

Results Announced In Record A & G Vote

Story On Page 3

Vol. XVII
No. 3

SEAFARERS LOG

Feb. 4,
1955

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

WC SEAMEN BEGIN 3-DEPT. ELECTION

Story On Page 2

**What Does
The Formosa Crisis
Mean to
Seafarers?**

China

Formosa Strait

Formosa

Story on Page 3

3-Dept. Vote On; Climaxes 20-Year Fight Against CP

SAN FRANCISCO—With the courts having brushed aside delaying moves sponsored by Harry Bridges, the National Labor Relations Board this week began the three-department vote on West Coast ships. The vote is expected to result in a heavy victory for the SIU Pacific District, representing Sailors, Firemen and Marine Cooks and Stewards, AFL.

The expected victory will conclude a fight of 20 years standing to eliminate Communist-line unionism from the seagoing side of the indus-

try. The fight has been led by Harry Lundeberg, secretary-treasurer of the Sailors Union of the Pacific, and Vincent Malone, president of the Marine Firemen, Oilers and Water-tenders Union. Victory will represent a triumph for genuine trade unionism as opposed to the kind of unionism dominated by the political twists and turns which the Communist Party line dictates.

Balloting began on January 31 with the NLRB mailing ballots directly to the ships. Five ships, the Lurline and the Presidents Cleveland, Wilson, Polk and Monroe will be voted directly by NLRB representatives. Only men actually in the employ of the companies are being permitted to vote. Men waiting for jobs on the beach are ineligible. Voting was originally scheduled for January 17, but the National



Harry Lundeberg



Vincent Malone

Union of Marine Cooks and Stewards, seagoing ally of Harry Bridges, asked the ninth Circuit of Appeals to alter the election ground rules. The NUMC&S, which is not on the ballot, asked that voting be confined to steward department men.

Unanimous Verdict

The three Appeals jurists ruled unanimously in favor of a three-department vote in which the Pacific District will oppose the In-

ternational Longshoremen and Warehousemen's Union, Bridges' shoreside outfit. The ILWU has picked up the ball for the disintegrating NUMC&S and has attempted to organize shipboard steward departments.

The current election is just one more step in the duel between Lundeberg and Malone on the one hand and Bridges and his allies on the other, dating as far back as 20 years. Traditionally, whether or not it was popular, Lundeberg and Malone consistently pursued a trade union policy in the sense of hewing to bread and butter issues affecting the livelihood and welfare of seamen. That, as they see it, is the business of a seaman's union.

Unionism First

This has placed them squarely in opposition to the Communist-line policy of placing political issues ahead of trade union issues. Historically, maritime unions that followed the Communist line, past or present, have enmeshed themselves in a tangle of contradictions.

Back in the late 1930s they were for the Copeland "fink book" when other sea unions were against it. Then they whistled a different tune. At other times they have approved no-strike pledges in peacetime only to utilize the strike weapon subsequently to affect US foreign policy. Typical of the party-line type of operation is their attitude toward various beefs that have sprung up from time to time. In the Mello Franco beef, the Aleutian beef of last year and the current Pacificus dispute, Lundeberg and Malone fought to preserve the livelihood of the seamen they represent, as

against the Bridges and defunct Committee for Maritime Unity effort to use seamen for Communist-line objectives.

This attitude has been roundly condemned in Communist-line literature as representing a backward and selfish point of view—as if the employment and well-being of seamen should be secondary to other purposes in a seaman's union.

Actually of course, these beefs, particularly the Mello Franco, hurt the Communist cause in maritime immeasurably. It was as a direct result of the attempted raid on the Mello Franco that the Communist-dominated CMU was subsequently destroyed by the AFL maritime unions. That buried the last Communist attempt to roll all the country's maritime unions into one basket.

While the outlook is bright for an SIU victory, it's well understood that this isn't the end-all of the problem on the West Coast. However, the assurance that all shipboard departments will be affiliated with one international union and be free from Communist-line control is a sign of considerable progress.

Seek Daily Ship Report For Safety

WASHINGTON—A bill requiring ships to report their positions by radio at least once every 24 hours has been introduced in the House of Representatives by Representative Daniel Flood, Democrat of Pennsylvania. The measure calls for this requirement on ships of 500 gross tons or more that are already required to carry radio installations under the 1934 Communications Act.

The Pennsylvania Congressman explained that the bill was motivated by the loss of the Mormackite last October with 37 of her crew. In that instance, it was several days before survivors were located because there had been no regular radio contact with the ship and her sinking did not become known immediately.

Districts Case

Similarly, the SIU-manned Southern Districts apparently was lost with 23 men several days before a search was started for the vessel. The search was begun only after she was overdue on her estimated-time-of-arrival report to the home office.

Several SIU-contracted companies make it a practice to have ships radio positions daily to the home office, but it appears that the majority of companies have no such requirement or limit it only to those ships that are in US coastal waters.

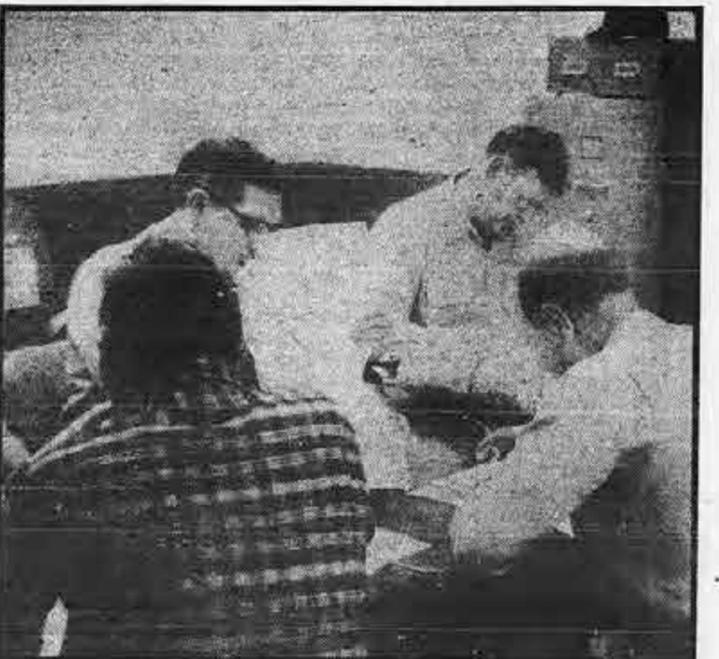
Rank-&-File Units Check Vote Results



NEW YORK—Members of the six-man tallying committee elected at headquarters to count the vote in the SIU's election for officers pair off to check the results on each ballot. Shown (l-r) are: Charles Stambull, William MacDonald, Walter Reidy, Edgar Starns, William Mitchell, who was paired with R. Ewing (not shown). This committee also conducted a district-wide tally.



NEW ORLEANS—Completing work, Seafarers on the tallying committee for this branch sign report after winding up count of 1,237 votes cast in the Union's biennial election at the New Orleans hall. They are (l-r): Fidel DiGiovanni, Louis O'Leary (signing tally sheet), Sal Mancino, Vic Miorana, A. L. Stephens, Charles King. Each port tally is checked by the NY committee.



WILMINGTON, Calif.—Vote count proceeds at SIU hall in this West Coast port as Seafarers elected to the six-man tallying unit recheck their findings before winding up work. Committee members shown (l-r) are: J. J. Flanagan (portion of arm visible at far left), J. N. Young, J. Ward, C. C. Brown, J. Paerels. One member is not shown and was not identified.

SEAFARERS LOG

Feb. 4, 1955 Vol. XVII, No. 3

- As I See It.....Page 4
- Burly.....Page 15
- Crossword Puzzle.....Page 8
- Editorial Cartoon.....Page 9
- Editorials.....Page 9
- Final Dispatch.....Page 19
- Inquiring Seafarer.....Page 8
- Labor Round-Up.....Page 8
- Letter of The Week.....Page 9
- Letters.....Page 15
- Maritime.....Page 8
- Meet The Seafarer.....Page 8
- Notices, Personals.....Page 17
- Off Watch.....Page 14
- Port Reports.....Pages 12, 13
- Quiz.....Page 14
- Recent Arrivals.....Page 18
- SIU History Cartoon.....Page 7
- Vote of Thanks.....Page 9
- Welfare Benefits.....Pages 18, 19
- Welfare Report.....Page 18
- Your Dollar's Worth.....Page 4

Published biweekly at the headquarters of the Seafarers International Union, Atlantic & Gulf District AFL, 475 Fourth Avenue, Brooklyn 32, N.Y. Tel. HYacinth 9-6400. Entered as second class matter at the Post Office in Brooklyn, N.Y. under the Act of August 24, 1912.

What Does the Formosa Crisis Mean to Seafarers?

How will the current crisis over Formosa affect Seafarers? Will the threat to the island by the Chinese Communists require a mass breakout of merchant ships from the reserve fleet to carry a flood of supplies to that Pacific base or will the shipping needs there be such that they can be handled by ships already in service? Are we able to supply merchant ships in a hurry if needed and are we able to supply the crews? With these questions in mind, the SEAFARERS LOG surveyed the current crisis with a view to determining the demands that may be made on American seamen as well as the availability of ships to meet whatever emergency may arise. Here are the LOG's findings:

Traditionally the first to be affected by an international crisis, the US shipping industry and the Seafarers who man the ships are keeping their eyes on the troubled Formosa area. As a result of hot and heavy pressure on the area by Chinese Communist forces, the US is stepping up assistance to the Nationalists and concentrating more guns, ships and planes in the vicinity. All that means a bigger job for the US merchant marine and possibly an increase in the number of ships in service.

If so, Formosa would be following a pattern set many times before in which the American merchant marine quickly was involved in the forefront of a crisis. In the hostilities of World War II, ships and the Seafarers who manned them were among the first to bear the brunt of the fighting. The 1950 blow-up in Korea placed a sudden and unprecedented demand on merchant ships to rush huge quantities of supplies and support such operations as the landings at Inchon and the evacuation of Hungnam. The near-collision in Indo-China saw US merchant ships moving under sniper fire from hostile Communist forces.

Ship Breakout Seen

In more peaceful operations, Seafarers were called upon to move mountains of supplies to war-stricken Europe and Asia under various operations such as UNRRA, the Marshall Plan, ECA, and the many coal and grain programs. Now Formosa is the focus of a major Government operation.

Since the US merchant fleet is already lugging considerable quantities of Government cargo to Korea, Indochina, and Japan and has been depleted by transfers, any sudden good-sized pick-up in shipping would mean a breakout from the US reserve fleet. Even before the current Formosa blow-up the Foreign Operations Administration was talking about pulling Government ships out for coal and grain because the Maritime Administration has transferred foreign about 90 ships in the past year.

Nobody expects anything like the breakout of over 500 ships such as took place during the height of the Korean War. That would only happen in the event US forces were involved in direct action, in which case the book would have to be thrown away and everything that could float would be put to use. A more likely prospect would be a modest breakout between 50 and 100 ships, including 15 of the modern Mariner ships that were built since Korean war days. A breakout of these ships would require 2,000 to 4,000 seamen—licensed and unlicensed.

Right now, the Government's

mood is one of watchful waiting rather than hasty action, and the Maritime Administration declares that there are no plans of any kind to pull ships out of the reserve. Actually, it wouldn't take more than a week to whip the Mariners into shape. The usable Libertys and Victories in the reserve would take longer and shipyard capacity would be a big factor here.

Each time one of these Far East crises boils up, it raises the question of the fitness of our merchant fleet. Briefly this is the status of the US merchant fleet today.

- Ships available today are far less numerous than at the peak of the Korean war breakout (February, 1952). At that time there were 1,288 privately-owned ships plus 528 Government-owned ships operating. Today the privately-owned fleet has dwindled to 1,142 ships, a drop-off of 146 vessels from 1952.

- Two hundred and eighty-five of 500 useful Government-owned Libertys are now used for grain storage leaving 215 Libertys, the 15 Mariners and a small number of Victory ships immediately available. Consequently, the total of ships available right now is about 1,400 compared to slightly better than 1,800 in 1952.

More Commitments

- The US, with less ships, has more commitments in the Far East today than it had in '52 because of the collapse of the French in Indochina and the threat to all of Southeast Asia. That means that less shipping, proportionately, would be available in a Formosan emergency.

- While the size of the fleet compares pretty well with what the US had in June, 1950, when Korea erupted, there is no large reserve of idle private tonnage such as existed then. Idle tonnage has been permitted to transfer.

- The Korea experience shows we cannot count on foreign ships for quick aid in an emergency. In the first three months of Korea,

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: Feb. 9, Feb. 23, Mar. 9.

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

only eight percent of cargo was hauled on foreign vessels.

In other words, Formosa, like any other international crisis, brings up the old contradiction between the merchant marine as the fourth arm of defense, and that same merchant fleet as a private operation that's expected to make its way without too much Government help, even if it means transferring wholesale to foreign flags.

Strain On Fleet

If the Formosa situation should lead to any large scale hostilities it would mean a terrific strain on the aging and dwindling merchant fleet. It would also mean that ships would face the threat of submarine and air attacks.

Whether or not the Chinese Communists blow their corks, the US is pledged to long-term defense of the 300-mile-long island of Formosa and its 400,000 Chinese Nationalist troops. Formosa is only about 100 miles from the Chinese mainland but a long haul of well over 6,000 miles from US West Coast ports.



Western Pacific defense hinges right now on keeping Okinawa (1) and Philippines (2), where bulk of SIU shipping activity is concentrated, open as supply points for Formosa (3). SIU ships are also calling at Formosa and may be going in there more and more. Non-Communist countries are in dark shading. Communist nations are in light shading, with Soviet Russia (not shown) meeting North Korea at its extreme northern tip.

Announce A&G Vote Tally; New Balloting Record Set

Counting up a record total of 6,423 votes, the six-man rank and file headquarters tallying committee has completed its vote count and has issued a report announcing the winners in the two-month SIU elections. Seafarers filled 49 posts in the elections, choosing among 78 candidates in the district-wide vote. A 79th candidate, not on the ballot, was successful in a write-in vote.

The elections for a two year term began on November 15, 1954 and were completed on January 15, 1955. In accordance with the Union constitution the membership, in meetings on January 28, elected tallying committees composed of two rank and file Seafarers from each of the three shipboard departments. The headquarters tallying committee served as the committee for the Port of New York and collated the tallying of the outports for the district-wide totals.

Final Approval Awaited

The full report of the committee, which appears in this issue, will be presented to the next membership meetings in all ports for final approval.

At stake in the election besides the post of secretary-treasurer were six assistant secretary-treasurers, nine port agents and 33 patrolmen in the various ports. The winning write-in candidate was

Frenchy Michelet who received 4,704 votes in the contest for port agent of Savannah.

Re-elected to the top post in the Union was SIU Secretary-Treasurer Paul Hall who tallied 5,864 votes in a three way contest. His opponents, Ray White and Walter

Philadelphia agent—A. Cardullo; Philadelphia joint patrolman—John Hetzell; Baltimore agent—Earl Sheppard; Baltimore deck patrolman—Leon Johnson; Baltimore engine patrolman—Al Stansbury; Baltimore steward patrolman—Joe DeGeorge; Baltimore joint patrolman—Rex Dickey.

Norfolk agent—Ben Rees; Norfolk joint patrolman—James Bullock; Savannah agent—A. Michelet; Savannah joint patrolman—Nevin Ellis; Tampa agent—Tom Banning; Tampa joint patrolman—Benny Gonzales.

Mobile agent—Cal Tanner; Mobile deck patrolman—William Morris; Mobile engine patrolman—Robert Jordan; Mobile steward pa-

(2)—Ted Babkowski, Tom Clark, Walter Siekmann; New York steward patrolmen (3)—Paul Gonsorchik, Howard Guinier, Freddie Stewart; New York joint patrolmen (6)—Frank Bose, Marty Breithoff, Reed Humphries, E. B. McAuley, Keith Terpe, Ernest Tilley.

The full text of the Headquarters Tallying Committee's report as well as a complete tabulation of the district-wide vote begins on page 6.

Mobile joint patrolman—William Morris; Mobile engine patrolman—Robert Jordan; Mobile steward pa-

(Continued on page 17)

Ask Court To Void Sea Chest Suit

The SIU fired its opening shot last week in the slopchest dealer-inspired Government lawsuit against the SIU Sea Chest with a motion to throw the entire case out of court.

Union action to upset the suit brought by the Justice Department last August challenged basic theories in the Government's case and contended that an action against the Union-owned slopchest operation could not be made under the Sherman Anti-Trust Act. The Government charges the Sea Chest with being a "monopoly" under Federal anti-trust statutes.

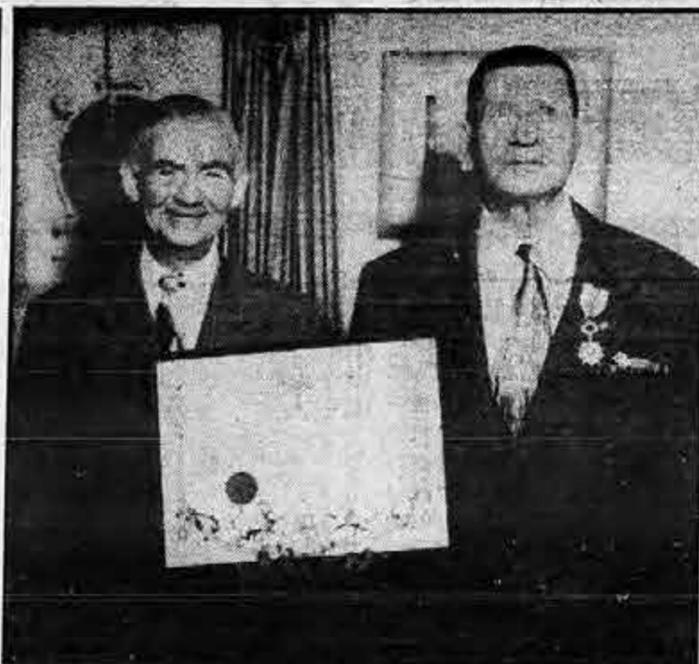
No Monopoly: SIU

The SIU has consistently maintained that the lawsuit arose solely because ship chandlers were resentful over the Sea Chest's low prices and high quality goods to Seafarers. In 1954 the Sea Chest saved Seafarers an average of 17 percent in their slopchest purchases. The SIU also maintains it sells only to steamship companies on a competitive basis.

The Federal judge hearing the case in Brooklyn Federal District Court indicated that as the motion contained many extremely technical and complicated points of law, the Union should not expect a quick decision. The Union was represented in court by General Counsel Seymour W. Miller.

One of the main points in the Union case is that the Sea Chest is a wholly Union-owned and operated corporation whose only customers are the men on Union-contracted ships. In fact seamen are in the category of "captive" customers since they can't buy slopchest goods anywhere else but on the ships.

The question is further complicated by the fact that the operation of a slopchest on US-flag vessels is required by law for the benefit of the seamen. The general public is not involved. Since the Sea Chest is Union-owned and therefore owned and operated by the only ones who can benefit from what it buys and sells, there is no "monopoly" situation involved, the union maintains.



C. J. (Scotty) Kerrigan (left) and steward R. E. Stough of the Del Rio display honors by Liberian President W. V. S. Tubman making Stough "Knight Official of the Humane Order of African Redemption." Tubman, Del Rio passenger, sent Kerrigan letter of commendation.

Liberian President Honors 2 Seafarers

NEW ORLEANS—In appreciation of a pleasant voyage home from a recent visit to the United States, President William V. S. Tubman of the Republic of Liberia presented official decorations and commendations to various unlicensed and licensed members of the crew of the SIU-contracted Del Rio (Mississippi).

Seafarer Rufus E. Stough, chief steward, was appointed a "Knight Official of the Humane Order of African Redemption" and decorated accordingly. Seafarer Cecil James "Scotty" Kerrigan, passenger bedroom steward, was given a personal letter of commendation.

Master Cited

Capt. William Cornforth, master, was appointed "Commander of the Order of the Star of Africa."

On instructions from the Mississippi Shipping Co., the Del Rio put into Kingston, Jamaica, November 20, to take President Tubman and his party of six aboard. President Tubman and his party had reached Jamaica by way of a British cruiser

which transported him there from Haiti. He visited Haiti after an extensive tour of the Eastern and Southern United States, which included New Orleans.

The Del Rio arrived in Monrovia, Liberia, with President Tubman on December 5.

Seafarers who were members of the crew during the voyage said that President Tubman displayed an active interest in their work and visited them frequently during the voyage. He was highly pleased with the hospitality shown him by the crew, they reported.

In New Orleans, company officials said that the capable and friendly manner in which Seafarers handled their duties during the voyage, in typical SIU style, did much to help cement the friendly relations existing between Mississippi and the Liberian Republic.

As I See It . . .

Paul Hall



DESPITE SOME LAST MINUTE DELAYS, the three-department vote on West Coast ships is now underway and promises final solution of the problem involving steward departments on West Coast ships. Unfortunately, for a great many years the basic job problems of steward department men on the Coast have been pushed aside by political considerations imposed by the Communist Party's waterfront section. The stewards have taken quite a pushing around during these years and the trade union issues have been hidden by all the dust kicked up in the process.

It should be a distinct pleasure for these men, and for everybody concerned, to get down to doing business on the basis of trade union policies. Once this election is over, the stewards, with the support of the Sailors and Firemen, can buckle down to the job of building a union that belongs to them alone and not to a political apparatus.

✂ ✂ ✂

IN MAY OF LAST YEAR, YOUR UNION'S NEWSPAPER CARRIED a story on the effects of the coming St. Lawrence Seaway on American shipping. It was concluded at the time that there is a possibility of benefit both for offshore and coastwise trade, provided US ship-owners took action to get the necessary shallow-draft ships. Otherwise, smaller European ships that can make use of the 27-foot St. Lawrence channel would monopolize the trade.

Now the "Log," a trade magazine of the shipping industry, has come to the same conclusion. In a lengthy editorial in its January, 1955, issue the "Log" points out, just as your Union did many months ago, that the Seaway trade will go by default to foreign flags, unless US operators bestir themselves.

It is true that most US East Coast operators actively opposed the Seaway. But now that the Seaway is coming, the industry must live with it, and the best way is to take advantage of whatever trade the Seaway will create. For as the "Log" points out, it could very well be that the smaller ships needed for Seaway operations could be utilized profitably on offshore runs to many of the less-developed ports of the world.

✂ ✂ ✂

THE LAST ISSUE OF THE SEAFARERS LOG CARRIED PHOTO- graphs of most of the Union brothers who are currently receiving disability benefits from the SIU Welfare Plan. Just this past week the trustees of the Plan voted to add more Seafarers to the disability list.

Three years ago there was no method for taking care of these men who could no longer work on the job. Today, while it is regrettable that these men no longer sail, at least they have the assurance of a regular income. Before this, the disabled seaman simply had to go on charity. There was no other way.

Your Union's experience with the disability benefit has fully confirmed the belief that the test of a man's ability to work is not his age in years but simply his health. There are some men on this list, professional seamen all, who for one reason or another were disabled at a comparatively early age — some of them under 40. As long as they met the seafaring requirements and were unable to work, your Union believed it was more important to take care of them than to force the retirement of an old-timer who might still be hale and hearty and perfectly capable of doing a day's work along with his shipmates.

Many people who are authorities on the problem of oldtimers have expressed concern about systems that compel a healthy man to retire and lose income when he can still earn a good living, and at the same time, fail to take care of the man who is disabled not by age, but by circumstances. Your Union takes pride that its Welfare Plan was flexible enough to avoid this pitfall and provide help for men, young or old, who really need it the most.

YOUR DOLLAR'S WORTH

SEAFARERS GUIDE TO BETTER BUYING

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

Furniture Sale Values

Can a Seafarer and his family save any money by shopping the midwinter furniture sales now going on in most cities? Yes — if you avoid the trickier, higher-priced installment stores, compare values widely among different furniture and department stores and select well-made pieces that are truly suitable for your needs.

Prices of house furnishings are slightly lower this year than in the past few years, but beware the gaudy, massive furniture known in the furniture trade as "borax," which uses fancy styling to distract the buyer from its basic shoddiness or high price.

Recently manufacturers have been trying to push larger furniture: sofas with more seating space, bigger chests of drawers, etc. But larger furniture is a good choice only if you have the space for it. In today's smaller houses, the need is more for moderately-sized pieces that ease house-keeping and doesn't crowd up a room so it looks like an over-furnished model room in a store.

Simple design gives you most for your money.

Bulkiness may look impressive in a store but may be a nuisance in your home.

Foam Rubber Popular

Living-room chairs and sofas upholstered in foam rubber are available now at comparatively reasonable prices. Foam rubber makes satisfactory upholstery if properly handled. There are different qualities of it, with lower-grade foam rubber containing more air pores. You can

tell by pressing the cushions between your hands which actually is the better-quality less-porous foam rubber. Too, the foam rubber needs to be securely attached to the outer covering by a welt and possibly button tufts. Make sure it is, else the covering will tend to wrinkle in use. Too, make sure the crimped-wire steel webbing underneath the foam-rubber upholstery is securely attached to the bottom of the chair or sofa. Such wire webbing should be attached with round helical springs and not merely stapled directly to the chair bottom as it often is in mediocre furniture.

The covering is important too, both for durability and to ease housekeeping. It's best to avoid pile fabrics, especially mohair, which are costly and collect dirt. In pile fabrics, velvet is a little better choice. The cotton upholstery fabrics are durable and soil resistant, but avoid loosely-woven fabrics sometimes found on modern furniture.

Beware Fake Maple

Maple is generally a good comparative value in furniture, but beware of fakery in maple. Sometimes gumwood with maple finish is sold as solid maple. There is nothing wrong with maple-finish gumwood if the finish has been put on well (you can tell well-finished furniture by the depth and smoothness of the finish). But you shouldn't pay the solid-maple price for imitation maple. Any salesman who assures you furniture is solid maple should be willing to state so in writing on your bill.

Another way to tell if you are getting decent furniture for your money is to examine the backs and drawers to see if they have been finished or left "raw." In fairly well-made furniture, the backs and drawers are at least waxed.

Plastic-surfaced tables and chairs with chrome legs have become widely used for dining as well as kitchen furniture. Such furniture is very practical, and comes in attractive designs these days. But some is cheaply made. For sturdiness, the table should be constructed so the apron touches the chrome legs. On cheaply-made chrome leg chairs, the seats seem low because they are thinly filled. Better-grade chairs have legs spot-welded to the seat pads, not merely screwed on, and the S-shaped chrome legs fully support the seat to its very edge. Also, some sets have only a thin chrome finish. Examine the chrome finish with your eyes and fingers for signs of peeling which indicate a cheap finish.

In wood dining and living room tables, plastic top surfaces are gaining popularity for their real advantages. They are heat and scratch resistant, easy to clean with a damp rag and don't need polishing like wood surfaces do. These surfaces come in wood grains which you hardly tell from real wood veneer.

The wrought-iron legs now found on much modern furniture are another help in housekeeping — no dents or scratches, simply wipe them clean, etc. The legs themselves are now sold in many stores so you can attach plywood or other tops yourself to make coffee and corner tables.



In double celebration, Seafarer James Hand, electrician, cuts Vacation Plan's third birthday cake while getting vacation check which brought Plan's total payments to \$4 million. Presenting check is SIU ass't. sec.-treasurer Claude Simmons while ass't. sec.-treasurer Joe Algina looks on. Girls (l-r) are Anne Carlin, Ruth Pechin and Dolores Grayson of Vacation Plan staff.

\$4 Million Vacation Birthday

On the eve of its third birthday, the SIU's history-making Vacation Plan shot past the \$4 million mark in benefits paid. Seafarer James Hand collected a check for \$58.02 last week to put the Plan past the milestone slightly ahead of its February 12th birthday date.

Hand got the money for time spent on the Isthmian ship Steel Fabricator, just returned from the Far East. Although still aboard the Fabricator he took advantage of the Vacation Plan provision which permits a Seafarer to collect as often as four times a year if he so desires.

New Increase

Adding to the 3rd anniversary celebration is the fact that the Plan recently started payment of bene-

fits on the basis of a new high figure, \$176 for each year's seetime. The increased benefit covers 90 days or more of seetime accumulated after December 1, 1954. The new high level represents a 19 percent increase over the former level of \$148 and is the highest paid by any unlicensed men's plan in the industry.

Although Vacation Plan payments got underway on February 12, 1952, Seafarers collected money retroactive to July 1, 1951. The plan had been negotiated and won in May of 1951. The time lag of several months allowed for the building up of sufficient cash reserves and sufficient seetime to make payments possible.

The Vacation Plan, first of its kind in the industry, was devised

by the SIU because very few seamen had ever collected vacation money under the old system. Most seamen worked for several companies in the course of a year and did not stay with any one company long enough to be entitled to vacation pay.

Consequently, the SIU and its contracted operators set up a central fund into which all shipowners contributed so that seamen could collect vacation pay in exact proportion to the number of days worked.

SIU Seeks Pact With New Owners Of Pan-Atlantic

Negotiations are under way for an SIU contract with the McLean Securities Corporation, following purchase by McLean of the SIU-manned Pan Atlantic Steamship Corporation and seven C-2 ships operated by the company. Pan Atlantic is Waterman's subsidiary operating exclusively in the coastwise trade.

Indications are that an agreement will be signed in the near future that will not only cover these seven ships, but will assure SIU manning of projected trailerships, vessels specially designed to carry truck trailers on a coastwise run. The trailerships will supplement and not replace present Pan Atlantic operations, according to Malcolm P. McLean, head of the company.

Roll-On, Roll-Offs

Some time ago, McLean, who was head of one of the country's largest trucking corporations, announced intention to start a roll-on, roll-off trailership service with vessels that would carry 286 35-foot loaded truck trailers. Purchase of Pan Atlantic, with its authority to call at East Coast ports, would make it easier for McLean to put the trailerships into service.

It is expected that the trailerships will be built for Pan Atlantic and then chartered to McLean Trucking Company. The latter firm has already asked the Interstate Commerce Commission for authority to purchase another firm, S. C. Loveland, Inc., which operates barges, and to start its trailership service.

Sale of Pan Atlantic means abandonment by Waterman of efforts to rebuild the coastwise trade into a major shipping operation. The coastwise and intercoastal trades were badly hurt when ships were withdrawn during World War II for offshore runs. They have never succeeded in regaining their pre-war prominence.

However, Waterman will con-

tinue operating its remaining ships in the intercoastal trade and in Atlantic, Far East and Puerto Rico runs.

Along with Pan Atlantic, Waterman sold the Gulf Florida Terminal Company at Tampa to McLean.

The seven C-2s involved in the sale are the Antinous, Arizpa, Beauregard, Chickasaw, DeSoto, Iberville and Warrior.

MSTS Curb Asked, High Costs Cited

WASHINGTON—Plans revealed last week to get Federal agencies out of businesses where private operation is cheaper have not yet been extended to the Navy's Military Sea Transportation Service, although some MSTS activities cost the taxpayers more than six times what they would in private industry.

Accordingly, Rep. Thor C. Tollefson (R-Wash.), head of the House Merchant Marine Committee in the last Congress, has introduced a bill to curb MSTS activities. The measure would direct the military to make greater use of commercial ships in moving military cargoes and personnel overseas.

The Government shipping operation has been sharply criticized by the SIU and all other segments of the maritime industry for competing with private enterprise and taking cargoes which could be more economically handled by commercial shipping. Tollefson's committee last year urged drastic curbs on the agency's activities at a time when private-owned shipping was in a slump.

Auto Movements Criticized

Figures cited by the Washington Congressman in support of his bill indicated that in 1954 MSTS moved 71,667 private automobiles at a cost to the Government of \$100 million, or more than the total cost for the year of operating subsidies for the entire American merchant marine. He further charged that he could not see how the shipment of private cars fell within the scope of MSTS responsibilities in the first place.

In another area, he noted, MSTS movements of oil on its own tankers cost \$8.66 per thousand long ton miles compared to \$1.40 on commercial tankers. On private tankers operating under contract to the agency, the cost was \$2.33.

Ed Morgan Is New AFL Newscaster

A new nightly radio news program over 175 stations of the American Broadcasting Company radio network is now being sponsored by the AFL. The program's commentator is Edward P. Morgan who resigned as director of news for the Columbia Broadcasting System to take the AFL position.

The program is broadcast from Washington and is heard at 10 PM Eastern Standard Time, which means 9 PM in the central states and 7 PM on the Pacific Coast.

Formerly With CBS

Morgan is well-equipped for the job since he has been in the newspaper business since 1932 and has been broadcasting for CBS since 1946. In recent years he has handled several major radio and television news assignments for the CBS chain.

Among stations carrying the program are KCBQ in San Diego; KGO in San Francisco; WQAM in Miami; WSMB in New Orleans; WFBR in Baltimore; WVDA in Boston; WABC in New York City; KEX in Portland, Ore.; WFIL in Philadelphia; KXYZ in Houston, and WGH in Norfolk.

The AFL-sponsored broadcast deals largely with news of general interest to all listeners, as well as labor news.

Emery Hit, Crew Safe

Just two weeks after she came out of a year-long lay-up, the SIU-manned Lewis Emery Jr. was struck amidships in a collision with the Weyerhaeuser freighter George S. Long. The accident took place January 24 under fog conditions in Coos Bay harbor, Oregon, and buckled in several plates on the port side.

The Emery proceeded under her own steam to Portland, Oregon, where repairs are now being made. No injuries were reported as a result of the accident.

The vessel had signed on for a Far East voyage with Yokohama as its first port of call. Repairs are not expected to take too long because it was not necessary to unload any cargo to carry out the repair work.

The George Long, a lumber ship, bashed a hole in her bow eight feet above the waterline. It too made for safety under its own steam.

The Emery had been laid up in Richmond, California, before crewing up out of the San Francisco hall.

Injured Seafarer Gets Special Aid



Providing specialized aid not regularly called for in Plan, SIU Welfare Plan has presented Seafarer Matti Ruusukallio this special-type wheelchair, also leg braces. With Ruusukallio, in SI hospital with broken neck, is Welfare Services rep. Tom Gould.



Report Sees US Vessels Obsolete In Five Years

WASHINGTON—A forecast that nine out of every ten ships in the American merchant fleet will be unprofitable to operate after 1960 has already come true for many seamen and shipowners hard hit in recent years by stepped-up foreign competition and dwindling military cargoes.

The report released by the American Merchant Marine Institute, a major shipowners' group, offered the somber prediction as part of a year-end statement. The problem of old age will also hit the US merchant fleet at the same time, since most active American-flag vessels today were built after 1940. A 20-year life span is the rule for most ships.

Moreover, the average age of foreign ships is considerably less than that of American vessels,

and since they are newer, they also have the benefit of advances in construction, design and machinery which permit lower operating costs in today's market. Much lower wage and safety standards also widen the gap between US-flag and foreign-flag ship operating costs.

In its statement, the AMMI hailed the passage in Congress last year of the "50-50" law requiring at least half of all Government-financed cargoes to be moved in American ships and the policy of the Maritime Administration in permitting transfers of many American vessels to foreign flags, as specific aids to the US industry. On the latter item, of course, it overlooked the added competition to American ships posed by US vessels now operating as "runaways" under foreign registry.

Steele In Drydock

With the assistance of an escort of tugs, the crippled ore-carrier Steele reached its home port of Sparrows Point, Maryland, last week after a near sinking in stormy Atlantic coastal waters. An engineering survey is now in process to determine the extent of bottom damage and the cost of repair work.

The Steele was in serious danger of capsizing after a severe storm led to a break in a vent pipe which sent tons of water cascading into her port side ballast tank. For five days, January 13 through 18, the crew fought the water with pumps after patching the damage as best as they could. A 15-degree list that threatened the ship and caused her to send out an SOS the morning of the 14th was corrected and subsequently the vessel was towed into Morehead City, North Carolina, by the tug Curb.

From there the Curb, assisted by other tugs, took the Steele up the Coast to Sparrows Point.

The 22,000-ton ore carrier was enroute from Venezuela with a full load of iron ore at the time. She carried a crew of 32 Seafarers and nine officers.

ITF Seeks International Action Against 'Runaways'

GENEVA, Switzerland—A formal complaint that wage and safety standards on "runaway" ships operating under foreign "flags of convenience" are killing the shipping industries of bona fide maritime nations has been put before the International Labor Organization here.

The beef was documented by the Seafarers' section of the International Transportworkers Federation which includes the SIU and other sea unions in the US and throughout the free world. The problem of phony ship registrations has reached such proportions, the ITF charged, that it will seek international action to enforce fair standards aboard the "runaways." Panama, Honduras, Liberia and Costa Rica were cited as the nations principally responsible for the situation. The ITF reported that 845 ships are now under the flags of these tiny republics.

Lull in Transfers

Action by the ITF highlighted a three-week period in which for the first time in months, no ship transfers were approved by the US Maritime Administration in Wash-

ington. The MA has okayed a switch from American flag and registry for 68 Liberty-type ships in less than six months. Nearly 30 more freighters, tankers and passenger vessels of various types have been allowed to shift to foreign registries during the same period by the Federal ship agency.

The policy has been sharply criticized for creating a shortage of shipping under the US flag at a time when the US Foreign Operations Administration requires huge amounts of tonnage for the movement of 10 million tons of coal and vast quantities of agricultural surpluses overseas.

The situation has raised the possibility that ships may have to be taken out of the mothball fleets to meet FOA needs. It has also meant that additional ships have been allowed to operate under below-standard conditions prevailing in the foreign fleets, thus increasing the slump in American shipping due to undercutting practices by foreign ship operators.

Call For Probe

In pressing its complaint before the ILO, the ITF urged the world labor agency to investigate what can be done to "minimize the adverse effect" of the growing fleets of "runaway" ships on legitimate maritime countries. Nations which permit the "runaway" ship operations do not impose any regulations or standards of their own on the transferred ships.

ITF has for several years been seeking to police the foreign ship fleets which operate under wages and conditions far below those for seamen in the US and in other regular maritime countries. In 1950, its campaign attracted world attention when, in a drive by the SIU and SIU-affiliated Sailors Union of the Pacific, the SUP succeeded in establishing US wages and conditions aboard a Panamanian-flag vessel, the Phopho. The ship, later renamed the Harry Lundberg, was wrecked off Lower California last Feb. 8 with no loss of life.

La. Strike Ban Threat To Unions

WASHINGTON — Far-reaching interpretations of the law by Louisiana state courts which enabled two huge sugar producing and processing corporations to break a strike of Louisiana sugarcane plantation workers could have destructive effect on all unions, according to the National Agricultural Workers Union, AFL.

The net affect of the state rulings is to put the union out of business in its attempt to organize the plantations. However, the decision handed down in the Louisiana Supreme Court on January 10 creates a precedent for barring workers in many industries from striking or picketing their employers.

Declare Emergency

The decision was based on the novel theory that workers engaged in an industry of primary importance to a community may not hold a work stoppage or picket for union recognition during an emergency period of production. The sugar cane plantation workers struck the Godchaux Sugars and South Coast Corporations right in the pocketbook by walking out during the harvest season of 1953.

The courts said this constituted an emergency and could not be permitted because of damage to the employers' property. Permanent injunctions against union strike and picketing activities were granted on this basis.

The NAWU, according to H. L. Mitchell, president, is readying a speedy appeal of the rulings to the US Supreme Court.

Last year the Louisiana state legislature joined the anti-union parade by enacting a so-called "Right to work" law. The law outlaws union security provisions.

Visa Deadline Near For Non-Immigrants

WASHINGTON—Non-immigrant alien seamen are again reminded that they must obtain a visitor's visa by June 30, 1955, in order to re-enter the United States. The regulation applies to seamen on both American-flag and foreign-flag vessels, but not to resident aliens.

Under the McCarran Act and various rulings by the Immigration and Naturalization Service, the State Department and other Federal agencies, all non-immigrant alien seamen must have a visa from an American consul in order to land in the US on or after July 1, 1955. Failure to obtain one may make the seaman subject to deportation. In addition, the master, owner or operator of the ship will be liable to a \$1,000 fine for bringing him to the US.

Union, Co's Cooperate

While the SIU and some steamship companies have cooperated in assisting non-immigrant aliens in obtaining visas by filing the necessary forms with the American consul, the men involved still have

the sole responsibility for obtaining the visa. Accordingly, non-immigrant alien seamen are urged to contact the American consul where their applications are filed as quickly as possible.

Takes Months

Since issuance of a visa ordinarily takes several months, because of the number of forms which must be filed and the inquiries that have to be made, it is suggested that an offer to pay the cost of cables, if required, might expedite the necessary investigation.

Once obtained, the visa is valid for two years from the date of issue, after which it has to be renewed. In any event, resident alien seamen lawfully admitted to the US for permanent residence are not involved. No application has to be filed by these seamen.

Cartoon History Of The SIU

Bridges' Raid Fails

No. 82



October, 1950, the West Coast longshore union led by Harry Bridges launched a new attack against the SIU-affiliated Sailors Union of the Pacific. The SIU assured the SUP its full support in the beef, which involved the loading and unloading of lumber on steamships, traditionally sailors' work.

When the Commie-led longshore group began pressuring the shipowners for the steamship jobs and refused to supply men to do other work on the ships, the SUP retaliated by freezing several of the lumber ports. It promised a total shutdown of shipping if the raid was not called off.

Unions in the area backed the SUP as Sailors began working ships without using longshoremen, and the dispute dragged into the courts and before the National Labor Relations Board. In May, 1951, the SUP got the full backing of the AFL Executive Council. It warned that no raids would be tolerated.

MARITIME

The first Japanese ship to come to Yugoslavia since World War II, the 7,730-ton Yokohama Maru, unloaded 1,200 tons of Japanese textile machinery at the port of Split last month. A second Japanese ship is on her way there. A maritime court in Hamburg has criticized a German sea captain charged with cowardice by members of his crew for not trying to rescue 12 men off the wreck of the Dutch coaster Carpo near England last Nov. 27. The court ruled that Captain Franz Krammer should have kept his Liberian tanker Casino standing by until all hope for survivors had vanished.

A new attraction has been added to the many features of the liner United States, in the form of two special CinemaScope motion-picture screens. The \$12,000 wide screen installation makes the US Lines speed queen the first North Atlantic passenger vessel to boast the new movie aid. Sole bidder for any of the five Mariner-type ships offered for charter by the Maritime Administration recently, American President Lines bid \$33,850 a month for charter of the Old Dominion Mariner, and will use the ship in its 'round-the-world service.

Arrival in New York of the Israeli motorship Dagan last week marked the maiden voyage of the first ship built by Germany as part of a reparations agreement with Israel. Owned by the Zim-Israel Navigation Co., the 7,000-ton cargo liner was designed to carry fruit and general cargo and can do up to 15 knots. She will be joined shortly by three sister ships.

The Navy's Military Sea Transportation Service has shipped its 10,000,000th ton of cargo out of the Gulf of Mexico aboard the Lykes freighter Norman Lykes in New Orleans. According to MSTS, the great bulk of this cargo has been moved on privately-owned US ships since the Gulf cargo area for MSTS was set up in October, 1949. Now being fitted with stabilizer fins to counteract rolling at sea, the Cunard liner Queen Elizabeth will be the largest ship to be fitted with this device and the first to have a double set. The ship will have two fins on each side, one pair amidships and the other placed forward and operated separately. The fins are about 14 feet long and 7 feet wide and are operated hydraulically with gyro control.

Originally launched without a name, the 30,000-deadweight-ton supertanker Olympic Sun will finally be put to work in one of the fleets operated by Aristotle Socrates Onassis under the Liberian flag. The ship was withdrawn from sale after there were no takers for a reported offer to sell her at 25 percent below her cost of \$8 million. Canadian Vickers Ltd. last month laid the keel for a 4,000-deadweight-ton ore carrier designed to ply between Skagway, Alaska, and Vancouver, BC. The ship will carry lead, zinc and asbestos. It is one of a handful of new ship units under construction for the depressed Canadian maritime industry.

Ward Line has taken over the management and agency of the Dominican Steamship Line, known as Flota Mercante Dominicana C. por A. The company operates direct weekly sailings between New York and Trujillo City. The first excavation contract on the St. Lawrence Seaway has been awarded to the Badgett Mine Stripping Corp of Madisonville, Ky.

A "Maritime" item in the last issue reporting that Philadelphia was the "nation's second most active port" in vessel arrivals and departures last year apparently has one staunch Baltimorean steaming. In no uncertain terms, this Seafarer called Philadelphia an "upstart" which couldn't top Baltimore in anything. Figures supplied by the Maritime Ass'n of the Port of NY, however, hold firm. Baltimore ran third, trailed by San Francisco and New Orleans, in that order. The statistic used merely concerns ship arrivals and departures. It didn't involve dollar volume of cargo, cargo volume or anything else like that. New York, of course, was first.

The Seafarers Puzzle

ACROSS

- "As I — R," a Log column
- Collide with
- Things for the hold
- Noun ending
- Man's name
- Egg-shaped
- What they pay off in
- City on the Channel
- A gas company
- Canadian capital
- Take the helm
- Ship's timbers
- Steep
- Kind of tide
- 40 winks
- Clerk on a passenger ship
- A canal
- Past time
- Chow up
- Composer of "The Merry Widow"
- River, NJ
- Titter
- Park on Mt. Desert in
- Outmoded garment
- Singing voice
- Type of ship
- Slant
- A number
- Man's name
- Cons
- A sea
- Sooner than

DOWN

- Over the —
- Mr. Slaughter
- Fish
- Creek
- Island group in Indonesia
- Ship's boss
- Final passage
- Swears
- Coastal port
- Summer in Paris
- Weight of India
- Takes a beating
- Voyage
- Elm
- The "Yama-Girl"
- Mast
- Fight
- Great French writer
- Island SW of Efaté
- Light
- Sally of the fans
- Courage
- Suit maker
- Lecture
- Where Bath is
- God of war
- City in Pa.
- Symbol of a line
- North Sea river
- Trinidad product
- Compass direction
- Bottom of harbor

(Puzzle Answer On Page 17)

1	2	3	4	5	6	7	8	9	10	11
12			13					14		
15			16					17		
18				19		20				
			21	22				23		24
25	26	27	28			29		30		31
32				33		34		35		
36				37		38		39		
40			41		42		43			
			44		45			46	47	48
49										
50	51				52		53			
54					55			56		
57					58			59		

THE INQUIRING SEAFARER

Question: Do you have any suggestions for improving mail service to the ships?

D. Diaz, bosun: I think that mail to the ships should be sent care of the seamen's club in the port, since there is a seamen's club almost everywhere where we can pick up our letters and packages. Most of the time the company agents do not forward mail when the ship leaves. This causes much of the delay.

Harold Orkofsky, MM: Since there are only two or three key ports on any run, the mail should be addressed to these places only, instead of any one of a dozen places on the way. Then, if the mail misses the ship, it can be sent along to the next key port in plenty of time for the seaman to receive it.

Peter Arthur, AB: Mail to the ships has always been loused up because nobody at some of these companies bothers to forward it ahead, or the agents sit on it when it arrives and then send it back to the company office in the States. The whole problem depends on the cooperation of all the shipping companies.

George Dackn, chief steward: The best way to get mail to the ships is through the company agents in the different ports. When they cooperate, we get the mail right away. Most of the delays I've found have been on the Government ships, where the agents just sat on the mail and didn't bring it aboard.

Fred J. Johnson, 2nd cook: What we have to do is to get after the company agents overseas and make sure they bring it to the ship. Sending mail to the company offices won't help, because they first have to send it to the agents anyway. If our people send mail to the agents direct, we should get it.

John Abraham, AB: I don't get too much mail on the ship, but when I do it's because the agents are on the job and don't hold it back. If the shipping companies will provide the right addresses for the different ports, we will always get the mail. I don't think there is any other way to do it.

MEET THE SEAFARER

JOHN B. SWIDERSKI, bosun



The hard-up coal towns of eastern Pennsylvania have exported quite a few of their sons to the big cities. A good number of them have wound up in occupations such as seafaring where the hard physical-labor they became accustomed to in the mines serves them well. Among them is Seafarer John B. Swiderski, formerly of Wilkes-Barre, Pa.

John, who is 39 now, followed the traditional pattern of the coal fields. His father had been a miner and at 14 years of age, he went to work in the anthracite tunnels on the night shift, while going to school in the daytime. In those days before oil became king, anthracite was still very much in demand in the big eastern cities as a heating fuel.

Three years later Swiderski went down in a mine one day and was lucky to come up alive. He was caught in a roof cave-in and was badly banged up. That decided him on trying his hand at some other line of work where a man had better chance of coming home for supper in one piece.

In the long run, the accident was a piece of good fortune in disguise because it led him indirectly into the SIU, while the men who stayed behind and worked the mines are finding it increasingly difficult to make a living.

Worked on Docks

John headed for New York and the docks, working for some time as a longshoreman. One day a United Fruit ship needed a man in a hurry and Swiderski was hired off the dock. The company got him seamen's papers and he was all set in a new career.

Swiderski sailed on NMU ships for a while, but in 1947 that union started having serious internal difficulties so he got a job as OS aboard a Cities Service tanker. Shortly afterward he was promoted to bosun.

"The SIU and NMU were both organizing in Cities Service then," he recalled, "and I was contacted by both sides to sign a pledge card. Johnny Arabasz, who was the SIU-organizer, didn't have much of a job selling me on the SIU. I

signed up with the Union and I've certainly been satisfied with that decision."

Swiderski got his membership book in 1948, and like many other Seafarers stuck with the tankships through the rest of the four-year battle until Cities Service finally discarded its company-union rig and threw in the sponge in 1950.

Far East Runs

Since then Swiderski has been sticking to Far East freight runs, principally with Isthmian when he can get them. "I like to work" he said, "and if you put out the work there's usually plenty of overtime, which makes me happy. I'm willing to put in the time and the work if I get paid for it."

When he gets on a ship, he said, he likes to stick with it a while, making two or three long-run trips before he calls it quits. That way he accumulates a nice-sized payoff which allows for some time on the beach if he wants it.

Hawaii Stop

One trip proved longer than he bargained for. He caught the Steel Flyer in 1951, for a run to Honolulu which dragged out to 5½ months. That was because several Isthmian ships were hung up by Harry Bridges in a beef over the Isthmian engineers who had gone over to the SIU-affiliated BME. It wasn't much fun being stuck in Hawaii, which is an expensive port, so all hands were more than pleased when the ship pulled out for the homeward voyage.

Swiderski was also aboard the Steel Apprentice when the ship embarrassed itself by running into a lighthouse down in Philadelphia. "We would have hit it head on," he said, "if it wasn't for Eddie Kacsur who was OS on the bow at the time." As it was, the lighthouse was knocked over and the ship had a good-sized scar to show for the encounter.

Married and the father of four children, Swiderski lives down in the Coney Island section of Brooklyn. He finds sailing with the Union the best way of balancing the family budget and getting good conditions on the job as well and looks back on the coal mine cave-in as a lucky break.

LABOR ROUND-UP

Under pressure from the Otis Elevator Company to give up certain contract benefits, the CIO Electrical Workers, Local 453, are negotiating several items with the company. The firm has threatened to close down its Yonkers, New York, plant and run away to the midwest if it did not get tax relief and a better contract. Approximately 2,100 workers are affected.

A Ford Motor Company spokesman denied reports that the firm would grant a guaranteed annual wage to the CIO Auto Workers in its new contract. The union has already made clear that it would present the demands as a key issue. The company spokesman said no decision would be made until contract talks got underway in the near future.

Despite years of organizing efforts, unions have persuaded very few white collar workers to join up, according to a US Labor Department survey. The survey showed that only one out of six office workers in major US cities

was covered by a Union contract, compared to eight out of ten factory workers in those same cities. In most instances, office workers were covered by the same union that had a contract for factory workers with the company.

After 37 years, hat workers at the Frank H. Lee Company, Danbury, Conn. got union representation again. Workers voted 316 to 221 in an NLRB election to be represented by the AFL United Hatters Union. The union had a contract at the plant until 1917 when it lost it during a strike. Lee is one of four major men's hat companies.

The battle against "right-to-work" laws which outlaw union security is being taken up anew as state legislatures meet this winter. AFL unions in Pennsylvania representing 300,000 members have launched a campaign to block "right-to-work" legislation, while in Missouri the AFL State Federation and CIO Industrial Council have joined forces to fight a proposed referendum move.

SEAFARERS LOG

February 4, 1955

Vol. XVII, No. 3

Published biweekly by the Seafarers International Union, Atlantic & Gulf District, AFL, 675 Fourth Avenue, Brooklyn 32, NY. Tel HYacinth 9-6600, Cable Address: SEAFARERS NEW YORK.

PAUL HALL, Secretary-Treasurer

Editor, HENRIK BRAND; Managing Editor, RAY DENISON; Art Editor, BERNARD SEAMAN; Photo Editor, DANIEL MILVA; Staff Writers, HERMAN ARTHUR, IRWIN SPIVACK; Al Maskin; Gulf Area Reporter, ELLI MOODY.

Attacks On Rights

The extent to which anti-union sentiments have penetrated is illustrated by a story out of Louisiana, a state which last year adopted a phony "right to work" law. The Louisiana State Supreme Court has ruled that the AFL Agricultural Workers cannot strike against major sugar plantations during the harvest season. In enjoining a strike against two large plantations the court declared that strikes in the "emergency period" were illegal because they "damaged the employers' property."

This is a thinly-disguised rationalization that could be used to ban every strike that ever was called. Obviously, a union is not a "damaging" force. If a production has come to a halt and nobody is working. Under the Louisiana Court's theory, every strike involving perishables could be outlawed for "damaging an employers' property." To carry it to an extreme, it would apply if Seafarers hung up a ship and five pounds of butter spoiled in the dairy box.

The AFL union involved intends to carry the fight to higher courts, where it is very likely the decision will be reversed. But meanwhile, the exploited sugar workers have been deprived of their right to strike and possibly have lost their chance to get any improvement in their conditions.

It is to be expected that the general anti-union atmosphere in which such decisions breed. If a state court can convince itself that such a finding represents the law of the land, it reflects an unhealthy mood to say the least.

Close-Up View

At this writing the United Nations is attempting to corral the Chinese Communists into a conference room in order to arrive at a peaceful solution of the Formosa problem. Chances are considered fair that the UN will succeed, but in the meantime the Chinese Communists are talking fight in very belligerent terms. They are reported to have assured Burma and India in full seriousness that they intend to take Formosa one way or another, by force if necessary.

This threat is being taken very seriously in Washington. One way of meeting it now being employed is a show of strength by US Armed Forces in the area. Backing up this show of strength over 6,000 miles from home requires the services of a large segment of the US merchant marine.

It is no secret that plenty of ships and considerable quantities of cargo have been going to Formosa in recent months. The pace is likely to be stepped up considerably from now on in. That means that American seamen will be sitting in the ringside seat of another world crisis like so many that have gone before.

In one important respect the current crisis in the Formosa area differs considerably from Korea as far as merchant ships go. Formosa and the other Nationalist-occupied territories are islands. Fighting already going on involves ships and planes more than land forces. If the fighting steps up, US merchant ships and seamen will be in increasing peril from a potent Red China air force, land-based long-range artillery and even a few submarines reportedly handed over by the Russians.

Seafarers have been in dangerous waters before this in other world crises. Formosa is just another in a series of such troubles that began way back in the 1930's. In a troubled world, the exposure of merchant ships to danger has become a standard hazard of the trade.

Daily Reports

A sensible proposal has been offered in Congress by Representative Daniel Flood of Pennsylvania. He has submitted a bill that would require ships to report their positions every day. Failure to report would be taken as a sign that the ship is in trouble and immediate search measures could be undertaken.

Representative Flood's bill is the outgrowth of two recent marine disasters—the loss of the Mormackite with 37 men, and the disappearance of the SIU-manned Southern Isles with her entire crew of 23 seamen. In both cases nobody had any inkling the ships were in danger and searches did not get underway until days after the sinkings. Neither ship had a chance to radio for help.

The daily report would go a long way toward assuring prompt help in the event of emergencies. It is a simple and inexpensive precaution. If the Government does not take measures to make it mandatory, the SIU intends to bring the matter up at its next contract meetings with the operators.

LETTER of the WEEK

Wants Magazines Placed On Ships

To the Editor:

I am now aboard the Alcoa Planter, enroute to Bremen, Germany, and I am writing this to pass along to you an idea I have had for quite a while.

Some time ago the SEAFARERS LOG asked for suggestions about improving the SIU libraries aboard the ships. Many suggestions were given—such as including encyclopedias, almanacs, dictionaries and books of reference—and these were excellent.

However, I did not see anyone come up with a suggestion for putting old magazines aboard the ships, and that is my idea. As for the magazines being old—don't forget that no reading matter is really old to us sea gypsies.

With all of the Union's activities to improve the well-being of the members—such as college scholarships and art contests—I wonder why the Union has not seen fit to provide the men on the ships with the gold mine of information and education contained in old magazines. Perhaps it is simply because no one has thought of the idea.

At any rate, I think most of the men on the ships would enjoy having copies of such magazines as the Saturday Evening Post, Time, Newsweek, Reader's Digest, American, Cosmopolitan, Esquire and Argosy.

I also know many men who would enjoy reading magazines like True Detective and Detective Weekly. With most of us the comic books also go over very big.

Wants Technical Periodicals
Most important of all, I think the crewmembers should be introduced to the professional magazines, such as those in the architectural, engineering, mechanical and electrical fields.

Many of the women's and home magazines contain excellent recipes, and I think would aid the steward departments.

We deep sea sailors, as you know, are ambassadors to the people of the many lands we visit. And I think having these old magazines to hand over to these people when we are through with them, would help to promote goodwill.

Take Up Procedure
We could also turn over copies of the magazines to the GIs in Korea and Japan.

I remember that when I was in Malaya, the people could get no American magazines except the overseas editions of Time and Life, and were willing to buy all that anybody had.

Incidentally, they are very interested in American comic books over there, with "Superman" and "Hopalong Cassidy" running far in the lead.

Well, that's my suggestion, and I hope the members and the officials of the Union will consider it.

Louis B. Aragues



Aragues



'Vote of Thanks'

It's normal for Seafarers who have been sailing for some time to take some of the everyday procedures of Union operations for granted because they are used to them and understand their reason for being. Not so the newcomer, who often might be puzzled by something that might seem simple and obvious to the oldtimer.

On the Hurricane for example, a newcomer raised a question about the practice of standing one minute in silence at every shipboard meeting. Ship's delegate Raymond H. Ulatowski explained what the ceremony was about to the man's satisfaction.

It might not be a bad idea from time to time for delegates to take up little points of meeting procedure, particularly if the ship happens to be carrying crewmembers who are not too familiar with Union procedures or with Robert's Rules of order by which meetings are conducted.

Ulatowski sails in the engine department, usually as electrician. He's 30 years old and joined the SIU in April, 1948. New Britain, Connecticut, is his home town.

When a crewmember leaves ship for a variety of reasons, sometimes because he is hurt or suddenly taken ill, he often leaves his gear behind him. Unless the gear is dropped off at a Union hall somewhere, it usually becomes quite a problem to track it down and have it returned to its owner.

Ekelund
Seafarer Ola Ekelund, deck delegate on the Iberville saw to it that one shipmate's gear got to the headquarters hall. Ekelund took the time and trouble to lug the gear from Port Newark over to Brooklyn.

Ekelund, who sails as AB, has been a Union member since November, 1950. He's a native of Norway, 37 years of age, and lives in Brooklyn.

The spirit of Christmas was very much in evidence over the holiday season aboard the Steel Scientist. Three of the crew, E. D. Shims,

the carpenter who was unnamed, and Benny Bengert, stepped forward to volunteer their services for decoration of the messhall. The usual shipboard messhall drabness was brightened up for the holiday season with appropriate party-type touches.

Ship's delegate Ed Zaniewski of the Wacosta was on the ball during his term of service, according to crewmembers of the ship. Zaniewski got a vote of thanks for a job well done in "true SIU style."

The 29-year-old Seafarer sails as AB in the deck department on SIU ships. He's been a Union member since October 21, 1944, and calls Cleveland, Ohio, his "home port."

The returns are still coming in from satisfied Seafarers on the Christmas and New Year's feeds put out by SIU steward departments. From the Evelyn comes a special vote of thanks to the steward and the cooks for a really swell Christmas dinner. The entire crew said they appreciated the extra work and effort that went into the holiday affair. Crewmembers of the Cubore also voted thanks to their galley gang for the good meals put out in the holiday season.

The final returns are in the SIU's elections which ended January 15. Vote counting was done by six-man rank and file tallying committees that were elected in all ports at the January 26 membership meetings. Then the committees forwarded the returns and ballots to the headquarters tally committee which compiled the results and will present them to the next membership meetings for approval.

Among men who served on the various tally committees were: W. Kramer, J. Gallagher, R. Graf, W. Carney, R. Savior and J. Hoggie in Philadelphia; A. R. Sawycr, A. H. Anderson, T. M. Gower, C. A. Moser, J. B. Harris, and W. Smith in Norfolk. Other rank and file members in the other ports carried out the same function.



Savior

POWERED BY a chunk of uranium weighing less than a handful of peas, the Navy's submarine Nautilus—first atomic-powered vehicle of any kind—last month demonstrated how the devastation unleashed over Hiroshima and Nagasaki nearly ten years ago can be put to work to propel ships at sea.

The slim, 300-foot Nautilus is a costly experiment. Built at a reported cost of \$50 million, she will be able to do things no other submarine has ever done. Unlike a combustion engine, her powerful atomic engine does not need oxygen for its operation. As a result, the Nautilus will be theoretically capable of crossing the Atlantic under the surface and at full speed—estimated at up to 28 knots, even while submerged.

The energy driving the Nautilus comes from an atomic reactor utilizing the same material—uranium 235—that was the heart of the first atomic bomb. Pressurized water is used to conduct heat from a chain reaction in the reactor to a heat transfer system, which then uses the heat to produce steam for the turbines which drive the vessel's propellers.

What, then, of an atomic merchant marine?

This much is certain. An atomic-powered cargo ship will be built long before it will become commercially practical to operate one, probably as a supply ship or auxiliary vessel for the Navy.

An atomic plant of any kind requires effective shielding against radioactivity and sensitive "robot" controls to guard against leakage of any of the potentially-dangerous materials used.

An atom-powered ship, therefore, is now a reality. It can be driven on the surface as well as under water by nuclear fuel. But its main job is to sink other ships. Peaceful adaptations based on the lessons learned from the Nautilus are surely on the drawing boards already.

For one thing, they won't need any smokestacks. Atomic fuel doesn't generate smoke or soot, and doesn't need any outlet to the air anyway. This will probably be the only outward difference noticeable in an atom-powered ship.

Like the Nautilus, which also carries batteries and electric motors for auxiliary power, prototype atomic ships will likely utilize nuclear power only as a fuel source to run turbines which are more or less conventional in engine design.

But the design of below-decks spaces eventually will be considerably altered. A minimum of fuel storage space will be needed since a little bit of atomic fuel really goes a long way.

In theory at least, the potential energy in a two-pound lump of uranium the size of a golf ball is the equivalent of 460,000 gallons of fuel oil or 3,000 tons of coal.

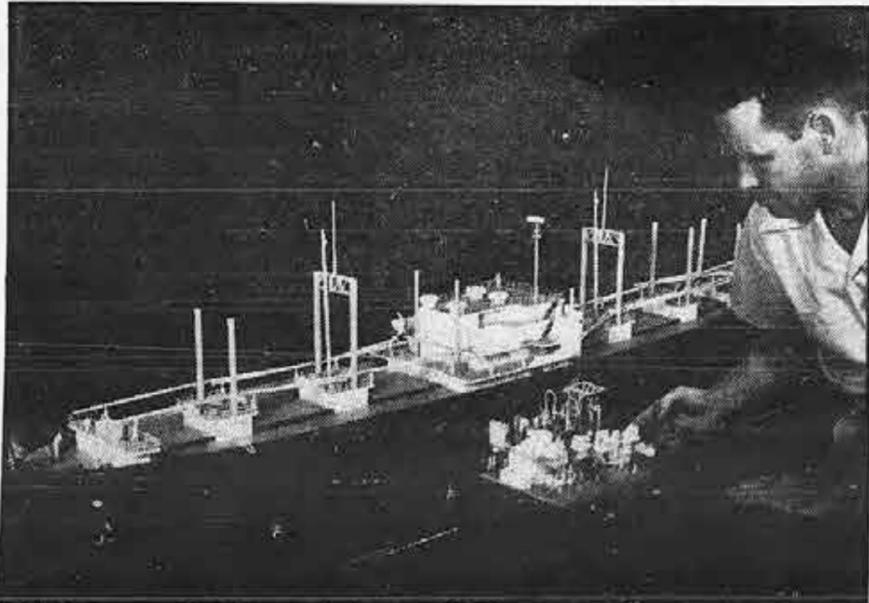
Ship designers see this leading to the end of the conventional double bottoms in ships because of the elimination of the need for fuel storage.

One item on which there seems to be pretty general agreement among the experts is that conversions of conventionally-powered turbine-driven ships to atomic power are unlikely. Ships would necessarily have to be so redesigned within the hull shell to take advantage of the economies and power increases made possible by the new fuel source that conversions would be too costly.

One survey on the application of this new source of energy to the C-4 Mariner-type cargo vessels came up with a figure of \$5.2 million as the cost of a reactor plant which could produce the same amount of power now available on a 13,000-ton Mariner. The ships originally cost \$10 million to build two years ago. The cost of fuel estimated in this same survey was from \$11 to \$20 per gram of uranium 235.

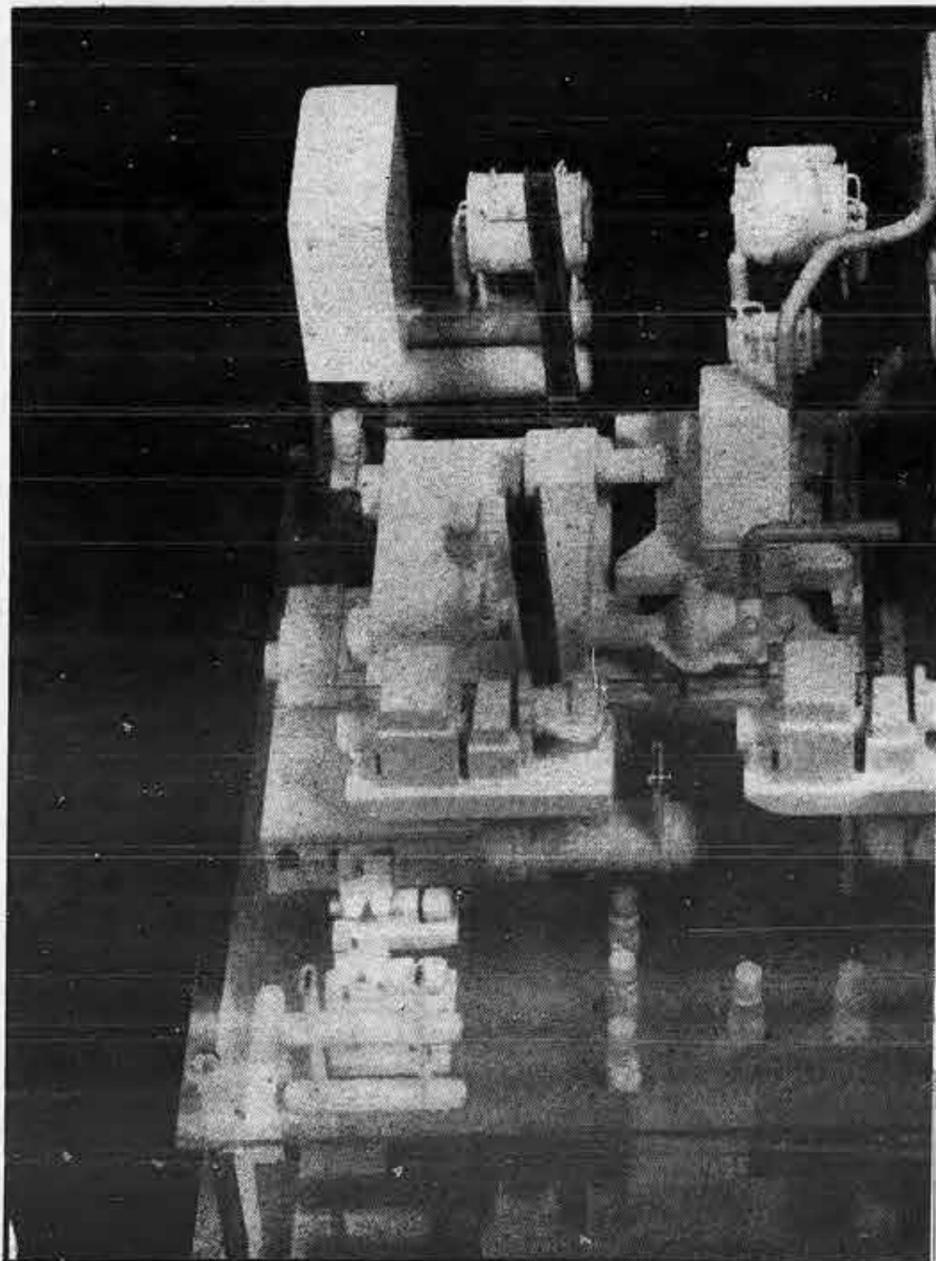
On the basis of these figures and the theoretical operating figures for the Nautilus, a 2,800-ton submarine, the cost of fuel for taking the ship around the world submerged (two pounds of uranium) would be from \$11,000 to \$20,000.

These figures, of course, are for a sub traveling underwater and the uranium cost figures are a year old. But one steamship company which has operated several of the Mariner-type ships estimated fuel costs per thousand miles as \$2,350, at 21 knots. The same 'round-the-world trip for a Mariner would therefore cost \$60,000 just for conventional fuel.

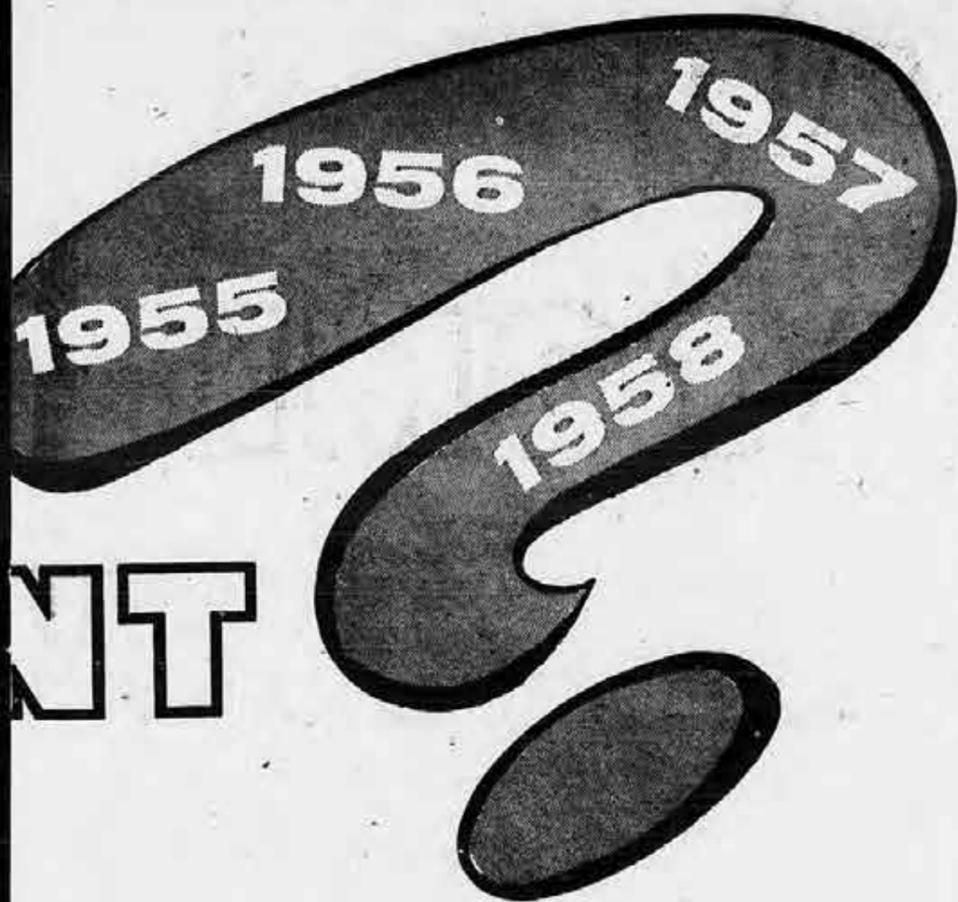


Cutaway model of one of the new Mariner-type cargo ships showing how an atomic reactor would be used with the ship's existing power plant to furnish cheap fuel. Use of atomic power would eliminate the need for a smokestack since no smoke or soot is produced by atomic fuel. The device would cost \$5.2 million.

AN ATOMIC MERCHANT MARINE



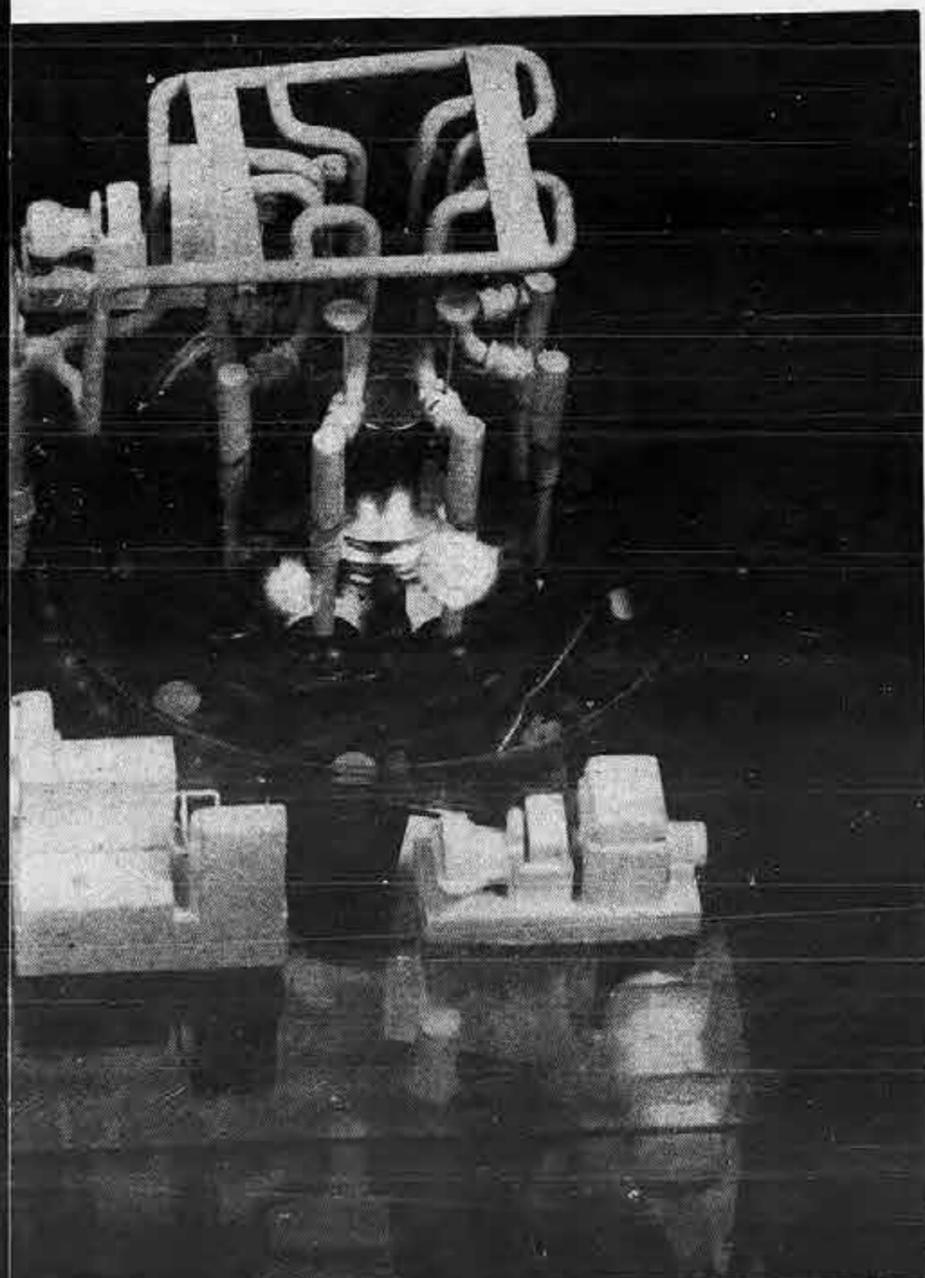
Closeup of the model of a cargo ship propulsion unit using atomic power to at the rear right of the photograph. The rest is equivalent to the normal plant firebox and boilers, using power from a chain reaction to produce steam and source would eliminate need for large fuel storage space on the ship and will designed by the Newport-News Shipbuilding Co.



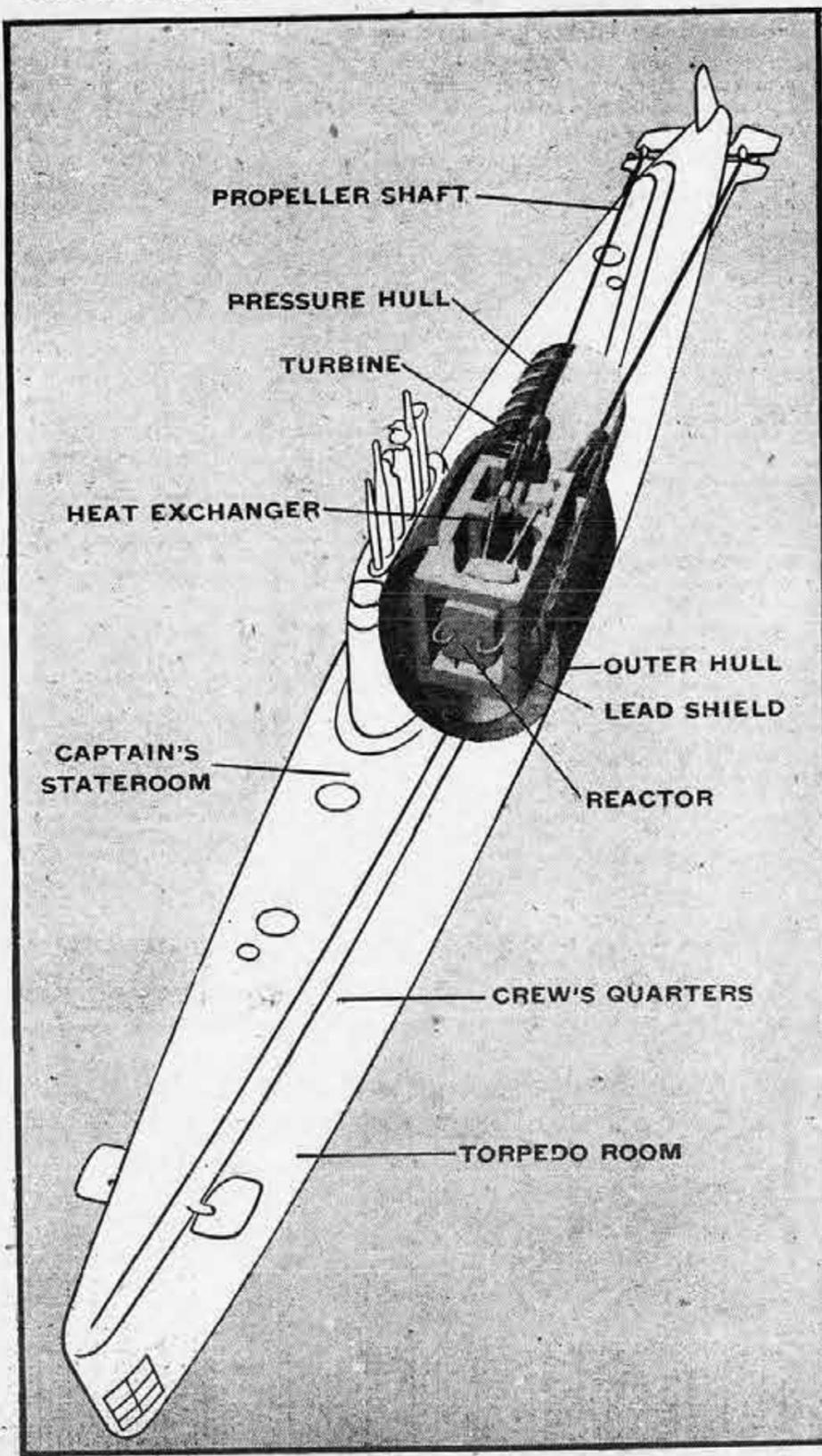
INT



The submarine USS Nautilus launched the era of atomic transportation by successfully using power from atomic fuel in its first sea trials on Jan. 17, 1955. The ship is shown returning to her dock at Groton, Conn.



drive the existing power plant. The reactor is the portion of the plant shown on this type of ship. An atomic device would replace the conventional turn the turbines which drive the vessel's propellers. Use of the new fuel eventually mean greater payload as well as greater speed. The layout was



Reactor of the atomic sub Nautilus is surrounded by a lead shield to guard against leakage of radioactive elements. A chain reaction in the reactor heats pressurized water which is piped to heat exchangers. There the heat converts other water to steam, which then goes to the sub's turbines which actually drive its propellers.

PORT REPORTS

New Orleans:

Industrial Expansion Boosts Port's Status

While shipping has been off of late, plans for continued industrial expansion in this area and projected improvements of the harbor indicate that New Orleans will continue to improve its position as a major shipping center.

The Freeport Sulphur Co. and the Federal Government recently announced plans to build a big pilot plant to treat nickel-cobalt ore from Cuba. The plant will be built at the English Turn on the east bank of the Mississippi River near Braithwaite.

The plant, which will require about two years to build, will be used in the study of a new process of getting nickel and cobalt from ore deposits at Moa Bay on the northeast coast of Cuba. These metals are essential to the production of aircraft, guided missiles and many other important weapons for national defense.



Thlu

Seafarers are familiar with the Freeport Sulphur Co., which produces sulphur loaded aboard SIU-contracted ships at Port Sulphur.

Already virtually completed and in production is a new \$30,000,000 plant constructed by the Lion Oil Co. 14 miles upriver from the Huey P. Long Bridge. The plant, which has a daily capacity of about 300 tons of anhydrous ammonia, uses natural gas, air and water to turn out chemicals for agricultural and industrial use.

Harbor improvements are going ahead steadily and the New Orleans Board of Port Commissioners recently authorized an outlay of \$152,909 for improving the Harmony and First Street wharves. This item was the first step in a \$10,000,000 wharf building program. Also being considered by the commissioners is construction of a new wharf at Nashville Ave.

Shipping Picks Up

Shipping has picked up somewhat since our last report, but it still cannot be classified as booming. Twenty-three more men were shipped to regular jobs than were registered during the last two weeks.

Speaking of jobs, some men who have been dispatched to last-minute openings on sailing days for Alcoa ships bound to the Caribbean have been turned down because they have not received yellow fever shots which are required on this run. On these last minute calls, the men dispatched don't have time to make the trip to the hospital and report back to the ship by sailing time.

For that reason, all members in this port interested in making Alcoa jobs are being advised to go to the USPHS hospital and get their shots at 3 PM on Tuesdays and 11 AM on Fridays. Those who prepare in advance will be able to throw in for the Alcoa run without having to worry about being turned down for this particular medical reason when they report to the ship.

David A. Wright, George St. Germain, Charles Barnett, Daniel Rucker, William Tank and Goon Poy Thlu are among brothers who have been admitted to the hospital recently.

Edgar Harman, Earl Gaberson, William E. Aplin and Darrell Riley are still on the hospital list, but

are convalescing in good fashion and expect to be discharged soon.

Had 7 Payoffs

Since our last report we had 7 payoffs, 4 sign-ons and 18 ships in transit at this port.

Payoffs were aboard the Alcoa Ranger (Alcoa), Steel Surveyor (Isthmian), Del Valle, Del Rio and Del Sud (Mississippi) and DeSoto and Iberville (Waterman).

The Alcoa Ranger (Alcoa) and Del Campo, Del Alba and Del Sud (Mississippi) signed on.

Ships in transit were the Alcoa Corsair, Alcoa Pennant, Alcoa Cavalier and Alcoa Pilgrim (Alcoa), the Steel Director and Steel Surveyor (Isthmian), the Del Campo and Del Alba (Mississippi), the Seatrains Georgia and Louisiana (Seatrains), the Fairisle, Arizpa, Monarch of the Seas, Madaket, Claiborne and City of Alma (Waterman), Salem Maritime (Cities Service) and Northwestern Victory (Victory Carriers).

Lindsey J. Williams
New Orleans Port Agent
⚡ ⚡ ⚡

Seattle:

Mother M.L. Pays Off, Transfers To Liberia

Shipping has been slow in Seattle and the outlook for the future is about the same.

During the past two weeks we paid off the Wacosta (Waterman) and Mother M. L. (Eagle Ocean). The Wacosta signed on again and the Mother M. L. went under the Liberian flag.

In transit during this period were the Frederic C. Collins (Drytrans), Bienville and Fairport (Waterman), Portmar and Yorkmar (Calmar) and Lewis Emery, Jr. (Victory Carriers).

At our last meeting the following tallying committee was elected: M. Dellano, L. Hodges, J. Spurn, M. Pappadakis, C. Tullia and J. Adams.

We were very happy to learn about the big votes rolled up in all ports in the Union's recent elections. It shows all the members are taking a real interest in Union affairs.

Oldtimers now on the beach include H. Murphy, J. O'Neil, J. Balderson, M. Dellano, H. Knaflich and E. Crehan.

Jeff Gillette
Seattle Port Agent

Boston:

Death Takes Last Of Well-Known Quartet

Death recently took the last of a quartet of Seafarers well known in the Boston area. This occurred on January 14 when Brother John M. Pinkus passed away in Boston City Hospital. The death of Brother Pinkus, who was generally known as "Spike," means that the four men who were watchmen together on the Evangeline and Yarmouth, both formerly owned by Eastern SS Co., all passed away within the past year. The other three men were James Penswick, Michael Buckley and Frank Burns. These men, all oldtimers in the Union, had been watchmen on Eastern ships for many years, and were well known and well liked throughout the Boston area.



Pinkus

The Union sent a floral wreath to Brother Pinkus' services and the port agent attended.

5 Men Injured

Bad weather, we are sorry to say, was responsible for injuries to a number of our men. Aboard the Steel Fabricator (Isthmian) four men were hurt and were sent to the Brighton Marine Hospital for examination. Three of the men returned to the ship but the bosun remained in the hospital for further treatment. On the Robin Locksley, one wiper was hurt during rough weather when he slipped or fell in the steering engine room. He was laid up in his bunk for a couple of weeks and then sent to

Money Exchange Rates Listed

The following is the latest available listing of official exchange rates for foreign currencies. Listings are as of February 1, 1955, and are subject to change without notice.

- England, New Zealand, South Africa: \$2.80 per pound sterling.
- Australia: \$2.24 per pound sterling.
- Belgium: 50 francs to the dollar.
- Denmark: 14.45 cents per krone.
- France: 350 francs to the dollar.
- Germany: 4.2 marks to the dollar.
- Holland: 3.7-3.8 guilders to the dollar.
- Italy: 624.9 lire to the dollar.
- Norway: 14 cents per krone.
- Portugal: 20.75 escudos to the dollar.
- Sweden: 19.33 cents per krona.
- India: 21 cents per rupee.
- Pakistan: 30.22 cents per rupee.
- Argentina: 14.2 pesos to the dollar.
- Brazil: 5.4 cents per cruzeiro.
- Uruguay: 52.63 cents per peso.
- Venezuela: 29.65 cents per bolivar.

the Brighton Marine Hospital for x-rays of his leg.

Shipping Is Quiet

Shipping here during the past two weeks has been quiet and the outlook for the future is only fair. During the past two weeks we paid off and signed on the Council Grove (Cities Service) and in transit were the Chickasaw, Antinous and De Soto (Waterman); Alexandra (Carras); Government Camp (Cities Service); Eugenie (Oro); Steel Fabricator (Isthmian), and Robin Trent and Robin Locksley (Seas Shipping).

A delayed sailing beef on the Government Camp was settled in favor of the crew and checks for the same have been sent to the Boston hall. This beef had been pending since the ship paid off here December 11.

For our typical SIU Man of the Week we have selected Brother Oliver Headley, who ships as pumpman. Brother Headley usually ships out of Baltimore but for the past month has been registered in Boston. His last ship was the Alexandra (Carras).

James Sheehan
Boston Port Agent
⚡ ⚡ ⚡

Tampa:

Shipping Very Good As Cuba Takes Crew

The shipping picture was very good in this port during the past two weeks due to the crewing up of the Cuba (P & O). We had to call the outports for some steward department ratings and were also able to negotiate for three more ratings in the deck department—a storekeeper and two deck maintenance men.

In transit here were the Iberville, De Soto and Madaket (Waterman).

Bennie Gonzales
Hq. Representative
⚡ ⚡ ⚡

Wilmington:

Shipping Here Slow; 7 In-Transits Call

Shipping in this port has been on the slow bell during the past two weeks due to the crewing up will pick up.

We had no payoffs or sign-ons but serviced seven ships in transit. These were the Paoli (Cities Service); Alcoa Pegasus (Alcoa); Yaka (Waterman); Steel Seafarer (Isthmian), and Alamar, Yorkmar and Calmar (Calmar).

Ernest B. Tilley
Wilmington Port Agent

Baltimore:

Shipping Is Slow But Future Looks Better

During the past two weeks we paid off 14 ships, signed on 9 and had 12 in transit. This is poor for the port of Baltimore but we have hopes that the future will give us some tankers to crew up and we are also looking forward to a good number of payoffs during the next two weeks.

All of the payoffs we had here were clean, and there were no beefs on any of the ships signing on or in transit.

The payoffs were the Mae, Evelyn and Kathryn (Bull); Bents Fort (Cities Service); Western Trader (Western Navigation), Oremar and Bethcoaster (Calmar); John B. Waterman (Waterman), and Baltore, Santore, Cubore, Marore and Feltore (Ore). The Feltore paid off twice.

The Steel Flyer (Isthmian) and the Western Trader, Oremar, John B. Waterman, Cubore, Santore and Marore signed on. The Feltore signed on twice.

In transit were the Ocean Nimet (Ocean Transportation); Iberville and Chickasaw (Waterman); Calmar, Massmar and Bethcoaster (Calmar); Alcoa Pointer and Alcoa Roamer (Alcoa); Robin Wentley (Seas Shipping), and Suzanne and Ines (Bull).

Hall in Good Shape

As most of you brothers who have visited us know, the hall here is shaping up in fine style. The maintenance crew is doing a good job in maintaining the building, and we want to thank all of the brothers for cooperating in keeping the building shipshape.

In closing, we would again like to remind the brothers to write or visit their shipmates who are laid up in the USPHS hospital, Wyman Park Drive, Baltimore, Md. They are Byrd O. Buzbee, Lee Dwyer, James Walker, Raymond Smith, Russell Henry, Joseph Gill, T. Ankerson, William Simmons, A. Willis, T. Mungo, Ernest Atkins, William Warmack, Jesse Clark, Gorman Glaze, R. Scales, Jesse D. Baugher, Robert McKnew, George Oliver, John Zehil, George Little and John R. Schultz.

Earl Sheppard
Baltimore Port Agent
⚡ ⚡ ⚡

Philadelphia:

Shipping Pickup Seen; Two Calmar Ships Due

Shipping has not been too good in this port during the past two weeks but we expect a pickup in the next couple of weeks when we will have two Calmar ships coming in for payoff.

During the past two weeks we paid off the Queenston Heights (Seatrains), Massmar (Calmar) and Suzanne (Bull). The Queenston Heights, Massmar and Irenestar (Malne) signed on and in transit were the Steel Worker (Isthmian), Winter Hill (Cities Service) and Chickasaw, Antinous and John B. Waterman (Waterman).

S. Cardullo
Philadelphia Port Agent

A & G SHIPPING RECORD

Shipping Figures January 12 to January 25

PORT	REG.			TOTAL REG.	SHIP.			TOTAL SHIPPED
	DECK	ENGINE	STEW.		DECK	ENG.	STEW.	
Boston	14	7	6	27	10	5	1	16
New York	75	63	80	218	60	49	54	163
Philadelphia	17	14	11	42	8	5	8	21
Baltimore	101	74	66	241	36	33	33	102
Norfolk	16	8	7	31	8	8	4	18
Savannah	7	8	7	22	15	12	8	35
Tampa	9	14	21	44	15	12	44	71
Mobile	33	28	30	91	34	39	33	105
New Orleans	68	42	55	165	63	46	73	182
Houston	22	20	13	55	15	32	21	68
Seattle	31	20	11	62	15	9	9	33
San Francisco	19	15	13	47	13	7	12	32
Wilmington	10	8	8	26	4	5	3	12
Totals	422	321	328	1,071	294	262	303	859

PORT REPORTS

Mobile:

Formosa Crisis Seen Cutting Lay-Up Fleet

With the troubled situation in the Formosa area, it looks as if quite a few unscheduled ships will be calling at the Theodore ammunition depot. It also appears that if the Formosa situation gets any worse there is a good possibility that the Government will pull some of the ships out of the laid-up fleet in the Mobile River and put them into the Far East trade hauling ammunition and supplies.

Shipping in this port during the past couple of weeks can be considered good, with some 105 men shipped to regular jobs and 91 sent to relief jobs in and around the harbor. During this period we had seven payoffs, four sign-ons and three ships in transit.

The payoffs, which were all in good shape, were as follows: Alcoa Cavalier, Alcoa Pilgrim, Alcoa Partner and Alcoa Clipper (Alcoa) and Monarch of the Seas, City of Alma and Claiborne (Waterman).



Skinner

The sign-ons were the Ocean Deborah (Ocean Transportation), Alcoa Pilgrim and Alcoa Partner (Alcoa) and City of Alma (Waterman). The in-transits were the De Soto and Iberville (Waterman) and Steel Director (Isthmian).

Future Prospects Good

Prospects for the coming two weeks look good, with the following ships due to hit the port either for payoff or in transit: Afoundria, Claiborne, Hurricane, Monarch of the Seas, Warrior, Chickasaw and Antinous (Waterman), Ocean Ulla (Ocean Transportation) and Alcoa Corsair, Alcoa Polaris, Alcoa Puritan, Alcoa Pennant and Alcoa Cavalier (Alcoa).

For our Seafarer of The Week we name Brother Jeff Skinner who joined the SIU in 1938 and has shipped steadily out of the Gulf area since then, usually as AB or bosun. Brother Skinner, who is married and has one child, makes his home in Theodore, a few miles outside of Mobile. While he's on the beach his favorite sport is fishing and he can generally be found around the Fowl River area, fishing until he gets ready to ship. Having been in the Union since its beginning, Brother Skinner has seen all the gains it has made. In his opinion, the top gain is the vacation plan which, he says, not only pays his yearly dues but leaves him enough to tide him over if shipping is tight.

Other brothers who are now on the beach are Jimmy Hassell, T. P. Yarbrough, J. C. Dunlop, G. Anthony, J. Sennerville, E. Torres, F. Brugger, L. Jackson, C. N. Johnson, Fred Neeley, F. Widegren and H. Pizatowski.

Sea Chest Taking Shape

All hands now on the beach can see our new addition rapidly taking shape next door-for our combined Sea Chest and recreation room. We expect that the annex will be ready for occupancy by March 15.

At this writing we have no knowledge of any Mobile member now in the hospital. Brother William G. Moore, who was in the USPHS hospital in New Orleans, has been discharged and is now on the beach here in Mobile.

The Mobile branch wishes to extend its sympathy to the family

of Brother Clinton H. Partelle, who died recently. Brother Partelle had shipped out of this port in various steward department ratings for the last several years, and was well liked by everyone who knew him. A niece—Mrs. Virginia Huck of Roanoke, Va.—is his beneficiary.

In closing, we would like to remind all the brothers that income tax time has rolled around again. Withholding forms from the Seafarers Vacation Plan are being mailed out as fast as possible, and all hands should have theirs by the end of this month.

Cal Tanner
Mobile Port Agent

Savannah:

Strathbay Pays Off, Delegates Commended

Shipping in the port of Savannah has been nothing to write home about but it has been holding its own during the past two weeks.

During this period we paid off the Strathbay (Strathmore) and Cantigny (Cities Service) and signed on the Cantigny and the Angelina (Bull). In transit were the Robin Doncaster (Seas Shipping), Seatrain Louisiana and Georgia (Seatrain), Raphael Semmes (Waterman) and Angelina (Bull).



Lamb

The Strathbay came in with only a few hours of disputed OT, which were settled in favor of the crew, and we would like to congratulate the delegates for bringing in such a clean ship. Edward F. Lamb served both as ship's and steward delegate, and the other delegates were Thomas Faulkner, deck, and Paul R. Klausen, engine. Overall, the men reported, they had a very pleasant run to Yugoslavia.

Men In Hospital

Men now in the USPHS hospital are Rufus L. Fields, "Georgia Boy" Littleton, Frank "Jelly Bean" Nelson, Angelo Martins, John H. Morris, A. D. Edenfield, G. Pena, John R. Bailey, Elmer G. Brewer and James T. "Tommy" Moore.

Moore, who used to tip the scales at 410 pounds, is now down to a mere 180 because of the care he's gotten at the hospital.

E. B. McAuley
Hq. Representative

New York:

Weather Slows Ships, Cuts Down Payoffs

Shipping and business in the Port of New York slacked off somewhat during the past two weeks. A number of ships that we expected in for payoff were diverted to other ports and several ships were delayed due to bad weather. These, however, should be in the latter part of this week and first of next week, so the shipping picture should be better in the coming period.

At present we have quite a large number of men on the beach so I would not advise anyone to come here expecting to get out in a hurry. Of course, this is a normal condition. We always have a lot of men, who have been ashore for the Christmas holidays, coming in to ship after the first of the year.

Any of you fellows who like winter sports or have a little Eskimo in you probably wouldn't mind being here right now as we have had snow and plenty of cold weather. Down in Venezuela, however, it's a lot different picture, and the boys on the Sandcaptain are beefing about how hot it is. But on some of these chilly mornings I wish I were down there myself.

Had 16 Payoffs

During the past two weeks we paid off 16 ships, signed 6 on articles and serviced 18 in-transits. The Ann Marie (Bull) went into lay-up and the Beatrice (Bull) went into lay-up but came out again a few days later.

The payoffs, which were all in good shape with no major beefs on any of them, were as follows:

Jean, Beatrice, Emilia and Frances (Bull); Steel Worker and Steel Flyer (Isthmian); Madaket and Hastings (Waterman); Bradford Island, French Creek and Archers Hope (Cities Service); Seatrain New York, Georgia and Texas (Seatrain), and Trinity and Michael (Carras).

The ships signing on were the Steel Worker (Isthmian); Mankato Victory (Victory Carriers); Robin Wentley and Robin Doncaster (Seas Shipping), Madaket (Waterman), and Barbara Fritchie (Liberty Navigation).

Ships in transit were the Frances, Elizabeth and Edith (Bull); Seatrain Savannah and New Jersey (Seatrain); Alcoa Runner and Alcoa Pointer (Alcoa); Marymar and Massmar (Calmar); Eugenie (Oro); Northwestern Victory, Jefferson City Victory and Ames Victory (Victory Carriers);

Antinous and Beauregard (Waterman); Winter Hill (Cities Service); Steel Recorder (Isthmian), and Republic (Trafalgar).

Claude Simmons
Ass't. Sec.-Treasurer

\$\$\$

Lake Charles:

Shipping Holds Up As GS Tankers Take Men

Shipping has been holding up pretty well here in Lake Charles but we don't advise any of the brothers to rush down here expecting to get out in a hurry.

Calling in here during the past two weeks were the Council Grove, Government Camp, Winter Hill, Chihuahua, Cantigny, Logans Fort, Bradford Island, Archers Hope, Bents Fort and Salem Maritime, all of Cities Service. Over in Port



Daly

Neches, Tex., we had the Michael (Carras) and in Orange, Tex., we had the Val Chem (Valentine Tankers). Each of the above ships took some men, so all together we were able to ship 25 men.

At our last meeting, on January 28, M. Launey was chairman and Johnny Mitchell was recording secretary. Both men sail as pumpmen and both did a fine job at the meeting.

Daly Sails On Deck

For our Seafarer of the Week we nominate Brother Thomas J. Daly, who sails in the deck department. Brother Daly is always ready to help the Union any way he can while waiting for a ship, and also does a good job afloat as a department or ship's delegate.

We have finished tallying the votes cast here and have sent them to headquarters for tallying.

On the local labor front the AFL Painters Union has just had an injunction thrown at it to stop them from picketing a new plant that is going up here. This injunction has been slapped on them under the so-called "right-to-work" law and they have ten days to file an answer.

On the political front all is quiet, but we expect big noises any day now from all the boys who want to get into the race for the governor's chair.

Leroy Clarke
Lake Charles Port Agent

San Francisco:

Three Payoffs Due, Future Is Brighter

Although shipping in San Francisco was slow during the past two weeks, the outlook for the future is brighter because we expect three payoffs next week.

We had no payoffs or sign-ons during these past two weeks, but we did have six ships call in transit and were able to put some men on these. These ships were the

Steel Admiral (Isthmian), Portmar and Alamar (Calmar) and Maiden Creek, Fairport and Topa Topa (Waterman).

Men now on the beach include K. Hansen, V. McMahon, C.

Gates, T. Urbina, A. Begg, F. Votto, J. Goude, F. Hills, W. C. Kennedy, A. Snider, A. Brown, A. Nottage and K. Bryant.

In the hospital are M. Meigusoleloy, P. S. Yuzon, W. K. Singleton, J. Perriera, C. Neumaier, J. G. Kelly, F. Haigney, O. Gustavsen and C. Brown.

Tom Banning
San Francisco Port Agent

Houston:

European Grain Runs Spur Port's Shipping

Shipping continues to be very, very good in this port, primarily due to the fact that unscheduled ships are coming in here at the rate of about one a week to load grain for Europe. We don't know how long this will continue as the operators themselves don't have any advance information, but we do know that Ocean Transportation will have one C-2 paying off here and loading grain for Europe early next week.

During the past two weeks we paid off the Liberty Bell (Tramp Cargo) and Genevieve Peterkin, and these two ships signed on. In transit were the Seatrain New York, Texas and Savannah (Seatrain); Alice Brown (Bloomfield); Republic (Trafalgar); Del Viento (Mississippi); French Creek (Cities Service); Steel Director (Isthmian), and Madaket (Waterman).

Bloomfield Payoffs Due

During the next two weeks, in addition to the Ocean Transportation C-2, we have two Bloomfield payoffs scheduled.

All of our delegates attended the Central Trades meeting on January 18 and were very well received by that body.

A. (Frenchy) Michelet
Houston Port Agent

Norfolk:

Two Victory Carriers Pay Off And Sign On

During the past two weeks we paid off the Royal Oak (Cities Service) and Jefferson City Victory and Ames Victory (Victory Carriers). These three ships signed on and in transit were the Alcoa Roamer (Alcoa) and Steel Worker, Steel Flyer and Steel Recorder (Isthmian).

Although the "50-50" bill was supposed to go into effect January 1st, it has not affected the coal movement in Hampton Roads.

Ben Rees
Norfolk Port Agent

SIU HALL DIRECTORY

SIU, A&G District

- BALTIMORE..... 1216 E. Baltimore St. Earl Sheppard, Agent Eastern 7-4900
- BOSTON..... 276 State St. James Sheehan, Agent Richmond 2-9140
- HOUSTON..... 4202 Canal St. A. (Frenchy) Michelet, Agent Preston 6558
- LAKE CHARLES, La..... 1419 Ryan St. Leroy Clarke, Agent HEMlock 6-5744
- MOBILE..... 1 South Lawrence St. Cal Tanner, Agent HEMlock 2-1754
- NEW ORLEANS..... 523 Bienville St. Lindsey Williams, Agent Magnolia 6112-6113
- NEW YORK..... 675 4th Ave., Brooklyn HYacinth 9-6600
- NORFOLK..... 127-129 Bank St. Ben Rees, gent Madison 2-9834
- PHILADELPHIA..... 337 Market St. S. Cardullo, Agent Market 7-1635
- SAN FRANCISCO..... 450 Harrison St. Tom Banning, agent Douglas 2-5475
- Mary Brethoff, West Coast Representative
- PUERTO DE TIERRA, PR..... Pelayo 51-La 5 Sal Colls, Agent Phone 2-3996
- SAVANNAH..... 3 Abercorn St. Jeff Morrison, Agent Phone 3-1728
- SEATTLE..... 2505 1st Ave. Jeff Gillette, Agent Elliott 4334
- TAMPA..... 1809-1811 N. Franklin St. Ray White, Agent Phone 2-1323

- WILMINGTON, Calif..... 505 Marine Ave. Ernest Tilley, Agent Terminal 4-2074
- HEADQUARTERS..... 675 4th Ave., Bklyn. SECRETARY-TREASURER Paul Hall
- ASST. SECRETARY-TREASURERS Robert Matthews Joe Algina Claude Simmons Joe Volpian William Hall

SUP

- HONOLULU..... 16 Merchant St. Phone 5-8777
- PORTLAND..... 522 N. W. Everett St. Beacon 4336
- RICHMOND, CALIF..... 257 5th St. Phone 2599
- SAN FRANCISCO..... 450 Harrison St. Douglas 2-3353
- SEATTLE..... 2505 1st Ave. Main 0290
- WILMINGTON..... 505 Marine Ave. Terminal 4-3131
- NEW YORK..... 675 4th Ave., Brooklyn HYacinth 9-6600

Canadian District

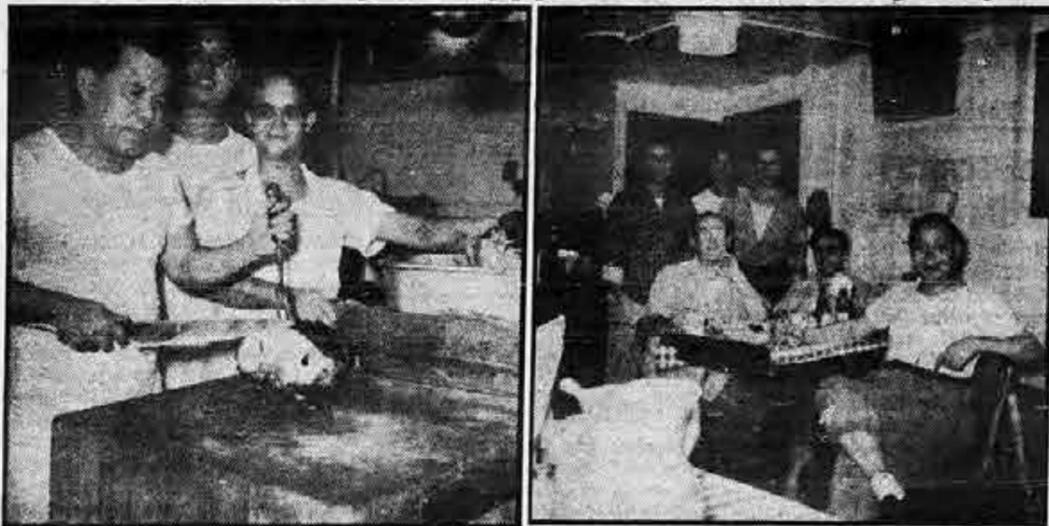
- MONTREAL..... 634 St. James St. West Plateau 6161
- HALIFAX, N.S..... 128 1/2 Hollis St. Phone: 3-8911

- FORT WILLIAM..... 118 1/2 Syndicate Ave. Ontario Phone: 3-3221
- PORT COLBORNE..... 103 Durham St. Ontario Phone: 5591
- TORONTO, Ontario..... 272 King St. E. Empire 4-5719
- VICTORIA, BC..... 517 1/2 Cormorant St. Empire 4531
- VANCOUVER, BC..... 298 Main St. Pacific 7824
- SYDNEY, NS..... 304 Charlotte St. Phone 6346
- BAGOTVILLE, Quebec..... 29 Elgin St. Phone: 545
- THOROLD, Ontario..... 52 St. Davids St. Canal 7-3202
- QUEBEC..... 113 Cote De La Montague Quebec Phone: 2-7078
- SAINT JOHN, NB..... 177 Prince William St. NB Phone: 2-5232

Great Lakes District

- ALPENA..... 133 W. Fletcher Phone: 1238W
- BUFFALO, NY..... 180 Main St. Phone: Cleveland 7391
- CLEVELAND..... 734 Lakeside Ave., NE Phone: Main 1-0147
- DETROIT..... 1038 3rd St. Headquarters Phone: Woodward 1-6657
- DULUTH..... 531 W. Michigan St. Phone: Melrose 2-4110
- SOUTH CHICAGO..... 3261 E. 92nd St. Phone: Essex 2-4419

Thanksgiving Day Is Happy Event On Gateway City



Thanksgiving Day was a happy occasion for the SIU crew of the Gateway City (Waterman) even though they were at sea, enroute from San Francisco to Pusan. Left, ham and turkey are prepared by (l-r) R. M. Peralta, ch. cook; F. Yoh, NC & B, and A. Sanchez, 2nd cook. Right, broad smiles of crewmen show how they welcomed Turkey Day fare. In back row (l-r) are Strickland, Yoh and D. Wagner. Seated are A. Rheingold, P. Gentile and T. Hong. Photos were taken by Tony Nottage, electrician.

SIU Sailing Brings Happy Ending To Long Search For His Lost Love

When Seafarer Charles E. Rawlings married Angelica Diaz in Puerto Rico, the ceremony marked the happy ending to a long search for love. And that happy ending was brought about largely because of his SIU sailing, Rawlings reports.

In a letter to the LOG, Rawlings tells the tale as follows:

"I enlisted in the Army in April, 1941, and because my father had spent many years in Puerto Rico as an engineer, I requested service there. As a result, I was assigned to the 25th Field Artillery Battalion at Henry Barracks, where I briefly met Angelica Diaz, the daughter of a retired Army sergeant with 32 years of service.

"I was only 17 years old then, and Angelica was just a schoolgirl," Rawlings writes, "but time went by and our friendship grew with the years.

"In 1943 I was sent to England, where I volunteered for airborne service. Angelica and I exchanged many letters but this correspondence ceased when I lost all my gear in Belgium.

"Then the war ended and after a few months of honor guard duty in Berlin I came home.

Joined SIU After War

"During the war I had met many merchant seamen, and so upon my return to Baltimore I was very happy to be able to join the SIU and start sailing myself with those swell fellows.

"My trips at sea eventually brought me to my favorite 'Isle of Paradise'—Puerto Rico," Rawlings says. "But I could not find Angelica and for some years I searched the island for a trace of my lost love.

"It wasn't until February, 1953, that I finally located Angelica, and the reunion with her and her family was of course a joyous one, celebrated by a fiesta at which roast pig, Spanish rice and beans and many other Spanish dishes were served."

Rawlings reports that he completed a trip around



Rev. Rafael Landron (back to camera) officiates as Seafarer Charles Rawlings is married to Angelica Diaz in Cayey, Puerto Rico. At extreme left is matron of honor, Senora Brunilda Nunez.

the world" aboard the Steel Chemist last October, then rushed back to his "Isle of Paradise" to bring the long story to its happy ending.

Married In November

That ending took place on November 27 when he and Angelica were married in Cayey, PR, where the couple now lives.

"The wedding itself was a quiet affair with only a few close friends and relatives present," Rawlings writes. "But after that there were five wonderful days of fiesta in San Juan where, from our window, we could see the ships coming and going. It was really a dream come true."

Also, he writes, he took many photos of the Steel Chemist's voyage 20, from last July to last October, and will be glad to send free enlarged copies to any of his shipmates who write him. His address is P. O. Box 531, Bo. Palo Seco, Cayey, PR.



OFF WATCH

This feature is designed to offer hints and information on hobbies, new products, developments, publications and the like which Seafarers may find helpful in spending their leisure-time hours, both ashore and aboard ship. Queries should be addressed to "Off Watch," SEAFARERS LOG, 675 Fourth Avenue, Brooklyn 32, NY.

The recent National Motor Boat Show in New York City was the sort of busman's holiday which all seamen—professionals as well as amateurs—could enjoy. Bulging with exhibits and new products catering to all boating tastes, the show featured knock-down, build-'em-yourself boat kits from under \$100 all the way upwards to a 51-foot Wheeler "walk-around" flush deck cruiser for close to \$90,000, fully equipped. Salesmen also filled a few order pads for larger craft running into six figures, in the purchaser's choice of woods, metals, colors, engines and assorted gadgets. In the way of other figures, experts noted that there are some 5.3 million pleasure craft of all sizes in the US, of which about 4.5 million are outboards.

Gadgets galore adorned the Motor Boat Show's exhibit spaces. For example, the sailor who is tired of sweating up the anchor could enjoy a fully automatic electric winch for weighing or lowering the hook which is controlled from a switch alongside the star steering wheel. He'd never have to go on deck except to wash off the flukes. They haven't invented a remote control gadget for that operation—at least not yet. Ideal Windlass Co., East Greenwich, RI, is the manufacturer... The sporting goods firm of Abercrombie & Fitch came up with a "battlexe" flag to signal when there's a lady aboard, which some thoughtful boatmen could put to a variety of uses. According to A&F's advertising blurb, the flag is an "affectionate way of signalling she's aboard. Could be the boys want selected company only in her presence... or a language curb on ship-to-shore radio." The nylon

flag, 12 in. by 18 in., features a red battleaxe on a blue field, and costs \$5.

A new development aiding the growing popularity of amateur boating is a sort of "pay-as-you-float" system offered by some banks and finance companies to appeal to folks unable to lay down spot cash on a purchase. With the boat field offering a new, virtually untapped source of business, the men with the money are now willing to finance up to two-thirds of the cost of a new or used boat and spread the payments out as much as three years.

For the man who wants to build his own boat, the Douglas Fir Plywood Association has issued a directory telling where plans for over 400 boats may be obtained, including basic measurements and characteristics. The directory is in four categories. One is for tenders, sailing dinghies, rowboats, outboards and outboard racers. Another has inboard and outboard runabouts and cruisers; a third is for sailing craft and a fourth for kit boats. Any one of the individual list can be gotten for a dime, and the entire directory for a quarter. The address is the Douglas Fir Plywood Association, Tacoma 2, Wash.

Two novels, both dealing with the problems of skippers of ocean liners, will come off the presses this month. On February 11, Harcourt, Brace & Co., will publish the "The Captain's Table" by Richard Gordon—a humorous story about a liner's captain whose previous command had been a tramp steamer. On February 28, Norton will publish an American edition of "The Liner," by the French novelist Edouard Peisson. This is about a luxury liner "doomed" by pressures on its captain.

LOG-A-RHYTHM:

God Makes All

By Daniel Taylor

To the Editor:

Some time ago I was a passenger aboard the Raphael Semmes (Waterman) and I was greatly impressed by the story of the bosun, Seafarer Julio Bernard who, as a child, had polio. I have written the following poem about Mr. Bernard, and I hope you will publish it in the SEAFARERS LOG for his Union brothers to see.

Daniel Taylor

There's a lad I know who works
at sea

Who's made a noble fight,
His shriveled, twisted limbs were
once

A most ungainly sight.

You'll never walk, they told him—
The fakers and the quackers,
You cannot grow, you will not
live—

You're just like crumbled crackers.

But he knew better. He knew God
was there

To help him on and on,
And though he cried 'till all
thought he'd died
His spirit was not gone.

Then one day as he did pray
God raised His wondrous Hand,
And the lad so bad no longer was
sad

For he walked around just grand!

Now, they say, he has his way
With those who sail the sea—
It must be so for this I know:
He had his way with me!

So it would be unkind to leave
behind

As noble a lad as this,
And not say at least a word
That all is not remiss.

For God makes all along the mall
Of life on sea or land,
And if you're there, just anywhere,
Most folks will understand.

So, bosun great, don't be late
When the Golden Roll is called,
For you know, as onward you go,
That none need ever be appalled.

Thus I'd leave you this, like a
maiden's kiss:
Forever hereafter think of me
When, before God, you're on some
foreign sod

Or sailing on God's boundless sea.

Quiz Corner

(1) With what history-making events are the names Bikini, Eniwetok, Alamogordo and Yucca Flats associated?

(2) If you were driving a car and saw a sign reading "Boston—1850, Chicago—960, Denver—790, Miami—1370," would you most likely be in (a) Dallas, (b) Detroit, (c) Los Angeles or (d) Washington?

(3) The first talking motion picture—it was produced in 1927—was (a) Birth of a Nation, (b) Hell's Angels, (c) The Jazz Singer, (d) A Quiet on the Western Front?

(4) Five times a certain number plus four plus one-third the number totals 52. What is the number?

(5) What ancient city was buried by ashes following an eruption of Mount Vesuvius?

(6) Johann Gutenberg is generally recognized as the inventor of (a) the cotton gin, (b) radio, (c) printing with moveable type, (d) the sewing machine?

(7) What vegetable is also called gumbo?

(8) What do the H's stand for in the name of the 4H Clubs?

(9) By what other name is a tricycle known?

(10) A man walked one-half of a mile at the rate of three miles per hour, and then caught a bus which took him three miles more at the rate of 10 miles per hour. How long did it take him to make the entire trip?

(Quiz Answers on Page 17)

Tells Of Death Of SIU Brother

To the Editor:

I am writing this to inform you that Brother Henry Grant, crew pantryman on the Alcoa Pointer, passed away recently after being taken off this vessel while it was at sea, enroute towards Mobile.

It was New Year's night and our skipper wired ahead to the Coast Guard for help.

When the CG cutter arrived, the medico boarded us and after looking Brother Grant over he decided he was too ill to remain aboard the Pointer until she reached Mobile, so he had him transferred to the CG ship.

Made Comfortable
I would like to say that while Brother Grant was on this ship our skipper, chief officer, chief engineer and all the crewmen did everything they possibly could to make him comfortable. When he was transferred, his belongings were itemized and put aboard with him, and later, when we learned he had died, a letter was written and sent to his next of kin.

Watching the care given to this man again made me feel very proud to be an SIU member sailing an SIU ship.

Leo Bruce

Gets Assistance, Could Use More

To the Editor:

I would like to thank ship's delegate H. M. Connell and the crew of the Del Viento for answering my appeal for help; also Mrs. W. G. McChesney of Baltimore.

As I wrote in the LOG once before, I am crippled due to a broken hip which never healed properly and am unable to do any work. Because of the length of time I was compelled to spend ashore, I do not have enough seetime to qualify for the disability benefit given by the Seafarers Welfare Plan.

I wish things were different and I could go back to work with my old shipmates, but that will never be.

Any of the brothers who feel they could help me in any way can get in touch with me at my home at 101 W. 69th Street, New York City.

Robert E. Quinn

Bradford Island Skipper Praised

To the Editor:

Just a few lines to let you know that Captain Iman, the skipper of the Bradford Island, is leaving this ship and we, the crew, think he rates a pat on the back. We have always found the captain to be tops in seamanship, efficiency and fairness. And, in fact, all of the officers on this ship are very good.

Jim Merrell
Ship's Delegate

LETTERS

GI Finds LOG Good Salesman

To the Editor:

Just thought I'd drop you a few lines to say "thanks" for sending the LOG to me here in Keflavik, Iceland, where I'm now finishing my third month of a 12-month hitch in the Army.

I called with the SIU for four years and would still be with it except that Uncle Sam decided I should work for him, so I went into the Air Force. So far it hasn't been too bad but the wage scales and working conditions I had in the SIU are certainly non-existent here.

See Things Differently

Some of these farm boys, however, don't see things the same way. Every once in a while they start talking about the advantages of being in the Army and they think it's wonderful that their wives can have babies in the Government hospital at such low cost.

When I tell them that Seafarers get a \$200 maternity benefit, plus a \$25 US bond for the baby, they only laugh—at least, they used to. But since the LOG has been coming to me some of them have read it, and now they ask me how they also can get into the SIU.

I want you to know I enjoyed every day I sailed with the SIU and I hope to be back with my old shipmates when I'm discharged. Thanks again for the LOG.

A3/c Elton T. Hayes
AF 14515224
932nd AC & W Sqdn.
APO 81, NY, NY.

Old Poem Honors Men Lost At Sea

To the Editor:

The sinking of the Southern Isles off Cape Hatteras three years ago with the loss of 17 men was indeed a catastrophe to the families of these men. And now 23 more families cannot look forward to a reunion with their loved ones because of the disappearance of the Southern Districts.

Families have mourned for men lost at sea since the beginning of history, and this was eloquently expressed centuries ago by the following poem, probably written for the lost crewmen of some Greek vessel.

The poem, entitled "An Inscription By the Sea," was written by Glaucus, translated by Edwin A. Robinson, and appeared in Robinson's book, "Captain Craig," published by the Macmillan Company of New York:

No dust have I to cover me,
My grave no man may show;
My tomb is this unending sea,
And I lie far below.
My fate, O stranger, was to drown,
And where it was the ship went down
Is what the sea-birds know.
(Miss) Irene M. Molloy



Johnny Baxter

Hopes Dad Will See His Photo

To the Editor:

I am Johnny Baxter and I will be three years old on February 12th and I am sending you a snapshot that my mommy took so you can put it in the LOG and maybe my daddy, who is Merton Baxter, and who is now aboard the Alcoa Pioneer in Yokohama, Japan, will see it and get a surprise.

Johnny Baxter

Thanks SIU For Hospital Aid

To the Editor:

I was discharged from the USPHS hospital in New Orleans on December 31 and I am writing this now to thank SIU Welfare Services for my Christmas bonus as well as my regular weekly hospital benefits. I also appreciate very much the courtesy of the Union's representatives who visited me in the hospital.

It is a pleasure and privilege to be a member of the SIU where any member can be assured of receiving the very best at all times.

In return, I think that we members should give our best to the Union at all times, and keep it the finest maritime union in the world.

Earl G. Garberson

Ask Publication Of Poetry Book

To the Editor:

We, the crew of the Trinity (Carras), have a suggestion we would like to pass on to the other members. We suggest that all the poetry published in the SEAFARERS LOG be published in book form, so that these books can be sent to friends and relatives.

Crew of the Trinity

Consoles Kin Of Lost Crew

To the Editor:

I would like to take this method of expressing my sincerest sympathy to the families and friends of the crew of the Southern Districts.

It is always heartbreaking to lose someone dear, but perhaps the families of these men will find some consolation in these stanzas which I have written. I call the poem "They Have Sailed Away"; They had chartered a course which we all must sail
Though our hearts are heavy and our courage fail.
They have sailed to the Port of No Return
Though their memory lingers and their loved ones yearn.
So think of them not as dead, I say—
They have not died but just sailed away.

M. Dwyer

Wants To Keep Up Ties To Union

To the Editor:

Although I retired my SIU book on January 25 to work ashore, I still would like to keep in touch with the many friends and shipmates I had during more than ten years of sailing SIU ships.

I would appreciate it if some of them would write to my new address, 102 Irvington Street, SW, Washington 24, DC. I shall be managing the Pacific Restaurant, a bar and grill in Washington, and can assure all my Union brothers of a warm welcome if they happen to drop in some time.

Since the SEAFARERS LOG is always a good way to keep in touch, please put me on the subscription list also.

P. L. Triantafillos

(Ed. note: The LOG will be sent to you regularly from now on).

Take Delegates' Jobs, He Urges

To the Editor:

At present I am serving as ship's delegate aboard the Bents Fort (Cities Service) and I am writing this because there is something I would like to bring to the attention of the membership.

I believe that all bookmen should take delegates' jobs and meeting positions at the meetings both aboard ship and ashore. In that way all the men would get an idea of these jobs and this would make it easier on the delegates or meeting officers who are serving at that particular time.

I also believe that these men, by having problems brought to them, would learn how these problems can be handled or be avoided, and thus would be able to avoid these pitfalls themselves.

No delegates would have to hold their jobs for very long periods of time if more men were willing to try their hands at them.

Robert M. Hammond.

Waists Spreading On The Antinous

To the Editor:

I am writing this because I thought that you might like to know that here aboard the Antinous (Waterman) there is now a serious discussion going on concerning the hefty waistlines that are beginning to blossom out all over the place. And our crack steward and his cooks and baker show no signs of letting up.

In fact, one of the brothers has recommended that we ask the company to put an extra boom on the gangway so the boys can be lowered to the dock when they arrive in New Orleans.

"Jeep" Cole

Snapped During Del Mar Voyage



Caught by the camera during a recent run of the Del Mar (Mississippi) are (l-r) Eugene Leonard, second electrician; Clyde Miller, bosun; Peter Valentine, ship's delegate; Jack Bates, crew cook, and Jake Cuccia, deck delegate.

Burly

This One's Got A Punch

By Bernard Seaman



PERSONALS

Angel Rosa
Contact Phillip Mitnick, 131 Schermerhorn Street, Brooklyn, NY.

Nesbett L. Morrison
Urgent that you contact your mother at 513 E. Brought Street, Savannah.

Francis Burley
Write your mother. She is worried over not hearing from you.

George Wise
Pick up your gear at the Railway Express office, Seattle, Washington.

Henry Doucette
Contact Jack G. Wilson, Hale Road, Route 1, Box 53, Forest Park, Ga.

Ex-SS Chamborine
Any member of crew of the above vessel from September 1, 1919, to March 23, 1920, please contact Henrik C. Jensen, Corps of Engineers, US Army, New York 33, NY. Urgent.

Auto For Sale
1953 Dodge Diplomat Coronet, hardtop, gypsy green, cream top. Has radio, heater, tint glass, directionals, 27,000 miles. Asking \$1,500. Gus Janavaris, New York. Phone Astoria 4-5889.

W. F. Elliot
Your mother is seriously ill. Urgent that you contact your sister, Mrs. F. E. Lester, in Chatham, Virginia.

Winners In A&G Voting Announced

(Continued from page 3)
trollman—Leo Marsh; Mobile joint patrolman—Harold Fischer; New Orleans agent—Lindsey Williams; New Orleans deck patrolman—Charles Tannehill; New Orleans engine patrolman—C. J. Stephens; New Orleans steward patrolman—Herman Troxclair; New Orleans joint patrolman—Paul Warren; Galveston agent—Ray Vaughan; Galveston joint patrolman—Charles Kimball.

In its report the tally committee—in response to an inquiry by a Seafarer on the ballot—made note of the fact that Ray White was quoted in newspapers declaring his involvement in an alleged murder plot against Paul Hall, incumbent secretary-treasurer, was a "smear" against him so as to diminish his chances in the election. The committee pointed out that at the time the news of the alleged plot broke, just before Christmas, 85 percent of the total ballots had already been cast.

This is the normal pattern in SIU elections whereby the bulk of the balloting takes place in the first couple of weeks. The last month's voting generally consists of men who have been out at sea on long runs.

The committee also reported that at no time in the course of the election, or during the tallying, was any protest filed as to the conduct of the voting in any SIU port.

Tallying committee members for headquarters were: Edgar Starns and William McDonald, deck; Bill Mitchell and Charles Stambul, engine; Ralph Ewing and Walter Heidy, steward.

SIU Headquarters Tallying Committee's Report

(Continued from page 16)

the voting procedure of the Union but as it is different from the custom and usage of the Union, wherein the ballots are ordinarily used from the lowest number up, the Committee thought that it should be brought to the attention of the Membership.

HOUSTON: At the start of voting on November 15th, the Port of Houston started issuing ballots from the top number down. After four ballots had been issued from the top, the Houston Polls Committee then realized that they were varied from the custom and usage of the Union wherein ballots were usually issued to the voters from the lowest number up. At this point it was brought to the attention of the Membership at the Houston Hall at that time and the four ballots already cast were thereupon voided with the four men who had cast these votes being issued new ballots and allowed to vote again.

In addition to the above, the Port of Houston failed to have a Polls Committee for the Port to sign the roster on the dates of November 16th and November 24th, 1954. On January 12, 1955, it was necessary for the Port of Houston to hold two Special Meetings for the election of a Polls Committee. One meeting was held at 9:30 AM and the other at 1 PM. The necessity arose for the second meeting from the fact that one of the Polls Committee members elected at the 9:30 meeting was shipped during the meantime.

Some write-ins will not be included in this report, for two reasons, mainly. The first, is that this Committee was not able to make out the name written in inasmuch as it was not legible. The second is that some ballots containing write-ins happened to be voided because the ballot on which they were written was illegally defaced.

CORRESPONDENCE: The following correspondence was received by the Headquarters Tallying Committee:

1. A letter from Charles Scofield—S-186, addressed to the Secretary-Treasurer, and turned over to us, without comment, immediately after our election. The letter reads as follows:

Dear Sir and Brother:

I recently paid off a ship and found out that because of some error, my name was not on the ballot for New York Engine Patrolman. As you know, I have been running for years, however, I no mistakes can happen and I don't want to raise any beef about this situation, or have any clerks fired, or anything like that. Therefore, I'm now withdrawing my name officially and I am not a candidate for any office or job in this election. Show this to the Headquarters Tallying Committee when they are elected and tell them I do not request to appear. There will be no need for any special vote because I withdraw as a candidate.

Fraternally,
CHARLES J. SCOFIELD
S-186

2. A letter from Lindsey Williams, the Port Agent of the Port of New Orleans, was also received. That reads as follows:

January 26, 1955.
Headquarters Tallying Committee
SIU, A&G District
675—4th Avenue
Brooklyn, New York

Dear Sirs and Brothers:

On December 23, 1954, toward the close of the balloting period in the District wide elections, which began on November 15 last, and ended on January 15, newspapers reported that New Jersey police had nipped a plot to murder

Paul Hall, Secretary-Treasurer of the A & G District. Several arrests were made and people are being held.

Following the appearance of the story in the newspapers, the Tampa Tribune, on December 25, reported that one of the candidates on the ballot, Ray White, stated that the plot was "rigged" by Hall to smear him (White) and then added that the murder plot had "hurt his chances badly."

As a union member and one who ran on the ballot, I am interested in knowing whether White filed any complaints with respect to the election and its conduct with the duly constituted and elected membership tallying committee, and whether his statement that the murder plot "hurt his chances badly" have any validity. I am asking this question of the committee because it has all of the balloting data and reports and can therefore tell whether there was any mathematical chance that the results of the election could have been altered or changed by any development occurring on December 23, almost six weeks after balloting began and when, based on previous experience, the heaviest portion of the vote would have been cast.

I would deeply appreciate an answer from the committee to this question which I consider has great importance.

Fraternally,
LINDSEY WILLIAMS.
W-1

Comments and Recommendations Pursuant to Article XIII, Section 5 (b) of The Union Constitution

1. With respect to the letter from Scofield, we find that his name should have been included on the ballot. Further check reveals that what happened was, in making out the stencil, some typist, unfortunately, left out his name. However, in view of brother Scofield's letter, and his official withdrawal as a candidate, we recommend that no further action be taken in this regard, and that the thanks of the Membership be given Brother Scofield for his Union spirit.

2. With respect to the correspondence from Brother Williams, this Committee does not feel that it should answer individual questions from individual members but should confine its actions solely to the report, as provided in the Constitution. However, the matter raised by Brother Williams is of great importance. This Committee has no way of knowing what a member thinks of when he casts his ballot, and does not officially care about that, either. Therefore, how the attempted murder affected those voting is not this Committee's concern. However, since this Committee has personal knowledge, by inspecting all the files and election material, that the election was run in a manner which should give pride to every Union man, it will not let go unchallenged any comment that reflects in any way upon the fact that, in this Union, every member is guaranteed the right to cast his ballot secretly and without pressure of any kind. We have no evidence to indicate anything to the contrary. We have had no protests, written or oral, of any kind, from anybody. We have no evidence of any kind to suggest that anything but human errors entered into the very few and tiny discrepancies that were uncovered and these are dealt with as per the constitution. With respect to the ballots cast, the votes received by the victorious candidates for every office or job speak for themselves, as do the differences in the votes received. We have no further comment to make on that.

As of December 23, 1954, our count shows that 83.2% of the

votes had already been cast. Therefore, apart from the fact that there is not the slightest evidence, or even the hint of evidence, or even a formal protest, with respect to any "plot," it would have been impossible for the vote on who was to be secretary-treasurer to have been affected.

3. This Committee recommends as follows:

(a) No further action be taken with respect to the way that Boston packaged the rosters, inasmuch as this had no effect whatever upon the balloting, or the validity of the ballots cast.

(b) The fact that the Port of Philadelphia did not have uniform signatures on the voting rosters for November 15, 1954, is immaterial. In fact, there is no constitutional requirement for that anyhow, and we cannot see how that affects the voting. Therefore we recommend no further action be taken here too.

We recommend that the voiding of the whole day's voting for the Port of Philadelphia, of January 11, 1955, on which three ballots were cast, be upheld. Manuel Caldas—C-385, voted on January 10, 1955. His later vote on January 11, 1955, was illegal. He should not have been allowed to vote, and the voiding of the three ballots cast on January 11, 1955, was, in our opinion, proper.

(c) We recommend that the action of voiding a single ballot cast on December 1, 1954, in Miami, be upheld. The Constitution plainly states that no voting shall take place unless a Polls Committee is elected. Since no Polls Committee was elected on that day, the ballot should not have been cast and should be deemed void.

(d) With respect to the voting in Tampa on November 19, 1954, Agent Ray White, of the Port of Tampa, called for the election of a Polls Committee, at a meeting started at 8:30 AM. The Constitution requires that it be called no earlier than 9:00 AM. However, in view of the fact that no evidence has been presented to indicate that anything was involved but an ordinary error, it is recommended that the ballots cast on that day remain in the tally, as they are now.

(e) In New Orleans, on November 16, 1954, the rosters show 101 ballots cast. Also, the New Orleans Port Tallying Committee tallies 101 ballots. However, when the ballots reached New York, this Committee found only 100 ballots. We have no doubt that, since 101 ballots were actually cast and tallied in New Orleans, the difference in one is accounted for by some packaging error. This one ballot could not possibly have any effect, and we recommend that the totals of the other 100 ballots be included in the tally, as they are now.

(f) Lake Charles issued their ballots from the highest number down instead of from the lowest number up. We recommend that no further action be taken on this because there was no other irregularity and the Constitution does not provide for any particular way of giving out the ballots. However, it is recommended that, in future general elections, instructions be issued by the membership to the effect that all ballots be issued from the lowest number up.

(g) With respect to Houston, we recommend that four ballots cast be honored even though they are cast a second time. The reason for this is that the first four ballots were voided, and that it was not the fault of the voters that this situation took place. The previous recommendation with respect to Lake Charles should take care of such incidents in the future. We

have no evidence to indicate that anything but an honest mistake was involved. In any case, it was a very small error of no real effect.

We recommend no further action be taken with respect to the failure of the Port of Houston to have the Polls Committee sign the roster on the dates of November 16th and November 24, 1954. We find nothing wrong with the January 12, 1955, procedure of the Port of Houston and recommend that no further action be taken thereon.

(h) We recommend that the procedure on write-ins followed by this Committee be upheld, inasmuch as it is impossible to count write-in votes where the name written in is illegible. If a man wants to write in a name, he ought to do so clearly, if he wants his write-in to be effective.

4. Finally, this Committee finds that there have been no protests written or otherwise, with respect to the conduct of the election, that the balloting took place in strict accordance with the Constitution, and that what errors were made, were all of no importance, and of no measurable effect, but, nevertheless, were dealt with in accordance with the spirit of the Constitution, small as those errors were. This Committee wishes to thank the Employees at Headquarters for their cooperation and assistance and wishes to congratulate this Union for conducting an orderly, honest and democratic election.

5. The Official Tally of this Committee, including the official breakdown of the write-in votes, is annexed to this report and made a part of it. Subject to the appropriate action of the membership at the "Election Report" meeting, it represents the basis for the action called for in Section 6 of Article XIII of the Constitution.

Dated: February 3, 1955.

Fraternally Submitted
By the undersigned Headquarters Tallying Committee:

- W. McDonald, M-921—Deck Dept.
- W. Mitchell, M-22—Engine Dept.
- W. Reidy, R-4—Steward Dept.
- E. Starns, S-728—Deck Dept.
- C. Stambul, S-578—Engine Dept.
- R. Ewing, E-128—Steward Dept.

Quiz Answer

- (1) They all have been testing sites for atomic and hydrogen bomb explosions. Alamogordo and Yucca Flats are in the US; the others are islands in the South Pacific.
- (2) Dallas.
- (3) The Jazz Singer, with Al Jolson. The first motion picture with sound was Don Juan (1926) which featured a synchronized musical score, but no spoken dialogue.
- (4) Nine.
- (5) Pompeii.
- (6) Printing with moveable type.
- (7) Okra.
- (8) Head, heart, hands and health.
- (9) Velocipede.
- (10) 28 minutes. It took him ten minutes walking and 18 minutes by bus.

Puzzle Answer

SEE	RAM	CASES
INE	IRA	OVATE
DOLLARS	DOVER	
ESSO	OTTAWA	
STEER	SNYS	
SHEER	RIP	NAP
PURSER	PANAMA	
AGO	EAT	LEHAR
TOMS	NAMER	
ACADIA	VEST	
TENOR	LIBERTY	
ANGLE	ONE	IAN
READS	RED	ERE



Seafarer Niels Nielsen (left) cashes in \$200 maternity benefit check at headquarters. At right is Nielsen's wife, Louise, and three "SIU benefit babies": Thomas, born July 18, 1952; Michael, January 6, 1955 and Robert, September 18, 1953.

One Trip Paid Double Benefits

Seafarer Niels Nielsen is the latest Seafarer-father to put in for his third maternity benefit, with the birth of Michael K. Nielsen on January 6, 1955. What's more, Nielsen collected two benefits on the basis of his seetime on a single SIU ship.

Nielsen explained that he had shipped on the Steel Fabricator, August, 1953, and his second son, Robert, was born in September of that year. When he got off the ship on January 18, 1954, he presented his discharges and collected the maternity benefit.

After that, Nielsen ran into some illness at home and has had to stay ashore in the past year. So when Michael came along this January 6, his old discharge from the Fabricator was the latest one he

had to qualify for the benefit.

At that, Michael's arrival came within 12 days of the deadline, since his eligibility under the SIU Welfare Plan would have expired on January 18, 1955.

Was Early Qualifier

Nielsen's oldest son, Thomas, was born on July 18, 1952, making him one of the early qualifiers under the Union plan that went into effect as of April 1, 1952. The three Nielsen sons have all been

born within a 30-month period.

Nielsen is all squared away now, and expects to ship out again shortly. Meanwhile he is hard at work fixing over a house he bought for the growing family out in Freeport, Long Island.

The 27-year-old Seafarer, who sails as carpenter, has been sailing with the SIU since 1946. He's married six years now, having met his wife, Louise, while he was a patient at the Staten Island hospital and she was a nurse there.

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:

Michael Orvil Collins, born December 20, 1954. Parents, Mr. and Mrs. Thomas M. Collins, Pontiac, Michigan.

Michael Kenneth Nielsen, born January 6, 1955. Parents, Mr. and

Mrs. Niels F. Nielsen, Jr. Freeport, New York.

Marsha Darleen Fillingim, born December 31, 1954. Parents, Mr. and Mrs. Marshall Fillingim, Chickasaw, Alabama.

Valerie Lynn Keddy, born December 22, 1954. Parents, Mr. and Mrs. Donald Keddy, Newark, New Jersey.

John Michael Singh and Harry Chandu Singh, born December 14, 1954. Parents, Mr. and Mrs. Surat Singh, Philadelphia, Pa.

Harry Lopez, born December 21, 1954. Parents, Mr. and Mrs. Albert Lopez, Miami, Florida.

Debra Lynn Allen, born December 17, 1954. Parents, Mr. and Mrs. James Allen, Newport News, Virginia.

Patricia Ann Rountree, born October 23, 1954. Parents, Mr. and Mrs. Horace Rountree, Thunderbolt, Georgia.

Brenda Ann Laird, born October 25, 1954. Parents, Mr. and Mrs. Harold E. Laird, Parksley, Virginia.

Ricardo Gonzalez, born November 21, 1954. Parents, Mr. and Mrs. Jesus Gonzalez, Texas City, Texas.

Deborah Deon Barbour, born December 16, 1954. Parents, Mr. and Mrs. George Barbour, Bayou La Batre, Alabama.

Patricia Lynn Anderson, born December 30, 1954. Parents, Mr. and Mrs. Walter Anderson, Prichard, Alabama.

Johnnie Michael Broadus, born December 3, 1954. Parents, Mr. and Mrs. Johnnie Broadus, Springhill, Alabama.

Douglas Charles Singleton, born November 9, 1954. Parents, Mr. and Mrs. Harry H. Singleton, Ozone Park, New York.

Pamela Jean Murphy, born December 16, 1954. Parents, Mr. and Mrs. William Patrick Murphy, Culver City, California.

SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS REPORT ON BENEFITS PAID

From 1-17-55 To 1-28-55

No. Seafarers Receiving Benefits this Period	256
Average Benefits Paid Each Seafarer	100.66
Total Benefits Paid this Period	86,172.16

WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	5,825.00
Death Benefits	32,500.00
Disability Benefits	2,100.00
Maternity Benefits	3,200.00
Vacation Benefits	42,547.16
Total	86,172.16

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950*	4,321.50
Death Benefits Paid Since July 1, 1950*	115,417.85
Disability Benefits Paid Since May 1, 1952*	75,920.00
Maternity Benefits Paid Since April 1, 1952*	331,400.00
Vacation Benefits Paid Since Feb. 11, 1952*	4,054,883.19
Total	4,219,086.54

* Date Benefits Began

WELFARE, VACATION PLAN ASSETS

Cash on Hand	702,375.59
Vacation Welfare	512,243.51
Estimated Accounts Receivable	186,949.20
Vacation Welfare	173,760.80
US Government Bonds (Welfare)	1,730,496.88
Real Estate (Welfare)	227,731.15
Other Assets - Training Ship (Welfare)	119,060.97
TOTAL ASSETS	3,644,827.09

COMMENT:

During the month of December the Plan paid out eight DEATH BENEFITS making a total for the year as of December 31, of 166. The Plan also paid out 1,028 HOSPITAL BENEFITS making a year to date total as of December, of 11,047. The amount of MATERNITY BENEFITS paid out for the month of December was sixty-five which gives the Plan a year total of 601. There were 202 DISABILITY BENEFITS paid during the month which gives a year to date total of 1,727.

Submitted 1-31-55

Al Kerr, Assistant Administrator

Name Your Beneficiary

IN ORDER TO ASSURE PROMPT PAYMENT OF THE SIU WELFARE PLAN'S DEATH BENEFIT TO THE PERSON YOU NAME AS BENEFICIARY, ALL SEAFARERS ARE URGED TO FILL OUT A BENEFICIARY CARD. THESE CARDS ARE AVAILABLE AT ALL SIU HALLS. IF YOU WISH TO CHANGE YOUR BENEFICIARY (YOU CAN NAME ANYONE YOU WISH), FILL OUT A NEW CARD AND DATE IT. THE CARD WITH THE LATEST DATE IS THE ONE THAT COUNTS.



Ring In The New Year



New Year's Day gift to this Seafaring family was George Gilbert Glass, who first saw the light of day the afternoon of January 1, 1955. George's dad, John, and mother, Helen, look on while he gives voice to his feelings. Dad missed out by a few hours on having another tax exemption for full-year of 1954, but the \$200 SIU maternity benefit plus \$25 bond offered ample consolation.

SEEIN' THE SEAFARERS

With WALTER SIEKMANN



There's good news from the Washington front for all Seafarers in and out of the hospitals. It seems this year the budget requests include money to keep the Public Health Service hospitals open. As a matter of fact, the Government is asking Congress for a little bit more than the hospitals got last year.

This isn't the end of the matter by a long shot since Congress still has to vote the funds. There probably will be hearings on the matter but it looks pretty good from here, since the administration is now backing the hospitals.

In any case the SIU will keep all the brothers posted on the latest developments, and if there is any future beef about the hospitals you can be sure that your Union will be in there swinging.



Godfrey

One of the brothers who has been in the hospital for a mighty long time is Estell Godfrey. He's been laid up at Staten Island ever since July, 1953, with a broken hip. Before that, he spent several months in a hospital in Yugoslavia. Now, the people at the hospital have built a frame for his leg so Godfrey can get out of bed and move around a little. He's able to get up for his meals which is a big relief after being confined to the sack for so long.

Brother James Mitchell expects to be in the hospital for a few weeks recovering from a slipped disc in his spine. Mitchell got the back injury while splicing a mooring line on the Eugenie. He was bosun aboard her. Seafarer Charles Allardice had to get back in the hospital again. He was fireman on the Seatrain Texas when he developed an infection.

One of those little bugs that the doctor calls a virus put the skids under Seafarer Chee Mohat last week, but he expects to be as good as ever in a couple of days. Mohat was AB on the Angelina when the bug struck. Seafarer Domingo Gual who was OS on the Steel Vendor went into the hospital January 13 to have his ticker checked up.

A touch of arthritis has put Seafarer Ernest Ramirez out of action for the time being. Ramirez was deck maintenance on the Beaugard on his last trip. He went in on January 18. Ira Sundt, who was pumpman on the Queenston Heights is getting a once over for his stomach trouble. J. R. Velasquez hurt his hand around New Year's and went into the hospital on January 3. He was oiler on the Citrus Packer on his last trip.



Ramirez

All of these brothers as well as anybody else in the hospitals, would welcome a letter or a visit from their old friends. So if you have time, don't forget to think of your shipmates who are laid up.

Seafarers In Hospitals

- USPHS HOSPITAL STATEN ISLAND, N.Y.**
 Hussien Ahmed, Joseph Malone, C. H. Allardice, Perfecto Mangual, Carl C. Boreallino, Abdul G. Mohamed, Carl A. Carlson, Chee Mohat, Jar Chong, A. J. Muller, George T. Coleman, Robert Purvis, Antonio Colon, George H. Robinson, John J. Doherty, Jose Rodriguez, Adolf Eliasson, Matti Ruusukallio, George W. Flood, Leon Ryzop, William A. Gardner, Ira A. Sandt, Estell Godfrey, Olav W. Seim, Lonnie Hall, Victor Shavroff, Fred Hauser, Joseph St Laurent, William R. Horne, Sidney D. Turner, Vincent Jones, Samuel L. Vandal, David B. Kaim, Justo H. Velasquez, K. W. Kelly, James Waldron, Clarence E. Lord, Thomas J. Ward, Donald McShane, Clifford Womack
- USPHS HOSPITAL SAN JUAN, PR.**
 Juan Soto
- USPHS HOSPITAL MANHATTAN BEACH, N.Y.**
 Fortunato Racomo, Arthur Lomas, Frank W. Bemrick, Joseph D. McGraw, Claude F. Blank, A. McGuigan, Robert L. Booker, Vic Milanzzo, Joseph G. Carr, Melvin O. Moore, John J. Driscoll, D. F. Shuglano, Bart E. Guranick, G. E. Shumaker, Taib Hassen, Robert Sizemore, Thomas Isakson, E. H. Smallwood, John W. Keenan, Henry E. Smith, Ludwig Kristiansen, Harry S. Tuttle, Frederick Landry, Renato A. Villata, James J. Lawlor, Virgil W. Wilmoth, Kaarel Leetmaa, Chee K. Zai, James R. Lewis
- USPHS HOSPITAL GALVESTON, TEXAS**
 C. Dudley, William G. Trice, Benjamin Grice, John T. Watt, Lee Parker, Charles B. Young, Murray A. Plyler, Clarence Bertrand, Harold W. Sweet
- USPHS HOSPITAL NORFOLK, VA.**
 C. D. Anderson, Frank Hall, R. J. Caldwell, Joseph Morgan
- USPHS HOSPITAL SAVANNAH, GA.**
 John R. Bailey, Angelo J. Martins, E. G. Brewer, C. L. Middleton, Fred N. Buckner, James A. Miller, W. O. Cunningham, J. T. Moore, Allen D. Edenfield, John H. Morris, Rufus L. Fields, Frank F. Nelson, Albert W. Lima, Guillermo Pena, Jimmie Littleton, Ernest H. Webb
- USPHS HOSPITAL BOSTON, MASS.**
 Frank Alasavich, Alfred Hancock, Joseph Fawcett, George A. Woodell

- HARBOR GENERAL HOSPITAL LOS ANGELES, CALIF.**
 Thomas F. Galvin
- USPHS HOSPITAL BALTIMORE, MD.**
 Thomas Ankerson, Joseph G. McKreth, Ernest Atkins, Thomas Mungo, Jessie Baugher, George Olive, Byrd Burbee, Colon Rose, Jessie A. Clarke, Robert W. Scales, Leo Dwyer, John R. Schultz, Louis Firlie, William Simmons, Joseph Gill, Raymond Smith, Gorman T. Glaze, James Stathis, Russell R. Henry, James Walker, John R. Klemowicz, William Warmack, Timothy Less, Albert L. Willis, George B. Little, John Zohli, Robert G. McKnew
- USPHS HOSPITAL SAN FRANCISCO, CALIF.**
 Charlie Brown, M. Megusoglu, Wayne T. Center, C. J. Neumaier, Olav Gustavsen, Joseph Pereira, Francis Haigney, W. S. Singleton, Paul E. Huggins, P. S. Yuzon, John G. Kelly
- USPHS HOSPITAL SEATTLE, WASH.**
 M. H. Whitehead, William H. Kramer, Lester J. Haag, Mike Michelik, S. Johannessen, Rosendo Serrano
- USPHS HOSPITAL FORT WORTH, TEXAS**
 Benjamin Diebler, Virgil L. Harding
- USPHS HOSPITAL NEW ORLEANS, LA.**
 William Aplin, Leo Lang, Mack J. Acosta, Henry McKinney, Charles W. Barnett, Vincent Michel, Julian B. Barrett, Raymond Normino, George W. Books, Alfonso Olaguibel, S. C. Carregal, William D. Ott, Clarence Cobb, Kenyon Parks, Ernest N. Cochran, Aurelio Patango, Warren Currier, Fred Peterson, Robert S. Cutrer, Randolph Koteliff, Robert Dewey, Darrell Riley, Eric Eklund, Mitchell Rodriguez, Jal R. Ellis, Benjamin Seal, Fred Fagan, Wade Sexton, Leo Fontenot, Antonio Solis, Miles C. Foster, Henry Sosa, Richard Gralick, Walter Soubry, William Grimes, Lonnie R. Tickle, Kristian Gunderson, James E. Ward, E. T. Hardeman, Earl L. Hodges, Howard Williams, Herman Holmes, L. R. Williamson, Charles Jeffers, V. L. Williamson, Richard Johnson, Edward Woods, Konstant Kaim, W. E. Wright, E. G. Knapp

Beneficiary Cards Speed Payments

Death benefit payments have already been made to the beneficiaries of eight Seafarers who perished on the Southern Districts, but the other six are being held up because of failure of the men to fill out beneficiary cards.

As a result, the next of kin have to secure appointments from the various states in which they reside as administrators of the estates of the deceased. Letters substantiating these appointments will have to be sent to the offices of the Seafarers Welfare Plan at 11 Broadway in order for the payment to be processed.

The Welfare Services office is assisting these beneficiaries in obtaining appointments as administrators, but procedure differs in various states. In any case, the procedure means unavoidable delay in collecting benefits. The delay is painful to many families because they are in financial distress and need the money in a hurry.

The failure to fill out beneficiary cards also raises the question of who is to be the beneficiary. If

there is a wife, the matter is clear cut, but where men were unmarried, or possibly divorced, it is not so simple.

Procedure for Change

If any Seafarers have not filled out a beneficiary card in the past or want to change their beneficiary they should ask the Union representative in any port for the card. The two minutes spent in sitting down and filling it out properly are positive assurance of protection for the Seafarer's family.

If for any reason the Seafarer wants to change his beneficiary—because of marriage, divorce, death of the previously-named beneficiary, birth of children or other reasons—all he has to do is fill out a new card and date it.

The latest card filled out is the one that determines who the beneficiary is.

Wives and other beneficiaries of Seafarers should know that once this card is filled out there is no need for any legal action to collect the benefit. All that is required is a death certificate and a discharge from an SIU ship in the 12-month period prior to the Seafarer's death.

Wives should also know that they are entitled to a Social Security benefit and a monthly pension for themselves and their children in the event of their husband's death. They can get information on this from any Social Security field office. Or if they prefer, Welfare Services can get the information for them.

FINAL DISPATCH...

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and the \$2,500 death benefits are being paid to their beneficiaries:

Thomas T. Nichols, 30: Brother Nichols was lost at sea aboard the MV Southern Districts, which was last heard from on December 6, 1954. Brother Nichols joined the SIU in 1944 in New Orleans and had been sailing in the deck department. He is survived by his wife, Vendell Nichols of Mt. Olive, Mississippi.

James B. Sellers, 29: Brother Sellers was lost at sea aboard the MV Southern Districts, which was last heard from on December 6, 1954. He had been a member of the Union since 1944, joining the SIU in New York, and had been sailing in the deck department. He is survived by his mother, Mrs. Allie Lee Barger of Savannah, Ga.

Samuel B. Thomas, 35: Brother Thomas was lost at sea aboard the MV Southern Districts, which was last heard from on December 6, 1954. Brother Thomas joined the union in New York in 1951 and had been sailing in the steward department. He is survived by his wife, Mrs. Lena Belle Thomas of Thomson, Georgia.

William T. Cooper, 27: Brother Cooper was lost at sea aboard the MV Southern Districts, which was last heard from on December 6, 1954. Brother Cooper joined the SIU in 1951 in Savannah and had been sailing in the engine department.

Louie B. Cook, 53: Brother Cook of Mobile was lost at sea aboard the MV Southern Districts, which was last heard from on December 6, 1954. He had been a member of the Union since 1953, when he joined the SIU in Mobile and had been sailing in the engine department. He is survived by his wife, Lillie Cook of Mobile, Ala.

James H. Brandon, 38: Brother Brandon was lost at sea aboard the MV Southern Districts, which was last heard from on December 6, 1954. He joined the Union in 1942, in New York, and sailed in the

steward department. He is survived by his wife, Mary T. Brandon of Galveston, Texas.

Purdum A. Morris, 30: Brother Morris was lost at sea aboard the MV Southern Districts, which was last heard from on December 6, 1954. He had been a member of the Union since 1944, joined in New York, and had been sailing in the steward department. He is survived by his mother, Floyce Morris of Fordyce, Ark.

Vincent Jones, 54: Brother Jones died of natural causes at the USPHS hospital in Staten Island, New York on January 13, 1955. He had been sailing as a chief electrician aboard SIU ships since 1951 where he joined the Union in Philadelphia. Place of burial was Holy Cross Cemetery in Brooklyn, New York. Brother Jones is survived by his son, Vincent P. Jones, Jr. of Brooklyn, New York.

Hurlbut McDonald Free, 37: Brother Free died on December 29, 1954, at the Maimonides Hospital in Brooklyn of natural causes. Burial took place at the Evergreen Cemetery in Portland, Maine.

Larry Williams, 53: One of the first members of the SIU, joining the Union in 1938, in Savannah, Brother Williams died on January 19, 1955, in the Graduate Hospital in Philadelphia. Place of burial was Charleston Cemetery in South Carolina. He is survived by his sister, Lucy Williams Cain of the Bronx, New York.

Clinton Partello, 67: Brother Partello died of a head injury on December 24, 1954, in the Virginia

Hospital in Roanoke, Virginia. Place of burial is not known. Brother Partello joined the Union in 1944 in New York and sailed in the steward department. He is survived by a niece, Virginia Huck of Roanoke, Virginia.

John Daniels, 36: Brother Daniels was lost at sea aboard the MV Southern Districts, which was last heard from on December 6, 1954. Joining the Union in 1953, in New York, Brother Daniels had been sailing as an OS. He is survived by his wife, Mrs. P. Daniels of Conway, South Carolina.

Durard Dewey Shaw, 46: On December 24, 1954, Brother Shaw died of pneumonia in New Orleans. Place of burial is not known. A member of the SIU since 1939, joining in New Orleans, he had been sailing in the steward department. He is survived by his wife, Mrs. Alma Shaw of New Orleans, La.

Robert H. Shell, 40: Sailing in the deck department on SIU ships since 1951, when he joined in Mobile, Brother Shell died in George, Mississippi, on December 19, 1954. Place of burial was Pine Crest Cemetery in Mobile, Alabama. He is survived by his wife, Lucille Shell of Mobile, Alabama.

Gustavus Eklund, 57: Brother Eklund died in the Staten Island USPHS hospital on December 1, 1954, of natural causes. Place of burial was Rose Hill Cemetery in Linden, New Jersey. Brother Eklund joined the Union in New York in 1951 and had been sailing in the steward department. He is survived by his wife, Mrs. Ruth Eklund of Galveston, Texas.

NO LAWYERS NEEDED

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

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

1952-1955

\$ 4,000,000 BIRTHDAY

The SIU VACATION PLAN



It's only a slight exaggeration to say that Seafarers today are \$4 million richer than they would have been without the SIU Vacation Plan. The \$4 million paid out since the SIU won the first industry-wide vacation plan three years ago virtually represents the difference between it and the old-style vacation system.

Under the old way, Seafarers collected vacation money only if they stayed as long as a year in the steady employ of a single company. Since the overwhelming majority of seamen go from ship to ship, most of them never collected a nickel in vacation pay. Even those who were eligible found they had difficulty collecting from the company.

All the short-changing of Seafarers has been ended by the SIU Plan. With the operators contributing to a central kitty for each day's work, the Union made sure that every Seafarer would get exactly as much vacation money as he had coming to him. Further, the Union-administered Plan was set up so that seamen could collect vacation pay as often as four times a year.

All a man has to do is present 90 days' worth of discharges for sea and port time at any Union office and fill out a simple application. His check is forthcoming in short order.

To top it off, the SIU Plan now offers the highest benefits, \$176 a year.

No wonder the Vacation Plan's third anniversary means "Happy Birthday" for all working Seafarers.

Seafarers Int'l Union • A & G District • AFL