

# 50,000 Teamsters Join MTD

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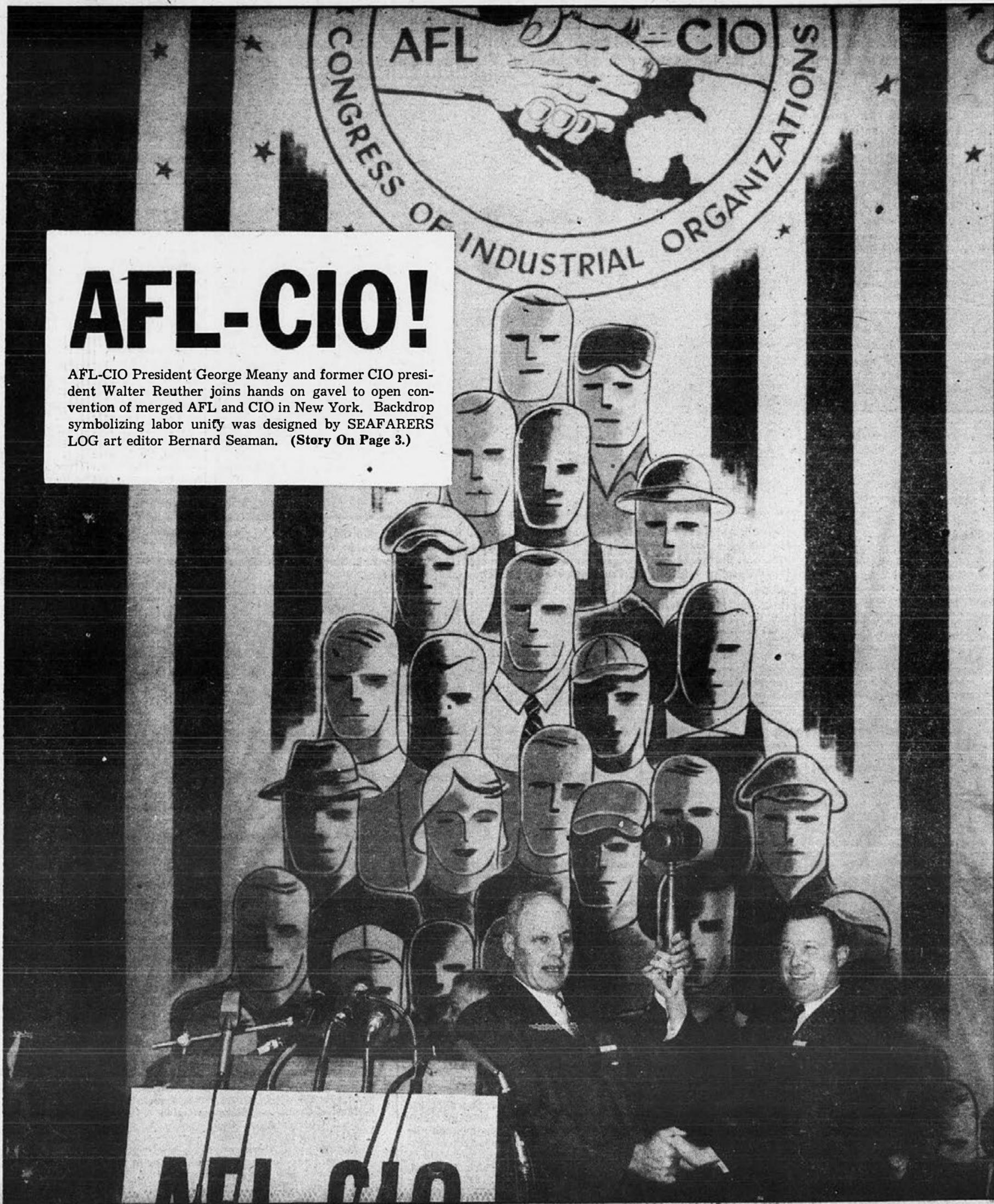
## SEAFARERS LOG

Dec. 9  
1955

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

### AFL-CIO!

AFL-CIO President George Meany and former CIO president Walter Reuther joins hands on gavel to open convention of merged AFL and CIO in New York. Backdrop symbolizing labor unity was designed by SEAFARERS LOG art editor Bernard Seaman. (Story On Page 3.)



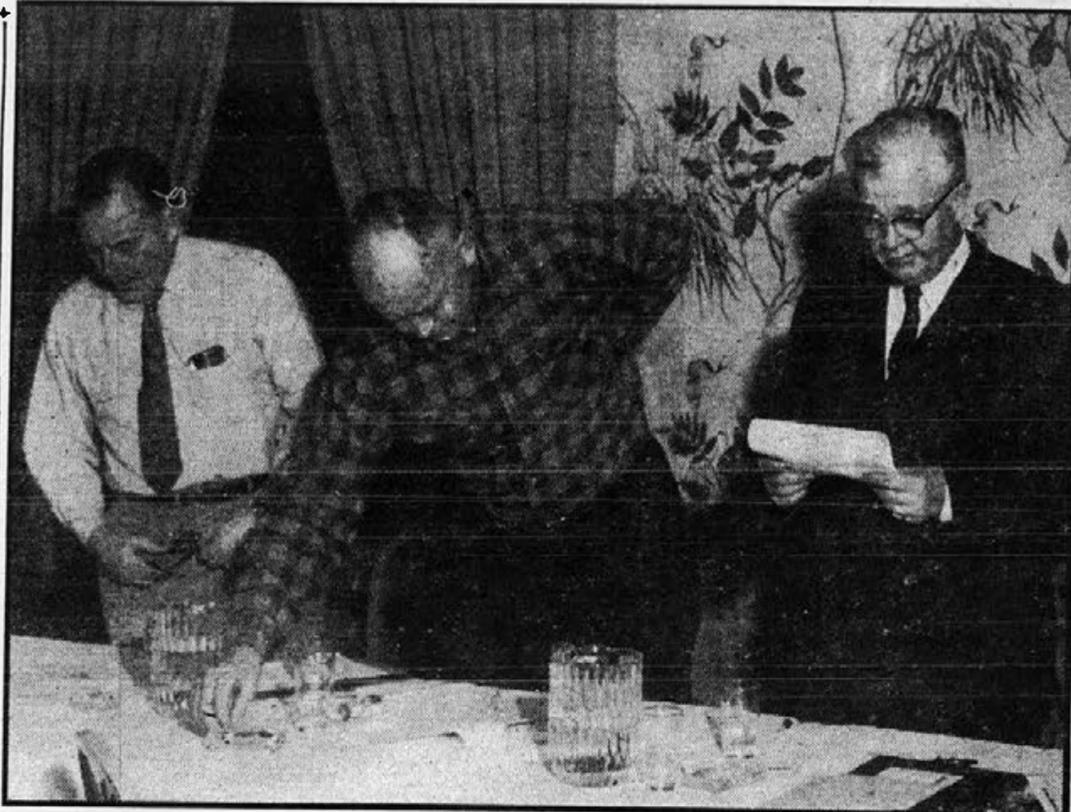
# MTD Maps Expansion; 50,000 Teamsters Join

Delegates to the Maritime Trades Department convention concluded a highly productive two-day session last week during which they planned for major expansion of the Department and pledged concrete assistance and support to a new drive among longshoremen in the Port of New York. Meeting in New York on November 29 and 30, the delegates also acted on a wide variety of bread and butter issues in maritime and related fields.

After the close of the convention, the International Brotherhood of Teamsters announced it was affiliating with MTD on behalf of 50,000 teamsters in waterfront locals in all ports. The Teamsters' action increases MTD's membership by 50 percent and means that the bulk of maritime unions are now in MTD ranks. Up until now, individual Teamster waterfront locals had been cooperating with MTD local port councils.

In planning its expansion program, the convention agreed that other unions affiliated with the merged AFL-CIO which comply with MTD's constitutional provisions should be invited to affiliate.

Activities of the delegates to the MTD's recently-concluded convention are spotlighted pictorially in the centerfold of this issue.



Keynote speaker at the MTD convention was Harry O'Reilly, AFL organizing director (right). He pledged the fullest possible support to planned waterfront drive in New York by the AFL Int'l Brotherhood of Longshoremen. At left are MTD Secretary E. L. Slaughter, IBL secretary-treasurer, and SIUNA President Harry Lundeberg, MTD president.

Delegates resolved that international affiliates of MTD should instruct their local unions to form port councils in every port city where such councils do not exist at present. The councils are the keys to MTD's plans for organizing unorganized workers within member unions' jurisdictions.

The longshore problem was acted on in a resolution in which delegates voted the fullest support to a projected campaign by the International Brotherhood of Longshoremen in New York harbor. With the subsequent Teamster affiliation, the Teamster waterfront local in New York will work hand in hand with the IBL as well other MTD affiliates in the port.

#### Major Issues

A number of other major maritime issues were dealt with. The delegates voted full support to the maritime hiring hall and urged special Federal legislation to clarify and guarantee the rotary hiring system. They called for sweeping study and revision of the present method of distributing shipping subsidies so that all steamship companies would benefit and not just a few as at present. They assailed the spate of anti-labor legislation which has come in the wake of the Taft-Hartley law such as the "right to work" laws, wage freeze proposals and similar moves.

The controversial "50-50" law was strongly endorsed and the delegates noted with approval that the National Grange, a major farm organization, had broken away

from efforts to line up farmers against the law. Delegates also called for continued Government support of the Public Health Service hospitals. (For a digest of all convention resolutions, see story on page 5.)

The two-day convention heard a number of speakers including Harry O'Reilly, Director of Organization of the AFL who was the convention keynoter; Einar Mohn, international vice-president of the Brotherhood of Teamsters; Holt Ross, Southern Director, Hod Carriers Union, and Arnold Zander, president of the AFL State, County and Municipal Employees.

#### Independent Unions Doomed

Mohn, representing the 1,250,000-member Teamsters Union, told the delegates that he looked forward to the time when independent unions, such as the West Coast longshoremen and others, would disappear from the labor scene and their memberships become part of recognized AFL-CIO affiliates.

Ross reminded the delegates that he had been present at the founding convention of the then-infant Seafarers International Union in 1938 and marvelled at the tremendous growth of the SIU and the MTD.

#### Elect Officers

Officers elected by the convention for four year terms were: Harry Lundeberg of the Sailors Union of the Pacific, president; Jack McDonald, International Union of Operating Engineers, vice-president; E. L. Slaughter, International Brotherhood of Longshoremen, secretary - treasurer. Executive Board members are:

Larry Long, IBL; Hal Banks, SIU of NA; Steve Leslie, Operating Engineers; C. T. Atkins, MM&P; W. Allen, CTU, and Harold Schneider, Grain Millers.

Delegates also made revisions in the MTD constitution to bring the MTD document into agreement with the constitution of the merged national labor organization.



Executive vice-president Einar Mohn of the Int'l Bro. of Teamsters addressed the MTD convention on the Teamsters' waterfront organizing plans.

## Senate May Probe ILA, Bridges Tie

In the face of the SEAFARERS LOG expose of the direct tie-in between the International Longshoremen's Association and the Communist apparatus on the waterfront, the ILA has remained significantly silent on the subject. Meanwhile Irving Velson, chief figure in the alliance between the ILA, Harry Bridges and the waterfront section of the Communist Party, is still openly active on the piers.

In recent days Velson has spent a good deal of time at Port Newark and other New Jersey piers.

Repercussions of the ILA alliance may be felt in Washington as a Senate committee is reportedly showing a good deal of interest in the situation. It is believed that the committee is now looking into the matter with a view to a full-scale probe.

## New Dock Drive Mapped; MTD Pledges \$ Support

Fortified by firm commitments of support from the Maritime Trades Department, leaders of the International Brotherhood of Longshoremen met in New York this week and laid the groundwork for a new drive on the docks in 1956. IBL leaders were confident that this time they would be successful in bringing genuine trade unionism to the longshoremen of New York harbor.

#### Full Support

The MTD convention of the previous week had bolstered the IBL cause considerably by voting to give strong financial support to its drive as well as pledging complete support and cooperation of member unions in all aspects of the campaign.

Among those attending the New York meeting were IBL President Larry Long, Secretary-Treasurer E. L. Slaughter, and John Dwyer, IBL vice-president for the New York area as well as representatives of IBL and working longshoremen in the harbor.

#### Strategy Mapped

IBL plans as developed at the meeting, call for a strategy which will not expose key men on the docks and IBL supporters in general to retaliation by the ILA.

The IBL was chartered originally in September, 1953, after the AFL expelled the ILA for failing

to act on corruption and racketeering in New York. Subsequently it came within a couple of hundred votes of winning a majority of longshoremen in the harbor.

Since then, the ILA has continued its repressive practices against longshoremen leading to demands from all sections of the harbor for a new waterfront election.

### Unions Affiliated With The MTD

The Maritime Trades Department, with which the SIU A&G District is affiliated, is a grouping of 150,000 seagoing and shore-side maritime workers. Its present membership consists of the following unions:

- International Brotherhood of Longshoremen
- International Brotherhood of Teamsters
- AFL Radio Officers Union
- Masters, Mates & Pilots
- Sailors Union of the Pacific
- Brotherhood of Marine Engineers
- Seafarers International Union
- International Union of Operating Engineers
- American Federation of Grain Millers
- Marine Firemen's, Oilers, Watertenders and Wipers Union
- Marine Cooks and Stewards Union
- Staff Officers Association
- Inland Boatmen's Union
- Marine Allied Workers

Also affiliated are a number of unions in related fields, such as fishermen, fish cannery workers, oystermen, shrimpers and other related trades.

### SEAFARERS LOG

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PAUL HALL, Secretary-Treasurer  
HERBERT BRAND, Editor; RAY DENISON, Managing Editor; BERNARD SEAMAN, Art Editor; HERMAN ARTHUR, IRWIN SPIVACK Staff Writers; BILL MOODY, Gulf Area Representative.

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# AFL And CIO Now One Union

## Sixteen Million Members In New Labor Federation; Meany First President



Top 1955 award for AFL labor newspapers is accepted by Herbert Brand, editor of the SEAFARERS LOG (left), from Gordon Cole, president of the Int'l Labor Press Association, at ILPA meeting preceding AFL-CIO merger convention. The award for "general editorial excellence" was also won by the LOG in 1952. LOG took two other awards this year.

### LOG Wins Year's Top Labor Paper Award

The SEAFARERS LOG this week walked off with the top award for newspaper editorial excellence for the past year in the annual competition of the International Labor Press of America. Competing in the international union newspaper class, the LOG also won a second prize for editorial cartoons and an honorable mention on front page format.

The editorial excellence award involves general excellence in all phases of the newspaper's operations; typography, news content, writing, make-up, photos and display. Judgment is made on a study of a number of consecutive issues of competing newspapers.

Since the LOG competes in the international union field, the award means that it bested newspapers which are published by unions having many hundreds of thou-

sands of members. Although the SIU is a comparatively small union by these standards, the role its membership plays in supporting and financing the newspaper gave it an edge over larger organizations.

#### Membership Support

Membership contributions in the form of letters, stories, poetry and photographs have long given the LOG a unique flavor and interest which adds immeasurably to the quality of the publication.

The second prize award was for the editorial cartoon appearing in the April 30, 1954, issue dealing with the revival of the Communist Party's waterfront section following the close of hostilities in Korea.

In the past decade the LOG has come up with a number of first prizes in ILPA competition. Judging this year was done by a board made up of the faculty of the School of Journalism at the University of Wisconsin headed by Professor Ralph O. Nafziger.

### Seastar In Ocean Tow

With her full crew still aboard, the SIU-manned Seastar (Mercador) is expected to arrive in Baltimore sometime next week, ending a 2,000-mile tow across the Atlantic.

The ship, a Liberty, was reported in difficulty late last month when she lost her propeller about 100 miles off the Azores and was then taken under tow by the British tug Turmoil for the long haul home. The Turmoil made the headlines back in 1951-52 on a rescue mission that involved the ill-fated Flying Enterprise.

According to a company spokesman here in New York, the long tow from the Azores was dictated by the tax costs that would have been faced overseas if the tow had taken the shorter route — in the opposite direction.

After a 20-year division in the ranks of organized labor, the AFL and CIO merged into one labor federation this week. The action came after conventions of both the AFL and CIO voted merger last week. Attending as SIU delegates to the AFL convention and casting their votes for the merger were SIU of NA president Harry Lundeberg; Paul Hall, SIU A&G secretary-treasurer; Andrea Gomez, SIU of NA

vice-president representing fish and cannery workers; John Fox, president, Inland Boatmen's Union, and Hal Banks, SIU vice-president of Canadian District.

The official name of the federation is the American Federation of Labor and Congress of Industrial Organizations.

The historic merger meeting brings together in one national federation approximately 16 million union members. It is the largest federation of labor anywhere in the free world. Additional mem-



Marking the official launching of the new AFL-CIO, former AFL and CIO Presidents George Meany (left) and Walter Reuther join hands following the joint convention vote approving the labor merger. Meany has been elected as the first AFL-CIO president.



New official emblem of merged federation.

bership is seen in the offing as at least two of the independent rail brotherhoods have indicated a desire to affiliate with the federation.

#### Political, Organizing Effects

For the time being the most immediate effects of the merger will be to give American labor a single voice on political and legislative matters and to intensify efforts to organize such areas as the textile and white collar fields through a central organizing department. In the long run, it may bring about mergers of various international unions having jurisdictions over similar groups of workers. That development will be up to the respective unions as the merger imposes no obligation on any union to change its present structure.

Sentiment in both the AFL and CIO conventions was near-unanimous in favor of the merger which came about after many months of negotiations during which member unions were informed every step of the way. The AFL vote was unanimous and there was a bare hand-

ful of votes cast against merger at the CIO meeting.

The split in the ranks of organized labor came twenty years ago in a dispute over the methods of organizing mass production industries, whether on a craft by craft or an industrial basis. Unions supporting the industrial approach were expelled and formed their own federation, the CIO.

In the years that followed, the lines between the two federations became blurred as the number of industrial unions in the AFL grew (the SIU is one) and as some CIO unions rejoined the AFL.

After the Taft-Hartley law was

passed in 1947, merger sentiment was increasingly in evidence. Then when the CIO expelled a number of Communist-dominated and left-wing unions in 1950, it paved the way for a closer approach between the two major federations.

Left outside of the merger are the independent rail brotherhoods, remnants of the left-wing groups and the AFL-expelled Int'l Longshoremen's Association. The rail brotherhoods may affiliate with the new federation and the left-wing groups are slowly dwindling as units break off from them and affiliate with appropriate international.

### How Merger Affects Seafarers

Now that the AFL and CIO have officially merged into one organization, the AFL-CIO, many Seafarers may wonder just how this merger will affect them and their union. The SIU, through its parent international, the SIU of North America, becomes a part of the merged organization as well as through its other affiliations such as the Maritime Trades Department. But on the internal level, the federation merger will not make any changes in the contracts, shipping rights, Union constitution, hiring hall procedures or any other aspects of internal union business.

Any changes in that area, should they come, will be made by the Seafarers themselves acting through their membership meetings, ballots and other procedures provided in the SIU constitution.

In other words, the merger is taking place on the national level, where the national federations are combining their machinery, and on the state and city level, where state federations and councils and city labor bodies are merging their organizations. But the contracts and internal methods of operation of member unions will not be disturbed.

#### Up To Unions Themselves

Where there is more than one union operating in the same jurisdiction, as exists in many instances, it will be up to the unions involved to decide if they want to work with one another and how such a relationship is to be brought about. The officers and executive board of the merged AFL-CIO do not have the power to dictate to member unions in that respect.

### Bonner Raps MA Policy

Representative Herbert Bonner (Dem., NC), Chairman of the House Merchant Marine Committee, continues to be critical of the administration of many of the maritime laws.

Commenting recently on this administration, he wholeheartedly agreed with the SIU criticism that transfer to foreign flags of US ships has been conducted in a harum-scarum manner. The committee chairman says that hearings held by him indicate, in connection with the transfers, that there have been "questionable transactions which I hope will not take place again."

Referring to the so-called Tank-

er Trade-in and Build Program, Rep. Bonner recalled that this program envisioned construction of tankers of at least 18-knot speed. He added that it was with utter amazement that he learned that the Maritime Administration, after passage of this law, attempted to make a deal with an operator for construction of tankers of less than the 18-knot speed. The projected tanker would have made 16.

Good Luck Gift For The Groom



Seafarer Charles Martin (left) receives gift of silver ice bucket and Japanese vases from Seafarers International Union delegate Alex Janes at SIU headquarters. Shipmates bought gift after Martin's marriage in New York.

More Dredge Jobs Due In Rio Harbor Project

NEW YORK—Seafarers are looking forward to the start of another harbor project in Rio de Janeiro, Brazil, by March, 1956, when the SIU-contracted Construction Aggregates Corp. is expected to send another dredge boat down to South America.

The company already has two ships active in the construction of a new channel in Maracaibo, Venezuela, one of which, the Sandcaptain, just marked its first anniversary on the job. The second dredge, the Chester Harding, on charter from the Army Corps of Engineers, has been working on the new facility since June.

The company owns two more dredges, the Sandmate and Sandchief, which are currently idle.

Interest in these jobs, which are covered by a special SIU working agreement and bonus pay rates, has been running high for many months. Thus the company announcement of the expected crewing of another dredge for the assignment to Rio de Janeiro was greeted here with much enthusiasm this week.

Will Shift To Rio

According to the present schedule, the job in Venezuela is now due to run until next July, when the Sandcaptain and the Harding will probably shift operations to Rio.

Since the dredging jobs are specialized operations under difficult working conditions and covered by higher wage scales, the Union has until now maintained special hiring arrangements for manning the ships. This is in line with SIU and membership policy on manning ships and jobs in organizational or specialized status with the best qualified men available regardless of their places on the registration list. The position has been that once the stability of the operation is demonstrated, the jobs can be filled in the usual rotary manner the same as all others.

Off The Board

This is now the case, Assistant Secretary-Treasurer Claude Simmons announced last week. In the future all jobs for these dredges will be shipped off the board in regular rotation. "The success of the crews sent down there has assured these jobs for the SIU in the future. We expect there will be some pretty keen competition for them when they start going up

on the board from now on."

In other action, the port began reversing the downward trend of past weeks as shipping here resumed its normal pace. Two ships that came out of lay-up and took full crews helped produce the brighter picture, as the John C (Atlantic Carriers) and the Madaket (Waterman) returned to normal operations.

Shipping prospects for the coming month also look good, due to the expected job turnover resulting from the holiday season, Simmons added.

Shipping Round-Up & Forecast

November 16 Through November 29

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	10	7	7	5	12	4	29	16	45
New York	96	31	76	42	69	19	241	92	333
Philadelphia	22	5	15	12	19	9	56	26	82
Baltimore	39	20	25	21	23	10	87	51	138
Norfolk	8	6	10	4	5	7	23	17	40
Savannah	4	5	3	1	3	4	10	10	20
Tampa	12	3	5	1	9	3	26	7	33
Mobile	25	3	17	9	28	4	70	16	86
New Orleans	46	13	27	17	28	15	101	45	146
Lake Charles	15	4	11	12	9	7	35	23	58
Houston	28	11	19	9	15	11	62	31	93
Wilmington	4	1	5	6	3	4	12	11	23
San Francisco	20	8	8	8	12	9	40	25	65
Seattle	20	18	16	8	7	8	43	34	77
Total	349	135	244	155	242	114	835	404	1239

Port	Shipped						Total A	Total B	Total C	Total Ship.			
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C							
Boston	5	8	0	8	4	1	7	4	2	20	16	3	39
New York	95	24	7	69	36	13	59	15	13	223	75	33	331
Philadelphia	15	4	0	11	12	0	12	10	0	38	26	0	64
Baltimore	30	21	0	28	16	1	24	12	0	82	49	1	132
Norfolk	3	9	1	3	4	0	4	3	3	10	17	4	31
Savannah	7	3	0	8	1	0	6	3	0	21	7	0	28
Tampa	6	2	0	3	1	1	1	0	0	10	3	1	14
Mobile	27	2	0	14	5	0	6	6	0	47	13	0	60
New Orleans	35	10	1	27	11	2	34	19	1	96	40	4	140
Lake Charles	8	9	0	5	7	0	5	7	3	18	23	3	44
Houston	15	8	1	15	5	2	3	3	0	33	16	3	52
Wilmington	7	5	1	7	8	1	2	3	1	16	16	3	35
San Francisco	17	9	20	11	8	11	10	10	9	38	27	40	105
Seattle	31	23	8	19	19	12	19	20	6	69	62	26	157
Total	301	137	39	229	137	44	192	116	38	721	300	121	1232

Make Checks To 'SIU-A&G'

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

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

SIU shipping climbed back to a more active pace during the past two weeks, marking the beginning of the predicted heavy job turnover for the holiday season.

A total of 1,232 jobs were dispatched over the two weeks, almost identically matching the registration figures of 1,239. The gap between the two has been small for many months.

The return of good shipping in almost all ports is expected to be followed in the current two-week period by equally good or better job activity. This is traditional at this time of year.

A comparison of the figures port

by port shows seven ports up, five down and two remaining the same as the previous report. Boston, New York, Savannah, Mobile and San Francisco all came back very strongly following the lows of the last period, and Lake Charles also picked up considerably. The two West Coast ports are enjoying job booms rivaling those of last summer.

Ups And Downs

Baltimore and New Orleans both slowed up, but are still doing better than fair shipping on their own. Tampa remains quiet, Norfolk slid back to normal and Houston showed a slight dip. Philadelphia and Wilmington, with shipping about the same as the previous report, are still better than fair.

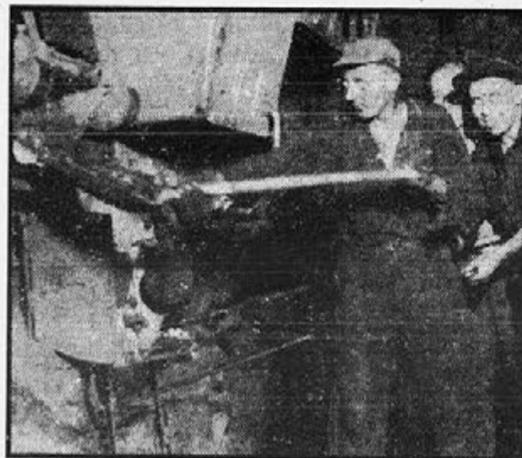
The seniority breakdown reveals class A handling 58.5 percent of the total, class B with 31.5 and the non-seniority group, class C, pegged at an even 10 percent. The class B figure represents a steady rise upwards which has been noticeable for several weeks.

Seattle and San Francisco shipped more than half the total of class C men dispatched during the period. In the latter case, the class C shipping was higher than either class A or B activity. This results from the excellent shipping now prevailing in those ports.

The following is the forecast port by port.

- BOSTON: Picked up; future fair
- NEW YORK: Busy once again
- PHILADELPHIA: Slacked off but still good
- BALTIMORE: Slowed up
- NORFOLK: Quiet
- SAVANNAH: In-transit ships help
- TAMPA: Very quiet as usual
- MOBILE: Good; outlook better
- NEW ORLEANS: Still good
- LAKE CHARLES: Busy as usual
- HOUSTON: Needs men for coastwise tankers
- WILMINGTON: Fair; needs ordinaries, wipers, messmen
- SAN FRANCISCO: Very good; has low registration
- SEATTLE: Still booming

Dream Comes True: He's Citizen



Pelaso stoking in 1938 (left) and readying fishing gear on Steel Advocate.

After nearly a decade of sailing on US-flag ships, the last eight years as a Seafarer, Finnish-born Reino Pelaso achieved a major objective on November 21. On that day he was sworn in as an American citizen in the Federal Court House in New York City where he now makes his home.

It was a big day for the veteran Seafarer, who first began sailing on ships of his native Finland back in 1938. American citizenship climaxed a series of incidents which included a five year stretch as a virtual prisoner of the Japanese.

Pelaso, who sails as FWT, started firing aboard the Marisathorphen, a coal-burner on his first trip to sea. From 1938 to 1941 he sailed on both Finnish and Norwegian ships and was a member of the seamen's unions of both countries.

He had the misfortune of being in China when the Japanese bombed Pearl Harbor in 1941. He and his shipmates were interned in Japanese-occupied Shanghai, where they stayed for nearly five years before getting passage out after the war's end.

After getting out of internment Pelaso decided to try his luck sailing American ships. He joined the SIU on October 28, 1947, and despite the many Government restrictions under which aliens sail

has been able to get in sufficient sea and shore time to qualify for his citizenship.

When not firing, Pelaso can usually be found leaning over the rail with a fishing rod in hand. He is an avid follower of the sport and likes to rig his own fishing rods and gear. On his last trip aboard the Ampac Idaho he found a fisherman's paradise up in Greenland where cod in particular are plentiful enough for any fishing enthusiast.

## Digest Of Resolutions Adopted By The MTD

**SUBSIDIES:** The convention asked for a complete reappraisal by Congress of the Maritime Administration's present subsidy policy so as to remove obvious inequities. It declared that subsidies should be for the benefit of the entire merchant marine, not just a small section of it, and was critical of the way some large, heavily-subsidized companies, such as US Lines, have used their Government-financed economic strength to monopolize highly-desirable trade routes at the expense of other US-flag operations, and to support a so-called "labor-management" lobby to further its objectives.

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**USPHS HOSPITALS:** Delegates strongly reaffirmed their support of the Public Health Service hospitals, pointing to their 150-year record of outstanding service. The delegates urged Congress and the Administration to provide adequate funds for the hospitals, whose services are irreplaceable in many ports.

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**'50-50' SHIPPING LAW:** The "50-50" law, a key prop to US shipping, was endorsed without reservation. Delegates pointed out that without it, hundreds of US ships would have to lay up and thousands of seamen would be unemployed. The delegates criticized the alliance of foreign shipowners, the State and Agriculture Departments which is out to cripple the law. They applauded the action of the National Grange, the nation's leading farm organization, in endorsing "50-50" despite the bait put out to the farm bloc.

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**INTERNATIONAL TRANSPORTWORKERS FEDERATION:** The ITF's drive to organize crews of Panamanian, Liberian, Honduran and other runaway flag vessels were noted with approval. Delegates directed all MTD port councils to assist the ITF in every way possible.

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**ST. LAWRENCE SEAWAY:** Called for a ban on foreign-flag operation on the Great Lakes in the Canadian intra-coastal trades and in the US-Canada lake ports trades. The domestic US-Canada trades should be reserved for US and Canadian ships.

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**ST. LAWRENCE SEAWAY PILOTAGE:** A companion resolution to above, called for the use of US and Canadian citizens exclusively for vessel pilotage on the Lakes and the seaway.

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**SHIPBUILDING:** The convention pointed out that foreign yards were constructing ships which were rendering US-flag ships obsolete. A large shipbuilding program, it said, was necessary both to strengthen the US merchant marine and assure maintenance of shipyard employment.

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**COAST GUARD POWER GRAB:** Coast Guard efforts to obtain an ironclad grip over the livelihood of merchant seamen through the so-called "profile" psychological testing system were denounced by the convention, which warned bureaucrats against any further attempts to control seamen.

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**ANTI-LABOR LEGISLATION:** The convention noted that the passage of the Taft-Hartley law set off a whole chain of anti-labor moves on the city, state and national level. It declared that many of these laws, such as the "right to work" legislation, wage freeze proposals and compulsory arbitration were aimed at destroying the labor movement. It went on record condemning all legislation of this kind and pledging to work on the national and local level to protect the rights of union members.

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**HIRING HALLS:** A potent defense of the maritime hiring hall including passage of Federal legislation guaranteeing the hiring hall system was planned by the convention. It was emphasized that the existing hiring hall systems which AFL maritime unions have are the only way in which hiring stability can be preserved and regular seamen can get fair and equal employment opportunities. However, as the resolution noted, the hiring hall system has been in constant jeopardy because of the absence of legislation specifically sanctioning its existence.

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**TUNA IMPORTS:** Fish and cannery workers unions on the West Coast have been suffering severe unemployment as the result of the increasing flood of unregulated Japanese tuna entering the United States. Convention urged an equitable quota system on imports.

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**ORGANIZING THE UNORGANIZED:** Pointing out that organizing non-union workers "is the major objective of the American labor movement" the convention went on record to set up an organizing program for workers within the respective jurisdictions of affiliated unions.

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**DOMESTIC SHIPPING:** Delegates noted that coastwise and inter-coastal shipping has been in a decline for many years. Seafarers, longshoremen and other maritime trades have suffered job losses accordingly. The delegates resolved that the Department make every possible effort to promote revival of these trades.

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**LONGSHORE DRIVE:** Since the MTD-affiliated International Brotherhood of Longshoremen is the only recognized, bonafide longshoring union, the delegates wholeheartedly endorsed its plan for a new drive among longshoremen in the Port of New York. The resolution pointed out that IBL has already attracted strong support in New York because of the mounting abuses which the discredited International Longshoremen's Association has afflicted on longshoremen.

## Districts Lost One Year; LSTs Still Idled By CG

One year ago in the first week of December, 1954, the SIU-manned Southern Districts disappeared in the Atlantic with a crew of 23, including 12 Seafarers and two SUP men. Although the Coast Guard filed a report in September absolving the operators and its own inspectors of responsibility for the disaster, it still has not permitted other US-flag LSTs to resume offshore service.

The only LSTs still running are two whose certificates limit them to operation on the inland water-

way. One of them is the SIU-manned Bethcoaster. Eight other LSTs idled by Coast Guard edict when the Southern Districts went down have not been permitted to resume operations.

The Southern Districts sinking paralleled the loss of a sister ship, the Southern Isles, in the same general area in 1951. Just two weeks ago the Coast Guard reported that a Liberian-flag LST, the Daytona, had disappeared off Gloucester, Massachusetts, with no trace of ship or crew.

### Claims Against Company

Families surviving the lost Seafarers on the Southern Districts have been paid the SIU death benefit under the Seafarers Welfare Plan. The families still have litigation pending against the Southern Steamship Company to compensate them for their losses.

In the course of the Coast Guard hearings on the sinkings, evidence was brought out of an understanding between the company and the Coast Guard to bypass safety regulations by patching plating under the power plant instead of renewing the plates as required. Other testimony charged the Coast Guard inspectors with slipshod and inadequate checks on the condition of the engine room and bottom.

However, the Coast Guard, sitting as judge of its own responsibilities, refused to specify that anyone was negligent or responsible for the loss of the vessel.



Weekly movie showings for coming year are assured Norfolk USPHS patients as SIU patrolman James Bullock presents Union check to Mrs. Grace R. Abel of Red Cross. Looking on is port agent Ben Rees (left) and Henry Long of hospital staff, plus patients.

## SIU Donates Movies To Norfolk Hospital

Patients at the Norfolk Public Health Service hospital are assured of weekly movie showings for the next year as the result of arrangements made by the SIU. A Union contribution has made possible the rental of full-length feature films for a 52-week period.

Once before, in March, 1953, the SIU stepped into the breach when there were no funds available to show movies to the patients, many of them SIU members.

### Important Service

In thanking the Union for its help, Dr. Francis T. Zinn, medical director of the hospital, said that "there are very few things we can

do for patients in the way of recreation that can be appreciated as well as moving pictures. They are the backbone of our recreation program."

Other USPHS hospitals, including those at Savannah, New Orleans and Staten Island have been assisted in the past when the Union presented movie projectors for the purpose of showing films to patients.

## Be Sure To Get Dues Receipts

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

## Getting Their Information First-Hand



Visiting Philippine labor delegation listens with avid interest as Seafarer B. R. Calliorina (center) discusses shipping under SIU contract. Delegation consisting of seafaring, longshore and shoreside union representatives toured SIU hq, hall last week.

## Ala. Promoting Ship Business In Mobile

MOBILE—Although it will be several months before the results can be evaluated, a giant promotional campaign now underway here is expected to spark a new rush of business for the Alabama State Docks.

The big promotion is being carried out through the joint efforts of those interested in the development of the port, including major industrial and civil groups and the maritime unions. It is being placed in operation now with the hope that after a reasonable waiting period it will bring more tonnage through the docks, thus stimulating business as well as shipping.

One of those naturally stressing the importance of this drive is Cal Tanner, SIU port agent here, who is a recent appointee to the advisory board of the State Docks. The state port facility is a key item in maintaining the prosperity of this city.

SIU shipping, meanwhile, is en-

### Quitting Ship? -Notify Union

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

## Seattle Aids Air Strike; Job Calls Reach Peak

SEATTLE—Enjoying some of the best shipping this port has seen in months, Seafarers here are still finding time to help out on the picketlines of AFL flight engineers striking against United Air Lines.

The strikers, members of the Flight Engineers International Association, have been out almost seven weeks here and elsewhere around the country in a dispute over job security that threatens the life of their union.

Despite an agreement to the contrary, United has been moving to replace FEIA members with surplus pilots trained as flight engineers. As a result, pilots in the AFL Air Line Pilots Association have been crossing the engineers' lines and the ALPA is faced with expulsion from the merged labor movement.

#### Pilots Face Ouster

Before it adjourned the final pre-merger convention a week ago, the AFL voted to oust the pilots union by next Monday, Dec. 12, unless a "satisfactory adjustment" between all parties was worked out by that time.

On the shipping side, however,

joying an immediate bright note of its own produced by the expected crewing of another long-idled T-2 tanker in the coming two weeks. The ship, the Fort Bridger (US Petroleum Carriers), is one of several T-2s that have been laid up in the port of Curacao, DWI, for a couple of years.

#### Towed To US

She was towed here and put into the shipyard for repairs before going into service once again on the Persian Gulf run. Three more T-2 tankers are resuming operations for this company out of the West Coast at the same time. They are the Stony Point, Cape Namanu and Arickaree, which are crewing up out at the Seattle hall. Thus shipping appears to be well fixed for the coming two weeks, with another dozen ships already due to hit the port either for payoff or in-transit, which will bring a heavy turnover during the holidays.

#### Holiday Dinner

In other developments, Seafarers enjoyed a traditional Thanksgiving dinner served in the snack bar at the Union hall, when upwards of 200 men and their families were treated to everything from soup to nuts. The meal was served in relays of about 60 persons at a time, with the aid of veteran SIU steward department personnel who pitched in to make the day enjoyable for all hands.

### Asks For Mail



Confined to the New Orleans USPHS hospital for quite a while, Seafarer Merton D. Baxter expects to be there for some time and would be happy to receive some mail from friends and former shipmates. He can be addressed c/o Ward 5-E.

## Frisco Gets A Job Flood Once Again

SAN FRANCISCO—Booming shipping has come back to the Golden Gate City, which shipped 105 men during the past two weeks, more than twice the number of jobs handled in the previous period.

Four sign-ons and seven in-transit ships accounted for the heavy traffic, which virtually swept the beach clean of everyone willing to ship. The outlook also appears good, so the "welcome" mat is out for additional manpower, according to SIU Port Agent Leon Johnson.

#### Two Payoffs Due

Already scheduled for payoff are the Azalea City (Waterman) and the Robin Kettering (Seas Shipping). With these and the regular run of in-transit shipping, business should continue to be good in the shipping department. The Raphael Semmes and Jean LaFitte, both for Waterman, were the only payoffs last period.

The good shipping has been reflected in an unusually high number of class C men dispatched from the port during the past two weeks.

All told, 40 class C men were dispatched to jobs here, and accounted for one-third of the class C shipping throughout the A&G District.

## Boston Gets Ulla Back In Shape

BOSTON—A "team" operation by Seafarers aboard the Ocean Ulla (Ocean Trans) and shoreside SIU officials here brought the vessel up to snuff after four days of work on repairs and replacement items, enabling the ship to leave here in good shape.

SIU crewmembers refused

to sail the ship after she arrived here badly in need of repairs on everything from the galley stove to the anchor windless and mooring winch aft. Due to the breakdown of the deck gear, the crew up to then had to take in lines by hand both forward and aft.

#### Extensive Repairs

Oil radiator leaks, screens, fans

and general sanitary work in the black gang quarters all required extensive work before the Ulla could sail. SIU port officials boarded the ship several times to check the progress on the repairs and other beefs, and she eventually sailed for Halifax, NS, with all repairs completed.

Shipping here also took a lift during the last two weeks, sparked

by four sign-ons and seven ships in transit. Besides the Ulla, the Alexandra (Carras) and Winter Hill and Cantigny (Cities Service) paid off and signed on.

Beefs all have been minor and were settled to satisfaction of all hands. Prospects for future shipping are also fair, and will probably continue in this way until the New Year.

## YOUR DOLLAR'S WORTH

### Seafarers Guide To Better Buying

#### Guide To Worthwhile Christmas Gifts

As with children's gifts, it's wise to select presents for grownups that are basically good and useful. Much of the goods promoted for Christmas giving are expensive novelties especially gotten up for this season.

One New York retailer is even offering imitation shrunken heads for Christmas gifts. The recipient can soon get tired of looking at a shrunken head. But more likely to capture the hard-earned dollars of moderate-income families are perfumes and jewelry with exaggerated pre-printed price tags. This department has come across some shocking examples of these this season. "White Christmas" toilet water, advertised in such magazines as Vogue, has a supposed retail price of \$5 an ounce. But dealers actually buy it for as little as 75 cents. So the true retail value is less than \$1.50.

#### Watch For Phony 'List' Prices

Much jewelry, as well as watches, also carry such fictitious list prices purposely exaggerated by the manufacturer beyond the true retail value. One well-known watch which costs the dealer \$28.75 has a fake list price of \$71.50 printed on the box. And if the watch isn't well-known, the "list" price is apt to be even more exaggerated, as in the case of one watch with a wholesale cost of \$29.95, which is tagged \$87.50.

The printed price tags on religious and other jewelry often are similarly misleading. One manufacturer puts a printed tag of \$9.95 on a sterling silver cross with the Lord's Prayer. It actually costs \$2.50 wholesale and shouldn't retail for more than about \$4.50. A rhinestone brooch in a fancy velvet-covered box has a tag of \$14.95, compared to an actual wholesale cost of \$5.

Many legitimate merchants do give sizable discounts off these fake list prices on Christmas goods so the only damage may be that you are fooled into thinking you got a bargain when you actually paid the usual price. But as Retailing Daily, an authoritative trade paper, points out, some credit stores reduce the official-looking printed price very little if any. So comparison shop to learn the true value, especially if buying on credit.

#### Safety Important In Children's Toys

In children's toys, one of the most important factors is safety. The National Safety Council warns against toys with rough edges. In key-winding toys, it points out, the spring should be strong and enclosed in a cylinder to withstand the shock if the spring should break. Nor should the key revolve when the toy is in action. Any gears should preferably be enclosed. The council also points out that chemical sets are potentially dangerous, and the youngster who gets one should be warned not to mix substances just to see what will happen, and should be taught what each substance is, how it reacts under varying temperatures, whether it is flammable, what its reaction is when combined with each of the other substances in the set, etc. Electric toys should have the Underwriters Laboratories seal on the toy as well as the cord, preferably should operate on only six or twelve volts and have a transformer to reduce the house current to this level.

Here are other tips on Christmas gifts:

**Books and Records:** Not only for Christmas, but for year-round, it's worth knowing about a cooperative which gives patronage refunds to members on purchases of books and records. This is Books Unlimited, 1414 University Ave., Berkeley 2, Calif. Last year, members got refunds of six percent. Savings are larger from book clubs and some retailers who cut prices, but the advantage of the co-op is that all books are available, even 25 and 35-cent pocket-type books, technical books and textbooks, unlike the limited lists of the book clubs, and no minimum purchases are required. The co-op charges the list price (true list) and gives refunds at the end of the year.

Parents interested in knowing what children's books experts recommend, can get "The Children's Bookshelf—A Booklist for Parents," for 25 cents, from Superintendent of Documents, Washington 25, DC (catalog No. FS3.209:304/4), or scan it at the local library.

#### Sharp Reduction In Record Prices

Records are less expensive this year, due to the general price reduction by manufacturers which brought \$5.95 classical LP records down to \$3.98 (less any further discounts offered by individual dealers), with some reductions also on lower-priced discs.

For children, Robert Ward, composer and conductor, has recommended that records be short because of the young child's short attention span; with simple distinct lyrics, and that they tell a "story" or stimulate physical activity. Examples of recommended inexpensive records include "The Riddle Song" and "What Kind of an Animal Are You?"; "Babar The King" and "The Travels of Babar"; "Square Dances for Children" and "Train to the Farm."

Men's Shirts in Dacron-and-cotton blend are available this year for \$6 and even less, although some stores charge up to \$9. The blend of 65 percent Dacron and 35 percent cotton has the easy washability of Dacron, and with a fused collar, needs little ironing. The Dacron-cotton has a neater appearance and better absorbs perspiration than all-Dacron shirts. But for a blue-collar worker who wears a dress shirt only occasionally you can still buy good-quality cotton broadcloth and oxford shirts around the \$3 mark.

Cotton blouses for women have taken on extra popularity with the wide availability of crease-resistant finishes. Those so finished have a crisp look and feel, but check the label to make sure the blouse has a crease-resistant finish and is pre-shrunk. There are many cheap and poorly-finished cotton blouses on the market, so look for these quality details: collar or lapel should lie flat, cotton points should be neatly finished and the bottom have a smooth hem. The material itself should be closely woven and the blouse cut full with long tails, and sleeves long enough for comfort.

Waffle Irons are a traditional gift that have extra usefulness in that they can also be used to make various kinds of cookies, fritters, biscuits, etc. Elaine K. Weaver, of the Ohio Experiment Station, recommends that an iron have a heat control or at least a heat indicator, to prevent overheating. She notes that broad grids at least three-quarters inch square can bake crisper waffles than small sharp grids. The iron should also have a rim or tray to catch spillovers, and well-insulated handles and legs.

**ALCOA PLANTER (Alcoa), September 18**—Chairman, R. Graham; Secretary, M. Hansson. All beefs have been taken care of. Ship's treasury contains \$1, and it was suggested that this fund be raised to at least \$10. No beefs. Communications from headquarters read, accepted, and concurred. Ship's secretary-reporter and ship's delegate elected. To return anything removed from refrigerator. Rinse out coffee mugs after use. New lining needed in coffee urn and all small repairs to be started.

**ALEXANDRA (Carras), September 8**—Chairman, J. Barton; Secretary, W. Hand. Captain to order springs for bunks. Blackgang quarters must be cleaned more thoroughly. Ship's fund—\$28.80. No beefs. All men to obtain mattress covers. Iced tea to be stronger, more night lunch needed. Motion made and carried to accept and concur with communications from headquarters.

**ANGELINA (Bull Lines), October 2**—Chairman, H. Ames; Secretary, J. Menault. Chief Engineer to have re-

of ship's fund \$115.80. Discussion held regarding man getting off in New Orleans. Brother Lambert was sent to hospital in New Orleans. Three hundred dollars was given to Brother Hubbs who had to fly home from Trinidad, because of wife's illness.

**JOHN B. KULUKUNDIS (Marlis), September 18**—Chairman, B. Berglund; Secretary, V. Fitzgerald. Discussion on grease in food. Want Seafarers Log.

**SEASTAR (Trifon), September 11**—Chairman, R. Garfiss; Secretary, R. Morrisette. No beefs, everything O.K. When using washing machine do not use longer than necessary. New washing machine needed. Vote of thanks to steward department.

**STEEL ADVOCATE (Isthmian), September 25**—Chairman, J. Lee; Secretary, D. Claussen. No beefs. Motion made and carried to accept and concur with communications from headquarters. Motion made and carried that all chairs be varnished in messroom. It was suggested that cups be returned to messroom.

**STEEL FLYER (Isthmian), October 2**—Chairman, C. Bush; Secretary, A. Violante. No beefs. Ship's treasury contains \$99.46. Repairs to be made shortside. Improvement on chow.

**MAE (Bull Lines), September 25**—Chairman, A. Carter; Secretary, G. O'Berry. Ship's delegate elected. Motion made and carried to accept and concur with communications from headquarters. Everyone to donate \$2 to ship's fund. Repairs to be turned into Chief Engineer, he will repair them at once.

**REPUBLIC (Trafalgar), September 27**—Chairman, F. Hicks; Secretary, T. Lewis. Mattresses and washing machine needed. Repairs O.K. Ship's fund—\$11.32. No beefs, few hours disputed overtime. Motion made and carried to read, accept, and concur with communications from headquarters unanimously. Ship's delegate and secretary-reporter elected.

**OCEAN JOYCE (Ocean Trans), September 24**—Chairman, N. Larson; Secretary, R. Taylor. Ice box and fans on repair list. A crewmember died prior to arrival in Formosa. Motion made and carried to accept and concur with communications from headquarters. Crew to keep messhall clean.

**ALCOA PILGRIM (Alcoa), September 25**—Chairman, E. Hancey; Secretary, O. Smith. Ship's treasury contains \$8.75. No beefs. Communications from headquarters read and accepted unanimously. Ship's delegate and secretary-reporter elected. Crew instructed to turn off washing machine after they use it.

**CANTIGNY (Cities Service), September 27**—Chairman, J. Mitchell; Secretary, none. Had discussion and received instructions from Lake Charles Agent regarding the breaking of sea watches. To check with patrolman about room allowance while in drydock. No beefs. It was suggested to start ship's fund. Motion made and carried for steward to have more coffee, night lunch, cream to be put out for night watches.

**HIGH POINT VICTORY (Bull Lines), September 25**—Chairman, R. Albanese; Secretary, M. DuBois. One brother left ship to go to the hospital in Germany. Motion made and carried to accept and concur with communications from headquarters. Motion made and carried to have galley repairs done in shipyard. Repair lists to be completed and turned over to Ship's Delegate.

**JEAN (Bull Lines), October 3**—Chairman, W. Lachance; Secretary, B. Valles. Newscaats are being posted. One man went to the hospital. Motion made and carried to accept and concur with communications from headquarters. Discussion held on men left in foreign ports.

**ALCOA PURITAN (Alcoa), September 24**—Chairman, L. Larkin; Secretary, H. Kilmon. No beefs, everything O.K. Few hours disputed overtime for delayed sailing. Motion made and carried to accept and concur with communications from headquarters. Discussion held on how important it is not to perform aboard ship. Vote of thanks to steward department. Repair lists have been turned in.

**WINTER HILL (Cities Service), September 24**—Chairman, none; Secretary, E. Deshotel. Two men missed ship. No disputed overtime. Motion made and carried to accept and concur with communications from headquarters. Motion made and carried to get man's name who left ship in Lake Charles. Repair lists to be completed by each delegate to be turned into Captain and Patrolman.

**ALCOA PENNANT (Alcoa), September 18**—Chairman, D. Harrison; Secretary, J. Olsen. Motion made and carried to accept and concur with communications from headquarters. Motion made and carried to rotate ship's delegate every three trips. To bring all utensils and dishes back to pantry when finished. To get fresh cookies at coffee time and to keep messhall and pantry doors locked while in Port of Mobile.

**DEL VALLE (Mississippi), September 14**—Chairman, J. Green; Secretary, R. Trizzary. Deck department rooms to be sougled. Everything O.K. Ship's fund contains \$42.30. To see chief engineer about changing water faucets in crew quarters—to be repaired. To buy record player and records from ship's fund. Repair list to be made up as soon as possible. Discussion held on water in passageway from washing machine.

frigerator repaired. Ship's treasury—\$14. No beefs. Motion made and carried to accept and concur with communications from headquarters. Motion made and carried to repair coffee urn. Discussion held on San Juan Union hall.

**ARCHERS HOPE (Cities Service), October 2**—Chairman, F. Fava; Secretary, L. Hickey. All beefs squared away except for machinist disputed overtime. Ship's fund contains \$16.77. Motion made and carried to accept and concur with communications from headquarters. Motion made to have clarifications go to all ships. Iron to be purchased. Ship's delegate elected. Men to be dressed properly in messhall. Ship's delegate warned and reminded crewmembers of damage done when vessel sails short.

**GOVERNMENT CAMP (Cities Service), September 25**—Chairman, D. Williams; Secretary, C. Coumas. Reef about no ice aboard, to see patrolman on this. Ship's fund contains \$4.33. One man missed ship in Lake Charles. Communications from headquarters were posted, then read, and accepted unanimously. Ship's delegate elected. Requested that overtime pink slips be issued before pay-off. Hook and eye fastener to be repaired on port watertite door. Ship's delegate to check on ice shortage.

**VENTURA (Trans Oceanic), September 12**—Chairman, R. Newell; Secretary, M. Lynn. Captain reported that Deck Maintenance men will repair various items. Ship's treasury—\$7.47. Vote taken on steward handling milk aboard, passed.

**ALCOA PARTNER (Alcoa), September 30**—Chairman, B. Burke; Secretary, J. Barone. Blackgang foci's to be painted. No major beefs. Repair list has been submitted. Communications from headquarters read and accepted unanimously. It was suggested that some French Bread should be baked.

**ALCOA RUNNER (Alcoa), October 2**—Chairman, E. Diorio; Secretary, O. Guerrero. No beefs, ship running smooth. Ship's treasury consists of \$20. All recent communications from headquarters read and accepted unanimously. Ship's delegate, engine delegate, and secretary-reporter elected. Steward requested that cots be brought in port, not to be left on deck. Librarian asked cooperation in keeping books and magazines in order.

**CHESTER HARDING (Construction Aggregates), September 25**—Chairman, R. Torres; Secretary, W. Horne. One man paid off by mutual consent. No beer or intoxicants to be brought aboard ship. No beefs. It was suggested that company be notified of condition of sick bay on Camp Zapara. It is unsanitary and inadequate. Vote of thanks given Chief Cook, and the entire steward department.

**CHIWAHA (Cities Service), October 2**—Chairman, J. Phillips; Secretary, J. Christy. One man missed ship in Port Everglades. Some disputed overtime. Reports from headquarters accepted and concurred. New ship's delegate elected. Discussion held regarding ship's guards in Lake Charles roaming in crew quarters.

**COEUR D'ALENE VICTORY (Victory Carriers), September 30**—Chairman, J. Stewart; Secretary, W. Fisher. Everything O.K. at payoff, some repairs will be taken care of. Ship's fund—\$28.65. Ship's delegate and secretary-reporter elected. New mattresses may come aboard in San Francisco, if order is O.K.'d. Ship's delegate to see if crew can get same type as topside delegates; to check all rooms for oscillating fans.

**ALCOA CLIPPER (Alcoa), October 2**—Chairman, R. R. Roberts; Secretary, C. A. Crabtree. All new men to report to immigration officer. Vote of thanks to Ship's Delegate. Balance

## Headin' To Japan To Crew Tanker



Seafarers crewing out of headquarters for tanker Montebello Hills wave goodbye with Japanese visas as they await bus which took them to airport. Ship had been laid up in Japan and crew was flown there from NY.

### Stay Put For Idle Pay

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

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

## MAW Pickets Hold Firm At Bay Line

BALTIMORE—Full-scale picketing of the Old Bay Line by the SIU-affiliated Marine Allied Workers and Seafarers helping out on the lines was continuing in this port without let-up this week.

The beef over the company's arrogant anti-union attitude developed when, on the verge of an agreement for a National Labor Relations Board election, the company inaugurated a campaign of intimidation against union supporters. Many were fired outright and others forced to take time off on the basis of accumu-

lated vacation so that they could not take part in the scheduled balloting.

MAW has been directing a campaign among employees of the company's freight-passenger operations in the Baltimore-Hampton Roads area for some time and was confident of success.

Increased backing is being given from the AFL Teamsters as the picketing is maintained around the clock.

#### Mark Holiday

Meanwhile, the SIU branch here marked the Thanksgiving holiday in the traditional manner with a full-course dinner served to Seafarers, their families and friends in the port. Members of several other AFL unions also enjoyed the SIU hospitality on the occasion.

The holiday provided some relief from the relatively quiet shipping, which has been on the slow side for a few weeks.

But all the ships coming into port "have certainly rated the best of bouquets as they were all clean and all beefs were of a minor nature. Hearty congratulations on a fine job to these SIU crews," SIU Port Agent Earl Sheppard added.

Fifteen ships paid off, nine signed on and twenty-one stopped over in transit during the two-week period.

## Tramps Ask 200-Ship Subsidies

Repeating a call for tramp ship subsidies, James Stuart, president of the American Tramp Ship Association, declared that the US should assist a 200-ship tramp fleet under the 1936 Merchant Marine Act. Stuart added that the 1916 Shipping Act should also be amended to permit the tramps, to form freight conferences which standardize rates on ocean freight with ships of foreign nations.

The US tramp fleet at present consists of less than 100 ships because of the wholesale transfers to runaway flags throughout 1954. Prior to that, the fleet was in the 200-ship range.

Tramp ship operators have attempted on several occasions to get Government aid in the form of operating subsidies, construction aid and tax allowances. Up until now their efforts have not made much headway in Congress.

## MA Opens 'Runaway' Door Again

WASHINGTON—A policy shift in the Maritime Administration regarding the transfer of US ships to runaway registries appear likely to open the floodgates for transfers from the American flag all over again.

Two more T-2 tankers were approved for transfer this week. The new tactic is to bill them as promoting new ship construction under the US flag, since the old excuse of no available cargoes doesn't hold any longer.

The ships are the war-built Alexandra and Trinity, formerly manned by Seafarers under an SIU contract with J. M. Carras, Inc. Three other ships, two tankers and a Liberty, were transferred on the same basis last month. They were also SIU-manned vessels operated by Trans-Ocean Marine.

Rep. Herbert Bonner (D-NC), chairman of the House Merchant Marine Committee, has already indicated a full-scale inquiry into the transfer situation early next year after Congress reconvenes in January.

The transfer policies of the Maritime Administration have been under fire from many segments of the shipping industry since the registry shifts began two years ago. Well over 100 ships of all types were allowed to skip from the US flag under this program.

#### Ann Marie Transferred

Meanwhile, another SIU-manned ship, the Ann Marie, has followed the MV Gadsden in a shift to the flag of South Korea. Both ships are in the C-1-MAV-1 class and are among a group of eight such ships destined to go to South Korea under the Mutual Security Act of 1954.

The Gadsden, which is a heavy lift ship, had been sold by the SIU-contracted Ocean Tow company to another operator prior to her transfer to South Korea in June, 1955. The Ann Marie had been owned and operated by Bull Lines in the coastwise trade until she was purchased by the Maritime Administration a week ago and then turned over to the South Korean government.

Both ships are to be used in the Korean coastal trade.

### Hq. Baggage Room Moved

Seafarers who wish to check their baggage at SIU headquarters in Brooklyn are advised to note the change in the location of the baggage room, which is now in the building behind headquarters.

# MARITIME TRADES DEPT. 1955 Convention



Officers, executive board members and trustees elected by the convention to run the affairs of the Maritime Trades Department for the coming four years are shown as they are sworn in by Harry O'Reilly, (rear, left) AFL Director of Organization. MTD President Harry Lundeberg is next to O'Reilly. The MTD will continue to function as the department for its industry in the merged AFL-CIO set-up.



Finance committee huddles over facts and figures, (l to r) Frank Yeager, IBL; Fred Farnen, SIU Great Lakes District; Burt Lanpher, Staff Officers; Carlyle Burns, IBL.



Arnold Zander (right) president of the American Federation of State, County and Municipal Employees, was one of several prominent labor spokesmen who addressed the convention.



Harold Schneider, secretary-treasurer of the American Federation of Grain Millers is welcomed to the convention by MTD President Lundeberg. Grain Millers just recently affiliated with MTD.



Holt Ross, Southern Director, Hod Carriers Union, recalled his presence at the founding convention of the then-infant SIU back in 1938 after wreckage of old International Seamen's Union.



Jack McDonald, MTD vice-president, from International Union of Operating Engineers, raises a point during discussions. Seated is Max Weisbarth, from Puget Sound M'time Council.



Constitution committee revised MTD document to conform with AFL-CIO merger. Seated (l to r) around table are John Dwyer, IBL vice president; Pat Cullnan, licensed tugmen, IBL; John Hawk, SIU of NA secretary-treasurer; Morris Weisberger, SUP New York agent; Tommy Atkins, national president, MM&P; Captain John Fox, Inland Boatmen. Standing are: Walter Weaver, IBL and Jack Regan, BME.



Frank Yeager, IBL, discusses committee report. Listening in are Carlyle Burns, IBL (at left); Burt Laipher, Staff Officers Association (front) and Robert Afflekt, IBL delegate. Convention acted on many important maritime issues.



Committee on officers' reports is shown in course of convention discussion. Committee members included, (facing camera, l to r) Ray Doell, secretary-treasurer, Brotherhood of Marine Engineers; Captain C. T. Atkins, president, Masters, Mates and Pilots, and Andrea Gomez, SIU of NA vice-president representing the fish and cannery workers section of the SIU of NA.



John Dwyer, IBL vice-president, reports on the New York waterfront situation. Convention passed strong resolution offering fullest possible support to new IBL organizing campaign on the city's piers.



Success of International Brotherhood of Longshoremen in Puerto Rico is described by Juan Perez Roa, vice-president for Puerto Rico. After defeating ILA in election there in 1954, IBL has succeeded in eliminating all organized ILA influence and winning improved contract conditions for approximately 4,500 longshoremen in all Puerto Rican ports.



Three IBL representatives from Great Lakes area talk things over during a pause in the proceedings. They are (l to r) Lloyd Daniels and Stanley Laz, from IBL in Chicago and Walter Weaver of Cleveland.

# MEET THE SEAFARERS

**THOMAS TOOMA, ch. steward**  
Seafarer Thomas Tooma, veteran chief steward, appears in this corner by popular demand. His shipmates on the Alexandra think so highly of him they deputized ship's reporter Joe Nigro to file a report with the SEAFARERS LOG on their favorite steward.



Tooma

Tooma has been head man in the Alexandra's galley for 17 months now. As far as Seafarers on the tanker are concerned, he can stay aboard forever. But things didn't always break that way for him. When he first started going to sea in 1923, 32 years ago, he was fired off his first ship, a sugar boat headed for Europe, for "not working hard enough." Working hard enough in those days, of course, meant about twice as much labor and hours as are expected of a man on a Union ship. Since he was getting all of \$20 a month and no overtime, Tooma did not regret the firing too much.

### Started At 20

A native of New Jersey, Tooma was just 20 years of age when he first went to sea. He was not discouraged by the outcome of his first trip and kept on sailing, joining the old International Seamen's Union at the time, although the ISU had been relatively feeble and ineffective since the 1921 strike disaster.

Like many other ISU members he switched over to the SIU when it was founded out of the ruins of the old organization in 1938. He has been carrying his SIU book ever since.

Tooma has spent all his years in the steward department and usually sails in the top ratings of chief steward or chief cook. Before going aboard the Alexandra he was on the Robin Gray for a spell and the tanker Camp Namanu before that. He makes his home in Easton, Pennsylvania, not far from the port of Philadelphia where he first joined the Union.

**CHARLES E. JAMES, OS**  
Just returned from an eight year hitch in the Army, Seafarer Charles "Jimmy" James finds life aboard ship a strange experience. James, who is now aboard the Yaka, has taken one trip to European waters and is headed for the Far East. He still finds himself getting used to civilian life all over again.



James

"I'm a lot happier now than I was in the Army," he says, "because I have freedom of movement. I can go anywhere I please. That's the biggest difference. I've always had itchy feet but in the Army you go where they send you and that's that."

James, who is just 33, has spent the major part of his adult life in military service. He was in the Army originally in World War II and when he got out in 1945, he started going to sea with the SIU. His first ship was a Hog Islander, the Governor John Lynn, which was operated by Bull Lines

### Chose Reenlistment

He sailed with the SIU for two years, but in November, 1947, found he was still at loose ends, so he reenlisted. In the next eight years he served both in the engineer corps and an anti-aircraft outfit, spending 18 months in Korea. All the while though, he kept in touch with the SIU through the SEAFARERS LOG.

When he got out of the Army early this year he caught the Yaka in Philadelphia, headed for Europe. "I never saw so many changes," he confessed, "even though I read about them in the LOG. The biggest ones as far as I am concerned are the Welfare and Vacation Plans and the new halls."

It was James' first visit to headquarters and he was impressed. He's hoping to get a chance to see the Baltimore hall in the near future. But right now a steady diet of shipping is what he has in mind.

## 'Something To Be Proud Of...'



The membership of the SIU has a right to puff its chest over the awards received by the SEAFARERS LOG in this year's competition. The LOG has always striven to be a membership newspaper and the fact that its content and presentation has been good enough to win the top labor press award reflects the support the LOG has always received from the rank and file membership of the SIU. A very large percentage of material in each issue of the LOG comes from the members themselves, adding immeasurably to the appeal of the newspaper.

A union newspaper like the LOG serves an important function in modern day unions because it acts as the union's voice both to the outside world and the membership itself. In a maritime union this importance is multiplied many times because it is not possible for the membership to be brought together in one place at any one time. The newspaper is an essential medium of communication between the Union and its membership scattered all over the globe.

Operating a good union newspaper always shapes up as a sizable expense but it is an expense every union must shoulder to per-

form its functions just as it keeps records, maintains offices and services contracts. There are many union newspapers like the LOG which perform their function well, but unfortunately, there are still a large number of newspapers, big and small, which do not measure up.

Too many union papers are dull and devoid of content or are excuses for seeing how many pictures of union officials can be crowded in an issue and how many times their names can be mentioned. Much remains to be done to bring such publications up to snuff.

The LOG is happy that it has been doing the job the members expect of it in bringing news of maritime and Union affairs to the membership. The award confirms this impression which comes from the many complimentary letters the LOG receives regularly both from members and from readers outside the Union. It intends to make every effort to live up to a high standard and strive for improvement in its content.

In the last analysis, any awards and plaudits the LOG may receive belong to the membership. The LOG wishes to thank you for making its distinctions possible.

# SEAFARERS IN ACTION

The Norfolk SIU hall is now receiving some needed repairs, principally to its heating system,



Boschi

after a membership-elected committee studied the bids for the work and chose a contractor to do the job. Committee members consisted of C. O. Saunders, W. Ma-

son, W. L. Pinkham, W. Harrell, B. Boschi, O. Bailey, J. B. Harris and F. R. Hicks. The hall is sure to be snug and warm this winter.

The crew aboard the Elizabeth is mighty solicitous over the comfort of the ship's baker because they don't want fatigue affecting the quality of his output. It was noted in the minutes that Tony Ferrara, ship's carpenter, rigged a bench for baker Henry Williams so he could keep off his feet when he worked.

rector and is now in process of lining up a team for the winter season in South America.

Another Del Sud crewmember, Charles Dowling, came up with a sound suggestion when he proposed that the crew get a couple of Robert's rule of order books and keep them handy in the ship's library. It would help settle any disputes about the conduct of ship-board meetings.

Seafarer Frank Boyne put his oxygen tank and flippers aside and came up for air long enough to chair the Savannah membership meeting November 30. Frank is a confirmed skin diving fan. Other meeting chairmen in the various ports were Charles In-



Libby

man in Baltimore, James Eichenberg in Philadelphia and J. Adams in Seattle. Rank and file members J. S. Bragg, in Savannah; P. Van Millican in Norfolk; W. C. Murphy and Herb Libby in Baltimore; E. Callahan and J. Chermesino in Boston and J. Pullian in San Francisco were all elected to meeting posts.

## Labor's New Era Begins

From now on the official name of the Union is the SIU, AFL-CIO. The label signifies that the AFL and CIO have officially taken the steps which brought virtually all of American labor into a single giant federation, the largest grouping of free unions in the world.

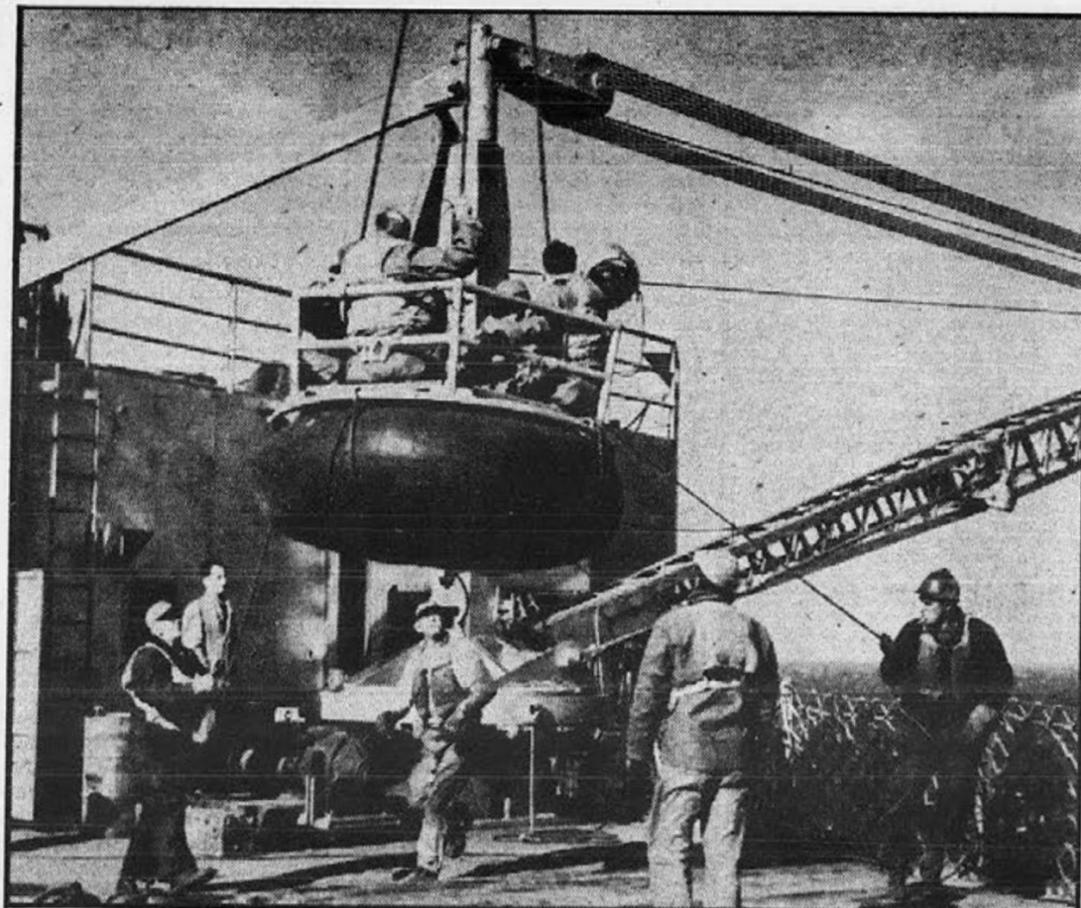
The lion's share of credit for this achievement rightfully belongs to George Meany, the first president of the merged organization and to Walter Reuther, who was president of the CIO. They have accomplished a difficult and delicate task with unbelievable skill and surprising ease, considering

the problems they had to overcome. Of course, the fact of the merger does not in itself automatically eliminate all problems within organized labor and nobody seriously expected that it would. Differences between individuals and groups are a fundamental fact of life; even twins don't always agree with each other. Whatever the arguments and differences may be, the plain fact is that labor has agreed to argue them out within the framework of one federation. As for the SIU, it will continue to be guided by its major objectives as before; to work for the best interests of its membership.

# Heroic Rescue Spotlights SIU Tug To Radar Island



Rubber-cushioned bucket containing five men from an Air Force inspection party marooned on the Cape Cod "Texas Tower" radar station is lowered by a boom from the unseen deck of the tower while the SIU-manned tug El Sol maneuvers below to get into position.



Civilian maintenance gang aboard the "Texas Tower" guides basket containing five men up and over the deck to the tug El Sol waiting below. Expert seamanship by the crew of the SIU-manned tug was vital in the rescue effort. Fifty-two men were taken off in this manner.

BOSTON—Expert seamanship by crewmembers aboard the SIU-manned tug El Sol has been credited with saving 52 men in an Air Force inspection and work party from a "wet" Thanksgiving aboard a man-made island 110 miles out in the Atlantic. A full report was carried in the November 25 LOG.

The Air Force group had gone aboard the "Texas Tower" radar platform stationed off Cape Cod for a four-hour visit and wound up stranded for a full week until the El Sol managed to take them off by means of a sea-going "airlift."

All "survivors" were unanimous in praising their rescuers, who themselves were battered by four different storms, one of which drove the El Sol 200 miles away to a point off the New Jersey coast. The tug got back just in time to complete its original mission and escape another predicted storm.

Seafarers aboard the tug, which is operated by the Portland Barge and Tug Company, are P. Karas, F. Crowell, C. Cain, ABs; T. O'Connor, wiper; J. Leston, cook and steward, and R. MacDonald and A. Flibotte, MMs, all shipped out of the Boston SIU hall. They service the radar installation with supplies, mail and transportation to the mainland.

#### Tower Near Completion

The 8,000-ton Cape Cod radar tower, which was towed out to its permanent perch in the Atlantic with the aid of the El Sol last summer, is nearing completion and the day when she will be manned by a full Air Force crew of 30 technicians. She is a first of 30 similar advance warning posts which will be stationed all along the Atlantic coast to guard against approaching unfriendly aircraft.

Patterned after the original "Texas Tower" rigs used for drilling offshore oil in the Gulf of Mexico, the structure is triangular-shaped to offer less resistance to the wind and stands 67 feet above the average high tide level. It is supported on three steel legs 10 feet in diameter, filled with concrete and anchored to the ocean floor.

The platform is 35 feet thick, and three plastic domes containing

\$8 million worth of radar apparatus will tower another 60 feet above it. Its weather deck, about half the area of a football field, will be a place for helicopters to land. Since it stands so high out of the water, small boats will have to be raised and lowered by cranes. Supplies come aboard in cargo nets.

#### Shill Is Experimental

Although designed to withstand powerful pressures, it is still in the experimental stage. Thus the events of two weeks ago and the battering it experienced have convinced the engineers who developed it that it is seaworthy and can perform its mission.

One seaman later capsulized the feeling of many when he commented: "You know what a ship can take, but the engineers only tested this thing with slide rules."

The "rescue" of those marooned on the tower was accomplished via a basket attached to a boom controlled from the deck of the tower high above the tug. Groups of four to seven men were "airlifted" from the deck of the tower to the deck of the tug below while winds lashed all around. The rig did its work efficiently, causing only minor bruises to some as they were deposited on the bobbing deck of the tug.

Equipped with only a stern anchor after losing two bow anchors in previous maneuvers, the El Sol was backed up almost under the platform at the time.

The ship itself came to the run from the West Coast. She was previously manned by a crew from the SIU-affiliated Inland Boatmen's Union.

### Meeting Night Every 2 Weeks

Regular membership meetings in SIU headquarters and at all branches are held every second Wednesday night at 7 PM. The schedule for the next few meetings is as follows: Dec. 14, Dec. 28, Jan. 11.

## LABOR ROUND-UP

A \$45 weekly unemployment benefit has been urged by the New York State Federation of Labor. Governor Harriman has already announced that he will seek liberalization of unemployment, disability and workmen's compensation benefits at the next session of the state legislature.

The hotly-disputed strike at the Perfect Circle piston ring plant in Indiana ended as workers voted to go back under terms of a 17-cent an hour increase. The men, members of the CIO United Auto Workers, had been on strike for four months. The majority of fired strikers are being reinstated with other cases going to arbitration.

Stereotypers employed by the three Detroit dailies went on strike as their two year contract expired. The major dispute involved the method of payment for handling color plates. Printers, pressmen and editorial workers supported the strike which shut down the Detroit Free Press, the Detroit News and Detroit Times.

Another of the dwindling band of left-wing unions, the United

Electrical Workers, is seeking AFL-CIO affiliation. The International Association of Machinists revealed that UE had approached it for a charter but had been turned down. At one time it had a membership of nearly half a million but is now down to around 150,000.

Private bus lines and the Transport Workers Union, CIO, reached a late-hour two-year agreement on the eve of a threatened strike. The agreement provides for an immediate eight cent hourly increase plus another six cents next year and three cents in fringe benefits. Bus companies are expected to seek a fare increase to cover the added costs.

A jointly-conducted strike by the CIO United Shoe Workers and AFL Boot and Shoe Workers won a five percent wage increase at two major shoe companies, plus another three percent next year. The two companies, International and Brown, operate 70 plants, mostly in the midwest. Approximately 29,000 workers were involved in the four-week strike.

**Modern 'Warriors' In Greece**



Seafarers on the Warrior enjoy the sunshine on deck during a stay at Patras, Greece. Shown (front, l to r) are Red, OS; Harding, AB; Crews, bosun, Murphy, DM; (rear), Crockett, AB; Whitney, AB; Heavy, AB, and two unidentified crewmembers.

**LOG-A-RHYTHM:**

**The Figurehead**

By M. Dwyer

*Oh woman of enchantment,  
You weave a magic spell,  
Your mystic smile and beauty  
Can please my heart so well.*

*Compared to loves I've known,  
Yours is the very best—  
You hold a secret meaning,  
Known not by all the rest.*

*I've talked to you in dead of  
night,  
As I stood against the rail,  
And told you things no mortal  
knew  
For I knew you'd never fail.*

*Let other men their love bestow  
On someone false and sly,  
Who will take their money  
And drink their rum  
Then act so coy and shy.*

*I'll just keep my feelings locked  
deep inside  
And be true to only you  
It will be our secret, this feeling  
we share,  
We're the wiser by far, we two.*

**Went To Japan:**

**AUBURN MEN  
STILL NEED  
NEW TEETH**

Guys like to ship to Japan for all kinds of reasons, but it would take a lot of thinking to come up with something to top the one offered by a couple of Seafarers on the Auburn.

It seems that these boys were very short on "choppers," and had made great plans to purchase some of the beautiful dental work which Japanese technicians are supposed to do so well and reasonably. They even went to great lengths to explain to anyone who would listen just how they were going to budget their first draw, says Jake Malenke, ship's reporter.

**Three Items**

The schedule they solemnly offered was (1) fix teeth, (2) buy souvenirs, (3) liquid refreshments and "miscellaneous." On the trip over from Longview, Wash., they suffered through "steak night" by having their steaks run through the meat grinder. It wasn't that the meat was so tough; they just didn't have their own grinding equipment at the time.

But, needless to say, Malenke added, "the budget boys are still gumming it. Nagoya, Yokohama and Kure were just too much for them. Ask Duke the bosun, Lloyd the 3rd cook and Chic Fisher the deck delegate. Of course, they also have dentists in Karachi, Pakistan, our next stop over . . . Any bets?"



Decked out in some souvenir finery acquired in Japan, Seafarer Jake Malenke goes "native" on the Auburn.

**Bath Curtains  
On Alexandra  
Do A Fadeout**

Something sinister appears to be afoot on the Alexandra, but no one seems ready yet to come clean with the facts.

Of course, this is probably because the crime in question makes it almost impossible. "Someone stole the new shower curtains the same day they were put up," the ship's minutes solemnly declare, without pointing any accusing fingers.

Who the culprit is or the reason for the unexpected disappearance of the curtains are not too clear, since the account by Seafarer Joe Nigro, secretary, only provides the bare facts.

**Likes Old Days**

It can be assumed, however, that whoever or whatever was responsible for the mystery is dead set against any such modern innovations as shower baths, and yearns for the old, comfortable days of "iron men and wooden bath tubs." For many, a plain wash bucket was more than enough.

Whether the Alexandra will have to return to those days is not known. The only thing that is known for sure is that if the ship can't pick up some more shower curtains somewhere, there's going to be an awfully wet deck to greet the sanitary man every morning.

**SEAFARERS IN THE HOSPITALS**

USPHS HOSPITAL  
FORT WORTH, TEXAS  
Frank E. Anderson Joseph J. Fusella  
B. F. Deibler Rosendo Serrano

VA HOSPITAL  
KERRVILLE, TEXAS  
Billy R. Hill

USPHS HOSPITAL  
NEW ORLEANS, LA.  
John E. Adams Wm. P. Malcewicz  
Merton Baxter C. J. Mitchell  
Alton Bell Steve Modzelewski  
Oscar R. Bird Mather Mullis  
Claude F. Blanks C. R. Nicholson  
Victor Brunell Alfonso Olaguibel  
J. L. Buckelew Darrell O'Riley  
John L. Caldwell Gordon L. Peck  
Lloyd T. Callaway R. A. Ratcliff  
James R. Douglas Claburn E. Reed  
A. N. Fernandez Henri J. Robin Jr.  
B. D. Foster Walter Smith  
J. T. Gehringer Woodrow A. Snead  
John C. George Henry S. Sosa  
Aurilio Gomez Andrew Stauder  
Leon J. Gordon William R. Stone  
Earl S. Harris Roy R. Thomas  
Earl L. Hodges Lonnie R. Tickle  
Herman Kemp G. M. Villarreal  
E. G. Knapp Dirk Visser  
Leo H. Lang J. R. Von Holden  
Pierre LeBlanc James E. Ward  
Tinnerman J. Lee Ernest H. Webb  
Earl B. McCollam David A. Wright  
Kenneth McIntosh Charles B. Young

USPHS HOSPITAL  
NORFOLK, VA.  
Francis J. Boner William S. Rudd  
Wm. B. Cottman M. G. Shankle  
Aden C. Ezell Ciro P. Sudona  
George M. Reese John P. Wilson

USPHS HOSPITAL  
BALTIMORE, MD.  
Kenneth Bewig Alfred H. Casey  
Curt Borman Jessie A. Clarke  
Robert Brain Alberto Espino  
Joseph Brill Louis M. Firle  
Frank Campbell Donald Forrest

Richard L. Foust Fred Pittman  
Gorman T. Glaze Murray A. Plyer  
Albert Hawkins A. S. Reinholdt  
Austin Kitchings Edward Rhoads  
Frank McErlane Clyde Ward  
Fred Morris Joseph E. Watson  
Harry W. Maches Harold Wheeler  
John W. Parker Luis Williams

USPHS HOSPITAL  
STATEN ISLAND, NY.  
A. Androh John McWilliams  
Joseph S. Barron J. Maisonet  
Ben K. Baugh Thomas E. Maynes  
Arthur Beck Robert J. Menser  
George Carlson Paige A. Mitchell  
John Castro William Neef  
Donald R. Catlin E. Nooney  
James Clarke H. C. Parker  
James J. DeVito S. Peliksz  
George Fiance Santos Pizarro  
Idelfonso Galindez George Rees  
Luciano Ghezzi A. Reibus  
Estell Godfrey Juan Reyes  
Carlos Gomez G. H. Robinson  
Halvor Holt Jose Rodriguez  
D. Kaim Santiago Rosario  
F. R. Kazukewicz Stanley Scott  
M. A. Lucas E. Sliantak  
W. F. Luhrs Robert Welker  
Martin J. Lynch Headley F. White  
Lloyd McGee Yu Song Yee  
N. McKeaven

USPHS HOSPITAL  
DETROIT, MICH.  
Tim Burke

USPHS HOSPITAL  
MEMPHIS, TENN.  
Charles Burton

USPHS HOSPITAL  
BOSTON, MASS.  
William J. Dyer Theodore Mastaler  
Leo J. Kennedy Anthony Pinchook

MOBILE COUNTY  
TB SANATORIUM  
MOBILE, ALA.  
David M. Baria

USPHS HOSPITAL  
MANHATTAN BEACH  
BROOKLYN, NY.  
Edmund Abualy Mike Lubas  
Manuel Antonana Joseph D. McGraw  
Eadio Arts Archibald McGuigan  
John Auslitz David McCreath  
Fortunato Bacomo Harry MacDonald  
Frank W. Bemrick Michael Machusky  
Robert L. Booker Vic Milazzo  
Walter L. Davis Melvin O. Moore  
Emilio Delgado Joseph B. Murphy  
Walter W. Denley Eugene T. Nelson  
John J. Driscoll James O'Hare  
Robert E. Gilbert Ralph J. Palmer  
Bart E. Guranick George G. Phifer  
Taib Hassen D. F. Ruggiano  
Joseph Ifsits G. E. Shumaker  
Thomas Is.ksen Henry E. Smith  
John W. Keenan Harry S. Tuttle  
John R. Klemowicz Karl Treimann  
Ludwig Kristiansen Harry S. Tuttle  
Frederick Landry Fred West  
James J. Lawlor Virgil E. Wilmoth  
Kaarel Leetmaa Chee K. Zai  
Leonard Leidig

USPHS HOSPITAL  
GALVESTON, TEXAS  
Marvin P. Bennett John E. Markopolo  
Denis Boullit John E. Tillman

USPHS HOSPITAL  
SAN FRANCISCO, CALIF.  
Marcelo B. Belen K. E. Kansen  
George D. Brady W. M. Pennington  
Leon C. Brown John S. Sweeney  
Charles Dwyer Robert Voehringer  
Salvatore Guifre

USPHS HOSPITAL  
SEATTLE, WASH.  
L. Bostley Sverre Johannessen  
Paul C. Carter G. E. Richardson  
L. Duplissie F. S. Stevens

USPHS HOSPITAL  
SAVANNAH, GA.  
Jose Alonzo Jr. Jimmie Littleton  
Wm. M. Barnett James H. McDonald  
Frederick Boyne Gerald Perdomo

**Raps Feeding  
On NMU Ship**

To the Editor:

I've just been repatriated from Bremerhaven, Germany, on a US Lines' ship, the Amerjcan Merchant, after about a month's stay in Europe. I had to get off an SIU ship, the Rayvah, over there originally, because I had been walking around with what turned out to be a broken wrist for a month and a half.

**LOGs Popular**

I might add that while I was there, getting the SEA-

**Letters To  
The Editor**

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

FARERS LOG at the USS club was always a problem because they used to be grabbed up by everyone who came along. There always was a big bunch of NMU "Pilots" lying around, but they never seemed to "go" as fast as the LOG. It might be a good idea to send more LOGs there because all the crews, even on the MSTs ships, are eager for whatever news they can get.

Incidentally, my trip home on the American Merchant was a real experience. Calmar ships are real feeders compared to this one. There wasn't even a special Thanksgiving Day dinner; just a standard dinner with none of the traditional extras you get on SIU ships.

The 12 days I was on there we didn't even have meats like liver or prime ribs once. The baking was the only thing worthwhile on that ship, yet from what I gather the crew can't get any backing from the union on their beefs. They say that if they went to the hall and complained, Curran would just tell them to get off because they're on a good run and plenty of guys are willing to take the jobs.

**Beware Of 'Chiseler'**

One thing the guys who come over here should watch out for is a guy who claims he is an SUP man from Frisco and who is always hanging around the waterfront. He talks with an Italian accent and goes by the name of "Joe" or "John Miller."

He's always chiseling cigarettes and has bummed clothes off several guys for a day or two and then disappeared with them. I lost a \$22 jacket to this character myself and will be on the lookout for him if and when I get back there.

M. S. Cross

**Sees SIU Union  
Of Whole Family**

To the Editor:

I would like to express my everlasting and sincere gratitude to the Seafarers Welfare Plan for the benefits I received covering my recent surgery and hospitalization.

I am very proud that my husband is an SIU member, as I think his Union is the best there is. It gives the families of seamen a feeling of security to know that our husbands belong to such a grand Union as the SIU, because we can depend on the Union for help when we need it.

When we speak of the SIU in

our homes, we all refer to it as "our Union," as indeed we all do feel that we are a part of our husband and daddy's wonderful Union.

My very best wishes for continued success, and again may I say "thank you for everything."

Mrs. Wiley Hinton

**Seafarers Hail  
Seattle Hotel**

To the Editor:

We have never written you for publication at any time, but we will appreciate very much if this will be published in the LOG. It concerns a very good friend of Seafarers on the West Coast.

We have been out here on the Coast for the past six years, and many times after paying off a ship we checked in at the Texas Hotel, 1924 1/2 First Avenue, Seattle. The place is managed by Miss Marlon Chivotti, who has been very kind to SIU men, especially those who needed a room when shipping was tough.

She has never turned anyone down, and is well liked by all. Early in 1954, she sold her place, but then bought it back again in June, 1955. It is now known as the Raymond Hotel.

We would like to let all her friends know that Marion is back in the same hotel, because we know that many of the boys do not know this. We also wish Marion lots of success for a job well done in the past, and we know she will do the same in the future.

Many thanks for your kind attention in this matter. We also want to thank the LOG staff for our great publication, and for a job well done by the editors and staff.

A. M. Branconi  
Luke Ciamboli  
H. Croke  
J. Czycowkoski  
T. Parrett

**This Sign-On  
Is A Record**

To the Editor:

I have been here ashore in Connecticut since my last trip out of the West Coast on a good old Robin Line ship to the Far East back in 1951.

My next trip after that—and one that quite a few others have made—is turning out to be longest one yet. The altar, I believe they call it. We have two kids and number three is due to arrive in about another month.

Hello to Walt Yerke, Bob Joy, Red Hall and all hands involved. I wish they could drop me a line at 512 Laurel St., East Haven, Conn.

J. "Mac" McCarten

**Thanks SIU For  
Welfare Assist**

To the Editor:

I would like to thank you and our SIU membership, including Herman Troxclair, SIU patrolman in New Orleans, who did my wife, son and myself a wonderful kindness in helping us collect our recent benefits from the SIU Welfare Plan.

We three sincerely appreciate what the SIU is doing for all brother members and their families. We wish one and all a very merry Christmas and a Happy New Year.

Harry H. Green



Croke

**VALCHEM (Valentine), No date—**Chairmen, R. Thomas; Secretary, E. McMaster. Special meeting was called because of beef about baker. Motion made and carried that baker be allowed another trip to prove himself, if proven incapable he get off.

**October 10—Chairman, E. Cox; Secretary, G. Fabo.** Crewmembers requested to take care of washing machine. TV set should be turned off if no one is using it. Ship's fund, \$9.45. Watches to be quieter.

**WILLIAM H. CARRUTH (Transfuel),** October 23—Chairman, C. Cadenhead; Secretary, L. Thomas. Major repairs taken care of. Some disputed overtime to be settled by patrolman. Fire room ventilators to be repaired in Yokohama. Recent communication from headquarters read and accepted and vote of thanks given for looking out for our affairs while this vessel is at

carried to accept unanimously all communications from headquarters. Vote of thanks to steward department. Crewmembers to help keep recreation room clean. New library needed.

**ROBIN KIRK (Robin), October 23—**Chairmen, S. Thayer; Secretary, W. Collard. Few minor beefs to be thrashed out in port with patrolman. Motion made and carried to accept and concur with communication from headquarters. Motion made and carried to have crewmembers donate fifty cents to ship's fund.

**TOPA TOPA (Waterman), October 25—Chairman, W. Barth; Secretary, C. Nail.** Some disputed overtime. Motion made and carried to accept and concur with communications from headquarters. Anchor pool, suggested and certain percentage go to ship's treasury.

**ALCOA PARTNER (Alcoa), November 14—Chairman, A. Aaron; Secretary, J. Barone.** Reports made to patrolman regarding activities aboard this vessel. Motion made and carried to accept and concur with communications from headquarters. Motion made and carried that a report be made on the pros and cons of SUP agreement.

**ARCHERS HOPE (Cities Service),** November 19—Chairman 19—Chairman, H. Gray; Secretary, J. Adams. No beefs, some disputed overtime and three hours penalty meal. Motion carried to accept communication from headquarters. Ship's secretary-reporter elected. TV set to be repaired.

**CANTIGNY (Cities Service),** November 19—Chairman, C. Cooper; Secretary, H. Romero. Ship's fund—\$5.47. No disputed overtime. Motion made and carried to accept and concur with communications from headquarters. Motion made and carried to keep recreation room clean.

**DEL ORO (Mississippi),** November 14—Chairman, J. Teury; Secretary, P. Whitlow. Crew messhall and pantry to be sougeed. Ship's fund—\$41. Three men logged. Some disputed overtime. Motion made and carried to accept and concur with communications from headquarters. Motion made and carried that SEAFARERS LOG carry sports highlights in each issue. Report on steward department voted on and carried unanimously.

**FRANCES (Bull), No date—Chairman, S. Carr; Secretary, T. Kenny.** Chief electrician missed ship. Ship's fund—\$5.62. No beefs, some disputed overtime. Motion made and carried to accept and concur with communications from headquarters. Electric iron needed.

**JOHN C. (Atlantic Carriers),** October 24—Chairman, W. Dunham; Secretary, J. Byrne. Washing machine wringer to be repaired. Repairs to be done.

**LA SALLE (Waterman),** November 19—Chairman, S. Anderson; Secretary, E. Morris. Men who wish to pay off ship to give notice to captain, not to anyone else. Ship's fund consists of \$43.85. Motion made and carried to accept and concur with communications from headquarters.

**MASSMAR (Calmar),** November 14—Chairman, E. Lamb; Secretary, E. Greisky. Repairs taken care of. No beefs. Motion made and carried to accept and concur with communications from headquarters. Discussion held on linen situation.

**OCEANSTAR (Triton),** November 6—Chairman, C. Diaz; Secretary, C. Diaz. Motion made and carried that communication from headquarters be accepted and concurred. Watch to be careful not to spill coffee on passageways and stairs. Garbage to be dumped after mid house.

**ROBIN GRAY (Seas Shipping),** November 15—Chairman, J. Kari; Secretary, J. Dolan. French money to be used only in Madagascar. Ship to be fumigated. Letter to be sent to New York regarding shore leave and sea watches in Madagascar. Steward department delegate resigned. Motion made and carried to accept and concur with communications from headquarters.

**ROYAL OAK (Cities Service),** November 19—Chairman, D. Livingston; Secretary, D. Beard. Funeral wreath was wired to one of our brother's family. Motion made and carried to accept recent communication from headquarters. Motion made and carried that we have a condensed list of steward department working rules drawn by headquarters committee for the manning scale of T-2 tankers.

**SEANAN (Orion),** November 19—Chairman, W. Burton; Secretary, S. Gove. No beefs. American money wanted in Canal Zone. Suggestion made to consult delegates in respective departments about beefs.

**SEATRAN NEW JERSEY (Seatrain),** Nov. 19—Chairman, E. Wallace; Secretary, P. Patrick. Communications from headquarters read and accepted. Steward to discuss situation of spoiled fruit with patrolman.

**STEEL KING (Isthmian),** Nov. 6—Chairman, S. Stockmann; Secretary, D. Coe. Steward department to hold meeting regarding new steward department agreement. No beefs, few hours disputed overtime. Ship's fund to be started. Large fan to be put in each room.

**WINTER HILL (Cities Service),** November 17—Chairman, J. Green; Secretary, G. Dunfee. Two men missed ship in Lake Charles. No beefs. Motion made and carried to accept and concur with communications from headquarters.

# Dinny Finds A Dilly; It 'Reeks With The Mystery Of The Orient'

Seafarers have grown familiar with the indescribable odors and uniform lack of sanitation in various parts of the world, but they occasionally come up with new "finds" of this type that outdo all the others.

Most will agree that any spot that makes "Pusan and the Persian Gulf look like Copenhagen and Hamburg" must really have something, and the boys on the Ocean Dinny are still recovering from it, in fact. This garden spot, with a name

"reeking of all the usual mystery of the Orient," is Mok'po, Korea, about 200 miles down the coast south of Inchon.

With all of this, however, Seafarer Robert P. Brown reported, it still held one allurements for the topside brass in the form of cheap labor. And as was inevitable, the entire town is now also redecorated in brightly red lead and buff.



Darouse

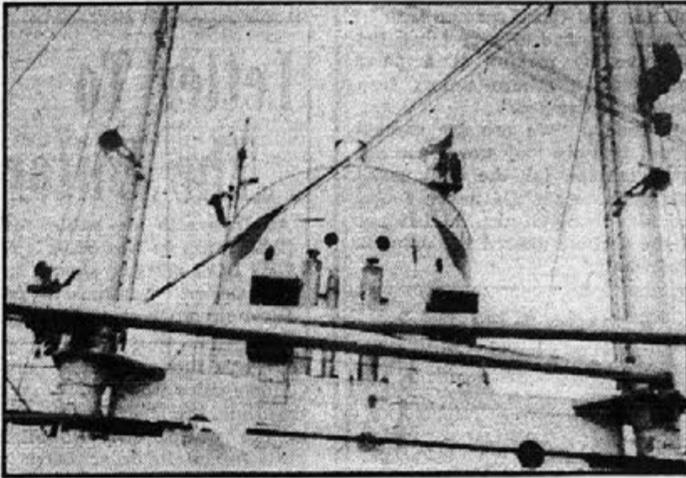
From this wayward experience, the ship moved on to Kure and a real liberty. But it seemed no one really wanted to leave there. "The sailing board was changed so often we were afraid we were going to run out of chalk. Joe the bosun bade his little 'pigeon-san' a fond farewell no less than five times over that memorable extra three-day stay, gallantly emptying his pockets of all loose yen each time.

"He began to think he was caught in a revolving door.

"Naturally, we were on the hook. We pooled all the brains on the ship to decide how much delayed sailing was involved, and it's still a matter of dispute, but the chief mate has simplified it. He disputed all of it. There's about 370 hours disputed just in the deck department.

"But we do have our kicks. Barney 'Black Donnelly' Donnelly and chief cook Jimmy Darouse are collaborating on a book titled 'Aunt Barney's Home Made Cookies,' with a foreword on kitchen etiquette by Ray Ringo.

"We also have our repair list made out. The number one item is 'patch holes in heads topside'."



Doing a little high-wire brushwork on the kingposts of the Robin Sherwood, these Seafarers in the deck department appear as agile as the apes of the ship's African port of call. Pictured (forward, l to r) are Walter Schlect and Paul Hellerbrand; (aft), Roy Guild and Kammet. Photo by A. Rosson while the Sherwood was on the hook at Tamatave, Madagascar.

# Girls Know The Ropes, Robin Sherwood Finds

The "Romance Run" to Africa—for the single-blessed regulars on the Robin Sherwood, at least—is generally accompanied by sad leavetakings all along the route.

But though the boys should know better, they are always ill-prepared for the events that follow as soon as the ship gets underway in the face of the muffled sobs and handwaving of the "heartbroken" females they leave behind in all South African ports. As disclosed by Seafarer Nolan L. Flowers, what follows is strictly for the book.

"Amid all the hubbub, as the last line is cast off there is a concerted rush by all the gals towards one female on the dock. But is it jealousy? A scrap over a stolen boy friend? No, nothing like it!

"She's just the only one with foresight enough to bring along a copy of the day's paper. They're eagerly scanning 'Ship Movements' to see when the next Robin Line ship is due!"

### Return Engagement

Flowers added that a damaged screw in Laurence Marques brought on a return engagement in Durban, with more "glad hearts . . . fond farewells . . . and such sad leavetakings. Even ship's mascot Sylvester, the bow-legged cat, was affected, and fell in love.

"But in true SIU style, Sylvester didn't miss the ship."

The trip of the Sherwood, indeed, was marred by only one incident, which ended well at the last also. This was the sudden sickness of one brother in the engine department as a result of a heart attack. Since the man was in a critical condition, the captain changed course, put into Ascension Island where a doctor examined the patient and pronounced him able to proceed to Capetown for hospitalization.

"Capt. H. M. Sholder and Purser Morris Elbert are to be commended for their conscientious discharge of their duties in this matter," Flowers pointed out. "The patient was under constant care and observation by the purser and

the master was in sustained contact with medical authorities ashore, giving reports and receiving instruction."

# Holiday Ship Menus Feature All The Fixings, Plus Extras

Another Thanksgiving holiday has rolled by, bringing a flood of some of the finest dinner menus in the world into the SEAFARERS LOG office.

The first arrival this year came from the Chiwawa, thanks to an assist in the mail-department from the Lake Charles SIU branch. Traditional dishes, including "English plum pudding

and fruit sauce," were provided in wide array through the efforts of J. Hughes, chief cook; P. L. Shauger, baker; J. Ryan, third cook, and Tony Francis, steward.

Listed among the main dish fixings, as on most other ships, were the inevitable stuffed turkey, plus grilled sirloin of beef, baked Virginia ham and roast prime ribs of beef au jus.

The Stony Creek, a regular entry in the menu sweepstakes, came through again this time with an elaborate, hand-decorated, ribbed job posted to New York by a satisfied "customer." Scrawled across the front page was the terse comment "She's a feeder," by Seafarer J. Guard.

An entry from the Sandcaptain, from down in Venezuela, sported "fresh fried Maracaibo redfish" to add a little local flavor to the variety of entrees provided. Steward Jim Golder also saw to it that no less than five kinds of cheese (edam, provolone, bleu, gouda and cream cheese) were available as part of the dessert offerings for his charges.

### Bright Light



Proud of his nephew and namesake, Seafarer Blanco T. Williams is happy to show off the youngster, Blanco Lesley, 4, a bright-looking cherub hailing from Stoneville, NC. Blanco T. is on the Council Grove now.

# Finds Things Besides 'Yen' On Run To Japan

Sharing the rich experiences of a long ocean voyage with the SIU crew of the John B. Waterman was described as a "revelation" by eight Catholic missionaries who traveled with the ship from Portland, Ore., to new assignments in Japan.

According to the Rev. James W. O'Neill, "for some of us who knew very little of the sea except what might have been observed from the crowded gun-deck of a troop transport ten years ago, this voyage was a real discovery; not the sea, but the seamen.

"He is worth more than any gold you can find in a sunken ship. He can be a good Lutheran like Frank Koski of Philadelphia or an outstanding Catholic layman like Walter Brown of Richmond, Calif. He is like that 'hidden treasure' Our Lord was always talking about.



Koski

"I think all of us as Americans ought to sell some of the interest we have in ourselves and begin to appreciate the dignity of the seaman and the impact he could have for good upon the rest of the world."

The Rev. O'Neill pointed to the fact that while America as a country has ceased to do any serious reading, the seaman is well read. "You do not find back aft all the cheap junk we have come to associate with news-stands and drug stores (men soon tire of that when they have a taste of something better), but a whole library of books ranging everywhere from historical novels to the life of Christ.

"Men need legitimate means of wearing off the emotional tension of a long trip . . . After making but seven ports in seven weeks, I realized what the guys meant, how readily they were exploited, how

poorly they were treated and how little respected.

"I understood too their disdain for those who might have wanted to help, but in a patronizing way, and admired those seamen who in a small way had already taken the initiative by making it a point never to go ashore unless they were well dressed."

He added "We are far enough inland that we may never see another seaman for the next seven years, but we shall never forget the kindness and the intelligence of the 45 men aboard the John B. Waterman."

## Lauds SIU Aid



Thankful for the help given by the SIU Welfare Plan during her recent hospitalization, Mrs. John O. Glenn is now convalescing at home in Hickory, Miss., after a serious accident. Seafarer John Glenn, shown with her, is aboard the Alcoa Corsair.

## Lauds SIU Fight To Save Shipping

To the Editor:

I have been constantly impressed by my Union's untiring efforts to prevent further undermining of the American merchant marine through legislation in Washington.

It is appropriate to recall another period of our history when American virility and ingenuity made our ships the finest in the world. New England

## Letter To The Editor

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

shipyards turned out the famed Clipper ships which were, up to that time, the largest and fastest in the world. Other nations were forced to order from us, and it took even the British shipbuilders many years to catch up with our competition.

### Political Apathy

Our success did not last long, however, and the decline of our shipping fortunes was marked by political apathy and a general failure in post-Civil War Washington to appreciate the importance of shipping and seafaring. It is curious that this apathy has remained a feature in Washington up to the present day.

The Union's fight to arouse interest and public opinion in the state of our maritime industry has often been noticed by the daily press. Outside of strikes which are always well-covered and often distorted in the news, maritime happenings receive little notice by the general public.

The problems of a Seafarer and of shipping interests are seldom mentioned. Struggles for life at sea are not understood. Reports of them are usually off on the wrong track.

Recently I read a headline where an "ex-Air Force nurse" was a "hero at sea." Eight seamen volunteers had removed two badly-burned Italian seamen from their ship in heavy seas to an American freighter, where they were treated by this noble woman until port was reached.

### Must Read Between Lines

Without a doubt she deserved much credit, but it takes one familiar with the sea to read between the lines and see who the real heroes were, risking their lives on an errand of mercy for two anonymous brethren.

At the same time I read of

the loss of the Liberian-flag Daytona, a converted LST. The tragic loss of this ship and its crew brought to mind the repeated warnings by the SIU about the safety conditions aboard "runaway ships" and the dangers present in the use of LSTs.

The notice of the loss of this ship probably received very little notice from the reading public, but every Seafarer who read of it knew that once more the lives of seamen had been sacrificed under the strange flag of a country that they had probably never seen and that makes no effort to protect the lot of the men sailing under its registry.

Best wishes to all the membership from Seoul, Korea.

Cpl. Michael J. Carlin

## Hail NO SIU Gift of TV Set

To the Editor:

On behalf of the patients and staff of the US Public Health Service Hospital in New Orleans I wish to express a hearty thank-you to Lindsey J. Williams, port agent, and to the SIU for the television set that was recently presented to the hospital.

It has been placed in the recreation room for tuberculosis patients, and we can assure you that it is a tremendous factor in the recovery of the patients. All of them have expressed personal gratitude in response to your generosity.

We would like to invite you and all the other SIU members to visit the hospital at your convenience in order that you might see first hand how the patients appreciate your efforts in their behalf. We should all be delighted to see you at any time.

Camille S. Johnson  
Chief Social Worker

## GI Remembers Good SIU Chow

To the Editor:

I would like to inform my former shipmates that I am being separated from the US Army. Believe it or not, after two years of lousy C-type rations, GI chow and cold barracks, they are going to set me free.

Of course, I'll have six years to serve in the inactive Army Reserve, but that won't stop me from going back to sea on those good-feeding SIU-contracted ships with clean foc'sles.

I would like to thank the SIU and MAW officials who were instrumental in the signing of the Wilson Line excursion fleet. From my own experience on those steamer boats, I would say that the 16-hour day was a common trick the company used to pull on the crews.

When I was 17 and still a kid, I worked on the Delaware Belle

and the Pilgrim Belle. This was during 1947-48, when we worked eight days on and maybe one or two days off. One of the mates' favorite tricks was to wash windows while the boat was moving down the river.

Then when 1949 came along I got my seamen's papers and made my first trip on the Fairland, a Waterman C-2, as pantryman. I have been an SIU man ever since.

My separation date is Nov. 23, and very soon after that I'll be up at headquarters to get straightened out so that I can sail again.

In parting I would like to say—to those few individuals who are constantly complaining about the chow on SIU ships—you never had it so good, brothers. If you think the chow is bad, eat C-rations for two years and you'll stop beefing that the steak isn't rare enough or the roast beef is this or that.

Al Pietrowski

## Wife Lauds SIU Aid In All Ports

To the Editor:

May I offer a "thank you" to the SIU which is just a little different.

Fortunately, I have not had to call on the SIU due to any dire need or misfortune.

However, I have visited and lived in quite a few of the Atlantic and Gulf ports where SIU halls are located. And my thanks go to these port officials, who have extended the most sincere hospitality to me at all times.

Moreover, whenever I had a problem, no matter how small, these busy officials extended me the utmost courtesy and showed sincere willingness to help me.

It is a safe, comfortable feeling to know that, when my husband is away, there is a helping hand nearby, if needed.

I feel it is a privilege to be a member of this big, happy family—"The Seafarers."

Mrs. Charles L. Simmons

## She Liked SIU Holiday Affair

To the Editor:

I would like to thank the officials of the Seafarers International Union for arranging the wonderful Thanksgiving Dinner enjoyed by our family at the Union cafeteria in New York.

The meal was very good and there was more than ample quantity for everybody. It also was a pleasure for me personally to get away from the kitchen and cooking on the holiday, although I'm sure it was no picnic for the cafeteria staff.

I know my husband also enjoyed being at the hall with his family, because he is very proud of the SIU and all it has done for its members.

Mrs. Frank Bell

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

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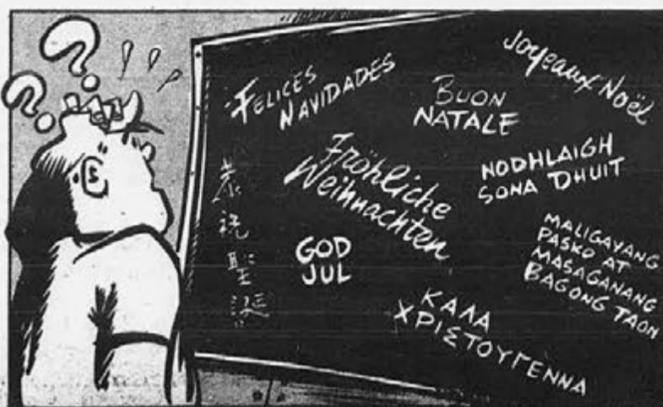
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## Holiday Menu

By Bernard Seaman



ALCOA PIONEER (Alcoa), Oct. 23—Chairman, J. Hand; Secretary, J. Purcell. Motion made and carried to accept communications from headquarters. Discussion held on amount of milk placed aboard and passengers having ice cream. Discussion also held on disputed overtime.

ALCOA ROAMER (Alcoa), Oct. 22—Chairman, T. Hoar; Secretary, R. Klénast. No beefs aboard this vessel. New chairs to come aboard. Patrolman to find out why ship is not cleared by Immigration. Motion made and carried to accept and concur with recent communications from headquarters.

ANNISTON (Aco), Sept. 11—Chairman, T. Hill; Secretary, N. Mutin. No beefs, some disputed overtime. It was suggested that a check be made on articles, and that each department make up repair list.

# Digest Of SIU Ship Meetings

BENTS FORT (Cities Service), October 27—Chairman, P. Cleary; Secretary, M. McNoff. Motion made and carried to accept and concur with recent communications from headquarters. Discussion held on Group B and C men. Vote of thanks to captain for cleaning up Bents Fort; it is now in excellent condition.

CHIWAHA (Cities Service), Oct. 28—Chairman, E. Williams; Secretary, W. Pritchett. New washing machine is on its way. Beef regarding deck department was settled. Motion made and carried to discuss SUP agreement.

DOROTHY (Bull), No Date—Chairman, C. Collins; Secretary, P. Magro. One brother paid off in Mayaguez by mutual consent because his son was in the hospital in critical condition. Motion made and carried to accept and concur with communications from headquarters.

IRENESTAR (Triton), Sept. 25—Chairman, A. Anderson; Secretary, H. Carney. One man missed ship, and one man hospitalized the night before sailing. Discussion held on washing machine and recreation room and laundry duties. Repair lists to be turned in.

JOHN C (Atlantic Carriers), No date—Chairman, W. Dunham; Secretary, J. Byrne. All departments running smoothly. Letter from headquarters was read and accepted unanimously regarding steward department. Ship went to sea with one man short in the deck department.

KATHRYN (Bull), Oct. 26—Chairman, J. Giordano; Secretary, R. Adamson. Some disputed overtime. Motion made and carried to accept communications from headquarters. Discussion held on SUP agreement. Different brand of soap requested.

MONARCH OF THE SEAS (Waterman), Oct. 29—Chairman, A. Danne; Secretary, D. Edwards. Repair lists requested. No beefs. Motion made and carried to accept unanimously recent communications from headquarters. Hospital to be souged out after dog is discharged.

QUEENSTON HEIGHTS (Tankship), Oct. 30—Chairman, H. Parks; Secretary, S. Johnson. One wiper was injured and taken to hospital in Charleston, SC; he was told to report to company agent there. Motion made and carried to accept and concur with communications from headquarters. Vote of thanks to steward department.

ROBIN LOCKSLEY (Seas), Oct. 12—Chairman, L. Springer; Secretary, W. Marcus. Motion made and carried to accept communications from headquarters. Ship's delegates elected and ship's fund to be set up. Each department to take care of its washroom.

SEATRIN TEXAS (Seatrail), Oct. 29—Chairman, Garcia; Secretary, C. Goldstein. Everything running smoothly. Motion to accept all communications. To be sure that wringer on washing machine is kept thoroughly clean, and to take care of fans. Vote of thanks to steward department.

WACOSTA (Waterman), October 15—Chairman, W. Mansfield; Secretary, R. Morrow. No major beefs. Repair lists were turned in. Few hours disputed overtime everything running smoothly. Entire crew donated one dollar to help brother Seafarer who missed ship in Korea. Vote thanks given entire steward department and ship's delegate. All hands were asked to take care of washing machine, a new base is needed for it.

YORKMAR (Calmar), Nov. 16—Chairman, S. Drury; Secretary, D. Fisher. Report made on sanitary work done and sanitary conditions aboard ship. Communications from headquarters were posted. Vote of thanks to steward department. All excess linen to be given to steward for inventory.

BETHCASTER (Calmar), Nov. 1—Chairman, R. Rowland; Secretary, H.

Spicer. Ship's delegate elected. Motion made and carried to accept and concur with communications from headquarters. Safety conditions to be discussed with captain, mate, and patrolman.

DE SOTO (Pan Atlantic), Oct. 30—Chairman, G. Suarez; Secretary, B. Varn. Most repairs were taken care of. No beefs. Motion made and carried to accept and concur with communications from headquarters. Deck maintenance suggested that messmen put large boxes on deck back aft instead of in garbage disposal unit.

GENEVIEVE PETERKIN (Bloomfield), Oct. 28—Chairman, C. Galt; Secretary, E. Golings. Ship's delegate to be elected, everything in good shape. Motion made and carried to accept and concur with communications from headquarters. Discussion held on locking messroom and library while in port.

LAWRENCE VICTORY (Mississippi), Oct. 22—Chairman, E. Zebrowski; Secretary, S. Rivera. Safety meeting was held by officers and department delegates. Motion made and carried that a meeting be held with patrolman present regarding the cooks and chief steward. Vote of thanks given the night cookbaker.

OCEAN DEBORAH (Ocean Trans.), Oct. 9—Chairman, none; Secretary, J. Kuchta. Water cooler and coffee percolator have not been repaired as yet. Crew want draws in foreign ports in US currency. Glass and lock needed for bulletin board.

BIENVILLE (Waterman), Oct. 26—Chairman, N. DuBois; Secretary, L. Meffers. Ship's delegate, ship's secretary-reporter and ship's treasurer elected. Repairs to be made before signing on. Repair lists to be turned over to ship's delegate.

BRADFORD ISLAND (Cities Service), Oct. 30—Chairman, C. Faircloth; Secretary, I. Peacock. Washing machine will be repaired in Boston. Some disputed overtime. Headquarters report accepted unanimously. To check on bed sheets, food, coffee, bread, milk and etc.

JOHN S. WATERMAN (Waterman), Oct. 1—Chairman, W. Brown; Secretary, J. Nelson. Repair list to be taken care of. Ship's fund—\$21.43. Some disputed overtime. Motion made and carried to accept communication from headquarters. Vote of thanks to steward department.

Oct. 23—Chairman, W. Brown; Secretary, J. Nelson. Ship's fund—\$20.55. Few hours disputed overtime. Motion made and carried to accept and concur with communications from headquarters. Discussion held on SUP agreement.

SANDCAPTAIN (Const. Aggre.), Oct. 16—Chairman, D. Irvine; Secretary, J. Burke. Ship is short of many things such as mattresses, wind scoops, screens, fans in fo'c'sles and etc. Motion made and carried to accept and concur with communications from headquarters. Suggestion made to wash coffee cups, in order to help messman keep things clean.

SEAGARDEN (Peninsular Nav.), Oct. 30—Chairman, C. Lee; Secretary, J. Burke. Ship is short of many things such as mattresses, wind scoops, screens, fans in fo'c'sles and etc. Motion made and carried to accept and concur with communications from headquarters. Suggestion made to wash coffee cups, in order to help messman keep things clean.

STEEL DESIGNER (Isthmian), Oct. 29—Chairman, E. Kingvau; Secretary, S. Doyle. No beefs, everything running smoothly. Motion made and carried to accept and concur with communications from headquarters. LOG to be passed around to crewmembers.

STEEL TRAVELER (Isthmian), Oct. 23—Chairman, D. Dickson; Secretary, M. Sospina. No beefs. Company agent to send laundry left in Bombay on next Isthmian vessel that calls at Bombay returning to the United States. Motion carried to accept communications from headquarters. Steward to order new washing machine. Discussion on buying projector for movies. Officers and crew to donate money toward same.

STEEL VOYAGER (Isthmian), Nov. 13—Chairman, R. Goldsips; Secretary, F. Jakowski. All minor beefs taken care of. Motion made and carried to accept and concur with communications from headquarters. Steward to change menus. Milk was bad that was taken aboard at Long Beach.

SUNION (Kea), October 30—Chairman, O. McLean; Secretary, G. Parker. Repair list to be made up. Minutes from meeting were mailed. Bosun requested that all delegates check port-holes when making up repair list.

AMEROCEAN (Amerocean), September 4—Chairman, D. Ruddy; Secretary, W. Pedersen. Disputed overtime and problem on draws to be settled at pay-off. Ship's fund contains \$8.26. Everything running smoothly. All hands to leave clean fo'c'sles and lockers. Vote of thanks to steward department.

BARBARA FRIETCHIE (Liberty Navigation), September 11—Chairman, B. Winborne; Secretary, O. Payne. Most repairs have been made up. Motion made and carried to accept and concur with communications from headquarters. Everything running smooth, no beefs.

WILLIAM A. M. BURDEN (Western Tankers), September 7—Chairman, H. Wilgus; Secretary, J. Eustler. New washing machine to be purchased in Singapore. No beefs. Discussion held on SIU standards, conditions and unionism. Vote of thanks to Captain.

## Money Due

The following men have unclaimed wages due them from the Bloomfield Steamship Company, of Houston, Texas. Each man should include his Social Security number and address when requesting payment.

Adamitis, Anthony; Alcalá, Gilbert; Allen, Edward; Alvarado, Robert; Anderson, Chalmers D.; Antoine, Lionel W.; Anton, John.

Baker, Rodger N.; Barone, Joseph A.; Bassett, Irving W.; Baxter, Merton D.; Bedell, Charles V.; Bekkei, Ole; Blackledge, Thomas L.; Blake, Richard; Botello, Felix; Bolton, Vernon; Brown, Robert H.; Bruso, James; Butler, John W.

Canniff, Ralph A.; Cavanagh, Richard J.; Ciehowski, Joseph A.; Coccia, Baldó; Cole, Claude R.; Cole, Sam; Collier, J. R.; Cooper, Carl; Cousins, Walter M.; Craven, W. C.; Croft, Robert C.; Crowell, Eugene R.; Crabtree, Calvin A.; Cummings, Floyd; Cunningham, A. C.

Dahlstrom, Albert B.; Daley, Thomas; Dambrino, Donald; Darce, Joseph N.; Decker, Curtis G.; Degollado, Jr. Margaritó; Denton, Horace A.; Dickens, Robert E.; Divane, Aloysius; Ducote, Curtis; Dunn, M. J.; Dyess, James B.

Earley, Norman D.; Elmer, Jr. Elbert S.; Eriksson, Karl A.; Esteve, George L.; Fairbanks, Henry; Famiglio, Biaggio; Fink, R.; Fitzpatrick, Joseph F.; Fruge, Adelin.

Garza, Elpidio; Garza, Manuel B.; Gavillo, Peter; Georgevich, George; Glisson, James C.; Glock, George F.; Gold, Byrd M.; Graham, George R.; Griffin, Walter L.; Guthrie, Bobby R. W.

Hall, Archie; Hampton, Jr. Hale R.; Hanks, John E.; Harris, Walter E.; Hart, Stacy P.; Hawthorne, Arnold E.; Heater, William G.; Hewitt, James F.; Himel, Rucolph; Hoffenbaker, William E.; Holstenbeck, Joseph B.; Hubbard, Reuben.

Jefferson, William R.; Jenkins, Billie; Karczewski, Walter J.; Katarzinski, Walter; Kavitt, William B.; Knoles, Raymond J.

La Frage, Horace C.; Lamb, Derek; Lamb, Elmer; Laurent, Edwin F.; Leasing, Edward F.; Lee, Charles O.; Lee, Timerman J.; Lemoine, Jr. Adam; Lybert, Leon H.; Lynn, Billy C.

MacDonald, William R.; McLean, Robert; McRaney, Terrell; Maillho, Milton P.; Marasovich, Michael; Mason, Ralph; Massey, Frank B.; Masters, James M.; McIneaux, Edward; Mills, Lawrence M.; Milton, R. F.; Nixon, Edward E.; Montalvano, Philip; Montalvo, Jose M.; Moody, Charles L.; Morgan, Robert L.; Mosley, Ernest; Munden, John C.; Murrillo, Miguel; Murray, William G.

Newlin, Jr. James H.; Newsome, Damon A.; Nikander, Karl G.; O'Conner, Rex J.; Olvera, Jr. Manuel; O'Neil, Joseph W.; Owens, John F.; Ortiz, Arthur C.

Paisley, James; Palla, David L.; Palmer, Russ; Palsson, Gudjon; Papacoullis, Nick P.; Papoutsis, Stavros; Parker, Golden E.; Patton, Glen L.; Pence, Albert L.; Polanen, Veikko; Poturalski, Joseph; Pritchett, Wade B.

Reinisch, Stanley C.; Restucher, Harold E.; Rubin, George; Roxbury, Roland P.; Rude, David; Russell, Earnest O. V.; Ryance, Frank J.

Schulze, Theo J.; Scramuzza, Joseph; Seidenberg, Paul M.; Shepherd, Bernard E.; Shepherd, Milton C.; Shively, Clarence D.; Sistrunk, Alonzo D.; Smith, David J.; Smith, Frederick V.; Smith, John Thomas; Stanford, John P.; Sweet, Harold; Szlanfuch, Mitchell J.

Taska, Bujiku; Tolbert, Benjamin H.; Townsend, Billy T.; Turner, Sidney D.; Turpen, Homer A.; Umnoltz, Fred E.

Vallotten, Albert F.; Vanson, William; Veziris, George P.; Villarreal, Alejandro; Wade, Lyndon G.; Wahlfarth, Frank; Wallace, Earl C.; Ward, Billy C.; Weems, Albert M.; Welmer, Clifford R.; Whipple, Norman H.; Whitmer, Alan E.; Wier, Steward W.; Wilkie, James A.; Williams, James R.; Wilson, Charles R.; Willson, Orte A.; Wiman, Roland A.; Woolard, Robert P.; Word, John J.; Wright, Ira W.; Zelman, Paul.

DiGiovanni, Dominick; DiGrazia, J.

## Personals

Paul W. Whalen  
Contact your mother at home.

Robert A. Eaton  
Get in touch with your cousin, Thomas Dougherty, at the Princeton Inn, Princeton, NJ.

George F. Flint  
Happy birthday, dad, and a merry Christmas. If I don't see you, please don't forget my Christmas presents. Call me at home, at Gilmore 5-2923. Frankie.

Salvatore J. Sbriglio  
Urgent you contact your wife at 477 Meridian St., East Boston 28, Mass.

Drew Thomas  
Contact the Jaye Bros., 2940 Haverford Rd., Ardmore, Pa.

Melvin Mercer  
Get in touch with Michael Hernandez, c/o Floyd Maxfield, 922 E. Baltimore St., Baltimore 2, Md.

Norman R. Pettersen  
The SEAFARERS LOG office in New York is holding a letter for

## Where You Can Find The SEAFARERS LOG

In . . . France

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

American Consulate  
Le Havre, France  
Hotel Du Commerce  
Coms Lindriou  
Port of Bouc, France  
Maxim's Bar  
97 Cours de la Republic  
Le Havre, France  
Taverne Normande  
26 Rue De Salions  
Le Havre, France

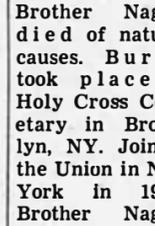
United Seamen's Serv.  
Poste Restante Charente  
La Pallice, France

## Final Dispatch

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

King W. Elliott, 52. Brother Elliott died of bronchial pneumonia on October 31, 1955. Place of burial is not known. He had been sailing under the SIU flag since the early part of 1951 in the steward department. He joined the Union in the Port of New York. Brother Elliott is survived by his wife, Mary H. Elliott, of Birmingham, Alabama.

John J. Nagler, 56: On November 14, 1955, Brother Nagler died of natural causes. Burial took place in Holy Cross Cemetery in Brooklyn, NY. Joining the Union in New York in 1946, Brother Nagler had been sailing in the steward department. He is survived by his sister, Ruth Reardon, of Brooklyn, NY.



## Recent Arrivals

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

John L. Chea, born July 8, 1955. Parents, Mr. and Mrs. George Chea, Brooklyn, NY.

Jim David Mitchell, born October 5, 1955. Parents, Mr. and Mrs. David A. Mitchell, Tampa, Fla.

Larry S. Stokes, born September 30, 1955. Parents, Mr. and Mrs. James B. Stokes, New Orleans, La.

Ava June Smith, born November 5, 1955. Parents, Mr. and Mrs. Charles Smith, Mobile, Ala.

Gilbert H. Richards, born July 7, 1955. Parents, Mr. and Mrs. Albert Richards, Baltimore, Md.

Leslie R. Williams, born October 17, 1955. Parents, Mr. and Mrs. Elliott Williams, Shamcock, Fla.

Lula K. Bell, born October 21, 1955. Mr. and Mrs. Robert H. Bell, Flomaton, Ala.

Johnny Tillman, born November 6, 1955. Parents, Mr. and Mrs. John C. Tillman, Pasadena, Texas.

## DIRECTORY OF SIU BRANCHES

<b>SIU, A&amp;G District</b>	<b>SAN FRANCISCO</b> ..... 450 Harrison St. Douglas 2-8363
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LAKE CHARLES, La 1419 Ryan St. Leroy Clarke, Agent HEMlock 6-5744	<b>Canadian District</b>
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	SOUTH CHICAGO..... 3261 E. 92nd St. Phone: Essex 5-2419



## Thanksgiving Dinner at the SIU



Like many other Seafarers, R. J. Burton, AB, made it a family affair by bringing them along with him to the headquarters cafeteria. Children are Novella, 14, and Juanita, 7. Burton brought camera but didn't find time to take photos.



Seafarer John Jederlinch is amused by interest shown by niece Mary Ann, 1 1/2, in cameraman. Jederlinch's mother is at left. Seafarer was ashore from Hilton (Bull Line) where he is member of the deck department.



In Seattle, good holiday dinner and prospect of hot shipping make outlook rosy for these Seafarers (l to r) H. Thomsen, J. Crowley, Dutch Van Alstine, R. Cossiboin. All SIIJ ports made arrangements for the dinners for Seafarers on the beach.



Seafarer N. Mayrantonis (seated, rear) served as host to friends, Mr. and Mrs. F. M. Lopez. Mrs. Mayrantonis and daughter Maryona, 5 1/2, rounded out festive group which is shown relaxing after the big meal.



In Baltimore, tables were set up in hiring hall to accommodate big crowd of Seafarers and family members who turned out for the Turkey Day dinner. Photo shows small section of hiring hall wing which serves for recreation purposes.



Headquarters cafeteria staff which helped turn out the festive meal included (l to r) Elliot Hunter, William Jefferson, James Covington, Al Clark, Diego Ferrera. Steady stream of guests kept cafeteria well-filled throughout afternoon.