

MTD Convention Opens In NY

Story On Page 2

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SEAFARERS LOG

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1955

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

SIU VACATION PAY TOPS \$5,000,000

Story On Page 3

Bridges' Agents At Work On NY Docks

Here is documentary proof of a Bridges "team" in action on the New York waterfront. These three men at right have been positively identified as Bridges lieutenants or operatives for the Communist Party at work together on the New York waterfront. This exclusive, previously unpublished photo was taken when the group tried unsuccessfully to swing Negro leaders from the AFL over to the ILA camp. The Negro leader meeting here is doing so only at the request of the AFL. For identity of the men see caption at right.

The Bridges agents shown here are the vanguard of a new flood of Bridges' "researchers" slated to descend on the New York waterfront as part of the "cooperation and infiltration" plan of the West Coast longshore head. Bridges in the past has given the ILA money and has met secretly with ILA leaders; he is now stepping up his drive.

For the full story of the Bridges move, his past cooperation with the ILA and the phony anti-communist stand by the ILA officials, see story on page two and full report in centerspread.



Three man "team" representing Harry Bridges and Communist Party is shown in unsuccessful attempt to swing Negro longshore leader into the camp of the racket-ridden International Longshoremen's Association. Men are: Irving Velson, (2nd from right), veteran CP functionary, director of Young Communist League program, Bridges Int'l Rep. and recently on the ILA payroll; Jeff Kibre (right), Communist Partyliner, veteran head of various Communist-dominated labor groups, East Coast regional rep for Bridges' Union; Abraham Barshad, labelled CP member before Govt Committee, contact man for Velson and Kibre.

MTD Opens Convention; Merger, Docks On Agenda

One of the most significant meetings of the AFL Maritime Trades Department since the organization was founded ten years ago will open in New York on Tuesday, November 29. Representatives of 100,000 sea-going and waterfront AFL workers will take up the question of AFL-CIO merger and discuss the projected organizing campaign by the International Brotherhood of Longshoremen in New York harbor.

The MTD convention will take place in the week preceding the merger convention of the AFL and CIO. Consequently the program of maritime



Harry Lundeberg

Will preside over convention of 100,000-member MTD.

unions under merger will be a major subject of discussion.

Last summer MTD president Harry Lundeberg, who is also president of the SIU of North America, raised the question of MTD's status under merger with AFL president George Meany. The AFL head, who is slated to be number one man in the merged AFL-CIO, assured Lundeberg that MTD, as the largest and most representative group of maritime unions, will continue as the number one spokesman for maritime labor in the merged federation. That assurance to the MTD was also reported in the AFL News-Reporter of August 19, 1955. Organizing plans for longshore-

men in New York harbor, now under the heel of the racket-controlled ILA, are sure to get plenty of attention. The IBL-AFL has already announced its intention to file for another election in New York harbor in 1956. Member unions of MTD have approved the earmarking of sufficient funds for this campaign and all other assistance IBL may need in reaching its objective.

Convention delegates will devote much time toward discussing a timetable and plans of action for the waterfront campaign. IBL President Larry Long is expected to announce the official opening date of the drive in the near future.

Close Election

In May of last year, IBL narrowly missed taking control of the harbor by a few hundred votes. Since then the ILA has done nothing to remedy conditions which led to its ouster from the AFL and pro-ILA sentiment in the port has dwindled accordingly. IBL representatives

are confident of commanding a majority in the next election.

In discussing the New York waterfront situation, the convention will also deal with the latest move by Harry Bridges to obtain a foothold on the New York waterfront through an alliance with the ILA. The MTD has spearheaded opposition to Bridges in the past and has been successful in keeping him from establishing himself anywhere on the East Coast.

The SIU A&G District will participate in the convention as will SIU affiliates and other seagoing and shoreside unions in the AFL.

Emergency Sign-Offs

Some Seafarers have raised questions about the procedure to be followed in signing off the articles because of illness or injury. They also asked about the wages and transportation provisions in such cases.

This problem is fully covered by Article II, Section 14 of the standard SIU agreement, entitled "Repatriation, Upkeep and Transportation." It provides for the following:

- Repatriation from overseas at company expense for crewmembers compelled to leave a vessel because of illness or injury. Family allotments to continue during repatriation as long as the Seafarer has wages coming.
- First class rail transportation to original port of engagement where illness or injury takes place within continental United States.
- Repatriation upkeep at \$8 a day until seaman gets transportation back home.
- \$6 daily for food during transportation back home, if food is not provided as part of the ticket.
- The seaman to receive a full statement of wages due him from the master before leaving the ship. Where this is not possible, the master is to advise the company agent and home office of the man's wage account.
- Prompt payment of wages due on demand to company agent or home office.

When leaving the ship because of illness or injury, the seaman simply signs off for that reason, noting in the record the reason, such as, "signing off because of injury." He remains on the payroll of the vessel until such time as he is fit for duty, or until the vessel returns, whichever comes first.

Full details of the procedure involved in repatriation and transportation are in the standard agreement which can be obtained from headquarters or any outpost.

Bridges Bids For Foothold In ILA

Not since Joe Curran, Harry Bridges and the Communist Party's apparatus attempted to storm New York harbor ten years ago has Bridges openly set foot on the New York docks. He's back again with a revived Communist apparatus behind him and the cooperation of ILA officials. The full story—with all the facts—is in the centerfold of this issue.

A new "cooperation and infiltration" strategy by Harry Bridges on East Coast docks is developing in his bid for a foothold on the East Coast following a recent visit to New York. The head of the International Longshoremen's and Warehousemen's Union spent several days in the city during which he showed himself prominently on two major piers, and then announced he was sending a "research" team to "study pier op-

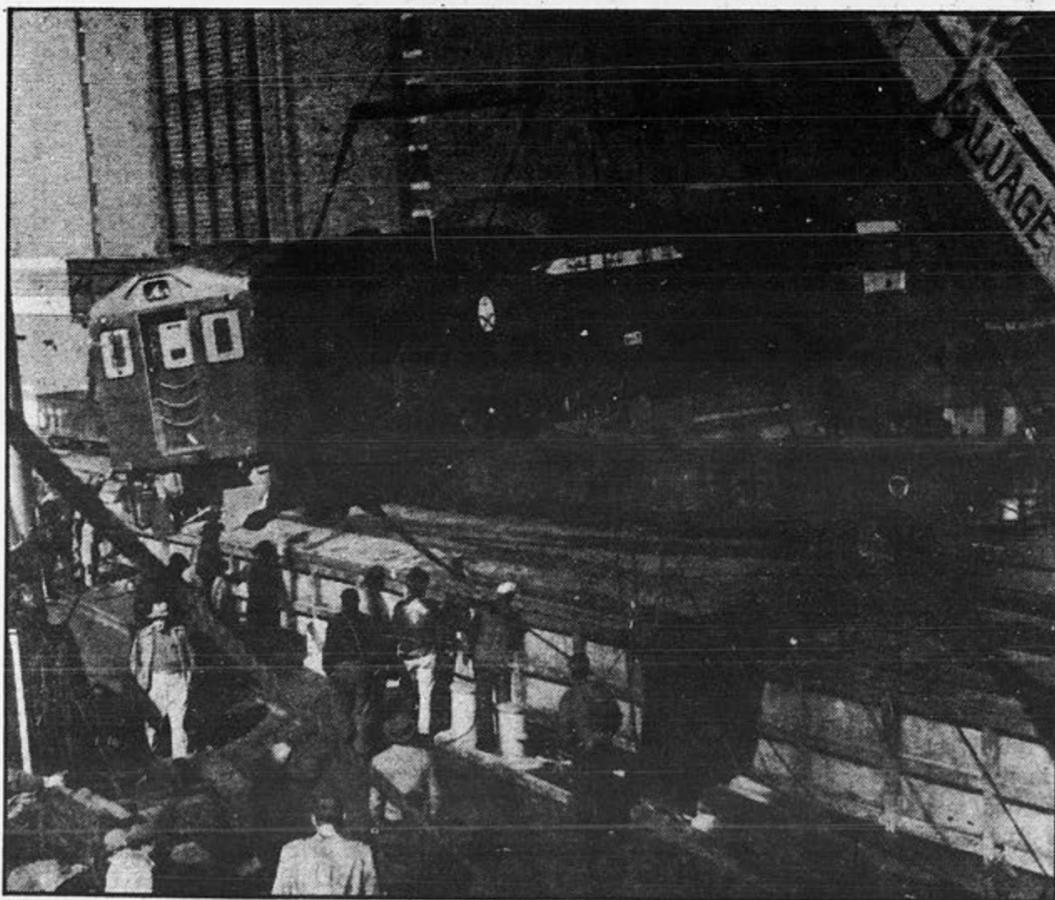
erations" on the East Coast. Bridges last move eastward—while partners with Joe Curran—was nearly ten years ago when a bold frontal assault fell short of the mark. Evidence is strong that Bridges believes the time is opportune to infiltrate the racket-ridden International Longshoremen's Association through provision of money, technicians and advice. He is openly optimistic about the ILA's willingness to cooperate which will give him an opportunity to seize authority within the shaky ILA structure. This optimism is based on a hospitable reception received previously by ILWU representatives from ILA leaders, and the ILA's willingness to grab any money Bridges offers.

The major weapons in Bridges' armory besides money include the services of experienced members of the Communist Party's waterfront section, both in the ILWU and outside of his organization. They include key operatives in the now-disbanded apparatus of the National Union of Marine Cooks and Stewards as well as other unemployed party-liners and some of his own underlings.

Some of these men have been working in the harbor for months previous to Bridges' recent visit. They include Irving Velson, who has been particularly close to ILA officials under a number of aliases, Jeff Kibre, an ILWU registered lobbyist in Washington, and Abe Bershad, an alleged Communist party agent. These men have worked with the ILA in the past and are reportedly cooperating with Sam Mandal, head of the Communist Party's waterfront section in New York harbor.

The Bridges advance guard will undoubtedly be reinforced by the "research experts" Bridges is now dispatching to the East Coast. Since the ILA is desperately short on funds and talent its leaders are welcoming this reinforcement in the hope that it will enable them to maintain their grip on the port's longshoremen.

Steel Worker Hauls Train For King Ibn Saud



Air-conditioned, self-propelled private railroad car consigned to King Ibn Saud of Saudi Arabia comes aboard the SIU-manned Steel Worker in Philadelphia, prior to the vessel's recent departure for the Persian Gulf. The RR car was secured on lengths of track welded right to the deck, and was scheduled for delivery in Damman. Seafarer Merwyn "Doc" Watson, electrician, took the photo as the scene held the attention of SIU crewmembers and longshoremen on the ship and at dockside.

Magnuson Seeks US Ore Carriers

Senator Warren Magnuson (D-Wash.), during the past few days, has moved to see to it that iron, aluminum and other strategic ores are transported on American-flag vessels so as to prevent a breakdown of these shipments in case of any national emergency.

The Senator has pushed the Department of Commerce to learn whether amendment of existing law is necessary in order to grant construction and operating subsidies in the case of specially designed ore ships.

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AFL Set To Merge, Holds Last Meeting

The last convention of the American Federation of Labor prior to AFL-CIO merger will take place at New York's Hotel Commodore beginning December 1. On December 5, according to present schedules, the AFL will meet jointly with the CIO, putting labor merger into effect.

Virtually the only business to be conducted at the AFL meeting is ratification of the merger agreement. This is a foregone conclusion. The joint AFL-CIO meeting will follow and the merged labor organization representing 15 million members will come into being.

AFL President George Meany will be the first president of the merged federation under the terms of the merger agreement. The post of national organizing director for the merged federation will go to John Livingston of the CIO United Auto Workers. It had been agreed that a CIO man would receive this assignment.

SIU Will Be Same

While the two federations will be combined into one, known as

MAW Wins Election On Blue Stack

TAMPA—The SIU-affiliated Marine Allied Workers are prepared to negotiate a contract with the Blue Stack Towing Company, following victory in a National Labor Relations Board Election last week. Blue Stack workers voted 23 to 19 in favor of the MAW.

The Blue Stack win followed on the heels of an MAW election victory among unlicensed crewmembers of Chester Ferries, Chester, Pa. Before that, MAW won representation on excursion boats of the Wilson Line which operates both on the East Coast and in Gulf ports.

The Blue Stack company operates six tugs in Gulf waters, mostly out of the ports of Tampa and Mobile. Crewmembers were formerly represented by District 50 of the United Mine Workers, which was not on the NLRB ballot.

SEAFARERS LOG To Be Honored

The SEAFARERS LOG has been notified that it is one of the winners of the 1955 awards in the International Labor Press of America contest. The LOG has won a number of such awards in past years, covering editorial excellence and other features.

Announcement of the nature of the award will be made at the ILPA meeting December 4, the night preceding the joint AFL-CIO convention.

AFL and CIO, individual unions in each federation will retain their autonomy. For instance, in the maritime field the SIU will continue as it is now, with its own membership and its own contracts.

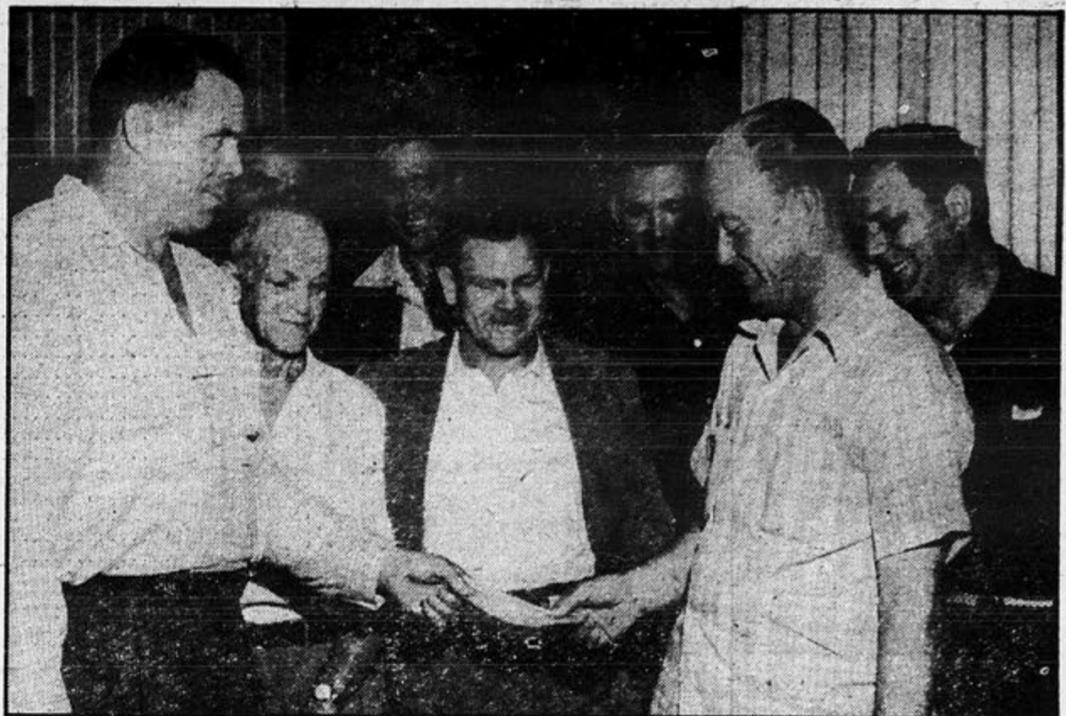
If there are to be any further consolidations within the ranks of the merged organization, it will be done by the memberships of the individual unions involved. What the merger does is to provide a single framework for existing unions to operate under.

The first effects of the merger are more likely to be felt in the political field, where the AFL and CIO will now speak with one voice on political action, and in organizing, where the newly-established organizing department will make a determined effort to break into non-union strongholds such as textiles and the white collar field.

Advocates of the merger are hopeful that the new organization will be able to attract the independent railroad brotherhoods and other major independent unions.

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. 30, Dec. 14, Dec. 28.



The five-millionth dollar paid out by the SIU Vacation Plan was contained in this check presented by New Orleans Port Agent Lindsey Williams to Seafarer W. C. "Red" Cobb (right). Check for \$40.44 represented a pro-rated share of Cobb's annual vacation pay. Looking on are (l to r) Seafarers E. P. Jonosko, E. Glenn, W. Smith, J. Noonan, J. Buckley and E. J. Riviere.

SIU Vacation Pay To Seafarers Tops \$5,000,000 Mark

On the heels of the recent boost in vacation pay for Seafarers to \$244 a year, the Seafarers Vacation Plan last week passed the \$5 million milestone. Seafarer W. C. "Red" Cobb of New Orleans received the check which pushed outlays over the \$5 million figure three years and nine months after the Union Plan first started making payments.

Virtually every penny of the \$5 million has been "found money" for Seafarers. Prior to the adoption of the SIU's precedent-setting plan, the seaman who collected vacation pay from a steamship company was a rare bird indeed. Because of the nature of the industry, very few Seafar-

ers stayed in the employ of a single company long enough to qualify for vacation money.

Consequently, the SIU, in May, 1951, negotiated a new method of handling vacation money, which involved per-diem payments by the operators into a central Union-administered fund. In February, 1952, the Seafarers Vacation Plan started making payments to Sea-

farers out of this fund on the basis of \$140 for a full year's work, prorated for each day's employment. For the first time then, Seafarers could get vacation pay out of a central kitty no matter how many operators they worked for in the course of the year.

Since that time the annual vacation payment has been increased (Continued on page 15)

The Inquiring Seafarer

Question: How have you fared with vacation pay during the 3½ years since the SIU won the first industry-wide vacation plan?

(Question asked of Seafarers at the vacation pay counter in New York).



Vladko Roll, AB: This is the first time I've collected vacation money because I was in the Army before. But I like the idea of getting a lump sum since a guy can really take a vacation now if he wants to or he can just let the dough pile up and take it when he needs it for an emergency.



Sung Ming Hsu, MM: I have gotten vacation pay several times in the SIU but in 25 years of sailing only got it once before when I worked two years for the same company. It's nice to get a pile of money this way when you need it. The new increase the Union won makes it better than ever.



Rocus Vellinga, engine utility: I'm for more and more vacation money because the sailor is entitled to a vacation the same as anyone else. I'd rather get it this way in a nice lump sum than under a system that would only give me a few bucks a week only if I'm out of work.



Leonard Rhino, MM: I never collected vacation pay until the SIU plan came along and believe me I like this system of getting a fat check whenever I want it. The new increase we got now is better than any few buck handouts we'd get if we were unemployed. It wouldn't do any good then.



Raymond Hassan, wiper: I have gotten vacation pay a couple of times since the SIU plan started and like the way it works out for me. I know I always have the money coming and can collect it anytime. This is the best way for the seaman who works and earns the money.



Billy Ryan, two, looks sound as a dollar as he poses with mother in their Brooklyn home following his recovery from pneumonia. Billy, who was an SIU "maternity baby," received SIU hospital-surgical benefit of \$191 from Welfare Plan. His father, Seafarer William Ryan, is 2nd cook on the Iberville.

Benefits Big Assist For B'klyn Seafarer

When two-year-old Billy Ryan went to Long Island College hospital for treatment of bronchial pneumonia, it marked the third time in two years that his father, Seafarer William Ryan became eligible to collect SIU family benefits. For Ryan it meant close to a total of \$600 from the SIU Plan as coverage for two maternity benefits and his son's recent illness.

Little Billy, who celebrated his second birthday on October 12, went into the hospital for 12 days. While he was there, doctors also removed an abscess. The Seafarers Welfare Plan paid \$191 in hospital and surgical benefits toward a total hospital and surgical bill of \$326.

Earlier Benefits

Two years before on the occasion of Billy's birth his parents collected the SIU's \$200 maternity benefit plus a \$25 US defense bond

ITF Far East Office Opened

TOKYO—The International Transportworkers Federation has opened an office in this city to serve as the Asian center of its world-wide drive on runaway flag shipping. The office is under the direction of J. F. Soares, veteran of the Indian seamen's movement in Bombay.

The opening of the Asia office follows on the establishment of an organizing office for runaway flag seamen at 33 Whitehall Street, New York City and another in Mexico City, in addition to existing ITF offices in Europe.

For the past several months ITF has been stepping up activities on runaway flag ships in an effort to bring these ships up to the standards of legitimate maritime nations.

The new ITF office is located at Kokutetsu Rodo Kaikan; 12-Chome, Marunouchi; Chiyoda-Ku, Tokyo.

from the Union. And just seven weeks ago, Billy's sister, Laura, came into this world, making her father eligible for another \$200 in benefits and another bond.

Ryan, who sails at second cook, is currently aboard the Iberville, (Pan Atlantic) on the coastwise run.

The Ryan payment was one of 60 made by the Welfare Plan for dependents' benefits in the month of October in the total amount of \$9,525.60.

Seafarer's Son Makes Ring Grade

Seafarer Francis Pastrano, chief cook on the Seatrain New York, had reason to be proud last week. His boy Willie made a successful Madison Square Garden debut on Friday evening, November 19, when he easily defeated heavyweight Joe Rowan in a ten rounder.

Willie, who is just 19 years of age, had to get special permission to go ten rounds under regulations of New York State. He showed to advantage before a nationwide television audience, displaying tremendous speed of hand and foot for a heavyweight. Going ten rounds did not bother him

because he finished fresh and strong.

Up until now, Pastrano has campaigned successfully as a light-heavyweight attaining ranking at the top of the division along with such recognized standouts as Floyd Patterson and Harold Johnson. He has compiled a professional record of 34 wins, four losses and four draws, including his Friday night bout. His most recent victims in the light-heavyweight division were Chuck Speiser and the veteran New York campaigner, Paddy Young.

New Orleans Boy

Willie started boxing in his home town, New Orleans, and did most of his campaigning in the New Orleans area until he was tapped for the Madison Square Garden

Shipping Round-Up & Forecast

NOVEMBER 2 THROUGH NOVEMBER 15

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	11	5	3	4	6	2	20	11	31
New York	97	28	71	29	59	17	227	74	301
Philadelphia	21	10	18	8	18	4	57	22	79
Baltimore	54	20	33	25	30	19	117	64	181
Norfolk	14	10	5	4	3	3	22	17	39
Savannah	5	2	2	2	6	3	13	7	20
Tampa	9	1	5	2	4	3	18	6	24
Mobile	9	4	17	8	9	5	35	17	52
New Orleans	42	12	28	12	27	11	97	35	132
Lake Charles	9	8	4	15	7	5	20	28	48
Houston	25	6	15	20	9	6	49	32	81
Wilmington	8	2	6	5	3	0	17	7	24
San Francisco	15	6	12	5	22	7	49	18	67
Seattle	26	19	25	20	20	4	71	43	114
Total	345	133	244	159	223	89	812	381	1193

Port	Shipped						Total A	Total B	Total C	Total Ship.
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C				
Boston	2	0	0	1	2	0	3	3	1	7
New York	64	11	0	61	20	3	45	14	1	219
Philadelphia	18	4	0	13	5	0	17	5	0	62
Baltimore	44	22	3	27	24	6	27	13	5	171
Norfolk	18	4	0	11	4	1	5	2	2	47
Savannah	6	1	0	1	0	0	3	0	0	11
Tampa	3	3	2	4	2	0	6	2	2	24
Mobile	5	1	0	10	2	0	3	2	0	23
New Orleans	39	17	2	42	10	0	66	3	0	179
Lake Charles	12	7	1	6	18	1	4	7	2	58
Houston	14	13	2	11	6	0	3	10	1	60
Wilmington	7	5	1	6	4	1	4	3	0	31
San Francisco	13	5	4	5	5	3	6	6	4	51
Seattle	15	18	11	14	21	10	11	10	4	114
Total	260	111	26	212	123	25	200	78	22	1057

Get That SS Number Right

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

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

Reflecting the lay-ups and foreign-flag ship transfers of recent weeks, shipping in general slumped markedly during the past two-week period. Class A men, of course, continued to enjoy excellent shipping opportunities.

The upcoming year-end holidays are expected to reverse the downward trend very soon, with the prospect of considerable job turnover in sight when Seafarers now on ships pile off to spend the holidays ashore with their families and friends.

Figures for the period were

1057 jobs dispatched, compared to the registration of 1193. The lowest shipping recorded prior to this was early in May, when less than 1,000 jobs were handled.

A breakdown of the seniority groups showed class A handling a healthy 63.5 percent of the total, and class B up to 29.5. Only class C showed a decline, dropping to 7 percent, the lowest point it has reached in months.

This demonstrates the protection for the professional seaman in the seniority system, under which class A or B men can exercise a wide choice in ships and runs when shipping is good, but can always fall back and take what comes when fewer opportunities are available, due to their seniority preference.

The following is the forecast port by port:

BOSTON: Slow; remains unpredictable... **NEW YORK:** Has highest registration in years; jobs tight now... **PHILADELPHIA:** Slowing up but still good... **BALTIMORE:** Holding its own; jobs available for those not too choosy and willing to ship... **NORFOLK:** Outlook fair... **SAVANNAH:** Remains very quiet with little in sight... **TAMPA:** Future looks fair... **MOBILE:** Slumped again; hopes for change soon... **NEW ORLEANS:** Still quite good... **LAKE CHARLES:** Continues doing well.

HOUSTON: Good; short on group 2 ratings in deck and engine departments... **WILMINGTON:** Slow... **SAN FRANCISCO:** Picked up again; outlook good... **SEATTLE:** Booming; should continue very good.

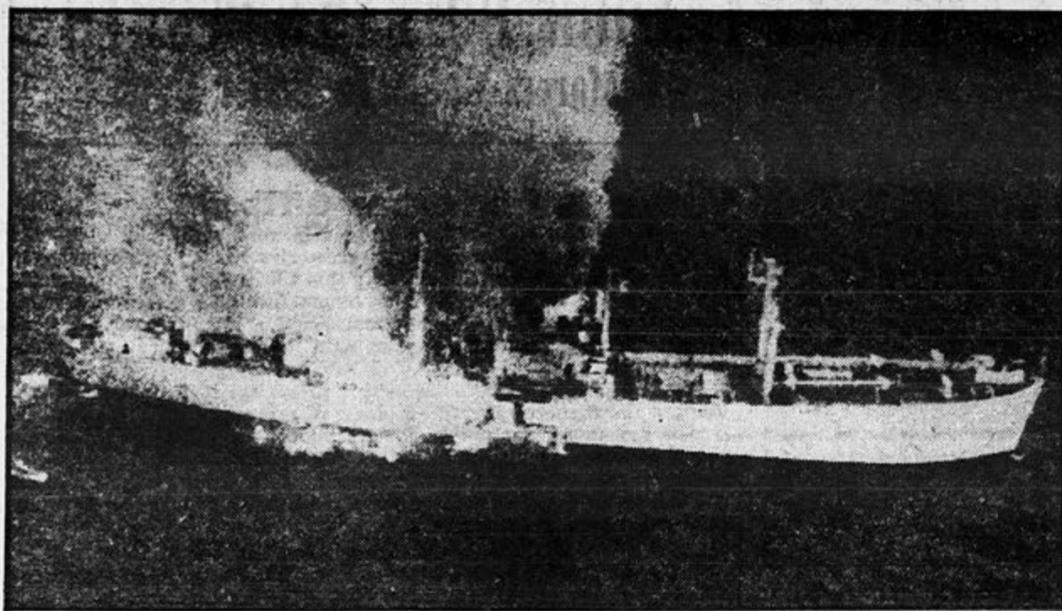
main event. Although normally a light-heavy, he weighed in at 181 for that fight. At 19, though, he can be expected to add poundage in the next couple of years and pick up the weight and strength needed by a full-fledged heavyweight.

Pastrano's father has been an SIU member since 1948, and sails regularly in the steward department. Willie has a loyal following at the New Orleans SIU hall and his successful career to date has aroused avid interest among Seafarers sailing out of that port.



Willie Pastrano (right) crosses right hand to jaw of Joe Rowan in 9th round of Madison Square Garden main event. Pastrano, son of Seafarer Francis Pastrano, won easily in his first Garden showing.

Fire Rakes Navy Radar Ship Off East Coast



Three men were injured and two died when a Navy radar ship, the Searcher, caught fire 125 miles east of New York City. The Searcher—a converted liberty—is one of a number of Navy ships which is part of the radar defense line, designed to spot the approach of enemy planes.

Congress To Probe Revival Of Transfers To 'Runaway' Flags

WASHINGTON—The sudden revival of runaway flag transfers with approval of the Maritime Administration is coming under fire in Congress. Representative Herbert Bonner (Dem. NC), chairman of the House Merchant Marine Committee intends to investigate the action when Congress reconvenes in January.

After allowing the transfer of more than 100 US ships, most of them Liberties; during 1954, the Maritime Administration had been relatively inactive on that score for several months. Suddenly, the lid is off again with the transfer of several passenger ships, including the Florida and Cuba of P&O lines, and most recently, a number of T-2 tankers.

Seafarers on the tankers Ven-

tura and Ampac California, and the Liberty ship Mohican lost their jobs as a result of a switch to runaway flags in October.

New Gimmick

Since the original excuse for transfers, inability to get cargoes, can no longer hold water, the Government has come up with a new gimmick. The latest transfers are described as paving the way for construction of new tankers or other merchant-type vessels or modification of such vessels for use under the American flag.

Bonner has written Maritime Administrator Clarence Morse as follows: "The reasons for the transfers advanced in your letter leave some doubt in my own mind that the course you propose is the best alternative available . . . it is my intention to explore this matter in more detail."

Steel Admiral Crew Cited

WASHINGTON—The Seafarer-crew of the Steel Admiral which rescued 186 passengers from a stricken Filipino ship has been officially commended by the Coast Guard.

As reported in the SEAFARERS LOG of July 8, the Filipino passenger ship Neptuno ran aground on a reef in a storm. The Admiral came on the scene the morning of June 24. Despite bad weather it took off all passengers, including 132 women and children plus their baggage, without mishap.

Seafarers cited by name for the rescue operation were: John P. Ryan, chief electrician; Charles W. Hall and Lazaro B. Ellorin DMs; Jack Dalton, Carlton A. Roberts, Mallory J. Coffey and Joe C. Selby, ABs; Mariano Gonzalez, OS.

SEAFARERS LOG AWARD

There are still two issues of the SEAFARERS LOG left for the year 1955 in which Seafarers can qualify for one of the annual LOG awards for distinguished membership contributions to the Union newspaper. The award program announced early this year will cover four categories — letters, photographs, poetry and drawings—submitted by any Seafarer to the newspaper and appearing in the calendar year 1955.

The awards will consist of medallions, suitably inscribed. No particular entry form is needed. As long as the Seafarer's material appears in the LOG it automatically qualifies for the prizes.

Standards that will govern selection of winners in the four categories are: for letters—one offering a constructive proposal or best expressing a Seafarer's feeling on any given issue; photography—for the best photograph, or photographs of Seafarers at work or play or other material of strong interest to Seafarers; poetry—literary mer-



it and subject matter in the tradition of the sea; drawings—quality and originality plus subject matter based on maritime or related experience.

Co's Anti-SIU Fraud Up To Canada Court

MONTREAL—Shipowner agents who used fraudulent documents, intimidation and forgery in an attempt to decertify the SIU Canadian District have been hailed into court. Charges have been filed by the SIU against three officers of the Miron Freres organization, operators of tugs and barges under Oka Sand Inc., a subsidiary.

The SIU in Canada had been certified by the Canadian Department of Labor as the legal bargaining agent for the company's shipboard employees. The company struck back with attempts to decertify the union through signa-

tures obtained by fraud and intimidation.

In one instance, a company representative boarded a tug and told all SIU crewmembers that they had to sign their names to come under the agreement being negotiated between the Union and the company. All crewmembers signed on a blank sheet of paper, after which the company representative returned to the office and typed a statement over the names to make it appear that the crew had petitioned to revoke the SIU's bargaining rights.

The union struck back when the fraudulent document was sent to the Canadian Labor Ministry by registered mail. After investigating the manner in which signatures were obtained and getting affidavits accordingly, warrants were sworn out against the employer agents responsible for the action.

See Atomic Tanker By 1959, Maybe

An American-flag atom-powered tanker may be on the seas by 1959, if Maritime administrator Clarence G. Morse goes through with a bid put forth this week. The MA head has asked manufacturers to submit proposals on prices and design for an atom-powered plant to be built within the next four years and installed on a tanker. A second, more advanced design study is being sought for a nuclear plant to be installed by June, 1961.

The comparatively early target dates set by Morse indicate that he believes the industry is prepared to furnish designs in the very near future. Congress has not authorized any funds for atom-powered ships as yet, because of a wrangle over the type of vessel to be built. Under the circumstances, the Maritime Administration is evidently preparing to come to Congress with a fully-developed design before any funds are appropriated.

US Monopoly On Progress

Morse told the Society of Naval Architects and Engineers that technical progress in US shipbuilding was imperative because of the fine quality of advanced work turned out by European yards. He warned that the US had no monopoly on modernity and progressiveness in shipbuilding and design.

SIU Halls Entertain Thanksgiving Dinners

The traditional Turkey Day feasting at SIU halls and aboard SIU-contracted ships took place yesterday in accord with a Union practice of many years standing. SIU cafeterias in New York and Baltimore, the snack bar in Mobile and SIU halls in all other ports were host to Seafarers and their families at full-course Thanksgiving Dinners.

The headquarters cafeteria served a lavish meal which included shrimp cocktail, cream of turkey soup, roast turkey and chestnut dressing or roast fresh ham, candied yams and other vegetables, mince and pumpkin pie, holiday pudding, fresh fruit, salad and beverages. Dinner was served in headquarters beginning at 11 AM and continuing until 4 PM closing time.

SIU Tradition

It has been standing procedure in the Union for many years to provide both Thanksgiving and Christmas Day dinners for Seafarers on the beach who are not eating at home with their families. A great number of Seafarers bring their wives and children with them to the Union halls on the holidays.

Thanksgiving Day on SIU ships has always been an occasion for SIU steward departments to go all out in the preparation of lavish holiday meals, leaving Seafarers with fond memories of their floating holiday feast.

Thailand Unionists Visit SIU



Thailand visitors Thian Achakul (left) and Dr. Malai Huvanandana listen as New Orleans patrolman C. J. Stephens explains features of SIU Welfare Plan. Men are officials of Thailand Public Welfare Department and toured SIU facilities on visit sponsored by US Labor Department. They were obviously impressed by SIU rotary shipping and Welfare Plan.





Headed for Europe aboard the Bienville, group of Seafarers out of Seattle hall get ready to enter bus which took them to Portland, Oregon. Included in photo are Seafarers D. Taylor, J. Boudoin, E. Smith, S. Hardy, N. Peterson, L. Meyers, Du Bois and Lawsin.

Where You Can Find The SEAFARERS LOG

In . . . Latin America

Seafarers are urged to send the LOG the addresses of places throughout the world where SIU men congregate and copies of the LOG would be welcomed.

American Hotel & Grill
Georgetown, British Guiana

Madrid Bar
13-A Water St.
Georgetown, British Guiana

United Nations Mariners Club
Georgetown, British Guiana
⚓ ⚓ ⚓

Seatrain Bar
Hacendados 1
Luyano, Havana, Cuba

Sloppy Moe's Cafe
Matanzas, Cuba

Cosmopolita Bar
260 San Pedro St.
Havana, Cuba
⚓ ⚓ ⚓

Futica Polanco Navy Bar
Port Au Prince, Haiti

U S Embassy
Port Au Prince, Haiti
⚓ ⚓ ⚓

Charlie's Bar
San Nicholas
Aruba, N W I

Intl. Seamen's Club
San Nicholas, Aruba, N W I

Rotterdam Bar
San Nicholas, Aruba, N W I

United Merchant Seamen's Club
20 Waterkant
Paramaribo, Dutch Guiana

Shamrock Manor
Paramaribo, Dutch Guiana
⚓ ⚓ ⚓

Cantino Palacios
Tampico, Mexico
⚓ ⚓ ⚓

Donald Duck Bar
Colon, Panama

Quarantine & Immigration Sta.
Balboa, Canal Zone
⚓ ⚓ ⚓

Anglo-American Bar
Callao, Peru
⚓ ⚓ ⚓

Eagle Club
9 Broad St., Bridgetown,
Barbados, B W I

Mr. Sydney Goddard
Bay Street, Bridgetown,
Barbados, B W I

New York Bar
Bay Street
Barbados, B W I

Royal Windsor House
Fairchild St.
Barbados, B W I

Big Apple Cafe
20 East St.
Kingston, Jamaica, B W I

The Mission To Seaman
Port of Spain
Trinidad, B W I

Jamaica Seamen's Union
2 John's Lane
Kingston, Jamaica, B W I

British Merchant Navy Club
Port of Spain
Trinidad, B W I

Hotel De Paris
Port of Spain, Trinidad, B W I

The Savoy Restaurant
16 Park St.
Port of Spain,
Trinidad, B W I
⚓ ⚓ ⚓

Bar New Orleans
Calle Colon 1519
Montevideo, Uruguay

California Bar
Yaecare 1583
Montevideo, Uruguay

Juan C. Surraco
Rio Bar
Montevideo, Uruguay

London Bar
274 Piedra Calle
Montevideo, Uruguay
⚓ ⚓ ⚓

Plaza Saloon
Puerto Cabello
Venezuela

Un Seamens Serv., c/o Creole
Petroleum Corp., Judibana Off
Las Piedras, Edo Falcon,
Venezuela

United Seamens Service
Caripito, Venezuela

United Seamens Service
c/o Shell Carib'n Petroleum Co.
Punta Cardon, Las Piedras
Edo Falcon, Venezuela

Iron Mines Co.
San Felix Edo Bolívar
Venezuela

Job Deluge Floods Hall In Seattle

SEATTLE — Shipping of over 200 SIU men to deep-sea jobs and standby assignments has created a boom here that gives every indication of hanging on in coming weeks.

The spurt in jobs stemmed from four payoffs and sign-ons plus the reactivation of four T-2 tankers laid up for long periods. Ninety-two standby and shift ship jobs were created by the breakouts, which will last two to three weeks and enable the men on these jobs to remain home during the coming Christmas-New Year holidays.

"They certainly could not have come at a better time," Jeff Gillette, SIU port agent, commented. The four ships involved are the McKittrick Hills (Western Tankers), plus the Stony Point, Camp Namanu and Arickaree (US Petroleum Carriers).

With the Battle Rock already in operation, this leaves only two more ships operated by US Petroleum on the inactive list. These are the Fort Bridger and Lake George, both laid up overseas.

Only One Idle

In turn, of the four ships managed by Western Tankers, only one more, the Montebello Hills, remains idle. Both the Olympic Games, a supertanker, and the William A. Burden, T-2, are currently in operation.

The busy activity for Seattle, reflected in 114 offshore jobs dispatched during the last two weeks, will likely continue, according to all forecasts. A steady stream of in-transits plus incidental payoffs and sign-ons are expected to keep the job totals high for some time.

Relief Jobs Keep Mobile Afloat

MOBILE—Relief jobs in the harbor helped tide Seafarers here over a slow two-week period of shipping, as offshore job activity dwindled to a new low.

Over 100 men were dispatched to various relief assignments in and around the harbor, which somewhat picked up

the slack left when only 23 deep-sea jobs had to be filled during the past two weeks. The slow activity was reflected in the fact that there were only six payoffs, two sign-ons and five ships in transit during the period.

The one big bright note in all the proceedings, Cal Tanner, branch port agent, noted, is the way the ships are coming in clean.

Beefs are at a minimum and the ships themselves are being kept in A-1 shape on maintenance and repairs by their SIU crews.

"All hands are to be commended on the way they bring their ships in," Tanner added. "The crews are doing their jobs in typical SIU style."

Shipping prospects for the coming two weeks do look a little

better, however, Tanner pointed out. Ships due to hit the port either for payoff or in transit include the Monarch of the Seas, Claiborne, Hastings, Antinous, all for Waterman and Pan Atlantic; Corsair, Cavalier, Polaris, Pioneer, Pilgrim, Patriot, for Alcoa, and Steel King, Steel Chemist and Steel Flyer, of the Isthmian Steamship Company.

YOUR DOLLAR'S WORTH Seafarers Guide To Better Buying

By Sidney Margolius

Values in Christmas Gifts

Christmas gifts cost a little more this year, especially children's playthings. Apparel and clothing accessories are still comparatively low-priced and will be valuable gifts this Christmas since many clothing prices will be higher in 1956. Some furniture pieces cost more than last year. But a number of household appliances are as low or even lower in price than last year, with the major exception of television sets.

But even though manufacturers' list prices are higher on many gift items, a smart shopper will find plenty of price-cutting at retail levels. It will pay to comparison-shop more widely for gifts this Christmas as price-fixing on many items has cracked under competitive pressures. More stores this year are cutting prices on such goods as electric trains and the better-grade educational toys which have generally been firmly price-fixed by manufacturers.

Some 'Discounts' Are Phony

But don't confuse genuine discounts or price cuts with exaggerated "discounts" on fictitiously-preticketed holiday merchandise. For Christmas especially, some manufacturers pre-ticket jewelry, watches, perfumes, cutlery sets and other gift-type merchandise with exaggerated printed prices. This is done so retailers can offer what seem to be sensational discounts, but which are no bargain at all, because such merchandise often is low-grade and can be bought for less at any reputable store. There is nothing to prevent a manufacturer or jobber from pre-ticketing his merchandise with any price he wants. But because this situation does exist, you have to be on your guard especially against merchandise carrying a printed price tag on which the retailer claims to offer unusual reduction. As one merchandise expert points out, the packaging of fictitiously-preticketed goods is often handsome, but the goods themselves are shoddy.

Tips On Shopping For Popular Gift Items

Bikes and wagons are still generally as low in price as last year, and some reductions are being offered on lightweight bikes. These are popular with children because of their light weight, and with parents because of their comparatively reasonable prices, but are not necessarily good choices for younger children. They are more delicate than the heavy bike known as "trucks," and more easily damaged if treated roughly. Those with three speed mechanism must be used with care for they are costly to repair.

Dolls are a little costlier this year. Prices rise sharply as costumes become more elaborate, or if the manufacturer has a big advertising tie-up with television. One doll widely promoted on TV costs \$17 with a kit of clothes and accessories, while many lesser-known makes of dolls are available for about \$6 for the same size doll with only one costume. You yourself can add more clothing and other accessories such as the inexpensive mitten, booties, etc., included in the expensive combination package.

Orlon sweaters are much in demand this year, especially for children, and can be found at reasonable prices in some stores at least. Big asset of Orlon sweaters of course is their easy washability with no blocking required, wear resistance and mothproof nature. But they are not as resilient as wool sweaters if you want a snug fit which is also warmer. Some stores get as much as \$10 for a man's Orlon pullover, while others offer them for as little as \$4. Sometimes the price differential results simply from the fact that some stores charge more than others, but there may be quality variations too. The Orlon yarn is the same, but the construction, knit and finishing varies.

Knit And Durability Vary

The most expensive Orlon sweaters are made with a fine interlock knit, which is a tight, long-wearing stitch, and looks and feels like cashmere but without cashmere's fragile nature. But if you're not necessarily interested in luxurious feel and appearance, especially for children's wear, Orlon sweaters are also available in the durable jersey stitch and heavier cable knit, at lower prices. This year you can buy an Orlon jersey-knit sweater for a boy for as little as \$2.

In buying Orlon sweaters, look for reinforced seams for additional strength and shape retention, and closely-knit ribbed cuffs for warmth.

Nylon stretch socks have become one of the most widely-bought types for men and children, and now stretch nylons are becoming popular for women's hosiery. Nylon stretch hose is made of a specially-processed and knitted nylon that stretches to the size of your foot or leg to give a snugger fit than conventional nylons and other yarns. The advantage of stretch socks and stockings for gift giving is that you don't have to know the recipient's size. Prices of stretch hose have come down sharply from the original premium prices demanded by manufacturers. Men's and boy's nylon stretch socks are now available for as little as 59 cents a pair, compared to \$1.50 a pair two years ago.

Women's stretch nylons also have come down in price from last year when they sold for as much as \$3. This Christmas you can buy them for as little as \$1 a pair.

ALCOA POLARIS (Alcoa), October 23—Chairman, R. Schwarz; Secretary, J. Hannon. A special meeting was held on feeding and working rules. Motion made and carried to accept and confer with communications from headquarters. Vote of thanks given radio operator.

CANTIGNY (Cities Service), October 22—Chairman, R. Coe; Secretary, H. Romero. Ship's fund—\$5.12. No beefs, some disputed overtime. Motion made and carried to accept and confer with communications from headquarters. All beefs to be brought up at meetings instead of waiting until last minute of payoff.

CHOCTAW (Waterman), October 16—Chairman, D. Bynes; Secretary, G. Pefusky. Repair list posted. Checked

Vote of thanks to steward department.

MICHAEL (Carras), October 18—Chairman, J. Schilling; Secretary, G. Allen. Mattresses were ordered. To see Captain about three days without wash water. Ship's treasurer elected. Check hot water in messman's room.

ROBIN GRAY (Seas Shipping), October 9—Chairman, J. Karis; Secretary, J. Dolan. If ice box in crew pantry goes on the blink, it is to be replaced with the one in the passenger's pantry. Motion made and carried to accept recent communications unanimously. The saloon messman claims radio officer has been giving him a hard time. Captain told him to lay off.

GOVERNMENT CAMP (Cities Service), August 17—Chairman, K. Hellman; Secretary, P. Hammel. A vote of thanks was given to the steward department. Ship's delegate will see the chief engineer about repairing fans, screens and range.

August 25—Chairman, K. Hellman; Secretary, D. Williams. Ship's delegate reported that the wringer on the washing machine is broken and the chief engineer doesn't want to fix same. He requested that headquarters take this matter up with the company and get this bid straightened out. The latest headquarters report was read to the crew and accepted by all.

HEYWOOD BROUN (Victory Carriers), September 24—Chairman, G. Hildreth; Secretary, W. Thompson. Vote of thanks to steward and his department. Motion made and carried to have negotiating committee check into the possibility of having master distribute statement of earnings not later than 24 hours before arrival in port of payoff.

SALEM MARITIME (Cities Service), October 9—Chairman, J. Henry; Secretary, M. Cox. Motion made and carried to accept and confer with communications from headquarters. Motion made and carried that company furnish transportation in Lake Charles like Seatrain Line does.

SEATRAN NEW YORK (Seatrain), September 30—Chairman, J. O'Neill; Secretary, J. Meyer. New ship's delegate elected. Motion made and carried to accept as read communication from headquarters. Motion made and carried to buy TV set and raffle off old one.

ROYAL OAK (Cities Service), October 11—Chairman, W. Lane; Secretary, D. Beard. Mate ordered padlocks for every fec'sie. Cigarettes to be ordered for crew from Baltimore Sea Chest. Motion made and carried to accept and confer with communications from headquarters. Vote of confidence to ship's delegate.

TROJAN TRADER (Trojan), September 18—Chairman, E. Sokol; Secretary, R. Perry. It was reported that Captain had American money in Italy but wouldn't issue it. That captain would not agree to sougee or paint crews quarters or make repairs that were on repair list. Matter to be turned over to boarding patrolman. Motion made and carried that crew does not sign on unless crew receives American money or travelers checks in Korea.

IDEAL X (Pan-Atlantic), September 25—Chairman, C. Scott; Secretary, J. Collins. Captain pleased with crew's conduct. Motion made and carried to accept and confer with communications from headquarters.

MADAKET (Waterman), October 9—Chairman, J. Rose; Secretary, W. Busch. Wash water rationing hours in Inchon to be brought to the attention of patrolman. To buy a few folding chairs in San Francisco from ship's fund. Crew requests clarification of cigarettes declared and in bonded locker, sealed between Honolulu and San Francisco.

MANKATO VICTORY (Victory Carriers), October 9—Chairman, Munutt; Secretary, T. Wasiluk. Everything okay. Men to declare all cigarettes when entering United States. Motion made and carried that all communications from headquarters be read and accepted.

NATIONAL LIBERTY (Nat'l), October 2—Chairman, F. Gaspar; Secretary, J. Mannuslynn. Photostats of marriage and birth certificates to be sent to headquarters, discussion held on this. Hand rails to be repaired on masts.

BETHCOASTER (Calmar), October 11—Chairman, T. Stinnette; Secretary, R. Tyree. Motion made and carried to leave galley unlocked so crew may wash cups and plates. Discussion held on new repair list and keeping laundry room clean.

OCEAN ROSE (Maritime Overseas), September 25—Chairman, D. Gay; Secretary, J. Barnes. Everyone satisfied regarding lowering of second and third cooks ratings. Motion made and carried by pantryman to have mixer installed in galley. New refrigerators needed.

ROBIN TUXFORD (Seas Shipping), September 11—Chairman, I. Myers; Secretary, W. Messenger. Ship's delegate reported that he was informed that captain called for launch in Port Elizabeth but none was available. Letter from consul claimed ship wasn't cleared. Motion made that all beefs be turned over to patrolman by delegates only.

FAIRISLE (Waterman), September 25—Chairman, F. Shaiz; Secretary, C. Wood. Motion made and carried to accept as read communication from headquarters. Eight rolls of film was rented. Will hold arrival pool.

Digest Of SIU Ship Meetings

with patrolman about draw in American money in Korea. Slopchest shortage to be checked. Blackgang double bunks to be made into single bunks.

DEL SOL (Mississippi), October 16—Chairman, J. Geissler; Secretary, W. Cameron. One major beef concerning second engineer performing wipers and engine utility work, to be taken up with patrolman. Special committee meeting held to have talk with two members who were having misunderstanding. Motion made and carried to read, post, and accept all communications unanimously. Motion made and carried to have Engine Department patrolman make payoff. Coast Guard to be told to check all life rings since some of these ropes are worn out and dry rot and canvas are coming from these life rings.

MADAKET (Waterman), October 16—Chairman, J. Rose; Secretary, W. Busch. Stores requisition was cut down and this was reported to San Francisco patrolman. Blackgang is a happy family again with return of Chief, 1st Asst., and 2d Engineers, from their vacations. Motion made and carried to accept recent communications from headquarters.

PORTMAN (Calmar), October 16—Chairman, J. Oberza; Secretary, B. Agol. Vote of thanks from Skipper for crew's cooperation. Motion made and carried to accept and confer with communications from headquarters.

ROBIN GOODFELLOW (Robin Lines), October 24—Chairman, V. Genco; Secretary, A. Romero. Discussion held on welfare benefits. Motion made and carried to accept and confer with communications from headquarters.

YORKMAR (Calmar), October 16—Chairman, J. Papa; Secretary, J. Marshall. Vote of thanks to steward department. Steward department was requested to do their laundry during the day. General discussion was held on SUP agreement.

SEATRAN NEW JERSEY (Seatrain Lines), October 22—Chairman, E. Wallace; Secretary, F. Patrick. Motion made and carried to accept and confer with communications from headquarters. Ship's delegate, steward delegate, and steward discussed with chief cook about improving his cooking.

STEEL APPRENTICE (Isthmian), October 16—Chairman, W. Kummke; Secretary, H. Taylor. Motion made and carried to hold special meeting in port about food situation.

STEEL VOYAGER (Isthmian), October 9—Chairman, R. Geddings; Secretary, E. Conner. Motion made and carried to accept communications from headquarters unanimously. Improvement in the chow in port. Schedule prepared for three days to clean laundry.

STEEL WORKER (Isthmian), October 24—Chairman, R. Walters; Secretary, M. Watson. Discussion held on precise duties of ship's committee and clarification on duties specifically given by secretary reporter. Motion made and carried to accept and confer with communications from headquarters. Crew requested that seerrep be advised of disposition of changes against Salvatore DiBella.

SUZANNE (Bull Lines), October 22—Chairman, F. Cornier; Secretary, H. Orlando. Repairs not taken care of; to see patrolman about this. Communications from headquarters were accepted. Discussion was held on SUP contract.

IBERVILLE (Pan-Atlantic), October 8—Chairman, J. Koval; Secretary, W. Ryan. Motion made and carried to accept and confer with communication from headquarters. Motion made and carried that company be penalized for not posting sailing time when time has been changed. To be put into new contract. Letter from headquarters read concerning sick men in foreign ports.

KYSKA (Waterman), October 16—Chairman, W. Walker; Secretary, J. Longfellow. Unsafe working conditions below referred to patrolman.

Trade Groups Boost '50-50'

Two important trade groups have come out strongly in support of the "50-50" shipping law which is under fire from the farm bloc. The National Foreign Trade Council and the National Industrial Traffic League have both backed the law as essential to US defense and commerce and have criticized the discriminatory practices of other maritime nations.

The farm bloc and foreign shipping lobbyists have been attacking "50-50" without let-up, claiming it was restricting the disposal of US farm surplus abroad.

The Trade League resolution, adopted in Chicago on November 17, pointed to the substantial decline in cargoes carried by US ships, now less than 25 percent of all cargoes. Both this and the oncoming obsolescence of the US fleet justify "50-50," the group said.

Trade Council Support

Similar sentiments were voiced by the National Foreign Trade Council, meeting in New York. The Council emphasized that while "50-50" allowed for fair and reasonable participation by both US and foreign ships in Government cargoes, other nations did not give US shipping reciprocal treatment.

"The convention," the Council resolution declared, "urges more aggressive action by the appropriate agencies of our Government to assure for American shipping fair treatment and equal competitive opportunity in securing commercial cargoes."



Happy to be alive, two downed Flying Tiger airmen (in tee shirts) pose with rescuers aboard the Steel Advocate. Men had been in water 44 hours. Seafarers are (rear, l to r): Charles Ray, ch. electrician; Charles Hester, DM; Fred Umholtz, AB; Albert Clause, 2nd electrician. In front with pilots Tony Machado (left) and Robert Hightower is bosun Doug Claussen.

Seafarers Save Fliers, Foil Sharks

NEW ORLEANS—Expert seamanship practiced in traditional SIU style was credited by Seafarer Douglas Claussen with the rescue of two downed fliers from mid-Pacific by the crews of the SIU-manned Steel Advocate (Isthmian).

The fliers were picked up by the crew of the Steel Advocate after they had endured a 44-hour ordeal during which they fought off repeated attacks by sharks and watched two fellow members of the five-man crew die in the water. The fifth member of the crew was unable to escape from the sinking Flying Tiger cargo plane.

The part played by Seafarers in the rescue was described by bosun Claussen on his return to his home in New Orleans where he is vacationing before shipping out again.

It was Claussen who first sighted one of the downed fliers, pilot Tony Machado, from his lookout post atop the radar mast.

"We lowered a boat, but the engine blew a sparkplug and wouldn't start," Claussen related. "So, we rowed. There were nine of us in the boat besides the chief mate. The ocean kept hiding the fliers. They would vanish, then we'd see them again."

It took the Seafarers about 15 minutes to reach Machado. Claussen was standing in the bow, holding the boat hook.

Grabbed Hook

"Machado reached out and grabbed the hook and I hauled him in," he recalled. "Then I grabbed him under the arms and pulled him into the boat."

Co-pilot Robert Hightower was floating about 25 yards away from Machado. About four, or five big sharks were milling around him, Claussen said, and he was yelling: "The sharks are getting me."

As Claussen reached down to pick up Hightower a shark made a final pass at him. The chief mate shot this marauder with the ship's gun.

Hightower already had suffered more than a dozen lacerations from shark bites and told the SIU crew later that he had killed one with a six-inch knife he was carrying.

Only one other member of the

plane's crew was found nearby. He had bled to death from a shark bite that sheared off his thumb, Claussen said. The other man who escaped from the plane died earlier during the hours the men were afloat and the body became lost from the group.

AFL Leaders Tobin, Durkin Die In Week

Two prominent figures in AFL ranks passed away this past week. One was Martin P. Durkin, 61, president of the plumbers and steamfitters union and former Secretary of Labor. The other was Daniel J. Tobin, 83, retired president of the teamsters union.

Durkin died at Georgetown Hospital in Washington, DC, after a long illness. He had been appointed Secretary of Labor by President Eisenhower in January, 1953, but resigned in September after his proposed amendments to the Taft-Hartley Act were rebuffed by the administration.

In his resignation, Durkin charged that the amendments he had drafted had the approval of Presidential assistants and Eisenhower himself, but had been vetoed by Secretary of Commerce Sinclair Weeks.

Before coming to Washington,

Durkin had been president of the United Association of Journeymen and Apprentices of the Plumbing and Pipe Fitting Industry since 1941. He returned to his union post after leaving the cabinet. Funeral ceremonies took place in his home city, Chicago, on November 18.

Tobin, a member of the AFL Executive Council for many years, died in Indianapolis from a heart ailment. He became president of the International Brotherhood of Teamsters back in 1907 when its membership was 28,000 and took part in the early growth of the AFL. When he stepped down in 1952, the Teamsters membership had grown to 1½ million.

Camera Swindle In Germany

A Seafarer recently back from Germany—who chooses to remain nameless—warns of a swindle being operated in Bremen and Bremerhaven. The Seafarer reports he was approached by a pretty girl while shopping for a camera and was told she had outside connections whereby he could get a big discount.

Operating through a "salesman" who came to her apartment the Seafarer bought two cameras for \$200, leaving them in her apartment while they went out for the evening. During their rounds the girl disappeared. Not having her address and not knowing her neighborhood, his attempts to locate his cameras were fruitless. He warns other Seafarers to beware pretty German girls offering big business deals.

Bridges-ILA Tie-Up Revealed

After months of clandestine contact with top leaders of the racket-controlled International Longshoremen's Association, Harry Bridges, boss of the West Coast dockers union, is readying a full-scale push on the East Coast, led by a team of Communists-trained "research" experts. Bridges recent visit to New York during which he appeared on two ILA piers and conferred with ILA leaders at the Hotel Paramount brought into the open a new Communist-supported drive on the New York waterfront. Groundwork for the new operation has been cultivated for months by a team of Bridges-Communist Party agents who have been working for the ILA ever since the AFL challenged its control in 1953.

First Since 1946

For the first time since 1946, when he was an ally of NMU President Joseph Curran in the Communist-controlled Committee for Maritime Unity, Bridges is in a position to make a bid for East Coast dockers. His 1946 drive was thrown back largely by the SIU and SUP. This time he hopes for greater success because he has reached an "understanding" with the ILA's official family. For months ILA officials have accepted his Communist-line agents and worked with them.

This tie-up between the racket-dominated ILA and the Communist Party's favorite unionist, according to nationally-syndicated columnist Victor Riesel, has caused considerable alarm in Washington. Riesel reports that a Senate committee was prepared to move into New

York and begin hearings, but has temporarily postponed its probe.

In addition to the Bridges agents already on the scene and the staff of "researchers" he is sending to the East Coast, the ILA will now serve as a base of operations for the entire Communist apparatus in New York, including the dozens of experienced operatives who were displaced from other unions such as the National Union of Marine Cooks and Stewards and the Independent Fur and Leather Workers, both now defunct.

Bridges recent trip east—to study "longshore costs and operations"—was actually to meet with ILA representatives and arrange for expansion of his operations on the front here. The arrival of the "researchers" can be expected shortly along with funds for ILA and will undoubtedly be followed by a flood of literature and heightened anti-AFL activity on the waterfront.

At the time of his visit, Bridges in a press conference reported he had assigned Velson here to study the Waterfront Commission and to keep an eye on Paul Hall, the SIU and the AFL Longshore Union.

2-Year Infiltration

The latest Bridges move climaxes two years' infiltration on the New York waterfront since the AFL expelled the ILA in September, 1953. Official ILWU representatives have been constantly on the scene during that period and have coordinated ILA activities with Communist Party representatives in New York.

Chief among them is Irving Velson, who also uses the names Jackson and Wilson. He's a veteran operative whose waterfront activities date back to the 1930's and he carries the official title of ILWU international representative. Others are Jeff Kibre, Washington lobbyist for Bridges, Abe Burshad, who has been labeled a CP agent and

Sam Madell, head of the Communist Party's waterfront section.

Backing up this group are men like Nick Karambis, Communist Partyliner who is in charge of distribution of the Communist sheet, the "New Jersey Docker." Karambis has been a leader, a chauffeur and has held other waterfront jobs. He is a seasoned professional in the field.

Eager Communist Support

In fact, the entire Communist Party headquarters machine in New York which has so avidly supported the ILA from the time it was expelled from AFL, can be counted on as an eager participant in Bridges' campaign.

When the AFL expelled the ILA back in September, 1953, Bridges saw a chance to move in on a chaotic situation and lock up longshoremen throughout the country. The opportunity was there and so was the talent in the form of dozens of unemployed party-line pros who had lost their union spots.

Bridges didn't wait long to act. "Dockers News," long the spokesman for the CP section in longshore, tipped off his approach. For a few days in September, 1953, "Dockers News" extolled the AFL's move. Suddenly the line changed to a critical one. From that day to the present "Dockers News," the "Daily Worker" and the "Dispatcher," Bridges newspaper, have gone down the line with every act of the mob-controlled ILA. Whatever the ILA did, from making the men vote a second time on a rejected contract to forcing them out on political strikes met with enthusiastic approval of the Communist clique.

Bridges did more than propagandize for ILA. Considerable sums of cash openly changed hands, up to \$30,000 worth contributed by ILWU locals. It is believed this represent-

ed only the visible portion of funds the ILA received from Bridges. CP waterfront operatives lent a hand with publicity, literature, leaflet distribution, campaign tactics. Reprints of Communist literature from the "March of Labor" and other party-line publications were distributed under the ILA label. Bridges agents attempted to infiltrate the new AFL longshore union and wean away supporters particularly among minority groups—a standard Communist tactic.

The activities of just one agent, Irving Velson, give an idea of the extent of the Communists' penetration. For example in March, 1954, Velson, Kibre and Berhad met with pro-AFL Negro longshore leaders in an unsuccessful effort to woo them into the ILA. In May, 1954, Tony Anastasia, overlord of the Brooklyn piers, sent underlings to the West Coast who collected \$21,000 from Bridges' locals there. Velson was the logical man to arrange such a tour.

Renewed Action

When the ILA squeaked through to victory in the NLRB election there was a slow-down in Velson's activities. But when AFL longshoremen renewed their campaign, he once again became prominent.

In March, 1955, Velson conferred with ILA officials in Washington during an ILA executive board meeting. Then he went to Albany on behalf of ILA supporting legislation to clip the wings of the Waterfront Commission. He was working openly out of Anastasia's office in Brooklyn at the time.

In May Bridges came to New York and had a significant meeting on the 10th with his agent Velson, an ILA intermediary and a highly close and personal associate of Eddie McGrath. McGrath is considered the head man in the West Side ILA mob.

Following this meeting Velson appeared on the ILA payroll. He was hired as "public relations assistant" by Packy Connolly, head of the Pistol Local and ILA vice-president. Velson took the job under the name "Charles Jackson" but couldn't conceal his identity for long. When the cat got out of bag ILA President William Bradley "fired" him claiming Velson had posed as an anti-Communist.

Of course Bradley and top ILA officials knew very well who he was. As Frederick Woltman of the "World Telegram and Sun" put it, Velson had been "buzzing in and out" of ILA headquarters and Anastasia's office for months.

Gleason Knew Him

The "firing" of Velson was just a screen for further maneuvers. On September 2, Bridges' newspaper the "Dispatcher" reported on a closed meeting of ILA's New York District Council of August 7. In answer to a question about Velson, General Organizer Gleason said "he knew Bridges and met with him every time Bridges came to New York and always got good advice from him. Gleason said he also met with Velson and said Velson was a good trade unionist and that he would continue to meet with Velson."

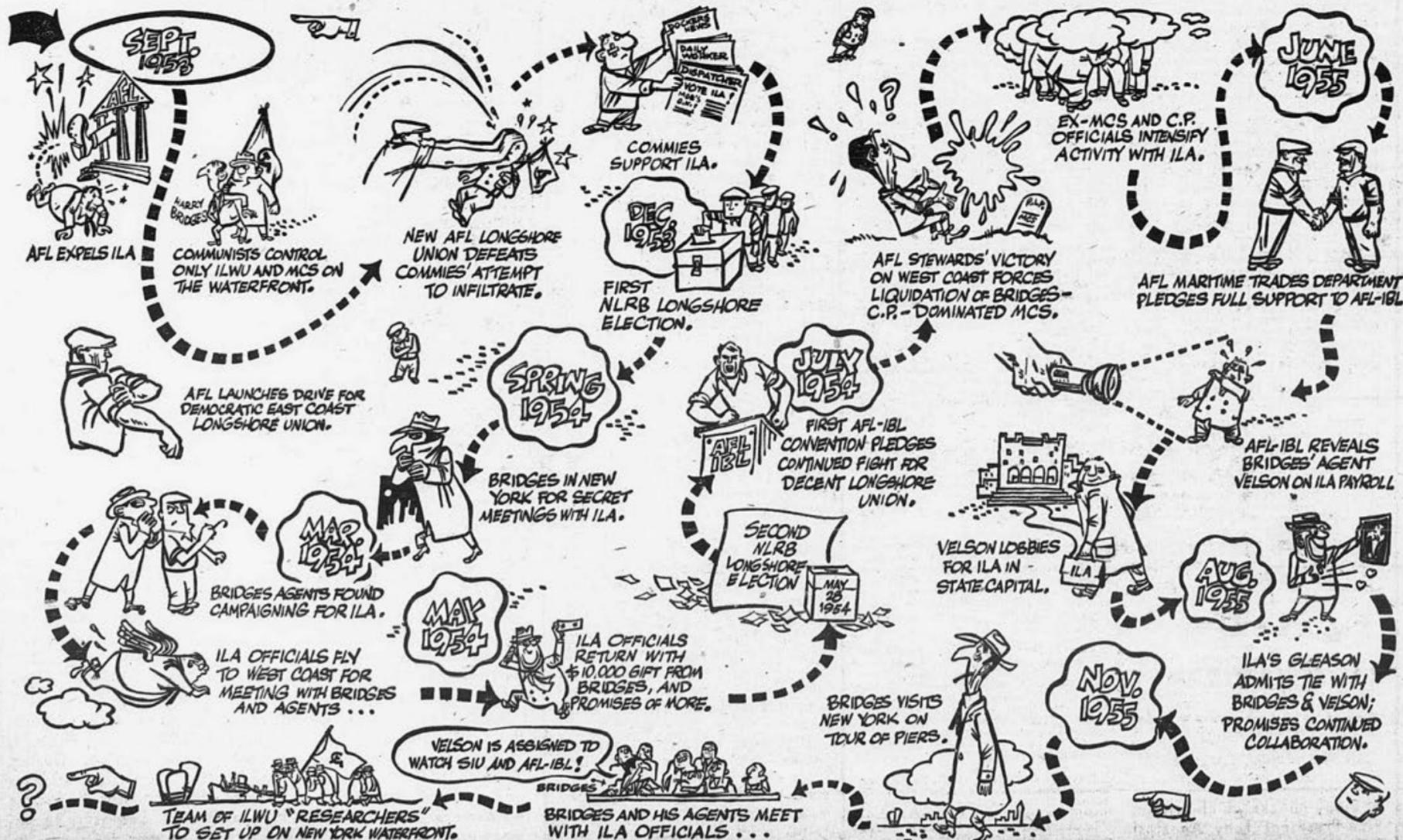
Admit Meetings

At first, Gleason and Bradley denied this account. But just last week, Bradley about-faced and conceded Gleason had several meetings with Velson. He excused them by claiming he and Gleason "didn't know" who Velson really was.

One wonders if they will claim they really "didn't know" who Bridges was after meeting with him at the Hotel Paramount last week.

The climax was Bridges' visit of last week during which he sym-

The Twists And Turns Of The ILA-Harry Bridges Friendship Over The Past Two Years



As 'Experts' Move In On NY



Abraham Bershah (3rd from right) is shown at an AFL longshore meeting during the 1954 waterfront drive. Bershah also attempted to infiltrate AFL educational meetings for shop stewards and others.



Here Bershah, Irving Velson and Jeff Kibre (l to r) are shown in conversation with a Negro longshoremen's leader while they were attempting to swing him into the ILA camp.

bolized his aim by boldly going out on key ILA piers. It was the first time Bridges had ever openly appeared on a New York pier. Incidentally, the longshore leaders who had no protest over Bridges' action were the same ones who had the men boycott Russian furs and Polish hams in the past.

Obvious Moves

From here on Bridges' moves are pretty obvious. He will show increasing attention to details of ILA operations. His "research" team and other Communist operatives will pick up every piece of authority they can grab. The fund-starved ILA will get another transfusion and the Bridges-Communist team will determine how the money will be spent.

Heavy fire will be leveled at the AFL longshoremen and unions supporting them will be attacked. Since the SIU and Teamsters Local 807, the waterfront teamsters, are two keys in any AFL campaign, they will take the brunt of Bridges' fire.

Hatred Of SIU

Bridges has ample reason to seek vengeance on SIU because in 1945 and again in 1946 it was the SIU which rebuffed him when he attempted to take control of New York docks through CMU. Early this year Bridges suffered a major defeat when he was deprived of his seagoing cadre among West Coast cooks and stewards by an SIU of NA election victory.

In his attempts to weaken SIU, Bridges will most certainly direct

The Background Of A Bridges-CP 'Team'

Irving Velson—

Alias Charles Velson, alias Charles Jackson, Charles Wilson and "Shavey" has had a lengthy career as a Communist Party waterfront operative. Here are some of the known facts about his past: Velson's first known activity for the waterfront section dates back to pre-World War II days when he was working at the Brooklyn Navy Yard, and helped distribute Communist publications on the waterfront. Subsequently he was discharged from the Navy Yard job and identified by his Communist Party alias of Charles Wilson.



In 1941, as Charles Jackson, he became part of the political club in Brooklyn run by Pete Cacchione, who was a Communist candidate for public office and a member of the New York City Council for a time. The following year he tied in with the CIO Marine and Shipyard Workers, becoming president of Local 13 of that union in 1943. Subsequently, according to his own testimony, he spent two years in the Navy.

After coming out of the Navy he resumed his post with the Shipyard Workers but was expelled for life from the union for Communist activities.

Velson first attracted national prominence of sorts when he was called to testify before the House Un-American Activities Committee in 1953. He was accused by witnesses of being a Director of the Young Communist League program to infiltrate the armed forces.

When Velson took the stand, he found it necessary to refuse to

a propaganda barrage at rank and file Seafarers under a variety of false fronts. Seafarers can expect heavy mailings to the ships and even to their homes of assorted literature ground out by the "research" experts.

Bridges move then, is of direct

concern to every Seafarer. The SIU's answer is a positive reaffirmation of the membership's policy of giving all possible assistance to AFL longshoremen. Such action is in the self-interest of every Seafarer and every working longshoreman in the harbor.

answer on the grounds of possible self-incrimination to several questions. These included: Whether he permitted the mysterious "J. Peters" (named by Whittaker Chambers as the head of a Soviet spy apparatus) to use his address as a letter drop;

Whether he could affirm or deny that Peters was in charge of Soviet espionage;

Whether he knew of any of Peters' activities;

Whether he knew Alger Hiss;

Whether he himself had supervised espionage in the Panama Canal Zone.

To all these Velson pleaded the constitutional bar to self-incrimination.

This testimony came on May 6, 1953. Within a year, Velson was actively assisting the ILA as ILWU International Representative and has been spending full time on this assignment ever since. His most recent employment has been on the ILA payroll as public relations assistant.

Jeff Kibre—

Currently East Coast regional representative for Bridges' International Longshoremen's and Warehouse Union and is registered in Washington, DC, as a lobbyist for the union. He is a veteran Communist Party

functionary who has had wide experience in a number of labor areas. He has been identified as a Party member under the name of "Barry Wood" in testimony before the House Un-American Affairs Committee given in March, 1947, and subsequently.

Kibre at one time was head of the ILWU's fisherman's division which was notoriously Communist-dominated throughout. For a time he had considerable authority in the International Association of Theatrical Stage Employees in Hollywood, so much so that it has been reported that motion picture producers dealt directly with him over the heads of IATSE local officials.

He took an active part in the 1954 waterfront campaign on behalf of ILA and met with Negro longshore leaders in an unsuccessful attempt to swing them away from the AFL and into the ILA camp.

Abraham Bershah—

An aeronautical engineer by profession, having received his degree at the University of Michigan in 1949. Although not a longshoreman, he showed up on the waterfront at the time the AFL drive began and under circumstances not explained by the ILA got a regular longshore job at the 33rd Street pier, Brooklyn. This pier was under ILA control throughout the campaign.

Bershah attempted unsuccessfully on a number of occasions to work himself into AFL longshore ranks, attending meetings and educational classes conducted by the AFL, all aimed at disruption. He was the go-between who made contacts with AFL longshoremen for Kibre and Velson.

Bershah was named as a Communist Party member in testimony before the House Un-American Activities Committee. He is still participating in meetings with ILA people and is still around the waterfront, although he is not working as a longshoreman at present.



SHIP CLERKS' ASSOCIATION
 LOCAL 34, I.L.W.U.
 PIER 3, EMBARCADERO
 SAN FRANCISCO

No. 1558
 No. 1558

May 17, 1954

PAY TO THE ORDER OF Anthony Impliazzo and Peter Rossi
 Bank and File IIA Defense Committee, Port of Brooklyn \$500.00

Five hundred and no/100 DOLLARS

11-175 HARBOR BRANCH 11-175
 100 EMBARCADERO

Bank of America
 NATIONAL SAVINGS ASSOCIATION
 SAN FRANCISCO, CALIFORNIA

Anthony Impliazzo
 PRESIDENT

Paul Kozman
 SECRETARY

One of many checks which Bridges' union gave to ILA in course of AFL campaign is this one which ILA Vice-President Tony Anastasi's representative Anthony Impliazzo received. Bridges claims to have given ILA up to \$30,000 last year.

SIU-Manned Tug Rescues Radar Island Standees

BOSTON—Strong winds have been playing havoc with the man-made radar "island" stationed 100 miles off Cape Cod, hampering activities of the SIU-manned tug El Sol which services the unusual craft and stranding at least one inspection party. The group was taken off after six days on the wind-lashed platform.

The experimental radar platform, which is patterned after the "Texas Tower" rigs used for drill-

ing offshore oil, was battered over the weekend by winds that on Sunday ripped off an 80-ton fender protecting one of the three "legs" imbedded in the ocean floor on which the installation rests. The tower is the first of a series planned for location all along the Atlantic coast as advance warning stations.

Earlier, the weather prevented the scheduled departure of an Air Force inspection party for the mainland aboard the El Sol. The SIU-manned tug services the permanent military and civilian maintenance force aboard the tower with supplies and mail, plus ferry service with the mainland. Personnel aboard the tower rate a short leave every 30 days.

Heavy Grain Exports

In other action, the port of Boston is regaining a top position among the nation's grain export centers and should again handle over one million bushels for November. Since Boston now has parity on rail rates with other North Atlantic ports, the record grain movements are considered a positive indication of the potential that is in store for the port when it is given an even opportunity with other areas.

Shipping, meanwhile, continues on the slow bell despite two sign-ons and three payoffs. The outlook is fair, however, based on a cold winter and consequent heavy oil needs.

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:

Ignacio Brose, 56: Brother Brose died of natural causes on October 18, 1955, in the Queens General Hospital in Queens, NY. Burial took place in the Long Island National Cemetery in Farmingdale. Brother Brose joined the Union in New York in the early part of this year and had been sailing in the steward department. He is survived by his wife, Lorraine, of Queens, NY.



Max Byers, 56: A heart attack was the cause of Max Byers' death on October 26, 1955, at the Seaside Memorial Hospital in Los Angeles, California. He was buried in Hillside Memorial Park in Los Angeles. Brother Byers had been a member of the engine department since 1944, joining the SIU in the Port of Baltimore. He is survived by his brother, Herbert H. Byers, of Tucson, Arizona.



Joseph Phillips, 63: On October 6, 1955 Brother Phillips died in his home in Camden, New Jersey. Burial took place in the Arlington Cemetery in Pennsauken, New Jersey. Brother Phillips was one of the first members of the Union joining in November, 1938. He had been sailing in engine department. He is survived by his wife, Olive, of Camden, NJ.



Make Checks To 'SIU-A&G'

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

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

SF Stirs From Its Doldrums

SAN FRANCISCO—Job activity has picked up in this port, bolstered in part by the unexpected arrival of the Jean Lafitte for payoff and sign-on. The Waterman ship was the first payoff recorded here in two months.

The coming weeks are also due to show some improvement over the recent slow-up in shipping here. One payoff is already scheduled, in addition to a number of in-transits.

Together it is likely they will liven things up a bit by shaking loose some of the men on the beach.

Seafarers at the last branch membership meeting here also took occasion to hail the new increase in wages for chief stewards and chief cooks as well as the boost in vacation pay which amounts to an increase for all ratings. SIU vacation pay, starting January 1, 1956, will be \$244 annually, up from the previous industry high of \$176.

The wage boosts in the steward department now give chief stewards parity on base pay with bosuns, via a \$10.43 monthly increase, and establish a \$5 differential for the chief cook over the night cook and baker, in recognition of the former's primary responsibility for the preparation of main meals. All the items won by the SIU in the latest negotiations earned high praise from Seafarers ashore here.

In addition to the Jean Lafitte, one other sign-on here was the Young America. In transit callers at the port were the Alamar, Tops and Steel Designer.

'The Kid Brother Is Doin' Alright, Too!'



It's always good news for Seafarers when an SIU affiliate makes headway such as the Marine Allied Workers has been doing in recent months. MAW has registered an impressive number of gains, the latest being its success in an NLRB election on tugs of the Blue Stack Towing Company, a Gulf operation. It followed on the heels of similar successes on the Wilson Line, the Chester Ferries and other East and Gulf Coast operations.

MAW has been organizing for several years among crews of tugs, ferries, barges and other river and harbor craft as well as in shoreside marine operations. The units it organizes are usually small and far-flung, which makes for a lot of hard work. Never-

theless it has built up a sizable nucleus of membership in these operations in a number of ports. That speaks well for its energy and ability in organizing an area of maritime which has been relatively neglected by the union movement.

As an SIU affiliate, MAW enjoys the full support of the SIU in all ports. Its recent growth reflects the value of that support, which in turn strengthens the SIU's position in the maritime industry.

There is still much work ahead for the organization before it can lay claim to representing the major portion of its field of operations. But it is getting there at a good rate and increasing its stature in the industry accordingly.

Big Labor Week

New York will serve as headquarters for the US labor movement for the next couple of weeks as the Maritime Trades Department, the AFL and CIO all schedule important conventions in the city, climaxed by the AFL-CIO merger convention. Hotel reservations are hard to come by as delegates gather for what should be most significant sessions for the future of organized labor.

The MTD convention, with which Seafarers are first concerned, comes face to face with two extremely important issues. One is the projected campaign of one of its member unions, the International Brotherhood of Longshoremen, AFL, among longshoremen in New York harbor. IBL lost out by a bare handful of votes in the last election in May, 1954, and developments on the docks have been favorable to its comeback.

More Union Busting

The US isn't the only place where union-busters have been active recently. Up north in Canada, the SIU Canadian District has been the target of an employer move which was an open attempt to destroy a Canadian District bargaining unit.

In this instance, the employer resorted to fraudulent decertification petitions, threats of mass firings, forgery and intimidation to keep the Canadian District from getting a

The second major issue is the status of MTD within the merged AFL-CIO organization. Assurances have been received from George Meany, who will head the merged body, that MTD will continue as the spokesman for maritime labor. The convention is expected to reiterate very strongly that MTD's official status should be recognized when the AFL and CIO join hands the following week.

As far as AFL-CIO merger is concerned, the coming meeting of the two organizations will put the stamp of approval on an agreement which has already been cast in final form. All member unions have been assured that the merger will in no way disturb their autonomy, jurisdiction and contracts. Any further consolidations in maritime or any other area will be up to the memberships of the respective unions involved.

contract on its vessels. The employer activities were so raw that the company and its officials face a variety of court charges for their actions.

The Canadian incident bears no direct relation to the more publicized union-busting at the Perfect Circle plant in Indiana and in a number of southern plants. But it does point up the increasing boldness with which employers are attacking unions.

MEET THE SEAFARERS

FIDEL G. LUKBAN, ch. steward

Most stowaways never make the grade, but Seafarer Fidel G. Lukban upset the odds. His successful escapade on the Fairfield City (Isthmian) back in 1922 was the start of a long seafaring career.

It was in Manila on his 25th birthday that Lukban successfully hid aboard the Isthmian ship. He was permitted to stay on and then spent another trip on her as a workaway. Subsequently, he became a wiper, fireman and oiler on the same ship. "I was on that one ship five years and three days."

In 1929, Lukban switched over to the steward department on the

Satartia of the now defunct American-Republic Line. Those were the dark ages for seamen. Lukban recalls working on Munson Line ships for company scrip and getting as little as \$28 a

month in subsequent years.

He became a member of the NMU in 1940 but didn't stay with it very long. In December, 1943, he received his SIU book which he says "I'd rather have than any other possession on earth."

Torpedoed Four Times

Although he holds all steward department ratings, Lukban prefers to sail in Group 3 these days and leave the headaches to others. He figures that by now he has sailed with every major SIU company and most of the smaller ones as well. In the course of his career his ships were torpedoed no less than four times and struck mines twice. Oddly enough the worst experience was in 1949 on the Maiden Creek when it hit a mine outside of Bremerhaven.

The father of four sons, Lukban has his home in Closter, New Jersey, where he also houses a huge stamp collection. "I've been collecting stamps since 1910," he says, "and being a seaman I've gotten stamps of 56 different nations. When I retire, I'll be able to spend a lot more time with my hobby."

FREDERICK KOPF, baker

"We're the only people in the world who see everything and get paid for it."

That in a nutshell was the way Seafarer Fred Kopf summed up his personal reasons for going to sea. After a number of years as a mess sergeant in the US Army, Kopf caught his

first ship out of Boston and became an immediate convert to seafaring life. In 1947 he joined the SIU in that city. Since then he shifted to Baltimore as his home port.

His first vessel was a tanker as were a number of ships that followed. Finally, Kopf caught one that was going to the Persian Gulf. The trip took 11 months all told and "that cured me of tankers." He will still grab a coastwise tankship occasionally, but he won't ride it for very long. For offshore runs he sticks to the dry cargo jobs.

Italy A Favorite

As a bachelor, Kopf has no limitations on where he goes or how long he is away. By and large, he prefers Italy and the Mediterranean, but he isn't that fussy. Any European or Far Eastern run suits him fine. Italy qualifies as a second home because he has relatives there.

Kopf usually sails as baker or as chief cook. From personal experience he's found that cooking at sea offers a few hazards not found elsewhere. Twice he has suffered 2nd degree burns during storms off Cape Hatteras when the ships he was on took a violent roll and splattered him with hot liquids from the galley stove. Now he keeps a wary eye peeled when his ships are off the Cape.

Nonetheless, he wouldn't trade his seafaring life for any other. "When you are on a ship you can appreciate your kind of life in contrast with the way people live in other parts of the world. During the Korean fighting life was awfully cheap there. I was glad to get back on ship and head home, thanking my lucky stars for what I have."



Kopf



Lukban

All Smiles After Overtime Beef



After arguing an overtime beef involving 61½ hours for the deck maintenance man, on Seaman, Union reaches harmonious agreement on paying the claim. Seated (l to r) are: R. L. Glenn, US shipping commissioner; Charles Kimball, SIU patrolman, Charles Tannehill, SIU Houston port agent; Captain S. Glyn Hensson. Standing is ship's delegate S. Laid. Beef concerned breaking up of concrete armor shield around wheel house.

Quitting Ship? Notify Union

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

Lake Chas. Gets New Cement Co.

LAKE CHARLES — News that the expected contract to build a new cement plant here has been signed is buoying hopes for increasing freightship movements into this port before long.

Actual construction of the river-front plant is due to begin very soon and it is scheduled to be ready late next year. It is expected that the new facility will spur more regular freight movements through the port, which is strictly a tanker port right now.

The good shipping of the past few months, meanwhile, is continuing at the same spirited pace that has had Seafarers moving in and out with little difficulty.

However, Leroy Clarke, SIU port agent, cautioned that there are still enough men on the registration list to handle the present flow of jobs in all ratings.

Ten Cities Service tankers accounted for the bulk of the shipping activity during the past two weeks, which was supplemented by the presence of the Del Monte (Mississippi) here, the Val Chem (Valentine) in Orange, Texas, and Colonial's Sea Tiger in Port Arthur.

All these ships were in fine shape, with the exception of the Sea Tiger, which needs quite a few repairs. These are scheduled to be handled at the northern end of the run after the ship leaves here.

A welcome note is the fact that the branch has no men on the sick list, either in the local hospitals or on outpatient status.

New York Expects Holiday Job Boost

NEW YORK—Looking forward to the imminent arrival of a number of ships for payoff from long foreign runs, Seafarers on this port's largest registration list in years are giving recreational facilities at SIU headquarters lots of play in the meantime.

The payoffs in prospect are expected to boost shipping since the upcoming Christmas and New Year's holidays should find many crews getting off in order to enjoy the festivities with their families.

The large number of men registered stems partly from recent lay-ups and also from foreign-flag transfers earlier this month. In the case of the lay-ups since most

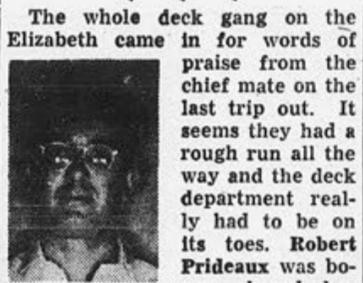
of the ships involved originally crewed up here in New York, the crews apparently returned here to register.

Experience in previous years shows there has always been a good turnover in shipping between mid-November and January 1, Assistant Secretary-Treasurer Claude Simmons pointed out, and the present season should be no exception.

He listed the statistics of the past period as 18 payoffs, 7 sign-ons and 12 ships in transit.

SEAFARERS IN ACTION

On the Robin Mowbray they have a ship's delegate who handles his job with dispatch and then shows movies to the crew in the evening. He is Peter Gvozdoch, who rates an accolade on both counts, because he performed both assignments with skill.

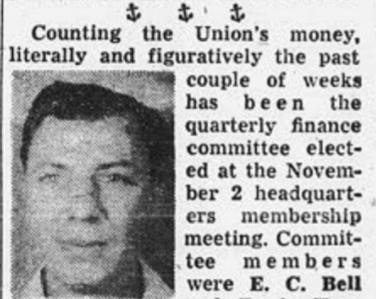


Prideaux

The whole deck gang on the Elizabeth came in for words of praise from the chief mate on the last trip out. It seems they had a rough run all the way and the deck department really had to be on its toes. Robert Prideaux was bosun aboard her and the rest of the gang were: Antonio Ferrara, carp.; Louis Figueroa and Sylvester Barnes, DMs; Elmer Witzke, Carlo Ibrain, Louis Gooch, Carol Reni, Robert Rivera and Julio Flores, ABs; Arthur Camara, Adolfo Avitate and Joaquin Passapera, ordinaries.

While the plaudits are being handed out on the Elizabeth, ship's delegate Allen Friend also comes in for his share for doing a fine job in that capacity. Sounds like a good crew all around.

Talking about delegates, there's a pretty good one aboard the National Liberty who is temporarily unoccupied. He's Seafarer Frank Gaspar' who resigned from the job after three successive trips as delegate, saying that somebody else should take a crack at it. Gaspar's decision was accepted reluctantly by the crew who said he had done a solid job while he was in there.



Czeslowski

Counting the Union's money, literally and figuratively the past couple of weeks has been the quarterly finance committee elected at the November 2 headquarters membership meeting. Committee members were E. C. Bell and E. A. Hansen, deck department; C. J. Dougherty and S. B. Czeslowski for the black gang; F. G. Lukban and N. M. Nomicos, steward.

Among other rank and file members who had responsibilities at the November 2 meeting were the following who served as meeting chairmen: R. Jones in Wilmington; R. Cohen in Houston; B. F. Lowe at Lake Charles, J. B. Bragg in Savannah and W. A. Harrell in Norfolk.

LABOR ROUND-UP

No agreement has yet been reached in the month-old strike of the International Union of Electrical Workers, CIO, at several plants of the Westinghouse Electric Corporation. The firm is maintaining production at plants which are under contract to other unions while strike settlement talks are in progress.

The non-Communist oath provision of the Taft-Hartley law has been watered-down by a US Court of Appeals ruling. The court said that the National Labor Relations Board could not deny its machinery to a union even if a union official perjured on a non-Communist oath. The official is subject to penalty, the court said, but the union cannot be penalized by the NLRB.

City officials are attempting to head off a possible strike on New York's privately owned bus lines scheduled for December 1. The Transport Workers Union has issued the strike call. Bus lines are asking a fare increase from 13 to 15 cents before they will commit themselves to a wage increase, but the city is opposing the fare rise.

City-owned buses already charging the 15-cent fare.

Radio and television performers have been assured pensions at the age of 55 or later under a plan set up by the American Federation of Television and Radio Artists. Pension benefits for high-priced performers could run as high as \$7,500 a year and are financed by the networks and producers of radio and TV shows.

Production of rope for both shipboard and shoreside use was resumed at the Columbian Rope Company, Auburn, NY, as the CIO Textile Workers ended a two-month strike. The two-year agreement provided a straight wage boost of five to eight cents hourly. Columbian is one of the major suppliers of manila rope for the steamship industry.

An AFL Machinists Union official has been re-elected mayor of Hartford, Connecticut, after topping a field of 18. Joseph V. Cronin, business manager of District 126, was the successful candidate. The mayoralty in Hartford goes to the man who gets the high vote for city council.

SIU 'Beauty' Is Served At Lake Charles



Relaxed in a beauty parlor chair as the attendant gets him ready for a permanent wave no less, this Seafarer in Lake Charles must remain nameless because the lensman who snooped and took the photo was more interested in the idea than the "ID." Our man here is known to some tanker regulars as "Moose" or "Ski."

Opens Yokohama's 'Manhattan Bar' But Still Pines For NY

One of many Seafarers in the growing American colony over in Yokohama, who stayed to homestead after a brief stopover, Seafarer Max Lipkin reports that after a five-year "holiday" he's back in the saloon business. "Maybe I need my head examined," he adds, "but I've decided to give it a whirl again and hope to make my place, the "Manhattan Bar," a meeting place for all A&G men here.

"This is a cold, crisp, lovely day here, and though it feels good to be in Japan there comes a time — too damn often, as a matter of fact — when I wonder what things are like in old New York and other never-to-be-forgotten places like New Orleans, San Francisco and our other shipping ports. Meanwhile, however, I'm hoping to renew old acquaintances when SIU ships come into port here."



Lipkin

USPHS Has Last Say On Duty Slip

Under the SIU contract, US Public Health Service doctors have the final say on whether or not a man is fit for duty. If there is any question about your fitness to sail, check with the nearest USPHS hospital or out-patient clinic for a ruling.

item of note for many SIU men when he reported that the well-known "Marseilles Bar" owned and operated by Seafarer Freddy Reid has closed down. "Freddy shipped bosun on the William F. Burden, an SIU tanker that came out of lay-up here, and the "Marseilles Bar" is now the "Copenhagen Bar," which all the Scandanavian seamen are making a port o' call."

Steel Age View



Passenger Seth Reed gets a bird's-eye view from the deck of the Steel Age as Bill Gallagher, ship's delegate, shows him around. The youngster was en route to Beirut with his parents.

Pix In LOG Costs Him!

It figures that although the LOG has been printing the photographs of at least 2,000 Seafarers every 12 months for many years — there were 81 SIU men pictured in the last issue, for example — somebody will always be left out.

But actually there are more SIU men who think they've never had their picture in the LOG than the record will show.

A Seafarer since April 11, 1946, when he joined in the port of Mobile, Thomas D. Owen on many occasions has stoutly insisted to shipmate

Terry Glen that he "never had a picture in the LOG." He even backed up his claim with currency, but apparently somewhere along the line missed seeing one recent issue.

Glen came into the SEAFARERS LOG office at SIU headquarters to check back in the files because—in spite of what Owen said—he knew otherwise. He was right.

The truth of the matter is that Owen, who believed he had escaped the LOG's extensive photo files, was pictured in the LOG as recently as April 15, 1955, just a few days after his ninth anniversary of SIU membership.

Glen adds that "you've got to read the LOG all the time or you are bound to miss something important to your paycheck." Owen now knows what he means.



Owen



Glen

Collects Third SIU Baby Cash

To the Editor: The Welfare Plan is a wonderful thing for the seaman, as I have been finding out over and over again. I have just collected my third SIU maternity benefit for the birth of my daughter, Sonia Ivone, last month.

That means \$600 in maternity benefits, plus three \$25 bonds for the children, from the Union Welfare Plan for

about the sea or have followed it as I have for most of a quarter century will realize that this condition in the seafaring industry has only been eased within the last 20 years or less.

As late as 1941 and right into the second war the wages of the average seaman were less than \$100 a month for as many hours as the master saw fit to work a man. Overtime was practically non-existent and, if a man asked about it, he was intimidated and generally fired on some poor excuse before the trip had ended.

Nowadays, however, a man can look upon the seafaring profession with pride and with equality to the landlubber. In most instances, our profession pays more than a job ashore for the amount of hours worked, plus room and board.

Offers Opportunity

To the young man starting out in life today there is no other profession that offers opportunities, education and advancement in life so quickly that seafaring does. If he is the studious type and desires advancement, he can become the tops in his line within a short ten years or less, according to his liking.

All in all, I think I would still pick the seafaring industry as a career if I had it to do over again, as I for one love to travel and believe this holds true for most people.

Last but not least is this: A man does not have to be a college graduate or even smart upon entering the merchant marine. Once "in," he can educate himself and advance as far as he desires.

Shouldn't Run Off

Of course, I don't think it would be a good idea for all young whippersnappers to pack their bags and run away to join the merchant marine. But if they desire adventure, self-education that cannot be come by in schools, good pay and numerous other opportunities, this is the life for them.

Today they will find the best working conditions, food and lodging in the American merchant marine. I cannot bring to mind another profession that offers so much for so little.

"Saki Jack"

(John V. Dolan)

Seatiger Hails Okinawa Club

To the Editor:

We the crew of the Seatiger would like to inform all SIU brothers of the outstanding seamen's club at Naha, Okinawa. The food and drinks are of the best, and the prices are very reasonable.

The old Seatiger broke down for two days while we were there, without lights or water, so all the crewmembers had their meals and drinks there. The place is strictly air-conditioned and, with the hot weather, it was a real break to have our meals there.

Miss Jane Gallagher and Charles Stewart, who are known by almost all seamen the world over, are in charge.

They would like very much to receive about 25 copies of each issue of the LOG, as there are quite a few SIU ships going to Okinawa. It is a real pleasure to recommend this seamen's club to them as it is one of the best anywhere.

Truman Patriquin
Carey Carpenter
Lloyd McGee

(Ed. note: A check is being made on your request as a bundle of LOGs is sent to this club—and to all USS clubs—regularly.)

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.

which I have not paid one penny. This is wonderful and is the best security for a married man with a growing family.

Besides, our conditions are the best, and the wages are the highest in the industry. All of these things mean real security for all of us in the SIU, and the Welfare Plan is the best yet.

Believe me, all Seafarers appreciate the help that the Welfare Plan provides for us, because we know that our benefits are like money in the bank. We know that when we need them, they are right there—easy to collect.

Many thanks to our Union and to the brothers who have made all this possible.

Miguel E. Dias
SS Frances

Safety Booklet Out Of Print

To the Editor:

My brief booklet of a few pages on the immediate use of certain colors for increasing accident prevention aboard ship is no longer available.

I am grateful and indebted to members of the clergy, and to the officers and crews of our United States-flag ocean-going, coastwise and inland waters vessels who follow the sea as their profession and who directly and indirectly suggested that the use of color in accident prevention be made the business of all hands.

My experience as a chief steward with certified sea service in all zones during World War II and afterwards proved invaluable in putting this idea across to my fellow seamen.

Eugene A. De Rosier

Sees Seafaring As Best Career

To the Editor:

For many years seafaring was frowned upon as an unworthy profession for an up and coming young man. This deplorable situation was mainly brought about by the underhanded practices of the steamship companies, which used prison labor to man their ships.

The companies would have convicts paroled to them for many years at a time and since most of the men were treated hardly as good as slaves until their paroles were up, most of them never lived to receive their freedom. But this situation lasted for centuries and kept many good and worthy men from taking to the sea for a livelihood.

Those who know anything

SEAFARERS IN THE HOSPITALS

- USPHS HOSPITAL STATEN ISLAND, N.Y.
 - A. Androh
 - Arthur Beck
 - George Carlson
 - John Castro
 - Donald R. Catlin
 - James Clarke
 - O. Coleman
 - James J. DeVito
 - Ramon Galarza
 - Estel Godfrey
 - Hemsley Guinier
 - Halvor Iloit
 - Eugene C. Hood
 - D. Kaim
 - F. R. Kazlukewicz
 - M. A. Lucas
 - W. F. Lührsen
 - Martin Lynch
 - N. McKeaven
- USPHS HOSPITAL DETROIT, MICH.
 - Tim Burke
- USPHS HOSPITAL MEMPHIS, TENN.
 - Charles Burton
- USPHS HOSPITAL MANHATTAN BEACH BROOKLYN, N.Y.
 - Edmund Abualy
 - Manuel Antonana
 - Eladio Aris
 - John Auslitz
 - Fortunato Bacomo
 - Frank W. Bemrick
 - Robert L. Booker
 - Walter L. Davis
 - Emilio Delgado
 - L. Maisonet
 - Thomas E. Maynes
 - Robert J. Menser
 - Paige A. Mitchell
 - William Neef
 - H. C. Parker
 - S. Peliksz
 - Santos Pizarro
 - George Rees
 - A. Reibus
 - Juan Reyes
 - William R. Rhone
 - G. H. Robinson
 - Jose Rodriguez
 - Santiago Rosario
 - Vernon Sheats
 - K. Shoss
 - John Thompson
 - Yu Song Yee

- Ludwig Kristiansen
- Frederick Landry
- James J. Lawlor
- Kaarel Leetman
- Leonard Leidig
- Joseph D. McGraw
- Archibald McGuigan
- David McIlreath
- H. F. MacDonald
- Michael Machusky
- Vic Milazzo
- Melvin O. Moore
- USPHS HOSPITAL FORT WORTH, TEXAS
 - B. F. Deibler
 - Joseph J. Fusella
- VA HOSPITAL KERRVILLE, TEXAS
 - Billy R. Hill
- USPHS HOSPITAL GALVESTON, TEXAS
 - George S. Cutrer
 - Edsel O. Malcom
 - John E. Markopolo
 - Aubry L. Sargent
 - Charles T. Scott
- USPHS HOSPITAL NORFOLK, VA.
 - Francis J. Boner
 - Everett J. Callis
 - E. Cononizado
 - Fred Harrell
 - Terral McRaney
- USPHS HOSPITAL SAN FRANCISCO, CALIF.
 - Marcelo B. Belen
 - Leon C. Brown
 - Michael F. Dellano
 - Charles Dwyer
 - Bernardo S. Favia
 - Eugene T. Nelson
 - Joseph Neubauer
 - James O'Hare
 - Ralph J. Palmer
 - George G. Phifer
 - D. F. Ruggiano
 - G. E. Shumaker
 - Henry E. Smith
 - Karl Treimann
 - Harry S. Tuttle
 - Virgil E. Wilmoth
 - Chee K. Zai
 - Benjamin C. Seal
 - E. A. Spaulding
 - W. R. Thompson
 - John E. Tillman
 - Clairborne Massey
 - Carl W. Mitchell
 - H. G. Shartzer
 - Norman D. Wilson
 - Salvatore Guiffre
 - Rafael Rios
 - John H. Ruff
 - John S. Sweeney

- USPHS HOSPITAL SAVANNAH, GA.
 - Jose Alonso Jr.
 - Elmer Brewer
 - Otha Brightwell
 - Louis Farkas
 - Rufus L. Fields
 - John E. Floyd
 - John Hartman
 - Jimmie Littleton
 - Gerald Perdomo
 - Janne F. Pierson
 - Leonard H. Shaw
 - R. C. Shedd
 - Ernest H. Webb
- USPHS HOSPITAL NEW ORLEANS, LA.
 - Donald Alt
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 - Claude F. Blanks
 - Harold T. Brown
 - Victor Brunell
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 - John L. Caldwell
 - Lloyd T. Callaway
 - Albert T. Cooper
 - Robert W. Elliott
 - B. D. Foster
 - David Franklin
 - Hubert R. Gaubert
 - J. T. Gehringer
 - John C. George
 - Aurilio Gomez
 - Leon J. Gordon
 - Erl L. Hodger
 - Herman Kemp
 - E. G. Knapp
 - Leo H. Lang
 - Pierre LeBlanc
 - Tinerman J. Lee
 - Kenneth McIntosh
 - Wm. P. Malcewicz
 - C. J. Mitchell
 - Steve Modzelewski
 - Mather Mullis
 - C. R. Nicholson
 - Alfonso Olagubel
 - R. A. Ratcliff
 - Henry J. Robin Jr.
 - Walter Smith
 - Henry S. Sosa
 - Andrew Stauder
 - Lonnie R. Tickle
 - Gregory Troche
 - Gregory Villarreal
 - Dirk Visser
 - James E. Ward
 - Edward Willish
 - David A. Wright
 - Willie A. Young
- USPHS HOSPITAL SEATTLE, WASH.
 - L. Bosley
 - A. Lawrence Craig
 - Alexander Gurak
 - Sverre Johannessen
 - John Stevenson

Warrior Visit Spurs Reunion After 23 Yrs.

Travel is broadening—according to the tourist comers—but for most Seafarers who do a lot of it this is certainly not the sole inducement.

Some pass up ship after ship in the hope of catching one bound for the ancestral homeland, where the hope of seeing their family and friends of years gone by draws them back like a magnet.



Lygnos

Such was the case recently for two Seafarers on the Warrior who, though shipping for many years, never did catch that ship going back to their native land of Greece.

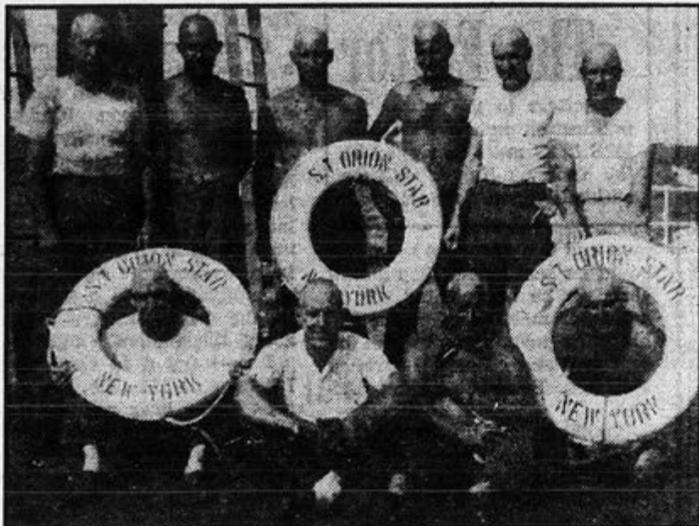
For Nick Maduras and Nick Lygnos, both sailing in the galley gang on the Warrior, the last trip had extra special meaning. In Maduras' case, it gave him the chance to get "home" and see his mother for the first time in 23 years. The youth who left Greece a long time ago returned as a man on a big iron ship "and was happier than he's been in years."

Lygnos, in turn, went ashore in Piraeus and had a long-postponed reunion with his relatives there which he, too, had set his hopes on for a long time.

M. B. Elliott, ship's reporter, indicated that both men, proud members of the SIU, were almost light-headed when they got back to the ship. But sailors are being sentimental guys anyway, so this came as no surprise to their shipmates.

Scorched Scalps Shine On Orion Star

Shown ashore before starting Persian Gulf trip on the Orion Star are (l to r) Seafarers Stupin, DM; Kierna (rear), wiper; Bartlett, bosun, Roberson, DM, and Binon, wiper. This was before the "shearing season" pictured below set in. Both photos by Bill Stark.



Shining brightly in the midday sun, some of the bald domes aboard the Orion Star gather on deck. Pictured (front, l. to r.) are Rollins, AB; Roberson, DM; Homen, AB; Bartlett, bosun; rear; Binon, wiper; Lambert, DM; Westfall, OS; Fletcher, AB; Eubanks, oiler; Cassimis, MM. Roberson, Bartlett and Binon are also in photo above.

Madaket 'Bounces' Off Reef, Defies Science

Among other things—many unmentionable—it can be said of ships that they steam, sail, slide, slip, plow, push, rock, run, rush and tear along. Only rubber balls and some types of females "bounce."

But the SIU-manned Madaket has thrown aside caution and scientific knowledge to the contrary. It recorded a "bounce" on the evening of October 22, 1955, during its misadventure in hitting the reefs or shoals off Montuoso Island, about a day's run north of Panama.

Later, in drydock at San Juan, Puerto Rico, it was discovered that the ship had rips in 12 bottom plates and quite a few ribs, all on the port side of the hull almost on the keel.

"There it also became apparent," Seafarer Walter L. Busch, ship's reporter, disclosed, "that the Madaket must have 'bounced' when first hit amidship, as the rips did not extend the full length of the after part of the vessel and ended about 35-40 feet from the rudder."



Busch

Sharp Blows

At the time of the actual mishap, Busch related, a sharp blow was first felt on the port side amidship, followed by subsequent blows aft. They did not lessen the speed of the ship to any degree, while soundings determined that there were holes in several tanks, although no water was being taken in the cargo holds.

"Most of the crew was standing by ready to lend a hand where needed, but everything was under control," he said. Eventually, with the ship maintaining her regular speed, she arrived at Balboa,

Canal Zone, the following afternoon.

There a diver went over the side to determine the extent of the damage to the hull while the crew enjoyed an unexpected overnight stay in Balboa and Panama City. The ship then proceeded through the Canal and on to San Juan, where repairs were made.

No Panic

"All in all," Busch added, "the incident did not seem to disturb the peace of mind of the crew. There was no panic, mostly curiosity as to what we hit and what they could do to assist at the time. It was a good crew in typical SIU style."

Ship's delegate on the Madaket is A. Wheaton, who also represents the deck department. R. Davis is engine delegate; E. Terrell represents the galley gang.

'Little Things' Brighten Life On Jeff City

Sitting tight in the frozen wastes of the North, where the "Eskimo Pie" is for real, the gang on the Jefferson City Victory discovered that everything thaws out after a while.

"Out here at Sanderstorm Lake in the barren part of Northern Greenland, no one is allowed ashore by the Army and there isn't anything to go ashore for," Seafarer Jim Egan points out.

"But our skipper, Captain James McGinn, has shown himself to be a regular guy by twice contributing a couple of cases of beer to the boys below."

Equal to the occasion, the chief cook and George Rubish cast a line over the side and "averaged a bite every three minutes for some kind of a record and for some of the finest fried cod anyone could eat. With the beer, it broke up the monotony of the run," he added.



Egan

McAlester Mate Cheers SIU Crew

Del Sol Trio



Looking like a couple of critical passengers catering to an ulcer, Seafarers O. Moreland (left) and John Fabis give the menu on the Del Sol the onceover while J. Geissler awaits their pleasure.

"Good ship, good trip, good crew" is that happy combination in which 40-odd men, ten thousand tons of ship, several thousand miles of ocean, the calendar, the atmosphere and other factors all blend harmoniously.

The blending is not always ideal, but when it is, as was the case on the McAlester Victory (Seas Shipping) recently, even the chief mate was moved to tell about it.

His praise for the crew and the ship they brought home to port, echoed as well by Seafarers on the vessel, according to Anthony Barbaro, ship's delegate, was set down in a signed commendation by James W. Jenkins, chief officer.

Its very existence is occasion enough for reprinting it in full, as any crewmember or delegate who has had to scrap with a mate for an hour's overtime will agree.

The testimonial follows:

"I wish to express my sincere thanks and utmost appreciation to

the bosun and entire deck department on board the above-named vessel.

"I have never sailed with a better crew since June 6, 1926. These men and their kind are an outstanding credit to the organization with which they are affiliated, the SIU.

"I have had the fullest cooperation from the engine department, especially from the two electricians, when working ship's winches.

"The steward and his entire department are tops. The food, in my estimation, is the best that I have eaten on any ship.

"The ship is clean and in A-1 condition in every respect, due to the interest and pride each department has taken in its respective responsibilities.

"Congratulations and thanks again. I hope that some, if not all, will be with me on my next trip out."



Barbaro

Photo Mix-Up Put To Rights

A mix-up in the last issue of the SEAFARERS LOG caused the picture of Seafarer James E. Collins, OS, to appear in the



Ayala

Collins

place of that of Confesor Ayala, cook. Ayala was one of those questioned for the "Inquiring Seafarer" column on page 10 and somehow wound up with Collins' photo instead of his own. To set the record right, here are both of them in their true identities.



Burly

They're A Little Short

By Bernard Seaman



Nimet Expects Spears But Finds Ore Instead

Seafarers who went in with the Ocean Nimet to the port of Kassa, French West Africa, had to look twice to make sure there weren't any spear-carrying natives to greet them—until they learned the lure of the place was that old familiar bauxite, the "daddy of aluminum."

Up until then, Robert N. Walton,

Traveler's Dish



Admiring his latest catch with rod and reel, Seafarer "Blackie" King on the Steel Traveler seems to be thinking what it will look like stretched out on a garnished fish platter.

ship's reporter, relates, they "were really living a life of mystery . . . After leaving Rotterdam the Nimet got orders to go to a West African port that no one had ever heard of before . . . We expected spears in the stack this trip."

Actually, Kassa, although not on many maps, is going to be a familiar name to a lot of Seafarers before long, because there is already a steady run of ships in there to take the unrefined ore to mills in Canada. Kassa is an island off the coast at Conakry—which is on the map—about midway between Dakar to the north and Monrovia, Liberia, further south.

Art Show

The crew, incidentally, picked up some "culture" that trip because the radio operator, an art fancier, bought about two dozen oil paintings while in Holland and passed the time showing off his discoveries. None of the "critics" aboard were willing to be quoted, however.



Walton

Finds Service On LOGs Okay

To the Editor:

On the question of receiving the SEAFARERS LOG in foreign ports, I must say that the service we have been getting has been satisfactory.

On the Robin Line runs going to African ports, the agent generally brings the mail aboard, and each department delegate gets his copies.

There is a bar in Laurencio Marques which caters to SIU

called for help was so fast that it was amazing.

I'm glad I belong to such wonderful Union. I wish to thank the SIU Welfare Plan for paying my benefits so promptly, and for the great saving and services it means to all of us.

My wife is back at home now, and she's also very happy that I belong to the SIU because she's seen the wonderful service that it gives its members. Now she appreciates the Union even more than before—if that's possible.

John R. Roberts

SIU Man Finds Pals In Korea

To the Editor:

I have just about completed a 16-month tour of duty here and expect to be on the next drop leaving Korea. It's been a long grind, but I finally made it.

If some of my old shipmates have been wondering why they haven't seen me around Inchon lately, it's because the Army figured I was having too easy a life in a harborcraft outfit. They shanghaied me to a line outfit in the 24th Infantry Division about three months ago.

I sure hated to trade in my LCU for an M1 rifle, and really miss those beer parties at the Inchon Seaman's Club with the boys. I would like to take time here to thank the SIU members involved for their generosity, because there would have been many a beerless night for me without them, with these Army wages.

Met Many SIU Men

I also believe that by being stationed on the waterfront in Pusan and Inchon I got to meet and know a lot more SIU men than I would have if I had been shipping for this length of time.

It seems that those magic words "I'm an SIU bookman" are a passport to friendship, no matter where you are or what uniform you're wearing.

Other unlucky members who get drafted and will be coming over here would do well to drop down to the waterfront and look around from time to time. They'll find a lot of their old buddies and, if they happen to spot a red-headed seaman with a head like a beer-can, come on over and I'll buy you a beer.

After a little rest at home, I intend to head back to New York and dust off my old SIU book. See you then.

PFC Herman F. Webber

Lauds Service In New Orleans

To the Editor:

My family and I want to thank the SIU port agent in New Orleans, for his help and sympathy on the occasion of my husband's sickness and death.

It was indeed good of him to come himself to bring the much-appreciated SIU death benefit check and to offer his and the Union's help and service in any of our future needs.

Mrs. John Eric Hano

SIU Welfare Aid Applauded

To the Editor:

We the McKenven family wish to extend our thanks to the SIU Welfare Services Department for their great interest and kindness to us and to our son Narcisse.

We felt so helpless and incapable of doing anything for him at the time when he needed

us. You can never know what courage they gave us each time we heard from them.

We were thrilled to hear our son's voice when he reached New York. It is amazing to find him recovering so speedily only five weeks since his accident. It proves the good care he received from everyone concerned. We are praying that he will continue to gain and be his old self again.

We also hope to have the opportunity of meeting you all some day and thanking you personally. You can rest assured that you are welcome in our home anytime.

May God bless and keep you and yours in good health always.

Mr. and Mrs. McKenven Walpole, NH

He Appreciates Royal Oak Aid

To the Editor:

I wish to express my sincere thanks and gratitude to my brother crewmembers of the Royal Oak on behalf of my family and myself. Their remembrance at the time of my father's death on November 7 was very kind.

At the time that I received the bad news the ship was preparing to sail and what was remarkable was the prompt action undertaken by my fellow brothers in expressing their sympathy.

M. "Ollie" Olson

Asks SIU Wives' Beauty Contest

To the Editor:

I was wondering if we wives of the seamen couldn't have a beauty contest for seamen's wives.

The girls could send their pictures into the LOG, where they could be printed from time to time, and then we could have a contest for a "Mrs. Seamen's Wife" or something similar.

Something like this would be most interesting and I am sure the men as well as the women would like it very much.

Mrs. Forrest

Both Legs Gone, He Doesn't Worry

To the Editor:

I would like the officers and the brother members of the SIU to know how much I appreciate all the wonderful things that have come to me because I was lucky enough to join the SIU.

I have lost both my legs but I have not a worry in the world. The SIU Welfare Services Department sees to that.

I only wish I were more able to say what is actually in my heart. But since I'm just a dumb sailor, I will say "Thank you, everyone in the SIU."

Jimmy Hamilton

Thanks SIU For Help In Hospital

I wish to express my sincerest thanks to the SIU and to the SIU Welfare Plan for their help and cooperation during my recent hospitalization. Their financial aid in time of need will always be very much appreciated.

I wish to thank you once again and wish the best of luck for the continuation of the welfare Plan and the progress of the SIU.

Mrs. Eladio Torres

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.

men and if a dozen or so copies could be sent there, they would certainly be appreciated. It is a regular meeting place for Robin Line men. Copies can be sent to Palace Hotel, Laurencio Marques, Portuguese East Africa.

Another place up the coast is Dar-es-Salaam, which has the Hotel Splendid; Mombasa has the Anchor Bar, at Malindi Road. Both these ports are in British East Africa.

I know these spots very well, having been to them many, many times in the past ten years and, in fact, know all the regular hangouts up and down the coast. I know these people would be only too pleased to be able to have the LOG for distribution to seamen who happen to be in port. The African run often means you are four months away from the States, and we are always glad to be able to get the latest news of what's happening back home.

James F. Byrne

(Ed. note: The Palace Hotel already receives LOGs, and the others will receive future mailings.)

Passenger Hails Iberville Trip

To the Editor:

It was our good fortune recently to take a short cruise on the SS Iberville, a Waterman Steamship Company freighter.

This was a most pleasant experience because we were treated so royally.

We found the food and the food service of particular high quality. I speak of this particularly because, in the first place, I consumed large quantities of the food and, secondly, I saw it prepared, the way it was stored and was very much pleased as a result.

F. L. Jennings, MD

Member Hails Welfare Assist

To the Editor:

I hope you will print these few lines in order for me to thank all the many wonderful friends who offered to do anything they could to help during my wife's recent illness.

My gratitude also goes to everyone at the SIU hall in Mobile, to the men who volunteered to provide my wife with three pints of blood and to SIU patrolman Harold Fischer, whose quick response when I

LOG-A-RHYTHM:

The 'Live One'

Submitted By C. E. Wallick

The birds of prey come swooping down
When his ship comes steaming by,
The reception committee's tremendous
Never saw such a popular guy.

A bunch of beachcombers are lying in wait
As he leaves midships with his pay,
A couple of the girls are at the dock
To make sure he doesn't get away.

Payday night as he leans against the bar
And boasts of the feats he's done—
How he socked the skipper on the chin
And put the chief mate on the run,
The bartender listens with tender eyes
And "yesses" him frequently
The barroom bums all nod their heads
'Cause the drinks are coming free.

The floozies all give him a great big hand
He's surrounded by blushing brides,
He doesn't know what attracts them so
That it's merely the dough in his strides.

Next day he's broke and wanders about
Just a big down-hearted guy,
For all his friends of the night before
Now give him the glassy eye.

You may think this poem a lot of bunk
And the moral much too strong,
But this is the slogan on the beach—
"The live one is never wrong."

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

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

NAME

STREET ADDRESS

CITYZONESTATE

Signed

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

ADDRESS

CITYZONESTATE

ELIZABETH (Bull Lines), October 2—Chairman, J. Murphy; Secretary, R. Vellings. To see patrolman about getting rid of lockers and getting new ones. Motion made and carried to accept and concur with communications from headquarters. Daymen to inform all foc'sles before dumping garbage or washing decks, so that ports can be closed.

HEYWOOD BROWN (Victory Carriers), October 2—Chairman, G. Hildreth; Secretary, W. Thompson. There will be no shore leave in San Pedro, ship taking bunkers only. Captain informed steward about getting fresh milk and other stores. To have clapper valves repaired. Men are to sign for cots issued to them. All watches have agreed to keep messroom and dishes clean.

MARIE HAMILL (Bloomfield), September 29—Chairman, D. Ikert; Sec-

and concur with communications from headquarters. Ship's delegate elected.

AMPAC CALIFORNIA (Trans-Oceanic), October 7—Chairman, V. Warfield; Secretary, O. Ergle. Radiogram sent to headquarters to have patrolman present at payroll. New ship's delegate elected. No beefs. Chief cook missed ship in Port Arthur, Texas. Vote of thanks to steward department. Crew voted to donate to ship's fund at payroll. To get ship's library.

October 14—Chairman, R. Youzys; Secretary, A. Kaval. Washing machine needs repairs badly. Ship's fund, \$17.15. No beefs. Motion made and carried to accept and concur with communications from headquarters. Motion made and carried that delegates send letter to headquarters about shipboard conditions. Beef about food.

ATLANTIC WATER (Metro), October 23—Chairman, E. Smith; Secretary, D. Stone. Repair list turned in. No beefs. Another brand of soap powder required aboard ship. Larger sheets and bath towels needed. Vote of thanks to steward department. It was suggested that company furnish captain with enough American money or travelers checks.

CHESTER HARDING (Construction Aggregates), October 23—Chairman, W. Horne; Secretary, A. Shrimpton. Small amount of disputed overtime will be settled at payroll. Membership concurred unanimously on action taken by ITF. Motion made and carried that delegates be transferred every three months. Vote of thanks given outgoing delegates. Report given by steward regarding cigarettes, and it was suggested that remaining cigarettes be shared. Letter to be written concerning inability of company to provide badly-needed fans.

CITY OF ALMA (Waterman), October 9—Chairman, L. Pepper; Secretary, G. Bales. No beefs. Repairs to be taken care of in next port. Vote of thanks to steward department for good feeding.

COE VICTORY (Victory Carriers), October 12—Chairman, E. Anderson; Secretary, D. Sacher. One man missed ship in New York. No beefs.

DEL ALBA (Delta Line), October 9—Chairman, G. Hancock; Secretary, W. Geis. Ship's delegate elected. Ship's fund, \$30.43. Motion made and carried to accept and concur with communications from headquarters.

DEL RIO (Mississippi), October 23—Chairman, D. Kamsay; Secretary, M. Cassenum. No beefs, everything running smoothly. Motion made and carried to accept and concur with communications from headquarters. It was suggested that patrolman be contacted regarding having galley stove plates repaired.

ELIZABETH (Bull), October 30—Chairman, J. Murphy; Secretary, R. Vellings. Everything okay. Library put aboard. Request a twenty-five cent donation from crewmembers for American Seaman's Friend Society who put library aboard. No beefs. Motion made and carried to accept and concur with headquarters communications. More fresh fruit needed aboard.

FLOMAR (Calmar), September 19—Chairman, R. Barron; Secretary, H. Reynolds. Communications from headquarters read and posted. Crewmembers to keep washing machine and laundry clean.

FORT HOSKINS (Cities Service), October 26—Chairman, J. Portway; Secretary, C. Lanier. No beefs. Motion made and carried to accept and concur with communications from headquarters. Rooms to be painted out. Chief Engineer to take care of rusty wash water.

MAIDEN CREEK (Waterman), October 17—Chairman, A. Widdle; Secretary, L. Wing. One man missed ship. Motion made and carried to accept and concur with communications from headquarters. Discussion held on wage scale of SUP. Steering gear fouled up. Vote of thanks to steward department.

MARGARET BROWN (Bloomfield), October 9—Chairman, M. Sanchez; Secretary, M. Anderson. Ship's delegate elected. Ship's secretary-reporter elected. No beefs. Motion made and carried to accept and concur with communications from headquarters.

OCEAN DINNY (Maritime Overseas), October 23—Chairman, A. Dumas; Secretary, M. Ringo. No beefs, some disputed overtime. Motion made and carried to accept and concur with communications from headquarters. Delegates to prepare a repair list for all departments. Personal beefs to be taken up with delegate; delegate will refer them to patrolman.

OCEAN JOYCE (Ocean Transportation), October 9—Chairman, R. Stough; Secretary, R. Hernandez. Pantry and some foc'sles to be painted. Discussion to be held on new SUP agreement after it is posted. Motion made and carried to accept and concur with communication from headquarters. Some question about delayed sailing.

OCEANSTAR (Triton), October 22—Chairman, C. Diaz; Secretary, C. Diaz. Repair list will be taken care of. Motion made and carried to read, accept and concur with communications from headquarters. Motion made and carried to have galley range repaired before ship sails. Vote of thanks to steward department.

OREMAR (Ore), October 9—Chairman, H. Lurn; Secretary, V. Yates. New ship's delegate elected. Ship's treasury contains \$9. Recent communication from headquarters accepted unanimously as read. Everyone aboard this vessel is happy.

Digest Of SIU Ship Meetings

refary, C. Berg. To request draw from captain in San Pedro when refueling. Ship's secretary-reporter elected. Discussion held on water pressure in showers. Vote of thanks to new steward for improvements in menus since last voyage.

ALCOA RUNNER (Alcoa), September 18—Chairman, D. Glass; Secretary, O. Guerrero. Radio officer promised cooperation. Motion made and carried to accept and concur with communications from headquarters. Ship's delegate elected. Trash not to be emptied on port or starboard side aft of midship house. Steward agrees that all meats possible will be served.

ALCOA POINTER (Alcoa), September 7—Chairman, L. Bruce; Secretary, E. DeBautte. Delayed sailing in San Juan. Two men missed ship in New York. Recent communications from headquarters accepted and concurred. Discussion held on welfare benefits.

ALCOA POLARIS (Alcoa), September 25—Chairman, R. Schwarz; Secretary, J. Hannon. Snake was found in engine room and it struck oiler as he walked by. Communications from headquarters read and accepted. Motion made and carried to find out why side can be chipped and not finish job after it is started. List of crewmembers to be kept at all times.

KYSKA (Waterman), September 14—Chairman, W. Walker; Secretary, W. Simpson. Motion made and carried to have arrival pool. Captain sends his appreciation for cooperation of delegates in small beefs. It was moved and seconded that department delegates hold conference with patrolman before any business is conducted.

SHINNECOCK BAY (Tankship), September 22—Chairman, M. Mikkelsen; Secretary, J. Paisley. It was reported that someone is carrying tales topside. Chief engineer badly injured and was removed from ship by plane. One man unable to work because of broken arm caused when he slipped on deck. Motion made and carried that ship's committee draw up full report on unsafe conditions. Two weeks with 20 degree lift.

STEEL FABRICATOR (Bethlehem), September 18—Chairman, P. Blalock; Secretary, S. Brent. Report included on accident in Madras. Motion made and carried to accept and concur with communications from headquarters. Department delegates to submit repair lists. Suggest that steward obtain new type of water pitchers and sugar bowls. Crew to take care of newly-painted chairs in messhall.

STONY CREEK (American Tramp Shipp. Dev.), October 5—Chairman, K. Goldman; Secretary, E. Rilauer. Crew requests that patrolman from headquarters be available upon arrival regardless of time because of limited time in port for discharge of cargo. Ship's delegate to see captain about refinishing benches for spare table in messhall.

DUKE VICTORY (Bull Lines), October 2—Chairman, T. Horan; Secretary, none. Second electrician missed ship in Leghorn, Italy, most of his clothes were put ashore. Motion made and carried that when ship is to be taken out of boneyard have a few men aboard at least once a week in order that soles and other essentials may be put aboard before voyage begins. Beef between AB, 2d Mate, and Jr. 3rd settled by ship's delegate.

ALCOA CLIPPER (Alcoa), October 23—Chairman, L. Nicholas; Secretary, F. Btoppgr. No beefs, everything in order. Balance of ship's fund is \$75.00. Motion made and carried to accept and concur with communications from headquarters. Union brother thanks membership for flowers that were sent to his mother.

ALCOA PEGAGUS (Alcoa), October 9—Chairman, G. Finkler; Secretary, L. Phillips. Ship's fund, \$42.33. No beefs. Motion made and carried to accept

Money Due

The following Seafarers have retroactive wages due them from Atlantic Carriers, Inc. They should call at or write to the company office at 29 Broadway, New York 4, NY.

John C

Edgar Anderson, Vasco M. Barros, William Bellgraph, Donald, Billings, Juan Billy, Daniel Bissett, Carl N. Bolton, Arthur Brown, Charles Brown, Hunter Brown.

Gaetano Buseglio, Francisco Carabaccan, Warren W. Currier, Simon Czeslowski, Roscoe Dearmon, Oswald Delgado, Frederick DeMuth, Lawrence Devenny, Wil-Jard Erwin, Clifford D. Eubanks.

Roy H. Fithen, Henry Fossett, Dan Frazier, Jr., Clarence Fritz, Barney Goodman, Eladio Grajales, Vincent Gregorio, James Guston, Jr., Britton Hall, Joseph Harmanson.

Vernon G. Harris, Alfred Isaacson, Charles Kempczynski, Ah Lee King, Weldon Kitchens, Walter Kuchta, Joseph Landry, Arne Larson, Harry Lewis, Samuel Martin.

Michel Meguissoglou, William C. Miller, Archie Milne, Donald Moore, Ralph T. Moore, Earl McCaskey, James McLinden, Daniel Palmatory, Paul W. Persson, George Porter.

James Porter, Richard Price, Paul Richards, Bernard Romanoff, Robert O. Smith, John Steiner, William D. Stewart, Stencial Sullivan, James Thomas, Joseph Trawick.

Pete Triantafillos, Charles W. White, Joseph R. Wing, Charles Witsell, William O. York, John E. Ziegler.

Liberty Flag

Edwin A. Ainsworth, Morio Aito, James E. Ashley, James C. Battle, Arvel M. Binion, Alphas E. Blocker, Frank A. Bolton, Robert G. Bruce, Herman Carson, Raymond Davis.

Ioannis Demitreadis, John V. Dolan, Charles, Doroba, Robert M. Draper, Bernard Favilla, George C. Glennon, John Kackur, Neal T. Keough, Donald M. King, King Sea Koo.

Lee F. Kurtz, Joseph A. Long, Robert J. Lyons, John McDonough, Daniel T. McGovern, Eric Malmstrom, George P. Marcotte, Leonard J. Martin, Americo Medeiros, Ralph Moisant.

Calvin Moose, John H. Morris, Mihai Nicodin, Dennis Pierce, Stylianos Pissias, N. Burton Potts, Austin D. Pretlow, Ronald J. Ransperger, Joseph H. Roberts, Mager Robinson.

Casimir Sanutti, Leroy E. Schmidt, William V. Shafer, Charles J. Sincere, Raymond C. Sinor, Leland B. Sipe, Harold T. Spicer, George J. Vesages, Guy Whitehurst, George Williams.

Glenn N. Williams, John Zeniths.

Liberty Bell

Rex Ashbire, Lon R. Acton, James R. Andolsek, Elmer J. Andre, Jr., Eugene Beverley, Leo Brussard, Stephen Burskey, Darrell Chafoin, George M. Craggs, Yulee H. Crews.

Warren W. Currier, Charles Devalos, William A. Delappe, Michael F. Dellano, Phillip De Minico, Marcos Drossos, Elmer L. Edwards, Yue Kung Fah, Charlie A. Gedra, Perry Greenwood.

Lester J. Haang, Harlan K. Hall, Robert J. Heilig, Leonard E. Hodges, Francis Jennings, Okal Jones, Francis W. Keeley, Ralph Kilbourne, Donald M. King, Herbert W. Lamm.

Rufino Lara, Pao Ching Lee, Audrey M. Lester, Richard J. Lichtenauer, Antonio Lipari, Francis A. Lord, Jr., William L. McBride, John W. Mackall, Julian Z. Markham, Edmund H. Marsh.

Edward H. Murar, Richard V. Palmer, Owen Podkosoff, Heath Pressley, Salvador Requisites, Thomas C. Riley, Gerald R. Schartel, Ernest Semmers, Frank P. Shaw, Frederick Smith.

Harry J. States, Boyd E. Thompson, Richard L. Welch, Charles H. Williams, John T. Woodman, Paul Zanberlin, Lambert Zeegers.

Recent Arrivals

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

Ruth Babb, born February 13, 1955. Parents, Mr. and Mrs. Otho Babb, Brooklyn, NY.

Karen Ilene Mignano, born October 17, 1955. Parents, Mr. and Mrs. Benjamin Mignano, Brooklyn, NY.

Mariiza Ortiz, born October 5, 1955. Parents, Mr. and Mrs. Humberto Ortiz, Brooklyn, NY.

Sonia Ivone Diaz, born October 17, 1955. Parents, Mr. and Mrs. Miguel E. Diaz, Puerto Real, PR.

William Rivera, born October 24, 1955. Parents, Mr. and Mrs. Alphonso Rivera, Brooklyn, NY.

\$5 Million Paid Out In Vacation \$

(Continued from page 3)

twice. It went to \$176 in October, 1954. The second increase to \$244 came as the result of the Union's negotiation of a 25 cents per day boost in shipowner contributions to the fund.

The five-million dollar was included in Cobb's check for \$40.44 which represented a pro-rated payment, less tax deductions, under the old \$176 annual benefit. The Seafarers Plan allows a man to collect every time he has 90 days' employment on an SIU ship, so that a Seafarer does not have to wait a full year between vacation payments.

Quick Cash Source

The 90-day feature has been one of the most popular aspects of the Plan with Seafarers as well as the speed with which payments are made. For Seafarers the Plan serves as a quick source of ready cash when they need it the most.

To Cobb, receipt of the check was routine, but naturally he was pleased that the payment to him should be a symbol of the Union's progress. It covered his employment aboard the Del Mar (Mississippi) as chief pantryman and came, fittingly enough, as he was planning a brief stay on the beach before shipping out again.

Prefers Vacation Plan

"I've been a member of the SIU for 14 years," he said, "and I'm like the rest of the old-timers. Nobody has to tell us that we have a wonderful Union. The new raise in vacation pay we just negotiated is another example of how the SIU is always fighting to protect and advance the welfare of the membership.

"As far as I'm concerned an increase in vacation money means a lot more to the regular seaman than the supplementary unemployment insurance the NMU is struggling with. Under our plan, everybody benefits, while the NMU system will benefit only a few guys."

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Personals

Ben G. Ladd
Contact your wife.
Cleveland Farnham
The SEAFARERS LOG office is holding a letter for you.

Edwin Donner
Dennis Harcock
Contact William E. Burke, formerly of US Army, at 2414 Dwight Way, Berkeley 4, Calif.

Nicola Richie
Very urgent you call TA 3-4630 in New York City at the earliest possible opportunity.

Loneczski, AB
Joe Caruso, AB
Photographs left aboard the City of Alma are being held for you at the SEAFARERS LOG office.

Bobby Byrd
Get in touch with Rolf Pettersen aboard the SS Bienville, c/o Waterman Steamship Company, Mobile, Ala.

W. P. Jackson
The SEAFARERS LOG has a letter for you from Marius Hansome.

Beringo Gorzales
Contact Bernard Sacks, 820 Lewis Tower Building, Philadelphia 2, Pa.

Willis W. Wright
Urgent that you contact your family in Bremerton, Washington. Call if possible.

Clifford Anderson
Please contact the office of David M. Hass in Philadelphia.

William Higgins
Get in touch with Ferdinand D'Esopo, 33 Wethersfield Avenue, Hartford, Conn.

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Jim Lippincott
Please contact Secretary-Treasurer Paul Hall immediately. Urgent.

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Bienville Crewmen Honored By Holiday In Japanese City

By Seafarer William Calefato

Who said going to sea was not sometimes adventurous? Well, when the SS Bienville, Waterman freighter on the Far East run, anchored off the tiny Japanese island of Shikoku to deliver several tons of phosphate, the experiences of the crew and officers proved that sailing can provide a whale of a time.

For one thing, the Bienville was the first American ship to stop at Sakaide, the town on the eastern shore of the island, 300 miles SW of Yokohama, in more than five years, so the mayor with a retinue of girls and bouquets of flowers, boarded the ship to greet



The gentle giggle is international language, Calefato reports, as these shy "girlsans" react to camera.

the captain. The formal welcome was climaxed by his honor's invitation to the skipper to go ashore with him as a guest of great distinction. The local newspaper wrote up the rare occasion and also included pictures. It was an unofficial holiday for the citizens of the city and we were the guests of honor.

It was nice of the mayor, the people's representative, to honor the captain, the crew's old man, and sad that the whole crew could

not be invited. But the seamen were not too disappointed. They simply went ashore and made invitations of their own.

Despite the fact that the island is mostly agricultural, imbued with rare pastoral conservativeness, men who have been at sea for a long time have uncanny ways of amusing themselves, and in this case amuse the natives too.

Crew Attraction

The great attraction for the people of Sakaide was not so much the ship, even for its rare presence, but for the strange conglomeration of individuals with all sorts of fine dress and western manners who held the townsfolk so agape with wonder that even men like DMs McMullen and Sam Lamb were surprised.

Mac claims that a small girl "stopped dead in her tracks," looked at him and Sam open-mouthed and backed away. It was not because Mac is that ugly but he has unusually large blue eyes with a penetrating expression. Sam has blond hair so the girl probably mistook them to be disciples of the devil because the Japanese think the devil has blue eyes and red hair. The combination of the men's features, so suddenly noticed, must have created an optical illusion for her.

She seemed relieved after seeing Sam's hair was not red. If it was and she felt convinced the seamen were devils, reliable Japanese sources say a commotion would have been stirred.

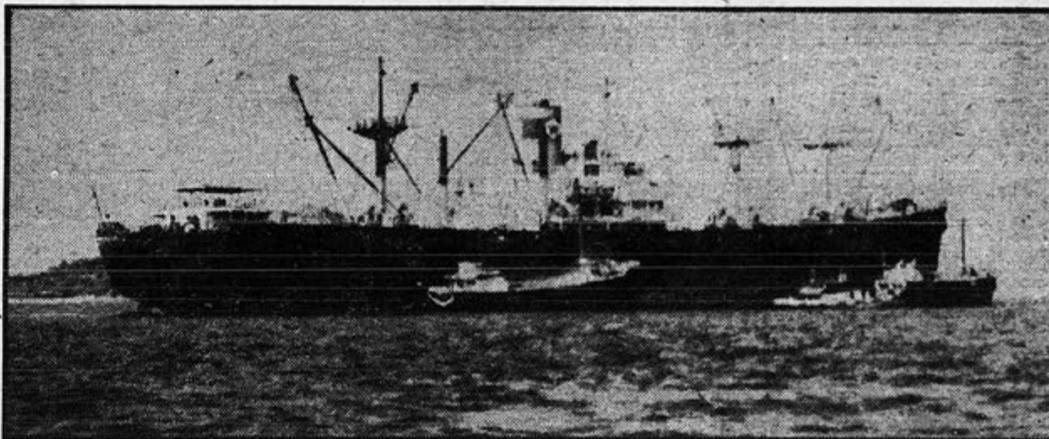
Volunteer Guides

Japanese priests would have come out ringing bells and performing all kinds of religious rituals to scare away the spirit. Luckily, nobody in the crew has red hair and, by the way, groups of children followed the seamen all over town to watch everything they did, the short pause of the Bienville gave the town a festive atmosphere. The people even sacrificed much of their time to help lost crewmembers who forgot where the ship was, as John the wiper related.

He got a "little tanked up at a



Since automobiles are no problem, the main street of Sakaide dispenses with sidewalks. Bicycles and pedestrians share the road and get along well—no traffic accident toll here.



There were no port facilities in the tiny town so the SS Bienville discharged its phosphate into barges while anchored offshore. Photo was taken from launch which crew utilized for shore leave.

bar" and said "he forgot where the ship was." So the son of the bar owner rode John on the handlebars of his bike all the way to the dock which the liberty launch used. And almost the same happened to Willie the wiper.

Willie wandered so far into the darkness of some streets until he reached roads that led to rice paddies and a few houses. Tired and worried, he hailed an aged bicyclist who spoke only Japanese and understood no English, not even Brooklynese.

Dinner Invitation

Promptly, Willie drew pictures of a ship and just as promptly the old man invited him to his house. Being a very poor artist, the picture must have looked like a bowl of rice instead of a ship, so the mamsan provided victuals. But Willie made signs he was not hungry. Just lost.

When a boysan came on the scene to offer help, the mamsan and papsan understood Willie's pantomime of a ship sailing on a

ocean, and everybody bowed. Even Willie. Soon after, the Papsan was walking beside Willie, pushing his bicycle (how extremely polite that really was) and many blocks later, the boysan followed on his bicycle.

With gesture, he asked Willie if he could ride a bike. Willie assured him that he could not. Not even skates or a tricycle. Only tankers and freighters.

So everybody walked, the natives pushing their vehicles as if to avoid offending Willie. After a few hours, he recognized a light and explained he was not lost any more, then he offered a thousand yen for their trouble. No. So Willie tried two thousand, No. Three thousand. Still No.

They did not want money. All that was necessary was a hearty handshake.

Old Customs Live

It was things like that that the Bienville crew experienced. Every place they went, school children peered at them, watched them through windows of stores. The

gesture of bowing has faded by the influx of western atmosphere in bigger cities, but it is done profusely in Sakaide where all the old Japanese customs are still prevalent.

Quaint, beautiful little Sakaide must have been like some of the places that adventurers of yore like Magellan or Marco Polo saw for the first time and surely our modern seafarers who go places they have never seen before, have a similar reaction. It may be only latent in some seamen, but it is still there.

Many SIU ships have stopped at strange places due to damage or on special runs, but for the Bienville men it was different. They were not always sure where they were going.

After leaving Inchon, Pusan, Kobe and Yokohama, they were uncertain as to what shore leave would be like in the next port, just a small Japanese island, but it was the most interesting part of the trip.



Tranquil oriental scene (above) unmarred by tourist traps was typical Sakaide vista. At left, Seafarer Sam Lamb, DM, tries with moderate success to get shy local youngsters to pose with him.