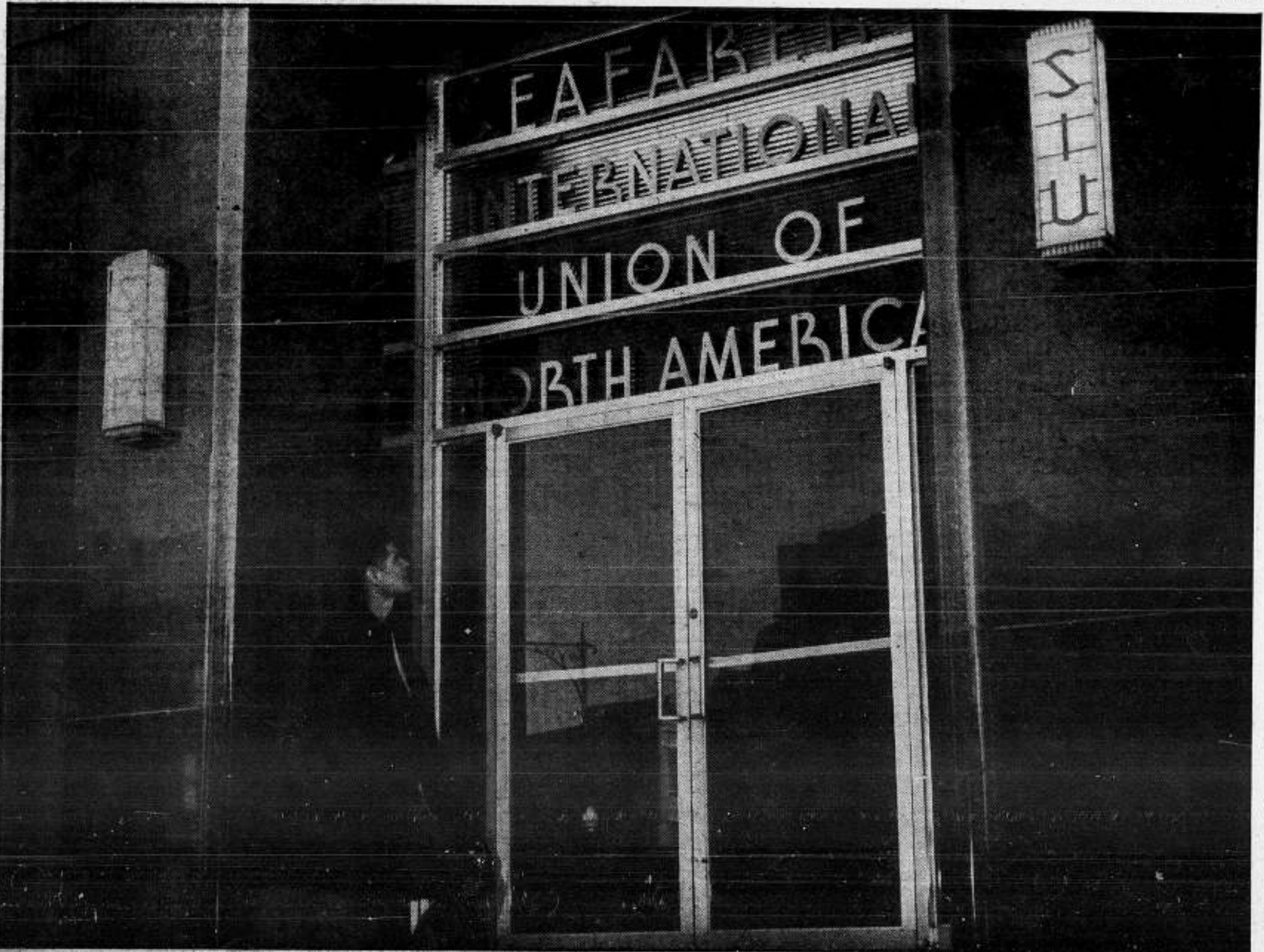


WELCOME TO NEW HQ

Story on Page 3



This Is It. Fresh off the Steel Chemist, Seafarer Cy Sypher, DM, pauses to take a good long look at the entrance to the SIU's new headquarters. Cy's on his way up to the shipping hall to register with the dispatcher. "Believe me, I never dreamed I would live to see anything like this when I joined in '46," he said. (Other pics, pages 3, 10, 11, 13 and 20.)

'Strap LSTs,' CG Tells Southern Isles Owners

A Coast Guard order that the four sister ships of the ill-fated Southern Isles, which broke in half and sank off Cape Hatteras October 5, be fitted with strengthening straps pronto, forced the quartet of SIU-manned converted LSTs into drydock for repair this month.

The sharply-worded CG directive made it clear that the Southern Trading Company must install additional bellybands on the war-built ships before they can head out to sea again. In the wake of this disclosure, the Navy is also reported installing similar

released, the government order is a strong hint of what the investigation's findings will probably be. The disaster cost the lives of 17 men, eight of them members of the SIU. The six who survived were all Seafarers.

Testimony at a Coast Guard inquiry conducted by a three-man Board in Norfolk revealed that the Southern Isles had been overloaded on her fatal trip and on previous voyages and that this had been the case with her sister ships as well. Witnesses also hinted broadly that the disaster ship had but one athwartship strap whereas at least one of the remaining four had five strengthening straps.

Suit Settled

Meanwhile, a \$25,000 suit brought against the operator and owner of the Southern Isles by the wife of Seafarer William J. Asble, an oiler, charging the company with negligence was reported to have been settled for \$20,000. Maritime attorneys expressed surprise at the outcome of the claim because of the large number of Asble's dependents.

He had been sole support of three children by a former marriage in addition to his present wife and three children. Other damage suits are pending by the six survivors for shock, exposure and injuries and by the families

and executors of the crewmen who were lost in the tragedy.

At the hearing in October the ship's owners claimed that the masters of the LSTs were charged with the full responsibility for the loading of the ships and that the operators had cautioned them not to exceed the 4,000-ton load limit on any of the vessels.

Witness James B. Robertson, Jr., naval architect with Coast Guard headquarters in Washington, told the board that the sunken ship, which was carrying a cargo of iron ore from Puerto Rico, had jumped the limit 200 tons and also had been overloaded her past three voyages.

Among the parade of survivors, (Continued on page 12)



William Asble

doublers on its own LSTs similar to those converted to cargo carriers.

Although the full probe report of the tragedy has not yet been

MMP Wins Welfare Boost

Settlement of the long-standing contract dispute with its operators was reached at midnight November 21 when the Masters, Mates and Pilots reached agreement with a committee representing 41 steamship operators on the Atlantic and Gulf Coasts.

Negotiations had been going on since August, and major issues, such as wages and hours, had been settled in a memorandum of understanding back on October 2. The chief stumbling-block proved to be the question of increasing welfare fund contributions from 25 cents to 50 cents a day for each MM&P member employed aboard ship. SIU-contracted operators finally broke the logjam by agreeing to the increase and all other shipping lines involved speedily followed

suit. The talks were completed with the assistance of the Federal Mediation Service in its regional office at 341 Ninth Avenue, New York.

The MM&P received continuous support throughout its negotiations from the Maritime Trades Department, to which the SIU is affiliated, in accord with the mutual aid pact signed earlier in August. The pact was designed to throw the full strength of approximately 250,000 AFL maritime workers in MTD member unions behind any affiliated union which might have difficulties in its negotiations with employers.

Strike Threatened

At one period during the talks, the dispute over the welfare clause threatened a breakdown in negotiations leading to possible strike action by the officers union. However, the MM&P postponed the strike because of the fact that the wildcat longshore tieup was going on at the time. MM&P spokesmen declared that they did not wish to add to chaotic conditions on the waterfront, nor take any step which would be construed as support of the wildcaters. Following the end of the wildcat action, negotiations were resumed with the shipowners and a settlement was reached.

The new contract runs for two years, provides a 6.2 percent increase in base pay and overtime rates. The original memorandum called for an eight percent increase but this was cut down by the Wage Stabilization Board. It also calls for a 40-hour week at sea, improved vacations, and free transportation back to the port where the deck officer originally signed

(Continued on page 18)

New Hq. Posts Assumed By Matthews, Simmons

Taking steps to meet the increasing administrative responsibilities of SIU headquarters, Secretary-Treasurer Paul Hall has appointed Brothers Claude Simmons and Robert Matthews as assistant secretary-treasurers for the A&G District.

The appointments were made by Hall under his constitutional powers as secretary-treasurer. They were reported to the last membership meeting and met with full approval.

The appointments were decided on when it became obvious that increasing duties in connection with administration of new funds and enterprises made it necessary for the Secretary-Treasurer to delegate some of his responsibilities. Both appointees are currently holding elective office, Matthews as headquarters representative and Simmons as engine patrolman for New York.

Matthews will be in charge of contracts, the administration of the Vacation Plan, and certain of the duties of the Welfare Fund, principally relating to servicing the men in the various hospitals. He will continue as a member of the union's negotiating committee.

Simmons will be in charge of meeting shipowners' manpower requirements throughout the district. In connection with these du-



Seafarer Michael Delano, tells of the chain of events set off by his illness aboard ship recently.

CG Rescue Try Ends In Crash; 9 Saved

An SIU member who had the misfortune to fall ill at sea unwittingly set loose a train of events that included the sinking of a Coast Guard plane on November 3, before he finally was brought ashore. Seafarer Michael Delano, No. 45123, showed up at the Log office little the worse for wear considering his experience which included 11 days in a Bermuda hospital.

Delano had just shipped out of Norfolk as Chief Steward of the SS David Starr Jordan (Mississippi) en route to Italy. Two days out of Norfolk he suffered an attack which he thought was appendicitis, but which later turned out to be gall bladder trouble. The ship radioed for help and a Coast Guard plane was dispatched the next morning to pick up Delano as well as another ill seaman on the SS Sylvester Pattie which was nearby.

When the plane arrived, Delano was loaded into a lifeboat and put over the side. No sooner had the plane landed than a fifteen-foot wave struck her and broke her in two. The nine crew members had to abandon the plane. Three were picked up by the Sylvester Pattie and the other six by the Jordan after a half hour in the water.

Changed Course

With an air-sea rescue out of the question, the Jordan changed course and set sail for Hamilton, Bermuda. It was met by a local government crash boat outside of the breakwater which managed to transfer both seamen (the other sailor had been switched to the Jordan) despite heavy seas. The men were finally brought ashore where Delano spent the next 11 days in the King Edward Memorial Hospital. Upon his discharge from the hospital, Delano flew back to New York.

Given a few days for recuperation and straightening out of his accounts with Mississippi, Delano is hopeful of shipping out again in the near future, on a more uneventful voyage.

SUP Offices In New Hall

SUP now has headquarters at the SIU A&G Hall where the complete facilities of the building are available to Sailors Union men. Shipping, beefs, mail and all other SUP services will be maintained at the 675 4th Ave., Brooklyn address.

Union Clarifies CS Working Rules

Clarification of the Cities Service agreement with respect to rules and certain conditions covering deck and engine department ratings has been arrived at in negotiations between the Union and company representatives. A supplementary agreement has been signed embodying these changes.

The agreement will have the effect of tightening up the contract in order to eliminate confusion and misunderstandings that might have arisen from time to time under the original agreement. The various modifications and additions in the

supplement make for further improvement of what is already the best tanker contract in the industry. Copies of the supplementary agreement have been mimeographed and distributed aboard all Cities Service ships for the information of crewmembers. Additional copies are available in Union headquarters.



Simmons

Matthews has served as port agent in Mobile, Jacksonville and San Francisco. He has been a headquarters representative or assistant-secretary-treasurer in New York from 1946 on and a member of the negotiating committee since that time.



Matthews



Beginning this issue, The SIU's own comic strip, Burly, bows in. Look for him on page 17.

SEAFARERS LOG

Nov. 30, 1951 Vol. XIII, No. 24

As I See It.....	Page 9
Burly	Page 17
Crossword Puzzle	Page 8
Did You Know.....	Page 14
Editorial	Page 9
Inquiring Seafarer	Page 8
In the Wake.....	Page 8
Labor Round-up	Page 17
Letters	Pages 15, 16
Letter of the Week.....	Page 9
Maritime	Page 17
Meet the Seafarer.....	Page 8
On The Job.....	Page 17
Personals	Page 18
Ships' Minutes.....	Page 19
Ten Years Ago.....	Page 8
Top Of The News.....	Page 4
Welfare Benefits.....	Page 18

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New LOG Bows In: More News, Photos

This issue of the SEAFARERS LOG, the first to come out of the new headquarters, appears in brand new garb of its own. A completely new and permanent format has been adopted with the object of keeping pace with the most modern trends and the newer concepts in Labor Journalism.

For many years the LOG has been known as one of the better labor papers in the country and has been so recognized by numerous awards and prizes for its superiority in the field. It is the intention of the SIU and of the LOG staff to continue to make it the outstanding paper in the maritime field.

The LOG, along with the Union, has come a long way. It originally appeared on February 10, 1939, as a four page tabloid, minus photographs and other features. It went to an eight page issue in 1943, and has since been increasing in size and variety of content. The present issue contains 20 pages with an additional four pages planned for the near future.

New Body Type

The paper's new format is the product of several months of consultation with experts in the field of typographical design and layout. Among the more important changes is the utilization of a new body type which will permit us to include more than ten percent additional news per page. The new type is very slightly smaller than the old, but is of an excellent design which has proven to be more readable because of its "wide-face" characteristics. New headline types are also being used, which are dressier and more attractive than the old types.

Special departments of the paper, such as ships' minutes, port reports, letters, and standing features will appear on regularly assigned pages. This will make it much easier to locate types of news

(Continued on page 18)

Route to Hall

Seafarers hitting New York for the first time since the new SIU Hall opened for business at 675 4th Ave. can reach the Brooklyn building easily by subway or auto. Motorists using the Belt Parkway can exit at Prospect Ave. and come out on 4th Ave. four blocks from the Hall.

Subway travelers can make the 12-minute trip from lower Manhattan via BMT 4th Ave. Line to the Prospect Ave. stop and have a short walk. Men coming ashore from ships along the Brooklyn waterfront can also use the BMT 4th Ave. train to reach the Hall.

SIU Opens New HQ; Facilities Geared To Men's Needs

The SIU quietly moved into its new imposing headquarters over the weekend of November 17, climaxing many months of painstaking preparations. Seafarers reporting to the new hall Monday morning found all offices operating under a full



New home of Seafarers Int'l Union as she looks today in her finished state.

head of steam as smoothly and effortlessly as if they had been there for many months. The big move was made by Seafarers themselves, as members of the head-

quarters staff put in a long weekend to make sure that everything would be ship-shape for the opening.

The new hall is regarded as the finest union headquarters along the Atlantic and Gulf Coast, despite the many large International Unions having lavish facilities in this area. The design and facilities of the new hall are anchored to the idea of membership comfort and well being, in addition to efficient functioning of headquarters.

13th Anniversary

Coincidentally, the move to the new hall took place during the month in which the 13th anniversary of the SIU is being observed. The new hall is a dramatic demonstration of the tremendous prog-

ress toward greater strength and stability made by the SIU in its few short years since being organized in 1938.

Just a little over seven years ago, the SIU occupied a cramped and dingy office at 2 Stone Street near South Ferry in downtown Manhattan. The move from this inadequate hall to the six-floor building at 51 Beaver Street was regarded with justifiable pride by members as a sign of solid growth and progress. Shortly after it be-

(Continued on page 12)

\$500 Aid Voted PR Union

An appeal by striking Puerto Rican radio workers for help in their struggle with Radio Station WKAQ, San Juan, met with prompt response from the SIU, with the membership voting a \$500 financial contribution and fullest possible aid to the strikers.

The Puerto Rican Press, Radio and Theatre Guild, which is conducting the strike, turned to the SIU for help because of the SIU's reputation on the island as a solid and well-established organization that can be counted on in times of need. The strike had already been in progress for 32 days when the union sent its appeal to the SIU.

When the radio strikers' case was presented to the headquarters membership meeting of November 21, the members voted unanimously to give full support, financial and otherwise, to the Puerto Rican union. They backed that up by approving the \$500 contribution.

Strike Issues

Chief issues in the strike are the fight for the union shop and wage increases, as well as reinstatement of the union's business agent on his job with the radio station. The owner of the station is Angel Ramos, wealthy publisher of the San Juan daily newspaper "El Mundo." Ramos has been using the columns of his newspaper to agitate against the union shop and the cause of the strikers. Thus far he has shown no signs of yielding to the union's demands, and a long and difficult struggle is in prospect.

Since organized labor is very weak on the island, the outcome of this strike may well have an important bearing on the future of the labor movement throughout Puerto Rican industry. A considerable number of mainland plants have "run away" to the island in the hope of taking advantage of low-wage, unorganized Puerto Rican workers. The SIU, as one of the strongest unions on the island, stands ready to help Puerto Rican workers better their conditions and thus protect the gains of union members in the States.

Public Health Officials Visit New Hall



Officials of U. S. Public Health Service confer with Int. Rep. Al Bernstein (r.) while enjoying coffee in the new cafeteria. USPHS men are interested in working with the SIU in its program of preventative medicine. Officials are, l to r.: Dr. D. Ottenberg, TB consultant-Region 2; Dr. J. Anderson, Chief of Chronic Disease Div., and Dr. R. Kusselbach, Chief, Office of Med. Programs, Region 2.

Slain Seafarer To Be Brought Home By SIU

Rapping the government and the steamship operator for their casual indifference, an aroused membership at a Headquarters meeting of November 21, endorsed the Union's effort to step into the breach and pay all

expenses to bring home the body of a Seafarer slain by snipers in Korea and give him decent burial.

A letter from the father of late SIU man George W. Miller, created the feeling among the membership that where the steamship company and the Army had failed in their moral obligation, The Union would not fall its slain brother.

The deceased Seafarer, killed by

a sniper's bullet along with another SIU brother, Lewis W. High, while ashore from the Citrus Packer (Waterman) on the invasion road between Inchon and Seoul, was returned to the States a year after his death in October, 1950, by Waterman and allowed to remain in San Francisco while a shipping bill of \$130 hung fire and prevented his

(Continued on page 18)

Three-Dept. Training School Being Readied

The SIU soon will be the first labor union in the maritime industry to offer its members a complete, up-to-date training and upgrading set-up in the three major shipboard departments.

When finishing touches are put on plans now being formulated, Seafarers right off the ships in New York will be able to trot down to the SIU hall in Brooklyn and receive supervised instruction in deck, engine and steward department duties and operation on the spot.

After logging the number of hours prescribed for each course, they will be qualified to take tests for Coast Guard tickets for higher ratings and shove off for new jobs. Refresher courses in these ratings will also be offered to those who are a little rusty in some jobs.

Permanent Set-up

This all-Union operation, when fully underway, will turn out the best-trained and best-informed crews for our merchant ships. Not a fly-by-night program, the Seafarers' three-way school will be a permanent fixture with the Union and will serve not only for the present emergency and anything still to arise—particularly as ships are pulled out of the boneyard and crewed up—but will turn out men as they're needed to man the ships

of the permanent US fleet.

This training establishment was conceived by SIU officials and

(Continued on page 18)

ECA Seeks 17 More GAA Ships

WASHINGTON — Economic Cooperation Administration programs will soon require another 17 government-owned ships from the boneyard for assignment to general agents in connection with ECA-sponsored programs.

Action on this newest request will be taken in the near future by the National Shipping Authority. Approval has been given already to the general agency application of Boise-Griffin, New York, with the probability that this company will shortly be allocated a vessel.

Current figures on GAA-operating ships disclose a total of 433 and with the latest request, this would be upped to the nice round figure of 450. Some 48 steamship lines now act as NSA operating agents.

SUP Wages Boosted In 'Schooner Pact'

A new agreement covering members of the Sailors Union of the Pacific working steamships was ratified Nov. 13, as operators signed for monthly increases up to \$40 a month and more. The agreement will go into effect retroactive to October 1, 1951, pending approval from the Wage Stabilization Board.

Nine companies were involved in this group which covers all steamships, LSM's and other vessels in the specialized West Coast trade. The settlement calls for a \$39.48 monthly increase for AB's and \$41.90 additional for winchdrivers. Overtime and cargo rates have been boosted 42 cents per hour up to \$1.75, with ship's overtime brought up to the same figure. All other provisions of the contract with the exception of the vacation clause are the same as in the previous agreement with the Coastwise line, the standard SUP freight contract.

Somewhat different provisions are called for in the package lumber trade which covers vessels with ready-made loads. The rate for ABs on these ships is \$25 more than on the regular steamships, with crane drivers and AB crane drivers proportionately higher. The overtime and cargo time rate is the same throughout.

Companies covered by this agreement are: Burns SS Co., W. R. Chamberlin, James Griffiths & Sons, Oliver J. Olson, Long Bell Lumber Co., Olympic SS Co., Schafer Bros. SS Lines and West Coast Trans-Oceanic SS Line.

All that remains to be negotiated now on the west coast is the tanker

agreement which is in the works. Agreements with dry cargo, offshore, intercoastal, Alaska and Coastwise Line ships had been ratified by the SUP membership previously.

ITF Reveals Red Hand In Dutch Dock Flareup

Word has come from the International Transportation Federation that the Communist Party in West Germany, the Netherlands and Belgium is attempting to provoke stoppages

and wildcat strikes on major North Sea ports. These ports are on the principal line of supply for American and Western European armed forces in Germany. SIU members on these runs are advised that any "wildcat" stoppages which take place are Communist-inspired.

The ITF reports that the German Communists succeeded in tying up sections of the ports of Hamburg and Bremen for a short period of time. They are currently trying to spread the strike to Dutch ports.

The wildcat walkout began short-

ly after the German Transport and Public Service Workers Union accepted a conciliation award setting new wage scales for German dockers in seaports all along the North Sea and Baltic coast. The award came after a vote among the members of the German union in which strike action was rejected.

CP Steps In

As soon as acceptance of the award was announced, the ITF said, the entire executive committee of the Communist Party in West Germany was mobilized in Hamburg to organize a dock strike. About 1,000 Hamburg dockers and 300 in Bremen answered the call, but within 48 hours the German union had countered with an active campaign which started the workers back to the docks.

The East German press and radio then chimed in and has since been attempting to get Belgian and Dutch dockers to refuse to handle American cargoes headed for West Germany.

Widow's Suit Charges NMU With Raw Deal

TAMPA—More typical of the run around one might get from an insurance company than a union is that being suffered by the widow of a seaman who is currently suing the National Maritime Union here to collect NMU death and hospital benefits she contends have been due her since 1947.

The suit, brought by Mrs. Remedio Fernandez, widow of Herminio Fernandez, seeks to recover the NMU death benefit of \$125 and a total hospital benefit of \$10 (at the NMU rate of \$2.50 a week) to which she contends she is entitled by reason of her husband's membership in the NMU.

The allegations contained in Mrs. Fernandez' suit contend she had a trying experience with the NMU.

Her husband, the suit contends, was a member of the NMU in good standing at the time of his death Aug. 2, 1947, after being confined to the hospital for 43 days.

Mrs. Fernandez, "made many efforts to receive the benefits as provided for," it is stated in the suit. Relating that she made written request for the benefit on Sept. 12, 1951, Mrs. Fernandez charges "all such demands were ignored."

In addition to burial and hospital benefits "up to \$135 plus interest," Mrs. Fernandez also asks the court to order the defendant to pay attorneys' fees and court costs.

The suit was filed in Hillsborough County Circuit Court Nov. 12.

Faster Turn Around Goal Of Cargo Study

Asserting that the increased speed and cargo capacity of the modern freighter is often offset by delays resulting from old-fashioned cargo-handling equipment and methods in port, a new international body has been set up to study and deal with the problem.

Operating under the weighty title of the International Cargo-Handling Coordinating Committee, the group seeks to minimize the amount of turnaround time, the period spent in port discharging and taking on cargo, which usually means "the difference between profit and loss for ship operators."

Preliminary meetings in several European maritime nations have already been held, with plans for intensive study and cargo-handling analysis as the means for attacking the problem. Labor groups, shipbuilders, equipment manufacturers, stevedores and others have banded together to wrestle with the puzzler.

Fuel Oil Demand Booms Tanker Trade

Continuing advances in tanker charter rates indicates the enviable position of the tank ship operators at this season when high volumes of oil are being shuttled to the big cities for household heating purposes.

Indicative of the trend is the report on East Coast and trans-Atlantic voyages for tankers, which shows East Coast "dirty" oil charter rates 150 percent over the old U. S. Maritime Commission scale. This figure illustrates, like the long-out-of-reach 1939 cost of living scale, the extent to which tanker demand has outmoded the government-fixed rate for tank charters.

Prospects of continued employment on tank runs are good with

the disclosure of several charters for consecutive voyages through 1953.

Dry cargo activity, meanwhile, particularly in grain, failed to pick up as anticipated following the end of the East Coast longshore tie-up. The high price of grain was said to have particular effect on the movement of this commodity and, as a consequence, dry cargo shipping is still markedly slow in many parts.

Wanted: Your Ship Minutes

Readers will note that ships minutes in this issue are printed in smaller type, enabling the use of much more news of shipboard meetings. As part of the effort to make the LOG a bigger and better paper in every way, Seafarers are urged to be sure to send ships minutes to headquarters so that they can be reported to the full membership.

Top of the News

AND THEN THERE WERE THREE—National elections are a good eleven months off, but there are three candidates for the GOP nomination in the running. Number one, Senator Taft, hasn't stopped running since 1940 and is currently in the lead for the nomination. His is the longest case of presidential buck fever on record since William Jennings Bryan. (Ask your grandpappy about him.) Number two, California's Governor Earl Warren filled out his entry blank, but doesn't seem to be campaigning actively for delegates in other states—just out for his own California bloc. Number three, of course, is General Ike who is running furiously by proxy until he makes up his mind (or has he made up his mind?). Best guess on the Warren candidacy is that he wants to hold his bloc of delegates together until Eisenhower makes his position clear, one way or another.

BOOKS TAKE A BEATING—The new gambling tax passed by the last Congress has the books on the run across the country. Trouble with it from the bookie's standpoint is that he has to go to the Internal Revenue office and fill out a tax form declaring in writing that he takes bets for a living. The average bookie is caught in the vise. If he declares himself on record he can be jugged by the locals for making book. If he doesn't, he can get the hook from the FBI for federal tax violation. Oh well, maybe a few horse players will get out of hock now.

BRITISH, FRENCH IN THE RED—Talking about broke horse-players reminds us that the British and French economies are suffering from a severe attack of dollar anemia. The cost of feeding up the military muscle to match the Soviet's bulging biceps has proved too much of a strain on the two convalescents who were showing signs of recovery from the effects of World War II. The unpleasant outlook is that Uncle Sam will have to come across with a transfusion.

HALF OF WORLD WAR II ENDS—Almost ten years to the day from Pearl Harbor, the Japanese parliament completed ratification of the treaty of peace with the United States, England, Australia, New Zealand and all the other nations which took part in the Far Eastern war. (Russia excepted of course, as they are still holding out for more, per usual.) That makes Japan the first country to ratify the treaty, terms of which were worked out in the recent San Francisco general conference. For the time being United States troops will remain in Japan, on the islands of Okinawa, Iwo Jima and other places on the map that Americans learned about the hard way during the war.

LESS BEEFS ABOUT MORE BEEF—We won't believe it until we see it but the stockyards men claim that more meat will be available at lower prices this winter. Back in Iowa they have been fattening the steers on corn in such large numbers that the slaughterers are now turning out beef at a higher rate than at any time during the past four years. Wonder if the ten cent hot dog will be able to make a comeback now?

THE SEA'S NOT A BAD PLACE TO BE—A new series of atomic energy tests is being conducted in the Nevada desert near Las Vegas, where the hottest thing in town used to be the one-armed bandits. The tests seem to be running the gamut from small size baby bombs up through the big monsters that can knock a few hundred thousand people for a loop. Meanwhile reports have it that a workable hydrogen bomb will be completed within 18 months to two years. The Russians are presumed to be not too far behind in their atomic developments. Who wants to swap for a shoreside job now?

BUT THE POSTMAN WON'T DELIVER—By Christmastime you will be able to order a new automobile right out of the Sears, Roebuck catalog. The new car will be sold under the "Allstate" trade name but will be manufactured for Sears by the Kaiser-Fraser Corporation. Since nobody has worked out a system yet whereby a postcard will deposit a car in your mailbox, sales will have to be limited to those cities where Sears already has retail outlets and showroom facilities.

TIME FOR A FUNERAL—The words "mail order" bring to mind the fact that the penny postcard will die an untimely death on January 1. An increase in all mail rates goes into effect on that date, making the postcard two cents, first class letters four cents, airmail seven cents and so on down the line. Keep it in mind the next time you get ambitious and drop a letter to the LOG.

WE'RE GETTING OFF CHEAP MAYBE—Plans for military expenditures in the next fiscal year, beginning July 1, 1952, call for a mere 45 billion dollars as compared to the nice round figure of 57 billion dollars being spent this year on the Army, Navy and Air Force. Naturally, there's a catch to it. The 45 billion figure is based on the assumption that the Korean War will be over and done with by then. If not, hold on to your hats and up we go.

JUST CALL ME SLESW (Seafarers Log Editorial Staff Writer)—The North Atlantic Treaty organization, which is building up defenses in Western Europe, has put a lot of energy into cooking up a brand new bowl of international alphabet soup to identify the various individuals and committees involved. For example, General Ike is never to be called by name, only SAUCEUR (Supreme Allied Commander Europe.) John J. McCloy who is High Commissioner in Germany is known as HICOM. The naval commander in the Mediterranean is CINCNELM (Commander in Chief United States Naval Forces, Eastern Atlantic and Mediterranean.) We thought we were pretty good around here with SIU, SUP, MTD, BME, ILA, etc. but it seems we are just a bunch of semi-pros.

THEY LOOK REAL ANYWAY—Czech railroad engineer Jaroslav Konvalinka, who astounded everyone by making a dash for freedom across the Czech border in his railroad train, has arrived in the United States with his wife and children. During his interview at Idlewild Airport, Konvalinka expressed the hope that he would be able to go to work in his regular trade. Konvalinka has a job already but not exactly that of a railroad engineer. He is going to work for the Lionel Electric Train Corporation, which makes most of the toy trains for America's small fry.

NY State Board Probes Wildcat Longshore Beef

Hearings are still underway before a state-appointed fact finding board which is investigating the causes of the 28 day wildcat walk-out of longshoremen in New York City. Both ILA officials and leaders of the wildcat strikers have been testifying, in most instances at closed sessions. At the present rate, it is unlikely that the fact board will have a report ready before January.

The board was appointed during the course of the walkout and has been in virtually continuous session. A great deal of testimony has been taken relating to the manner in which contract negotiations were carried out and the ratification procedures. In the course of the testimony leaders of the wildcat strikers admitted to the board that they had not opposed the settlement when it was presented to the 125-member wage scale committee, on which they were representatives.

The wildcat strike got underway in New York on October 11 three days after the membership at large had ratified the agreement by a secret ballot, putting it into effect. Members of one local on the North River walked out in protest, and from that point on, the minority group forced spread of the strike to other piers by roving strong arm squads. Part of the port of New York continued working during the strike and attempts to spread it up and down the coast were unsuccessful, except in Boston.

After 28 days most of the wildcat strikers reported to the piers on their own as the movement petered out. The leaders of the strike, who had been calling for reopening of negotiations, dropped their demands and "called off" the walk-out.

Six Perish As Fire Sweeps SUP Ship

Six members of the crew of the George Walton lost their lives when the ship caught fire and burned in the teeth of a howling gale, approximately 370 miles northwest of Cape Flattery, Washington. All SUP members who made up the ship's deck department were rescued without major injury.

Long-Range Planning For Maritime Vital, Rep. Shelley Says

Long-range planning and research for the betterment of the American shipping industry was urged by Representative John F. Shelley, well-known authority on maritime and seamen's affairs.

Congressman Shelley said it was the responsibility of the maritime industry to set up an industry-wide research organization to bring about needed improvements in ship design, methods of operation and equipment. He suggested further that the industry present a united front in Washington when seeking aid from Congress, rather than have operators plugging individually for their own companies.

In the last session of Congress, Congressman Shelley introduced a bill which would allow seamen injured aboard government-owned ships the right to trial by jury in their injury suits. At present seamen on private ships have that right. Men on government ships however, must make their claims through the admiralty side of the Federal district court. Awards from such courts are usually less than awards from juries.

Floating Light Seen Nipping Suez Peril

An expected boon to safety and economy on Suez Canal runs is being studied by shippers. The problem of picking up and discharging searchlights for night passage through the canal is the nut the operators are trying to crack.

According to the Suez Canal Company, it's probable that a serious three-ship collision last July might have been averted if one of the ships involved had been able to proceed directly to sea instead of having to anchor to discharge a searchlight.

One suggestion under study is the use of floating lights in a buoyant unit, which could be picked up or released into the briny by a moving vessel.

The problem is created by the difficulty in distinguishing desert sands from water at night and the consequent need for high power bow lights, whereas most ships mount their lights on the bridge.

Of the six casualties, one was the second assistant engineer who was killed when the fire broke out in the engine room on November 6. Four others lost their lives when their lifeboat was turned over by the heavy seas under the bow of the Japanese freighter, the Kenkon Maru. The sixth man died when he lost his grip on a Jacob's ladder and fell back into the sea.

Although three rescue vessels converged on the stricken ship shortly after the fire broke out, extremely heavy seas running up to 30 feet made rescue operations hazardous. Some of the crewmen were in lifeboats for as long as 35 hours before they could be picked up.

One Day Out

The Walton, owned by the National Shipping Authority and operated by the Pacific-Atlantic Steamship Company, set sail from Longview, Washington, two days before with a load of 9,500 tons of grain. She was bound for Bombay, India, by way of Yokohama, Japan. When the flash fire broke out, SOS's were sent out which brought the Kenkon Maru, the Greek freighter Katherine and the Coast Guard Cutter Wachusett to the scene.

Casualties might have run considerably higher—but for the fact that nine of the thirteen men aboard the lifeboat that was swamped had already been taken aboard the Kenkon Maru.

At last report, the George Walton was considered still salvageable although it had been burning steadily for several days.



Seafarers and Can Workers jubilantly tear up their picket signs after successful conclusion of their strike in Brooklyn near new SIU headquarters.

SIU Acts, Can Strikers Win Contract

Approximately 500 striking workers of the Fein Tin Can Company, 51st Street and First Avenue, Brooklyn, are back on the job with the best contract they ever had, thanks to the aid of the SIU and their own determination to hold out for a satisfactory settlement.

The action was another in a long series of cases in which the SIU has played a major role in helping other unions who needed assistance

Keep Draft Board Posted

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

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

in winning their picket line beefs. Workers at the plant were loud in their praise of the SIU, declaring that they could never have gotten the kind of settlement they did without the SIU's assistance.

The SIU entered the picture on November 8 when the United Wire & Metal Workers Union, Local 24368, an AFL Federal Labor Union, called on the Seafarers and asked for help in the strike. Several SIU men were dispatched immediately to the picket line to bolster the morale of the strikers who were having a difficult time of it. Five days later, the strikers had a new agreement, negotiated with the aid of an SIU representative. The contract provides for a \$5 across-the-board increase, time-and-one-half after eight hours in any one day, double-time for Sunday work, ten cents additional for night work, an additional paid holiday, strengthened seniority provisions and other improvements.

A most important factor in the settlement was the success of the SIU in helping to organize and maintain an effective round-the-clock picket line in front of the plant. As a result all teamsters respected the line and refused to

cross it. When the employer saw that the strike had been reorganized and was not going to evaporate, he began negotiating in earnest. A series of conferences was held leading to the settlement on the 13th.

Pickets Fed

During the course of the five day period, the strikers were given use of the SIU's as-yet-unopened cafeteria. They were fed hot meals in the new hall and were supplied with sandwiches and coffee while on the picket line.

Seatrains Run Into Savannah With Govt OK

Resumption of regular common carrier steamship service between New York and Savannah, Ga., commences today when the Seatrain Havana starts on her way southward.

Authority to re-establish the service, which was wiped out by the war, has been granted temporarily to the SIU-contracted Seatrain Lines, Inc. by the Interstate Commerce Commission. Seatrain was the originator of the freight-car-carrying type of ocean cargo transport.

When the Havana docks at Savannah Dec. 3, she will be renamed the Savannah in honor of that city and the following day start north again in accord with a weekly round-trip set-up. She is scheduled to leave New York Fridays and Savannah each Tuesday.

Changes Run

It is reported the Havana will be replaced on the Gulf run by the new \$4,000,000 Seatrain Louisiana, which made her maiden trip this month. The Louisiana is the sixth specialized vessel built for Seatrain Lines and is capable of carrying 100 fully loaded railroad freight cars on a mile of standard gauge track built in her holds and decks. The new 17-knot ship is 483 feet long and 63 ft. in the beam.

Loading and unloading operations in Savannah will be facilitated by an \$800,000 pier and freight-car-handling crane and elevator, built jointly by Seatrain and the Central of Georgia Railway.

Seatrain has already applied to the ICC for permanent authority to run the New York-Savannah service.

Boneyard Ranks Thinned

Heavy demand by private operators for ships from the lay-up fleet continues despite expectations that bottom requirements would have tapered off by now. The increasing prospect of high charter fees because of the limited tonnage available for charter has driven many operators to look to the government for a lift.

Under study by the Federal Maritime Board are applications for a total of 18 ships, principally Victories and Liberties. Approval has already gone to the SIU-contracted Mississippi Shipping Com-

pany for one C-1 and its bid for one Victory is still in the works.

At hearings on the application, it was pointed out that the existing market does not have suitable tonnage available for charter at reasonable rates, and although the government's rate is generally much lower than the open market figure, profits are shared with the charterer when government-owned vessels are used.

If the pace continues, the reserve fleets will be stripped clean of Victories very soon, except for those that are damaged to the point where repairs for temporary use would take too big a bite out of probable income from their use.

NMU Asks Parity With SIU Welfare

Negotiations just opened by the NMU with Atlantic and Gulf operators center around a 50-cent a day employer contribution to the welfare fund, a provision which, for the SIU, has been in effect since November 1.

In addition, the NMU and coast operators are busy trying to wipe out existing working rule inequities existing in their current contract, whose provisions run below those incorporated in SIU agreements.

SIU Lends Union Gals A Hand



Among the first outside unions to utilize facilities of the new SIU Assembly Hall were 60 girls from the Leonard Electric Corp. in nearby Bush Terminal at a grievance and shop stewards' meeting. Business Agent Sol Lasher of AFL Polishers Local 8, presided.

PORT REPORTS

Baltimore:

Boom Thins Out Crowd On Beach

Shipping in the port of Baltimore, which has been holding up very nicely for six months now, has become even better than usual in the past two weeks. We had quite a few men piled up on the beach because of the longshoremen's wildcat strike, but thanks to the boom we have been able to send most of them out.

Among our recent visitors have been several Cities Service tankers and it is our pleasure to announce that conditions keep on improving right along. They are not only much better than those that prevailed when the SIU started organizing, but they are also superior to what existed six months ago in last fleet. If the old hands in the Union, who have the ability and savvy to educate newcomers in the industry, would make it a habit of riding these wagons, I'm positive that you wouldn't be able to find anything better in the industry.

Cold Weather Hazards

With the coming of cold weather we have been compelled to use part of our branch's resources to battle the perennial march of the Baltimore bears. This animal always seeks a warm, cozy place in which to hibernate. The gutters and doorways are no longer suitable to immunize them from all worldly troubles, even with a can of smoke.

As most hands know, the Seafarers has had a policy of eliminating gashounds, performers, weed-heads for quite some time, and that goes double in Baltimore. The policy covering these characters is very hard and fast, as this port feels that the Union's resources should be directed to more constructive channels than straightening out winos and foul-ups.

We would like to point something out to the membership which will save some of you a headache one of these days. If you are paying off a ship which is on port payroll, be sure to get a voucher covering the money due you and signed by the captain before you leave ship. This will prevent either outright loss of your money, or lengthy delays and equally lengthy correspondence to collect same. Once that ship leaves the harbor it is doubtful that the shoreside office of the company has any record of the number of days you worked and the hours of overtime that you sweated out. Either that, or the company may not have a local office and may be represented by an agency which has no authority to pay off.

There are a number of old hands on the beach here, among them John Layton, Red Gibbs, Ed McNamar and John Taurin.

One of the old hands recently here but presently aboard the Cour D'Alene Victory is Walter Walsh, steward. Walter has been in the

seamen's movement for quite some time. He was one of the men selected by his fellow seamen in Baltimore to represent them in attempts to reorganize AFL seamen in 1937. Walter

maintains that seamen in those days had it so rough that their primary objective in organizing was to prevent further backsliding of conditions. Making gains was the second objective.

Walter feels that too many of the old hands have forgotten the "good old days" and fail to appreci-

ate fully the conditions they enjoy today under the banner of the SIU. He further feels that the newer hands, who did not go through those days, take a good part of their wages and conditions for granted. Union-operated welfare plans, vacation funds, ship board representation and the like were dreams for even the most optimistic seaman then. Today they are a reality, but too many forget the day-in and day-out battle necessary to achieve them.

In closing, Walsh expressed the opinion that the Union should persist in its efforts to educate the old and the new members in their responsibilities. If present day conditions are to be kept and improved upon, well Brother Walsh, we certainly could stand for more words of advice in a similar vein.

A Hard Guy

One of our members here was hit by a car which observers estimate was doing about 60 miles per hour. Our hero removed a piece of metal which had pierced his leg, reached behind his back and returned the headlights to the frantic driver, in pieces, of course. Then he paced off the distance he had been thrown by the car. How would you like to gamble on living after having been thrown 180 feet?

Earl Sheppard
Baltimore Port Agent

Seattle:

Ocean Tow Goes 100% for SIU

The skies may be drippy here, but it's been a happy two weeks for the SIU up here in the northwest. Shipping has been excellent, and just to put the topping on the pie, we have gotten a 100 percent pro-SIU vote in an election on the two ships of the Ocean Tow Company.

First, to dispose of the shipping news, we paid off the Citrus Packer (Waterman) and the Alaska Spruce (Ocean Tow) and signed on the Citrus Packer. There were five ships in transit here; the Alamar, Yorkmar and Massmar (Calmar); the Fairport (Waterman); and the San Angelo Victory (Seatrade).

24 Voted

Now as to the election, there were 24 seamen in the deck and stewards departments of the Alaska Spruce and Alaska Cedar eligible to vote and all 24 voted for the SIU. You can't do any better than that. A hearing on the black gang was held on the 16th but so far we have had no word on it. Both of these vessels are laid up now, but we expect them to become active in the very near future.

Bridges' Boys Around

The only fly in the ointment here is the fact that the Hafry Bridges' West Coast boys have been buzzing around because the Brotherhood of Marine Engineers had the Las Vegas Victory in port. Otherwise all has been proceeding smoothly.

There are quite a few oldtimers on the beach here, including William McKay, C. J. Quint, W. Thornton, R. W. Martin, M. Pappadakis, J. Melelies and quite a few others so that we do not lack for company.

Jeff Morrison
Seattle Port Agent

Mobile:

Several Ratings In Short Supply

A shortage has sprung up in some categories of rated men as shipping continues to hold up here and looks pretty fair for the coming two weeks. We are in need of cooks, FOWs and ABs particularly, so any of you who are looking for a berth can lie yourself down to Mobile and be assured of getting out in a hurry.

We had ten payoffs and eight sign-ons in the past two weeks with one ship in transit, the Hawaiian Banker, also taking a few men. Alcoa supplied most of the action in this port paying off with the Alcoa Runner, Alcoa Clipper, Alcoa Pilgrim, Alcoa Corsair and Alcoa Pennant. We also had payoffs on the Neva West (Bloomfield), Warrior, Morning Light and Monarch of the Sea (Waterman) and the Polaris (Dry-Trans). Things ran pretty smoothly at all payoffs with no beefs of any consequence to report.

Killed in Korea

We got the sad news here on November 8 that Kenneth W. Klug, a retired member, was killed in action in Korea. Brother Klug was drafted into the Army out of the merchant marine on December 6, 1950. He had served in the



maritime field for six years previously. He had been in Korea since April of this year and had been due to get a leave just a few weeks later.

He is survived by his father, Mr. J. W. Klug of Foley; his mother, Mrs. Walter Byers; two brothers and two sisters. Both brothers are with the 31st Infantry division at Fort Jackson, South Carolina.

His body is in transit from Korea and funeral services will be held in near-by Foley when it arrives.

Cal Tanner
Mobile Port Agent

Lake Charles:

Men Can't Wait To See New Hq.

Shipping down here hasn't been quite up to standard but we can't complain being that the weather is so beautiful and the outlook for the next four or five days being very good. We had visits from the Abiqua, Government Camp, Bent's Fort, Winter, Hill, Royal Oak and Cantigney, all from the Cities Service fleet. In Port Arthur, Texas, we had the Federal (Trafalger) and James B. Duke (Mississippi) whom we supplied with one man each. Also in Lake Charles we had the Cecil N. Bean (Dry-Trans) which signed articles here on her way to Greece and we put quite a few men on her.

Crisis In Galley

We almost forgot to mention that our old standby, the W. E. Downing (Mathieson) was in and took a gang of men. We filled her easily for the boys really like this one as she is tops of all the ships hitting here. On the above-named wagon we have that well known gentleman, that king of the galley, Mr. Ding Dong Bell who is really turning out the grub for the boys. He was going to quit here the last trip, and when we boarded her we heard a loud noise from the after-part of the ship.

Upon investigating we find that here is poor Ding Dong trying to get his other shirt in a paper bag so he can leave, and all the crew trying to stop him. After a long honey-worded talk Brother Ding agreed to stay but insisted that as a condition of his staying that the crew procure at once a large picture of the Mobile City Hall for he said that he was lonesome for a sight of it. Also that he must be supplied with a copy of the Mobile daily papers at every chance. All of this was agreed to and now the Downing is once again riding on an even keel.

Gangway To N Y

Although there never are enough bookmen here to have a regular meeting we do have some get-togethers now and then and discuss the contracts and other matters with the new permitmen. They all show a great interest in such items, but in all of these gatherings the subject of the new hall in New York comes up. Everyone is trying to get on a New York-bound ship in order to see the place. Upon receipt of official word that it was opened a loud cheer went up in the hall.

On the labor front here, all is quiet, with the only organizing work going on being done by the AFL Office Employee's Union among the large department stores here. The latest word from the Central Labor Council is that the

work is showing good results. At last the office people are waking up to the fact that in a union is their only hope of decent wages and conditions. Of course we immediately told the Office Employees Union that they could call on this branch for any help that we could give night or day, since the SIU is always ready to help other bonafide unions to better conditions.

Taxes, Taxes

Between the boys in Washington and the state of Louisiana dreaming up taxes one has to be lucky enough to raise enough cabbage for the daily paper (if we had one here). There was once an old saw about nothing being certain but death and taxes. This now reads "taxes and death" especially here in La. where everyone is taxed for everything. But fellow-residents of this great state don't have to worry as all of the would-be governors are going to reduce the cost of living, cut taxes and raise everything. They don't explain anything but it will catch the votes every time.

Leroy Clarke
Lake Charles Port Agent

New York:

Slow Period Felt After Dock Tie-Up

New York shipping is slowly shifting into high gear, after a gradual recovery from the longshore strike in this port. During the past two weeks we have paid off eighteen ships and signed on nine. From word received from the operators we expect shipping to continue to improve in the next couple of weeks as things return to normal.

There was one transportation beef on the Gateway City (Waterman) due to the fact that she has been switched from the coastwise trade to foreign articles. But this has been settled and the men involved can pick up their money at the Waterman office.

We also had to cool off a bucko skipper, but he was straightened out on a few points to the satisfaction of all hands and I think things will run smoother on board in the future. Everything else was taken care of at the payoff.

HQ Shift Completed

We are happy to say that we have accomplished the complete shift from our old headquarters to the new building without a single hitch or letup in branch affairs. We hope that all the fellows can come up to see our new home as soon as possible, feeling pretty certain that they will think as highly of it as we do. It certainly is a pleasure to work in and be part of a Union hall like this one.

I would like to remind the membership that the SS Puerto Rico is still under organizational status as per the membership ruling. Some of the men were a little disappointed because they did not make her when she crewed up Monday, November 19, but that is the score for now.

All seafarers who were in port for Thanksgiving and their families were invited to a free Thanksgiving Day dinner in our brand new cafeteria. We had a very nice turnout and judging from all the belts that were loosened, a lot of turkey and trimmings was stowed away.

Since I have just taken over this job I do not have much else to report but hope to have more news for you next time.

Claude Simmons
Asst. Sec-Treas.

A & G SHIPPING RECORD

SHIPPING FROM NOV. 7 TO NOV. 21

PORT	REG.			TOTAL REG.	SHIP.			TOTAL SHIPPED
	DECK	ENGINE	STEW.		DECK	ENG.	STEW.	
Boston	27	37	11	75	55	34	25	114
New York	171	126	105	402	148	115	69	332
Philadelphia	57	42	33	132	70	53	47	170
Baltimore	179	152	89	420	140	107	78	325
Norfolk	28	17	26	71	126	98	67	291
Savannah	22	23	16	61	29	33	31	93
Tampa	34	19	22	75	16	10	11	37
Mobile	51	37	36	124	67	65	50	182
New Orleans	73	67	57	197	111	63	49	223
Galveston	102	47	52	201	97	69	69	235
West Coast	50	35	38	123	68	53	59	180
TOTALS	794	602	435	1,831	927	700	555	2,182



Walsh

PORT REPORTS

Boston:

Shipping Brisk In Beantown

Boston shipping continues to hum along at a good rate with five payoffs and three sign-ons in the past week.

Things ran pretty smoothly except on the last-named ship which caused quite a bit of trouble. Two days after she paid off we had to run down to Providence because the engines kept breaking down and things were going wrong.

Overtime Pay

This ship also has a repair list beef and will make this brief trip only or else measures will have to be taken to straighten her out.

We got an echo of the West Coast Isthmian fight here when the Marine Engineers Beneficial Association threw a picket line around the Steel Navigator on November 12.

Some of the SIU brothers whom we have had in our Boston hall recently are G. Eklund, Bob Brazor, B. Boudrou, E. Olson, L. McKenna, H. Smallwood, E. O'Connor and quite a few others.

James Sheehan Boston Port Agent

New Orleans:

Calling All ABs To Go South

A serious shortage of AB's is the only complicating factor in good shipping around here as several sign-ons completely exhausted the supply on the beach.

Lindsey J. Williams New Orleans Port Agent

where we have enough men in is in the steward's department.

We have had payoffs on the Del Valle (Mississippi) Steel Chemist (Isthmian) and Sea Star (Triton). There were four sign-ons, the Del Oro and David Johnson (Mississippi), William R. Davis (Alcoa) and Sea Star (Triton).

There is also talk of crewing up the Citadel Victory for Mississippi. She is at present in Texas, but Mississippi is figuring on crewing her out of New Orleans as Brother Alsop over in Galveston is suffering from a severe case of shorts in all departments and all ratings.

Payoffs Limited

The outlook in this port for payoffs is not too hot for the coming two weeks as we only have four scheduled payoffs but the shipping will be very good as we have quite a few ships scheduled to hit here in transit that will take on men.

There has been a change in the in-transit setup in this port with quite a variety of in-transit ships coming here. The Sea Comet (Seatraders) is running out of Baton Rouge on a regular run between here and Florida ports.

Voting Drops Off

At the last membership meeting the boys must have had turkey on their minds as the meeting was very short and in order.

Lindsey J. Williams New Orleans Port Agent

Savannah:

Sign-Ons Clean Out All Ratings

The Savannah hall was cleaned out of ratings in the past two weeks with six sign-ons, and three more Liberty ships crewing up in the near future.



Maitin loud in their praise of Steward Paul M. Maitin, whom they said made a real good trip out of the run.

E. B. Tilley Savannah Port Agent

Wilmington:

Hop Out This Way, Shipping Is Tops

Shipping is in top notch shape out here and it looks great for the next two weeks as well.

Competition from foreign fleets is making a lot of trouble for ships sailing under Uncle Sam's banner. In the last two months, no SIU ship other than Waterman vessels have taken on ore, yet every day there's a Japanese freighter at the ore docks.

Local tuna fishers are laying up every day, moreover, because they can't compete with cheap Japanese or Peruvian tuna rates.

We had two ships in for payoffs and everything went clean as a whistle in typical SIU style. The Ponce DeLeon and Jean LaFitte (Waterman) came in with no disputed overtime except on the Ponce DeLeon, where the deck crew used an electric grinder to chip in the holds.

The Seacoral (Coral) is soon to

be back here after a six-month cruise and the Fairisle and Topa Topa (Waterman) as well, a sure bet to keep things buzzing for a while.

In-transits number, always a lucky figure, including: Strathcape (Strathmore); Seamar (Calmar); Bienville, Noonday, John B. Waterman (Waterman); Clearwater Victory (Isthmian), and Massillon Victory (Eastern).

It's becoming more and more important, by the way, for the brothers in the SIU to keep square with their draft boards. Every day this office is trying to keep men out of the Army after they receive a 1-A notice.

A couple of the boys on the beach, among them Doc Moran, Ted Thompson, Max Byers, Frank Feld and Babe Aulicino, send their best to the brothers enjoying the new Union Hall and hope to be around to see the lay-out themselves one of these days.

Open House for Thanksgiving Day dinner at a number of local spots drew a pretty fair attendance of SIU and SUP men, we hear. That's all from here.

Sam Cohen, Wilmington Port Agent

Check Sailing Time Regularly

Seafarers whose ship is in port getting ready to sail should make it a point to keep in touch with the ship at least once every twelve hour period in order to avoid the needless inconvenience and embarrassment of being left behind.

A provision of the SIU contract with the shipping operators calls for posting of the sailing time at the gangway 12 hours beforehand. With the 40 hour week in effect, crew schedules provide for considerably more time off than before.

Such occurrences are a headache for the Seafarer and the company. The crew-member often has a lot of gear on board which has to be returned to him eventually; to say nothing of leaving the crew shorthanded or having to dig up a replacement on short notice.

San Francisco:

Shipping Snaps Out Of Two-Month Drop

The shipping slump of some eight weeks duration has been broken by two very good payoffs in the past week or so. The first one to show up was the Seamonitor (Excelsior), a Liberty that has been tramping around the Far East for the last nine months.

The second scow to grace this city by the Golden Gate was the San Angelo Victory (Seatrade) in from the Orient. It was a good clean payoff on this one too.

We had no regular meeting here due to a lack of bookmen to form a quorum. However, the boys got together for a little informal discussion and elected a balloting committee.

The coast here at present is a little quiet with no major disputes on the labor scene. Meanwhile we and the SUP are in the process of strengthening relations between all AFL groups on this Coast. I have recently become a delegate to the San Francisco Central Trades and Labor Union and enjoy working with a fine bunch of trade unionists.

Lloyd Gardner, West Coast Representative

Galveston:

Shipping Spurts Upward Sharply

Shipping is really on the boom down here on the Gulf Coast with nine payoffs and an equal number of sign-ons to add to total of 19 ships in transit; during the two week period ending on November 23.

Paying off here were the James B. Duke (Mississippi), George Gipp and Martin McCarver (Waterman), Cecil Bean and Catherine (Dry Trans), Catahoula (National Navigation) Frank Morgan and George Graham. All of these ships then signed on out of this port giving us a chance to get a bunch of fellows off the beach in a hurry.

Ships we had in transit here were: Council Grove, Lone Jack and Bradford Island (Cities Service); Federal (Trafalger), Neva West and Joseph Priestly (Bloomfield), Federal (Trafalger), Trinity (Caras) Steel Chemist (Isthmian), Warrior (Waterman), Mae (Bull), Del Valle (Mississippi) the Henry Meigs, Benjamin Fisher, George Cary and four Seatrains; the Havana, New Jersey, New York and Georgia.

Veteran Bosun

One of the oldtimers we have had here recently is Emile A. LaFrage who carries Book No. 4522 and has been sailing since 1927. Brother LaFrage has been sailing Bosun for over 17 years and is well liked by the men he has seranged on SIU ships.

One of the early members of our Union, Brother LaFrage does most of his shipping out of the Gulf area, although once in a while, he can be found in the more northern climes.

Keith Alsop Galveston Port Agent

Government May Place Mariner Ships On Block

The 35 Mariner class vessels now being planned, or on the ways in US shipyards, will be sold to private American flag shipping companies under plans being drawn up by Vice-Admiral E. L. Cochrane of the Federal Maritime Board.

These ships have been constructed as defense cargo vessels of twelve to fourteen thousand tons deadweight. They have certain built-in defense features, many of which are secret, but it is known that they include multiple compartmentation and speeds that may go as high as 25 knots. As such they are relatively expensive to construct.

SIU HALL DIRECTORY table listing SIU, A&G District, Seattle, Canadian District, and various port agents and addresses.

IN THE WAKE

Why we call 'em the Horse Latitudes. Covering roughly that part of the North Atlantic lying north of the northeast trades, they are a region of calms and variable winds where cargoes of livestock had to be thrown overboard for lack of water after days when no headway was made.

Contrary to what many of the kiddies have been led to believe, Robert Fulton's steamboat, the *Claremont* (1807), was not the first steam-powered vessel. The fact is, 1951 marks the 150th year of steam navigation. It was in 1801 that the first ship propelled by steam power was built. She was the *Charlotte Dundas* and came out of Glasgow, Scotland.

The Norsemen are usually credited with coining the word wake, by the way, for a passage cut in the ice through which a ship might pass. These days, it's simply the track which a ship leaves behind her in the water. A good helmsman leaves a straight wake, but it used to be said of some that "it would break a snake's back to follow his wake."

Seafarers who've sailed under the Union Jack probably remember the daily a ration of grog. The rum used to be served clear in the British Navy until, under Admiral Vernon, it was ladled out with water. Because of the old admiral's program (grog grain) coat, he was known as "Old Grog," and the name stuck with the brew as well. Today we have the word groggy for someone who's dizzy and staggering.

Sea-going pipesmokers probably never knew that the meerschaum pipe Aunt Hattie sent for Christmas was made of sea foam. Occurring in white, claylike masses and used for ornamental carvings and pipe bowls, meerschaum in mineral form is hydrous magnesium silicate.

Scottish folk have lent many terms to sea lore, and among them we can count the word schooner, for a fore-and-aft sailing rig. This is probably derived from *soon*, an old Scottish word meaning to skip

or skim over the surface of the briny H₂O. A popular story has it that the first vessel of this type was built at Gloucester, Mass., in 1713 by Capt. Andrew Robinson, a Scotsman. When the ship was launched, a bystander exclaimed, "Oh, how she scoons!" The good captain was said to have replied, "a schooner let her be!" and so it was.

Dungarees, the overalls or fatigue clothes which most Seafarers regard as a working uniform aboard ship, got their name from Anglo-Indian sources. The native word *dungri* was derived from the name of a suburb of Bombay where a coarse kind of blue cotton cloth was first manufactured.

Although scurvy as a shipboard disease is a thing of the past because fresh fruits and vegetables are now standard provisions, most old sailing men agree that the reference to someone from the British Isles as a limey is derived from the scurvy preventative formerly served out on British ships. The more exact wording is limejuicer, which explains the origin.

When we use the word *rostrum* for a speaker's platform at a rally or meeting we're using a very old borrowing from the sea dating back to 338 BC, when the Romans captured an enemy fleet at Actium (the Anzio of modern times, where our troops gained a beachhead in February, 1944). *Rostrum* was the Latin name for the bronze peak or ram on early war vessels of the Mediterranean, and after the Roman sea victory, the rostra of the captured ships were brought back to Rome and set up as trophies in front of the speakers' platform at the Forum. Thereafter the whole stage came to be called the rostra and eventually became *rostrum*, which is the singular form.

Somebody figured it out, don't ask us how. Scientists have concluded that there's plenty of water in the sea. If the earth were leveled off flat, it seems, there would be enough to smother it with a blanket of sea-water two miles deep.

THE INQUIRING SEAFARER

Question: What do you think of the new hall?

William E. Pepper, chief steward: When I first came here I thought I was walking into one of the new UN buildings. I have never seen anything quite like it in my life. I had a very good meal in the cafeteria and the whole setup looks like an ideal one for the members.

Oscar Klippey, bosun: The place is very nice. I like the cafeteria and the food they serve there is good. It is a fine layout from top to bottom and there isn't very much else that a fellow could ask for except more ships when he needs them. I have never seen a union hall like it anywhere.

Agustin Rodriguez, bosun: It is very nice all around and there isn't anything that anyone could find to complain about. It is very comfortable and a good place for the members to come to. Right now I'm waiting to try out those new pool tables.

Nick Souris, oiler: The only thing I can say is that everything in the new hall is just about perfect. It is the nicest place I have ever seen anywhere, and I certainly never expected anything like it. We have everything here that you could possibly ask for in a union headquarters and then some.

Carmine Santillo, OS: It is a very beautiful place and has every kind of convenience. This is my first time out and it is certainly a good way to start as a seaman. The hall is something for every seafarer who hasn't seen it yet to look forward to. I've been here seven hours but there are so many things to do that it feels like a couple of minutes.

Felix Bonefont, AB: What do I think of the hall? Well it looks alright to me. They fed me fine in the restaurant downstairs. As long as you have to be waiting for a job it is a nice comfortable place for the members to wait in.

MEET THE SEAFARER



It isn't every Seafarer who can claim to have sailed under the flags of eight different maritime nations, but Otto S. Stefansson—an SIU member since 1946—had rolled up that record by the time he was 28. With ample opportunity to compare conditions the world 'round, Stefansson has settled on the SIU and intends to stick to US ships from now on in.

Born in Reykjavik, Iceland, on December 10, 1914, Stefansson followed the well-worn groove of tradition in his seafaring family by going to sea at the age of 13. He started out as a fisherman and at one time or another shipped on Icelandic, Danish, Norwegian, Belgian, English, Yugoslav, Panamanian and American vessels. He currently holds a bosun's rating in the SIU having come into the Union with the organization of Isthmian.

The seafaring tradition wasn't much help to Stefansson when he first boarded ship. "I was seasick for the whole first month," he recalled. Considering that the largest steam fishing trawler ran all of 360 tons this was not unexpected. Icelandic fishing boats stuck pretty close to home, going after cod, haddock and herring in surrounding waters. When the herrings were running it was not uncommon for the crew to be on call for 36 hour stretches.

After a few years on the fishing boats Stefansson switched to the merchant marine in 1932. He worked for a year on Icelandic patrol vessels which saw to it that foreign fishing trawlers did not violate the ten mile limit.

Chased Poachers: It was at this time that Hitler came into power and soon after German fishing trawlers started making a habit of crossing the zone. When the patrol vessel hove into sight they would cut their trawl lines and run for it. "It made for many an exciting chase," he said.

Subsequently he worked on Icelandic ships on runs to North Sea and Mediterranean ports. On one of these trips he was returning from Spain on a 1,600 ton freighter when the ship ran aground on the Iceland coast in a hurricane.

Shortly afterward all the lights

went out. The crew huddled on the bridge firing distress rockets. It was not until daybreak that two farmers saw the signals. They drove a couple of two by fours into the sand, and the crew managed to float a life ring ashore with a line attached. All 20 crewmembers got a thorough soaking riding a bosun's chair through the breakers, and the ship went to pieces on the rocks soon afterwards.

With the coming of the war Stefansson sailed on ships of the various Allied nations. He was torpedoed just once, coming out of Bristol channel in 1940 on a Norwegian freighter. The crew took to lifeboats and were picked up by British patrol vessels about three hours later.

Murmansk Run: On another occasion, in April, 1942, he was sailing the Murmansk convoy run when a tanker in the same column was blown to bits and several other vessels were sent to the bottom.

Stefansson was on the west coast when he first heard of the SIU. He became friendly with an SIU member and sailed with him on Isthmian vessels. When the SIU began organizing Isthmian he stayed aboard, as the Union requested, until the company was signed. After getting his book in 1946 he served as volunteer organizer on ships of several other companies subsequently organized by the SIU.

His attachment to the SIU is understandable in the light of the conditions he sailed under on foreign ships. "When I first went to sea," he said, "I was paid 48 Icelandic kroner a month, the equivalent of \$9.30."

It was customary for crewmen to supply their own blankets, bedding, plates and utensils. They slept on straw mattresses, and on some Belgian and English ships had to get their own food out of a common kettle. Safety conditions were also poor and lifeboats would often be left for two or three years without an overhauling.

Married? "Not yet," Stefansson said. "Before I ask an American girl to marry me I want to make sure I hook onto those citizenship papers."

The Seafarers Puzzle

- ACROSS
- What Laurence Olivier does
 - An arm of the sea
 - Small bays
 - Yell
 - Meadow
 - Where gladiators fought
 - Port of call in Texas
 - Growing out
 - Brick carrier
 - Salt
 - Hideouts
 - Corroded
 - San —, port in Italy
 - Superlative ending
 - and or but
 - Long distance runner
 - Lobster trap
 - "Sparks" uses one
 - Atlantic or Pacific
 - Lincoln's son
 - Steal
 - Gasp
 - "— the ramps we watch"
 - Gambling game
 - Danish money of account
 - Possess
 - Shiny cloth
 - Second blessing
 - Tissues
 - Notable period
 - Man's nickname
 - Good tricks
 - Made regular trips
 - Fishing seine

- DOWN
- Agree
 - Old women
 - Cruel ruler
 - Color of Gulf Stream
 - Roman coin
 - Pleasure boats
 - Sign of union membership
 - Mouth: Comb. form
 - Ship
 - Make peaceful
 - Member of the SIU
 - Pinta: Abbr.
 - Garden tool
 - Near the stern
 - Arrangement of sails
 - Charged particle
 - Navigation hazard
 - Hit lightly
 - Sand bank
 - Port in Portugal on Douro R.
 - Man's name
 - Tip ship on side
 - Permit
 - Depot ship
 - Fixed quantity of food
 - Orange and black bird
 - Kind of hat
 - Be in debt
 - Overweight
 - Single things
 - Look over
 - Hearing organ
 - Man's name

1	2	3	4	5	6	7	8	9	10	11
12			13				14			
15		16				17				
18					19				20	
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48					49			50		

TEN YEARS AGO

Where were you in November, 1941? Do you remember...?

The SIU had just celebrated its third year of existence. World War II, in Europe, was already in its third year and, across the Atlantic, Washington diplomats were dicker-ing feverishly with two Japanese "peace" envoys to prevent a full scale flare-up in the Far East. The US generally was experiencing mild inflation, peak production and, in accordance with seasonal habit, Saturday football "fever" and Monday morning quarterbacking.

The Nazis overran the Crimea and captured Rostov, while to the East another German force was repulsed almost at the gates of Moscow itself... President Roosevelt signed a sweeping amendment to the 1935 Neutrality Act enabling American merchantships to be armed and to sail in all waters, as Germany warned it would step up its U-boat attack on all shipping to allied ports.

SIU negotiators inked new closed shop agreements with two Gulf operators boosting pay for most classifications \$10 per

month. Under the new pact, AB's received \$100 monthly pay. The SIU also revealed further Union advances with five major Atlantic companies, also for a \$10 monthly wage hike and a 90-cent overtime rate—highest in the industry.

Tony Zale outpointed Georgie Abrams after being floored in the first round and gained undisputed hold on the world's middleweight boxing crown... Minnesota, Notre Dame and Duke vied for mythical gridiron honors as "team of the year"... Texas dropped Texas Aggies from the unbeaten, untied ranks for the second year in a row.

Congress was sweating over "labor" troubles and sentiment gained for anti-strike legislation to stop what many called "needless" halts to defense production... US troops were sent to garrison Dutch Guiana in South American to safeguard the flow of bauxite (aluminum component) to state-side factories... An aggressive Navy football squad whipped Army, 14-6; the third Army defeat in as many years administered by the Middies.

SEAFARERS LOG

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Our Lucky 13th

It wasn't exactly planned that way, but it is most fitting that we have opened our new hall in time for the 13th Anniversary of the SIU. Brick, cement and steel went into its making, but it was the membership's devotion to trade union principles and to the welfare of the SIU that made it all possible.

That devotion has borne fruit in this impressive symbol of 13 years of tremendous progress. But the headquarters is much more than a monument to the trials and struggles of the past.

It is a home for our membership in New York, providing them with the comforts and conveniences that they need and deserve when they are in port. It also makes possible more efficient functioning of the Union's various district-wide and local offices, paving the way to further gains and increased services to the membership.

All the facilities of this new hall have been designed primarily from the viewpoint of the members' comfort in the ordinary course of their comings and goings. However, should the time come when the SIU will once again be involved in a major struggle on the waterfront, these same facilities will be a tower of strength both as a nerve center, and as a base of operations.

Either way you look at it, the new hall fits neatly into the pattern of SIU growth and development. What has been done here in New York we hope to extend to our outposts so that SIU brothers wherever they sail from will have the same advantages. In the meantime, we hope all of you will make a point of coming to see our new hall. We look forward to welcoming you here and we know you will not be disappointed.

How Do We Look?

Keeping pace with the new hall, this issue presents a different LOG, all dressed up in brand new clothes. We have made extensive improvements to provide a more compact newspaper, which is easier reading and contains more news and features than ever before. We've tried to provide the kind of material that will be both amusing and informative. This LOG is not necessarily the last word as we hope to improve it wherever possible so as to keep it fresh, alive, and interesting. We hope you like it.

A Ship Plan Needed

Current trends in the shipping industry indicate that US maritime is fast approaching a turning point in its long and checkered history. Shipping demands have practically cleaned out the boneyards of all usable vessels. Many ships now in service would be deemed obsolete in normal times. Meanwhile, all 14 of the new Mariner ships under construction in US shipyards are standing idle because no steel has been allocated for them.

It's time for us to take stock of where the maritime industry is going. The American people are always ready to support a US cargo fleet in time of crisis. Will they do the same in peacetime? Past history is not very encouraging on that score. Some voices have been raised calling for long-range planning by this country for the future of US flag shipping. We think the time is most appropriate for the government and the American people to make up their minds that the US needs a strong, sound and modern maritime industry for the nation's safety and economic well-being.

Training School

And speaking of long-range planning for maritime, the SIU is doing just that by establishing schools for deck, engine and stewards department men in its new headquarters. These schools, when opened, will supply the maritime industry with the trained ratings it needs if it is to run efficiently. This is just another example of the way in which the SIU is constantly branching out into new fields and new enterprises, all of them with the following objectives—to better the lot of the members, to increase their earning powers and to strengthen United States flag shipping.

The SIU is doing its part as a responsible trade union. Now it's up to Uncle Sam, the operators, and the American people themselves, to put their thinking caps on and work out a real plan for the survival and growth of our shipping industry.

LETTER of the WEEK

You're Lucky If Shanghaied: Bill

To the Editor:

During the recent months of good shipping, I have been busy helping ex-seamen with ratings to get new papers so that they can ship out again. Long smug in the belief that they'd quit the sea, and having washed the salt from their hair for all time, they gave me excuses at first, rather weak ones usually.

"Look, man," I'd say, "the sea ain't what she used to be. We have good grub. Choice of two meats and three vegetables, for instance; good pay with all sorts of protective overtime, polite officers, our own elected delegates, clean linen, and fresh water showers." When they look skeptical about washing machines, radios, television and movies aboard I dare them to go to sea to prove me wrong.



Champlin

So, shanghaied, out they go as happy as a dog with two tails. If they think they've made but one trip only, a couple of weeks on the beach finds them back in the Union hall, sheepishly lamenting that they'd not registered before.

In The Pan

I've seen some characters who, in the throes of making up their minds, squirmed and cried like a Mexican jumping bean with arthritis. I've one such character in the frying pan at present; the whimsical John Swenehart, whose views on "Why Seamen Don't Drink" I presented to you gentle readers a few months ago. John has the fatal disease "writeritis," for which there seems to be no cure. He long ago quit arguing with me, and uses the written word instead. Quote:

The reason why I am a landlubber is that landlubbers do not have to go to sea. On the other hand, seamen do, and consequently have to look at a lot of ocean all over the place, or else they have to look at their shipmates who are usually a pretty sad looking lot.

Landlubbers do not have to look at such things, nor do they have to breathe the pure salt air, nor do they have to hustle back to their ships just when they are making time with their beautiful girls.

Ah, The City

Landlubbers can inhale the exhilarating mixture of soot and carbon monoxide while indulging in the lighthearted pastime of dodging playful taxicabs. Or they can go to the country, where they can cavort with gentle insects, such as the mosquito, the bumble bee and the common horse fly. And always there is to be enjoyed the society of lovely women who, of course, do not need attention, do not need money spent upon them, do not quarrel, but want only to make all good landlubbers happy.

That is why I am a landlubber.

John Swenehart.

John thinks that the above reply has utterly crushed me. Little does he dream that I mean to shanghai him.

G. W. Bill Champlin.

'Cornerstone'



As I See It

by PAUL HALL



"MIGHTY PROUD" seems to be the best way to describe the general reaction among all hands who have visited our new headquarters in Brooklyn. No question, our new structure is an enormously impressive tribute to the Atlantic and Gulf District, and to its membership. All of us Seafarers can look upon our latest accomplishment with justifiable pride. This is the view not only of our own people, but of the vast majority of people from the outside who have been visiting the building since we moved in last week.

Our new environment is a marked contrast to the dingy, cramped facilities that once were regarded as the traditional means of operating on the waterfront. In the SIU, we have changed all that. Our buildings in New York and several of the Gulf ports, and our District-wide accomplishments in the area of conditions, welfare and other benefits, certainly emphasize that point.

Here in Brooklyn, as we have already done in other ports where the SIU has branches, we intend to become an integral part of the community. The area around our new headquarters branch is a workingman's neighborhood; the people are our kind of people.

This new headquarters building is by no means the finish of our operations insofar as providing our membership with the best possible facilities where comfort and convenience are concerned. When we say SIU, we mean all the ports up and down the East Coast and the Gulf. We hope to continue towards the goal we have set our sights on by ultimately placing similar plants in operation wherever the SIU has branches.

THE old expression "there's nothing new under the sun" certainly applies to the boys who follow the Moscow line. The World Federation of Trade Unions, which is nothing more than the Cominform with the commie version of a "new policy" of boring from within democratic unions to gain con-

trol. The purpose of the so-called new tactic is to sabotage the rearmament program of the democracies. One of these tactics as announced by the French commie, Benoit Frachon, is to encourage wildcat strikes. Frachon told his listeners at the WFTU conference in Berlin two weeks ago that the wildcat dock strike in New York was just the kind of thing they were looking for.

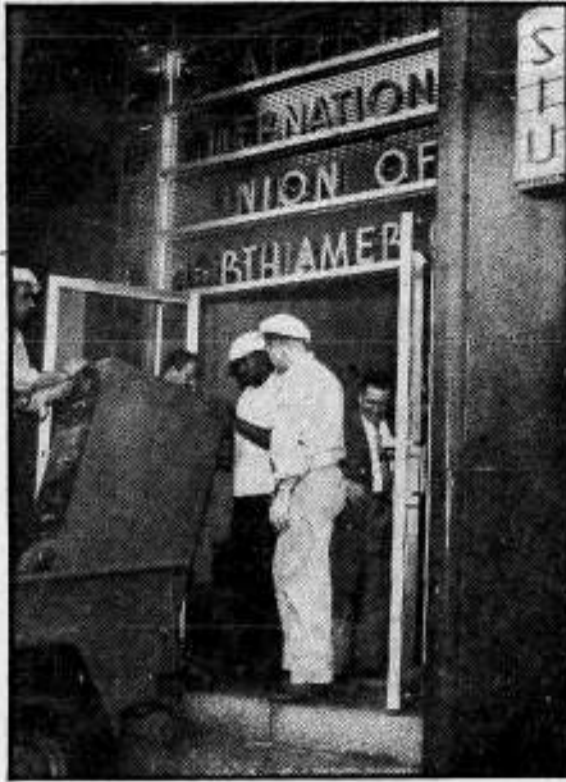
The commie line hasn't changed a bit with the years. Back in 1932 a commie wheel named Lozofski laid down the trade union line in these words:

"There is no need to shout from the housetops 'destroy the unions' as was done in Germany. But, that we want to break up the reformist unions, that we want to weaken them, that we want to explode their discipline, that we want to wrest from them the workers, that we want to explode the trade-union apparatus and destroy it . . . of this there cannot be the slightest doubt."

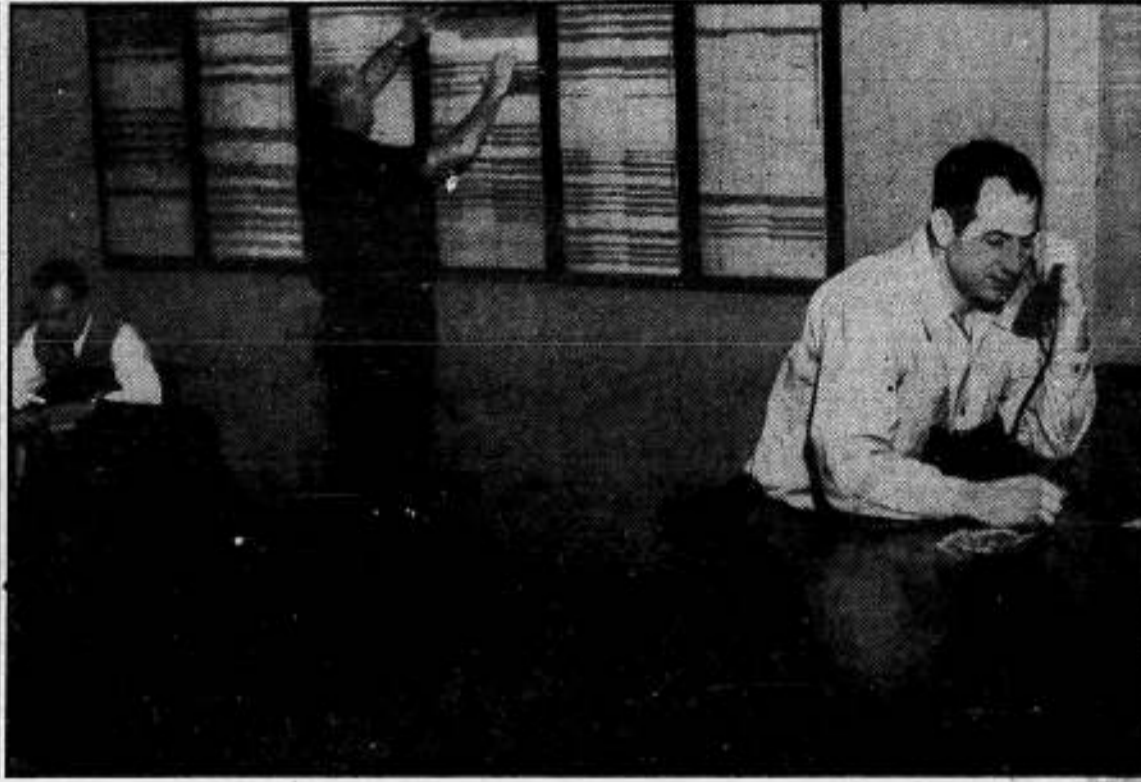
The waterfront, as we all know, has long been regarded as a key spot for operations by commie saboteurs and disrupters. We Seafarers have come to grips with them on many an occasion and fortunately have been successful in slapping them down wherever they showed their heads. This is our answer to the WFTU's new line.

IN THE matter of a week or two, the SIU Vacation Plan will start paying out benefits. These benefits will be available at any SIU hall and we intend to hold kinks down to the barest minimum. This is the only plan anywhere in the maritime industry in which the union pays vacation benefits direct to the membership. Under our plan our Seafarers no longer have to stick with one operator to rate his vacation pay. The fund is an industry-wide one sustained by all our contracted operators, and whether you sign on one ship or seven during the year, you will earn vacation money in direct ratio to the number of days worked during a particular year.

Bldg Combines Shipping Ease, Comfort, Beauty



No halt in Union operations. SIU men tote files into new Hq. over weekend.



Meet the Contract and Welfare dept., which soon begins processing vacation claims. In rear, board giving day-to-day location of SIU ships is revised.



Seafarers throng around huge SIU rotating hall. Electrically-run board lists



Record librarian goes aloft to check floor to ceiling banks of A&G files.



Headquarters officials handle beefs, dues payments and queries of SIU men in third deck Hq. space. Office also serves as center of NY port's ship-contacting activities, from which patrolmen daily visit ships for pay-offs, sign-ons.



Historic first! Taking shipping card from the dispatcher, the first seaman to ship from new Hall gets the good wishes of his shipmates.

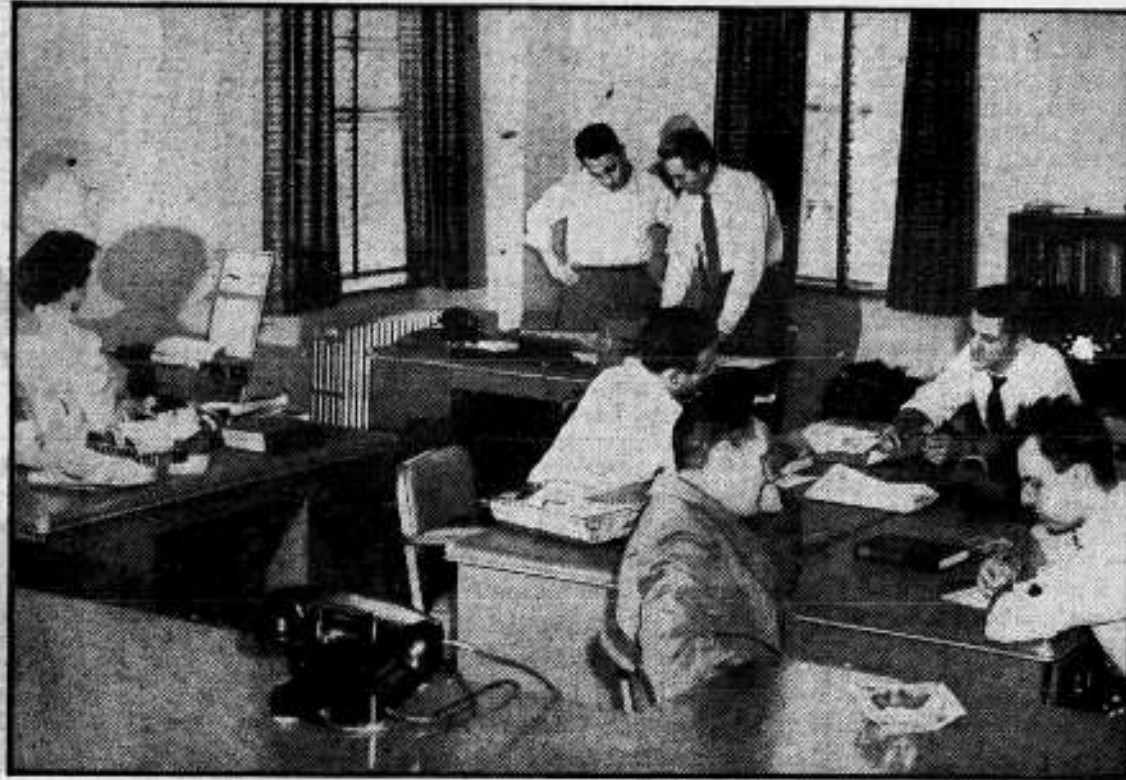


What next? Chalking his cue stick, a Seafarer ponders next move as opponent make play. Game room boasts three well-used pool tables.

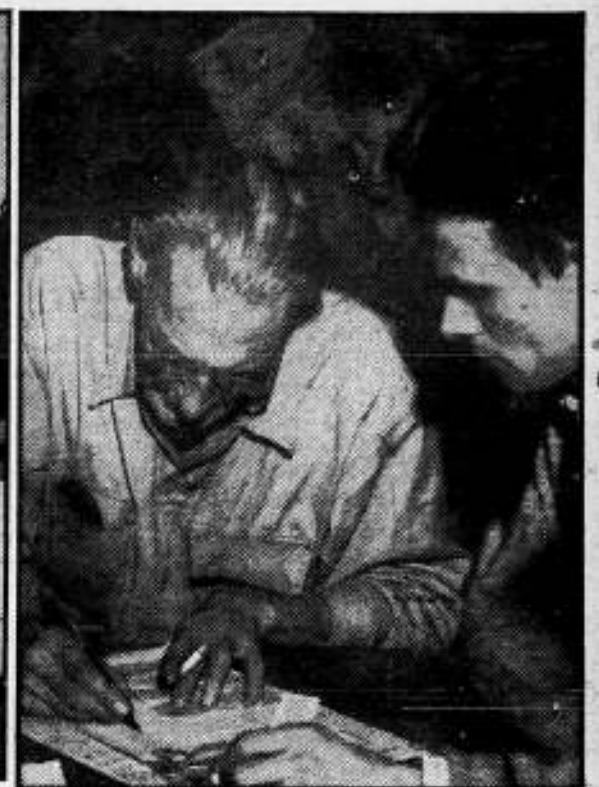
All Activities Humming In New Seafarers Hall



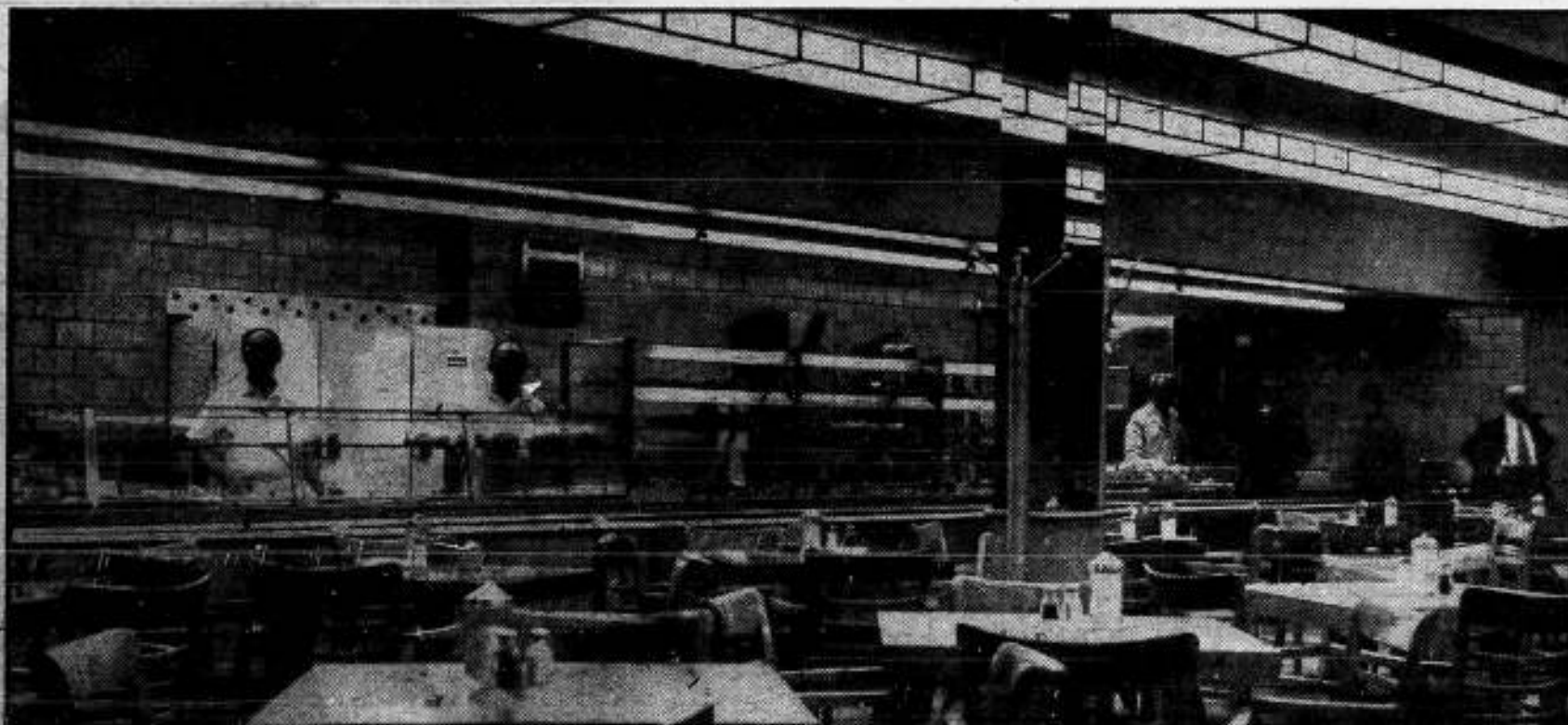
Shipping board, hub of activity in spacious hiru, SUP jobs.



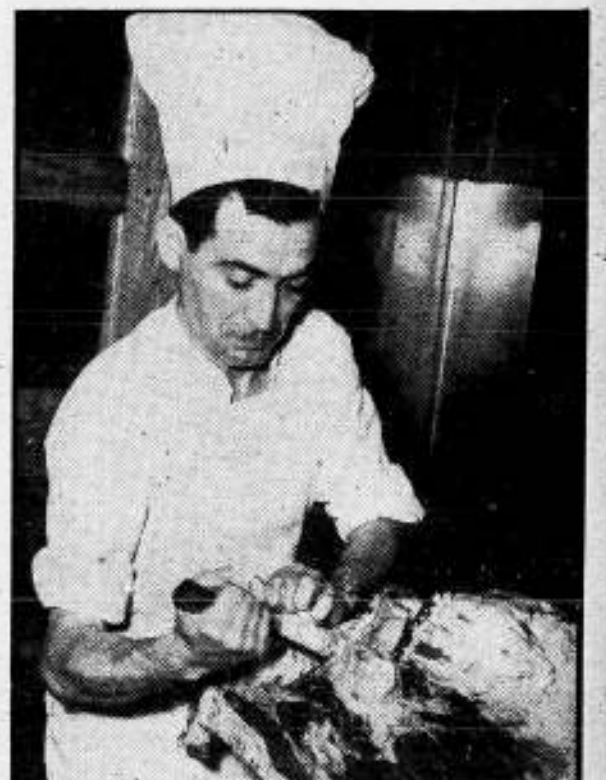
Busily preparing the new LOG issue, the newspaper staff is snapped at work by its own photog. Staffer (foreground) is interviewing a Seafarer for news copy.



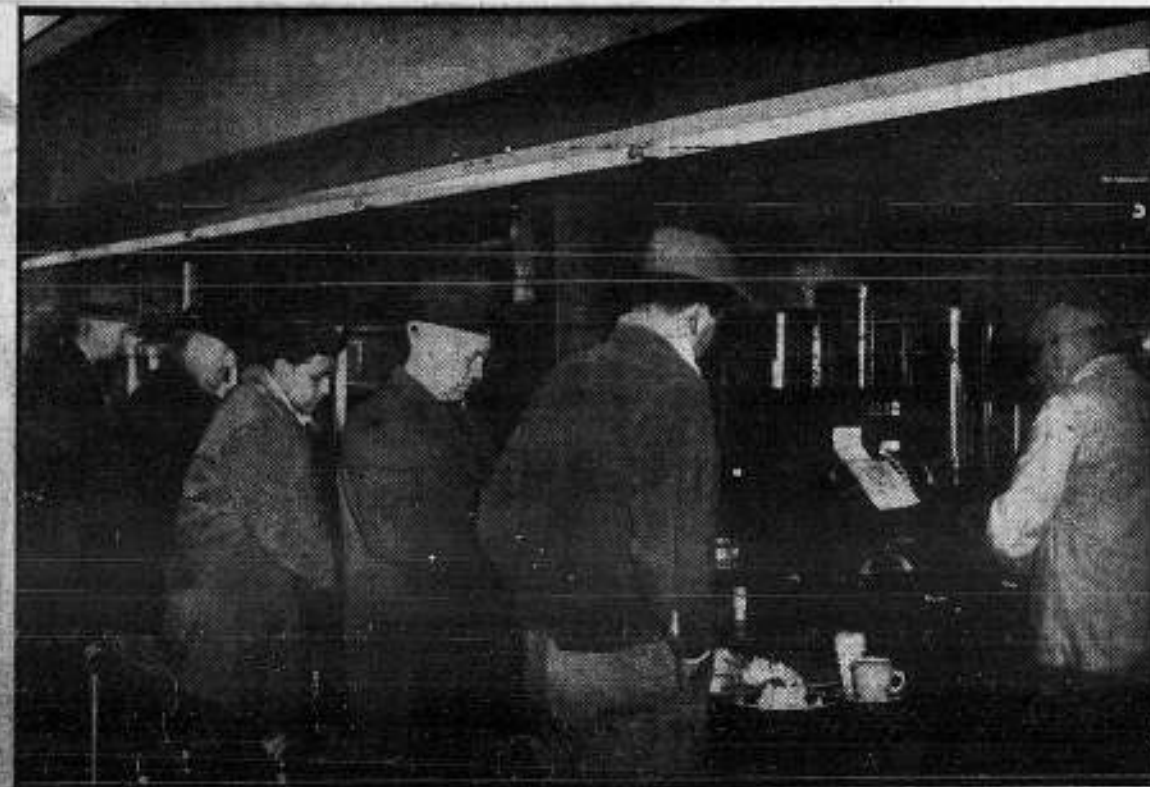
Seafarer gets book check before voting as A&G election moves into high.



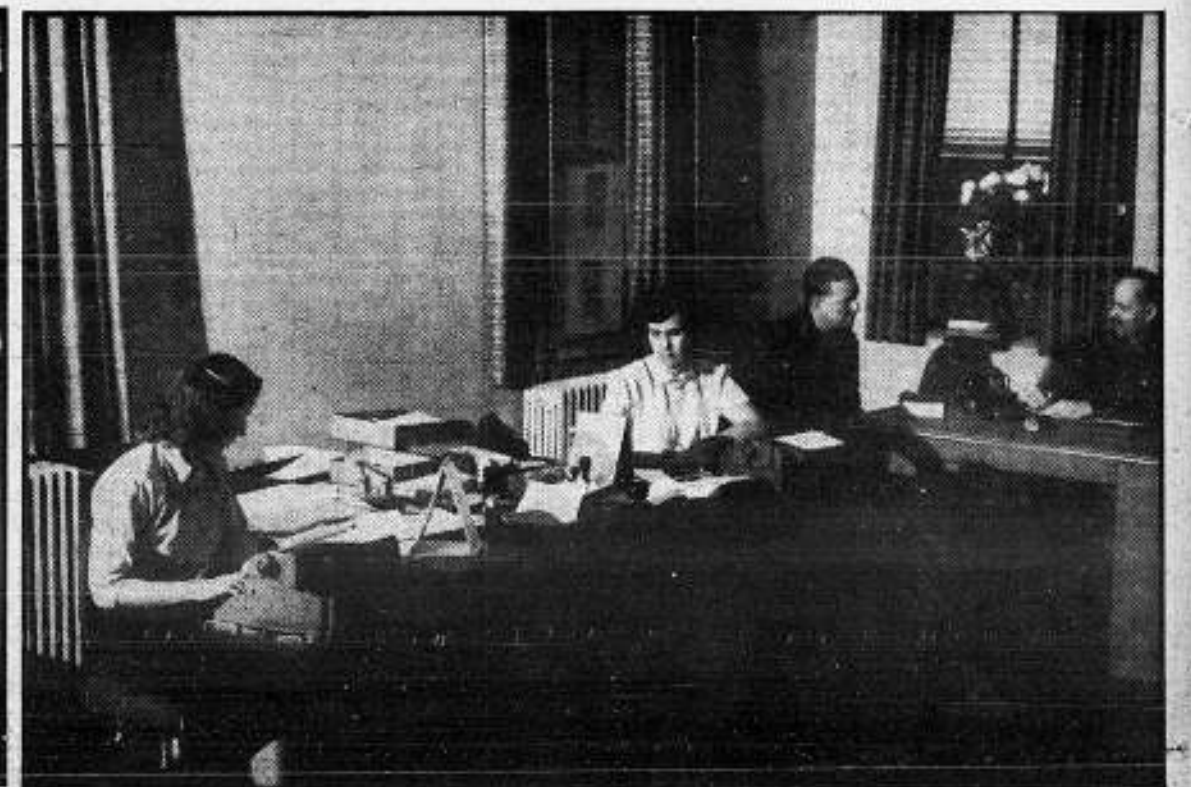
AFL Restaurant Workers who man SIU cafeteria stand by for midday rush behind steam tables stacked high with tempting food. The Union's spacious, sparkling dining space is open seven days a week for member convenience.



Butcher plows into leg of beef, readying steaks for cafeteria.



Mmmm, looks good! Seafarers at the cafeteria check-out with trays of food watch cashier dig out change for an SIU man with a healthy appetite.



Here's SIU Training School office staff, part of efficient Headquarters staff entrusted with maintaining records of the A&G's far-flung operations.

Bldg Dedicated To Men's Needs

(Continued from page 3)

came apparent that the facilities there were far too limited to keep pace with the Union's growth.

The new headquarters rises majestically in Brooklyn's Park Slope section. The outside is faced with simulated white limestone on its upper two floors and brownstone on the first story. The ground floor facilities, which include the Sea Chest, the Port o' Call bar and the cafeteria, are open to the public as well as to Seafarers.

The bar occupies the 20th Street corner of the building and is shaped like the prow of a ship with a larger-than-life carved wooden figurehead of a woman as the dominating feature. The walls are lined with back-lighted color transparencies of well-known maritime scenes in various ports of the world. The bar will open after sixty days, as per requirements of the State Liquor Authority.

Low Food Prices

In the rear of the building is a modern cafeteria with attached galley and bake shop. The cafeteria is the only one in New York City still selling coffee at five cents a shot, with other prices correspondingly low. Further savings will be available to Seafarers in the form of 25 percent reduced-price meal tickets. A meal ticket worth \$10 will go for \$7.50.

The cafeteria is furnished with attractive red and yellow formica-topped tables and bleached wood chairs, with a terrazzo floor throughout. The galley contains the finest in modern cooking and refrigerating equipment, including hot steam sterilization of utensils and glassware.

On the 21st Street end of the building is the Sea Chest which will supply seamen with all their stop chest necessities, including cigarettes, at reasonable prices.

Shipping Room

The second floor is dominated by the huge shipping hall with its tremendous electrical shipping board, built especially for the SIU. The board is over 22 feet long and more than nine feet high. It is built of steel and plexiglass backed by 81 cold cathode lamps which give light without heat. The room can be converted into a meeting hall seating 1,000 people by the simple expedient of retracting the shipping counter on its wheeled track and bringing out folding chairs. Microphone jacks are scattered throughout the room to enable the members to take part in the meeting.

The massive shipping hall also has facilities for showing movies and large-screen television.

TV, Billiards, Etc.

Across the corridor from the shipping hall are respectively; the library and writing room, equipped with special writing desks; a combination classroom and television room with a huge 24-inch television screen; a billiard room containing three tables equipped with fingertip counters; and a shower room with half-a-dozen stalls. In the hall is an impressive 8 by 10 foot bronze plaque listing the names of the close to 2,000 SIU men who lost their lives in World War II.

On the third floor are the various offices, including those of the Sailors Union of the Pacific, the Brotherhood of Marine Engineers, the SIU Welfare and Vacation Fund, the SEAFARERS LOG, Headquarters office for beefs and dues; a conference room beautifully furnished and paneled in parquet plywood for use in meetings and negotiation conferences and the office of the A&G Secretary-Treasurer.

The plot on which the building

stands has a large parking lot and is located two blocks from the Brooklyn waterfront within easy reach of the Bull Line docks as well as port facilities of SIU-contracted operators.

A large number of government officials, Congressmen, officials of other unions and shipping operators visited the building in its first week of operation and spoke admiringly of the variety of facilities and the efficiency of the building's design and furnishings.

The building's upper two floors are lined with asphalt tile throughout in various attractive color combinations. The walls are pale green, the windows framed with drapes and covered with slate blue venetian blinds.

Some of the many facilities in operation now—or to be available shortly—include: a photomatic machine, a laundry drop, schools that will be established for deck, engine and stewards departments, public address system and others.

Sentiment about the new hall is best summed up by the statement of one Seafarer at the first membership meeting held in the hall on Wednesday, November 21, just three days after it opened.

"We've Come a Long Way"

The Seafarer, touched by emotion, told the gathering of some 900 members, "I can remember the day not so long ago, when seamen were treated like dirt; when we had to go from port to port in a boxcar because there was no such thing as transportation, and other conditions were equally bad. . . . 'Brothers, all I can say is we sure have come a long way.'"

Philadelphia Maritime Trades Visitors



Early visitors in the SIU's new building were these brother trade unionists from the Philadelphia A. F. of L. Maritime Trades Council. Seated left to right in the spacious conference room are: Steve Cardullo, SIU Port Agent; Zig Woturski, SIU Dispatcher; Ray Oates, SIU Patrolman; Vic. J. Carney, Local 1242, ILA; Joseph Trainor, Local 1332, ILA; William E. Gosner, Local 1566, ILA; Patrick McAllister, Independent Watchmen's Union, Local 1536. Standing is James McElkinner, Independent Watchmen's Union, Local 1536.

Isles Disaster Brings CG Strap Order

(Continued from page 2)

former crewmembers, company executives and shipyard officials who offered statements at the inquiry was the brother of the late Southern Isles skipper, George F. Sadler, who asserted that his brother had told him that "he guessed if he got caught at sea in a hurricane she would sink on him."

The vessel was plowing its way northward through heavy seas and gale-force winds resulting from a two-day hurricane blowing in the area. She dropped to the bottom in less than five minutes after snapping in half.

Surviving crewman Howard Bastenbeck asserted the ship "suddenly stopped dead still" while

traveling at 290 revolutions. His disclosures were affirmed by the master of the Southern Counties which, when once encountering similar conditions with identical cargo, had hit a heavy sea that stopped her dead "just as still as that table."

Further testimony noted that steamship inspectors had found the ship "seaworthy" in March and from shipyard sources, that she was in "good shape" when drydocked in September.

During the course of the hearings, it was brought out by one former ship's officer that he found "not a thing in the world wrong" with the ship when he sailed her, and another declared he would be "willing to go back on her tomorrow." However, a former

mate asserted the ship vibrated so much he could barely stand and signed off the ship because he "was afraid of the thing."

The hearings closed in October, but the findings have not been made public as yet. Surviving the disaster were: James Childress, AB; Samuel A. Lynn, deck maintenance; Howard Bastenbeck, oiler; Wilson H. Deal, steward-cook; Raymond Holton, 2nd cook, and Charles Perkins, messman, all SIU members.

Seafarers who went down with the ship were: Simeon Delacruz, AB; Hal Williams, AB; Marion Gorman, OS; Cecil Vaughan, OS; William Asble, oiler; Joseph A. Miller, oiler; Tolon Shumake, wiper and Richard Meekins, messman.

She's The Newest Queen Of Maritime

Ever seen the proud father handling a new baby? Like a paper bag full of thin-shelled eggs? That's how it is with the new hall. . . . The men are not quite used to it yet. . . . It's bright, shiny and new. "Handle with care" is the order of the day. There's the fellow who cleans the smudges off the staircase wall every morning. Or the other one, who makes sure that nothing goes into the sand boxes but cigarettes. You can see it in the way Seafarers gingerly sit down in a chair, keep both feet on the floor and make sure not to drop ashes around. As one fellow said, when he looked in at the new bar, "I've got to learn to behave in a place like that."

And here is Vice-President Barkley getting a welcome kiss from his wife at the Tokyo airport. . . .

A dozen men in the second-floor TV room watch with grave attention as the screen flashes a still photo of the genial Vcep performing his well-known speciality. Faint cathedral-like light filters through the drawn blinds. Deep relaxation pervades every corner. A couple of men are drawing on cigarettes, their arms describing slow-motion arcs. The rest are motionless, eyes riveted on the screen as John Daly reviews the news.

"You know what he's doing now?", the little fat man asked rhetorically. He raised his voice as a pool player broke the pack wide open. "He's commanding a P2 for the government. And he was the guy who never had a kind word for the government."

One of the men tried to slice the number five ball backwards into the near-left-hand pocket. He landed a trifle too square. The cue-

ball ricocheted in stately fashion off two cushions, backing into the nine-ball at the far corner. The nine-ball trickled daintily to the lip of the pocket, then hung on edge as if peering down disdainfully. "Drop, you dog," the player muttered. A collective groan came up as he stumped the butt end of the cue on the floor.

There were ten ships up on the board and the dispatcher's counter was busy. Two men behind it were pecking away on typewriters revising the registration lists. A group of Seafarers was at the counter looking up at the board. Little knots of men were all over the shipping floor and the hum of conversation sounded strangely soft in the vastness of the room.

"So he said he wanted to get off the ship. So they told him, well if that's the way it was, call up the hall and get a replacement. But before he called, he decided. . . ." He broke off as the dispatcher picked up his pointer and mike, getting ready for the next job call.

The bar looked invitingly ready for business. All that seemed to be missing was the hard stuff to pour with. One big fellow was trying the bar for size, one foot on the rail, elbow on the stick. He slumped over at an appropriate angle and held it for a minute. "It's nice in here anyhow," he sighed.

Two other Seafarers came through the door. One whistled. "Some dump, some dump," he said admiringly. He turned to look at the pictures on the walls. "Say that's Waikiki. See that building?" He jabbed it with his finger for emphasis. "That's the Waikiki hotel. There's a street behind it. You cross the street and go up, one

block, and that's where a girl I know lives."

The well-modulated voice carried through the archway into the quiet of the library next door. . . . "Senator Estes Kefauver said he was willing to run for the presidency in 1952. . . ." Nobody in the library paid any attention to the

potentially-momentous announcement. A sanitation truck squealed to a stop below the window. One Seafarer startled nervously and coughed. He gripped his pen harder and started writing again. The others sat immobile, reading. A huge potted plant with large waxy leaves stood in the corner, benignly overseeing all.

Seafarer Sam Says

THIS IS YOUR NEW SEAFARERS LOG!

WE'VE TRIED TO MAKE THIS YOUR KIND OF PAPER — AND WE'LL CONTINUE TO DO SO.

YOUR LETTERS, ARTICLES, PHOTOS, AND DRAWINGS ARE WELCOME. LET'S HAVE YOUR IDEAS AND SUGGESTIONS, TOO. THIS IS YOUR SEAFARERS LOG.





Seafarers wait their turn at registration desk to sing out their departments and have shipping cards stamped before entering the assembly hall.

Awe, Admiration Mark 1st Meeting

Gathering for the first meeting of the Headquarters Branch in the Assembly Hall of the new Brooklyn building on Nov. 21, Seafarers paused to look around and, as one member capsulized it later in Good and Welfare, to consider that "they'd come a long way . . ." since 1938.

The spacious, up-to-the-minute building offers every modern facility for use as a meeting and entertainment hall, while the mere flip of a button raises the curtain over the massive, multi-colored rotary shipping board and prepares the area for the daytime passage of hundreds of Seafarers shipping out to sea via their own hiring hall.

Combining light, color and modern technology in every way possible, the Assembly Hall contains jacks for floor microphones enabling members to speak from any point in the hall as well as a complete amplifying and loud speaker apparatus. Seating over a 1,000 persons the hall is the last word in membership meeting facilities.



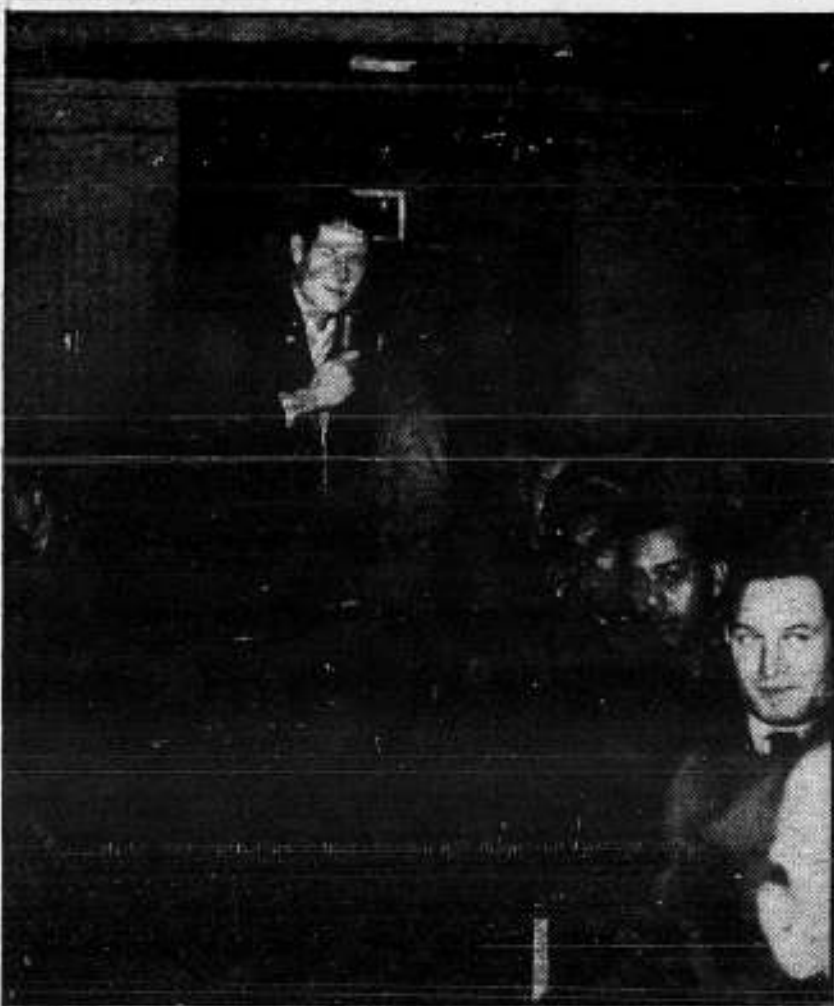
Elected by acclaim to conduct meeting, Eddie Mooney, Sonny Simmons and Al Kerr (l-r) listen to discussion from a member on the floor.



SIU men entering building for first meeting form line on the stairs ready to get cards checked. MA stands by and keeps things moving.



Fully relaxed in comfortable seats, Seafarers listen to a speaker on the dais in their spacious, well-lit meeting hall.



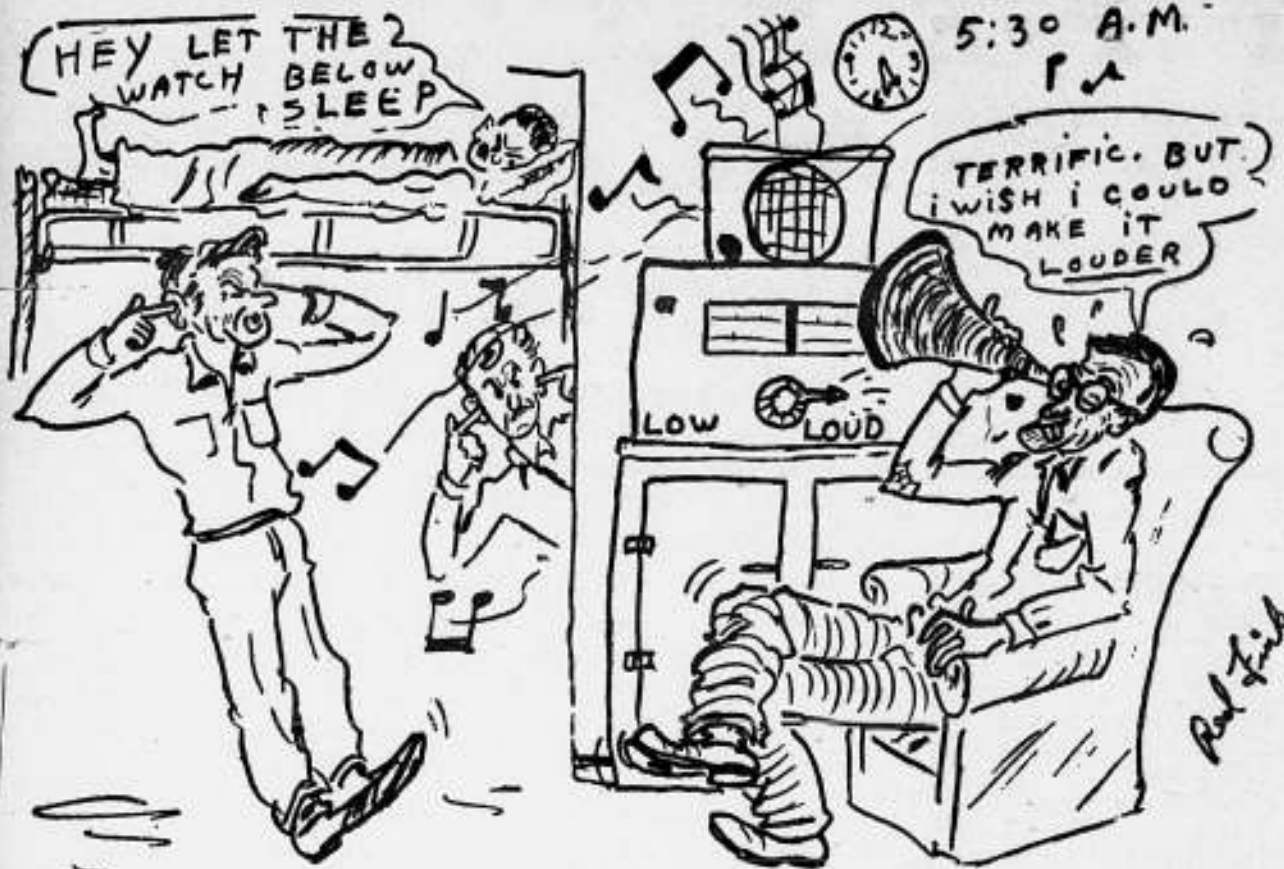
Taking the deck in Good and Welfare, a Seafarer uses a floor-mike to address the membership.



Presenting his biweekly verbal report, Secretary-Treasurer Paul Hall speaks to the headquarters meeting.



Dispatcher Marty Briethoff gives members the score on the past two weeks of shipping out of NY.



Red Fink finds that the heavy volume on the ship's radio has a decided effect on the crew's musical appreciation, excluding the skipper, of course.

Kirk Team's Big Bats Outhit Japanese Nine

Crewmen of the Robin Kirk (Seas Shipping) upheld the honor of Uncle Sam and the SIU in a one-sided baseball affair recently in Beira, Portuguese East Africa, by walloping a Japanese aggregation from the Liverpool Maru for 18 hits and eight husky markers on the scoreboard.

An error by "Bowlegs" Leo, a field goal boot in the second on a sure out, wound up as a four-bagger and the lone rally for the Rising Sun Boys. The game was otherwise highlighted by the clutch pitching of Sid Gordon and the slugging of the Kirkmen.

The SIU batsmen further acquitted themselves as Figueroa slammed four doubles; Jack Bluitt, deck delegate, whacked a home run; Curley, the backstop, blasted two doubles and a triple, and Jones, first assistant and first baseman, got in his licks with two doubles!

Pitcher Gordon got into trouble the first inning when the first batter from the Maru singled, and after one out, another batter tagged one putting men on first and third. But our hero, it seems, knuckled down like never before and got his next two opponents on strikes.

Butterfingers

The second frame also had its moments especially after the bobble that netted the Maru an easy run. Another error right off put a man on second, then "Stalwart" Sid got one out on strikes and things looked good. But, the next batslinger was passed and the Maru-men went wild because their slugger, Itsiki, was on tap.

Clean-up man Itsiki whacked the first pitch and the Kirk's sterling double play combine went to work. The ball hopped right to the shortstop, who flipped to Figueroa at second he winged it over to first for the third out.

After that, it was as easy as pie. Gordon gave up only three more scratch hits which went to nought thanks to the perfect day afield of Hector "Li'l Chico" De Jesus. C. "Bowlegs" and "Ham Fingers" Sparks, whose bobble didn't prove as fatal as Leo's, have been traded (to the Trent, says Bluitt).

A few of the men on the Kirk team were from the same entourage that handed Ski and the Robin Trent a 17-6 shellacking last July in Lourenco Marques. Ski and Casey Jones never wrote in about that one, sneers the Kirk correspondent. At that time, the present Kirk players were on the Robin

Mowbray, all of which are Seas Shipping vessels.

The boxscore also notes that Owen McEnaney, Al "Blackie" Serra, Bill O'Brien and Tom Galante were the "water boys" for the Kirk, and that the boys hope to be seeing the new hall around Christmas.

Crew Raps Men Who Miss Ships

At a recent meeting of the crew aboard the Liberty Bell (Dover), the men recommended that Headquarters square away men signing articles and then missing the ship.

The Liberty Bell had two cases recently of men having their gear aboard ship and then winding up on the beach as the ship chugged away. The crew states that this is just an example of an increasing problem. Some men just seem to forget to keep in touch with the ship or the company on exact sailing time, the crew reported.

LOG-A-RHYTHM:

Portraits

By Thurston Lewis

There is a young fellow named Heise,

Who just will not take any advice. He could be a home wrecker, He's such a great necker, But that wouldn't be very nice.

There's an AB on the 12 to 4, Who won't have to go to sea any more.

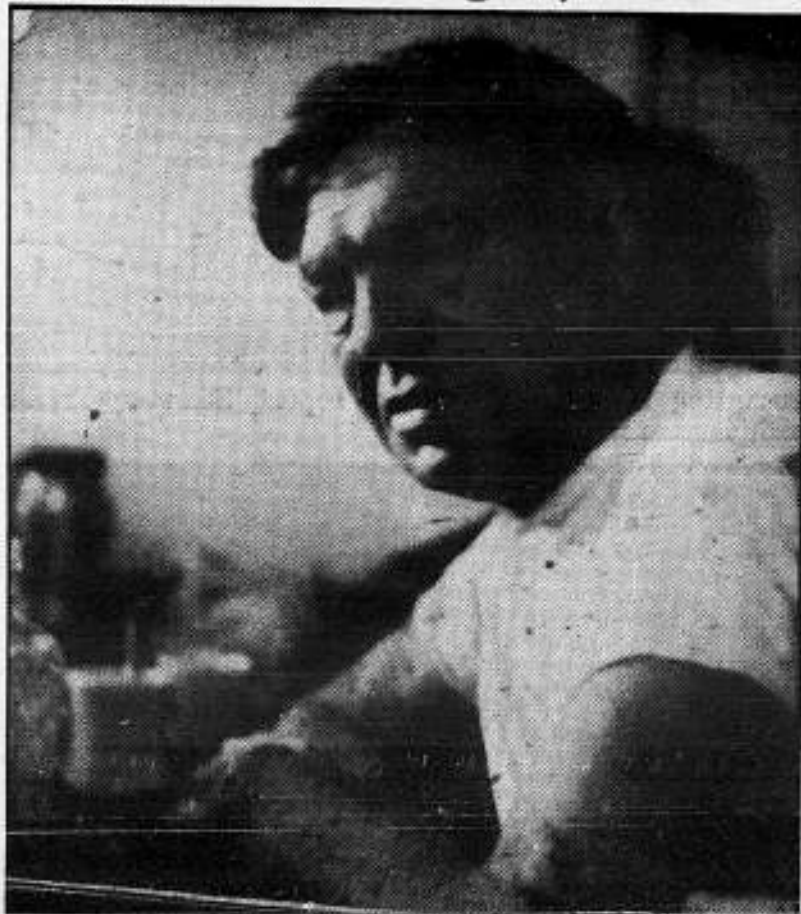
He's bought so much stock, He's got the company in hock, And each logging just adds to the score.

The 4 to 8 OS is called Red, He spends most of his time in bed.

But he is so meticulous, It's almost ridiculous, Not an out-of-place hair on his head.

No baker you've ever seen yet, Can bake as good as our baker, you bet, But the reason he's so good, As all bakers should, He mixes the dough with his sweat.

Whatcha Scowling At, Jack?



Sailor Jack Delany turns and scowls at the camera while enjoying coffee during his ship's stay in Yokohama, Japan.

Did You Know . . .

That the Seaman's Act, which was the groundbreaker for many of the rights seafarers today enjoy, was signed by President Woodrow Wilson in 1915 after it failed to get the signature of President William H. Taft three years earlier?

That the last bare-knuckle world heavyweight championship fight was fought in 1889 when John L. Sullivan took Jake Kilrain after 75 rounds?

That the SIU's A&G District was the first seagoing union to win an industry-wide vacation plan? Establishing a pattern for the entire maritime industry, the revolutionary SIU plan guarantees vacation pay on the basis of time worked, regardless of how many companies you work for in the course of a year.

That you can't get a marriage license for \$2 in all 48 States? Only a third of the nation charges the two buck fee, while the tab in others varies from 50 cents in Wisconsin and Michigan to \$5 in Indiana, Nevada, Kentucky and North Carolina. Most Illinois residents pay \$1, but Cook County folks (Chicago area) have to cough up a fiver to get that paper.

That National Maritime Day, May 22, was first proclaimed in 1935 in commemoration of the departure of the SS Savannah, from Savannah, Ga., on May 22, 1819, on the first successful transatlantic voyage under steam propulsion.

That the SIU's A&G District is the only union of seafaring men whose welfare plan benefits are

paid directly to hospitalized beneficiaries at their bedside by union representatives.

That San Francisco, which has the largest land-locked harbor in the world, had its beginnings in 1776 when the Spaniards established a presidio, or military post, on the end of the peninsula. The following year, a little town called Yerba Buena ("Good Herb," because mint grew in abundance) was founded—the origin of the present city.

That the next time you hear the tune "Shrimp Boats Are A-Comin'," you can rest assured those shrimp boats are manned by SIU members. They're affiliated under the Gulf Coast Shrimpers & Oystermen's Ass'n and the Mobile Bay Seafood Union.

That the Morro Castle, Havana landmark built in 1587 and the first landmark sighted by incoming ships, was a fortress and prison for slaves and convicts. It still contains the ruins of dungeons and torture chambers as well as chutes leading to the sea through which prisoners were fed right to the sharks.

That the Battle of Long Island which the Continental Army under General Washington lost to the British on August 27, 1776 was fought just a few blocks away from the new A&G Hall in Brooklyn?

That the collective bargaining election which resulted in the SIU's A&G District being certified as representative of the unlicensed seamen in the Isthmian fleet, was the largest ever conducted in maritime by the NLRB?

SIU Oldtimers Die

News has come from the Steel Recorder (Isthmian) that Seafarer Samuel William Lind, 59, died of a heart attack while at the wheel the first day out of Halifax, Nova Scotia.

Lind, an AB, was buried at sea by his shipmates. Ship's delegate N. B. Danaho reports that the captain had Chips build a coffin instead of the canvas so often used for sea burials.

Lind An honorably discharged veteran of the armed forces with some 27 years of seafaring time on American flag vessels,

Lind was born in Denver, Colorado, and caught his last ship at Baltimore. He was at sea during the Isthmian beef.

His last known next of kin is a son, Cpl. Samuel William Lind Jr., stationed at Westover Field, Mass. His home was in Arlington, Mass.

Word has come to the LOG office of the death of Brother Edward J. Kelly in California. Kelly was shipping on the Steel Rover when he became ill. He died in a shoreside hospital.

Kelly joined the SIU on February 26, 1944, in New York City and held an AB rating at the time of his death. He was 51 years old.

He is survived by his sister, Mrs. Agnes Quinn of Brooklyn, N. Y.

How The Libertys Were Named

The government, when it undertook the tremendous shipbuilding program of World War II, named its Liberty ships after famous Americans. Below are the names of a few SIU-contracted Libertys and thumbnail sketches of the persons whose names they bear.

Joshua B. Lippincott (Alcoa). Publisher and journalist (1813-1886). Born in Jullustown, N. J., he started a publishing business in Philadelphia from which emerged Lippincott's Gazetteer & Atlas and later, the well-known Lippincott's Magazine.

Israel Putnam (Waterman). Revolutionary General (1718-1790). Born at Salem, Mass., he left his farm to serve in the French and Indian War and commanded the Connecticut force against Pontiac at Detroit. A staunch patriot, he again left his plough when the American Revolution began. He fought notably at Bunker Hill and

later commanded the Colonists at the unhappy Battle of Long Island in 1776 which was lost to the British.

Robert Jordan Gatling (Waterman). Inventor (1818-1903). Born in Winston, N. C., he successfully marketed several agricultural implements but is chiefly known as the inventor of the "Gatling Gun," a multiple firing weapon which was the forerunner of the modern machine gun. He offered his invention to the Union Army in 1862 but it was not accepted for use until after the war ended. The slang word "gat" for an automatic pistol stems from his invention.

Jonathan Trumbull (Mississippi). Revolutionary statesman (1710-1785). Born in Lebanon, Conn., he was a strong advocate of the Colonial cause, governor of Connecticut (1769-84), and brought Connecticut industry to the support of Washington's armies.

LETTERS

Wife Asks Family Hospital Care

To the Editor:

For over a year I have considered the possibility of seamen's wives and children being admitted to the USPHS hospitals, but I kept putting off writing to you about it. Now others have taken the initiative (LOG, Nov. 2) and I'm glad to see that not only the wives but the men themselves see the need for this service.

I feel my case is a good example. I had Blue Cross hospital insurance as long as I worked. But I lost that when I quit my job before the birth of our baby. My husband isn't a member of a Blue Cross group so I can't be insured through him. So I am left completely without protection should my baby or I need hospital care.

Sees Worry End

We all hope we won't need surgery or care through long illnesses. But many of us would look forward to maternity if we were assured of good care during confinement and no huge bills to be paid afterwards. As it is now, we have our children, with our husbands thousands of miles away imagining all kinds of horrible things. They wouldn't worry half so much if they knew we were getting good care.

When shipping is slow, as it was about two years ago, many of us have nothing to fall back on should sickness strike.

Facilities should be made available for surgery, maternity and nursery cases. My husband and I are definitely for this move and are waiting and willing to do all we can to push this thing along.

Please help make the lives of seamen's wives and families as secure as the lives of those whose husbands work ashore.

Mrs. Marion A. McClintoe

~ ~ ~

Seafarer Urges: 'Protect Heritage'

To the Editor:

In the light of our Union's recent victory, this letter may seem unwarranted, yet because of that victory I have felt this compulsion to write to you.

As a newcomer, it may appear impertinent of me to try to inform any of you as to what this success demands of us; but in our Union I have learned that even upon first entering the ranks a man is permitted to voice his opinions. To me this is true working democracy, and I sincerely hope these words will add to its strength.

Today, as never before in the history of seafaring men, we have begun to enjoy a forty-hour work week while at sea. With our new contract improvements and additional benefits, we represent the highest standards among seamen, yet all too often there are many of us who fail to recognize the price which was paid for these conditions.

The story of our Union's progress is one of long and bitter struggles, though taking place in just a short number of years. Yet in those years, each fraction of time reveal the never-ending sacrifices by men of noble principle and courage who suffered and fought and died that we might reap the fruit of their labor.

Preserve Heritage

They have given us unionism, and with it a heritage which we must preserve. We now have freedom where there was slavery before; we now have the means and strength to bargain with manage-

ment or stand against its autonomy, whereas before a seaman was voiceless and defenseless. By their efforts, we are the most fortunate seamen in the world.

There is but one thing left to fear, and that is ourselves. Our Union can and does give us the best working and living conditions to be found in the maritime industry, but it cannot give us the personal responsibilities that are required of each individual member in order to retain those conditions. We must accept these responsibilities individually, for otherwise the slightest misconduct on our part places a thorn in the side of the SIU, the greatest of all unions.

We shall continue to grow in strength so long as our conduct merits the approval of this Union's principles. Personal irresponsibility in any form or any place will provide the shipowners with an excellent means of combatting our progress and possibly defeating our Union.

If we permit this or practice it, we not only injure ourselves but also those who will follow in our footsteps. We cannot and must not fall those men who did not fail us!

I call upon all of you, my brother Seafarers, to join me in proving that we are worthy of these new gains and of the sacrifices which have made them possible.

James A. Knight

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Hail Norfolk SIU For Ending Beef

To the Editor:

The crew of the Gulfwater (Mar-Trade) wishes to thank and commend SIU officials in Norfolk for their splendid cooperation on our beef before sailing.

The beef involved the former steward who tried the two-pot system with steak topside and stew for the crew and made it miserable enough for the BR; a workcard man, to sign off in Norfolk.

This was done before the delegates knew the BR intended doing so. The rest of the crew, and we mean 100 percent, demanded a new steward and that his extra man be thrown off. We also wanted some new stores for a change.

Well, we contacted the hall in Norfolk and our officials came out there in a flash. After some talk, the steward quit the ship.

The wind-up, of course, was just tops. New stores good crew, and everything just dandy. Thanks again for a job well done.

We've also got one swell first assistant on this tub as well as a good chief. The Captain is a square shooter too.

Ship's delegates

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Lansing Termed Good 'Grayhound'

To the Editor:

We on the Robert Lansing (Bull) have no beef as far as this boneyard job is concerned. This is a good old "grayhound."

We've made two trips on her and have had a good crew in all three departments. The steward gang rates credit for the food, as it was tops.

We've received all the LOGS sent out, and that's as good as getting mail from home. Thanks a lot.

Now that we are getting a lot of new men aboard our ships, I think it would be a good idea if all ships were sent Union education literature. So far this ship hasn't received any.

Thomas M. Moriarty
Ship's Delegate

Stowaway Adds Trip Excitement

To the Editor:

There has been little excitement aboard the Peter V. Daniels (Alcoa) since I last wrote the LOG from Leghorn.

We took on fuel in two ports, then went to Monrovia, West Africa, to load ore. Everything was going fine until we left. About 12 hours from port, going stateside, a native stowaway—nice chap—came out from number five hold.



The old man blew his top, turned the ship around and headed back for Monrovia with the engine wide open. Still letting off steam, the captain put the stowaway in irons. The look on the fellow's face showed he didn't know what was going to happen to him. We put him ashore and then resumed our way on our 17-day cruise to Baltimore.

We had a wiper, John Barron, a real oldtimer, who was in pretty bad shape most of the trip and wound up in Baltimore Marine Hospital.

At the last meeting, the crew voted that the ship's fund of \$34.50 be turned over to him, because we all think it's his last trip. When the other delegates and myself gave him the money, we could see the tears in his eyes.

I hope that some day the Union will build a place for old seamen like John Barron. That's about it for the trip.

F. Paskowski
Engine delegate

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Bullets Liven Recorder's Trip

To the Editor:

This is my first try at writing to the LOG, but I'll try my hand at it and see how it comes out.

I'm on an Isthmian ship, the Steel Recorder. This is my first ship for the company, as the Waterman European run is my meat, and after this trip I think I'll go back to it. There is as much difference as night and day between the two.

The trip started out bad and has been bad all the way. Halifax was our first stop out of the States, and we lost one of our ABs the first day out. Brother S. W. Lind, who came aboard at Baltimore, dropped dead of a heart attack at the wheel and we buried him at sea the next day.

Then we hit the Canal and it started.

As we were tying up in the Canal, they sent three men forward and three aft, saying that was all they needed and if we didn't like it we should see our patrolman. I always thought that tying up called for all hands. They said the same thing the whole trip when we were securing gear on the weekends. Do not work the watch on deck as that is double overtime and this company does not pay it.

Since we left ports over the weekend quite often and did not break sea watches, this was pretty hard on the deck department. Particularly because we were one day man short the whole time and for a month in the islands were two men short. The other day man caught malaria in Java and they sent him to the hospital in Samarang. He later rejoined the ship in Singapore.

On all our other ships they have a sailor standing gangway watch in

foreign ports. In more than one case here, they took a cook out of the hole and put him on the gangway. He did not know how to raise or lower the gangway. He also did not care what went off the ship so the crew lost quite a few articles. We could not keep the natives out of the midship housing as there was no one on duty who would do it.

Shooting War

As far as the ports go out here, you can have a nice time in most of them although in some you might have to dodge a few bullets to do it. Djakarta, Java, was one of them. It got to the point where you did not even notice it when a rifle or Thompson went off.

We spent about two weeks in Singapore on this run and in my belief this is the best port out here, almost like in the States. They have their little war here too. When we hit it the last time, someone had just knocked off the High Commissioner for Malaya and everything was in an uproar.

We will soon be in Suez so I will close and try to get this letter off. With everything like it is, I don't know if that is possible or not. Hope we have a few letters there. That is one of the bad parts of the run. Your mail is always at least two weeks old before we receive it.

N. B. Donaho
Ship's delegate

(Ed. Note: The Log has notified Headquarters on your beefs. Contract calls for all hands on tying up and getting underway and for securing more than one set of gear. In the case of gangway watch, a sailor is required.)

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Isthmian 'Flyer' Underway Again

To the Editor:

This is just a line to say that after a 30-day tie-up in Honolulu, we finally got the Steel Flyer (Isthmian) moving again, much to the satisfaction of all aboard. There was no bad trouble at all during the tie-up. However, the crew was ready to handle any that came along.

One thing that there was no complaint on was the food. Brothers, it was the best that I have ever seen on a ship and the thanks go to D. C. Rollins, chief steward, who really lays it on.

Our ship's delegate is Ralph Wilkins out of Baltimore. He took care of everything very nicely during the tie-up.

That's all for now except that everyone is hoping we get by without any further trouble.

Mack Chapman, Jr.

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SIU Man Seeks Army Discharge

To the Editor:

I am a member of the SIU and have been since 1944. I sailed continuously up to December 13, 1950 the day I was drafted. I have been in the Army about 11 months now and would like to know if the Union is doing anything to get seamen out of the Army. I have around four years' seetime and have received the certificate of continuous service given by the President. I am a member of the black gang and hold firemen, watertender, oiler and junior engineer endorsements. I would like to get back to sea where I have been trained for a job I know and like. Please let me know if something can be done.

Edward J. Smith

(Ed. Note: Your letter has been turned over to SIU headquarters for action.)

No Shore Leave Is Rusk's Beef

To the Editor:

We aboard the Thomas J. Rusk (Alcoa) have a beef which we guess a few ships in Norfolk are having and that is the cancellation of shore leave. We were at anchor for 57½ hours and no one was able to go ashore by orders of the master. Naturally we put in overtime.

We wish a statement be made in the LOG about same and that the rules be stated whereby we can collect or not. This will settle beefs before they start. The crew voted thanks to chief cook Fszoblik for chow set out at 3 P.M. coffee-time. Also to the whole stewards department for doing a fine job on this trip.

Stanley J. Solaki,
Ship's delegate

(Ed. Note: On certain "secret" defense runs to Army or Navy bases, it is within the discretion of the base commander to cancel shore leave for sailors, but he must give the master a written cancellation order. Ask to see it at payoff. Otherwise, overtime is due.)

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Credits Seamen With Vital Role

To the Editor:

I have just finished reading the heart-breaking story of the Southern Isles disaster. I wish to extend my deepest sympathy to the families and relatives of the men who so gallantly gave their lives while serving a great cause. I think these men should be remembered as well as our Army, Navy or Marines.

As a nation we are all together in trying to achieve worldwide peace. I do not believe the American people pay enough tribute to our seagoing men. Give credit where credit is due. We must remember that all the husbands, brothers and sons who are serving in foreign countries and on the front lines in Korea would be helpless without their seagoing brothers. Let's give them our help and a little more praise.

I am the mother of a seafarer and member of the SIU.

Thelma Fisher

~ ~ ~

Ill Seamen Hail Del Sud Crewmen

To the Editor:

Speaking for the brothers of the SIU and SUP that are now here in the New Orleans hospital, we take this opportunity to thank our brothers aboard the Del Sud for their consideration. All circumstances considered we fully realize that their kindness involves much more than a casual effort, and we do appreciate their goodwill.

Though for the present we are unable to split a good cold can of beer with them, they can depend on it—we are with them in spirit.

We also want to say a few words about Brother Herman Troxclair, the patrolman who takes care of us. No matter where you stand when you look at him, he's a whale of a swell guy. He certainly does everything in his power to take good care of us.

Daniel D. Kelly
Thomas Taylor

• L E T T E R S •

Trained Seaman Seeks Discharge

To The Editor:

This is my first letter to the LOG but I've been wanting to write for some time. I am in Army uniform now, but I am not a soldier. I'm a seaman and I'll always be one.

In 1944, when I was 16, I joined the Maritime Service and was trained at taxpayers' expense to learn to be a seaman.

After completing the course, I was sent to New Orleans and assigned to a Liberty ship. That first ship, luckily for me, was contracted to the SIU and it wasn't too long after that I became a member. I now hold book No. 44678, retired.

For my services during World War II, I received a Certificate of Continuous Service from the President of the US and also the Atlantic and Pacific war zone ribbons. I have been an active seaman since then and hold the ratings of freeman, oiler and watertender, with approximately 50 months actual sea time.

I'm married, incidentally, and have a four-year-old son.

Taken Off Ship

Last February, however, I was drafted off the City of Alma (Waterman) after returning to the States from delivering Army supplies and ammo to Korea.

Now I'm in the Army and, again at the taxpayers' expense, learning to be a soldier which I know I will never be. You can't take a fish out of water and expect him to live on land like an animal.

At the same time I am here, the maritime industry is crying for seamen. This does not make sense to me. First the Government spends thousands of dollars to train me as a seaman and now it is spending much more to "make" me a soldier.

When are our lawmakers going to wake up and give skilled seamen the recognition they deserve and stop throwing the taxpayers' money around?

Yes, I'm in the Army but I am not a soldier. I am requesting your help to get me back to sea, the only livelihood I ever knew.

Pfc. Donald L. Laubersheimer
Ser. No. 54042639
Co. A, 1st Bn.
155 Inf. Reg., 31st Div.
Ft. Jackson, S. C.

(Ed. Note: Your letter has been turned over to SIU headquarters offices and you should hear from them shortly.)

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Lauds CS Safety, Job Betterment

To The Editor:

Aside from what is believed to be an accident, the Abiqua is a good scow. I only hope that the other ships of the CS fleet can follow her example. One thing can stand improvement. There is some work forced upon the pumpman that the deck maintenance can do, that is, maintenance work overhauling dogs, fairleads, chocks and davits pertaining to the dock department.

But do you recall back not long ago a man was forced to work on watch after 5 p.m. without the payment of overtime, and all the whip-cracking over the men just for the satisfaction of some sadist? Recall also when the men of the black gang and deck had to sleep in the same bunks on the Cities Service Kansas. That was when a man was told to go into a tank without a certified test on the explosive meter. Along with this he

was given a-half hour for chow and was right back out. Straight overtime prevailed no matter what the time of day or night.

Okay's Officers

I doff my hat to the Abiqua's officers, especially Captain Cronin, for they have been very cooperative with me on all matters pertaining to the Union. When a beef or some repairs are to be straightened out, they are ironed out on a man-to-man basis, the way all ship-side matters should be.

I would like to add a word about the permitmen aboard. I sailed a few ships with some of the best bookmen. These guys here can't be beat. Of course, there are a few who are green, but they can't learn overnight. We were just as ignorant at one time. But, brother, when they make a beef it's the McCoy.

So, brothers, all I can say is if you don't like peace and harmony, don't come around, for we have a happy family and we intend to keep it. If there is any improvement to be made it will be achieved in a competent manner.

Rocky Milton

✂ ✂ ✂

'Terry' Says 'Hi' From Korea

To the Editor:

I would like to say hello to my former shipmates via the LOG, so that my friends in the port of New Orleans will know how I'm making out.

I'm still at the UN Peace Camp here in Korea, as an army cook for the general mess.

On the Alcoa and Mississippi ships, the guys knew me as "Terry." Merry Christmas and Happy New Year, boys, from an old SIU man.

Theriot Agoff, AS 54000221
Hg. Co. E.U.S.A.K.
A.P.O. 301, c/o P. M.
San Francisco, Calif.

✂ ✂ ✂

Army Loves Him, Moans Seafarer

To the Editor:

The usual luck of this old Seafarer still prevails. Now I am resting my weary and broken bones in the 382nd General Hospital in Osaka, Japan. My legs tangled up while coming down a North Korean hillside and I was slightly bruised.

The Army just doesn't seem to be able to get along with me for some reason. I have continually told them what is wrong with the Army and they still haven't done a thing about it. I can't seem to make them understand that it's they who are in the wrong, not I. Yet they must have a warm spot in their hearts for me, since every time I ask for a discharge they tell me they're sorry but they can't bear to part with me.

Now a word of advice to prospective Army recruits. If at all possible, never ship out on that ill-fated ship, the SS Gonnakorea. Living conditions are far below SIU standards. Working conditions, too, are rather distressing, but definitely better than on board the Communist vessel, SS Joe China.

I don't recall whether any of my old buddies know how to write, but if so, drop me a line. Not having a wonderful time, wish I were there.

Pvt. Ray Weinberg
382 Gen. Hosp. M. H. D.
APO 54
FM, San Francisco, Calif.

Bessemer Men Help Open USS

To The Editor:

I hope that by now all of you are using the new hall in Brooklyn. As for me, I'm enjoying a little "shuttle" with good company aboard the Bessemer Victory (South Atlantic) here in the Pacific area.

Everything has been running smooth so far, outside of the fact that we have been playing cat and mouse with a couple of typhoons, and the important coincidence that we pulled in in time to help open a new USS Club at Naha, Okinawa.

The club is managed by Irving Williams, who has done some sailing himself, understands the way of the boys ashore and is all for giving them the best for their money. The girls working here look as if they were all selected from beauty contests, and not only that, they serve you with a smile.

Birthday, Too

The opening coincided with my birthday (Nov. 3) and most of our crew fought to be the first customers, which naturally we were. The place still needs some work before it's really completed but it already is a nice layout and is located almost opposite the gate at the Naha docks.

Williams told me he'd like to distribute the LOG (probably 50 copies will do) and I know the LOG will take first place among union papers here. The address is USS Club, APO 719, San Francisco, Calif.

Best wishes for a Merry Christmas and Happy New Year to everyone in the Union.

Luis A. Ramirez

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Patty Praises Steward's 'Extras'

To the Editor:

I recently made a trip on the Liberty freighter Atlantic Waters (Mar-Trade) on a coal run. We sailed out of Baltimore to Bremen, Germany, and thence to Narvik, Norway, finally paying-off in the City of Brotherly Love.

Before I go on to sing the praises of Steward Bob McCullough, not just for the fine job done on this trip, but because I think that some of his practices might well be adopted by SIU stewards on other ships, let me say a word or two about the Master, who at all times, was cooperative and considerate of his crew.

Though my knowledge of the deck and black gang officers was largely a matter of hearsay, I heard only the best about them as well. The ship's delegate, Paul "Dutch" Wittehauser, kept the ship running smoothly. We were one big, happy family. I am making it my job-of-the-moment, however, to tell you about Bob.

Bob is one of those who know how to make his stores do the most good. For instance, in addition to the usual breakfast fruits, there were always stewed prunes as an alternate for those who wished them. They keep well, so that having them always on tap does not cost very much extra.

Night Variety

In the vexatious question of night lunch, Bob always had enough prime meats fried or roasted at the regular meals, so that there would be some left over for the night lunch. This serves to alleviate the deadly monotony of having the same old cold cuts stare you in the face every time you open the refrigerator. Bob, for one, knows that a ship that always has plenty in the icebox has less beefs at meals. This is a lesson

that many other stewards might learn. When the SOS is put out all the time, the men have less of that feeling of well-being. Less food is wasted, so I doubt that it costs materially more.

Bob was always willing to accede to any reasonable request of the crew members. He is a guy who knows how to handle men, in a nice, quiet sort of way. It was a pleasure to work under him. He always took his meals with the crew.

Patty McCann.

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Finds Air Force Below SIU Levels

To the Editor:

Not much doing tonight in Korea and no LOG lying around to read so I thought I'd try talking you into sending me some issues. You are sending it to my home address at present but it's a wee bit old by the time its gets on over here. Besides the family has a bad habit of leaving out some of the papers.

Tell the boys I said hello, especially those in New Orleans. I wish I were back there with them.

This Air Force is okay, I guess, but the conditions don't quite come up to SIU standards. The pay is just a bit low also.

I joined the SUP in 1944 but shipped from New Orleans on SIU ships all the time, so I transferred my book a couple of years later. I made my last trip on the Mankato Victory (Victory Carriers). I paid off in Tacoma, Wash., on December 1, 1950, and was in the Air Force a month later. I didn't want any part of the Army. Besides the Air Force promised to put me in the Sea Rescue group—verbally, of course. Know what they've got me doing? Painting!

Well, I'd better knock off for this time. Just send the Log if possible and I'll have no more gripes for a while. Regards.

Pfc. Robert McGrew.

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Oldtimer Hails Upped Benefits

To the Editor:

It was certainly very interesting to hear of the rapid progress that's being made with the Welfare Plan, especially to hear of the increase in the death benefit and hospital grants.

It occurred to me as a memory how I looked forward for my benefits while I was a patient for eight months in the US Marine Hospital, Staten Island. Many times I strained my eyes looking for the patrolman. When I could be out of my bed, I was busy going from floor to floor asking the other brothers if they had seen him. They were on the same mission. At that time we were only getting \$7 per week. What a glow of happiness presented itself on the faces of our SIU members when he came along with our pay!

Yes, brothers, it is certainly some advancement now because we receive twice that amount, namely \$15 per week, all in a matter of two years. Referring to the death benefit, increase from \$1,500 to \$2,500, ain't that something?

I hope when the oldtimer pensions come along we shall make the same progress. I thought it fitting to make those remarks because it is food for thought to the youngsters who are now sailing the briny.

I shall now close my remarks by personally thanking the officials of the SIU for their diligent and consistent efforts, and lastly asking the young seamen not to forget. That's all for the present.

Paddy Farrell

Men Thanked For Aid To Workaway

To the Editor:

Please convey my sincerest thanks to the sailors with whom I sailed during my return from Bremen to Norfolk, Va., September 5 to 23 as a so-called "workaway" for their kind consideration to me. It is remarkable how people can respond so readily and unselfishly to human needs.

I shall never forget their kindness in giving me a running start by their decision to donate money for this purpose. I was broke, of course, trying to outdo the Marshall Plan while sojourning in Europe.

God bless them all and may they live a long time.

William H. Reith.

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GI Gus Finds Army Soft Deal

To the Editor:

Well, buddies, I got it made, since for the last two weeks I have been in the supply department. I'm still with the Red Devil Fifth Infantry but in supply, and it couldn't be any softer.

As I'm a record clerk I spend most of the day typing and fixing up the records. Got a little radio on my desk going all day long, an eight-hour day, by the way, with an hour off for lunch.

Boy, this is some job—just like Wall Street—only not as much money at the end of the month. The reason I got it was because a captain came around and asked for an airborne volunteer. Well, I wanted to go back into the airborne. They've got a 35-foot jump which you have to make without a chute and when I jumped my old leg wound opened up and I ended up in the hospital. Seems the medics looked at it, found no more muscle there but just a piece of wire from the heel all the way to the calf, and here I am in supply.

Say, how about sending me the LOG? I'm in good standing and have my retirement card in shape. I want to know how we're doing, as I don't hear anything about my old outfit up here.

I'd appreciate it if some of my old buddies would drop me a line sometime too.

Pvt. Gustave R. Brellweg,
RA 12390043,
Co. G, 2nd Inf. Reg.
Fifth Inf. Div.
Indiantown Gap, Mil. Res.,
Pa.

✂ ✂ ✂

Waistlines Bulge On Maiden Creek

To the Editor:

Enclosed are the minutes of our last meeting aboard the Maiden Creek. Everything is running smoothly, so there is very little to write about. We have a majority of permits on board and a few inexperienced men, but they are learning fast. The only trouble is our galley gang. All hands have gained at least three inches on their waistlines, and with the price of clothes nowadays I guess we will have to get rid of them. Charges? Sabotaging waistlines.

Rex H. Coale
Ship's delegate

• On the Job •

THIS COLUMN IS THE FIRST of a series which will run regularly in the LOG for the purpose of aiding members in their work as seamen. It will carry information of a general nature on various matters affecting shipboard life, including health and safety; rules, regulations and laws governing seamen; and material which will assist in upgrading to higher ratings. In this connection it will serve as a supplement to the SIU deck, engine and steward department schools which will be set up in the near future in New York headquarters for those members who want to study for higher ratings. Seafarers who are unable to attend the schools in New York will find study material, photographs and other practical illustrations in this column which will help them meet the requirements of Coast Guard tests for the various categories.

SAFETY AT SEA, IS OF COURSE, a major concern of all Seafarers. Before going into specific job requirements it is desirable to review general precautions which should be second nature to all experienced seamen.

- Some of the more important "don'ts" are as follows:
- Never smoke on deck, on barges or on the pier when fuel oil is being loaded or discharged. Fumes from fuel oil are sufficient to cause a fire or explosion without any actual contact between the cigaret flame and the oil.
- Never smoke in the vicinity of open hatches or cargo holds.
- While cargo lighters are alongside, do not throw lighted matches, cigarettes, etc., over the side or out of portholes.
- Never go up and down ladders with both hands full.
- Never walk on the side of the vessel on which cargo is being worked.
- Never walk under heel blocks of winches.
- Never walk through unlighted 'tween deck spaces.
- Never walk on the weather side of decks in a heavy sea.
- Never walk on wet or oily decks with rubber soles or heels. Rubber may be fine on a dry surface but is slippery when wet. This applies particularly to crepe rubber soles and heels.
- Never stand in the bight of an anchor cable or line.
- Never work aloft without a safety belt and line.
- Never use goggles to protect your forehead instead of your eyes.
- Never attempt to pass through a watertight doorway while the alarm is sounding or the door is in motion.
- Never enter a tank or other closed compartment until sure that the tank is thoroughly ventilated. Noxious fumes which are heavier than air will tend to gather in the bottom of a tank and can be fatal. It is also important to determine that an oxygen deficiency does not exist. In any event, be sure that someone is standing by to effect rescue in case of need.

SEAFARERS, TOO, ALWAYS HAVE to take into account the possibility of a major disaster which will mean abandoning ship. In recent weeks, two such disasters have taken place; the George Walton, which caught fire and burned in the Pacific off the coast of Washington, and the Southern Isles which broke in two and sank off Cape Hatteras. Loss of life and major injury can be minimized in such cases by becoming thoroughly acquainted with procedure to follow in abandoning ship.

Familiarity with whistle signals is all-important. The signal for boat stations is a minimum of six short blasts followed by one long blast. Signals for handling boats are: one short blast to lower; two short blasts to stop lowering; three short blasts to dismiss from boats.

No matter what the weather conditions, tropic or arctic, it is desirable to keep some warm clothing on hand where it will be readily available at all times. Occasionally it can happen that a seaman will not be able to get away in a lifeboat. In this event it is important to go over the lower side of a ship if the ship is listing. Going over the upper side means risking injury from barnacles and marine growths, and possible fractures from hitting heels against the bilge keel. Should the lower side also be the weather side it would be desirable to go over from the bow or the stern, whichever is lower. It is best to use a line when going into the water.

Once in the water the first thing a seaman should look for is a floating object to cling to. Swimming about aimlessly is useless and only exhausts a man's strength in short order. A lifeboat, a raft, or simply a piece of floating debris to cling to can mean the difference between survival and death.

IN THE LIFEBOAT, PROPER CARE and caution should go a long way in keeping you alive until you can be picked up. Special consideration should be given immediately to check available food and gear as well as care of same.

Particular emphasis should be laid on the possibility that you may be drifting around for a long period before a rescue is possible. Therefore, allot your food and water with the view that it may have to last several days.

Try and get some exercise. In warmer climates, swimming alongside the boat is fine—if the sharks aren't watching. Don't overexpose yourself to the sun or cold. Keep calm and don't let the situation get the best of you.

THE LABOR ROUND-UP

This Is So Sudden—The CIO has grown coy and bashful in response to the AFL's latest proposal for meetings to work out a merger agreement between the two organizations. It appears that the CIO has cold feet about taking the march down to the altar but likes the idea of a trial marriage for an indefinite period of time. The AFL is an ardent swain and won't be easily discouraged. It chided the CIO more in sorrow than in anger and apparently intends to keep on proposin' and proposin' until the CIO says "I do."

Prison Labor Problems—The United Textile Workers (AFL) hit the ceiling when they learned about the award of a 12 million dollar blanket contract to the Federal Penitentiary at Terre Haute, Indiana. Unemployment is getting to be a problem in New England textile mills and the union feels that the Army Quartermaster Corps, which let out the contract, should have given private industry a crack at it. Textile workers may be broke, but nobody is queuing up at that penitentiary door for a job.

Paging Emily Post—Delegates to the Dutchess County Building and Construction Trades Council will have to think twice before opening their mouths at the next six monthly meetings. Arrangements have been made with Vassar College, Poughkeepsie, N. Y. for six well-bred young ladies to attend council meetings "and observe first hand the functions of labor delegates." The usual vigorous language which tends to arise when the discussion gets a little pointed will have to be soft-pedaled in deference to the 12 pair of tender ears in the room.

Wage Ceiling Attacked—A group of AFL, CIO and independent unions representing 250,000 oil industry workers have joined hands in a campaign to crack the wage ceilings set by the Wage Stabilization Board. Representatives of 17 unions met in St. Louis and have pledged each other mutual support for a program calling for 25 to 30 cents hourly wage increases and other benefits.

Welfare Benefits OK Due—The Wage Stabilization Board is expected to put itself on record next Saturday as approving exemption of welfare funds from Federal wage control regulations. Labor and public members of the board have recommended decontrol of welfare programs, which would mean an 18 to 9 vote in the board at the minimum. This follows the pattern set by the old War Labor Board in World War II when it too exempted welfare provisions from the wartime wage freeze.

MARITIME

American flag transatlantic airlines plan to have a "tourist class" service on their routes to Europe by April of next year, at a basic New York to London rate of \$250 or less. So far steamship operators profess not to be worried over this possible threat. However, the record shows that airlines have made an appreciable dent in steamship business in other routes where they compete with ships, notably in the Atlantic Coast to the Islands and South America routes. . . . Sperry Gyroscope Company has introduced a new, smaller automatic pilot for ships that will hold a selected course despite wind, rough seas or speed. . . . The general strike of the Maritime Confederation of Chile, which had been out since August 29, has been ended successfully for the MCC. Details are not yet available.

The U. S. ran a poor fifth in merchant ship tonnage under construction the first half of this year, according to Lloyd's Register, with scarcely more than a seventh of the tonnage being built in the yards of Great Britain and Northern Ireland, the top-ranking builders. American gross tonnage of 333,662 tons took the fifth spot behind Britain, Japan, France and Germany.

Seafarers may have spotted the missing former Brazilian battleship Sao Paulo on the Atlantic sealanes this month as she drifted for 11 days after slipping towlines from two tugs. The ex-battlewagon broke loose from two tugs which were bringing her to England to be broken up as scrap, after a hurricane Nov. 4. The 19,000-ton vessel was finally located midway between the Azores and Madeira.

The number of ships in the service of the National Shipping Authority has jumped to 433, with the assignment of 19 more vessels for operation by private companies. The latest group, comprising 10 CI-M-AVI's and nine Liberties, will be run by the companies that serve as agents for the government. They are being taken out of seven different lay-up fleets on all coasts. One of the vessels, a Victory, will be operated by Mississippi Shipping Company in its South American service.

Ecuador is planning to negotiate an \$18,000,000 loan for the construction of a new port for the city of Guayaquil, on the Guayas River, 30 miles inshore from the Pacific. . . . Although it's not expected to be in operation until early in 1954, a contemplated ship channel through the Macarero and Orinoco Rivers in Venezuela to permit passage of ocean-going ore carriers will substantially increase ore shipments to the U. S. when completed. A contract just signed for the dredging and maintenance of the channel was just reached between Venezuela and the Orinoco Mining Company, a U. S. Steel subsidiary.

The Canadian Maritime Commission reported an ocean-going fleet of 84 vessels under the Canadian flag at mid-year, in addition to 98 deep-sea ships of British registry in the Dominion total. Most of them were freighters built during the war, 46 of them more than 10,000 dead-weight tons. . . . A new tanker hatch cover for use on petroleum tankers and barges is made of non-sparking aluminum and is said to provide a total closure against explosive fumes originating in tanker cargo compartments. It has an inflated synthetic rubber (neoprene) tube in place of the usual flax gasket, which develops leakage after being in use only a short time.

A report on the effects of freezing on manila rope at a recent meeting of the National Safety Council's Maritime Section disclosed that from the standpoint of safety, the thing to watch is the use of manila rope in sub-freezing weather. It shouldn't be overloaded as it is weaker and, further, the more water in it, the greater loss of strength it suffers. Rope treated to repel moisture is a lot safer than one which readily soaks up water.

Movement of cargo is said to be speeded up considerably by a new quarantine set-up in Mobile for ships from foreign ports. Public Health Service officials were expected to completely abandon Sand Island facilities where ships formerly dropped anchor for quarantine inspection and hold it from now on at dockside. Dockside inspection had been used elsewhere successfully for several years.

National sentiment is growing for a clear deferment of merchant seamen from the draft following disclosure that the SIU had succeeded, after months of plowing through red tape, in winning the discharge of an experienced AB from the Army. Daily newspapers throughout the country have begun echoing the clamor set up by the Union and the LOG that seamen are vital to the defense effort.

In case you don't spot Ambrose Lightship when coming into New York harbor the next few weeks, don't worry, you didn't miss the channel. The harbor's familiar navigation aid is being completely overhauled at the St. George, Staten Island, Coast Guard base and won't be back at its regular post at the harbor entrance until about January 10. In its absence it has been replaced by a red-hulled relief lightship.

Burly

Follow Burly Every Issue In The Seafarers Log





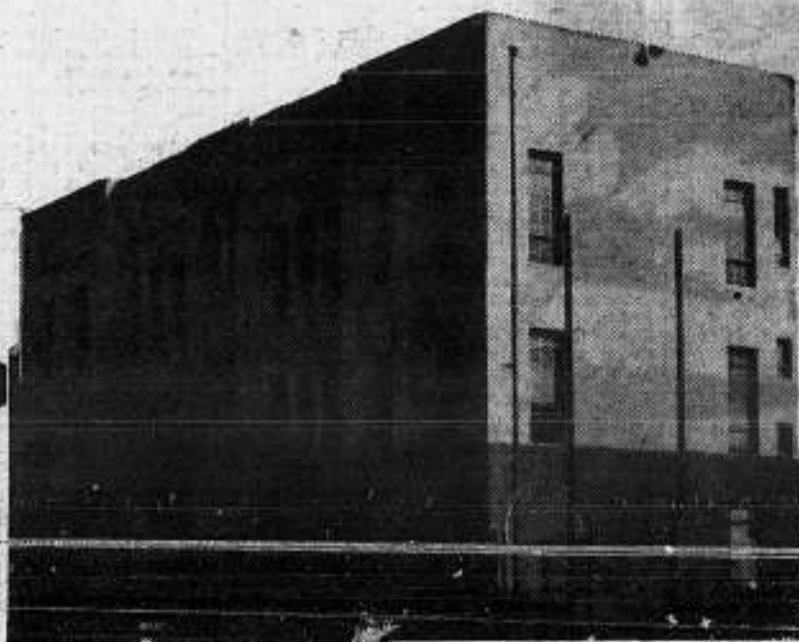
At Your Service

The SIU's Headquarters in New York, one of the largest global "way-stations" for ships and seamen, has long needed a place which members of the SIU could call their own, where they could achieve lounging comfort, companionship, entertainment and recreation denied them by the size of ships and the breadth of oceans.

Gearing itself to the ever-expanding needs of a growing membership, the Seafarers International Union has itself begun to achieve that dream. An "infant" union enterprise, which just recently mounted the 13th candle on its birthday cake, it has never stopped growing. The improvements it seeks and gets for its sea-going membership are topped by no other union of maritime workers in the world.

The many-sided activities highlighted in these pages illustrates what has been done. What next? We wonder . . . Coming years offer an unlimited frontier for acceleration of activity and for broader concepts of what labor unions in the marine field can offer to a vigilant, well-informed membership.

Today, the sailor off a ship or newly-arrived in New York can find that little bit of "home" where he can drop his hat and utilize unlimited facilities provided for his own particular comfort and shipping ease. This, then, is the new Seafarers headquarters.



675 Fourth Avenue
Brooklyn 32, N. Y.

Seafarers International Union
Atlantic and Gulf District
AFL