

WIN INDUSTRY-WIDE HEALTH-SAFETY PLAN

—Story On Page 3

VACATION PAY RAISED FROM \$176 TO \$244

—Story On Page 3

**Co's Boost
SIU Welfare
Fund Ante**

**Stewards,
Cooks Win
Pay Hike**



All Ashore. Perched prettily on the Mississippi mud flats off Audubon Park, New Orleans, the Beaugard shows no sign of the danger she was in while her SIU crew fought to put out a smouldering fire in her No. 5 hold. The ship was towed to the site so she could be pumped full of water after the blaze broke out in a cargo of cotton and grain. She was later freed and returned to her dock. No injuries were reported. (Story on Page 2.)

Union Scapegoat Sought By Kings Point Supporters

WASHINGTON—A threat of Government pressure on marine officers unions to favor Kings Point graduates in job referrals was implied by Maritime Administrator Clarence G. Morse. Testifying before the Senate sub-committee investigating maritime academies, Morse said "it would be unfortunate if Federal and State training organizations . . . should find that their graduates are meeting opposition from organized labor when seeking employment."

Morse apparently was seeking to excuse the fact that only 14 out of every 100 Kings Point graduates become marine professionals. The percentage from the state academies runs somewhat higher. The SIU and other marine unions have maintained that most Kings Point graduates have no interest in a sea-going career, but attend the academy for the free college education it offers plus a Navy reservist commission.

A typical instance is the case of midshipman Eugene Landy, a Kings Pointer who attracted national attention last summer in a dispute over the granting of his Navy commission. After the dispute was cleared up Landy entered law school—which apparently was his goal from the start.

Co. Disputes Morse

Morse's implication was demolished by the testimony of another witness who favored the academy. Captain C. D. Davies, Jr., testifying for the 19-ship Calmar and Ore steamship companies told the committee that the companies had just 12 Academy graduates among its licensed engineers on the 19 ships.

Up until three years ago, Calmar and Ore Line engineers were not unionized so that there were no hindrances, real or imagined, in the way of hiring Academy men other than their unwillingness to enter the maritime field.

All told, Davies said, only 26 of 194 officers in the companies' regular employ came from maritime academies although "we attempt to employ them wherever possible."

The Morse and Davies appearances were part of a stream of industry witnesses all favorable to the academies and all asserting the need for 1,200 to 1,500 new officers a year. Previously the Senate sub-committee had released the results of a questionnaire to the industry

in which the companies admitted the superiority of men "out of the foc'sle" in the day to day requirements of the job.

Maritime unions have charged that there are more than enough men available now to fill any industry needs. They believe that the industry seeks a pool of excess officers trained at Government expense so that it can pick and choose men on its own terms.

Tuna Strike Ends; Pay Rise Won

LOS ANGELES—Against a background of an increasingly dangerous competitive threat from Japan, members of the SIU-affiliated Cannery Workers Union of the Pacific won a five percent increase and fringe benefits, settling their eight week strike against a dozen canneries in the area October 31. Meanwhile, a Senate investigating committee started hearings on what to do about the problems of the tuna fish industry.

The cannery strike, the first in 18 years, began when the contract expired on September 1. It had the full support of the Brotherhood of Operating Engineers and of all SIU of North America affiliates. At issue in the strike were demands for wage and welfare increases and a shorter work week.

A major problem faced by both the union and employers in the industry has been the effect of Japanese tuna imports. As late as 1948, West Coast tuna fishermen supplied over 91 percent of US tuna. Recent figures show that this share is down to 46 percent and imports, mostly from Japan, stand at 54 percent.

Gov't Hearings On

The Senate Foreign Commerce Committee, headed by Senator Magnuson of Washington, is now taking testimony on what should be done to keep the US tuna industry alive. The problem is complicated by the Government's commitment to liberalize international trade policies and its pledges of economic aid to Japan.

The US seagoing tuna fleet is the most modern in the world and operates closer to home than its competitors. But the pitifully low wage costs in Japan make it possible for that country to ship tuna across the Pacific at prices far below the domestic product.

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: Nov. 16, Nov. 30, Dec. 14.

Flood Hold, Save Ship Afire



Crewmembers who quickly brought Beaugard blaze under control check for smoke at No. 5 hold. Men are (l. to r.) John Turk, OS; Ernest Powell, DM; W. Przyloski, DM; Wallace Royal, chief mate; Robert Moylan, bosun; A. Ikkella, AB; Charles Tucker, wiper, and John W. Kelsoe, wiper.

NEW ORLEANS—A scheduled fire and boat drill was converted into the real thing when a blaze broke out aboard the Beaugard (Waterman) here, causing damage estimated at thousands of dollars to the ship and cargo.

The fire was detected on the afternoon of November 4 while the Beaugard was taking on grain at the grain elevator. At the time, a Coast Guard inspector was aboard awaiting the return of off-duty members of the crew preparatory to staging a fire and boat drill.

Quick action by the SIU crew was credited with bringing the blaze under control before more serious damage resulted.

The hold was covered up in five minutes and the

fire was brought under control in 45 minutes, Chief Mate Wallace Royal, a former SIU member, reported. The crew displayed exceptional seamanship and courage in "typical SIU style," he said.

Shoreside firemen and the Port Commission's fireboat gave a hand in fighting the blaze which flared up again that night when the hold was uncovered at the Cotton Warehouse wharf where the ship had been shifted to discharge drums of naphtha and other flammables on deck.

Firefighters and the crew started pouring water into the hold and later that night it was decided to put the ship aground on Mississippi River mud flats off New Orleans' Audubon Park. There the No. 5 hold was flooded to extinguish the fire, which was under control but smouldering.

US Court Voids CG Screening

SAN FRANCISCO—A three man Federal Court of Appeals voted two to one that Coast Guard screening of seamen and maritime workers was unconstitutional. The court based its ruling on the use of anonymous accusers and informants which it said denied the accused

the right to confront and cross-examine accusers. The jurists said this violated the due process clause of the Fifth Amendment in the Bill of Rights.

It is expected that the US Coast Guard will appeal the case to the US Supreme Court for a final ruling.

Executive Order

The Coast Guard screening program was set up under an executive order by former President Harry Truman on January 25, 1951. Under the order the Coast Guard was given authority to bar men deemed subversive from US ships and off the waterfront.

If the Court of Appeals ruling stands it will not necessarily put an end to Coast Guard screening, but it would require a change in procedure under the program giving accused men the right to confront and question accusers.

Hollywood Seeks Weather Photos

Seafarers who have any interesting still or movie photographs of violent weather at sea or ashore may have a market for them in Hollywood. Frank Capra Productions is planning a scientific film on weather and is looking for such material, preferably in color. Unusual and outstanding cloud formations or scenes of meteorologists at work are also sought.

For further information contact the Film Editor, Frank Capra Productions, 9100 Sunset Boulevard, Los Angeles 46. Do not send the films themselves unless specifically requested to do so.

Bernstein Hearing Set For Dec. 6

WASHINGTON—Plans for establishment of a new North Atlantic passenger service took another forward step before the Federal Maritime Board. Agreement was reached between the Board and the Arnold Bernstein Line to start formal hearings on the subject in New York on December 6.

Low-Cost Operation

The agreement was reached at a pre-hearing conference in Washington. Bernstein has asked for Government operating subsidy for the service which would be a low-cost one-class operation with cafeteria-style feeding. He plans to operate eventually with three converted Mariner-class ships each carrying 900 passengers on weekly sailings to North Europe ports.

United States Lines which operates a luxury passenger service on the same route has intervened in the proceedings and is expected to oppose the Bernstein petition.

Received Okay In '50

The strongest asset in Bernstein's corner is the fact that he received approval for this type of service in 1950. The outbreak of the Korean War killed the plans for the time being as the two P-2 transports he was to take over were taken by the Navy instead.

US, Pan-Atlantic Agree On 'Roll-On' Financing

WASHINGTON—The way was cleared for Pan-Atlantic's construction of seven trailerships as the Maritime Administration reached agreement with the company on financing the ships. The Government will

take Pan Atlantic's seven C-2s as a trade-in for the new ships and apply Federal ship mortgage insurance of 87½ percent on the cost of construction up to a \$55-125,000 maximum.

While the terms of the agreement have to be approved by the General Accounting Office, it appears certain that the company will now go ahead with its plans. Malcolm P. McLean, president of

Pan Atlantic's parent company, McLean Industries, said that the ships will be built by Bethlehem Steel and will be delivered from 12 to 18 months after the keels are laid.

The estimated cost of the seven ships is \$63 million. They will have a deadweight tonnage of 9,000 and a cruising speed of 19 knots. Each ship will carry 268 20-ton trailers and 20 35-ton trailers.

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Health, Safety—Vacation Pay —Welfare Fund—Steward Dept

Vacation Pay To \$244; Boost Co's Ante To Welfare

Seafarers' vacation benefits will receive a whopping \$68 boost to a new high of \$244 a year as the result of a 25-cent Vacation Plan boost won from shipowners. The present maximum pro-rated vacation benefit is \$176 per year. Similarly, the 25-cent increase in Welfare Plan contributions paves the way for broader welfare protection for Seafarers and their families.

The latest increase in vacation pay is the second since the Plan's payments started in February, 1952. At that time Seafarers received \$140 per year in vacation pay.

SIU Pioneered Pattern

Before the SIU negotiated its industry-wide Vacation Plan in May, 1951, very few seamen ever received any vacation money because they did not work long enough for any one company. By putting all vacation payments into a central kitty the Union won vacation pay for Seafarers based on each actual day's work. The SIU plan soon became the pattern throughout the industry.

As a result of pooling vacation contributions, Seafarers have collected nearly \$5 million which they would not have obtained under the old vacation system.

'Vacations'

The SIU Vacation Plan system permits a Seafarer to collect as often as four times a year if he so desires. Every time a Seafarer accumulates 90 days' worth of discharges for sea or port time he can present a claim for vacation pay at any SIU port office.

The 90-day feature and the prompt payment of claims have

AFL Grain Mill Union Joins MTD

MINNEAPOLIS — Another AFL International union, the American Federation of Grain Millers, has voted to affiliate with the Maritime Trades Department. The action was taken by the union's executive board at a meeting in Minneapolis November 2.

The grain millers represent workers in grain elevators, flour and feed mills and similar establishments. The union's president is Sam Ming and its secretary-treasurer Harold Schneider. Headquarters for the union are maintained in Minneapolis with local unions in various sections of the US.

Affiliation of the Grain Millers brings to 11 the number of unions in the 100,000-man AFL waterfront group which is headed by SIUNA president Harry Lundeborg.

Men Protected

Seafarers are assured that the new standardized examinations and medical check-up procedure to be established under the health and safety program will not be used to force either oldtimers or younger men out of the industry. If anything, the standardization of requirements will protect Seafarers from arbitrary action by any single employer or Government agency.

Totally disabled Seafarers who can no longer sail will be able to qualify, as before, for the SIU disability benefits if they have the necessary seafaring.

Steward, Cook Pay Increased

Two key ratings in the steward department, the chief steward and chief cook, benefit from wage increases negotiated by the Union under a reopening clause in the standard contract. The chief steward will receive an additional \$10.43 per month and the chief cook a \$5 increase.

The change in chief steward's wages will give him the same pay as the bosup. It will bring chief stewards, as department heads, up to parity with the highest-rated man in the deck department.

The chief cook's increase gives him a \$5 differential over the night cook and baker in view of his primary responsibility for the preparation of main meals.

Both changes, along with other alterations in the agreement, go into effect on all ships on November 15, whether they are at sea or in port.

Industry-Wide Health, Safety Plan Won By SIU

The SIU blazed another new trail in maritime when the Union's negotiating committee came up with a contract reopener package calling for the establishment of an industry-wide safety and health program for Seafarers. In addition to the new employer-financed program, SIU negotiators won increases of 25 cents per man per day for both the Welfare and Vacation Plans as well as wage increases for key steward department ratings. The Vacation Plans as well as wage increases will mean a boost in vacation pay for all Seafarers from the present \$176 maximum to \$244. The new agreements go into effect on November 15.

Centers In Union Halls

An initial contribution of five cents per day per man will finance the new program which will be administered through four major health and safety centers in the Union's port offices in New York, Baltimore, Mobile and New Orleans. Among its major objectives will be the standardization of pre-employment physical exams for seamen on all SIU-contracted ships and the detection and checking of ailments and disabilities before they reach the serious stage. For these purposes the centers will employ all the techniques of medical science including x-rays and other procedures.

At present there is the widest

discrepancy in physical requirements from one shipping company to another. The result is that the Coast Guard has attempted to move into the vacuum with its controversial "brain-body" psychological and physical testing program. The Coast Guard program has been widely assailed as applying dubious pseudo-scientific standards to the job requirements of seamen.

The standardization of examination procedures will provide a realistic program geared to the actual needs of shipboard jobs while at the same time retaining supervision of employment in a private industry in the hands of the people directly concerned—the shipowners and the Union.

Aside from the positive aspects of the program, the location of the safety and medical centers in the Union halls will be a great convenience to the membership. Up until now Seafarers have often had to travel far and wide to various doctor's offices to secure the necessary physical clearances for a job.

Establishment of the new safety and health program is the outgrowth of previous efforts in that direction by the SIU. A program of this kind had been under consideration for some time and was first discussed with shipowner representatives three years ago.

SIU Secretary-Treasurer Paul Hall, who was chairman of the negotiating committee, declared: "We have been concerned with the problem of injuries and illness among seamen for some time and felt strongly that the only practical aid lay in the area of preventive medicine and uniform safety program standards on an across the board basis."

Discussions on the subject, he revealed, had also been held with the Sailors Union of the Pacific on the West Coast and general agreement reached on the SIU's objectives. The membership of the SUP on the recommendation of Harry Lundeborg, has already gone on record to seek a similar program in their area.

While shipowner contributions accumulate in the fund, a Union-employer subcommittee will be studying the operation of various union health centers and drafting plans for the design and operation of the centers to be operated by the industry and the SIU.

Dependents' Benefits At New Peak

A new high in both the number of benefits and total sums paid out was established by the dependents' hospital and surgical plan for the month of October. Sixty Seafarer families benefited from payment of over \$9,500 in hospital bills and surgical-medical fees during the month.

In the four months since the plan started operating 196 benefits of this kind have been paid to Seafarers at a total outlay of better than \$31,000.

Fees Vary

Examination of the benefits shows that there are still wide variations in fees charged by surgeons for standard surgical procedures. During the month, for example, there were six tonsillectomies, a common and widely-performed operation. In four of these, the plan's surgical allowance covered the surgeon's charge of \$50 exactly so that the only cost to Seafarers were the hospital charges up to the first \$50. In the two remaining cases the surgeons' charges were in excess of the plan's limits.

Benefits were paid out during the month for four appendicitis operations. In all of these, surgeons' fees were considerably above the plan's \$100 allowance.

In light of this Union representation (Continued on page 11)



At home in Mobile, Seafarer Cyril Lowery (right) receives the welcome news that his application for the SIU's \$35 weekly disability benefit has been okayed by trustees of the SIU Welfare Plan. SIU patrolman Harold Fischer provides the glad tidings.

SIU Crew Vetoes Norfolk Laundry

Seafarers aboard the Maiden Creek have notified the SEAFARERS LOG that in their opinion, the Standard Laundry of Norfolk has overcharged them considerably for laundry services. The crew suggested that other SIU ships calling at the port patronize other laundries.

Shipping Round-Up & Forecast

October 19 Through November 1

Port	Registered						Shipped												
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C	Stew. A	Stew. B	Stew. C	Total A	Total B	Total C	Total Ship.
Boston	10	6	4	2	9	1	9	3	1	5	2	3	4	2	5	18	7	9	34
New York	77	24	67	28	61	19	205	71	276	105	13	4	78	20	5	74	17	7	257
Philadelphia	22	11	13	9	12	6	47	26	73	20	12	1	11	11	3	6	6	2	37
Baltimore	44	27	43	35	25	16	112	78	190	41	23	4	28	22	10	23	4	5	92
Norfolk	16	7	12	8	5	6	33	21	54	8	1	1	2	1	2	0	3	4	10
Savannah	14	5	13	4	14	4	41	13	54	1	0	1	2	2	1	1	2	1	4
Tampa	9	2	7	2	3	3	19	7	26	4	0	1	5	1	1	2	3	0	11
Mobile	21	10	26	13	14	12	61	35	96	21	6	0	19	9	1	20	5	0	60
New Orleans	78	22	41	20	64	24	183	66	249	71	24	6	43	16	6	74	18	7	188
Lake Charles	13	13	9	12	2	8	24	33	57	14	8	1	12	6	1	5	7	1	31
Houston	29	8	7	3	11	4	47	15	62	18	2	5	10	10	3	14	5	1	42
Wilmington	14	5	7	7	6	5	27	17	44	9	5	6	3	9	6	3	7	3	15
San Francisco	9	3	14	12	8	10	31	25	56	11	3	0	7	10	1	10	5	0	28
Seattle	9	12	9	13	7	8	25	33	58	9	14	2	8	12	1	6	11	2	23
TOTALS	365	155	272	168	241	126	878	449	1327	341	114	33	233	131	44	242	95	38	816

Early Ship Votes Favor Proposals For New Set-Up In Stewards Dep't

Early returns from SIU steward department crews aboard ships indicate an overwhelmingly favorable response to the three-part headquarters steward committee report. The report contained suggested procedure for work policy in the department including shipping and upgrading procedure, shipboard working rules and the SIUs' "to order" feeding program on SIU ships.

While many ships are yet to be heard from, indications are that the report will be indorsed by a very large majority of steward department men although a number of modifications have been proposed in certain sections of the report. Where questions were raised they usually dealt with proposed methods of shipping group three steward department men and proposed upgrading procedures setting sea time qualifications for advancement from one rating to another in the department.

New Committee Pending

All of the crews' suggestions are being incorporated in a special headquarters file and will be the subject of study and action by a new headquarters rank and file steward department committee to be elected when the returns are in. The report being voted on now is an interim report and not the last word on the subject.

The proposals for revamping steward department operations are

an outgrowth of the Union's efforts to standardize and improve feeding and performance on SIU-contracted ships. After the Union conducted the new "to order" feeding system on a number of vessels, over a period of months, the membership in all ports chose rank and file committees of steward department men

to draft suggestions and proposals. A 15-man headquarters committee consisting of three men from each steward department rating then drew up the interim report on which ships' crews are now voting. Copies of the reports and ballots for the steward department have been airmailed to all SIU ships.

WC Stewards Okay SUP-Type Contract

SAN FRANCISCO—Overwhelming approval of their new SUP-type contract with the Pacific Maritime Association has been voted by members of the Marine Cooks and Stewards, AFL, in all ports. The agreement was the first contract in four years for West Coast steward department men and calls for parity on wages with other unlicensed seamen. All wage gains are retroactive to June 1, 1955.

The Marine Firemen, Oilers and Watertenders Union also settled their new contract on the basis of an across-the-board \$25 boost plus

overtime and welfare plan insurances. The Firemen have retained the system of figuring weekend overtime and penalty time separate and apart from base pay.

Vote Victory Set Stage

The MCS-AFL agreement is the climax of a four year struggle to oust the Communist-dominated National Union of Marine Cooks and Stewards from West Coast ships. Victory in a National Labor Relations Board election last spring paved the way for contract negotiations for the newly-certified union.

Major contract gains provide boosts ranging from \$88.32 to \$155.18 per month in the various ratings to attain parity with the other unlicensed unions. Then an additional \$25 per month was added similar to the figure added in the SUP and MFOW contracts, plus further compensation for elimination of some penalty items. Overtime rates have been set at \$2.65 for rated men and \$2 for entry ratings, compared to the old ratings of \$1.71 and \$1.35.

As in the SUP agreement, overtime for Saturdays and Sundays at sea has been incorporated in the base wage. Extra compensation for passengers on freightships has been raised to 75 cents per man per day.

The Fireman's contract also establishes the \$2.65 and \$2 overtime rate for weekend work and work done after eight hours in any one day. Penalty pay rates are \$1.71 an hour and welfare plan contributions have been increased by 15 cents daily. The MFOW membership has voted favorably on the contract in port membership meetings.

Seattle Gets Bienville Shaped Up



Signed on for trip to Europe aboard the Bienville, Seafarers D. Lamb (left) and R. Saldana pick up SIU library packages, overtime sheets and copies of Union's working agreements from Jeff Gillette, port agent, at the Seattle SIU hall. Full crew received subsistence and meal money for trip from Seattle to Portland, where the Bienville was tied up.

SIU shipping demonstrated its flexibility once again during the past two-week period, showing considerable improvement over the previous report.

The total number of jobs shipped was 1,271, compared to a registration of 1,327. Registration thus ran only slightly ahead of shipping, which has generally kept pace with it for several months.

Improvement in shipping for several ports, half the total number, paced the gains of the past two weeks. The change was reflected particularly in New Orleans, which more than doubled its previous performance, and in Wilmington, where a healthy increase was in evidence.

Baltimore, Mobile, Tampa, Houston and San Francisco also showed significant change over past figures. Mobile, particularly, seems to be regaining its normal job turnover.

NY, Boston Hold Own

New York and Boston held their own at about the same levels as the previous two weeks. On the downgrade again, however, are Savannah, Lake Charles, Seattle, Norfolk and Philadelphia. The last named, nonetheless, is still enjoying busy shipping just as it has for several months.

The percentages show class A climbing once more, and now pegged at 64 percent of the total shipping. Class B is holding its own at 27 percent, and class C,

which has no seniority in the SIU, has dropped again to nine percent. The class C figure is the lowest for this group in nearly five months.

This decline in class C activity indicates that Seafarers' in class A and class B are more readily available for jobs these days, and are not letting too many opportunities get by.

The following is the forecast port by port:

BOSTON: Good right now; future uncertain . . . **NEW YORK:** Still busy but boom seems over . . .

PHILADELPHIA: Fell off; should improve again . . . **BALTIMORE:** Up slightly; outlook not promising . . .

NORFOLK: Dropped considerably; should improve towards end of month.

SAVANNAH: Few prospects in sight . . . **TAMPA:** Slow now, but looks better for near future . . .

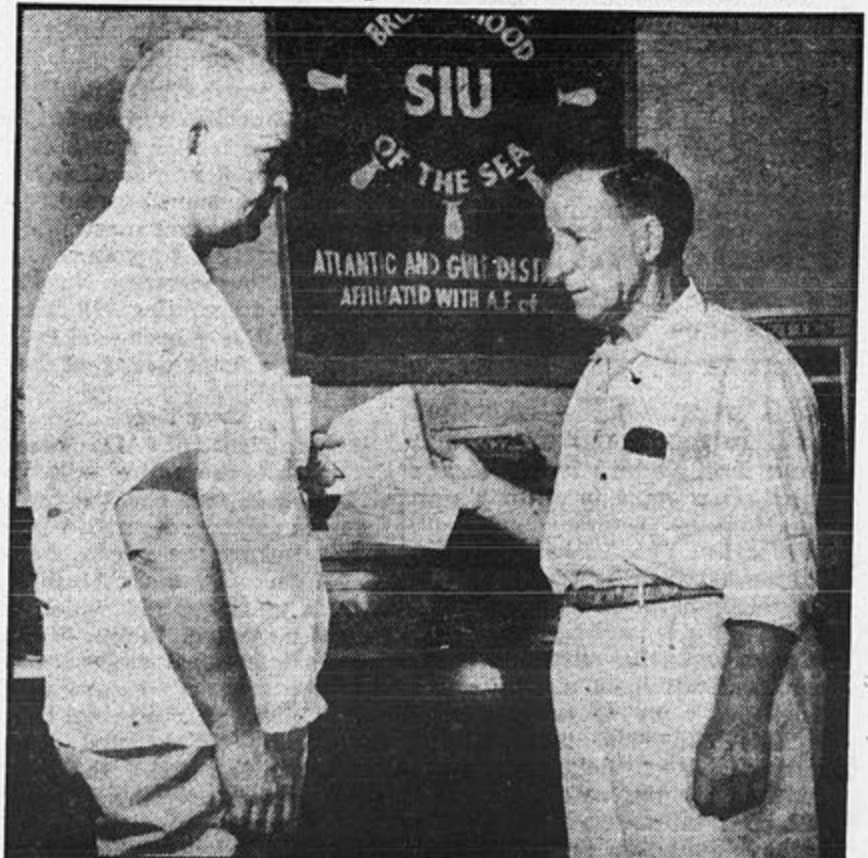
MOBILE: Getting better . . . **NEW ORLEANS:** Very good last two weeks, but slowing up again . . .

LAKE CHARLES: Dipped slightly, but still good.

HOUSTON: Good; needs deck and engine ratings . . . **WILMINGTON:** Outlook not too bright . . .

SAN FRANCISCO: Fair even without payoffs; nothing scheduled now . . . **SEATTLE:** Dipped again, but still active.

Joins Disability Roster In Houston



One of the latest Seafarers to qualify for the \$35 weekly SIU disability benefit, Gustav S. Carlson (right) receives notification of his good fortune from C.M. Tannehill, port agent, in the Houston SIU hall. He was one of several approved for disability pay at last welfare trustees' meeting.

Who says the Taft-Hartley Law Isn't a Union-Buster?

Here's how a company is using the T-H Law in an attempt to destroy a union after it failed by using scabs, by fomenting an armed riot and by causing the National Guard to take over the shepherding of its scabs to work under martial law.



Four months ago the workers at four Perfect Circle Piston Ring plants went on strike for a better contract. The company immediately hired scabs to maintain a token of production at its plants.

The company armed its scabs who fired on a crowd of union demonstrators, setting off a riot in which two strikers were wounded.



The company's actions brought National Guardsmen with machine guns and artillery to the scene and resulted in martial law being declared. The company brought scabs into one plant under the protection of the National Guard guns.



The company then turned to the Taft-Hartley law for help. It had its scabs petition the Government for a decertification election.

The NLRB has now granted the petition and an election will be held shortly in which the company's scabs will be the only persons allowed to vote. The strikers will not be allowed to vote for or against their own union. In other words, paid union-busters will be the only ones allowed by law to vote to strip the 1,100 Perfect Circle workers of the union they chose as their representative years ago.

Gov't Resumes Transfers; 3 SIU Ships Run From US

NEW YORK—Transfers to foreign flags of three more US vessels were announced here this week, as the Maritime Administration cleared the way for them to join the ranks of more than 100 other "runaways" approved in the past 12 months.

Affected in the registry shift were Seafarers aboard the Liberty ship Mohican and the tankers Ventura and Ampac California, both T-2s. All the vessels involved were operated by Trans-Ocean Marine, which operates five other Libertys also manned by SIU men.

The transfers took place here, in Baltimore and in Tampa over the past two weeks. Members of the SIU crews involved were paid off with transportation back to their original ports of engagement, under the terms of SIU contracts.

The transfers come at the height of the winter oil season, when it can be expected that any shortage in American-flag tankers will bolster movements in foreign bottoms, the same as in previous years. Similar shortages in dry cargo tonnage, at the peak of the transfers earlier this year, boomed foreign shipping.

First to go was the Ventura, operated by a Trans-Ocean subsidiary, the Ventura Steamship Company, which paid off in New York. Then, the Ampac California, which had paid off in Boston, signed on coastwise to go to Baltimore, where the formal transfer took place. The Mohican paid off in Tampa Tuesday, and shifted flags there later this week.

Performers Warned

In other action, Claude Simmons, SIU assistant secretary-treasurer, repeated previous warnings about performing of any kind aboard ship, with the Coast Guard continuing its practice of scrutinizing all logbook entries on every vessel coming into port.

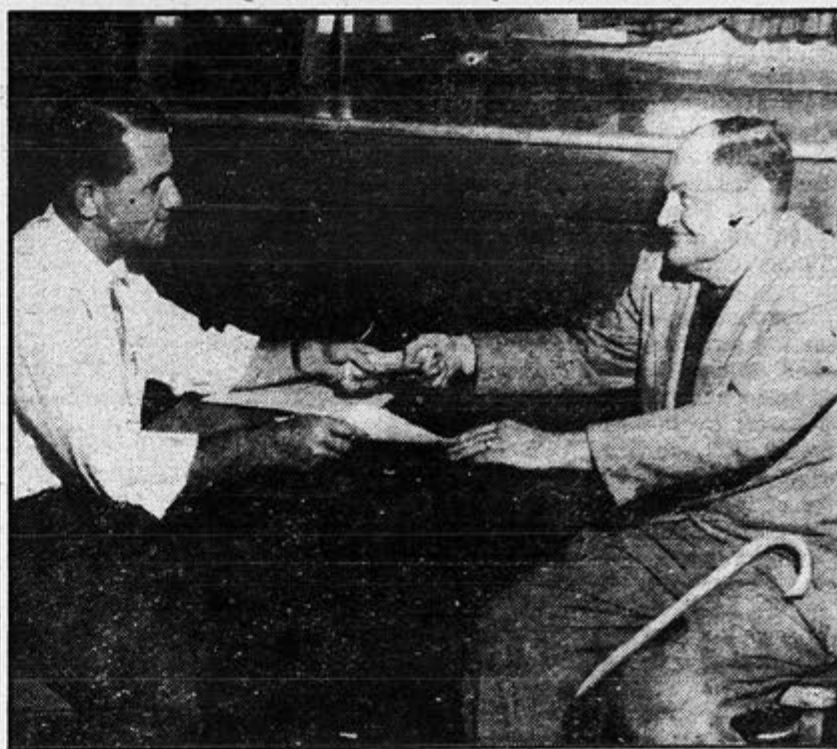
He noted the danger that performers would not only lose their papers, but would be creating added difficulties for their brother seamen in providing the CG with another excuse for enforcing new restrictions against merchant seamen.

Have Fling On Beach

"If you feel like taking a few days off . . . get it out of your system while you are on the beach and before signing on another ship," Simmons stated. "Any man who performs aboard ship is not only jeopardizing his own livelihood but that of all his shipmates and Union brothers. These actions will eventually lead to the hard-timing of all seamen."

On shipping, he noted that things have been "pretty busy" the past two weeks, although far short of the boom to which the port had grown accustomed. The figures showed a total of 27 payoffs, 8 sign-ons and 14 ships in transit.

Union Wins Him \$2,000 Bonanza



One of nearly 70 oldtimers receiving \$35 weekly SIU disability benefit, Seafarer James W. Hamilton (right) picked up addition unexpected \$2,000 bonanza recently after office of SIU General Counsel Seymour W. Miller and Union's welfare services department combined to get him unearned wages plus maintenance and cure money due. SIU Welfare Rep. Toby Flynn hands him the cash, closing the beef.

Magnuson Would Adapt Ships For Atom Plant

PASCO, Washington—Senator Warren G. Magnuson (Dem.-Wash.), chairman of the Senate Interstate and Foreign Commerce Committee, has come out for adaptation of atomic power plants to existing ships' hulls. In a speech before the Pasco Chamber of Commerce the Senator said highest priority must be given to early development of an atom-powered merchant ship.

The Senator declared that arguments over development of a new

type ship to carry an atomic power plant were delaying progress. "I am still convinced," he said, "that conventional hulls must carry the atomic power plant—not a prototype which will render obsolete the billions of dollars we invested in Liberty and Victory ships during World War II."

SIU Dad Doubles As Babysitter



Trying his hand at babysitting between trips, Seafarer Martin Sierra squires his children, Frank, 6, and Annette, 3, around the hiring hall at SIU headquarters as he waits for a good one.

Open New Mobile-Inland Ship Link

MOBILE—Work has been completed on a new lock on the river at Demopolis, about 125 miles north of here, which now gives the northern part of the state and the surrounding areas an outlet to the Port of Mobile and the Alabama State Docks.

The new facility enables deep-draft tugs to operate up-river and bring down cargo that heretofore had to be shipped by rail. It is welcomed for providing more cargo and shipping opportunities for the State Docks and the seamen whose ships originate from there.

In addition to the extra job activity expected from this development, the first of the year is due to see the return here of three to four of Alcoa C-1s now on the East Coast run. The contract under which the ships have been running is just about completed and, at its

expiration, they are expected to run out of the Gulf again.

Also of interest to the Mobile membership, but only in passing, was the first arrival here of Alcoa's 26,000-ton Sentinel, a foreign-flag vessel making her maiden trip on the "dust run." Although the ship is operating under a foreign flag, she will not affect shipping here one way or another. She and several sister ships will be only replacing other chartered foreign tonnage which the company has been using up until now to bring in bauxite.

Overall, shipping in the port is holding its own, with 81 men shipped to regular jobs and another 111 dispatched to handle various harbor relief jobs. Prospects for the coming two weeks look fair, with quite a few vessels already scheduled to come in for payoff and in transit.

Port Agent Cal Tanner also noted that the branch membership wishes to extend its sympathy to the family of Brother King Elliott, who died in the San Francisco hospital after being flown back to the States from the Far East.

Pa. Ferry Men Vote For MAW

PHILADELPHIA—After a two month organizing campaign, the SIU-affiliated Marine Allied Workers has won a collective bargaining election on the Chester Ferries. The election covered 36 unlicensed men on four ferries now operating between Chester, Pennsylvania, and Bridgeport, New Jersey. Six ferries in all are operated by the company during the summer season.

Crewmembers of the ferries had been formerly represented by the United Mine Workers to whom they were handed over lock, stock and barrel by the AFL-ousted International Longshoremen's Association. The vote was 19 to 3 in favor of MAW with the remaining votes being challenges, voids and no union votes.

Gulf Reunion For SIU Family



Reunited briefly with the brother he hasn't seen in nine years, Seafarer Don Bartlett, bosun (left), is shown with brother Gus and the latter's wife while the Orion Star was in New Orleans. The paths of the two SIU oldtimers hadn't crossed for nine years. Photo submitted by Bill Stark, steward.

YOUR DOLLAR'S WORTH

SEAFARERS GUIDE TO BETTER BUYING

Electric Broilers May Be Useful But Beware Exaggeration

By Sidney Margolius

You can buy almost any kind of electric cooking gadget these days; rotisseries, automatic fry pans, chafing dishes, deep-fat fryers, trivets, corn-poppers, teakettles and coffeemakers (even expensive gold-plated ones sold on instalments). For some families, some of these special-purpose electric devices can be very useful. But it can be safely predicted that this coming Christmas season many moderate-income people—frustrated by the financial inability to buy the costlier basic equipment like a good range—will be buying a lot of these smaller devices, using them until the novelty wears off, and then deciding it may be more nuisance than help to have too many special cookers.

In deciding the value to you of electric cooking devices, ask yourself how often you actually do this kind of cooking, and if only occasionally, can your present equipment, such as the broiler in your oven, do the same job?

Rotisseries Claims Exaggerated

There has been much selling pressure for electrical rotisseries, and much exaggeration too. The National Retail Dry Goods Association has reported that some stores have had returns of as high as 25 percent of the rotisseries they have sold because of manufacturers' misleading claims.

Weights and measures officials in one big city are now preparing a case against sellers who claim you can broil an 18-pound turkey, for example, or bake a cake while you broil a bird. The markets officials found you can get an 18-pound turkey into some broilers as advertised only if you break the breastbone, and then of course you can't stuff the bird.

An electric broiler or rotisserie does have convenience and may even be a fuel-saver for a small family or one that does not have a complete kitchen. But one of its supposed conveniences is dubious. Electric broilers involve at least as much cleaning as the broiler compartment of a range, plus the problem of storage. A family that actually wants just a table broiler and doesn't plan to do much barbecuing, will do better to get a plain broiler rather than one with a motor-driven spit.

The other pitfalls to watch for are the exaggerated list prices, and the flimsy construction of some low-priced broilers. Retailers have charged that some broiler manufacturers set exaggerated list prices so that the stores can seem to give fantastic reductions, such as 50 percent off. In buying a broiler, don't assume a "sale price" or "discount" is necessarily a bargain. It may be, but make sure by comparing prices charged by other retailers.

Check For Poor Wiring

You can now buy a broiler for \$10 or even less, but some of these are poorly constructed. Make sure any broiler you buy carries the seal of Underwriters Laboratories not only on the cord but on the appliance itself. The danger of a poorly-made broiler besides the shock hazard is that burn-outs of the heating element or cord can occur from the high temperatures. Also inspect the broiler to make sure it is sturdily constructed, has at least three heat ranges, is easy to clean, the spatter shield is detachable, and the spit if it has one is removable for cleaning.

Another electric cooking device growing in popularity is the automatic frypan or electric skillet. This is actually a versatile little portable stove. It is especially useful for a small family or single person, or someone living in quarters with only limited cooking facilities. Besides frying, these electric skillets come with a cover so they can be used for making casseroles, stews, soups and even cooking vegetables and making desserts. They are also usable for cooking at the eating table, if you really do much of that.

The leading brands of electric frypans now are list-priced at \$15.95 to \$22.95, less any discount you may find retailers giving. (The well-made but expensive Sunbeam automatic frypan has now come down to the \$19.95 level, plus \$3 for the aluminum cover, to meet the competition of the more recently-introduced GE automatic skillet.

Voting Begins On Tampa Tugs

TAMPA—Hopes are high for an AFL victory on Blue Stack Towing Company tugs, following the start of voting last week.

Organizers for the SIU-affiliated Marine Allied Workers are predicting the successful outcome of the balloting, which began November 3 and will continue until all six of the harbor craft now operated by the company are polled.

One tug and a barge were voted Sunday and most of the remaining

five tugs were due to ballot late this week. Forty-one unlicensed personnel are involved in the voting unit.

The balloting is being conducted by the National Labor Relations

Board in the messroom of each vessel as it comes into port. The tugs operate in Gulf waters, principally between here and Mobile. Seafarers and SIU port officials have been cooperating fully in the organizing effort, which is part of the MAW campaign extending all the way north to Philadelphia.

Earlier Victories

MAW won an election last week involving men aboard ferries in Chester, Pa., and earlier netted contracts covering excursion steamers of the Wilson Line, which opened a new service out of the Port of Houston last week.

Interest here is also centered in the foreign-flag transfer of one of the three ships being transferred by Trans-Ocean Marine, the Mohican, which paid off her SIU crew here Tuesday and then switched registries.

Shipping, meanwhile, remained slow over the past two-week period, but appears likely to pick up a bit in the near future.

No regular meeting could be held last week, however, because of the lack of enough Seafarers for a quorum.

World Shipyards Boom—But Not Those In USA

A new boom in world-wide shipbuilding has been reported by the American Merchant Marine Institute in a survey of shipbuilding developments. Tonnage on order for ocean-going ships increased by 2½ million deadweight tons in the first six months of this year. All told, shipyards throughout the world have about 17½ million deadweight tons on order.

The AMMI survey said that after current construction is completed the total ocean-going fleets of all nations will be 55 percent larger, tonnage-wise, than they were in 1939. Contrary to the past boom in tanker construction, the

new tonnage on order consists largely of ore carriers and dry cargo vessels.

Compared to overseas yards, US shipyards have virtually no backlog of orders, the institute said. As of July 1, 1955, US yards had slightly more than one percent of the total worldwide orders. By comparison, the privately-owned US merchant fleet now in existence constitutes 13 percent of total ocean-going shipping.

LOG Expose Haunts ILA-Red Link

Attempts by the AFL-ousted International Longshoremen's Association to conceal and disguise its tie-in with Communist forces in maritime backfired as the result of a SEAFARERS LOG expose in a previous issue. The LOG had revealed that a prominent party-line spokesman and agent for Harry Bridges has been in close and continuous contact with ILA's leadership. Prior to that, the LOG had printed photostats of checks contributed to ILA by Bridges' union.

Now Fred Woltman, Pulitzer Prize winning feature writer for the "New York World Telegram and Sun" and an authority on the Communist movement, has confirmed the LOG story. Woltman has shown in detail how ILA attempted to cover up in front of an ILA-selected "citizens committee" dealing with the ILA's political strike in September.

Meanwhile, the ILA continues to be lauded by the Daily Worker.

By FREDERICK WOLTMAN, Staff Writer.

Its charge that the Waterfront Commission has been coddling Communists in the Port of New York today boomeranged against the International Longshoremen's Assn. Top officials of the union itself, it was recalled, for months harbored Irving Velson, the mysterious Communist contact between Harry Bridges, West Coast Red union boss, and the ILA. Indeed, they used him to lobby against the Waterfront Commission.

Moreover, it was further learned today, Commission officials last July laid these facts before Sen. James O. Eastland, chairman of the Internal Security subcommittee, in Washington. They were Samuel M. Lane and Joseph Kaltz, former executive director and chief investigator.

Operations Here. The data dealt with Velson's operations here, visits of Bridges to New York and their contacts with union officials. Senate investigators sub-

sequently visited the Commission for additional material.

On Monday, before the unofficial Citizens' Waterfront Committee, the ILA's special counsel, Louis Waldman, cited Velson as proof of his accusation that the commission cracked down on dock workers but went easy on subversives. Despite newspaper reports of Velson's waterfront activities, he told Godfrey P. Schmidt, chairman of the committee, the Waterfront Commission failed to act.

Mr. Waldman overlooked some salient facts.

It was this newspaper on June 24 that first made public Velson's Communist identity. The Waterfront Commission helped pin it down.

Bradley Conference.

For months before that, Velson had entree to the 14th St. office of Captain William V. Bradley, ILA president, and the Brooklyn headquarters of Anthony Anastasia, ILA vice-president. He operated over an extended period at the right

hand of General Organizer Thomas (Teddy) Gleason.

His connection with Bridges had not been unknown in top ILA circles. Yet even after his identity was made public, Velson reportedly conferred with ILA President Bradley.

Gleason's contacts with Velson came up Aug. 7 at a closed meeting of the ILA's New York District Council. Although secret, the session was reported on Sept. 2 by Bridges' union organ, the Dispatcher.

Mayor John Grogan of Hoboken, a delegate reported, had said he would "spend \$100,000 to lick the ILA" because certain of its leaders, including the general organizer, had been meeting with Velson and Bridges.

"Gleason," said the Dispatcher, "stood up... said he knew Bridges and met him every time he was in New York and always got good advice from him. He admitted meeting with Velson also, and said he was a good trade unionist and that he (Gleason) would continue to meet him."

The ILA delegates cheered, according to the Dispatcher.

Velson 12 years ago was barred "for life" as a "Communist stooge" from the CIO Industrial Union of Marine and Shipbuilding Workers. Two years ago, pleading the Fifth Amendment, he refused to answer questions about Communist party membership or involvement in Soviet espionage.

One of Monday's witnesses who also accused the Commission of softness toward waterfront Reds was Vice-President Anastasia.

Yet in May, 1954, the Commission dug up the fact that Bridges' union had been financing Anastasia locals in Brooklyn in the ILA's fight with the American Federation of Labor. There was evidence that more than \$3600 had passed hands, the Commission informed the U. S. Attorney for the Eastern District.

The Waterfront Commission refuses to recognize the Citizens' Committee hearings.

Sign Checks Right Away

Seafarers who purchase travelers checks, either through the Union in the ports of New York and Baltimore or from any other source, are advised to take advantage of the protective feature of the checks by making sure they sign the checks on the spot at the time they buy them. The safety feature of travelers checks calls for the purchaser to sign them at the time he buys them and then again when cashing them to enable a comparison between the two signatures as a guard against forgery, theft or loss. Failure to sign them at the time of purchase is a waste of the protective feature for which the check fee is paid, according to the SIU Sea Chest, which sells travelers checks as a service to the membership in New York and Baltimore.

Balto Hall Fetes 1st Year

BALTIMORE—Marking a year and a day of formal operations since it was first opened on November 10, 1954, the SIU hall here still stands out as the finest union building in this city and the best through the Atlantic and Gulf district.

The year-old structure, providing facilities and conveniences for the membership which were not even dreamed of a few years earlier, remains in top condition today as it continues to provide new comforts and services for Seafarers.

Home of several other unions which rent office space in the building, the SIU hall is also headquarters for the Baltimore Federation of Labor, the AFL central body in the port. Regular meetings of the BFL, with which the Baltimore SIU branch is affiliated, are held in the meeting hall.

Similar To NY

Identical in many respects to the SIU headquarters building in New York, it boasts additional floor space, two more stories in height and an open-air sun deck overall. Because of its height, it features a self-service elevator for the convenience of those using the building day or night.

Its retail facilities, such as the Sea Chest, Port O' Call bar and cafeteria, are drawing extra play these days, according to Earl Sheppard, port agent, because a relative slowdown in shipping is giving Seafarers on the beach and other visitors an opportunity to sample its wares more leisurely.

But shipping still stands at a respectable figure, with the port handling some 160 jobs during the past two-week period.

Fifteen ships paid off, seven signed on and sixteen stopped over in transit during the last two weeks.

All of them, Sheppard added, paid off clean, with no outstanding beefs. "Crews of these ships deserve a big hand for their handling of these vessels. Their cooperation is making the job of covering the ships a real pleasure."

Union Has Cable Address

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

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

Gets Sea Legs Aboard Del Sud



Mrs. Marie Vida R. Parker, SIU stewardess, poses in the passengers' lounge aboard the Del Sud with her granddaughter, Neillanne Parker, 8. The youngster was on hand to bid her grandmother bon voyage on sailing day for the Mississippi passenger ship's regular run to Buenos Aires.

Wilmington Perking Up On In-Transit Activity

WILMINGTON—Shipping here improved considerably at the last count, although what it will be for November is still a big question mark.

There are no known payoffs scheduled for this port during the month, but the heavy in-transit traffic expected should fill most of the gap.

Figures Are Good

Figures for the past two weeks were considered particularly good in the light of the fact that they stemmed entirely from in-transit ships also. The dozen vessels that stopped by during the period took 51 men off the beach as replacements.

Other port news centers mainly on the wind-up of the several-weeks-old cannery strike involving members of SIU-affiliated cannery and fishery unions in the port area. The workers came away with a five percent across the board raise, time and a half for Saturday work and several other benefits. All unions in this area cooperated with them during the beef.

The strike began Sept. 1 when the old contract expired.

Port Agent E. B. Tilley also revealed the passing of Brother Max Byers, who died of a heart attack in Long Beach on Oct. 28. He had been a member of the SIU for many years and had been shipping regularly from this coast.

Seafarers In Action

Danny Piccerelli, well known for his shipboard pizzas and other delicacies, applied his skills toward running a membership meeting when he served as chairman of the October 19 Philadelphia port meeting. Apparently he did just as well with the gavel as with the skillet. Other meeting chairmen around the ports were W. T. Brightwell in Houston, H. Thomas in San Francisco and M. Launey in Lake Charles.

A number of Seafarers took on the secondary meeting jobs of recording secretary and reading clerk. They included J. Cislcecki in Philly; R. W. Simpkins and J. K. Parnell in Savannah; F. Hagin and E. Frost in Tampa; Ben Grice in Lake Charles, J. Cohen in Houston, F. D. Lynum in San Francisco, E. A. Lane in



Lynum

Wilmington and N. Dubois and Don Ruddy in Seattle.

All's well aboard the Albion (Dry Trans) these days with the crew reporting that she's a "happy ship...being run in true SIU style." The delegates' chores aboard are being handled by Frank Pasaluk as ship's delegate, with Louis E. Barch, Joe E. Brook and J. W. Tingl representing the deck, engine and steward departments respectively. Albert Sental, ship's secretary-reporter, sent in the good news.

Another Waterman ship, the Madaket, had never a dull moment aboard with a movie projector and several films to help pass the time. Seafarer Walter L. Busch, electrician, handled the equipment in capable style. None of those "one moment please" signs had to go up in the middle of the show. Both unlicensed crew and officers dropped a few bills into a movie fund for equipment and film rentals.

LAWRENCE VICTORY (Mississippi), August 28—Chairman, E. Zebrowski; Secretary, S. Rivera. No beefs. Few hours disputed overtime. Beef concerning first assistant engineer and fireman water tender to be referred to patrolman. Motion made and carried to keep all trash out of cabin doors and off deck.

ANN MARIE (Bull), August 17—Chairman, F. Murray; Secretary, L. Calderon. Captain offered cooperation regarding disposal of garbage. Ship's fund, \$3.66. Motion made and carried to send copy of last special meeting to Port of Boston. Vote of thanks to steward department.

ARCHERS HOPE (Chiles Service), August 25—Chairman, E. Burton; Secretary, E. Haskin. Ship's delegate to see captain about getting enough cigarettes to last through next voyage.

Digest of ships' Meetings

Ship's treasury, \$13.99. Baker was requested to put out more of a variety.

CALMAR (Calmar), August 28—Chairman, S. Drury; Secretary, T. Jackson. Some complaints about preparation of food; all crew members are to rotate the magazines bought from ship's fund money. Ship's treasury contains \$27.86. Crew is to unplug washing machine when they finish using it and timer to be put on the machine.

DE SOTO (Pan Atlantic), August 7—Chairman, B. Varn; Secretary, H. Bjerrings. One beef. Headquarters to take care of matter regarding men leaving ship. Ship's fund, \$6. Bosun requested men sleeping on deck to keep clear of gangway in port. It was suggested that valve to water fountain be closed in port.

FAIRISLE (Waterman), July 22—Chairman, F. Shala; Secretary, B. Mackenzie. Repair list to be read. One brother sustained injuries in Ponce, PR, while securing ship, he was taken to hospital in Ponce for treatment. Discussion held regarding ice. Chief engineer is provoking the issue by willfully not cooperating. Vote of thanks to steward department and for confidence and good work the Union has done.

FRANCES (Bull), August 14—Chairman, S. Carr; Secretary, E. O'Rourke. Ship's fund, \$12.63. Motion made and carried to accept and concur with communications from headquarters. Discussion held on passes.

GREECE VICTORY (South Atlantic), August 23—Chairman, A. Lazzaro; Secretary, J. Davies. Discussion held on slopchest and on replacing pantry deck. Pantryman asks gang to help keep coffee bag clean in urn.

HIGH POINT VICTORY (Bull), September 1—Chairman, F. Stewart; Secretary, M. Sterne. Boarding patrolman explained duties of delegates. Discussion held on the necessity that the crew live up to the agreement. Repair list will be taken care of. Vote of thanks to ship's delegate.

SEATRIN GEORGIA (Seatrains), August 28—Chairman, A. Janes; Secretary, A. Lambert. Motion made and carried to accept and concur with communications from headquarters. Amount of draws to be straightened out. Deck to be washed every day. Repair list to be compiled. Coffee cups to be brought back and fresh bread should be served when it is available. Assorted ice cream and cold drinks requested.

STEEL ARTISAN (Isthmian), August 27—Chairman, J. Thompson; Secretary, J. Lewis. A beef to be turned over to boarding patrolman at payoff. Repair list to be turned over to chief mate. Ship's treasury consists of \$39.50. Some disputed overtime and few small beefs. Motion made and carried to check with negotiating committee regarding overtime to be paid at Subic Bay, same as at other military reservations. To notify headquarters regarding seaman's papers. Vote of thanks to steward department. Air-conditioning needed aboard ships. Discussion held on this.

ALCOA CORSAIR (Alcoa), August 28—Chairman, S. Morris; Secretary, J. Nelson. Donation was made for Brother Lanier's wife in the amount of \$141. He was flown home from Cuba, Ill. Ship needs new movie machine. Everything running smoothly. Ship's fund, \$312.68. Few hours disputed overtime will be taken care of shoreside. Ship's secretary-reporter elected. Motion made and carried to change entire lock system. Suggestion made to get regular crew to operate movie machine and no one else. It was also suggested to hold Union meeting in the cross passage-way as the messhall is too small.

ARIZPA (Waterman), September 3—Chairman, H. Hunt; Secretary, D. Nunn. Everything running smoothly. One man hospitalized at Bremerhaven, due to undetermined internal ailment. His gear was taken ashore but several items were left aboard. These items will be shipped to his home. No beefs or disputed overtime.

Motion made and carried to accept and concur with communications from headquarters. Motion made and carried to have clock installed aft, which will be a benefit to watch standers. Discussion on slopchest received in Mobile. Repair list to be made up.

SEAUREGARD (McLean), September 5—Chairman, R. Ransome; Secretary, R. McManus. Motion made and carried to accept and concur with all recent communications from headquarters. Complete report sent to Wilmington Agent regarding one of the class C men.

CHILORE (ORE), August 30—Chairman, R. King; Secretary, T. Yablonsky. Ship's delegate requested that all beefs be reported before payoff. No beefs. Recent communication from headquarters read, posted, accepted and concurred. Motion made and carried to read new ruling on being late or missing ship. Pantryman to make coffee for 10 AM coffee time, and crew is to cooperate in keeping pantry clean. Deck delegate to check on foc'sle keys and all repairs to be written and posted.

DEL MAR (Mississippi), September 4—Chairman, E. Leonard; Secretary, M. Phelps. No beefs. Ship is being investigated by FBI because of theft aboard. Motion made and carried to accept and concur with communications from headquarters. One man on watch was sent to hospital and deck department storekeeper also got off because of illness. New ship's delegate elected. Steward requested that all men who have stainless steel buckets are to turn them in for galvanized ones. Clothes to be left in washing machine not more than fifteen minutes.

HEYWOOD BROWN (Victory Carriers), August 21—Chairman, G. Hildreth; Secretary, W. Thompson. No major beefs. Captain will put out draw one day before ship reaches Japan. Recent communication from headquarters read and accepted unanimously. Steward will stow all excess luggage for crew.

KYSKA (Waterman), August 21—Chairman, W. J. Walker; Secretary, W. Simpson. No beefs. Crew was warned against turning in beefs to Coast Guard because this only makes matters worse. Ship's treasury amounts to \$3.30. Ship's delegate elected. Discussion held on the idea of having department delegates meet separately and hash out all beefs.

MARORE (Ore), August 27—Chairman, W. Dawley; Secretary, S. Wolfon. Communication from headquarters was posted. Treasury—\$2.30. Reports from headquarters was posted. Treasury—\$2.30. Reports from headquarters accepted and concurred. List of overtime to be made up and turned over to patrolman.

MASSMAR (Calmar), September 3—Chairman, J. Eichenberg; Secretary, G. Hatgimisios. No beefs. Motion made and carried to accept and concur with communications from headquarters. Motion made and carried to have wooden lockers put in all rooms when ship goes into shipyard. Ship's delegate to see captain regarding the men who must sleep on deck when rooms are painted. They should be able to sleep topside.

STEEL ADMIRAL (Isthmian), August 20—Chairman, C. Hall; Secretary, E. Mastrianni. Everything running smoothly. Ship's fund—\$4. No beefs. Motion made and carried to accept and concur with communications from headquarters. Suggested to see if slop chest can open sooner. To check on what happened to awnings and benches for outside passageway.

August 29—Chairman, C. Hall; Secretary, J. Dalton. Everything running okay. Motion made and carried to contact headquarters regarding linen compensation. Steward requested that all extra linen be turned in.

STEEL TRAVELER (Isthmian), August 27—Chairman, D. Dickson; Secretary, M. Sospina. Vote of thanks given to steward department. Voyages going well. Keys to messhall and pantry to be given to man standing watch in port. Washing machine has been repaired and is to be kept in good shape by crew. Travelers checks will be distributed in all countries where it is permissible. Discussion held on safety of crew. No beefs. Suggestion made to have all doors-in passageways locked in foreign ports.

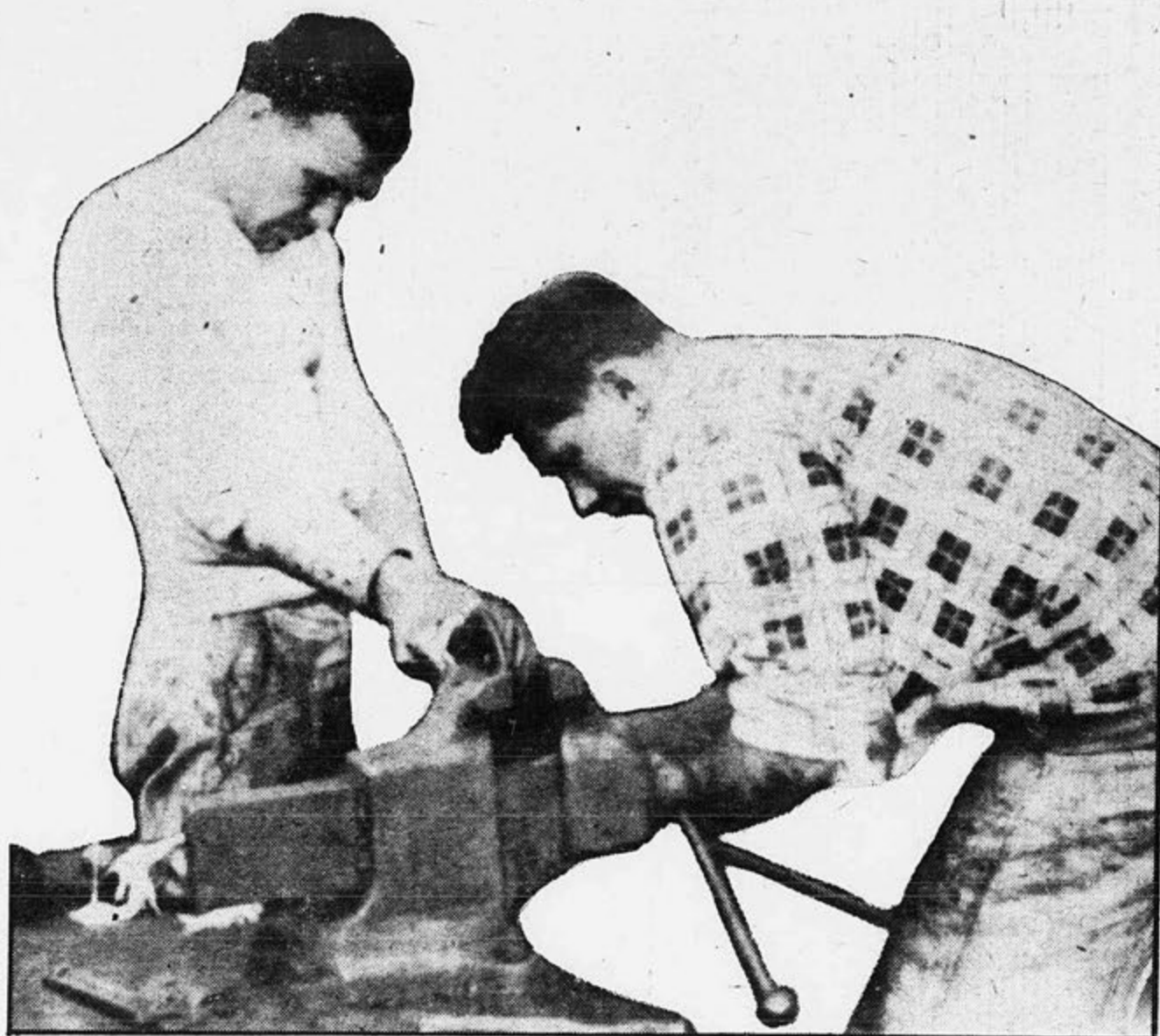
STEEL VOYAGER (Isthmian), August 28—Chairman, C. Morgan; Secretary, J. Anderton. No beefs. Motion made and carried to request information from headquarters regarding passes given crew in Kharamshahr; and about transportation from Erie Basin—no bus service available on Saturday and Sunday or after 7 PM—no taxi service either. Delegate to make up repair list.

VENTURA (Trans Oceanic), August 2—Chairman, W. Smith; Secretary, S. Cieslak. Deck department has some disputed overtime. Repair lists were completed. Milk short on sailing day.

July 4—Chairman, W. Smith; Secretary, N. Wexler. Ship's delegate elected. Ship's fund, \$25. No beefs. Motion made and carried to accept and concur with communications from headquarters. Iron will be purchased with ship's fund.

July 24—Chairman, W. Smith; Secretary, N. Wexler. Patrolman to be notified about 1st ass't not cooperating. SIU library wanted. Wage rates to be posted.

ROBIN KIRK (Seas Shipping), July 31—Chairman, R. Jackson; Secretary, W. Collard. No beefs and no repairs. Crew was advised by ship's delegate of master's position and attitude toward SIU. Do not sign accident reports purser hands out.

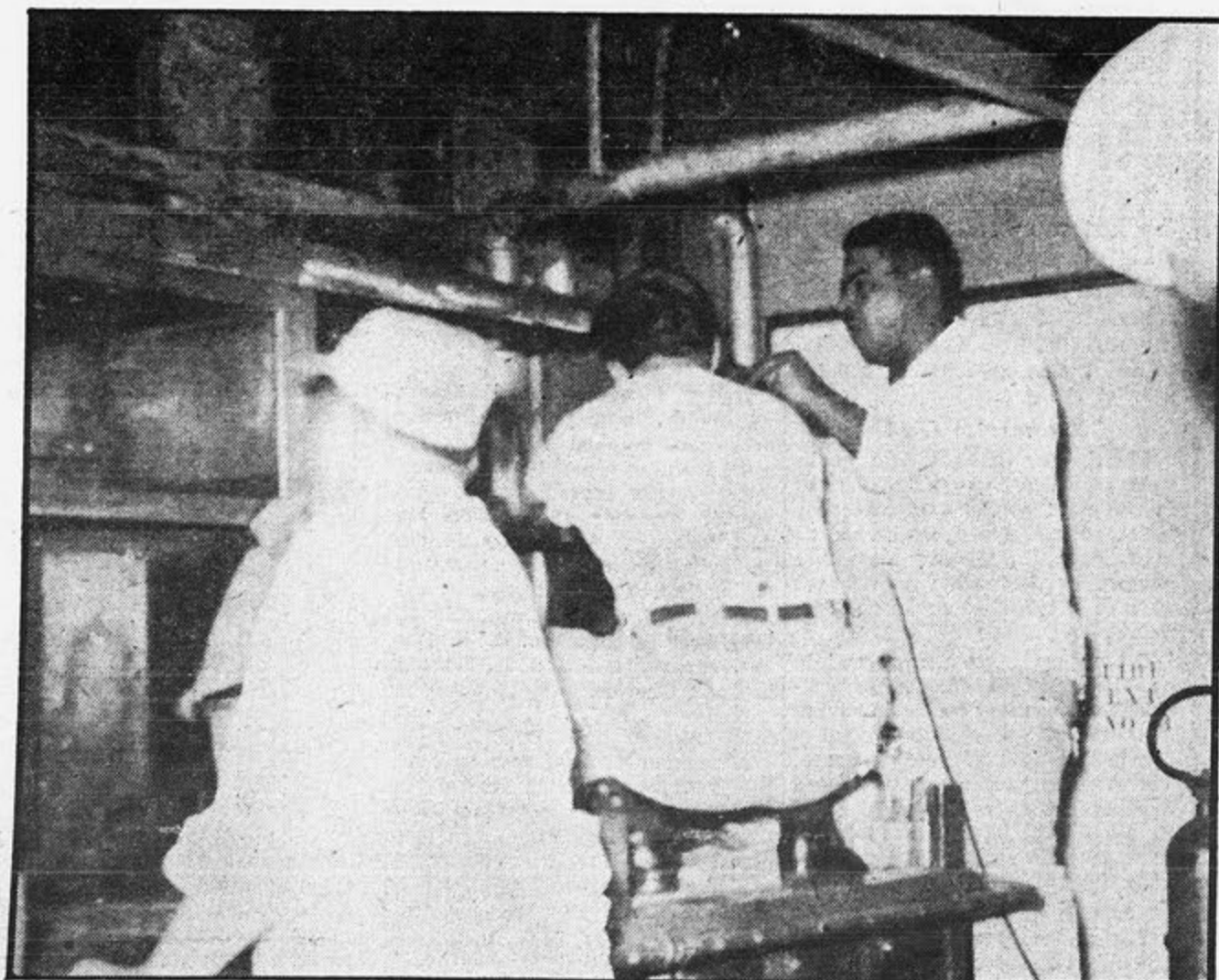


Overheads on the DeSoto get the onceover with a new coat of paint supplied by member of the Waterman shoregang in New York. Seafarer A. Danne took the photo.



Two Seafarers in the deck gang aboard the Fairisle team up to complete a splice on some wire. Loose strands are carefully attended to avoid possible injuries.

"Men at Work"



Since good feeding requires not only first-quality food and clean pots but shipshape cooking ranges as well, the SIU galley force on the John B. Waterman puts in some hard concentration on the job of cleaning the ranges before preparing the next meal. On tap are steward Joe Brown (left), and the chief cook and BR.



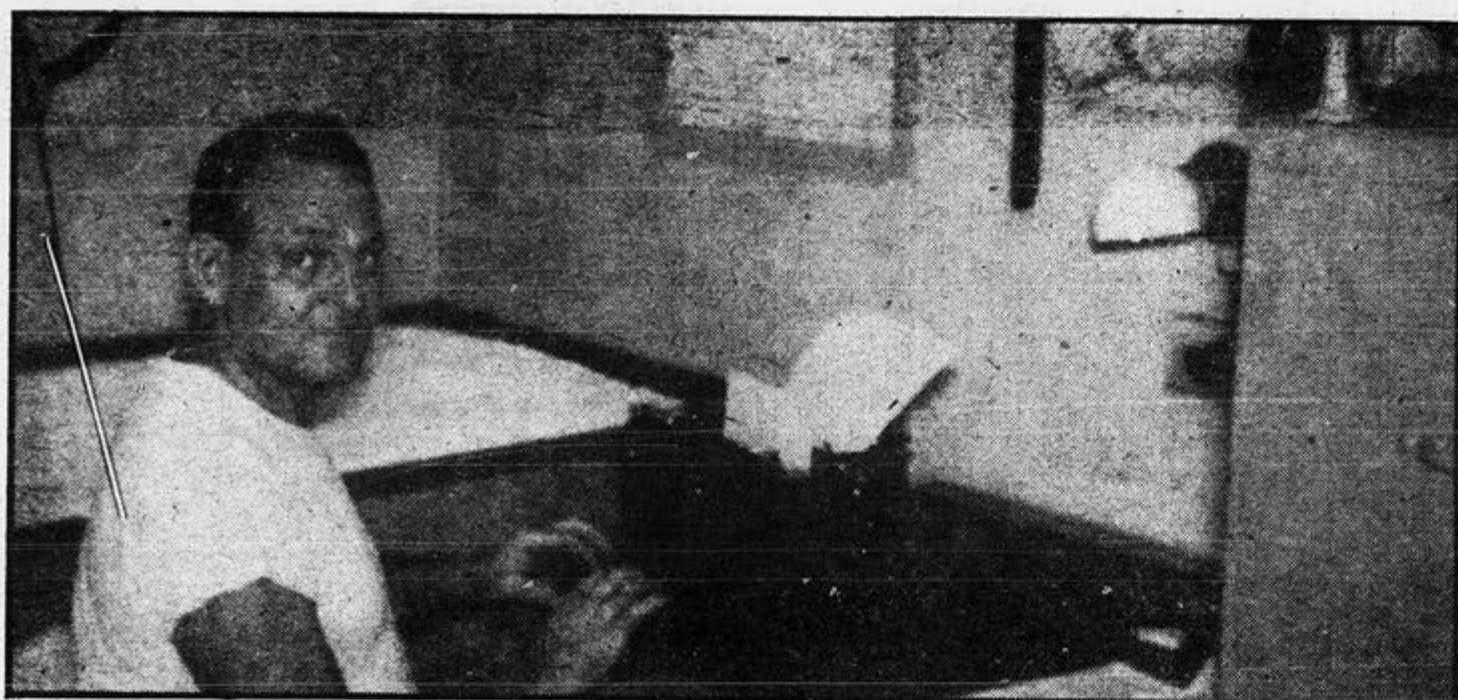
Changing a tube in one of the burners, Evangelos Ibratis, fireman aboard the Andrew Jackson, strikes a pose for the crew photographer before completing the job.



Even the routine job of slushing runners, by Seafarers Earle Griffin (left) and Kenny Lopez, attracted the eye of one of the many shutterbugs aboard the Steel Age on the run into the Middle East. Working under hot sun, deck department men have opportunity for suntan, as well as muscles and callouses. Ship's reporter C. Tobias submitted the photo.



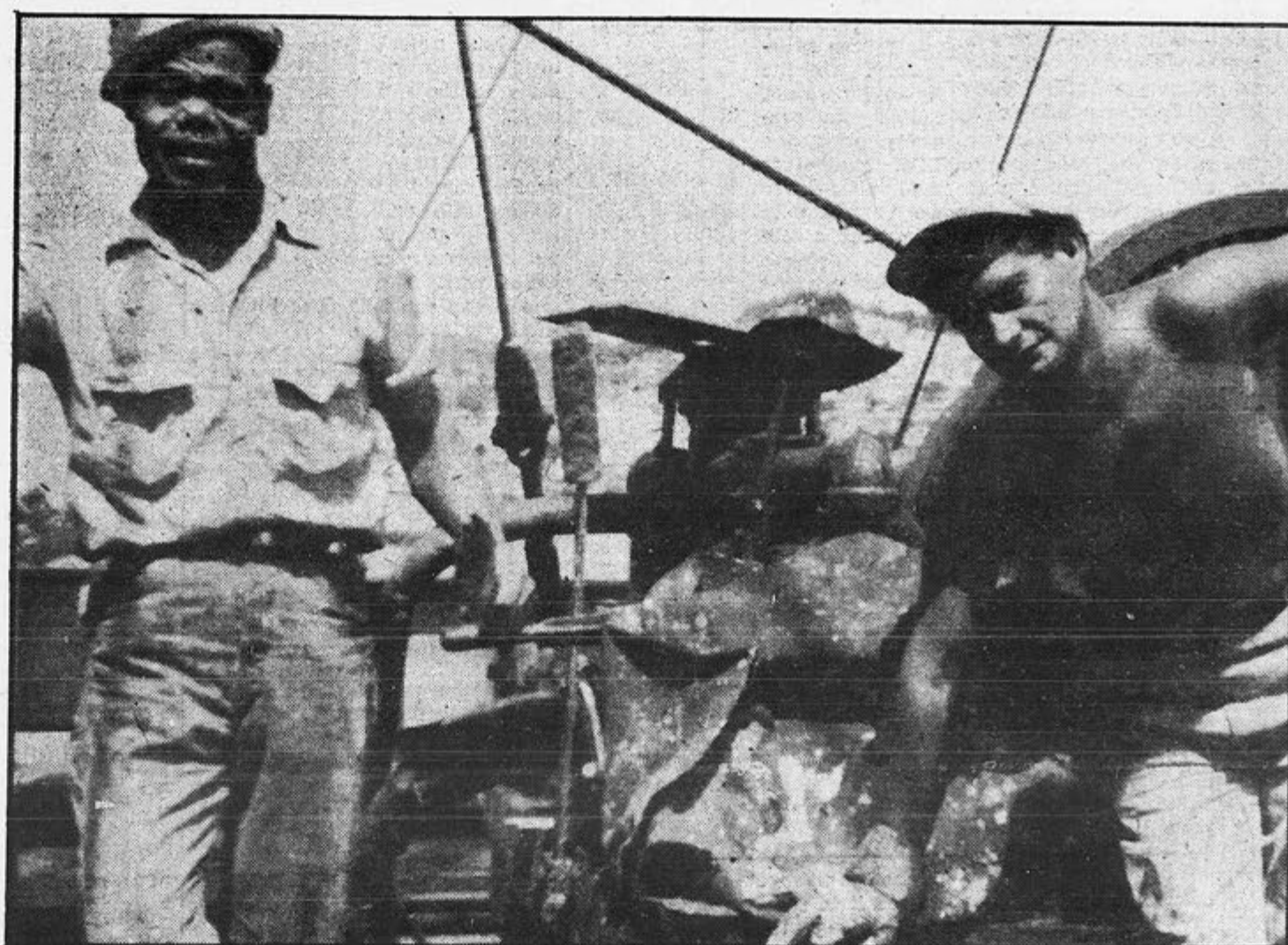
H. Proios, AB, hangs onto fall while H. Rode, bosun, oversees work on lifeboat aboard the Cecil Bean. Bosun seems satisfied with the job done by his deck gang.



Menus help make the meal, and Seafarer L. B. Moore, steward on the Afoundria, pays full attention to them as the ship winds its way out to the Far East. Use of "to order" feeding system aboard the ship, one of the pioneers of new SIU feeding program, has been lauded by all crewmembers. Steward's efforts in planning good menus are especially important.



Steward Pete Loleas (right) watches approvingly as chief cook Robert Morrow slices turkey for big meal on Wacosta. Morrow was once steward of Hollywood's Brown Derby.



Bosun Mohammed (left) and Burdick, DM, pause in their brush-wielding aboard the Oceanstar to strike a pose for shipmate Stephen Emerson (not shown). Emerson reports a good trip, a good time and a good gang to ship with aboard the vessel, now running coal to Germany. Deck department held its end up, kept things trim and shipshape with lots of paintwork.



Setting up for breakfast on Steel Age, messmen Joe Romero (left) fills water pitcher as Johnny Fanoli posts menu on bulletin board. It looks like good start for a good day.

Seattle Job Flood Due As Tankers Crew Up

SEATTLE—Seafarers in this port can expect to be treated to a real job boom during the coming two weeks, notwithstanding the good shipping already in evidence here.

Two and possibly three T-2 tankers are expected to come out of lay-up and will crew up between Nov. 15-25 for Far East-Persian Gulf runs. In addition, Port Agent Jeff Gillette said, he already has at least five payoffs scheduled up through Nov. 15, "so shipping should be terrific."

The tankers figuring in the predicted breakouts from lay-up include the McKettrick Hills (Western Tankers), plus the Stony Point and Cape Namamu, both for US Pe-

roleum Carriers, all of which have been idle for some time.

The pleasant prospects here are likely to sweep the beach pretty clean of SIU men, since good shipping is the general rule in this port at all times. The last period was no exception, despite a dip from the figure of two weeks ago.

Again the ships are reported coming in clean, with no special beefs, as the crews arriving here continue to do a bang-up job on the ships.

The hardtiming of the crew by the skipper on the George A. Lawson is due for an abrupt end, following Union protests to the company against the skipper's actions. Disciplinary action at the company end is due to provide the ship with a new captain on her next trip out.

LakeChas. Sees Rise In Ships

LAKE CHARLES—Expecting word any day now that bids will be let for the building of a new cement plant here, Seafarers are hoping that the projected construction will provide the shot in the arm needed to sustain present better-than-average shipping.

Talk about the proposed cement plant first made news in June with the announcement of a riverfront plant building program by a newly-formed company.

"If this ever gets out of the talking stage," Leroy Clarke, SIU port agent asserted, "it should increase the business via water here materially. Such a boost is always welcome and we are awaiting the next formal step in this program with interest."

Although shipping fell off somewhat from the highs of the previous few weeks, it is still relatively high and is providing more than ample opportunities for Seafarers seeking jobs in a hurry.

Clarke cautioned, however, that any sudden onrush of Seafarers to this port would not do anybody any good, as there are still enough class A and B men available to handle whatever comes up.

Elsewhere on the local scene, activities are equally quiet, with most local unions busy on the job and only an occasional burst of campaign oratory in the area's general elections to liven things up.

Robin Sets Up Yale Scholarship

The SIU-contracted Robin Line has established a scholarship at Yale University as a memorial to its late president, Arthur R. Lewis, Jr.

The applicants must be between 17 and 21 years old and be residents of the Union of South Africa, the principal country visited by the ships of the Robin fleet. The scholarship is for \$2,600 per year plus an annual round-trip steamship passage between South Africa and New York.

'A New Chapter...'



Inquiring Seafarer

Question: Can you suggest any means for improving the distribution of LOGs to Seafarers in foreign ports?

James F. Byrne, MM: The service we have been getting has certainly been satisfactory. On the Robin Line runs, the agents generally bring the LOG and other mail aboard, so we don't miss it. There are a couple of seamen's hangouts where it could be sent direct, however, in case it missed the ship.



Donato Giangliordano, AB: I think it would be a good idea to send the LOG right to the American consul in each port. Since the old man has to see the consul in each port he could pick up the mail there each time and we would be sure to get it. The company agents don't always cooperate.



Hayward O. C. Veal, 2nd cook: It doesn't seem that there is any real problem getting the LOG overseas, because we always manage to see it in some port along the way each trip. But it might help to send it to more of the clubs and bars where seamen always get together in port.



Confesor Ayala, cook: The best way would be to send it to the American consul in the different ports so the old man could pick it up when he goes there. Mail sent to the consul is always safe and can be picked up whenever you are in port. The same thing could be done with the LOGs for each ship.



Pedro Velez, AB: Send it to the agents in each port. They always come aboard with the mail when the ship arrives and bring the LOG with them. Of course, sometimes the mail to the ship is slower in some places than in others. But if the agent gets it, he will usually bring it right out to the ship.



S. Mansan, 2nd cook: The present system of sending them to the agents and the places where seamen gather overseas seems fine. I haven't run into trouble finding a LOG for quite some time. If the mail misses the ship in one port, it generally catches up with you in the next.



Seafarers by now are accustomed to their Union coming up with pace-setting developments in the maritime industry. The latest chapter in SIU progress, the newly-negotiated ship-board safety and health plan, falls into the pattern of past Union history. Like the SIU Vacation Plan the new program is sure to have far-reaching significance.

For a while, of course, the program will remain in the planning stage as the Union and the operators examine ways and means of putting it into operation. However, Seafarers can be sure of one thing. No matter what the shape and mechanics of the program, its major objectives will be to protect the health, life and livelihood of the Seafarers. The Union is confident that the program can be developed to assure safer working conditions on the ships and a healthier membership through the practice of preventive medicine ashore.

Up until now the area of health and safety has been somewhat of a no man's land with individual companies and agencies conducting piecemeal programs that were not always wise or successful. Ambitious Government officials with an eye toward perpetrating an elaborate bureaucratic apparatus were already planning to move in and take over.

Anyone familiar with maritime knows that such a development would benefit only one group of people—Government jobholders. The shipowners and the Union, the people most directly concerned, are the ones who can best do the job on the human level. Union participation assures that the program will be conducted in the best interests of the Union's membership.

Another attraction of the program for Seafarers is that it will be financed entirely by shipowner contributions. Like the Welfare Plan with its multitude of benefits and the Vacation Plan, all costs of benefits and administration are supported by the shipowner at no cost whatsoever to the Seafarer.

The shipowner financing contributions begin this coming Monday and a Union-shipowner sub-committee is already at work surveying the problem. In a short while Seafarers should have something specific to look forward to in this area which will add up to more security and more benefits for all.

SEAFARERS

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MEET THE SEAFARERS

JOHN THOMPSON, AB

Steubenville, Ohio, is famous as a center of glass, china and pottery production in the United States. But that didn't cut any ice with Seafarer John Thompson. His father had been a seaman for many years, so in 1941 he took off for the East Coast and got himself



Thompson

a job on a ship. That was on an Esso tanker. Two years later John tired of non-union conditions and switched over to the SIU. Like a good number of Seafarers, John tried his hand at a shoreside occupation before he took to sea. In his case he spent about 2½ years inside the squared circle, boxing in many small clubs throughout the middle west. He soon found that it was better to seek his fortune outside the ring. Though he occasionally boxed on ships during the war for entertainment's sake, he hung up his padded mitts for a pair of work gloves long ago. "I'm glad I quit when I did. It has been nine years since I've had the gloves on."

Novelty Wore Off

In the first few years of sailing, seeing the sights and hunting for souvenirs had its attractions, but Thompson admits the novelty has worn off by now. Anyway, he finds that the American seaman is a target of antagonism in many ports. What interests him now is a good ship, good wages and warm weather. "I'd be crazy if I liked cold weather since I sail on deck."

These days Thompson takes most of his ships out of Baltimore and finds the city a good place for a Seafarer to sail out of. "Baltimore is a wonderful seaman's town. People treat you well and you never have to worry about being shunned. That's because they understand the importance of seamen and commerce to their everyday life."

MARVIN HAUF, ch. stwd.

Seafarers have had a variety of experiences in their time, but few can point to as strange a misfortune as befell Marvin Hauf and the crew of the Nathaniel B. Palmer in 1953. The Palmer was headed up-river on the Plata, well above Buenos Aires, during the dry season when the river faded to a trickle and the ship was left stranded on a dry river bed. Most of the crew was sent home but Hauf and a skeleton crew spent six months on board, waiting for the rains to come, four of them sitting on the ship without leave. The pain of this experience was softened when he got back to the States and collected a whopping payoff.

Fortunately, most of his seagoing experiences have been more pleasant. The 36-year-old Seafarer started sailing in the late 30's, fired by the talk of his seagoing uncles. The Navy was his first choice but color-blindness flunked him out and he turned to shipping on merchant vessels in the steward department. He became an SIU member in 1944 and has been sailing Union ever since then. Most seafaring men seem to have a favorite

port and Hauf is no exception. He will never pass up a run to Denmark or Sweden because of their hospitality to seafaring men, their places of interest and world-famed craftsmanship in furniture, architecture and utensils.

Two years ago Hauf took the plunge and married a girl from West Virginia. They now make their home ashore in Baltimore. "My wife wants me to quit the sea," he said, "but I'm not that settled yet." Seagoing life with the SIU is just too attractive to quit for anything shoreside.



Hauf



View looking south from Manhattan side of Brooklyn Bridge shows two miles of Brooklyn waterfront as it will appear upon completion of seven-year, \$85 million Brooklyn-Port Authority pier development program. Twenty-six existing narrow, obsolete piers will be replaced with ten modern structures and another will be completely rehabilitated. The development will provide a total of 25 modern ship berths.

\$85 Million Revamp For Brooklyn Piers

An ambitious \$85 million Brooklyn pier rebuilding program has been announced by the Port of New York Authority. The program would affect a two mile stretch of antiquated piers extending southward from the Brooklyn Bridge. The Authority purchased the property earlier in the year.

The seven year program calls for construction of ten new piers with 25 berths as well as wide

truck-loading areas at each pier.

Most of the section acquired by the Port Authority consists of small open wooden piers that are not suitable for handling modern ocean-going ships. Ancient warehouses behind the piers would also come down during the modernization program.

Typical of the new pier project is the plan for reconstruction in Atlantic basin, the first section to be tackled. There a 2,000-foot three berth quay will be built with an 1,800-foot one story shedded area. The 16-foot wide truck loading platform on the land side of the quay will be able to handle 144 trucks at a time.

The Port Authority estimates the pier program will save shipping companies \$5 million a year in handling costs.

SF Hopeful For Ships From North

SAN FRANCISCO — The shipping picture here is still not too clear, and will apparently have to wait on possible diversions from Seattle to show any real improvement.

Although job activity was slightly better than the previous two-week period, it was still far below the levels of a few weeks ago when the Golden Gate city rivaled Seattle for the best shipping on this coast.

As it is, there have been no payoffs here for the last month and a half, and nothing of that order is yet in sight.

Seven In-Transits

Four sign-ons, three for Waterman and one for Victory Carriers, did pep up things, however, and the seven in-transits which paid a call during the period also helped.

But the "Golden Gate" seems to be losing its glitter for shipping at the present moment. The major hope is that some ships will be diverted from Seattle which, added to the few in-transits already scheduled, will provide some jobs in this area.

The ships that have been here, in any event, have been clean, with no major beefs, Leon Johnson, port agent, reported. That part of the record is always welcome.

Benefits

(Continued from page 3)

tatives on the Welfare Plan board of trustees again reminded Seafarers that the allowances for surgical fees should cover all standard cases, as the SIU plan's payments are very liberal. The allowances, they pointed out, are higher than the Blue Cross benefits and are based on average charges in major US port cities.

Seafarers were urged to familiarize themselves with the schedule of benefits under the Welfare Plan so that they have a point of reference in discussing fees with a surgeon. In any case, Seafarers would do well to contact the nearest port agent for all information about the plan before they go ahead with arrangements for hospitalization and surgery.

Copies of the regulations and benefits of the plan as well as details on all other SIU welfare benefits can be obtained from any SIU port agent or from headquarters.

FINAL DISPATCH

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and the SIU death benefit is being paid to their beneficiaries:

Gerald C. Fitz-James, 75: On

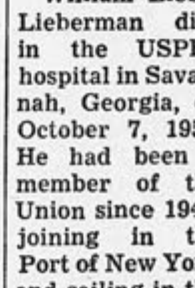


September 28, 1955, Brother Fitz-James died in the Staten Island USPHS Hospital of natural causes. Burial took place in the Evergreen Cemetery in Brooklyn, NY.

Brother Fitz-James had been sailing with the SIU since 1951. He joined the Union in New York and had been sailing in the engine department. His last ship was the Sandcaptain.

§ § §

William Lieberman, 46: Brother



Lieberman died in the USPHS hospital in Savannah, Georgia, on October 7, 1955. He had been a member of the Union since 1941, joining in the Port of New York and sailing in the steward department. Brother Lieberman is survived by his wife, Minnie Lieberman, of Brooklyn, New York.

§ § §

Louis F. Johnson, 41: Brother



Johnson died of a heart ailment aboard the SS Steel Age in the Arabian Sea. Burial took place at sea. Brother Johnson had been sailing in the steward department since 1944, joining in the Port of New York. He is survived by his mother, Mrs. Bertha Johnson, of Roxbury, Massachusetts.

LABOR ROUND-UP

"Catastrophe" insurance providing benefits up to \$7,500 a year is included in General Electric contracts with 90 unions. The new program covers 200,000 GE employees. After an employee pays the first \$50 of medical costs, he receives coverage of the bulk of remaining expenses up to \$7,500 a year and \$15,000 in a lifetime, for each member of the family.

§ § §

An arbitrator has ordered three unionized blouse manufacturers to pay \$60,000 to the International Ladies Garment Workers Union, AFL, for importing blouses from Japan. The union contract requires that all blouses sold by the manufacturers be made in union shops. The award is expected to lead to a major court test.

§ § §

Cadillac automobile salesmen in New York City were on strike after voting to be represented by AFL Teamsters Local 917. All of the salesmen were reported to be in the five figure earnings brackets but pointed out that they had no limit on daily hours worked, no holidays, vacation pay, welfare benefits, seniority or job security.

§ § §

CIO telephone workers in the Nevada-Northern California area

ended a 13 day strike against Pacific Telephone and Telegraph on the basis of wage increases of 10.2 cents hourly for plant workers and \$2 to \$4.50 a week for office and traffic employees. Bell Telephone employees in Omaha, Nebraska, also settled for \$2 to \$4.50 raises plus fringe benefits.

§ § §

Mettlers Woods, the sole remaining tract of primeval hardwood forest in the eastern US, was officially dedicated as the William L. Hutcheson Memorial Forest in ceremonies honoring the late president of the AFL Carpenters Union. The union donated \$75,000 towards a fund drive to save the woods from the logger's ax and turn the property over to Rutgers University as a research area.

§ § §

A Federal Court of Appeals has ruled it is permissible for unions to employ slowdown tactics and other pressure against an employer in the course of contract negotiations. The two to one decision reversed a National Labor Relations Board ruling against the CIO Textile Workers Union. The Board held the union had not bargained in good faith when its members had conducted slowdowns or refused to work overtime.

Teen 'Queen'



Seafarer Jim Canard, AB, rates his niece with any glamor queen. She's Linda Sue Scarborough, 13, "queen" of her graduating class in Hattiesburg, Miss.

LOG-A-RHYTHM:

Shoremates

By Roy Fleischer

The devil and God
Walk hand in hand
On the waterfront
With the sailor man.

The jukebox plays
As the wild waves spray
The air with salt for his beer,
And a woman's charm
Fills his husky arms
As the devil gayly cheers.

There's Sunday's Mass
After Saturday's glass,
A prayer for the coming trip,
And thanks to God
For bringing to shore
What's left
Of a storm-tossed ship.

Then it's back to the tavern,
More beer to drink,
And the devil comes along,
And the glasses clink
As the church bells ring
While the devil sings a song.

There are curses for the many,
And prayers said for all,
And the devil and God
Play cards with the gob
Until stern Neptune calls.

Then it's back to the ship
And the peaceful sea,
Or the storm, the wind, the fog,
And the devil is left
Alone on the shore
While the sailor sails with God.

Pilgrim \$s Help Clean Mess Left By 'Janet'

Hurricane "Janet" may have left a lot of destruction in her wake recently when she cut across Trinidad and the British West Indies, but the Alcoa Pilgrim crew and passengers have stepped in to help in appreciation for the hospitality extended to them there for many years.

Unsolicited, Seafarers, officers and travelers aboard the ship made a \$225 contribution toward the "Hurricane Janet Relief Fund" after the big blow had left its mark on Port-of-Spain and other points familiar to Alcoa regulars.

The contribution from the ship even drew the notice of the island's Governor, Edward B. Beetham, and M. H. Dorman, Colonial Secretary, who praised the spontaneous generosity of all involved.

Similar thanks were sent by the colony director of the British Red Cross, Air Vice-Marshal C. McC. Vincent, who wrote: "I do not know how to thank you for the spontaneous contribution . . . I only wish I could thank all these good people personally for the tremendous showing of generosity. I shall make sure that the press and public will get to hear about it."

Aboard the ship as SIU delegates are Seafarers W. Renny, ship's delegate; Don L. Beck, deck; Allen W. George, engine, and Oscar B. Smith, steward.

Catherine's Cat Caged

"The Case of the Catherine's Curious Cat" has been marked closed.

According to the ship's minutes and scraps of information later uncovered, one Seafarer in the crew "adopted" a stray cat and was keeping it in his fore'sle as a pet, to the apparent discomfort of his bunkmates. When matters got out of hand, however, and the puss began setting up headquarters in the galley and messroom, the crew drew the line.

Debate at the meeting all focussed on the same point, that the cat had no place being where food was handled, and was a meowing menace. Apparently the owner also capitulated, since the wandering feline eventually wound up caged back aft, out of harm's way.

Chairman of the meeting in question was A. Ferrie. The secretary was J. Stark; Joe Ranieri was the reading clerk.

Top Feeders On The Jean



Good feeding rates a good word, as the passenger who took this photo of some of the galley gang on the Jean will attest. Pictured (l to r) are: George Taylor, utility; Ray Sedowski, NCB; Richard Volkerts, chief cook; Pablo Latorre, 2nd cook; Charles Stevens, steward. Ship's delegate John Pierce sent it.

Assist On Hosp. Bill Applauded

To the Editor:

My heartfelt thanks go to the SIU and the SIU Welfare Plan for stepping in in an emergency and helping me out while my wife was in the hospital for serious surgery at the University Hospital in New York.

A little too cold-blooded when it comes to handing out bills and collecting for same, the hospital wouldn't even give me an itemized statement of what I

pany would have to come to an understanding.

Well, as it went, Ben and the port captain got together, the repairs started, the fans, mattresses and other things came aboard and things began to shape up. On sign-on day there was no money aboard the ship for draws in foreign ports, so Brother Rees called the company in New York and was assured there would be draw money in all foreign ports the ship entered.

Officers Cooperate

I would like to state at this time that we have a fine SIU ship and that the skipper and all the other officers cooperate with the crew 100 percent. We have no beefs and I assure you the girls in Rotterdam are having a ball with this SIU crew.

We have none other than Harry Muches, who is 71 years young and known from coast to coast as "Harry the Horse," aboard this vessel. We have a good steward department as well as good grub, since the "Horse" is chef aboard this wagon.

Most of all, the entire crew wishes to thank Ben Rees, our Norfolk agent, for his 100 percent Union backing and the excellent way he handled this ship.

We the membership know that clever handling of matters such as these and the fine and excellent leadership throughout the organization are what make the SIU the greatest maritime union in history.

Ralph O. King
Ship's delegate

Finds Popular Spot In Beira

To the Editor:

When we arrived in Beira on the Robin Doncaster we received cards to call round at the Minerva Bar, one of the most popular bars in town, to meet all the crowd off other American ships there as well.

The owners of the place really treated us very well; the only thing that was missing was the SEAFARERS LOG.

I suggest that they should be supplied with it regularly, as it is really where all our boys meet. I hope I will find the LOG there the next time we get to Beira.

Charles Kinnke

(Ed note: Copies of the LOG will be sent there regularly as you requested.)

Lauds Union Aid In Time Of Need

To the Editor:

I would like to express my appreciation for the benefits of our wonderful Welfare Plan.

I have been in "drydock" for nearly three months at the US Public Health Service hospital in New Orleans and expect to be laid up about that much longer.

Without my SIU benefits, it would have been very difficult indeed to provide for my family during this time. It really gives a guy a good feeling to know that his organization is behind him in his time of need.

M. Baxter

Likes Welfare Plan Benefits

To the Editor:

I would like to express my everlasting gratitude to the Seafarers Welfare Plan for the benefits I received during recent surgery and hospitalization. It provided wonderful assistance at that time.

Mrs. John Linn

Seafarers In The Hospitals

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James E. Ward
David A. Wright
Salvatore Zammith |
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Under The Sun On The Del Sol

Electricians Eddie Eirland (left) and Frank Wells take a breather on deck after a workout with the winches on the Del Sol. It's the pause that refreshes on the Delta Line run to Africa. At bottom, deck department members work over the side on one of the ship's boats as the Del Sol plows along. Pictured (clockwise) are H. Edwards, bosun; A. J. Dugas, DM, and John Booth (partially hidden up forward), AB. Ship's reporter William Cameron sent in the photos.



Seafarer Comes To NY, Finds Brother A Hit In NY Niteries

It isn't often that your ship comes into port in the "Big City"—New York—and you find the brother that you haven't seen in quite a while headlining at one of its plushiest niteries and doubling with a combined radio-tv stint at the same time.

But that was the pleasant picture that greeted Seafarer Jerry



Seafarer Jerry Logan (right) with his brother, Larry, after they met in NY.

Logan, chief electrician, when the High Point Victory put into port recently.

Younger brother Larry, who has been making quite a name for himself all around the country and on the networks, was featured act on the bill at the famed "Latin Quarter," and Jerry has been making

the nightspot a mecca for his SIU friends and himself ever since. Logan will be on the Latin Quarter bill for at least another week.

Featured as the "Heifetz of the Harmonica," he has lately been on the "Arthur Godfrey Talent Scouts" TV-radio show and, as a result of winning the weekly competition, earned a week as a guest on other Godfrey shows. Logan also was featured on the "Chance of a Lifetime" show, also on TV. Proud of his brother's accomplishments, Jerry recalled the time back home, in Lafayette, La., when both played in a harmonica band of their own.

The two brothers had not gotten together for some time, since meetings were complicated by Jerry's globe-trotting as a Seafarer and Larry's engagements all over the US. His previous one was at Chicago's plush Palmer House, with singer Lisa Kirk.

Next stop for Jerry is another ship out once Larry winds up his engagement at the Latin Quarter. Larry, in turn, is headed for a tour which will take in Denver, Dallas and the Shamrock Hotel in Houston. Where they'll meet again he doesn't know. Meanwhile, he still totes an harmonica in his seabag, too. "It helps me keep in touch," he points out.

Boa On Floor No More, But Oiler On Polaris Still Has The 'Snakes'

NEW ORLEANS—A snake in the grass is one thing. A snake seen crawling up the wall, across the ceiling or in some such unlikely place as, for example, the engine room of a modern freight ship is, to paraphrase an old saw, entirely "a snake of another color."

It was the latter variety of snake that Seafarer Ed Singletary's shipmates thought Singletary had reference to when he bellowed out, in tones indicating great surprise and no small degree of alarm, for someone to help him kill a snake in the engine room of the Alcoa Polaris.

Of course, oiler Singletary's cry for aid brought forth from fireman John Leys a reply of the "what'n-the-hell have you been drinking"

variety. But Singletary's indignant defense of his widely known reputation for sobriety eventually brought Leys rushing to the scene, armed with a fire rod.

After the unwelcome and uninvited guest had been dispatched by the Seafarers and taken topside by the third assistant, Singletary and Leys sat down to seek a plausible explanation for the presence of a snake in such strange surroundings. Up to this point, no one has come forward with a satisfactory answer.

Bumped Against Foot

Singletary discovered the snake when something bumped against his foot when he was in the act of stepping over a valve near the ice machine cooling pump. When Singletary saw what lay on the floor plates, his reaction was sudden and conventional. From the way he described it, he apparently went straight up, sideways and backward, instantly and all at once.

The snake "looked something like a water moccasin, but it was about three feet long and more slender," Singletary said. Other Seafarers on the ship thought it was a sea snake, or sea serpent.

Where the snake came aboard was as big a mystery as the question of how it got into the engine room. The Alcoa Polaris sails out of New Orleans and Mobile on the Puerto Rican bauxite run. The snake was discovered not long after the ship left New Orleans, bound for San Juan.

Its presence was reported in the ships' minutes by J. E. Hannon, secretary, at a meeting presided over by R. D. Schwartz, chairman, and R. Palmer, clerk. The men were subsequently interviewed about the event on their return to the Crescent City.

As for Singletary, he came out of the fracas in a lot better condition than the snake. He was none the worse for his experience, except for a temporary case of the shakes and a bruised wrist which he banged against something in his first mad scramble to achieve a maximum of distance in a minimum of time.



Singletary

Courtesy Pays Off, Steel Age Steward Finds

A little patience and courtesy goes a long way, in the long view of Seafarer John W. Clark, steward aboard the Steel Age.

It's "the only thing I know of that doesn't cost anything . . . but pays large dividends . . ." One who applies this bit of philosophy will be readily and justly rewarded . . .

"Please publish these letters so that other members of the steward department can readily see and understand that courtesy doesn't cost one penny," he added.

The letters, written by passengers who traveled with the Steel Age to Beirut, Lebanon,

were addressed to Clark in the way of thanks for good service during the voyage, and were received with much appreciation by the Seafarer.

They ran as follows: "The Steel Age was an exciting and comfortable experience for all of us, made the more pleasant by your fine service. You made it easy for us to take advantage of all the ship had to offer.

Offer Thanks

"Accept our thanks for the sense of humor and courtesy you put into your vocation. We'll always think of the Steel Age and Mr. Clark in the highest of terms.

"Sincerely,

"John P. Meyer, Conrad Faltenbach, Phil Ferguson, Bill Altmann, Dale Branum."

"Thank you very much, Mr. Clark, for all your help and patience and thoughtfulness with us all.

"I hope you have a good trip and arrive home on schedule.

"Sincerely,

"Mr. and Mrs. H. Reed."

'Nuff said?



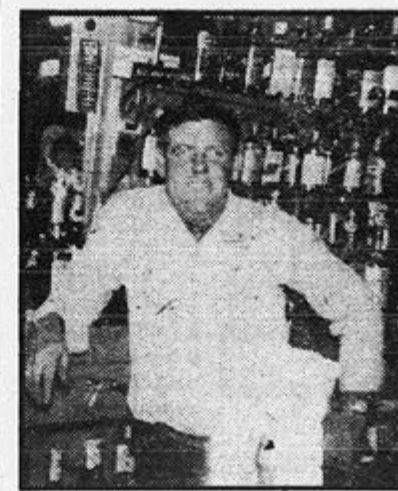
Clark

Seafarer Pins High Hopes On New Cafe In Good Hope (La.)

Good Hope, Louisiana, right now is nestling the fond hopes of Seafarer Jean Latapie for success in a new career.

Opened about a month ago under his operation, "Marie's Bar and Restaurant" in Good Hope is a far cry from what Latapie had been doing as a professional seaman.

A member of the deck depart-



Seafarer Jean Latapie behind the bar of his new place.

ment, who joined the SIU early in 1947, in the Port of New Orleans, Latapie has now established himself as a cafe owner in a town only 20 miles west of there, which is

now and then frequented by Cities Service tankers.

Still maintaining his good standing in the SIU, he has issued an open invitation to all his friends and shipmates to come in at any time. The restaurant features seafood, drinks and all kinds of meals. Copies of the SEAFARERS LOG will also be available regularly.

Those who wait until after the first of the year before paying a visit to "Marie's Bar," as the place is known now, will have a tough time finding it, however, even though Good Hope is a pretty small place with a population under 500.

After then, "Marie's" officially becomes "Johnnie's." Otherwise, it will be the same as before.



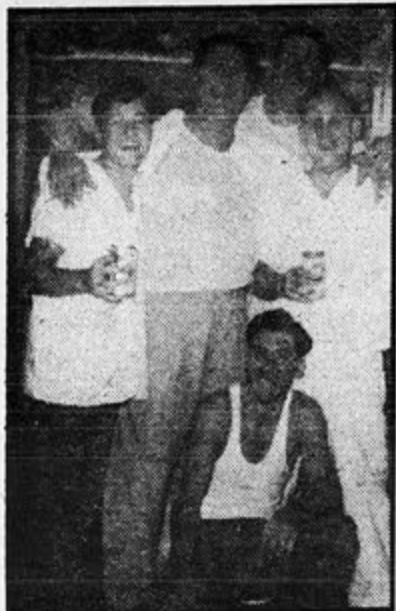
Burly



Humble Calling

By Bernard Seaman

Del Mar Party



Birthday celebration for Seafarer J. B. Larsen (2nd from left) has 'em smiling on the Del Mar. Shown (standing, l-r) are Marcel Frayle, Larsen, Eddie Stough, Carl Treitler; kneeling, unidentified Seafarer.

Steel Seafarer Proves Union Slogan Again

Seafarers aboard the well-named Steel Seafarer have proved once again—if proof is needed—that the SIU slogan "Brotherhood of the Sea" is not just a bunch of empty words.

As related by crew member Charles C. Fretz, the happy event actually stemmed from an unfortunate accident which occurred to shipmate Desire Jean LeBerre while the ship was at Massawa, Eritrea.

Recovered somewhat from his experience, LeBerre was being repatriated to the US aboard the Steel Admiral, when the Steel Seafarer met her four hours out of Ras Tanura, Saudi Arabia.



LeBerre

"Immediately," Fretz reported, "several brothers volunteered to assist in uncovering and manning one of the lifeboats so that we could ferry him back to his ship and shipmates, and return home with him, although Captain Joe Scully had made it very emphatic there would be no overtime involved.

"To these brothers go the thanks of all hands. Brother LeBerre is once more back with us, to his immense gratification and, to quote his words 'There never was and never will be any Union as good as ours'."

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

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STREET ADDRESS

CITYZONESTATE

Signed

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NW Victory Back Again

Establishing some sort of a record for a short stay in France after a quick Atlantic crossing, the Northwestern Victory came crackling along back to Mobile for payoff in SIU style.

Manned by nearly a full new crew taken on in Norfolk, she showed few signs of her earlier encounter in Bremerhaven on the previous trip. It was in Bremerhaven, a delayed report noted, that Ed "Bing" McInis, who sings also, was floored in an unofficial judo contest with what crewmembers described as Germany's answer to Marilyn Monroe.

A highlight of one evening's entertainment, the match featured an amply-proportioned Anita Heinze and ship's champion McInis. "Several body slams later, McInis found himself pinned—much to his embarrassment—by the beautiful Anita. However, shy and demure as always, she proved herself a modest champ and refused to 'rub it in,' although encouraged to do so by the ex-champ's shipmates."

On this same occasion, centered at the "All Baba," a favored nightspot, the invasion by the Northwestern's Seafarers was led by Tony, the "Papagei bosun."



McInis

Tony, it was detailed by Bill Bause, ship's reporter at the time, acquired the nickname "Papagei" in a fashion worth telling. It seems that the frau who attached herself to Tony—little spitfire that she was—got fed up with his incessant chatter and hung this handle on him in retaliation.

"Assuming that this was something akin to the Japanese 'Papan,' Tony was pleased. But to say that he blew his top upon learning that 'Papagei' translated into 'parrot' would be a gross understatement . . ."

Report On France

But newly-installed reporter L. Freeman does point out that the trip across to Le Verdon had good sailing weather all the way, and that the ever-present punching bags and other athletic equipment got full play.



Hemby

"It was unfortunately only a short trip, but we had a good crew and minimum number of beefs.

"The latter was due to a great extent to the efforts of the ship's delegate, Brother C. E. Hemby, who was on the ball all the time."

Thanks For Aid In Bremerhaven

To the Editor:

My last trip out on the High Point Victory I had to be hospitalized in Bremerhaven. I would like to thank Mr. and Mrs. Jack Graf, the managers of the USS Seamen's Club in that city, for the many courtesies they showed me while I was in the hospital and afterwards.

They visited me often and saw that everything was taken

Letters to the Editor

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

care of. I had a problem with the local customs people and they went to bat for me to straighten everything out.

The facilities in the club were the best with A-1 room service and the cheapest food and lodgings in the city. These people are really taking care of seamen in the best possible way.

My only complaint is that there were not enough LOGs available in the club. They get snapped up as soon as they arrive. It might be a good idea to send them additional copies.

Charles W. Palmer

Bids Farewell To A Shipmate

To the Editor:

Everyone likes to see us come into this world, but hates like hell to see us go.

Now that "Heavy" McVey is gone, there are lots of friends who will miss him. He was always a friend to his brother seamen and that goes for the famous lady known as "Beulah." She was never one to say no to a guy in need.

I know that the SIU in Baltimore did see to it that he had a nice funeral and was put away in proper style. Still it seems that all the good fellows have to go away, and the "bad ones" stay on and maybe still do someone good.

I hope that I myself will soon be out of the hospital so that I can sail again. Until then, best of luck to all our officials in Baltimore and to two good friends, Patty McCann and John Arabasz.

Jack Denley

Likes Service At VA Hospital

To the Editor:

I finally made it October 13 and boy what a hospital this is. You get your meals at bedside and go to the lab and x-ray room in a wheelchair. It's just the place for a few guys I know who don't have TB but are just lazy.

I have received my vacation check from the Union and send many thanks for it. But you are not through yet. I would like one more favor, and that is the past two or three LOGs as well as those in the future, so I can keep up with all the lucky guys at sea.

One thing's for sure. If these doctors say I should stand on my head I'll do just that because I want "on" another steamboat. Write me at the Veterans Administration Hos-

pital, Kerrville, Texas, if you have a chance.

Billy R. Hill

(Ed. note: Copies of the back issues you requested are being sent to you. Your name is also being added to our mailing list.)

Welfare, Food Plan Cheered

To the Editor:

I would like to express my appreciation to our Union and its progressive officials for the gains our Union has obtained.

I can personally say that these gains are milestones in our Union history and, as a beneficiary of these gains, I feel that I must let the membership know how much they mean to me and no doubt to many more of our members.

First of the benefits I would like to express my thanks for the birth benefit. My wife and I are the recipients of three birth benefits already and, if the good Lord is still watching us as He has done in the past, it will be going our way again.

I can't really express how much this means to a working stiff. Although I have never been the beneficiary of the hospital benefit, and I'm glad of it, I know several shipmates who have received such, and they are all thankful that we have something to turn to in time of financial emergency.

Another thing I want to thank our officials for is the new feeding system they have established on many of our ships. On the Claiborne, the entire crew will agree with me that this feeding system is the stuff. The happy and contented faces of the crew and the absence of any food beefs, aboard this ship attest to the success of this new feeding system.

I wish to compliment "Red" Turner, the steward, and his competent gang for the fine chow they are putting out on the Claiborne. Where before this new system the Claiborne was feeding well, now the ship is feeding even better.

The last and not the least thing for which I would like to thank our officials is the way our Union has been led these many years. Since we started it in 1938, I can truthfully say that we have been always steering on a true course.

The ratio of our jobs to books, which is very healthy, gives us job security and an abundance of employment second to none in the maritime field. Let us keep on steering on a true and straight course.

O. M. Brooke.

Gets Ship News From The LOG

To the Editor:

Although I was in the SUP, I sailed aboard some fine SIU ships and was receiving the LOG when I entered the Air Force, at Tyndall Field, Fla.

I guess that the LOG is still being sent there, although I would prefer to have it forwarded to my present permanent address here in Japan. I certainly enjoyed reading the LOG as it helped me keep informed on all the latest happenings in the maritime industry.

If at all possible, I would like to receive some back copies starting with last July 15 so that I can catch up with my LOG reading.

A/2c Bernard F. Mitchell (Ed. note: The LOG and the back copies are being sent to your new address.)

Guard Welfare, Seafarers Urged

To the Editor:

Definite progress has been made in the long, arduous struggle by the SIU for top billing in maritime.

Seafarers' elected representatives have never foisted any gimmicks upon the membership, they have and always will be reaching for additional welfare benefits.

None of their experiments have ever been without merit and, as each new experiment has been tried out, it has proven worthwhile. Every effort is being put forth for a continuation of this expansion.

Riding under a Seafarers' contracted ship today spells independence for our dependents and ourselves.

It wasn't too long ago when company-dominated unions were referred to as "independent" unions, according to their literature, and we were referred to as "outside" unions. Today this situation has reversed itself.

No Representation

The company-dominated union has no representation for or by its members. It is totally company-dominated and controlled. This situation does not make for independence — no matter what language they may use, including the clever lingo of a professor who never sailed a ship in his life except as a passenger.

Yet this same professor is set up in an office and recognized as the adviser of three so-called "independent" unions, in Esso, Socony and Tidelwater.

These outfits represent not only the unlicensed personnel, but the officers and the radio operators as well. They are not "unions," but merely dues-collection agencies. They are fronts so that these companies can keep their men in line—as they see fit.

Let me go a step further, brothers. We are all familiar with the SIU's powerful representation in Washington that has kept these same companies from putting more of their ships under foreign flags, as well as those of other companies that have tried to take the livelihood from American seamen.

This action by our Union must also be considered "welfare" under the SIU banner.

Main Artery Of Union

Today, our welfare plan is one of the main arteries in the life and progress of our Union. Aside from all the benefits we have today, which surpass anything in maritime and with which you are familiar, the personal service rendered to our members confined in hospitals is worthy of praise, especially when you consider the machine-like and indifferent service rendered by the NMU through its insurance - handled representation.

Our Welfare Department is doing a great job. It makes our personal problems the problems of our representatives, who visit with us, talk with us and advise us.

Brothers, let us keep it that way by backing up our Washington representatives in fighting down legislation that would put our welfare plan in the hands of the big insurance interests. Let us keep our Union financially strong so that we may fight the powers who are trying to put their tentacles on the welfare program of our union.

Dave Furman

Safety . . . is our business



The SIU's interest in shipboard crew safety is part of its basic trade union program. It is the Union's duty to help protect its members in matters of life and limb as well as in wages and security.

The award by the National Safety Council (above) to the SIU-contracted Robin Line for maintaining the best safety record of any US shipping operator for the year 1954 was an example of the close cooperation by SIU crews in making SIU ships safe places to work and live.

In addition to the outstanding record of its members, the SIU for years has sought a broader, more effective approach to ship and crew safety than the present "do's and don'ts" approach by the companies, each of which has its own individual safety program.

The joint SIU-industry program now brings an entirely new approach to the matter of safety in the maritime industry and is expected to take its place eventually alongside the other pioneering "firsts" of the SIU.

Safety, like wages and working conditions, is our business.

The Seafarers International Union
ATLANTIC & GULF DISTRICT • AMERICAN FEDERATION OF LABOR