D. Tober, Chester Weddle, John Yuknas, William H. Mays.
USPHS HOSPITAL GALVESTON, TEX.: C. Barboza, R. Croft, L. A. Dean, John L. Hinton, Harold E. Liles, Harold W. Forbes, J. E. Markopolo, Henry H. Schultz, Charles Young.

Boston SIU Man Has Heir



Above are Mr. and Mrs. Norman Sasseville of 64 Queensberry Street, Boston, and their newest arrival, son Gary. The new father is holding the \$25 defense bond awarded to all children of Seafarers by the Welfare Services, along with the other maternity benefits.

SEEIN' THE SEAFARERS

With WALTER SIEKMANN



(News about men in the hospitals and Seafarers receiving SIU Welfare Benefits will be carried in this column. It is written by Seafarer Walter Siekmann based on items of interest turned up while he makes his rounds in his post as Director of Welfare Services.)

In case the word has not got around that Welfare Services try to give advice and assistance on personal problems not connected with the contract, we want all Seafarers to know that we are only too glad to help in such matters. If some problem of this type arises while at sea or otherwise unable to get to an SIU port, you should immediately get in touch with Union headquarters by mail. We have found this Union service to be of great assistance to the many members who have taken advantage of it.

Egbert Goulding, aboard the SS Rosario, and William Smith, off the SS Shinnecock Bay, were inquiring about our sick brothers. This is the kind of thing we like to hear because it really shows SIU spirit.

Several brothers are up in New York from the Gulf area. Among these are William Tank, Harold Jones and Tisy Wallace. They can be spotted daily in the SIU cafeteria eating, drinking coffee or shooting the breeze.

We are sorry to hear that Seafarer Bob King had to leave the SS Alcoa Partner and turn in the hospital at Puerto La Cruz, Venezuela.

Also on the sick list is brother Ray Sweeney, temporarily off the Seatrains and at the hospital in Galveston. We wish both these brothers a quick recovery and hope to see them shipping out again soon.

Tobe Beams writes from Louisiana, where he is on the beach. He is enthusiastic about the Pelican State, which he claims is the "cultural center of the nation." Also ashore is Clarence Cousins. He is working in Butler, Pennsylvania and thinks he will remain there for awhile. He is anxious for a stretch of shoreside duty.

A good example of the quick action an SIU member gets from the Welfare Services is the case of Seafarer Jim Purcell. Sailing aboard the SS Seanan, Purcell took sick in Portland, Me. He left the ship and reported in at Maine General Hospital, where he was given emergency treatment. He was then released from the Maine hospital and told to report to the USPHS hospital nearest his home. Since Purcell is a New Yorker, the nearest hospital for him was the Hudson and Jay. He reported there and was treated as an out patient for some time.

When Purcell went to the Stratford company to collect, he was told that the ship's captain had not reported him as sick and therefore his claim was not valid. The SIU member then did what all Seafarers in similar predicaments should do. He went to the Union's Welfare Services for help. After some dickering the company offered a settlement of \$180, or about a third of Purcell's claim. The Welfare Services advised Purcell to refuse the offer, which he did. At the same time Welfare put the matter in the hands of the SIU attorneys, who prepared to take the matter to court.

When the company saw that the Union was prepared to make an issue of this case, they quickly settled for the full amount of Purcell's claim, \$525. This was \$345 over their offer. Included was payment for maintenance, unearned wages and transportation from Maine to New York.

There have been repeated cases of this type which have been settled to the satisfaction of Union members since the Welfare Services were introduced. Many thousands of dollars have been awarded Seafarers, where there was, previously, no way to collect these justified claims. All the Seafarer has to do is put his problem in the hands of Welfare.



Here is the family of Seafarer Osbourne Brooks. From left to right are his wife Faye, Eddie Eugene, sixteen months, Brooks holding daughter Ruth Maryetta, four weeks, and Edward James, six.

SIU Donates Films To Hospital

Seafarers in the San Francisco area have arranged to sponsor weekly, Friday night movies at the USPHS hospital in the west coast port. Marty Breithoff, the Union's west coast representative, and Tom Banning, San Francisco port agent, agreed to show the weekly motion pictures after the regular weekly showings, a long-time feature of this and other marine hospitals, were ordered cancelled, due to budget cuts.

The Union plans to show two pictures a month to the general patients, replacing those to be cancelled, and two a month to the tuberculosis patients, who have no movies at all at present. The SIU program will begin on October 16.

This new SIU service was set up by the Union's San Francisco representatives and the hospital administration. Dr. Charles R. Mallary, Medical Officer in charge of the hospital, and Mrs. Agnes Lynch, coordinator of the USPHS Auxiliary, worked out the plan with brothers Breithoff and Banning. This service will be similar to those initiated by the Welfare Services in the USPHS hospitals in Staten Island, Norfolk, Savannah and New Orleans.

Union Services

The Union won the plaudits of Dr. Mallary, Mrs. Lynch and the hospital administration for "prompt and generous assistance in a crucial time." Mrs. Lynch, in addition to supervising entertainment for the patients, heads a volunteer staff of 30 workers and a personal service to patients. This service includes shopping, letter-writing, banking, handling financial affairs and the like.

While this is a fine unselfish service on the part of these volunteers, the SIU Welfare Services



Shown thanking SIU west coast representative Marty Breithoff are Dr. Charles Mallary, Medical Officer in Charge of the San Francisco USPHS hospital, and Mrs. Agnes Lynch, head of the USPHS Auxiliary.

are proud to say that no Seafarer need depend on this group. The Union welfare representatives are always on hand to take care of all such needs for Union members. Our welfare people can attend to all ordinary needs of SIU men, as well as pay off ships for them, locate lost or strayed gear and locate shipmates. In the matter of shopping, all the facilities of the Sea Chest are placed at the disposal of a hospitalized Seafarer.

Welfare Visits

An interesting contrast between the SIU Welfare Services and those of other unions is provided by the comment of a nurse recently assigned to the San Francisco hospital. On seeing the Union welfare representative talking to the patients she immediately asked who he was, as visiting hours were not in progress. He explained who he was and why he was at the hospital for such long periods. After a few weeks, at the hospital, the nurse told the welfare representative that she thought the SIU looked after the hospitalized members wonderfully. She

added that other union men only dropped by occasionally and never visited. The nurse said that the membership "should be proud and pleased with the way the Union looked after them."

How to Apply For Birth Pay

Applications for the maternity benefit must be supported by the following documents:

- Your marriage certificate.
- Baby's birth certificate dating birth after April 1, 1952.
- The discharge from the last ship you sailed on before the baby was born.

Processing of all applications can be speeded up by at least three days if photostatic copies of the three documents are sent in. Applications should be made to Union Welfare Trustees, c/o SIU headquarters, 675 Fourth Avenue, B'klyn 32, NY.

SIU Man Says Welfare Plan Best Offered

Seafarer Osbourne Brooks is one man who is really sold on the Union's Welfare Services. In a letter to the LOG, accompanied by some photographs of his lovely family, brother Brooks says "hats off" to Welfare.

In appraising the whole welfare program, Brooks makes some thoughtful observations. He points out two examples of short-sighted criticism, those by family men of the disability plan and those, by bachelors, of the maternity plan. He feels that no Seafarer should resent a brother getting a break from the services offered by the Union. Naturally a single man will have fewer expenses than a man with a family, just as a maternity benefit will be to the advantage of fathers.

Brooks also expressed approval of the Union sponsored art contest, although he is not a participant. He feels that such endeavors are worthwhile Welfare services.

Originally a native of Mobile, Seafarer Brooks recently moved his family to the Wilmington, California, area. They are all happy about the move to the "Golden State" and intend to make their home there permanently. He and his wife Faye have three beautiful children. The eldest is Edward James, who is six. Eddie Eugene, at sixteen months, is next, followed by Ruth Maryetta, who is only four weeks old.

Brooks has been an SIU member since 1939. He last sailed as oiler aboard the SS Transatlantic. He has collected two maternity benefits from the Union so far. He says he is going to try to be the first man in the Wilmington area to collect three more.

FINAL DISPATCH

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and \$2,500 death benefits are being paid to beneficiaries.

John O'Donnell, 21: A spinal inflammation caused Brother O'Donnell's death on September 9, 1953, in Providence, RI. He was buried at North Burial, Providence, RI. An AB in the deck department, Brother O'Donnell joined the SIU in New York in March, 1951. He is survived by his father, John W. Sadler, 48 Maple Street, Providence, RI.

Olav Herland, 37: On February 22, 1952, Brother Herland received a fatal knife wound in the stomach in Djakarta, and was buried there. He sailed as FWT in the engine department since joining the SIU in 1951, in Baltimore. His estate is administered by Thor M. Trovik.

Stanley Greenridge, 61: A chief steward in the SIU since 1938, Brother Greenridge joined the SIU in Boston. He died in the USPHS Hospital in Boston on September 29, 1953, of a malignant tumor, and was buried at Cambridge Cemetery, Cambridge, Mass. He leaves his son, Stanley R. Greenridge, 6415 Parsons Boulevard, Flushing, NY.

Eugenio Balboa, 51: On March 10, 1953, Brother Balboa died at

sea aboard the War Hawk. Since 1945, when he joined the SIU in New York, he had sailed in the engine department, as a FWT. He leaves his wife, Albina Treinta, Samiera, Pontevedra, Spain.

George Steinberg, 67: Brother Steinberg died at the Coney Island Hospital, Brooklyn, NY, on September 16, 1953. He sailed as chief steward and had been a member of the SIU since 1943, joining in the port of New York. Burial took place at Beth David Cemetery. Surviving is his wife, Sadie Steinberg, 2867 West 35 Street, Brooklyn, NY.

Thomas G. Harrison: On May 1, 1953, Brother Harrison suffered a fatal heart attack aboard the Alice Brown; burial took place at sea. A FOWT, Brother Harrison joined the SIU in Galveston, in 1952. He leaves his wife, Viola B. Harrison, 1523 21st Street, Galveston, Tex.

John Weimer, 55: Brother Weimer died of ulcerative colitis on May 16, 1953, at the USPHS Hospital, Baltimore, Md. He had been a member of the engine department since 1938 and joined the SIU in Baltimore. Brother Weimer was buried at Holy Cross Cemetery, Ann Arundel County, Md.; the estate is administered by Betty Vanderstey, 1506 Lutaw Place, Baltimore, Md.

An SIU Service

YOUR 50-VOLUME VOYAGE



The old days of dog-eared ships' libraries consisting of old broken-down books on accounting with half the pages missing are gone for good on SIU ships—thanks to the SIU ship-board libraries. From now on Seafarers on SIU ships are assured of fresh, new and interesting reading matter, with a new 50-book library put aboard every three months.

The popularity of these libraries is already well-established, and every effort will be made to see that they stay that way. Seafarers are invited to send in their suggestions as to the kind of books they want. The Union will then see to it that they get them.