

# 3 SEAFARERS WIN SIU SCHOLARSHIPS

## Member's Son Also 6G Winner

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**Draws Cheers.** Winner of an award for drawing in the Third Annual SIU Art Contest, Seafarer James Byrne (left) is congratulated by former shipmate Adolph Kubacki at headquarters meeting June 16 where winners were announced. (Story on Page 2.)



**Last Trip.** One of three Seafarers awarded \$6,000 four-year college scholarships under the SIU Welfare Plan, Seafarer Ed Larkin retrieves his gear out of the headquarters baggage room for one last trip before returning to school in the fall. He made job of chief electrician on Wacosta (Waterman) on June 22, the same day this year's awards were announced by the Welfare Plan trustees. (Story on Page 3.)



**Payoff.** At left, flanked by former shipmates, Seafarer Guillermo Ortiz (center) displays check for some of the back pay owed him by Bull Lines under the new SIU dry cargo agreement, which made wage boosts retroactive to last October 1. The check, for about \$18, covered time on just one ship operated by that company. Onlookers are Egbert Goulding (left), and Ramon Aguinar. (Story on Page 2.)

# Seafarer Art Winners Named; 12 Get Awards

Winners in the Third Annual SIU Art Contest were announced last week, bringing the 1954 art competition among Seafarers to a close. An even dozen awards were made, several of which were presented in person to the winning Seafarers at the headquarters branch membership meeting June 16 to the cheers of several hundred Seafarers present.

The winners in each contest category are as follows:

**Oils**—John Tarkov and Leif Hope, tied for first prize. Special awards to Norman Maffei, Mariano Gonzalez, Hans Skalagaard and G. L. Pitour.

**Handicrafts**—Alfred Pfeifer, first prize. Special awards to James

Lewis and Antonio Diaz. Drawings—Keith Sawvel, first prize. Special award to James Byrne.

**Watercolors**—Leif Hope, first prize. (There were no special awards in this class due to the limited number of entries in the division.)

Prizes awarded to the contest winners are sterling silver cigarette lighters emblazoned with

SIU lapel crest emblems and engraved with each man's name and award.

The winner of a first prize in two contest categories, Hope came away with two of the 12 prizes awarded. He was a second-prize winner in oil paintings in both the 1952 and 1953 contests. Gonzalez copped third prize in oils in 1952, while Maffei and Skalagaard tied for third last year.

Judging of the entries, which were on display for a full week in a roped off section of the shipping hall at SIU headquarters, took place on the afternoon of Tuesday, June 15, and was conducted by a three-member panel of experts. The panel included Mrs. Hertha Wegener, assistant curator of paintings at the Brooklyn Museum; Jerome Snyder, art director of "Sports Illustrated," published by Time-Life Inc., and Bernard Seaman, SEAFARERS LOG art editor.

Seafarers curious about the outcome, including several of the entrants, watched closely as the judges carefully studied the entries arrayed on tables and mounted on two walls of the hiring hall. After they had determined the top awards in each contest category, and pinned the first prize blue ribbons on each, they next turned to the decision on special awards.

It had been decided earlier that due to the overwhelming number of oil paintings submitted for the contest, the bulk of the awards would be concentrated in that category. Accordingly, half the awards went to oil paintings, in-

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Headquarters membership signifies approval of dry cargo contract as negotiated by standing vote at last membership meeting.

## These 24 Seafarers Made Art Contest

As sponsors for the third year of the annual SIU art contest, the editors of the LOG take this opportunity to thank the SIU men who entered the contest on behalf of the Union membership, and give them a hearty "well done." The following is a full list of the 24 men who entered the 1954 contest:

**John Antonson** (drawings and handicrafts): A member of the Sailors Union of the Pacific since 1945, shipping in the deck department, he is a native of Finland, born in 1904. His drawing was a pencil sketch of a sailing ship; the handicraft entry was a model of the SS Marine Arrow.



Antonson

### Sails Black Gang

**Robert Beale** (oils): Sailing in the engine department, he has been a member of the SIU since 1947. Born in Rangoon, Burma, in 1924, he now makes his home in New York City. His paintings were studies of Oriental figures.

**James F. Byrne** (drawings): Winner of a special award in drawings, this Staten Island, NY, Seafarer is

a native of England, born in 1895.

Sailing in the steward department he has been a member of the SIU since 1944. His prize was for his detailed pen and ink drawings of railroad locomotives. He was a railroad fireman in England at one time.



Beale

**Antonio Diaz** (handicrafts): Presented with a special award in handicrafts for a picture of a bowl of flowers fashioned out of terry-cloth material, Brother Diaz had been hospitalized at the USPHS hospital at Manhattan Beach, Brooklyn, NY, until May 21. Sailing in the steward department, he has been a member of the SIU since 1944 and lives in NY.



Diaz

currently lives in NY. Gonzalez won third prize in oils in the 1952 SIU contest.

**John K. Holakai** (handicrafts): Sailing in the deck department with the SUP, he was born in Honolulu, Hawaii, and joined the SUP in 1945. He is currently hospitalized at the USPHS hospital, Manhattan Beach, Brooklyn, NY. His contest entry was a set of hand-made place mats.

**Leif Hope** (oils, watercolors): Tied for first prize in oils and winner of first prize in water-



Gonzalez

### LOG 24 Pages

Readers of the SEAFARERS LOG will note that this issue has been trimmed down to 24 pages instead of the usual 28, but with no loss in the news, picture or feature material that combines to make the LOG one of the finest labor newspapers in the country.

## Freight Pact Ratified; Tanker Talks Begin

The SIU formally called on the tanker operators to open negotiations on a new tankship agreement last week, as the Union membership on all coasts cast a unanimous ratification vote or the new freight contract completed earlier in the month. The old tanker agreement expired last September 30.

Meanwhile, several SIU-contracted freight companies have already returned signed copies of the new freightship pact to the Union, which formally went into effect the date of the membership ratification, June 16. Some ships have already signed on under the new base pay and overtime rates, which are retroactive to October 1, 1953.

All crews which signed on

freight ships after the June 16 date will be paid off under the new scale. In addition, Seafarers who have shipped with freight companies since October 1, 1953 are due for a bundle of retroactive pay, amounting in several ratings to well over \$200. The companies are currently readying lists for the payment of back pay, full information on which will be carried in the SEAFARERS LOG.

Money provisions of the freight agreement call for a six percent boost for all ratings earning \$340.73 or more and a new overtime rate of \$1.98. Ratings earning \$298.49 and up to \$340.73 will be getting a four percent increase and an overtime rate of \$1.94 per hour.

A special feature of the agreement gives firemen parity with oilers and FWTs in the wage scale so that they will now be earning \$314.41 per month and \$1.94 per hour for overtime. Entry ratings, those earning less than \$298.49, get a two percent increase, with overtime boosted to \$1.51.

An additional feature of the new pact, which provides for improved working rules in all departments, plus revisions in some of the general rules, including new provisions for crew comforts, calls for special rates for the key ratings of bosun, carpenter and chief electrician on Mariner-type ships, which are also retroactive to October 1. The new scale gives the key ratings on these vessels extra pay ranging from about \$47 for bosuns, to \$11 for carpenters. The key job of chief electrician will draw an

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## New Dry Cargo Wage Scale

Rating	Old Scale	New Scale	Increase	New Overtime
<b>DECK DEPARTMENT</b>				
Bosun (Mariner)	\$378.00	\$447.00	\$69.00	\$1.98
Bosun	378.00	400.68	22.68	1.98
Carpenter (Mariner)	353.85	*386.00	32.15	1.98
Carpenter	353.85	*375.08	21.23	1.98
AB Maintenance	330.75	343.98	12.23	1.94
Quartermaster	302.32	314.41	12.09	1.94
Able Seaman	302.32	314.41	12.09	1.94
Ordinary Seaman	239.40	244.19	4.79	1.51
<b>ENGINE DEPARTMENT</b>				
Chief Electrician (Mariner)	470.99	518.09	47.10	1.98
Chief Electrician	470.99	499.25	28.26	1.98
2d Electrician	438.76	465.09	26.33	1.98
Unlicensed Jr. Eng. (Day)	380.97	403.83	22.86	1.98
Unlicensed Jr. Eng. (Watch)	340.74	361.18	20.44	1.98
Plumber-Machinist	390.96	414.42	23.46	1.98
Deck Engineer	359.32	380.88	21.56	1.98
Engine Utility	345.96	366.72	20.76	1.98
Evaporator Maintenance	321.46	334.32	12.86	1.94
Oiler	302.32	314.41	12.09	1.94
Oiler-Diesel	327.13	340.22	13.09	1.94
Watertender	302.32	314.41	12.09	1.94
Fireman-Watertender	302.32	314.41	12.09	1.94
Fireman	286.99	314.41	27.42	1.94
Wiper	288.53	294.30	5.77	1.51
Reefer Engineer (When 1 carried)	438.76	465.09	26.33	1.98
Reefer Engineer (When 3 carried)				
Chief	404.69	428.97	24.28	1.98
First Assistant	359.94	381.54	21.60	1.98
Second Assistant	333.37	346.70	13.33	1.94
<b>STEWARD DEPARTMENT</b>				
Chief Steward (Mariner)	368.16	390.25	22.09	1.98
Chief Steward	368.16	390.25	22.09	1.98
Chief Cook	340.74	361.18	20.44	1.98
Night Cook & Baker	340.74	361.18	20.44	1.98
Second Cook	312.76	325.27	12.51	1.94
**Third Cook	298.49	310.43	11.94	1.94
Messman	237.57	242.32	4.75	1.51
Utilityman	237.57	242.32	4.75	1.51

\* Receives \$20 additional a month if required to provide own tools.  
\*\* When passengers are carried will be rated as Second Cook and be paid wage of \$325.27 per month.

## Sea Ceremonies Honor Furuseth

The memory of Andy Furuseth, father of US maritime unions, will be honored in August when a wreath, shipborne from New York, is dropped into the North Sea near his birthplace of Romedal, Norway.

The wreath was picked up last week by the skipper of the Empire State Training Ship—Captain Alfred F. Olivet, who was a personal friend of Furuseth—and will be dropped approximately August 2.

Furuseth was born March 12, 1854 and died January 22, 1938.



The panel of educators who sifted the scholarship applications and came up with recommendations for the four winners are shown studying the qualifying material submitted on behalf of all the applicants several hours before the awards were announced on June 22. Pictured (l-r) are: C. William Edwards, director of admissions, Princeton University; Elwood C. Kastner, registrar, New York University; Miss Edna M. Newby, director of admissions, New Jersey College for Women, Rutgers University; F. D. Wilkinson, registrar, Howard University, and Bernard Ireland, assistant director of admissions, Columbia College, Columbia University.

# 3 Seafarers, Son Of SIU Man, Win 6G Scholarships

Three rank and file Seafarers, and the son of a Seafarer who has compiled a brilliant scholastic record have been selected by a committee of educators to receive the four \$6,000 four-year college scholarships awarded annually by the SIU. Seafarers Seymour Wallace, Ed Larkin and Wallace M. Simpson, and Jack Game, son of Seafarer Eddie E. Game, were chosen from 16 candidates after careful scrutiny of their records.

In the event one of the successful candidates drops out, the committee has selected two alternates as replacements.

Committee members representing five different colleges and universities were enthusiastic about the quality of all entrants. Competition was keen all the way, with the win-

ning candidates coming up with excellent scores on College Entrance Board examinations and presenting fine records of past scholastic achievement.

### Must Register

It is now up to each of the candidates to be accepted by an accredited college or university in order to qualify for the first year's scholarship payments. Their records will then be reviewed, year by year, to determine if they are eligible for the full four year subsidy.

The trustees' meeting of next month will take up the question of whether to continue aid for the four winning candidates of last year, as at that time they will have a full report on their first year of study.

### All-Around Excellence

Scholarship winner Jack Game, son of Seafarer Eddie S. Game, presented a brilliant all-around record in his successful bid for an award. Recently graduated from Swain County High School in North Carolina, Game was easily the school's outstanding student. He stood first in his graduating class of 73 and came close to a straight "A" average in all courses.



Game, Sr.

He was captain of the school's basketball team which won a local conference championship, and was a member of the all-conference tournament team. In addition he was a baseball and football letter man, president of the senior class, president of the student body, co-editor of the school yearbook, and president of every class he was in from the first year through the fourth.

His father sails in the steward department and has been on SIU ships since 1946. In the past year he has been sailing regularly on Ore Line ships out of Baltimore.

### Lived In China

Seafarer Wallace M. Simpson of Riverbank, California, who sails as AB and deck maintenance out of the West Coast, also presented a fine record. The 23-year-old Seafarer lived in Peking, China, for 8½ years with his missionary parents. Then on returning to the States he attended Sparrows Point High School in Sparrows Point, Maryland where he graduated in the upper ten percent of his class. He was editor of the school newspaper, editor in chief of the school annual and manager



Simpson

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## Permanent '50-50' Bill Gets Senate Okay, Goes To House

WASHINGTON.—The proposal for a permanent "50-50" law moved a big step closer to actuality as the Senate voted overwhelmingly in favor of the legislation. The bill now goes to the House of Representatives where action has to be taken before adjournment if the bill is to become law this year.

In the form passed by the Senate, the bill is stronger in many respects than the "50-50" provisions that have been tacked on a variety of foreign aid bills year after year. And the fact that it provides for a permanent American policy that at least 50 percent of Government-financed cargoes should be transported on US vessels is of itself a great step forward for the "50-50" principle. As it stands at present, the bill

would apply both to Government-financed cargoes originating in the United States and to offshore purchases made by the Armed Forces and other Government agencies overseas. Up until now such offshore purchases, which are considerable in amount, were generally handled on foreign-flag ships.

Further, the bill would apply to cargoes purchased by foreign nations where the US has committed itself to pay the dollar equivalent of the cost of the cargoes.

However, before reporting the bill to the floor, the Senate Committee on Interstate and Foreign Commerce eliminated one controversial provision that would have allowed up to 100 percent of such cargoes to move on US ships under certain circumstances.

The bill was originally introduced by Senator John Butler,

Maryland Republican, who expressed his satisfaction with the text of the amended measure. He declared that the basic policy of the bill as it stands "would incorporate into permanent legislation what has been proclaimed by Congress in the Merchant Marine Acts of 1920, 1928 and 1936."

### May End Problem

Up until now, Congress has had to act on the "50-50" principle seven different times and on each occasion it has passed by overwhelming majorities. Each time, the State Department and foreign shipowners have lined up against the principle and the SIU and other US maritime unions have fought strongly to have the bill approved. If the current proposal passes, it will mean there will be no future problems along these lines.

## Senate Group Calls Halt To Transfers

The campaign of the SIU and other US maritime unions for a strong US merchant marine received a definite boost this week when the Senate subcommittee on Water Transportation put the damper on a plan to allow further transfers of US ships to foreign flags.

In a long-awaited report on the

subject, the subcommittee told the Maritime Administration—which has been seeking an okay of the transfers—that it would be "premature" to allow any large segment of the American merchant fleet to be transferred to foreign flags until it had had a chance to consider granting subsidies to tramp operators.

### Recommends Aid

The Department of Commerce recently recommended direct aid to qualified tramp lines. Pending legislation to this effect, the subcommittee urged the MA to "act cautiously, yet justly" in ruling on applications for foreign transfers.

The subcommittee did not advise a flat "no transfer" policy in cases of alleged extreme hardship, but said the national interest must always be considered. In this it agreed with the views of the maritime unions that foreign transfers, even though coupled with operating restrictions, do increase competition with US-flag vessels.

The subcommittee has been investigating the question of transfers since late last March, following the MA's relaxation of transfer rules the month before.

With both the shipowners and the MA clamoring for the transfer approvals, the SIU and other sea unions went on record as unalterably opposing them.

## Win 2-6% Pattern On Seatrains

Following the pattern established in the new contract with dry cargo companies, the Union has completed a separate agreement with Seatrain Lines which now awaits the members' ratification.

Like the new contract with the dry cargo companies, the Seatrain agreement calls for increases ranging from two to six percent in wages and overtime for all unlicensed personnel, with all money gains retroactive to October 1, 1953. There are also similar improvements in working and general rules, including new provisions for money draws in foreign ports.

Wage increases, ranging up to six percent, bring the basic monthly wages of unlicensed personnel to the following:

Boatswain, \$408.18; carpenter, \$382.58; AB maintenance, \$351.48; quartermaster, \$321.91; AB cardeckman, \$321.91; OS, \$251.69.

Electrician, \$511.75; deck engineer, \$420.00; engine utility, \$374.22; oiler, \$321.91; watertender, \$321.91; fireman, \$321.91; wiper, \$301.80.

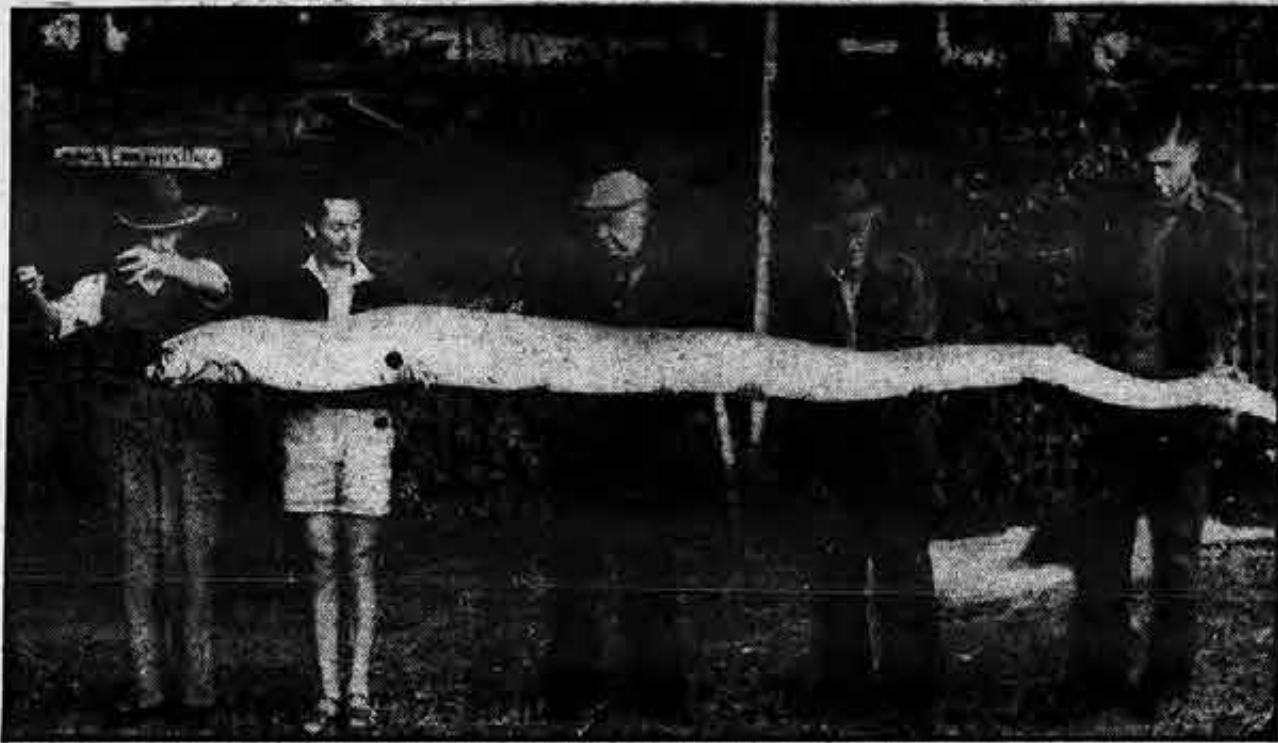
Steward, \$402.75; chief cook, (Continued on Page 21)

## Champ Visits Old SUP Shipmates



A former member of the Sailors Union of the Pacific, Carl "Bobo" Olson, world's middleweight boxing champion, is pictured on a recent visit to SUP headquarters in San Francisco to talk over old times with some of the men he sailed with back in 1946. The group (l-r) includes (front, at desk): Olson, Patrolman Bill Mendez, Assistant SUP Secretary Harry Johnson; (rear), Arthur Benjamin, SUP building manager; Jack Dwyer, chief clerk; and Patrolmen A. J. Pawlick and Al Maniscalco.

No, It Isn't A Sea Serpent, Exactly



No, the snake-like creature shown above isn't a sea serpent, although the amateur fisherman who hooked the 12-foot baby off Sydney, Australia, thought it was. Curator of fishes at Australian Museum later identified it as oar fish, sometimes growing 40 feet long. Men holding fish are not identified.

Mobile Port Improvements Set

MOBILE.—The Port of Mobile, Alabama, will benefit from \$2,809,000 proposed by the Government for three separate projects in the area. The House of Representatives recently passed and sent to the Senate a bill authorizing a \$26,951,000 Army ammunition depot in the Point Aux Pins vicinity, about 25 miles west of Mobile. This terminal will have a 20-mile ship channel, connecting with the Gulf of Mexico.

Subcommittees of the House recently approved a \$5,788,000 harbor improvement program for Mobile along with a \$70,000 small

boat harbor near the entrance to the Mobile Ship Channel.

Rep. Frank W. Boykin of Mobile said he is certain the Senate will pass the ammunition depot bill. Then the next step will be to appropriate the money for the project.

Four Changes

As for the Mobile Ship Channel, four major improvements have been recommended by the Army Corps of Engineers. These were all approved by the House Public Works Subcommittee. They are:

Enlarging the Mobile Harbor bar channel to a depth of 42 feet and a width of 600 feet. It is now 36 feet by 450 feet.

Enlarging the main channel in Mobile Bay to 40 feet deep and 400 feet wide. It is now 32 feet by 300 feet.

Deepening the Mobile River channel to 40 feet and establishing

a turning basin opposite the Alabama State Docks.

Widening the present channel from 700 feet to 800 feet under the highway bridge and establishing a turning basin 40 feet deep and 1,400 feet long just south of this bridge.

The improvements were proposed since larger ore freighters and oil tankers are planning to use the port within the next two years, Rep. Boykin said.

U. S. Steel's Tennessee Coal and Iron Division recently opened a new ore terminal at Mobile and the company plans to import South American ore with new carriers, now being constructed.

Full Coastal Runs Planned By Waterman

The Waterman Steamship Company has announced that it plans a full, two-way intercoastal service if it gets permanent authority from the Interstate Commerce Commission to operate eastbound service from California to New York and Boston.

At present, Waterman has permanent rights to bring cargo from Washington and Oregon to North Atlantic ports, but not from California, and is operating on a temporary certificate from that area. In practice, the company has been bringing ships back from the Far East and then running them intercoastal back to the East Coast. It has also been operating a limited intercoastal service between Philadelphia and points south and the West Coast with a return to Puerto Rico and the East Coast up to the Quaker City.

Granting of a permanent certificate on the California to North Atlantic run would enable the company to operate an express service to California from New York and back, and pick up the slack from dwindling Far East cargo operations.

The Waterman attorney arguing the case pointed out that one major operator, American-Hawaiian, has discontinued eastbound service recently. Waterman's application is being opposed by American President Lines and Luckenbach.

As I See It . . .

Paul Hall



FROM TIME TO TIME YOUR UNION HAS EMPHASIZED THE need to remain vigilant at all times even though past successes might have the tendency to make the Union lower the guard. But it has been shown time and again when the occasion arises, that the shipowner will do his best to try to whittle away the gains that have been won for seamen in the past by their Unions and by those who were concerned with the welfare of the seaman.



One instance of this kind of thinking on the part of the shipowner is a bill now in Congress to repeal an 82-year-old law dealing with seamen's wages. The law now provides that a seaman taking an offshore berth is entitled to a month's wages plus earnings in the event he is fired without cause before a month is up. This bill was written back in the days when it was the common thing for skippers and shipowners to take any kind of action to keep a seaman from collecting money that was due him.

Become Anxious

Now it appears that the shipowners have suddenly become anxious about this law for some reason, although they lived with it without a complaint for 82 years, and an effort is being made to amend it accordingly.

It appears there are very few instances in which the present law would apply in the light of today's conditions, but the shipowner apparently is out to chip away this little bit of protection just the same.

Naturally, your Union, along with other maritime unions, is opposing this move, and is confident that Congress will see no need to amend the law at the present time.



EVER SINCE THE McCARRAN IMMIGRATION ACT WAS PASSED, your Union has found that some companies have been reluctant to ship the alien membership of this Union. Indeed, the law does contain provisions which can make it difficult for all concerned in the event the alien is detained on board by the Immigration authorities. But this is something that the industry has to live with and your Union is prepared to live with accordingly.



It's been maintained by this Union that the alien brother who has been sailing regularly as a professional seaman on SIU ships is entitled to the same shipping privileges as all other Seafarers receive, within the limits imposed by the Governmental regulations. We have proceeded on that basis accordingly and shipped aliens in the usual manner as before.

Tried Dump Job

Recently out in the port of Seattle the skipper of one ship made quite a to-do about five Seafarer-aliens aboard and tried in the worst way to dump them. When he found that the Union would not go for that kind of thing, he posted a notice on the bulletin board denouncing the alien seamen in general and attempting to arouse the American-citizen Seafarers on that ship against the alien seamen in their midst.

It's pretty obvious to any Union man that this kind of a tactic is the old "divide and conquer" game that has been used in the past as a means of weakening unions. As far as the SIU is concerned, your Union will continue to maintain that the alien brother who has participated in this Union's beefs, sailed this country's ships during time of war and other emergency, lived up to the contract and to the other obligations of membership is entitled to the same job protection and consideration as that given to any other Seafarer in this Union.



ONE OF OUR BROTHERS WHO ATTRACTED A GOOD DEAL OF attention last year by crossing the Atlantic singlehanded is back at it again according to reports received at headquarters from his shipmates.

Brother Olavi Kivikoski last year showed his skills at seamanship by taking a small fishing schooner under sail from New York all the way to his native Finland. Now, the crew of the Warrior reports that Kivikoski has gotten off the ship and left for his native Finland in order to make the eastbound crossing under the same conditions.

As any Seafarer knows, the North Atlantic is a tough ocean to handle even in a good sized merchant ship, and it requires a good deal of skill to handle matters under sail. We certainly wish Brother Kivikoski the best of luck and good sailing weather on his return trip attempt.



NEXT ISSUE, IN ACCORDANCE WITH AN ESTABLISHED UNION practice, the SEAFARERS LOG will carry a reprint of the SIU constitution so that the membership will have an opportunity to re-acquaint themselves with the document under which the Union is governed. It has been Union policy to reprint the constitution every six months, and to follow up with a full report to the membership of all trials and appeals that have been conducted by membership committees during the six-month period.

The present SIU constitution has been in effect for over a year and a half, since the membership by referendum vote approved comprehensive changes in the document drafted originally in 1939. It has during that period proved its worth to the membership and assured smooth and efficient Union operation at the same time. The test of time has shown that the SIU constitution has lived up to all expectations and proved a very satisfactory basic law by which the Union operates.



Permits Apply For Membership

The membership has voted to admit 15 permit card holders each month to membership in the SIU. Permits who wish to apply for membership can get their application forms in any SIU hall. The fifteen men will consist of five from each ship's department and will be screened by a membership committee in headquarters.

BROTHER CHAIRMAN!

Three rank and file Seafarers took charge of the last Savannah, Georgia, port meeting and ran things off in efficient fashion. Taking charge of the chair was Seafarer Ernest Bryant, a native of Georgia and a resident of the port city. Bryant, who sails in the deck department, was born on March 17, 1919, and has been sailing as a Seafarer since 1943.

Recording Secretary Rupert Pierce of Sneads Ferry, North Carolina, has appeared in this corner before. He's 26 years old and joined the SIU in the Port of Baltimore on November 29, 1947. He sails in the engine department.



Fricks

Veteran Seafarer Arthur Fricks was the meeting's reading clerk. Fricks joined the SIU a couple of months after it was founded, signing up on January 11, 1939, in Savannah. He too comes from Georgia and lives in the city. He's 51 years old, married, and sails in the deck department on SIU ships.

The Lake Charles, Louisiana,

meeting saw Terrence M. Jones of Charleston, South Carolina, in the chair, and Damon Newsome of Franklin, Texas, as recording secretary. Jones came into the SIU via Savannah on April 20, 1944, which makes him a ten-year man in the Union. He's a deck department man. Newsome, who is 31 years old, was born in Texas and joined the Union at about the same time as Jones, on March 24, 1944. He's married and sails in the deck department.

Seafarer Floyd Fritz was chairman, and William M. Jenkins was recording secretary at the last Baltimore port meeting.

Fritz joined the SIU in Baltimore eight years back on March 2, 1946. He comes from Ohio originally but now has settled down in Baltimore. He is 28 years old and married. Jenkins was born in North Carolina December 21, 1909, but now has his family in New York City. He joined the Union in New York way back on February 2, 1939.



Jenkins

# Top of the News

**TRUMAN AND PETRILLO 'SEND' 1,100 MUSICIANS**—Former President Harry S. Truman, on the piano, and James C. Petrillo, playing trumpet, staggered through their first rendition of "Hall, Hall, the Gang's All Here" in "entertaining members at the national convention



Ex-President Harry S. Truman and James C. Petrillo of the Musicians Union whoop it up at union convention.

of the American Federation of Musicians, AFL, held recently at Milwaukee, Wis. Their first performance was more or less on the sour side. The pair laughed at their miscues and suggested another try. This time Mr. Truman's solid left hand and the union chief's trills on the trumpet won an ovation from the 1,100 delegates.

**WILL REVEALS EX-GOVERNOR'S \$300,000 EMBEZZLEMENT**—The will of former New Jersey Governor Harold G. Hoffman, who died June 4, contained a sworn affidavit confessing the embezzlement of \$300,000 from the bank of which he was president, it was disclosed by his daughter. The defalcation took place between 1936 and 1938. The former governor also stated that half that sum had been paid in blackmail to a state official, now dead, whose name he did not reveal. The confession has touched off an investigation into other possible manipulations of state funds by the ex-governor.

**CHURCHILL AND EDEN MEET WITH IKE JUNE 25**—Prime Minister Winston Churchill and Foreign Minister Anthony Eden are scheduled to arrive here for a meeting June 25 at the White House with President Eisenhower and Secretary of State John Foster Dulles to review tensions in the US-British alliance. The announcement came at a time when the British feel all possibilities at Geneva have been exhausted. The conference will explore ways and means of dealing with the critical Communist advance in Indochina.

**REVOLT IN GUATEMALA**—Troops under the command of Col. Castillo Armas have risen to take over the government of Guatemala. The action followed in the wake of the Guatemalan army's demand on President Jacobo Arbenz Guzman to make a firm decision on governmental policy toward communism. Minor skirmishes between the rebels and government forces have taken place throughout the country. The well-equipped army's attitude toward the fight may well decide the eventual outcome of the rebellion.

## YOU and the SIU CONSTITUTION

YOUR RIGHTS AND PRIVILEGES AS SIU MEN ARE GUARANTEED BY YOUR CONSTITUTION. THIS FEATURE IS DESIGNED TO ACQUAINT YOU WITH THESE RIGHTS AND PRIVILEGES.

From Article XIII, Section 6 "Before assuming office, every officer, port agent, and patrolman shall take the following oath: 'I do solemnly swear that I will faithfully execute the duties of . . . of the SIU, and I will, to the best of my ability, protect and preserve the Constitution of this Union and the welfare of the membership.'"

Every elected official upon assuming office must take this oath, which he is required to obey completely. Any violation of the oath would lead to immediate disciplinary action under the terms of the Union Constitution.



# Line Seeks Two Mariners For Ocean Passenger Use

WASHINGTON.—A bid to take two Mariner-type ships off the Government's hands and convert them for trans-Atlantic passenger operation is likely to get some thoughtful consideration from the Maritime Administration.

Reviving a two-year effort launched during the pre-Korean War period, Arnold Bernstein Lines, a foreign-flag operator at present, has come forward with the first concrete plan for new US-flag passenger operations between Europe and the US. The plan would at the same time put to use at least two of the new high-speed Mariner vessels, most of which will be lying idle altogether within a short time.

The Bernstein proposal, the newest attempt by the company to enter US-flag passenger operations since its earlier effort was doomed by the start of the Korean War in 1950, calls for the company to undertake conversion of two Mariners to one-class passenger liners on a charter-basis. The ships would operate on the North Atlantic run, the same as was planned for the first plan put forth between 1948 and 1950.

### Sought Army Transport

At that time, Bernstein sought to obtain Government authority and subsidies for a conversion job on two idle Army transports to run between New York, Antwerp and Rotterdam. The outbreak of the Korean fighting in June, 1950, with bids practically awarded for the conversions, doomed that effort right there.

The ships, both P-2 type transports, were 17,000 gross ton vessels with speeds of about 20 knots. The Mariners are smaller, but can manage even better speeds, making them even more desirable for passenger service.

Planned for a potential of 850 one-class passengers per trip, plus



Ship operator Arnold Bernstein, who is seeking approval for charter of two Mariners in passenger service, is shown here with his wife entering court where he is testifying on his suit against the Holland-America Line.

passenger cars and other cargo, the converted Mariners would give considerable boost to lagging US-flag passenger operations, with no new vessels building or planned at this time.

The lack of passenger ships available for possible fast troop transport in wartime has up to now found no sympathetic ears among existing US-flag operators. Bernstein, meanwhile, is currently involved in court action aimed at

voiding a 1939 sale of two ships to Holland-American Lines formerly operated by his own Red Star Line.

## Seafarer Set For New Solo Atlantic Trip

Seafarer Olavi Kivikoski, who made a singlehanded eastbound crossing of the North Atlantic last summer in a 30-foot sailboat, has left for Finland to take a crack at a westbound crossing, according to his shipmates on the Warrior (Waterman).

Crewmembers said that Kivikoski



Kivikoski

paid off the ship in Mobile, Alabama, with the intention of flying over to Finland and trying to duplicate last year's feat when he made a trip of 4,500 miles from New York to Kemi, Finland, a voyage that took him approximately 4½ months. The biggest leg of the journey from New York to Den Helder, Holland, took him 67 days.

On his return to the States, Kivikoski was undecided whether or not to attempt a duplication of his 1953 trip.

Also on the agenda for his Finland trip was a meeting with a Helsinki publishing firm through which he had arranged for publication of a book on his voyage of last summer.

# Alabama Vote Spurs 'Right To Work' Repeal

MOBILE—Heartened by primary run-off results in Mobile County, trade unionists here were hopeful the next session of the State Legislature will repeal Alabama's anti-union shop law.

The second primary resulted in a clean sweep for labor-endorsed legislative candidates from Mobile when John Tyson and Otto Simon were nominated to the lower house. Democratic nomination is tantamount to election in Alabama.

Garet Van Antwerp previously had won nomination to the Alabama Senate with trade union support. He defeated former State Senator Tom Jackson who successfully introduced the anti-union shop measure—the so-called "right-to-work" law—in the legislature.

Michael T. Murphy, another candidate favorable to labor's cause, also won nomination to the Alabama House in the first primary. The anti-union shop law was an issue in all legislative races in Mobile County.

James E. Folsom, who won the gubernatorial nomination, also has put himself on record against the law. Folsom is credited with having the support of the majority of the legislature, giving rise to optimism that Alabama will be the first state in the Deep South to repeal the anti-union shop law and other anti-labor legislation that has been enacted in recent years.

Circuit Judge Robert Ervin and Tax Assessor Bert E. Thomas were other candidates who won nomination with AFL union support, in

which the SIU here took an active and leading part.



VISIT OUR AIR-CONDITIONED BARBER SHOP TODAY—AT SIU HQRS., 675 FOURTH AVENUE BROOKLYN

## USPHS Has Last Say On Duty Slip

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

**Lunch Party Underneath Hudson River**



Members of the concrete industry in New York are shown enjoying lunch served to them in one of the concrete boxes supporting the new Pier 57. The floor of the box is 24 feet below river level.

**Tug Trip Real Roller Coaster**

An off-beat kind of a job came up on the board at headquarters recently when Seafarers were asked to crew a deep sea tug from Mobile which is under contract to the Marine Allied Workers, an affiliate of the SIU of North America. As a result, seven Seafarers manned the unlicensed department of the tug and three of them, unprepared for the rolling and pitching of a little 75-footer, had to confess to seasickness during parts of the voyage.

Ordinarily, the tug would have been crewed by the MAW out of the Gulf, but since the tug happened to be up North and picked up a job in the New York area, Seafarers were called on to man her under the reciprocal job arrangement which exists between all SIU affiliates. This calls for members of other SIU affiliates to get a call on jobs in the event the particular SIU branch to which the ship is contracted hasn't men available to man her.

The tug jobs were a one-trip affair that arose when somebody needed a tug in a hurry to tow a barge with a 50-ton heavy lift from Bermuda to Perth Amboy, New Jersey. The tug happened to be in lay-up for some time at the Perth Amboy drydock and consequently was available for the job.

Seafarer Mike Miller, who sailed on her as chief cook, described the

voyage this way: "She rolled all the way down and she rolled all the way back." Since the tugs carry a one-man galley gang, Miller was all the galley jobs rolled into one, including the messman.

In addition to Miller, the tug carried three ABs, three oilers, a captain, mate, chief engineer and assistant engineer, so she was well-

manned, especially below decks since it was a diesel job.

"It was an interesting trip," he said, "but money-wise, of course, it doesn't rank with the kind of wages Seafarers get sailing deep sea ships." At that, the daily base wage of \$13.55 for the unlicensed men is one of the top scales paid in the tugboat business.

**Ship Sale To Brazil Moves One Step Closer In Congress**

WASHINGTON.—State Department plans to sell 12 CL-MAV-1 vessels to Brazil cleared a new hurdle last week, when the House Merchant Marine Committee approved a bill authorizing the sale. The Senate had previously passed the measure.

Amendments tacked on to the bill by the House committee mean that if the legislation passes the full House of Representatives, both the House and Senate versions will have to be resolved by a conference committee.

The House committee bill provides that within 24 months after the bill becomes law the 12 ships

shall be transferred to the government of Brazil or to a Brazilian company for use in that country's coastwise trade.

The measure contains a strict prohibition against permitting the ships to operate in international trade. This removed one of the major objections by opponents to the measure, who charged that the Government-owned ships, if sold to Brazil, would compete directly with US offshore shipping.

**SIU NEWSLETTER from WASHINGTON**

The US merchant marine, during the first three-month period of this year, remained about the same, numbering some 3,349 vessels as of March 31, 1954, comprising ships in the category of over 1,000 gross tons.

However, the number of active vessels continued to contract in this period, following a downward trend motion since the ending of the Korean war. Between December 31, 1953 and March 31, 1954, a net total of 21 Government ships and 56 privately-owned vessels were withdrawn from active use and either returned to the reserve fleet or temporary lay-up pending a revival of activity.

It now looks like Congress will give its blessing to legislation authorizing the sale of C-1 type ships to the Government of Brazil or to Brazilian citizens. This bill was unanimously supported by the American shipping industry, and the ships are to be confined to the Brazilian coastwise trade, so as not to be competitive with American-flag shipping.

The reason behind the industry support of this measure is that American lines feel that the legislation will be of importance in strengthening the hand of our State Department to eliminate certain statutes of the Brazilian Government which discriminate against American-flag vessels.

The Brazilian discriminations take two principal forms—first, regulations creating berthing, wharfage, and warehouse priorities in favor of Brazilian shipping, and, second, a consular fee practice whereby shippers using Brazilian-flag vessels receive a discount of 50 percent on the consular fees otherwise payable.

There have been misgivings among maritime unions over the C-1 ship sales on the grounds that once having granted the Brazilian request, it will be hard for this Government to deny similar requests, some long-pending, and any others that may arise in the future. Those who oppose the bill feel that it might lead to general reopening of the Ship Sales Act with the result that American-flag ships would be faced with additional foreign-flag competition in the future.

Congress is expected to approve the recent Presidential request for an immediate appropriation of \$82,600,000 for construction of four passenger-cargo ships, experimental modernization of Liberty-type vessels, reconstruction of Mariner-type ships which may be purchased by private lines, and, finally, purchase of T-2 tankers that would be traded in to the Government in consideration of the building of new tankers.

Specifically, this program would allow the Government to use \$44,500,000 to pay its part, in the way of construction subsidy and national defense allowances, for the construction of two large combination passenger-cargo ships for the Grace Line, and two similar vessels for the Moore-McCormack Lines.

Of the remaining sum, about \$11,000,000 is to be used in the experimental modernization of four Liberty ships in an effort to develop plans for the modernization of other Liberties in the reserve fleet, looking toward increasing their efficiency and speed.

About \$26,000,000 would be used by the Government to buy T-2 tankers, in the cases of those owners willing to use the money to construct new tankers of larger size. If this program goes through, about 20 older tankers would be traded in by industry and put in the reserve fleet for national defense purposes, and some 10 new tankers would be constructed and used in their stead.

Legislation that would have encouraged the private financing of new ship construction by authorizing the Government to insure 100 percent of loans advanced by private lenders, is dead for this session of Congress.

This is so because of opposition to the bill coming from the Bureau of the Budget, which also opposes the interest provision and other features of the measure. Ship operators are unable to overcome this formidable opposition, so that if any legislation at all is passed along this line, it will be completely watered down and of little use to the industry.

American maritime unions have effectively blocked efforts of shipowners to throw out the window an 82-year law relating to wages of seamen improperly discharged. The shipowners recently asked Congress to approve a bill which would have prevented seamen from getting an extra month's pay when shipowners improperly discharge seamen before the latter actually had received a month's wage.

The existing law on the subject is an old one—it was enacted back in 1872 for the purpose of protecting seamen from unscrupulous shipowners.

In addition to the stand of maritime labor, the proposed legislation, sponsored by maritime employers, has been opposed by the Departments of Commerce, Labor and the Bureau of the Budget. This means that the measure will not pass Congress.

A 24-hour-a-day quarantine inspection service by the US Public Health Service is being urged by American shipping operators, and the bill that would provide this probably will be enacted soon because it is not controversial. The PHS, at the present time, provides this service from 6 AM to 6 PM.

The industry says that the present Public Health quarantine schedule makes for inconvenience and substantial financial loss. Many ships arrive in port between 6 PM and 6 AM when no quarantine inspection is available.

It's worth while to the operators to pay the additional money in the form of overtime that will go to Quarantine inspectors, rather than to hold an entire ship for as much as 12 hours because no inspectors are available after 6 PM.

*Your SIU Washington Reporter*

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## YOUR DOLLAR'S WORTH SEAFARERS GUIDE TO BETTER BUYING

### Scare Selling Plagues Families

Families are being subjected to much high-pressure selling designed to frighten them into buying expensive goods on the installment plan. One of the most widespread of these campaigns is the attempt to scare people into believing the use of ordinary cooking utensils will injure their health. Salesmen claim that cooking in ordinary utensils destroys most of the vitamins and minerals in food, or that the use of aluminum pans is dangerous because the aluminum collects in your body.

#### Expensive Stainless Steel

The salesmen spreading these stories generally sell very expensive sets of stainless steel utensils. Their prices are incredibly high. For example, one company sells a set of three covered saucepans for \$70. Larger sets are sold for as much as \$250.

If a family does want stainless steel utensils, it does not have to pay these steep prices. You can buy high-quality stainless steel with copper-clad bottoms for \$16 or less for the set of three covered pans, for which the scare sellers charge up to \$70.

But you do not need any expensive stainless steel sets, nor need you be afraid to use your present aluminum pots. The Federal Trade Commission several times has cracked down on some of these companies who have circulated alarming stories that minute scrapings of aluminum collect in your body.

The American Medical Association, US Public Health Service, the British Ministry of Health and other authorities have all stated that aluminum ware is quite safe for ordinary cooking. Hospitals themselves use aluminum cooking utensils and certainly would not if there were the slightest suspicion of danger. Aluminum is present in drinking water, in most foods, in baking powder, and in the human body itself—put there by nature.

As for the claims for health benefits from waterless cooking—there is some truth in this. Cooking foods in as little water as possible does conserve food values since water-soluble vitamins are dissolved by cooking water. Of course if you consume the water you still get most of these vitamins.

But you need no special brand of expensive utensils for waterless cooking. Such cookware should have thick bottoms and sides and tight-fitting covers that reflect the heat and steam from the food and thereby baste food while it cooks. Any pot meeting these specifications will do the job.

### Best Buys In Luggage

Seafarers will find useful the results of tests on luggage made by the National Bureau of Standards some time ago. The bureau tested luggage both in its laboratories and by sending sample suitcases on a 12,000-mile railroad trip around the country.

The tests found that the most expensive type of luggage, leather, and the cheapest, plain fiberboard, were most susceptible to damage. Plastic-covered luggage and those made of vulcanized fiberboard stood up best. It was also found that smaller bags break less frequently than large ones.

#### Vulcanized Fiberboard

The vulcanized fiberboard bags which survived use well in the tests, are comparatively inexpensive, and are thus the best choice for hard use by a man who does a lot of traveling. The plastic-covered luggage also stood up well, but this type is expensive.

The test also found that packing suitcases too heavily makes them susceptible to damage. Another frequent cause of damage is failure to lock luggage. In buying luggage, try all the locks and catches to make sure they work easily and hold securely. Also make sure the handle is securely attached.

In shopping for luggage, always compare prices at several stores. Some of the so-called discounts offered by some stores are only discounts from jacked-up prices, although real discount stores do sell luggage at reductions. The SIU Sea Chest offers luggage at special reductions for Seafarers.

## Outports Okay Mariner Rule

Meetings in all ports have approved the headquarters resolution covering procedures for chief electricians on Mariner-type ships. The new regulations provide for chief electricians throwing in for these jobs to pass the scrutiny of a committee consisting of rank and file electricians plus the engine patrolman in the port. The committee will check on their qualifications to handle the Mariner job.

The resolution was passed following a headquarters membership meeting discussion as to the procedure used by the Union in filling chief's jobs on these ships. In the course of the discussion it was brought out that the complexity of the Mariner electrical installations and the importance of the chief electrician's job made it necessary to ship only men who had previous Mariner or AC ship experience for such jobs.

Assistant electricians for these ships will continue to ship off the board in the standard rotary shipping fashion.

## Seafarers Aid In Sea Rescue



Dramatic on the spot photo shows one of 12 survivors off the sunken Anna M, a tuna boat, climbing aboard the Maiden Creek (Waterman) which picked up survivors last week in transfer operation off San Pedro, Calif. The entire crew of the tuna boat, members of the SIU-affiliated Cannery Workers Union, were originally rescued by a research vessel. Photo by Seafarer Ronald Swayne.

## Co's Attack 1872 Pay Law

WASHINGTON.—A maritime union spokesman, representing the SIU and 12 other non-Communist sea unions in the US, has challenged a bill before the House Merchant Marine Committee as one designed to "start the destruction of the concept of shipping articles being contracts of employment."

Appearing at hearings on the measure, a representative of the Conference of American Maritime Unions charged that the purpose of the bill was being misrepresented by those supporting it, principally shipowners' groups and Congressmen friendly to their point of view.

The legislation, originally introduced last year, would amend existing statutes to eliminate a provision that any seaman discharged without cause before one month's wages are earned shall be entitled to receive from the employer, in addition to wages earned, a sum equal to an additional month's wages. The provision that a seaman is entitled to one month's wages if discharged without fault on his part prior to the commencement of the voyage would be left as is.

Both the Departments of Labor and Commerce, in addition to the sea unions, have registered opposition to the proposed change in the 82-year-old statute.

Union opposition to the measure is based on the view that the law as originally enacted in 1872 was intended to "protect the seamen against unscrupulous and callous shipowners who could and did take advantage of the seamen who sailed their ships." The CAMU spokesman noted that the most important protection the seaman receives from the statute is in the proposition that the ship's officer is prohibited from discharging him because of petty dislikes or whims. The cost which would fall to the shipowner serves to curb such situations, he pointed out.

#### To Protect Company

"The argument most often used by proponents of this bill," he declared, "is that the shipowner must be protected from paying the extra month's wages for voyages which are less than one month in duration. This argument is invalid because court decisions, based on the original statute, provide that the seaman is entitled to the extra month's wages only when there is

a breach of contract by the master or the shipowner. Under the present law, the shipowner may engage in voyages of less than one month's duration without violating the employment contract and thereby being subjected to paying the extra month's wages," he continued.

"However," the union spokesman added, "the shipowner could not sign articles with his crew for a voyage to a far distant port such as Australia and then divert his ship to a nearby port for which the voyage would be of less than a month's duration without breaching the contract. This is clearly a justifiable case for awarding the seaman an extra month's wages... It is only fair that the seaman be assured of the approximate duration of employment before he signs articles."

Under the bill, he concluded, seamen would be deprived of a convenient rule for assessing the amount of damages that could be recovered for an unwarranted discharge in such circumstances.

## Cartoon History Of The SIU

Challenge to '50-50'

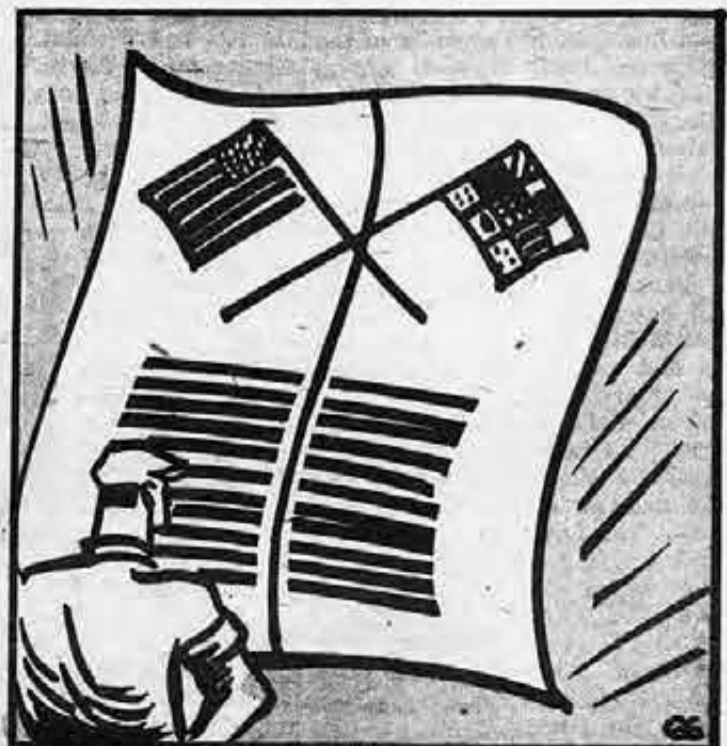
No. 66



In the summer of 1948, the SIU faced a second test on the issue of American seamen and US ships carrying US aid cargoes overseas. Although the Union had earlier won approval of the "50-50" principle for moving Marshall Plan cargoes, a new fight arose when a major arms aid bill came up before Congress.



Eager to grab up all the shipping for themselves at the expense of US seamen and US-flag ship operators, the low-standard foreign shipping interests provided the major opposition. As before, the SIU demanded a guarantee that US ships would carry at least half of the Government-financed cargo.



With the aid of many Congressmen, plus labor and civic groups, the protest led by the SIU again won the day for US shipping. A "50-50" proviso was included in the multi-billion-dollar arms aid measure, and put a halt to further cutbacks in the already-dwindling US-flag merchant fleet for a time.

# 24 Seafarers Made '54 Art Contest Tick

(Continued from page 2)  
 colors, he is now in the Army at Fort Dix, NJ. He ships in the deck department, sailing on SIU ships since 1951. Hope was born in New York City in 1928 and lives in Brooklyn. His winning oil painting was of a small-town street scene; the watercolor, his first effort in that field, was a portrait of a young girl. He won second prize in oils in both the 1952 and 1953 SIU contests.



Kienost

Richard Howell (handicrafts): Sailing in the deck department on SIU ships since June, 1953, he was born in North Carolina in 1924, and now lives in NY. His entries were a handcarved chain containing several links, all made from a single piece of wood, plus a carved "ball in a block" gadget also cut out of one piece of wood.

R. C. Kienost (oils): Born in Switzerland in 1893, he has been a member of the SIU since 1938. A resident of Mt. Pleasant Beach, Maryland, he sails in the steward department. His painting was of a floral display.

Morris R. King (oils): A member of the SIU since 1945, he sails in the engine department. Born in Louisiana in 1926, he now lives in New Orleans. His paintings were "A Portrait of Wessels," a fellow crewmember at one time, and "At Monte," showing a vessel in Montivideo.



King

James Lewis (handicrafts): Winner of a special award in handicrafts for a hand-made knotted ladies' handbag, he is presently hospitalized at the USPHS hospital, Manhattan Beach, Brooklyn, NY. Born in Massachusetts in 1897, he has sailed in the deck department on SIU ships since 1951.

Norman Maffel (oils): Presented with a special award in oils for his painting titled "Trouble At The Shape-up," illustrating a waterfront brawl, he is a member of the SIU since 1947. Born in NY in 1923, he now lives in Franklinsville, NY, and sails in the deck department. He tied for third prize in oils in 1953.

Jacob Malenke (oils): Sailing with the SIU since 1952 in the steward department, he was born in Parkerford, Pa., in 1930 and still has his home there. His entries included a nude, a ship painting and one study of a Javanese mother and child.

John McLemore (oils): Born in Mississippi in 1911, he has been a member of the SIU since 1939, and is a member of the deck department. The first man to enter the contest this year, he missed the 1953 competition by just a few days. His paintings pictured shipboard life and a study of a tanker in heavy seas.

Alfred Pfeifer (handicrafts): Winner of the first prize in handicrafts, he has been sailing



McLemore

SIU since 1952 out of New York, where he has his home. Born in Poland in 1894, he sails as a machinist. Utilizing his on the job skills, he machine-tooled two gyroscopes out of bronze which won him the top prize in handicrafts. Another of his entries was a collapsible chair.

Georges L. Pitour (oils): Presented with a special award in oils for his painting of a landscape in his native France, Pitour has been sailing on SIU ships in the engine department since 1951. Born in 1910, he now lives in Long Island City, NY.

Keith Sawvel (drawings): Winner of first prize in drawings for a pencil sketch "The Bosun," sketched of the bosun on the SS Fairport, he has been sailing SIU in the steward department since 1951. Born in 1925, he lives at Moravia, Iowa.



Sawvel

Hans Skalagaard (oils): Winner of a special award in oils for his painting of a sailing ship, he has been a member of the SIU since 1943. He sails in the deck department and was born in Denmark in 1924. He tied for a third prize in oils in the 1953 contest.

Bert Suall (drawings): Sailing in the deck department on SIU ships since 1952, he is a native of Brooklyn and was born there in 1930. His entry this year was an abstract crayon design. He won second prize in watercolors in 1953.



Thorne

John Tarkov (oils): Tied for first prize in oils with his entry titled "Life of A Little Boy," a landscape showing a little boy romping through the country, he has been a member of the SIU since 1943. Born in Russia in 1908, he sails in the deck department and makes his home in Jackson Heights, NY.

Sal Terracina (handicrafts): Sailing in the steward department on SIU ships since 1951, he was born in New Jersey in 1911 and now makes his home in NY. His entries were four hand-made masks of Oriental figures copied from photographs he has taken in Asia. He has had a sideline of making similar masks for several years.

Allan Thorne (oils): Sailing in the deck department, he has been a member of the SIU since 1942, and was born in NY in 1923. He now makes his home in Walpole, NH. His entries included a still life composition and a city street scene.

Peter Van Wygerden (watercolors): A member of the steward department aboard SIU ships since 1951, he was born in Rotterdam, Holland, in 1926, and now lives in NY. His entries were four watercolor studies of Oriental figures.



Weisbrot

I. C. Weisbrot (handicraft): Born in New York in 1920, he has been sailing in the steward department on SIU ships since 1951 and now makes his home in New Orleans, La. His entry was a hand-made plate for printing greeting cards and samples of the finished greeting card. He won first prize in watercolors in 1953.

# SEAFARERS CASH BENEFITS

## SEAFARERS WELFARE, VACATION PLANS

### REPORT ON BENEFITS PAID

From 6-7-54 To 6-18-54

No. Seafarers Receiving Benefits this Period	12.15		
Average Benefits Paid Each Seafarer	58.91		
Total Benefits Paid this Period		71,576	30

### WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	8,196	00	
Death Benefits	10,168	00	
Disability Benefits	1,925	00	
Maternity Benefits	4,600	00	
Vacation Benefits	46,693	30	
Total			71,576 30

### WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950 *	503,045	00	
Death Benefits Paid Since July 1, 1950 *	978,016	43	
Disability Benefits Paid Since May 1, 1952 *	46,270	00	
Maternity Benefits Paid Since April 1, 1952 *	256,800	00	
Vacation Benefits Paid Since Feb. 11, 1952 *	3,425,827	07	
Total			5,209,958 50

\* Date Benefits Began

### WELFARE, VACATION PLAN ASSETS

Cash on Hand	Vacation	695,765	99	
	Welfare	674,529	26	
Estimated Accounts Receivable	Vacation	205,489	00	
	Welfare	184,842	00	
US Government Bonds (Welfare)		1,979,981	82	
Real Estate (Welfare)		739,572	89	
Other Assets - Training Ship (Welfare)		119,060	97	
TOTAL ASSETS				4,599,241 93

### COMMENTS:

During the month of May the Plan paid out 14 Death Benefits, making a total for the year, so far, of 92. The Plan also paid out 817 Hospital Benefits during the month of May making a year to date total of 4533. The amount of Maternity Benefits paid for the month was 31, which gives the Plan a year to date total of 223.

The Scholarship Awards Committee, composed of 5 college professors, will meet tomorrow to assist the Trustees in selecting 4 winners of the Seafarers' scholarships for the year 1954, out of the 11 eligible applicants.

*Al Kerr*

Submitted 6-21-54

Al Kerr, Assistant Administrator

## ... and, remember this ...

All these are yours without contributing a single nickel on your part - Collecting SIU benefits is easy, whether it's for hospital, birth, disability or death - You get first-rate personal service immediately through your Union's representatives.



# MARITIME

The Ward Line will soon order five foreign-built specially-designed freighters for its New York-Mexico service. It was learned recently. The 6,300-ton double-rigged ships will replace the foreign-flag ships the line has recently chartered for the trade. The ships are expected to be in service by early 1956. Bids from German and Dutch shipyards are being studied now for the new ships, to be of 350,000-bale capacity with 50,000 cubic feet of reefer space and a speed of 16 knots.

The Italian Line has begun to book passengers on its newest liner, the Cristoforo Colombo, which is scheduled to make her maiden voyage to New York late in July. Word from Genoa reports that the 29,100-ton vessel had exceeded by four-tenths of a knot the speed trial mark of her sister ship, the Andrea Doria. The Senate Appropriations Committee has instructed officials handling military shipbuilding contract awards to make allowance for cost differentials between the East and West Coasts. The action will increase opportunities for West Coast operators to participate in the shipbuilding program.

The problem of visas for foreign seamen, who will need them next year if they sail on ships coming to this country, will be discussed by the Seafarers' Section of the International Transportworkers Federation in London next month. The requirement that all foreign seamen coming to the United States must have passports and visas is part of the McCarran-Walter Immigration Act. It will become effective next June. Previously, seamen needed no more than their regular shipping papers to gain permission for shore leave here.

Round-the-clock inspection of ships at Quarantine, long sought by the shipping industry, moved a step closer to realization as the Interstate and Foreign Commerce Committee of the House reported favorably on a bill that would provide the service. United States Public Health officers, charged with the ship examinations, now work only between 6:00 AM and 6:00 PM. Vessels arriving later are forced to wait for clearance until the next day, a requirement that shipowners say costs the industry hundreds of thousands of dollars annually. The new bill calls for 24-hour inspections.

American shipbuilders believe that President Eisenhower's budget request of \$81,600,000 in supplemental funds for merchant ship construction holds little promise for immediate aid to the industry's present depressed condition. The request calls for the construction of four passenger liners and 10 tankers. John J. McMullen has been appointed chief of the Maritime Administration's office of ship construction and repair it was announced recently. He succeeds Capt. R. L. Hicks, who resigned the post April 30.

Deep sea trawling for lobsters might mean the salvation of the fast-diminishing New England lobster trade, the director of the Massachusetts State Division of Marine Fisheries has reported. Fish buyers were favorably impressed by the operation of the dragger Sea Hawk now engaged in deep sea lobstering off distant fishing grounds. The Sea Hawk averages a weekly catch of 3,500 pounds of lobsters for her five-day trips, keeping the lobsters alive in a huge tank on her deck.

Three Filipino cadet-midshipmen received their degrees in a special "pier-head" jump graduation ceremony yesterday at the United States Merchant Marine Academy at Kings Point, LI. The cadets were graduated in the presence of their entire class, which will not be graduated until August 6. The three Filipino students were expedited through at the request of their Government, which wants them back as soon as possible for service in the Navy.

Arthur R. Kennedy, assistant to the vice president of the Bull Line, returning from a month's tour of Europe, declared that Spain offered good opportunities for trade development, particularly in agricultural and road machinery. Traffic through the Port of New York in May brought less yield as compared with the previous month and a year ago. The report listed 1,420 ship movements—694 ships arriving from abroad and 726 sailing to foreign ports in May. American-flag ships accounted for only 473 of the total.

A crew of thirteen men and natives was rescued from the 407-ton motor ship Nukalau five minutes before it sank 200 miles off the coast of New South Wales. Their distress signals were answered by the Australian steamer Fiona, which sprayed oil on the heavy seas to enable the rescue to be made. The Bethlehem Steel Corp.'s San Francisco shipyard has been awarded the contract to convert the Evergreen Mariner to an attack transport for \$6,497,150 in 334 calendar days, it was announced recently.

# SEAFARERS in ACTION

Television sets are becoming quite the thing it seems, both on coastwise and offshore ships with a good number of crews chipping in to provide for electronic entertainment as long as the ship is running coastwise or getting into port within range of a TV receiver.

### Rigged Antenna

The gang on the Steel Rover (Isthmian) chipped in to get a set, and chief electrician William B. Andrews took on the job of installing the antenna and rigging it to the king post in such a way as not to interfere with any other shipboard operation.

According to the crew he did a neat and permanent job which was to the satisfaction of all parties concerned, including the men who look for good TV reception anywhere in range of a station.

Andrews, who has been an SIU member for almost 10 years, joined the Union in the Port of New York. He's 61 years of age and comes originally from the Emerald Isle.

Crewmembers of the Monarch of the Seas (Waterman) feel they got a good thing away from the rival Mobile outfit, Alcoa Steamship Company, when Seafarer John Roberts shipped out with them as steward. Roberts, the crew said, used to sail steward on Alcoa passenger ships but now is eminently satisfying Seafarers' appetites on the Waterman Line freighter.

### Joined in Miami

Roberts is an oldtimer with the SIU, joining the Union in Miami way back in January, 1939, just a couple of months after it was organized.

He's a native of Florida, 41 years old, and lives in St. Petersburg between trips.

Another steward who came in for words of praise was James

Eichenberg of the Sea Cloud (Seatraders). Crewmembers on the ship's last run to Yugoslavia on more than one occasion expressed appreciation of the fine menus and good food offered on the ship.

Eichenberg's a New Jersey native, who will be 40 years old next week. He joined the SIU in Philadelphia on October 7, 1944, and makes his home in Camden, NJ.



Eichenberg

# • On the Job •

## 'Fair And Possibly Stormy'

One of the seaman's more considerable concerns, after chow and working conditions, is weather. That's one thing that the Seafarer can look forward to plenty of. For what may be just an ordinary breeze on land may become a problem offshore where the openness of the ocean and the effects of wind on water multiply the weather problem many times over.

Weather problems are compounded by the rotation of the earth as well, so that there are certain well defined patterns in the southern and northern hemispheres, as well as local weather patterns which are the result of warm and cold currents, nearby land masses and other factors.

### Atmospheric Pressure

While weather prediction is still a long way from being an exact science, there are certain basic rules which help us understand what's going on. To begin with, winds, which are nothing more than air currents, tend to circle regions where the atmospheric pressure is above or below the average of 14.7 pounds per square inch at sea-level. Where the pressure is high, the wind will blow clockwise around the high-pressure regions. This is true only for the northern hemisphere. South of the equator, the directions are reversed.

Consequently, in the northern hemisphere, when standing with back to the wind, the low-pressure area will be at the left and the high-pressure at the right. The reverse holds true again, south of the equator.

The standard weather map is marked up with isobars, which are simply lines connecting all points of equal pressure on the surface covered by the map. Winds will blow parallel to these isobars. Where the isobars are close together, indicating varying pressures within a narrow range, the winds will be strong and produce rough seas.

### Wind Belts

Because of the fixed position of the continents, the tilt of the axis and the standard orbit of the earth's rotation, the seas can be divided into wind belts, which are irregular in width and shift with the seasons. Well-known to every seaman, they are the doldrums, the area of the trade winds and the horse latitudes.

The doldrums cover a belt of 10 to 20 degrees in width centered on the equator. Throughout this area, sea-level atmospheric pressure is below normal and the entire area is characterized by heavy humidity, afternoon showers, cloudiness and light winds. The horse latitudes are centered at around 30 degrees north and are regions of above normal pressure. Here there are light, variable winds and partly cloudy skies. A similar belt exists in the southern hemisphere. Between the doldrums and the horse latitudes blow the northeast and southeast trade winds. Between winter and summer the area of the trades will shift approximately 10 degrees, moving northward with the sun.

At 60 degrees north or south below-normal pressure over the oceans is pretty well standard. Storms, high winds and cloudy skies are universal. In the northern hemisphere, the area of the prevailing westerlies lies between the northern limit of the horse latitudes and the storm belt of low pressure. Their equivalents in the southern hemisphere, the roaring forties, are much stronger because there are no great land masses to block the wind.

### Monsoon Pattern

There are also local wind and storm patterns of persistent character. In the Indian Ocean near the coast, a reversible wind is found, the monsoon. In the summer, it is a strong southwest wind accompanied by rain. In the winter, it is a northerly dry wind from the interior. Temperate zone storms, between the horse latitudes and latitude 60 degrees north or south, are tropical in origin. These extra-tropical cyclones, as they are known, are accompanied by very low pressure and strong wind and rain. They will move 400 to 600 miles a day traveling from west to east with a small northerly drift. In the northern hemisphere, these cyclones blow counter-clockwise, and the reverse south of the equator.

The approach of a cyclone is shown by a rapidly falling barometer with a pick-up in wind velocity from a southeasterly direction in the northern hemisphere and a northeasterly direction in the southern hemisphere. A shift of the wind to westward heralds the end of the storm.

The entire tropical cyclone also tends to follow a big reverse curve. In the northern hemisphere they start out traveling toward the north-west but then swing in direction to the northeast. In the southern hemisphere they head southwest and then southeast. This curve, of course, is followed over many thousands of miles of ocean.

The diameter of a storm of this kind varies from 200 miles up to 1,000 miles. In the very center of the storm the air will be still but the ocean stirred up by circling winds will be very confused. The most dangerous area of a cyclone, known as the dangerous semi-circle, is the half of the storm to the right of its path in the north and to the left in the south, because here the velocity of the winds within the storm and the movement of the entire storm itself are added to each other.

## Burly



## Voice Of The Deep

By Bernard Seaman



# IN THE WAKE

According to a popular story, stateroom as applied to the passenger compartment on a ship originated about 1844 when Captain Henry M. Shreve, after whom Shreveport, La., was named, had cabins built on his steamboat and named them after the states bordering on the Mississippi and Ohio Rivers. The cabins were called "the states" at first, and finally were known as "State rooms." But stateroom was applied to a ship compartment as early as 1660 in England, so it is likely that Shreve's scheme of naming his cabins was actually suggested by the word stateroom itself. The original stateroom was a room in a palace or hotel that was specially decorated and used only on state or ceremonial occasions, or on early vessels for wealthy and distinguished travelers.

The pinnace, a small, light vessel, generally two-masted, and schooner-rigged, derived its name from the lumber of which it was originally built, from the Latin pinus, for pine tree. The pinnace was often used as a tender for a larger sailing vessel, and was sometimes propelled entirely by oars. . . . Scandalize, an old nautical term, has nothing to do with scandal, in terms of gossip, but stems from scantle, the short form of scant, short or brief. When a sailor "scandalized the mainsail," he reduced its area by lowering the peak and hauling up the tack.

While it is true that Ferdinand Magellan did not actually circumnavigate the earth because he was killed in the Philippines before his famous voyage was completed, some historians argue that he did go almost completely around the world—although in two separate trips nearly ten years apart. When the Portuguese navigator was killed in 1521, he had sailed west to a point 124° longitude East of Greenwich. In 1512, however, it is said Magellan sailed as far east as Banda Island, East Indonesia, in the Moluccas, which is about 130° longitude East. The argument therefore is that he, not

Juan Sebastian del Cano, who was captain of the only ship to last the voyage and return to Spain, really deserves the honors, although del Cano did perform the feat in a single voyage.

The rummage sales as we know them today, in which odds and ends contributed to charitable and civic groups are sold for the purpose of raising funds, were first held on piers to get rid of unclaimed cargo. Rummage comes from the old French word *arrumer*, which means to arrange the cargo in the hold of a ship, while rum or rum meant hold or room. The rummage idea carried ashore came from the helter-skelter arrangement and confusion relative to stowing cargo aboard ship years gone by. The rum today is the after part of a ship's bottom, which rises and narrows as it approaches the sternpost.

Although Captain John Smith is known best as a leader of the English colony established at Jamestown, Va., in 1607, it was he who also gave the group of states known as New England their name. His book entitled "A Description of New England," which was published in 1616 after he had demonstrated the potential of the fishing industry in the area, used the name for the first time. New England eventually did become one of the leading fishing regions in the world, as a result of Smith's view on the prospects for settlement in New England.

The triangular tract of land that often forms at the mouth of a river is called a delta because in outline it resembles delta, the fourth letter of the Greek alphabet, which is shaped like a small triangle and corresponds to the letter "D" in English. Delta in this sense was originally applied by the Greeks to the three-cornered tract of land formed by the diverging mouths of the Nile and seacoast. The Mississippi, Danube, Rhine and Indus are other great rivers of the world that have clearly-defined deltas.

# THE INQUIRING SEAFARER

Question: What do you think of having television sets aboard ship?

I. G. Cumming, cook: I think it's a fine thing for the boys, but it's not practical. The coastwise ships I've been on that had television had a terrible time getting the sound, especially when the engine room's aft. Besides the picture was almost never clear. On offshore ships it's not much use either.

Jose Reyes, AB: It would be a fine thing to have on coastwise ships. The men could see the baseball games and other shows, and they would be happier in their off hours. I've seen it in operation aboard ship, and the reception has been very good. We ought to try to get television on all coastwise ships.

Henry M. Robinson, chief electrician: It would be a beautiful thing, as long as the crew left the repairs and maintenance to the radio operator. I think we ought to have it on all ships. They have television channels in Europe and the West Indies, and we could enjoy it for a week or so coastwise.

Frederick Lewis, steward: In my opinion it's a good idea on coastwise ships, but if the ship's going foreign there probably wouldn't be any reception. Nevertheless, we ought to try it out and see what kind of results we get. It's fine entertainment, and it gives the men the feeling they're still at home.

William A. Roesch, wiper: I'd like to see television sets aboard all our ships, whether they're coastwise or deep sea. No doubt the reception would be better coastwise, but even deep sea ships travel along the coast for a while, and there are telecasts from countries in Europe and the West Indies.

Frank Young, bosun: On coastwise ships it's a fine idea, but I'd prefer to see us concentrate on getting good standard short wave equipment on deep sea ships, where regular contact with the rest of the world is more important. Men on coastwise ships can get a paper every couple of days. Deep sea you can't.

# MEET THE SEAFARER

EDWARD YANCEY, electrician

Sailing since 1942, Edward Yancey, electrician, feels that the SIU can be credited with a lot more than just improving the working conditions and wages of the Seafarer.

The Union has been able to dispel the long-time notion of the general public that Seafarers were "just a bunch of roughnecks" that called no one place home and were near the bottom of the labor heap.

Now the public finally realizes that the average Seafarer is a "Mr. Solid Citizen," that he is a family man, owns his own home in many cases, and has a little something tucked away in the bank for that rainy day.

### Was In Navy

Brother Yancey first joined the Navy to see the world in 1942. After four months of boot training, the call went out for men to man the merchant fleet and he chose to go to sea as a Seafarer.

His first berth was that of an oiler on a trip to the Gulf ports. One trip was enough to convince him that if he had been a union man on shore, there wasn't much sense in sailing on a non-union ship.

Born in Chicago, he first started working when he was 15 as an apprentice tuck pointer and building cleaner. (A "tuck pointer" is a man who replaces loose cement on brick buildings.)

### Tankers Tough

Yancey says he found boot training rather tame compared with shipping on a tanker in some of the convoys to the North Atlantic and to North Africa.

He claims he was just plain lucky since he never lost a ship although they had a couple of runs for their money. On one trip to Africa his ship was forced to run and hide in the Persian Gulf. Another time a Japanese sub was hot on the ship's tail on a trip to Chittagong, India, and they sought shelter in the Indian Ocean. But like he says, no hits, two runs and he was really lucky.

He must like Durban, South Africa, the way he talks about the town which is pretty much a uniform feeling among men on Robin

Line runs. It's relatively clean, modern and offers food and entertainment as close as you'll come to that of Stateside.

### Good Eating

The gals are pretty nice too he admits, but he didn't dwell on the subject, switching instead to food. His favorite dish, which he never misses having when he is in Durban, is a heaping plate full of crayfish and asparagus tips for the grand sum of \$1.25. It's really good eating in any man's language and at an attractive price, Yancey says.

Single now, Yancey lives in Connecticut and runs up home on weekends when he's not sailing in a big green Buick that is his pride and joy. You can see him often times giving it a lick and a polish outside the hall while he's waiting between calls.

### Up To Date

A fishing and hunting enthusiast during his seaside leisure moments, Yancey and a Seafarer-buddy own a fishing lodge in Canada that they try to get up to as often as they can.

Not really in the wilds, it is a fine place to get away from it all, and the fishing is really good when they get around to dropping a line in the water. Generally they go up and loaf around, taking it easy and getting most of their exercise bending an elbow over a good two-inch steak. Just hearing Yancey describe how he specially fixes his steak is enough to make your mouth water.

One of the most loyal readers of the SEAFARERS LOG, Yancey says, he is also a helpful critic. He says he never misses an issue and finds the paper brings him up to date with what's going on of interest to the Seafarer.

However, Yancey says, with so many of the men interested in baseball and sports and not near a radio or newspapers for long periods at a time, he would like to see occasionally printed the standings of the various teams as well as the latest happenings in the leagues. Thinks it would help a lot and really be appreciated.

## The Seafarers Puzzle

- ACROSS
- Kind of cargo
  - Cleaning agent
  - Erie or Huron
  - Former relief agency
  - Port on Upolu
  - Seed cover
  - New cargo ships
  - False move by pitcher
  - Tie up
  - Helpers of con men
  - Egyptian deity
  - Another time
  - about
  - Lake fire
  - Eastern Standard Time: Abbr.
  - Governed
  - Vase
  - Lake Superior port
  - Bristles
  - Accumulate
  - seaman
  - Former Italian Prime Minister
  - Island in central Azores
  - Mob fight
  - Kind of ship
  - Poker bet
  - Cleveland's lake
  - Cheer
  - Part of a necklace
  - Datives: Abbr.
  - Stain
- DOWN
- Democrat: Abbr.
  - Big name in radio
  - Fishing port, England

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		18				19	20			
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35			36				37	38		
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42	43	44				45	46			
47				48	49				50	51
52				53					54	
55				56					57	

## TEN YEARS AGO

The United States severed diplomatic relations with Finland charging the Helsinki Government had entered into a military partnership with Germany to fight the Allies of the United States on the side of the enemy. . . . Allied planes bombed oil refineries near Budapest, rail yards and plants in Hungary and Yugoslavia. In the Pas-de-Calais area they bombed the robot bomb launching platforms which were sending buzz-bombs to London.

The National Labor Relations Board announced that the NMU had failed in its attempt to carry the Pittsburgh Steamship Company's steel-ore carrying fleet. The vote was 720 for the NMU and 889 against. . . . A tornado swept western Pennsylvania, north-central West Virginia and Maryland, killing 153 or more persons and injuring more than 1,000; it cost \$5 million in property damage.

The Republican National Convention met in Chicago. Gov. Earl C. Warren, of California, was chosen temporary chairman. A

platform was adopted and the gathering was addressed by ex-President Herbert Hoover and Mrs. Clare Boothe Luce, Representative from Connecticut. Gov. Thomas E. Dewey, of New York, was nominated for the Presidency, receiving the votes of all but one delegate.

In Normandy the Allies pushed across the Odon River to the west of Caen. . . . "The area of London," a Berlin communique said, "is incessantly subjected to heavy fire by V-1's." . . . The battle for Cherbourg was noted by the Allies as practically over when, in the rain and chill wind, Allied troops mopped up the port making it possible to open up true port facilities for the first time.

A lease was signed by the SIU's A&G District for new headquarters of the district in New York. The new building was located at 51 Beaver Street, some few blocks from the old address at 2 Stone Street, and offered five floors of facilities for use by the membership.

# SEAFARERS LOG

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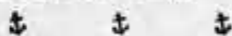
## SIU Scholars

Announcement of the winners of four \$6,000 SIU college scholarships this week marks another major milestone for the SIU, one of many the Union has achieved in its short history. First inaugurated last year, the program has already sent four children of Seafarers to the college of their choice for four years of study and, this fall, three active Seafarers will be entering school with the aid of the Union grants, along with the fourth 1954 winner, the son of an SIU member.

Events like this are invariably the occasion for a revival of comparisons between the present and "the old days," as old-timers vie in remembering the different benefits thought "unattainable" then, many of which have, in large part, been realized in recent years.

It is certainly a mark of forward progress when the sons and daughters of seamen, and seamen themselves for that matter, can have the opportunity for a college education under Union auspices. These are the pipedreams of years ago actually come to life.

Moreover, the fact that three Seafarers are among the fortunate scholarship award winners this year demonstrates again that SIU men have skills that go far beyond those simply required on the job. Competing with young men and women fresh out of high school, these professional seamen have made their mark the hard way. We wish them all a smooth trip on the seas of learning.



## New Passenger Run?

A proposal that has come to light in Washington concerning possible conversion of Mariner ships for passenger use is certain to attract a good deal of interest in maritime circles. It is no secret that the Government is anxious to unload some of the Mariners for commercial purposes and that few shipowners have indicated any great interest along those lines.

However, now the Maritime Administration has before it a request by Arnold Bernstein, a veteran shipping operator, for a charter on two of the Mariners to be used in one-class North Atlantic passenger service.

The Bernstein proposal has merit from two points of view. For one thing, the Government, particularly the Defense Department, has been concerned about the shortage of passenger ship facilities. Secondly, it would provide a type of passenger service that up until now has been pretty well monopolized by foreign flags.

As a matter of fact, once before Bernstein had a similar application approved by the Maritime Administration, but the outbreak of the Korean War put a stop to that.

In its previous attempts to sell the Mariners, the Maritime Administration had been negotiating with Moore-McCormack Lines to take two Mariners for their South American passenger service. The plans fell through when the company decided that the Mariners would not be suitable for its purposes.

No doubt then, the Maritime Administration is going to give careful consideration to Bernstein's proposal to see if it measures up to the country's long-range program for more passenger ships—a program that has solid support from all sections of maritime.



## Opening The Door

The green light given by the House Merchant Marine Committee to a bill already passed by the Senate to permit the sale of 12 C-1-type vessels to Brazil, is, we hope, still going to undergo a lot of scrutiny in the lower chamber before it winds up in the hands of the President.

The measure would be the first successful effort to reopen the long-expired Ship Sales Act governing the sale of Government owned vessels at a time when it would appear to be in the best interest of the United States to keep as many ships for its own potential use as possible.

Although Brazil is admittedly a power friendly to the US, the obvious fact is that in permitting this sale the Congress would be setting a precedent for equally strenuous pleas on behalf of other nations, with the end result that the US merchant marine would be swallowed up whole.

# LETTER of the WEEK

## Sings Praises Of Seamen's Club

To the Editor:

I was very anxious to visit the new USSC in Yokohama, Japan, for that is what I call home when I happen to be here. It has been at its new location for just about one year.

A huge living room is located in the main floor facing the entrance, where they boast, besides tastefully arranged furniture, a nice big TV set. That may not seem news to most of us back home, but since TV is just a babe in this part of the world it is quite a luxury. The main living room, counter service, souvenir shop, mail laundry, and checking service, and three small offices are also located on the main floor.

### Photo Lab

Stepping down to the basement we found the ping pong and billiard tables, the barber, tailor, shoe shine shop and the photo lab, which is in charge of Konni Okawa and two of his daughters, Kitty and Kenny. They develop and print all of our films as well as the ones they shoot on the club's premises, in about one hour.

Kenny and Kitty Okawa are to be thanked for the good work they did on developing the pictures recently taken of the club and which appeared in the last issue of the LOG.

On the top floor is the enormous bar and grill. There is room for dancing and floor shows here, with the latter being performed twice nightly by just about the best performers around town. I was lucky to see some very unusual numbers in classical dancing and in oriental juggling that I would like to recommend to TV scouts.

### Two Orchestras

Jimmy and the Jamboliers and the Hawaiian Band and the Melody Sisters still provide the music nightly. They play a good number of requests nightly, with Besame Mucho and Japanese Rhumba still the No. 1 requests. I do love the first played by Jimmy and his orchestra, but when it comes to the Japanese Rhumba, I prefer the Hawaiian Band with the Melody Sisters and their guitars.

I was shown around the building by Mr. Williams who is the head man here in Yokohama and who is the same USS officer who opened the club in Naha, Okinawa, in 1951. Miss Galgas, who is new to me, was also very cooperative in helping me get acquainted with the new surroundings and arrangements.

### Roof Romance

Even the roof here looks nice and they are going to make use of it too, for they intend to have a roof terrace so that dancing can be done a little more romantically under the moonlight during the summer.

As usual, they also handle many seamen's problems, regardless of their nationality and union affiliation. That alone makes for one of the best reasons why many of us believe that this organization is here for a long time to come.

Luis Ramirez

## 'Well Done, Brothers!'



## LABOR ROUND-UP

Ending a 35-day strike, 2,700 bus and trolley operators on Pittsburgh's main transportation system gained a nine-cent increase to put the basic wage at \$2.01 an hour. That equals the Boston scale, highest in the country. The new contract, ratified by the Street, Electric Railway & Motor Coach Employees local by a vote of 1,282 to 172, freezes into the wage structure a six-cent cost-of-living bonus on top of the old basic rate of \$1.92 and adds three cents more. The one-year contract is retroactive to May 1.

Wage boosts ranging from 5-27½ cents an hour were gained by Machinists in Springfield, Mo., in recent negotiations with six plants for contract renewals. Firms included Reynolds Manufacturing Co., Acme Foundry & Machine Co. and Monarch Machine Co.

Two new agreements were signed by the Communications Workers of America with units of the Bell System, providing pay boosts for 7,450 members. A package increase of 6.6 cents an hour, of which .7 cents was in fringe items, was won for 6,200 workers at 29 distributing centers of the Western Electric sales system throughout the country. Three distributing houses, in Philadelphia, St. Louis and Milwaukee, were upgraded. At Bell Laboratories, 1,250 workers got increases averaging 6.4 cents an hour dating back to May 30.

A pay increase of 25 cents an hour was won by 7,500 members of nine Bricklayer locals in a new wage agreement with 90 construction firms represented by the Building Contractors and Mason Builders Association of New York, putting the new rate at \$3.80 an hour. The pact, which covers jobs in Nassau County and parts of Suffolk as well as New York City, also provides for an increase of employer welfare fund contributions to 4 percent of payroll from 3½ percent.

Learners in most divisions of the apparel industry will come under higher wage rates — 63 and 70 cents an hour in place of 60 and 65—on July 5, the Department of Labor announced. Also limited

was the learning period to 160 hours, at not less than 63 cents an hour, for all machine operations other than sewing machine operating and all pressing operations except final pressing. For the two exceptions the learning period will continue to be 480 hours. Industry divisions included are single pants, shirts and allied garments, sportswear and other odd outerwear, rainwear, robes, and leather and sheep-lined garments.

Top minimum wage scales were boosted to \$115 from \$113 for editorial and business department employees of the Cincinnati-Post, Cincinnati, O., in a contract negotiated by the Newspaper Guild. Increases ranging from \$1.50 to \$3 a week were retroactive to March 1.

After a campaign extending over many months, firemen of Binghamton, NY, represented by Fire Fighters Local 729, gained a 56-hour work week instead of putting in 72 hours on the job. The two-platoon system in use gave way to three. Each platoon works 24 hours on and 24 hours off for three days and then has four consecutive 24-hour days off. After a cycle of nine weeks, that averages 56 hours a week.

Believed to be the first contract on the Pacific Coast containing the provision, International Brotherhood of Electrical Workers Local 125 of Portland, Ore., won an agreement for a day off on the birthday of any employee of the Pacific Power & Light Company. If the birthday occurs on a weekend, the employee can take off the following Monday or the preceding Friday; if it's on a paid holiday he adds the day before or after to his time off and his vacation is lengthened by a day if the birthday falls in that period.

Higher wage rates and improved working conditions went into effect June 1 for about 35,000 Western Union Telegraph employees represented by the AFL Commercial Telegraphers Union. The pay hikes ranged from five cents to 21 cents per hour for hourly rated employees and \$8 per month minimum for nonhourly rated workers.

# The Third Annual SIU Art Contest



Once again the SIU has put on display the products of Seafarers whose talents go beyond their acknowledged on-the-job skills. A representative collection of paintings, drawings and handicrafts entered in the 3rd Annual SIU Art Contest underwent the scrutiny of a panel of judges on June 15 with the result that the winning Seafarers have been awarded the certificates and handsome prizes pictured on the left.

Shown on this page are some of the Seafarers and several of the entries which made up the 1954 contest.



Group at Manhattan Beach hospital gathers around entries by patients, two of which were winners. Shown are James Lewis' (handbag), woven floral design by Antonio Diaz, John Holokai (place mats). Diaz (not shown) was winner, as was Lewis.



LOG editor Herb Brand (right, light shirt) presents awards at headquarters membership meeting to three of the winners (left to right): John Tarkov, oils; Alfred Pfeifer, handicrafts; and James Byrne, drawings. Prizes were engraved cigarette lighters.

## A 1954 Third Annual Art Contest Award

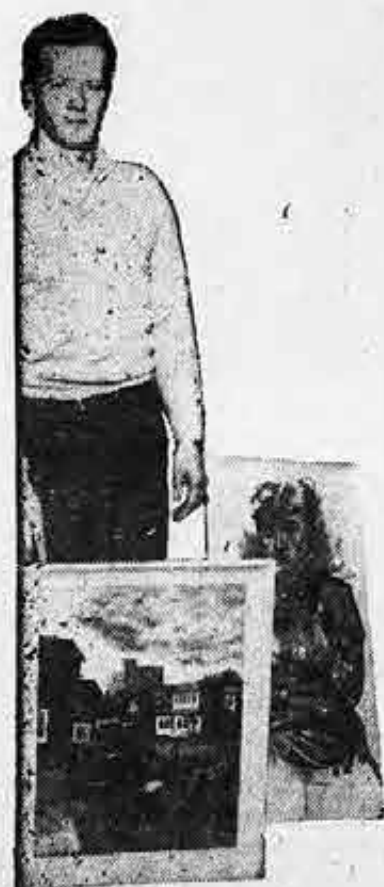
To *Seafarer*  
HANDICRAFTS

SEAFARERS ART CONTEST

*Congratulations from the Seafarers International Union - Atlantic and Gulf District on winning this award. We take pride in tendering this recognition of the skills and talents of our own brother Seafarer...*

*Paul Hall*

SECRETARY - TREASURER



Seafarer Leif Hope displays his two prize-winners in oils and watercolors respectively. Hope was first entrant ever to take two awards.



Seafarers at headquarters look over some of the oil paintings on display. Oils predominated in the contest with the result that the judges made most of the awards in that category.



Richard Howell shows his ingenious wooden chain link carved out of one piece of wood with no joints.



G. L. Pitour put a scene in Aix en Provence on canvas during a recent vacation visit to his native France.



of painting, Brooklyn Museum; Bernard Seaman, LOG art editor; Jerome Snyder, art judges shown discussing entries are (l-r): Mrs. Hertha Wegener, assistant curator editor, Sports Illustrated.



Jacob Malenke painted this familiar seafaring scene showing a square-rigger under a full press of sail.



No exhibit is complete without a ship model such as the one of a merchant vessel displayed here by John Antonson.

# PORT REPORTS

## Galveston:

### Upturn In Shipping Is Seen Continuing

Shipping has picked up considerably in Galveston during the past two weeks, and it looks as if it will continue that way.

Paying off during this period were the Marie Hamil (Bloomfield) and the Julesburg (Terminal Tankers). The Margaret Brown (Bloomfield) signed on.

In transit during this period were the Albion and Catherine (Drytrans); Hastings and Arizpa (Waterman); Del Aire and Del Monte (Mississippi); Steel Executive (Isthmian); Alexandra (Carras); Southern Districts (Southern Steamship); Republic (Trafalgar); Mae (Bull); Seatrains

Texas, New Jersey, Savannah and New York (Seatrains), and Royal Oak and Logans Fort (Cities Service).

Men in the marine hospital are H. Strickland, T. Gutierrez, C. Lassiter, J. Markopolo, C. Decker, A. Hancock, C. Barbosa, W. Bargone, J. Brandon, C. Goodwyn, W. Bergquist, J. Siocum and H. Manuel.

Keith Alsop  
Galveston Port Agent

## Lake Charles:

### Fight Goes On Over 'Right To Work' Bill

Reporting in from way down amongst the magnolias, crawfish and swamps of nature's wonderful Southwest Louisiana, we report that things have been awful quiet so far as shipping is concerned. We have had quite a few ships in port but the boys are still sticking pretty close.

Calling into this area during the past two weeks were the Winter Hill, Chiwawa, Paoli, Lone Jack, Government Camp, Cantigny, Bradford Island, Bents Fort and Winter Hill (Cities Service).

We also had the Bull Run of Mathiasen Tankers and one that is a complete stranger to these parts, the MV Excello. This ship is a converted LST and is under organizational set-up.

We found a fine bunch of fellows on her, holding the line well until this tub is signed to the best conditions in the maritime industry, an SIU contract. All the above

ships took a few men so shipping was not too bad. The Excello called for a couple of men and we put some of our best men on her.

On the labor front, we find the building and construction trades council still talking over things with the contractors and some progress is being made. The metal trades council also reports progress in their talks.

'Right To Work' Bill  
Over in Baton Rouge, the committee reported out the so-called "right to work" bill by a five to four vote in favor, and then the State Senate voted it in by a 22 to 14 vote. It is at present before the House Labor Committee and from all indications will have a rough time there. In the Senate when the bill hit the floor, Senator Guy W. Sockrider, chairman of the committee, hit the floor against the



Alexander

bill and really tore his opponents to bits.

Senator Sockrider is from Lake Charles and is a contractor, but his record in dealing with labor is 100 per cent okay. He is one of the few that realize that labor put him in and can take him out. However, he is also a working man himself, having come up the hard way from a laborer's job.

Seafarer Of The Week  
We nominate for Seafarer of the Week Brother C. M. Silcox who at the present time is enjoying the sunshine around these here parts while waiting for a coastwise ship. He ships as an AB maintenance and says that under the fine conditions we enjoy, he can work six or seven months a year and still have plenty of time to fish.

We now have back with us, after a trip to the Far East, the one and only A. G. "Tex" Alexander, better known locally as the Mayor of Highway 90 West.

We have but one man in the hospital at the time of this writing, Thad Foster. Foster was injured when thrown from a horse. We are hoping for his speedy recovery.

Leroy Clarke  
Lake Charles Port Agent

## Seattle:

### Seafarers Have Choice Of Runs In Busy Port

Seattle again reports that shipping is in top form with the men able to pick their jobs, either on intercoastal or Far East runs. The future looks as though it will continue to be bright for this port.

Ships paying off in the past two week period were the Ocean Nimet (Ocean Trans) and Kyska (Waterman). Signing on was the Liberty Bell (Tramp Cargo).

Those ships in transit were the Alcoa Pioneer (Alcoa); the Seacomet II (Ocean Carriers) and the Alamar (Calmar).

Only Minor Beefs  
The majority of ships in transit and paying off have had only the usual minor problems which were squared away before they sailed.

Oldtimers on the beach are C. E. Harper, S. F. Cullison, J. A. Menville and E. Warren.

Men in the marine hospitals include S. Johannessen, W. F. Vaughan, Floyd Jarvis, S. Kurtish, A. Pinchook, W. A. Gaddy and Kung Yue Fah.

A final word from our financial adviser. The local race track opens shortly and the ponies are eager to run. He suggests you play the daily double—the last two numbers on your registration card.

Jeff Gелlette  
Seattle Port Agent

## New Orleans:

### Seafarers Make Ready For Del Sud's Picnic

Seafarers who expect to be in New Orleans during the July 4th weekend are all set to enjoy the annual picnic in this city given by the crew of the Del Sud (Mississippi).

The picnic originally was planned for May, but was postponed when the Del Sud unexpectedly sailed coastwise to Texas instead of spending the customary week in New Orleans at the end of her South American run.

The Del Sud is due to return to her home port July 1. The picnic is planned for July 3 at Audubon Park and will be a big day for all, with a baseball game, various contests, vaudeville and acrobatic acts, and music for dancing by Papa Celestine's famed Dixieland band.

Anti-Union Bill Passed  
Despite the vigorous opposition of trade unionists throughout Louisiana, a so-called "right-to-work" bill was passed by the State Senate, 22-14. The bill is actually an anti-union shop measure designed to strip labor-management contracts of all union security provisions.

Seafarers who live in Louisiana and ship out of New Orleans conducted a letter writing campaign to inform legislators from their parishes of their opposition to the bill and the damage it will inflict on Louisiana's economy.

For the information of Seafarers, Orleans Parish senators who voted for the bill and against labor were Senators Ainsworth, Eustace and Richards. Those who voted against the bill were Deichmann, Howard, MacHauer, Mahoney and Seeber.

Foster Out of Hospital  
Former shipmates of Brother Ben Foster, one of the real oldtimers in the Union, will be happy to learn that he finally has been discharged from the USPHS Hospital here with a "fit for duty" slip.

Brother Foster, who sailed as a carpenter, will be 69 on his next birthday, August 25. Now that he is hale and hearty once more, he is registered to ship out again.

Shipping here has been fair during the last two weeks with 172 men registered and 177 shipped.

Ships paid off here during the last report period included the Steel Executive (Isthmian); the Del Monte, Del Mar and Del Mundo (Mississippi); the De Soto, Iberville and Chickasaw (Waterman), and the Tainaron (Actium).

The Del Mar and Del Rio (Mississippi) signed on.

Intransit here were the Alcoa Corsair, Alcoa Pennant, Alcoa Cavalier and Alcoa Pilgrim (Alcoa); Steel Traveler (Isthmian); Seatrains Georgia and Louisiana (Seatrains); LaSalle, Hastings, Claiborne, Arizpa, Warhawk and Monarch of the Seas (Waterman); Margaret Brown (Bloomfield) and Salem Maritime (Cities Service).

Rumors Surround Seatrain  
The Seatrain New Orleans, which has been tied in the willows at Belle Chasse for several years, was the subject of a whole fleet of rumors when she was towed into drydock for her annual bottom scraping.

The rumors had her crewing up for nearly every port in the world, with Indo China and Guatemala getting priority on the scuttlebutt. Speculation subsided, however, when the ship was towed back to her berth in the willows, where she remains as a floating advertisement of the Seatrain Terminal at Belle Chasse.

Lindsey J. Williams  
New Orleans Port Agent

## Philadelphia:

### Look For Upturn From Slow Shipping Status

At this time, the bottom has dropped completely out of everything, yet we maintain a better hope for the future as we have the Longview Victory (Victory Carriers) and the Yorkmar (Calmar) expected in shortly for payoffs and to the best of our knowledge they are both going to take the better part of full crews.

Ships paid off were the Logans Fort and Winter Hill (Cities Service), and the Seagarden (Pennin. Navigation).

Shipping on were the Winter Hill and Logans Fort (Cities Service). Ships in transit at the port were the Gateway City, Chickasaw, Andrew Jackson and Antinous (Waterman); the Marina, Rosario, Dorothy, Suzanne and Evelyn (Bull); and the Robin Doncaster (Seas).

All ships paid off in good shape and there were no major beefs to be settled.

On the labor front we wish to report that the International Union of Electrical Workers have been successful in their strike and have now returned to work with increases amounting to a nine-cent package.

A. S. Cardullo  
Philadelphia Port Agent

## Mobile:

### Port Buzzing About Retroactive Pay Hike

Shipping in the port for the last couple of weeks remained pretty steady, with 132 men shipped to regular jobs and 106 shipped to relief jobs in and around the harbor. There were 12 payoffs, seven sign-ons and five ships in transit for the two week period. All the payoffs were in good shape with only minor beefs that were settled prior to payoff.

Paying off were the Warrior, Claiborne, Arizpa, Hastings, Monarch of the Sea and Andrew Jackson, (Waterman), and the Alcoa Cavalier, Pointer, Pilgrim, Roamer, Clipper, and Patriot, all of Alcoa. Sign-ons included the Arizpa, Pointer, Pilgrim, Hastings, Warhawk, Roamer and Patriot.

In Transit Vessels  
In transit were the De Soto and Iberville, (Waterman); the Robin Gray (Seas Shipping); the Steel Executive (Isthmian) and the Gateway City (Waterman).

For our Seafarer of the week we nominate Brother Harry K. Long who joined the SIU in 1945 and usually ships out of the port as a second cook. Brother Long is married and has two children and is expecting a third shortly. At present, he is working in the Alcoa shore gang while awaiting the arrival of the blessed event.

His favorite sport is watching the greyhounds run over at the Pensacola dog track and so far he has been pretty lucky. Long's brother is also an SIU bookman who ships as an AB or bosun.

Maternity Benefit  
Long thinks one of the greatest benefits of the Welfare Plan is the maternity benefit for it gives help when it is needed.

The big news around the port of course is the recent pay increase reported in the LOG. All of the brothers on the beach can be seen with pencil and paper rapidly figuring up what they have coming in retroactive wages and overtime that has accrued since October of 1953. When all this time has been computed by the companies and the Union, we hope that the list of the money due will be posted in the LOG. In the meantime, everyone is sitting pat and giving the operators a chance to get this matter straightened out and the money on the way.

Also coming in for quite a bit of discussion are the applications for permit men to apply for a book. These applications are being fixed up and should be available in the very near future. All permit men are urged to get one and fill it out so that his application can go to the committee in New York for checking.

Fish Biting  
Well, the weather keeps getting better and the fish have started to bite around the bays in Mobile, so the men on the beach, while waiting for their cards to age a little, are taking a whirl at the good fresh and salt water fishing in and around the port. They are either catching a helluva lot of fish or are the darnedest liars in the county. In addition, the soft shell crabs and flounders are starting to hit the beaches and quite a few of them are being caught and giggered at night.

Hope all you brothers, when they are in the neighborhood, will drop in and see our hall that is being painted and renovated. The hall is looking better already and we know that she will look tops when the job is completed.

Cal Tanner  
Mobile Port Agent

## SIU HALL DIRECTORY

<b>SIU, A&amp;G District</b>		<b>WILMINGTON, Calif.</b> ... 505 Marine Ave. Ernest Tilley, Agent Terminal 4-2874		<b>FORT WILLIAM, Ontario</b> ... 118 1/2 Syndicate Ave. Phone: 3-3221	
<b>BALTIMORE</b> ... 14 North Gay St. Earl Sheppard, Agent Mulberry 4540	<b>BOSTON</b> ... 276 State St. James Sheehan, Agent Richmond 3-0140	<b>HEADQUARTERS</b> ... 675 4th Ave., Bklyn. SECRETARY-TREASURER Paul Hall	<b>ASST SECRETARY-TREASURERS</b> Robert Matthews Joe Algina Claude Simmons Joe Volpian William Hall	<b>PORT COLBORNE, Ontario</b> ... 103 Durham St. Phone: 5391	<b>TORONTO, Ontario</b> ... 272 King St. E. Empire 4-5719
<b>GALVESTON</b> ... 21st & Mechanic Keith Alsop, Agent Phone 2-8448	<b>LAKE CHARLES, La.</b> ... 1419 Ryan St. Leroy Clarke, Agent Phone 6-5744	<b>HONOLULU</b> ... 16 Merchant St. Phone 5-8777	<b>HONOLULU</b> ... 16 Merchant St. Phone 5-8777	<b>TORONTO, Ontario</b> ... 82 St. Davids St. CANAL 7-3202	<b>QUEBEC</b> ... 113 Cote De La Montague Quebec Phone: 2-7078
<b>MOBILE</b> ... 1 South Lawrence St. Cal Tanner, Agent Phone 2-1754	<b>NEW ORLEANS</b> ... 523 Bienville St. Lindsey Williams, Agent	<b>PORTLAND</b> ... 522 N. W. Everett St. Beacon 4336	<b>RICHMOND, CALIF.</b> ... 237 5th St. Phone 2599	<b>VICTORIA, BC.</b> ... 617 1/2 Cormorant St. Empire 4631	<b>VANCOUVER, BC.</b> ... 363 Hamilton St. Pacific 7824
<b>NEW YORK</b> ... 675 4th Ave., Brooklyn Magnolia 6112-6113	<b>NORFOLK</b> ... 127-129 Bank St. Ken Rees, Agent Phone 4-1053	<b>SAN FRANCISCO</b> ... 450 Harrison St. Douglas 2-6363	<b>SEATTLE</b> ... 2505 1st Ave. Main 6290	<b>SYDNEY, NS.</b> ... 304 Charlotte St. Phone 6346	<b>SAGOTVILLE, Quebec</b> ... 20 Elgin St. Phone: 545
<b>PHILADELPHIA</b> ... 337 Market St. S. Cardullo, Agent Market 7-1635	<b>SAN FRANCISCO</b> ... 450 Harrison St. T. Banning, Agent Douglas 2-6475	<b>WILMINGTON</b> ... 505 Marine Ave. Terminal 4-3131	<b>NEW YORK</b> ... 675 4th Ave., Brooklyn Sterling 6-4671	<b>THOROLD, Ontario</b> ... 734 Lakeside Ave., NE Phone: Main 1-0147	<b>DETROIT</b> ... 1038 3rd St. Headquarters Phone: Woodward 1-8957
<b>SAVANNAH</b> ... 2 Abercorn St. Jeff Morrison, Agent Phone 2-1723	<b>SEATTLE</b> ... 2700 1st Ave. Elliott 4324	<b>NEW YORK</b> ... 675 4th Ave., Brooklyn Sterling 6-4671	<b>Canadian District</b>	<b>DULUTH</b> ... 331 W. Michigan St. Phone: Melrose 2-4110	<b>SOUTH CHICAGO</b> ... 3291 E. 92nd St. Phone: 835x 6-2419
<b>TAMPA</b> ... 1809-1811 N. Franklin St. Ray White, Agent Phone 2-1323		<b>MONTREAL</b> ... 434 St. James St. West Plateau 6161	<b>HALIFAX, N.S.</b> ... 128 1/2 Hollis St. Phone: 2-9911		

# PORT REPORTS

**Boston:**

## Shipbuilding Program Watched With Interest

Shipping interests in the port of Boston are watching with interest an attempt by the New England Senators in Washington to speed passage of an \$86 million shipbuilding program which will greatly benefit New England shipping.

The program calls for subsidizing new passenger liners with national defense features, building tankers and modernizing Liberty ships. It is said to have the backing of the White House and, if adopted, would benefit the shipyards at Quincy, Portland, East Boston and Bath, Me.



Vourtouris

### Shipping Is Good

Shipping in the port has been generally good during the past two weeks, with the Cantigny and the French Creek (Cities Service) each paying off twice, and the Bents Port and Salem Maritime (Cities Service) also paying off. These four ships also signed on.

In-transit were the Steel Maker (Isthmian), Robin Kettering (Seas Shipping) and Antinous, Fairland and De Soto (Waterman).

On June 14 and 15 the Union crewed the Evangeline (Evangeline). It also collected wages and subsistence for the crew of the Orion Comet (Oil Carriers) after they reported back to Boston, which was the port of engagement.

In the marine hospital are F. Alasavich, R. Rogers, J. Penswick, G. Vourtouris, W. Tkach and J. McFerren. All are in good shape.

James Sheehan  
Boston Port Agent



**San Francisco:**

## Malicious Rumors Are Cause For Complaint

Shipping has been fair in the port for the past two weeks but the future looks none too bright. No ships paid off during the past two week period and only one ship signed on, the Amerocean of Amerocean.

Ships in-transit included the Azalea City, Fairport and Bienville (Waterman); the Seamar (Calmar) and the Steel King (Isthmian).

Lately, one of the most vicious things a person can do to a brother has been rearing its ugly head around the San Francisco branch—malicious talk about a Union brother. There has been some talk about one of the brothers, who is a steward, putting three entrees and other additional things on the menu which are not called for. He has also been accused of asking for other extra items for the bakers to bake, heaping work on them. Thus, some of the cooks and bakers do not want to ship with this steward. Such talk can eventually lead to serious trouble.

### Good Advice

We ask that in the future, it is well to remember, that if you can't say something good about a man, it is better to say nothing at all. As far as the steward putting three meats, etc., on the menu, if he has that kind of stores, it is up to the cooks to put it out.

It has been noticed lately that some of our brothers, while checking through branch agents in ports they have been in, are writing

headquarters regarding maintenance, cure and welfare problems which could be taken care of just as well in the port where they are, after the port agent or patrolman has been notified.

If they cannot be taken care in that port, the port agent himself will be glad to contact the New York Welfare Department for any brother. The important thing is for you to contact your officials in any of these matters and give them the full circumstances so that they may be able to see your side of the case. Please contact your officials in the port that you are in and they will help you in any way they possibly can.

### On the Beach

Oldtimers on the beach at this time include L. Knickerbocker, W. Pennington, R. Charroin, A. Bernard, J. Curlew, L. Saar, W. Fisher, H. Arlinghaus, R. Malone, J. Lavery, R. Graf, T. Moriarty, M. Hagerty, F. Volto, L. Dean and E. Bulik.

Men in the marine hospitals at present are Hoyt L. Hackney, P. S. Yuzon, O. Gustavsen, J. Childs, C. Neumaler, H. Y. Choe, W. Singleton, George H. Leary, E. L. Woods, T. A. Scanton, J. Ferreira and T. T. Creer.

Tom Banning  
San Francisco Port Agent



**Wilmington:**

## Crew Of Maiden Creek Saves Tuna Fisherman

In Wilmington, the crew of the Maiden Creek (Waterman) were commended for their action in spotting and picking up 12 men from a tuna clipper that had sunk off the California coast.

The port has been holding its own as a transit port, with 13 ships in-transit during the past two weeks. The Alcoa Planter (Alcoa) paid off and signed on for a run to the Far East. During the past two weeks the port registered 32 men in the three departments and shipped 30.

A recent visitor was brother H. C. Hutcherson, who came out to California from New Orleans for a vacation. After a week, Brother Hutcherson shipped as deck engineer aboard the Maiden Creek.

E. B. Tilley  
Wilmington Port Agent



Hutcherson

**New York:**

## Shipping On Upgrade For All Departments

As we predicted in our last report, shipping in the Port of New York has continued on the upgrade for the past two weeks with good shipping for all departments. We had two ships come out of layup that took full crews. They were the Raphael Semmes (Waterman) and the Lawrence Victory (Mississippi).

We have two more in layup that are expected out in a few days so shipping should hold up good for the coming period. We are happy to report that according to the patrolmen the ships are continuing to come in with less beefs and therefore smooth payoffs. With the new agreement and clarifications coming out shortly, we believe that there will be even less reason for beefs as every one will be able to more clearly interpret the agreement and eliminate some of the misunderstandings that we have had in the past.

After we complete negotiations on all of the agreements we intend to continue to hold clarification meetings with the freight and tanker operators and eventually we should wind up with the smoothest working agreement in the business.

### Port Traffic

We paid off fifteen ships in the past two weeks, signed seven on foreign articles and serviced 20 ships in transit.

Paying off were the Alexandra (Carras); the Steel Surveyor and Steel Maker (Isthmian); the Marina, Kathryn, Frances and Show Me Mariner (Bull); the Val Chem (Valentine); the Ocean Betty (Maritime Overseas); the Bradford Island, Chiwawa and Government Camp (Cities Service); Jefferson City Victory (Victory Carriers); the Robin Kettering (Robin) and the Fairland (Waterman).

Ships signing on were the Steel Surveyor and Steel Traveler (Isthmian); the Robin Sherwood and Robin Doncaster (Robin); Jefferson City Victory; the Show Me Mariner and the Lawrence Victory (Mississippi).

### Ships In-Transit

In-transit vessels were the Seagarden (Orion); the Government Camp (Cities Service); the Chickasaw, Fairland, La Salle, Antinous and Wild Ranger (Waterman); the Seatrains Savannah, Louisiana, New York, Georgia, New Jersey and Texas; the Elizabeth and Beatrice (Bull); the Mankato Victory (Victory Carriers); the Steel Designer and Steel Surveyor (Isth-

mian) and the Alcoa Puritan and Alcoa Runner (Alcoa).

Claude Simmons  
Asst. Sec.-Treas.



**Savannah:**

## Georgia Tax Men Bid In At Ship's Payoff

Shipping remained just fair for the past two week period. The Southstar of South Atlantic was the only ship paying off and the only ship signing on.

Those ships in-transit were the Rosario and Marina (Bull); the Yaka (Waterman); the Seatrains Georgia and Louisiana; the Robin Sherwood (Seas Shipping) and the Steel Executive (Isthmian).

Recently, at the payoff of the Southstar in Charleston, the State of Georgia stepped in to attach approximately \$50 each of the pay of two men for state income taxes. The tax commissioner reports that this is all well and proper and the company is holding the money until a court decision is handed down.

### Feel Action Illegal

We have made a complete record of the proceedings so far and will turn it over to headquarters with the request that the Union attorneys take legal action if necessary. We feel the action is both illegal and improper, since both men are out of state residents. One lives in Florida and the other man makes his home in South Carolina.

Our choice for Seafarer of the week is Thomas Arnold Benson who started sailing with the SIU in 1948 after a somewhat colorful life ashore.

In the First World War, Benson received a foot injury while serving in the Army. The injury caused brother Benson to seek some diversified employment. He first studied costume designing and studied hat designing under Madam Dufing. This proved to be a rather lengthy project, so he accepted bit parts in movies. Back in the days of the silent films, he usually played the role of a butler.

### Worked In Silent Films

Leaving the movies, he then worked for seven years for Gertrude Webster. Working in defense plants throughout World War II, he felt the urge to go to sea in 1948 and of course chose the best Union to sail in—the SIU. From that moment on he has never regretted his decision.

Oldtimers on the beach are W. Stoll, A. Fricks, M. Brightwell, F. Boyne, A. Edenfield and H. Glisson.

Jeff Morrison  
Savannah Port Agent

**Baltimore:**

## Three Ship Layups Put Shipping On Slow Bell

Baltimore, as far as shipping is concerned, is really on the slow bell and there doesn't seem to be any immediate relief in sight. In the past two weeks, we had the Edith (Bull); Stony Creek (Amer-Tramp) and the Trojan Seaman (Troy) going into idle status. So you can readily see this added greatly to the number of men we had already on the beach.

Best advice, at this time, is not to register at this port unless you are prepared to stay around for at least a month. In the meantime, we are keeping our fingers crossed hoping that a few of these vessels which we have lying idle will crew up.

At the present time we have only one unsettled beef. It regards oilers doing wipers' work on the Seatiger (Colonial). It has been submitted to headquarters and we hope to have something in the near future on this item.



Addison

### Ship Payoff

In the past two weeks, we paid off the Venore, Marore, Santore, Feltore, Chlore (Ore); the Trinity (Carras); the Seatiger (Colonial); the Oremar (Calmar); the Paoli and Lone Jack (Cities Service); the Edith, Evelyn, Suzanne and Mae (Bull) and the Trojan Seaman (Troy).

Signing on were the Venore, Marore, Feltore, Santore, Chlore (Ore); the Raphael Semmes (Waterman); the Lone Jack (Cities Service); Seatiger (Colonial) and the Bethcoaster and Oremar (Calmar).

In-transit ships were the Ines and Rosario (Bull); the Cabins (Mathiason); the Alcoa Puritan and Runner (Alcoa); the Marymar (Calmar); the Chickasaw, Iberville, Raphael Semmes and Andrew Jackson (Waterman); the Steel Maker (Isthmian) and the Robin Kettering and Robin Doncaster of Seas Shipping.

### Hall Report

We would like to report that we have been in constant contact with the general contractor and various sub-contractors that are working on the new hall and we have their assurance that they are doing all possible to enable us to take over on or about the first of August.

On the political scene, I am sure the membership is aware by now that the Democratic primaries are coming up and that they should be sure to all go to the polls and vote on Monday, June 28. Vote for the men you know are favorable to us and labor in general.

### Man Of The Week

Our man of the week is Brother William B. Addison, who has been an SIU member since 1946 and sails at various ratings in the engine department. He has always been a very conscientious union man and at various times has sailed as engine department delegate and ship's delegate. ceives from the SIU.

At the hospital are Warren Whitmer, Otis J. Harden, Tony Mastantuno, Robert W. Standford, Ben Lawson, Lorenzo Brigida, Robert Scales, John T. Watt, Thomas Ankerson, William Kenny, James Dodson, Gorman Glaze, Jessie A. Clarke, Walton Hudson, Heinrich Wiese, Patsy A. Pasquale, Robert G. Cooper and Cornelious Palmer

Earl Sheppard  
Baltimore Port Agent

# A & G SHIPPING RECORD

## Shipping Figures June 2 to June 16

PORT	REG.			REG. TOTAL	SHIP.			SHIP. TOTAL
	DECK	ENGINE	STEW.		DECK	ENG.	STEW.	
Boston	18	14	17	49	32	26	83	141
New York	122	118	93	333	95	91	72	258
Philadelphia	27	21	24	72	4	10	7	21
Baltimore	107	93	85	285	53	48	39	140
Norfolk	30	25	22	77	32	30	22	84
Savannah	11	10	9	30	3	7	4	14
Tampa	16	18	16	50	8	7	8	23
Mobile	45	44	43	132	45	44	43	132
New Orleans	56	50	78	204	77	60	68	205
Galveston	48	43	24	115	39	39	22	100
Seattle	49	36	39	124	40	42	30	112
San Francisco	29	42	21	92	29	29	22	80
Wilmington	12	9	11	32	12	8	10	30
<b>Totals</b>	<b>579</b>	<b>543</b>	<b>482</b>	<b>1,395</b>	<b>469</b>	<b>441</b>	<b>430</b>	<b>1,340</b>

# Fire Drill Aboard Ship Misfires; The Captain Is For Burning

Things aren't done in half-measure aboard the Greece Victory, according to Seafarer Raymond Sparks, who communicates with the LOG by means of a letter in order to let the rest of the world know how firefighting is done aboard the South Atlantic vessel.

Unlicensed crewmembers and topside alike take credit for the unusual technique developed aboard the Honolulu-bound ship. Sparks is not quite sure whether anything like it has ever been attempted aboard any other ship at sea, or elsewhere, but he believes it is quite odd and something he is not likely to encounter again in many future years at sea.

## Realistic Fire Drill

The episode was rather short-lived, but it made Monday, May 17, 1954, a memorable occasion in at least one Seafarer's mind. The captain, according to a pre-arranged plan, had the third mate set fire to a waste basket on the fantail of the vessel just five minutes before a regularly-scheduled fire drill and boat drill. The captain, it seems, went in for realism, but he was not quite prepared for the succeeding events in firefighting technique developed by his intrepid crew.

The word spread like wildfire on the ship. The watch on deck, ever alert, proceeded afoot post haste when they saw something blazing back on the fantail. Muscles quickly answering the summonses of their brains, the men tossed the offending basket and blaze over the side, quenching the fire in the most effective method yet devised by man. There was more than enough water to do the job.

## Fire Breakdown

Just then, with the basket bobbing in the ship's wake, the general alarm went off for fire and boat drill. After the completion of what turned out to be a routine drill, the captain notwithstanding, the skipper called all hands to the saloon mess for a critique.

He started firing questions thick and fast and the first thing he wanted to know was why the third mate hadn't run out a fire hose or grabbed an extinguisher when the basket blazed up. The mate begged off, excusing himself with the statement that it would have been of no use since a couple of the ABs and an OS tossed the basket over the side. He didn't see the sense of directing a stream of water into the ocean, he said while the captain muttered.

When the captain got through with the mate, he directed his fire at the other three culprits in question. He wanted to know why they didn't grab extinguishers on their way back to the fire. They said

there were two back there and also two fire stations, but when they arrived upon the scene they took care of the situation with a little backwork and a lot of salt water. They were quite happy about their scheme, but the captain is still burning.

## Recuperating Long Way From Home



Seafarer Neal Cairns, recuperating at Tokyo Army hospital a while back, poses with cherry blossoms and Yoshiko Wakabayashi. The seaman hails from East Orange, NJ, and is back home now.

## Hospital Has Many Tales

Once again the LOG's itinerant correspondent, Spider Korolia, writes of the doings in and around New Orleans, adding just a bit of Korolian flavor to his Crescent City tales. In and out of New Orleans

USPHS hospital for the past 11 months, waiting for a "fit for duty" slip, Spider is well up on the news and idiosyncrasies of the various wards in the institution. Here follows his somewhat dubious account of some of the happenings in and around the hospital:

We had a lulu of a patient on my deck, Spider says. He was a pretty lazy guy and would sleep all the time in the day time. However, he had the nurses trained to wake him up whenever he got hungry. They were working in relays, because he didn't want to miss out on anything free.

## Lazy Patient

Another somewhat lazy soul was the patient who was lolling on the grass on the hospital grounds to pass the time away. Some passing strangers asked him directions. He

was so lazy he explained the intricate maneuvers, by hand, that they would have to do, without rising from his position on the grass. Thankful, the inquirers wanted to reward him for his trouble. He declined the proffered money, however, claiming he would have to turn over to put it in his pocket.

## Own Torture

In the surgical ward a hospitalized man asked the doctor to remove all the corns from his toes and put them on the soles of his feet. He wanted to be the only one to be able to step on his corns. Someone else made a more practical suggestion, but it was vetoed by hospital authorities. The man wanted juke boxes placed in the wards for the entertainment of the men, but it was voted down on the grounds that the music would drown out the patients' stories of their operations to the guy in the next bed.

One hot summer day, Spider concludes, three frozen doctors were brought into his ward. Fortunately, they were all Dr. Peppers.

## Olde Photos Wanted by LOG

The LOG is interested in collecting and printing photographs showing what seagoing was like in the old days. All you oldtimers who have any old mementos, photographs of shipboard life, pictures of ships or anything that would show how seamen lived, ate and worked in the days gone by, send them in to the LOG. Whether they be steam or sail, around the turn of the century, during the first world war and as late as 1938, the LOG is interested in them all. We'll take care of them and return your souvenirs to you.

# The FOC'SLE FOTOGRAPHER

By SEAFARERS LOG Photo Editor

To many photographers, shutter speed is merely a mechanical and mathematical hurdle to jump in the process of making a photograph. But it can be much more than that; shutter speed is also a definite artistic tool like other photographic characteristics such as depth of field and the chemistry of film development.

In analyzing the mechanics of your shutter in terms of visual effect, we have classified speeds into four different areas: 1/5 of a second and slower, 1/100 of a second, 1/250 of a second and 1/500 of a second and higher. Each of these time areas has a different result on film, and quite different moods and effects may be established by each. The utility speed for general outdoor shooting is 1/100 of a second, fast enough to stop normal action, minimize camera shake and permit adequate depth of field. A speed of 1/250 of a second enables you to get a crisp image of more active subject matter.

Speeds of 1/500 of a second and faster are necessary to stop violent action such as encountered in sports photography. The various slow shutter speeds—1/5 of a second and less—are useful in obtaining deliberate motion blur and off-beat effects, but require the use of a tripod.

## Motion Patterns

Of all shutter speeds, the slowest, 1/5 of a second and less, are the easiest to use for creating imaginative pictures of action. Although a slightly slow speed like 1/25 of a second may just make the picture look unpleasantly "soft," an extremely slow shutter speed can be used to create patterns of motion. The action of light falling on the film is similar to the action of an air brush on a piece of paper; the light rays continue to fall on the negative in layers and actually superimpose many images on each other. At speeds of 1/5 of a second and less, use a tripod to minimize blur due to camera action.

A speed of 1/100 of a second is perhaps the most useful choice for general camera work. It's available on all but the simplest cameras, is fast enough to stop most normal human activities and yet permits a small enough aperture for convenient depth of field.

Although you can learn to hand-hold your camera steady at 1/50 of a second and slower, you'll reduce disappointments if you use 1/100 of a second whenever lighting conditions permit. Set at this all-around utility speed, your camera is ready to take most types of pictures without changing the shutter.

## LOG-A-RHYTHM:

# Cecil The Seasick Serpent

By M. Dwyer

Cecil the Seasick Serpent  
Swam the seven seas,  
Well liked by those who knew him,  
For he knew how to please.

One day he went a-roaming,  
When fed up with the sea,  
Adventure within him burning,  
He left his home and lee.

He spied a ship moored to a pier,  
Then a gleam came to his eye,  
If he could only stow away,  
Well, it was worth the try.

He knew he must be quiet  
And not make a sound  
Or surely he would frighten  
Anyone who might be around.

Once squared away in the hole,  
He figured he'd sit tight,  
He hadn't any gear,  
For he always traveled light.

Then suddenly he heard the ship  
Getting underway,  
And felt, as many seamen do,  
The excitement of sailing day.

Poor Cecil never sailed before,  
So how was he to know,  
The ship would roll and toss  
When heavy waters flow.

Now you see how he got his name  
By all the friends he knew,  
Every time he spies a ship,  
His seaman's heart is blue.

## Shipmate Snaps Del Mar Crewmen



Three crewmembers off the Del Mar line up on deckside to have their pictures taken by shipmate Dick Martinez. Left to right, they are Tony Civello, Tony Russo and Harold Truman.

## Quiz Corner

- (1) Tom can paint a large room in 10 hours. Harry can paint the same room in 15 hours. How long would it take them to do it together?
- (2) Whose story links together the tales of The Arabian Nights: (a) Aladdin, (b) Scheherazade, (c) The Queen of Sheba, (d) Sinbad?
- (3) Which male actor recently won the Academy Award for 1953 for the best male leading role of the year: (a) Gary Cooper, (b) William Holden, (c) Anthony Quinn, (d) Frank Sinatra?
- (4) Hoover Dam, one of the largest in the world and located in the Colorado River on the border between Arizona and Nevada, used to be known by another name. What was it?
- (5) Which state in the Union has the smallest abbreviation?
- (6) How many feet of fencing would be required to enclose a rectangular field 20 yards long and 14 yards wide?
- (7) Nearly three-fourths of the cheese made in the US is made in one state. Which state is it: (a) New York, (b) California, (c) Wisconsin, (d) New Jersey?
- (8) Who was the first Vice-President to become President of the US: (a) Thomas Jefferson, (b) John Adams, (c) James Madison, (d) Andrew Johnson?
- (9) The sum of two numbers is 35. Four times one number is equal to ten times the other. What are the numbers?
- (10) What old song begins, "How dear to my heart are the scenes of my childhood"?

(Quiz Answers on Page 20)

**Cavaller Crew Celebrates Shipmate's Marriage**



Mr. and Mrs. Randy C. Bass, (seated right) get rousing toast from fellow crewmembers and friends at the occasion of their recent marriage. Wedding reception attracted big crowd of well-wishers for the Alcoa passenger ship crewmember.

**The SPORTS LINE**

By Spike Marlin

A pretty uninteresting fight between two moderately-successful middleweights took on added interest when it was colored by reports of an attempted fix. Middleweight Bobby Jones reported that he had been approached by various and sundry people over the phone and in person offering him substantial sums of money to "dump" the fight.

As a result, heavyweight contender Clarence Henry found himself in the jug under charges and what the District Attorney's office calls an "investigation" was underway.

**LaMotta's Performance**

Dump stories are nothing new in the fight game although this was the first time in quite a long while that a fighter actually reported a bribe attempt. Just to name a few there was the famous one-round "knockout" of Jake LaMotta by Blackjack Billy Fox. They are still looking for the punch that laid LaMotta low in that fight, and the consensus of opinion was and still is that the punch was thrown with a rubber band wrapped around it long before the fighters entered the ring.

Then of course, more recently,

the one-round kayo of Willie Pep by Lulu Perez caused quite a few eyebrows to elevate, with reports that the District Attorney's office was "investigating" that one.

**Jones On Short End**

As far as the Giardello fight was concerned, the odd part about the fix story was that Jones was a four-to-one underdog. Usually if anybody is going to pull a fix they will want it to work the other way around so they can take advantage of the long pull in the odds.

In any case, Jones went out and made a good fight of it against Giardello who is supposed to be the top contender for the middleweight crown. While Giardello won the fight, Jones proved again what seemed obvious before, that Giardello would have no business in the ring with the likes of Bobo Olson.

It would seem that Olson's management made a mistake by signing with Castellani for a title fight instead of Giardello. Castellani has the equipment to cause Olson trouble. Giardello who knows practically nothing about fighting inside, would be the softest touch that Olson has had in quite some time.

**Says See City, Not Judge**



Seafarer M. A. Stabile, right, poses with wife on other side of sign on road linking Houston and Brehan, Tex., which warns motorists to drive slowly or see the magistrate. Daughter Kathy, eight, took the picture while dad was vacationing from the Trinity.

**Taste Good? Don't Keep It A Secret**

Cooks, bakers or stewards who have special recipes that they are proud of are invited to send them in to the SEAFARERS LOG Galley Cleanings column. That way they can be used on other ships. And any Seafarer who feels his galley gang has something that really rates should ask them to do the same. It serves to stimulate good feeding on all SIU vessels.

**Shipboard Passenger Is Observer At Meeting**

A rather unusual but satisfactory incident took place aboard the Alcoa Patriot, an Alcoa vessel, earlier in the month, as reported to the LOG by the medium of the ship's minutes of a union meeting aboard the vessel. The meeting was chaired by Milton Robinson, who imparts this bit of information to the paper.

It seems, according to our informant, that a passenger aboard the ship made an unusual request. The passenger's name was Bernard

Childs and his request was to be allowed to observe the goings-on at the Union meeting of the unlicensed crewmembers aboard the scow. Flattered by his interest, the men allowed him to view the proceedings so that he might become better acquainted with the way meetings are run.

The visitor, it was reported, needless to say, was very impressed by the thoroughness and the conduct of the meeting, expressing avid interest in the affairs of the men and the Union and in the tone of the meeting. He was, according to Robinson, very impressed to find out the men were so strongly organized and had such faith in their Union leaders and organization. Child, a native Californian, was delighted to be present at the meeting and gave his thanks to the membership for the privilege afforded him.



Robinson

President Woodrow Wilson on its face, is for use only in transactions between member banks of the Federal Reserve System and the Treasury Department.

That San Francisco has the only municipally-owned opera house in the US? The opera house is one of the buildings in the Civic Center, which occupies more than three square blocks. In 1945, the Civic Center was the scene of the international conference that drew up the charter for the UN and also was the site of the signing of the Japanese peace treaty.

That St. Augustine, Fla. is the oldest city in the US? The Spanish settled on the site in 1565 and it has been continuously occupied ever since. Sante Fe, NM, is the second oldest city.

That the SIU hall in Seattle is now located at First Avenue and Wall Street, a block from the old quarters? The new location follows the opening of a new SUP building in the port last month. SIU-A&G offices are located on the main floor of the new structure.

That the southernmost point in Europe is further south than many places on the coast of northern Africa? The British colony of Gibraltar is also further south than any point in Italy or Greece.

**Santore Crew Aids Widow**

Crewmembers of the Santore (Ore Line) report that they took up a tarpaulin muster for the widow of Roy Justice, crewmember who passed away recently. A money order of \$62 was forwarded to the Baltimore hall to be passed on to Mrs. Justice along with the \$2,500 death benefit from the SIU Welfare Plan.

Crewmembers expressed the wish that the contribution, together with the Union benefit, will help make up for her loss, and give an idea of the respect and esteem of the late brother's shipmates for him.

**Did You Know . . .**

That in 1907 the Australians built a fence 1,000 miles long from the north coast to the south to keep rabbits from invading Western Australia? Brought into the country in 1788, by the middle of the 19th century the rabbits had done too well and were a distinct menace to sheep raising.

That American naval hero David Porter (1780-1843) was a rear admiral in the Mexican navy? Porter served in the war with Tripoli and in the War of 1812 against the British, but later, while cruising in the West Indies, caused an incident in Puerto Rico which wound up with him being court-martialed and suspended for six months. Because of this, he resigned and entered the Mexican Navy as a rear admiral, but left three years later, in 1829, to become a US consular official.

That children of deceased Seafarers who had three years' seetime on SIU-contracted ships are also eligible to apply for SIU scholarship benefits? Four \$8,000 scholarships are awarded each year, which the successful applicants may use for a four-year course of study at any college or university they choose.

That although \$100,000 bills are issued by the US Treasury, no one is allowed to use them? The \$100,000 bill, which has a portrait of

**GALLEY CLEANINGS**

The LOG opens this column as an exchange for stewards, cooks, bakers and others who'd like to share favored recipes, little-known cooking and baking hints, dishes with a national flavor and the like, suitable for shipboard and/or home use. Here's George Gordon's recipe for southern gumbo.

From deep down south comes one of the most popular dishes of Seafarers—gumbo. Almost exotic in taste, it is a delicious combination of Creole cookery and the succulent shrimp that abound in the Gulf area.

For Southern or Creole gumbo, take six onions, eight green peppers and one bunch of celery diced not too small and combine with a half pound of butter in a saucepan and braise for about 15 minutes on the top of the stove.



Gordon

Next, 15 pounds of raw peeled shrimp should be added and the shrimp and vegetables allowed to simmer for about 15 minutes.

**Fish Or Chicken Stock**

Now you are ready for the liquid ingredients. Combine with one pint of fish or chicken stock and a pint of tomato juice or stewed tomatoes, one tablespoon of gumbo file and a tablespoon of curry powder and add this to the shrimp and vegetables seasoning with salt and pepper to taste.

The mixture should be allowed to cook for about a half hour. Fifteen minutes before the gumbo is ready to be taken from the fire, a pound of boiled rice and about 12 cups of okra are added. The rice and okra are added last and not allowed to cook too long, since they have already been cooked and more cooking would make them glutinous or paste-like. This recipe serves 40.

George Gordon, born in Savannah, Ga., has a home grown knowledge of Southern cookery as well as 30 years' experience cooking and baking on shipboard.

He now lives in New York and has been sailing SIU since 1942 with time out for a stretch with Uncle Sam. He was a cook and baker for three years in the Quartermaster Corps and later in the Army Air Force.

This is Gordon's favorite recipe for Creole or Southern gumbo, but he says there are numerous variations of this delicious dish. Chicken, crab and numerous varieties of fish may be used.



### Korean Vet Set To Ship Out Again

To the Editor:  
After being in Korea for 13 months, I will be rotated shortly. I would appreciate it if you would send me some information about getting my book out of retirement.

Just before I came into the army, I retired my book in good standing in September of 1952. My last ship was the Western Farmer which broke in half in the English Channel following a collision on August 21, 1952.



Rundblad

It sure will be great to sail again. I haven't even seen salt water for 13 months. I met a couple of SIU brothers here in Korea, and we have a bull session whenever we chance to meet.

Some of my other buddies are listening in as I write this letter. Some of them find it hard to believe about the good conditions on SIU ships.

Since I've been in the Army, even while in Korea, I have never failed to receive the LOG. I want to send my thanks to the Union for keeping me up to date on what is happening.

Cpl. Donald A. Rundblad  
APO 7 c/o Postmaster  
San Francisco, Calif.

### Hits Attitude Towards Sick

To the Editor:

On our last trip out we were on the shuttle between Japan and Korea when two of the brothers on board needed medical attention. One man had a bad heart condition and the other one was hurt. It would have been better if both of them had been put off right away and sent back to the States as soon as possible.

It seemed as though that the skipper was in no hurry to take care of the matter and instead of sending a wireless message or a cable, a letter was sent back to the company's offices awaiting instructions, and the men had to stay on the ship until return mail was received.

It seems to me there should be some kind of form on board for notifying the Union that a man has become ill and arrangements made with the company for these mes-

sages to be handled as speedily as possible. In emergency cases, the radio should be used for this purpose. If this was put down on paper in black and white between the Union and the companies, I think it would certainly be of benefit to the membership. It would be better for the companies too, because that way a man would get medical attention as soon as possible, saving everybody a lot of grief and financial trouble all around.

Walter Reldy

### Seafarer's Mom LOG Reader

To the Editor:

I wrote you last November giving my new address. Up to this point I get the LOG only occasionally, and still with my old address. I am the mother of a merchant seaman and miss the LOG very much.

I had a severe heart attack a year ago and just underwent a major operation a few weeks ago. My son's wife gave birth to a boy on May 18, but I guess you know about it by now. The baby's name is Donald Anthony Fisher.

My old address was 2883 Harrison. My new address is 1954 Montana Avenue, Apt. 2, Cincinnati 11, Ohio. I have been getting the LOG about ten years and I would like to keep on getting it.

Thelma Fisher

(Ed. note: Your change of address has been noted; you will continue to receive the LOG every two weeks, as published.)

### Misses News Of Ships, Friends

To the Editor:

About three months ago I sent in for the LOG and as yet haven't received or heard anything about it. I presume it has been lost in the mail.

I have been physically disabled since last November and unable to get such news as the LOG carries in its wide variety of columns concerning the doings of ships and shipmates.

Would you be so kind as to send me the LOG starting with the June 1 issue.

Stanley Watlack

(Ed. note: Sorry about delay. Will see to it that you get LOGs from now on.)

# LETTERS

### Lauds Galveston USPHS Hospital

To the Editor:

During the past fifteen years, I have been in and out of various USPHS hospitals perhaps a dozen times with a chronic skin disorder.

In the previous USPHS hospitals the staff has shown complete indifference as to whether or not I was given any relief.

Since entering the Galveston USPHS hospital, May 3, 1954, I have had such wonderful care and treatment and for the first time in my life, I received some relief.

Doctor Irion, who has shown tremendous interest in my case, has given me a series of treatments which have proven very beneficial. Another doctor, Doctor Cooper, has also taken great interest in my case and at present I am enjoying better health than ever before.

Incidentally, I would like to compliment the dietician for the wonderful food served here. I am writing this letter to you in order that you in the home office may know the excellent care we received and how much we appreciate it.

James H. Brandon

### Wants To Hear From Shipmates

To the Editor:

Thanks for sending the LOG these past six months over here; it is always good to receive it.

I have a new address which I am enclosing. I would appreciate it if you would print my address in the LOG as I'd like to hear from some of my old shipmates such as Paul Turner, P. E. Jernigan and Freddie Tampion.

As of now, I have ten months left over here before going home.

PFC David Miller  
US 54136339  
Hq. Btry. 63d FABN  
APO 24 c/o PM  
San Francisco, Cal.

### Says Sea Chest Tops 'Em All

To the Editor:

The hiring hall did away with the flunk, the crimp, and the shanghai; a strong militant membership and an enforced contract has given us economic security plus decent working conditions, not to mention all the benefits derived from the Welfare Plan; and now the Sea Chest has made the unscrupulous waterfront peddler and the shoddy sloop chest dealer a thing of the past. These vultures of the docks must now find other birds to prey upon.

While in New York, I decided to go down and see the much talked about Sea Chest, but first I bought a "New York Times." I spent the greater part of one morning comparing Sea Chest prices with those advertised in the "Times." In the afternoon I visited some of the large New York department stores for a further comparison. I was amazed to learn that Sea Chest prices compared favorably with any that I saw any place, and in many instances were a great deal lower, especially on appliances.

No Secret

I returned the following day to learn the secret. Brother Price Spivey, the Sea Chest manager, said to me, "There are no secrets. We buy directly from the manufacturer, thus eliminating the 'middle-man's' profit. Besides, this is a service to the membership; there-

fore, we do not expect a profit return so great as a strictly commercial house." Brother Spivey went on to add, "All of our products are of the highest quality, and carry the manufacturers unconditional guarantee. Naturally, they are union made."

I also learned that any type of constructive criticism or suggestions are appreciated. I was told that this is the Sea Chest's only way of knowing what the membership want.

The Sea Chest, in my opinion, is another prime example of clean, progressive, democratic trade unionism at work. It shows what can be done for the betterment of all concerned when the membership and officials work in close cooperation. I believe the Sea Chest will be used as a pattern by other unions in the maritime industry.

M. Darley

### Thanks Seafarers For Blood Aid

To the Editor:

As I didn't have the opportunity at the time to thank them properly, I'd like to take this means to express my sincerest gratitude to the three Seafarers who voluntarily donated blood for me recently at Presbyterian Hospital, New York.

The act of kindness by these three men, Leonard C. Cherwin, Jerome Pine and Eugene J. Pinnell, who personally are strangers to me, was deeply appreciated. Now I know what he means when my son-in-law, who is a member of the SIU, talks about the "Brotherhood of the Sea." Bless all of you.

Mrs. Mary M. Logan

### Seafarers Make Good Husbands

To the Editor:

I am a merchant seaman and have followed the sea for 30 years. At present I am homeward bound after a voyage of four months to India. I am married to the same girl for 28 years, have a home of my own, as do many merchant seamen, and, along with the rest, am a credit to the community.

Much has been said of the hard, careless, shiftless, drinking life of seamen, putting seamen, in general, in a pretty low classification and one who should always be kept at a safe distance. We are human beings, we seamen, and like other human beings, we may drink a little, but so does the landlubber. Ask the average publican what trade he depends upon to stay in business. Many saloon keepers in the USA have never had a seaman inside their door yet, with the exception of the bars along the waterfront.

Today a seaman's calling is considered one of the finest and attracts youths and men of the highest character, many with college and high school diplomas. They are to be found in every rating.

Seamen get to see many lands, and, during their travels, go ashore to see the sights, buy presents and meet the natives socially. They are ambassadors-at-large for their countries. With his world-wide travel behind him, there is very little left to a seaman's imagination, and when he comes to choose a wife, he invariably chooses one from the USA, if he's an American seaman. Lucky indeed the lady of his choice will be, for a well-traveled seaman makes a splendid husband.



Jelletto

John Jelletto

### Sees Great Need For Injury Report

To the Editor:

In recent weeks, there have been quite a few letters sent to the LOG outlining and discussing the possibilities of the Union placing accident forms on all SIU contracted ships.

I have followed each issue very closely and I am happy to see that all the opinions expressed in the letters to the LOG have been 100 per cent for the adoption of such a plan, but I am somewhat surprised at the lack of interest shown by a large majority of the membership who have failed to express themselves on this very important issue.

Perhaps some are unaware of its importance; the benefits and personal protection such a plan would offer. No doubt a great number of our membership never had the misfortune of spending time in hospitals, either abroad or in this country. I have spent time in both, and at the present I am in the Staten Island Hospital.

Wilson

Cruel Experience

Since being drydocked in this hospital for the past few weeks, I have had ample opportunity to talk to and visit with several of my brother members. Some of their experiences have been so cruel, inhuman and indecent that they are very hard to believe.

But they must be believed for you are looking at the facts, in person, in the form of another brother member whose chances of complete recovery have been greatly reduced by the negligence of some ship's officer or company official who look upon a human life as some fixture or a piece of machinery to be replaced after it has served its usefulness or become obsolete.

When you meet a brother member coming down the corridor in a wheelchair which is his only way of getting around, or visit a brother who has been lying on his back for eight or ten months and has nothing to look forward to but another eight or ten months in bed. As you continue your visit and meet other brothers who, but for neglect, should have been out of here months ago sailing the sea they love, but instead some are now being fitted for a different and much more permanent kind of voyage.

When you see these and many more things happening because of the lack of respect of one human being for another then I think it is time for the complete membership to band together and make the adoption of this accident form plan a must.

May I again urge the membership to consider the importance of this issue and send their suggestions to the LOG. To each member it means only a few minutes of time plus a postage stamp.

Cliff Wilson

Thanks Friends For Writing Him

To the Editor:

I'd like to thank my shipmates on the Anniston City and also the other Union brothers who wrote me while I was laid up in the Halifax infirmary. I got hurt on the ship pretty badly and it certainly helped cheer me up to know that the friends I sailed with were thinking of me.

Sister Catherine De Cecci and the rest of the staff at the Halifax infirmary deserve a hand for the way they took care of me. They seemed anxious to please and saw to it that all my wants were attended to. They are certainly tops.

Terry McNea

## Seafarer Sam Says

IF YOU ARE SICK OR INJURED AND ENTER A PRIVATE HOSPITAL NOTIFY THE UNION AND THE U.S.P.H.S. - PROMPTLY!



DELAY COULD HOLD UP WELFARE BENEFITS THAT MAY BE DUE YOU.

### Expresses Thanks To Membership

To the Editor:  
I wish to take this opportunity to express my appreciation and humble thanks to the officials and membership of the Savannah hall for their sympathies and assistance in providing pallbearers for the funeral of my father who passed away while I was at sea.

Chester Yow

### Gives Thanks To All Who Helped

To the Editor:  
I certainly must give my thanks most sincerely to our secretary-treasurer, Paul Hall and our Welfare representative, Walter Siekmann and our Union counsel, Seymour Miller and to Harry Dietch for the great battle they have fought for me in getting my citizenship papers, after they had been pending for years.



Whittaker

It makes me feel proud and happy to belong to such a well-organized Union as the SIU. All my thanks again, to the officers and my Union brothers and lots of luck to them all. Brothers, take care of your Union; that is what counts. Keep up the good work and we will be tops.

Donald Whittaker

### What's With This Army Soft Soap?

To the Editor:  
Travel, good pay and adventure with the Army is certainly a far cry from the worthwhile, good living kind of travel a man does with the SIU.

After having to put up with army life for six months, so far, I can really appreciate all the tre-

mendous work that Union seamen have accomplished through the years in improving the conditions of seafarers.

After eight torturous weeks of basic training at Fort Ord, Calif., and eight more of specialized (?) training in harbor craft (I sail FWT and oiler) at Fort Eustis, Va., where, incidentally, I met several SIU men, I am now in supply with the engineers. That's the army for you.

At least here in the Presidio one can see the ships come and go and look forward to returning to the sea.

I would like to thank Gordon Dolan for his letter from Galveston and the USPHS hospital, New Orleans, which I finally received after three months and I sincerely hope he is all right by now.

Also, I would appreciate it very much if you will bring my address up to date so that I can continue to get all the news that's in the LOG.

Pvt. Gordon J. Slover  
521 (Ava Topo)  
30th Engr. Gp. Presidio,  
San Francisco, Calif

### Wants Wife To Receive LOG

To the Editor:  
My wife has asked me to request that the LOG be sent to her at our home. I have read it in the past and found it to be the best paper that I have ever read. I also like to see some of my friends' pictures in it.

I am on the Winter Hill of Cities Service. I have found the men to be good members and most of all good friends. I hope to keep sailing with the SIU.

C. Fontenot  
(Ed. note: Your wife will receive the LOG every two weeks, as published.)

### Wants A Group Insurance Plan

To the Editor:  
I, and many others, have often asked, "What does the single man get from the Welfare Fund except hospital benefits when he is in the hospital?" Group insurance is a plan that I have often thought would benefit the single man, married man, his wife and children. To the membership I would like to propose such a plan now.

Under group insurance, the plan would cover all members whether book or permit as long as they are in good standing. The plan would be broad enough to cover everything, which would include fillings, cleaning, extractions, bridge work and plates, dental surgery, maternity and its expenses, medically anything from a scratch, cut, or infection of any kind; communicable, chronic and incurable diseases; all injuries, accidents; and all specialists, hospital fees for room, doctors, nurses, anesthesia, X-ray, home, office, and ambulance calls as well as outpatient treatment.



Whittlow

Loss of wages for all non-occupational illnesses and injuries would be included, whether you are an in or out-patient, figured proportionately to your monthly earnings or the present maintenance and cure benefits.

Since the plan would be nationwide, seamen would choose their own doctors whether they are home or away from home. In that respect, the treatment they receive would be much better than what the marine hospitals offer, and my belief is the life of the marine hospitals are short-lived as soon as the present extension expires. Aboard ship where the company doesn't give full coverage, the plan could cover as well as ashore.

The Union Welfare Plan would still continue paying the war bond to new arrivals, death, scholarship, disability, and hospital benefits. I am sure that Welfare and headquarters can investigate other plans now already in operation and enable us to have the best group insurance now in operation.

Paul Whittlow  
(Ed note: Under the SIU Welfare Plan, all men sailing SIU contracted ships, both books and permits, are entitled to several benefits whether they are single or married. Aside from the hospital benefit, there is a \$25 weekly disability benefit payable at any age, and as in the case of the three Seafarers who won the 1954 awards this week, scholarship benefits as well. There is also a \$2,500 death benefit payable to the beneficiary of any Seafarer.)

### Voices Stewards Department Beef

To the Editor:  
Sir, I am writing to express my views in the LOG on the wages of chief stewards, chief cooks and night cooks and bakers, and would like the opinion of the brothers sailing in this category.

When our negotiating committee is working out the terms of our next contract, I would like to ask them to look into the matter of bringing stewards department wages up to the level of the deck and engine departments. First, let chief cooks be paid at the rate of pay that, bosun is paid, nite cooks and bakers likewise. The reason I say that, is that, in my opinion, a chief cook has to be an all-round tradesman, as does the baker, whereas a bosun has to know only

his job on deck. His job calls for only one class of work, but the chief cook has to be an all-round cook, butcher and have a knowledge of baking and pastry work.

Now getting to the chief steward, this man is the head of a department with the responsibility of all foods, linens, maintenance and the serving of meals. He has the responsibility of making a good ship and taking care of the diets of all the men aboard the ship he's serving on. Looking at the difference in the pay rates it seems way out of proportion for the work he does.

Since the bosun is a working boss under the chief mate's orders, and the chief steward is the head of a department, the same as a chief mate, I believe that a chief steward's wages should be about what a second electrician's wages are.

I would also like to point out that there is a lot of overtime that a chief steward does not get any more which his gang now does, such as supervising. This is not so with a bosun.

I honestly believe that our negotiating committee, when looking into the difference in pay rates of respective departments, will see that the chief cooks, night cooks and bakers and chief stewards are way underpaid.

Bill Hay

### Seafarer Offers Home For Sale

To the Editor:  
This is to let any of the brothers who might be interested in buying a home know that I would like to sell my place in Brooklyn because I intend moving elsewhere. The house is a one-family, two-story frame house located about 20 minutes from the SIU hall.

It has eight rooms, automatic oil heat, a full cellar, big yard in the rear and is on a plot about 30 feet by 100. It has no fancy frills but can be redecorated as the purchaser sees fit.

The price is \$5,000, but I am sure I could reach suitable terms with the person who would take it over. The house is located at 38 Garnet Street, and the telephone is ULster 8-2559. Information can be obtained at any time by calling that number or by seeing the place in person. There is always somebody there, either my wife or myself.

Manuel Sanchez

### Urges Action On Accident Forms

To the Editor:  
I guess by now that our Brother members who have been reading our Union newspaper, the LOG, for the last few months must have come across quite a few articles that have been written concerning the urgency of putting our own accident forms on all our ships.

I am writing to tell you Brother members that the urge is none too great. This is another progressive step towards the welfare of the membership, being done so well for the members of the best maritime union in the world, the SIU.

I have been in the hospital for some length of time now and when I stop and think, I realize that the idea of protecting the welfare of the seaman, the first of its kind that I know of, is strictly the idea of the SIU.

These accident forms sure will serve a purpose for one and all of us. There will be no more laying in a hospital in some Godforsaken port in misery and wondering if the mate or some company stiff has sent in the proper company report. No more worrying about the seriousness of the accident and how long it will take before you get anywhere near home and loved ones.

Thank God the SIU has thought of one of the best ways in the world of protecting its men in the use of these accident forms. Another first for the SIU.

So, fellows, I urge you one and all for your own protection, when you get aboard your next ship and have finished choosing the delegates that are to represent you for the trip, make sure you impress upon your fellow shipmates the necessity of these accident forms and don't stop until you have a 100 percent vote for them on all our ships.

In closing I might add, that this great Union of ours has one of the greatest welfare departments there is on land or sea, barring none.

You will never know until you are in the position I was in how right I am in making this statement. The attention I have had here at the hospital has been wonderful and seeing that good old smiling face of Toby Flynn is a tonic in itself.

So once again, fellows, lets all vote 100 percent for those accident forms on all our ships.

Einar Hansen

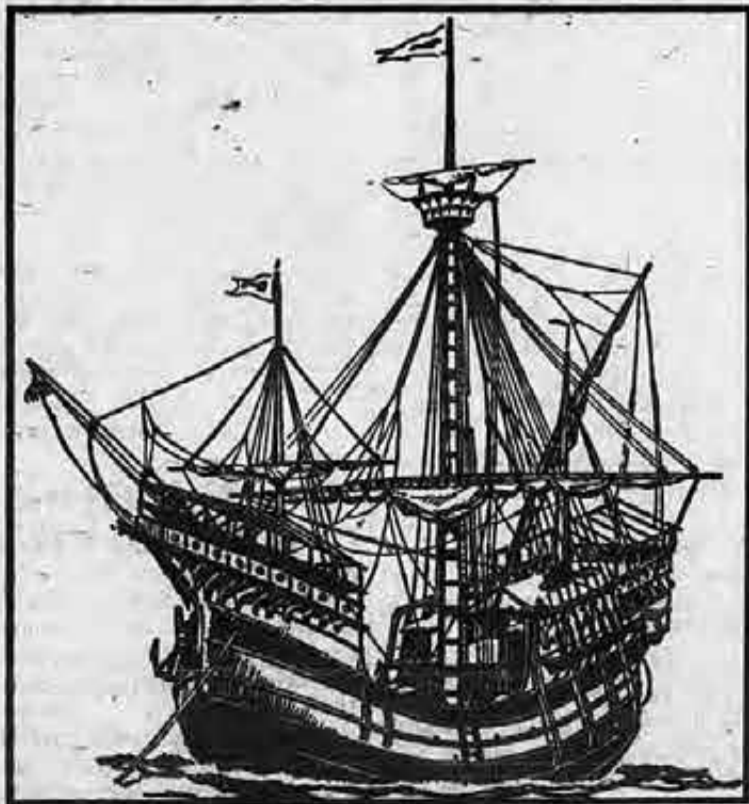


Hansen

## SHIPS OF THE PAST

### "The Carrack"

Highly successful as a bulk freight carrier during the 14th, 15th and 16th centuries, and even for many years afterwards, the carrack was a vessel designed to carry large burdens, but was also often employed for purposes of war. As a dual purpose vessel, it undoubtedly was an integral part of the shipping of all European maritime nations, and some of them were probably as large as 1,000 tons. The carrack usually had four large wales,



with skids strengthening the sides. The northern carrack illustrated here differed somewhat from those of the southern waters. In the latter it was customary to permit the ends of the deck beams to project beyond the planking of the vessel's sides. The ships usually had three masts, with the mainmast much larger than the other two. Some of them did carry four masts, including a tiny main-topmast, but this spar was often little more than a flag-staff.

### Happy Family Group Not Camera Shy



Contented family of Seafarer Stephen Mehringer gazes happily into camera. The little family group resides in Camden, NJ.

# ... DIGEST of SHIPS' MEETINGS ...

**MOBILIAN (Waterman), May 31—Chairman, J. Prescott; Secretary, J. Stringfellow.** Ship's delegate reported that he was told by the New Orleans hall that there was no bonus on this run up to date. Suggestion was made to see the chief mate about getting some items that are short in the stowage. Each man will make up a list of what he wants. Ship's laundry is to be kept clean; sanitary man will clean the laundry for a week in each department; an assignment list will be posted.

**FRENCH CREEK (Cities Service), May 24—Chairman, Floyd Pence; Secretary, Dan Beard.** There is a \$40 balance in the ship's fund. Deck department fo'c'sles and passageways need painting. Men need not give notice, if getting off, until they know where the ship is going next trip. Patrolman should check the stowage if



the ship goes foreign. Bread on the tables will stay fresh if left in waxed wrappers. "Snowboy" soap powder is back again after a big beef two months ago. New library is needed from the Sea Chest. Clean linen issued to the crew is sometimes ragged and torn. Company should have linen sorted out. Men must stay out of the messhall if they are wearing only shorts. Cups are to be returned to the sink at night. Repair list should be made up for the shipyard. Steward and his department got a vote of thanks for a job well done.

**YAKA (Waterman), May 9—Chairman, Chester Yow; Secretary, Backrak.** Johnson was elected ship's delegate. Bosun pointed out that all repairs must be made in Baltimore. Mattresses and springs are bad. Repair list will be made out and turned in. Washing machine should be turned off when not in use.

**CUBORE (Ore), May 23—Chairman, Troy Thomas; Secretary, James Archie.** Ship's delegate will see the chief engineer about installing a new part in the washing machine. Ship's delegate will see the chief mate about having some of the crew's quarters painted. A vote of thanks

went to the steward department for their good work.

**STEEL EXECUTIVE (Unionian), May 30—Chairman, Robert A. Barrett; Secretary, E. Wiley Carter.** One man missed ship in Kahului, Hawaii. Recommendation was made to have ship's quarters fumigated so we can start the next voyage afresh. Some meat in the ground meat seems to be a bit sour. Steward will be notified so this can be checked. DM replacement will be ordered at the first port of arrival. Spring wire forward will be replaced, as it is a menace and a hazard to the safety of the crew handling it. Recommendation was made to have the forward mess table moved over to give a clear pass go between each table, and to have all drains and clapper valves cleaned.

**FAIRISLE (Waterman), May 22—Chairman, C. L. Stringfellow; Secretary, W. Smith.** There is no hot water aft for taking showers. Joe Barone was elected ship's delegate by acclamation. There was a discussion on Union accident reports. Sanitary man asked for cooperation in stripping bunks of linen on linen day. Waste paper baskets are needed for fo'c'sles. The catwalk will be repaired. Patrolman will contact the captain about neglecting the two men aboard ship who need hospital care. Messroom chairs will be repaired and each department delegate will make out a repair list.

**ANN MARIE (Bull), May 16—Chairman, E. Dakin; Secretary, V. Morton.** Ice box was repaired. Motion was passed that no crewmember sign the non-witness report. Discussion was held on the report.

**ALCOA PENNANT (Alcoa), May 27—Chairman, J. F. Kelley; Secretary, James Pursell.** H. Ridgeway was elected ship's delegate. Suggestion was made to have the messroom sougeed on leaving Mobile. Discussion was held on the time for having the fire and boat drill in port. Suggestion was made to have this held in the morning, as the steward department is off in the afternoon.

**ORION COMET (Oil Carriers), June 1—Chairman, A. M. Brancoli; Secretary, W. L. O'Donnell.** Steward and his department were congratulated on a job well done, with special mention for coffee time extras. Pressure on sanitary system will be referred to the first assistant by the ship's delegate. Library should be locked up in port. Crew should cooperate in keeping the laundry clean. Defective parts in bed springs should be inspected. Steward requested that beefs



be mentioned at the meeting and ironed out, to keep the crew in harmony. Doors will be kept closed when loading and discharging cargo. Discussion was held on permissible smoking area on ship. Ship's delegate will confer with the mate on this and all hands will take precautions to keep sparks away from gas fumes.

**DEL MAR (Mississippi), May 23—Chairman, George McFall; Secretary, Henry Gerdes.** Men getting off may purchase up to eight cartons of cigarettes. Captain agreed to lift a log on a man because of a nervous disorder. We also have on board a repatriated brother, who was injured on the Del Santos, and whom we welcome. Brother Joe Spina got a vote of thanks for building up the ship's fund. Motion to buy a movie projector was vetoed for lack of support. Motion was passed to use a fund of voluntary donations for a picnic for members and their families. Discussion was held on the crew pantry, condition of cups and dishes, temperature of washing and rinsing water. Steward will check the beef. Washing machine will be put on the repair list.

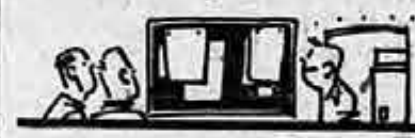
**ROBIN TRENT (Sea Shipping), May 30—Chairman, M. Smith; Secretary, F. S. Simone.** A few repairs were not made before leaving New York; they will be put on the repair list again at the end of this voyage. Chief engineer will get ice boxes in the messhalls fixed in Africa. Carpenter will install toilet paper holders in heads that need them. Motion was passed to see if better grades of meat can be put on board in the future; patrolman will check this at the payoff. Chief cook stated meats are of commer-

## Dover Is Still In Delaware

Thanks to one Seafarer who wrote in immediately when he was crossed up on the crossword puzzle in the last issue of the LOG, the editors can announce at this time that Dover is still the capital of Delaware, despite allusions to the contrary in the SEAFARERS LOG. The capital of Maryland is also still located at Annapolis. Apologies to all readers who may have been confused by the garbled geography in last issue.

cial grade, not first quality. Crew is not satisfied with the menus that have been put out. Steward agreed to try to remedy this. More variety of night lunch is needed. Coffee will be locked up in Africa. All hands agreed that the steward should decide if the chief cook has the authority to give cooks time off. Shore-side personnel should be kept out of inside passageways, and forbidden to use the washing machine. Magazines in good condition will be turned over to a hospital or a seaman's club in Capetown.

**ALEXANDRA (Carras), May 30—Chairman, Hall; Secretary, William M. Mand.** Morgan Harris was elected ship's dele-



gate. Ship's delegate will see the mate about an awning for the poop deck, but the general feeling seems to be that since an awning was not required it would not be forthcoming. Request was made for sinks for vegetables in the galley. Steward will be contacted about ice cream coming aboard in a soft condition. Patrolman will be asked about a washing machine—a second, new one. Steward and chief cook should check stores coming aboard to see that a good grade is received and poor grades should be refused. Several complaints were made against the steward's handling of his job and his excuses were not generally accepted. Steward agreed that, as he was sick, he should get off the ship and recover fully before shipping again. Small beef between two deck gang members was settled amicably. Delegates will check the old repair list and try to get items left over taken care of.

**BEATRICE (Bull), June 2—Chairman, Pedro Reys; Secretary, Roger I. Hall.** Crew messhall was sougeed; OT beefs from the last trip were settled. Raymond Moran was elected new ship's delegate. 8-12 oiler has beef about the engineer on his watch; he claims the engineer is treating him worse than an animal. He is also treating the wipers the same and trying to run the engine room dayworkers. When the oiler started up his bilge pumps the engineer speeded them up the moment he turned his back. Issue will be referred to the patrolman. Steward was asked to order plenty of fresh milk. Ship's delegate and the patrolman will see the port steward about getting more variety of fresh fruits and vegetables.

**MARINA (Bull), May 22—Chairman, Frank Fletcher; Secretary, E. Molineaux.** Crew was asked to stop beefing among themselves and bring beefs out at good and welfare. Complaints were made about the captain's system of giving out draws and cigarettes. After discussion it was decided that the ship's delegate would see him and try and work things out. Captain will be contacted about getting a Seafarers Sea Chest for the ship. There should be less noise in the passageway in the morning.

**JEFFERSON CITY VICTORY (Victory Carriers), May 2—Chairman, Vernon Hall; Secretary, H. L. Haley.** Robert Prideaux was elected ship's delegate. Patrolman will be contacted about getting a new heavy-duty washing machine. The disputed OT on butchering will be turned over to the patrolman. Engine delegate will be elected. May 31—Chairman, Roy C. Lundquist;

## NOTICES

**W. J. Donald**  
Your Union book and gear are being held at the Wilmington hall.

**Robert H. Albright**  
Contact the Organizing Department at SIU headquarters as soon as possible. Urgent.

**Frank L. Richardson**  
**Raymond Morey**  
**Manuel Garza**  
Please contact the Organizing Department at SIU headquarters at once regarding your reinstatement and back pay rights in connection with the M/V Excello.

Secretary M. L. Hardy. Washing machine was fixed; everything is running smoothly. Delegates will make up repair lists for each department. A vote of thanks went to the steward department. Conditions would be much improved if the chief cook, second cook, night cook and baker did not share the same fo'c'sles. Night cook and baker cannot sleep in day workers' room.

**BRADFORD ISLAND (Cities Service), June 5—Chairman, Jesse W. Maloney; Secretary, Vincent Ratcliff.** Drinking fountain has been fixed. Steward ordered new mattresses. Discussion was held on getting the recreation room fixed up. Ship's delegate will see the captain about this. Suggestion was made that money from the ship's fund be used for fixing the radio. Cups should be put back in place after use. Feet should be kept off the chairs in the messhall. Repair lists will be made out. The ship's fund stands at \$19.07.

**SHOW ME MARINER (Bull), June 7—Chairman, J. Reed; Secretary, M. Sterne.** Steward department got a vote of thanks. Deck department should help OS keep quarters clean. Linen should be obtained on time.

**ROBIN KETTERING (Sea Shipping), May 30—Chairman, D. Whittaker; Secretary, N. Rocca.** L. Nagle was elected ship's delegate. Some men failed to report for watch and failed to return on call back to the patrolman. No launch service was provided in Mossel Bay. Crew went on record to turn in one member for walking off watch, drunk on watch, missing several watches, entering officers' quarters and electricians' rooms without authorization, disturbing passengers by entering their lounge but not their rooms. Charges against man were dropped by the master, providing Union deals with him in the proper manner. Certain men were given advice and promised to mend their wayward ways. Steward suggested that rooms be left clean and dirty linen turned in. Washing machine is in poor working condition and should be replaced next trip. Toasters should be replaced; a fan should be placed in the laundry.

**FRANCES (Bull), June 8—Chairman, J. L. O'Rourke; Secretary, Jimmy Jones.** Ship's delegate will contact the company about the washing machine, which needs repairs. Ernie De Bautte was elected ship's delegate by acclamation. Discussion was held on the food. All radios should be tuned down low at night, so men can sleep. New repair list should be



made out. Linen locker should be put in a different place.

**SEACLOUD (Seafarers), April 25—Chairman, James Eichenberg; Secretary, Albert Proulx.** A. B. Fowler was elected ship's delegate by acclamation. Discussion was held on inadequate

## PERSONALS

**James H. "Red" Smith**  
Please contact your sister in Houston, Texas.

**Samuel Hutchinson**  
Asks that his friends please write to him at 91 South Edgeley Road, Toronto 13, Canada.

**Dow M. Nye**  
Important that you contact Tony Carrano at 118 Royal Street, New Orleans, La.

**John D. McLemore**  
Important that you contact L. E. Wing c/o SIU Hall, Mobile, Ala.

**Clyde Burns**  
Please contact Sheldon Tabak, 38 Park Row, New York City, concerning your shipmate Joseph V. Richards.

**Richard D. Lewis**  
Please contact your attorney and sign releases as your case has been settled.

**Hugh S. Bean**  
Anyone knowing the whereabouts of the above Seafarer please contact Mrs. Hugh S. Bean at 405 South Westshore Drive, Port Tampa City, Fla.

**Andre Brokrishy**  
Please contact Howard S. Gillespie, Box 452, Lewisburg, W. Va., regarding the name and address of an uncle who shipped with him on the Sanford B. Doyle.

stowage. Suggestion was made to write to headquarters to find out why. Steward and his department were commended on the good food and fine menu. Suggestion was made that crewmembers take only one book at a time, instead of putting five or six in their lockers for the whole trip. Only some of the last trip's repairs were done. Effort will be made to have the rest of the work done at sea by the crew where possible. Ship's delegate will see the captain about a \$20 draw for each man in the port of Ceuta.

**DEL MAR (Mississippi), April 23—Chairman, Eddy Stough; Secretary, Henry Gerdes.** After \$5.92 was spent for games, the ship's fund stood at \$210.84. Stationery was ordered according to the last meeting, and will be ready next time we come in. The cost will be about \$80. Joe Wise was elected ship's delegate.



Discussion was held on keeping the messrooms and pantries clean.

**BENTS FORT (Cities Service), June 6—Chairman, C. Ritter; Secretary, James Kelly.** Mattresses were replaced in Linden and opinions were asked on them. Patrolman will be asked about the file in the black gang head. One man missed ship in Lake Charles. One night's lodging is disputed for a member. Dale E. Williams was elected ship's delegate by acclamation. The messhall has just been sougeed; it was suggested that members cooperate in keeping it clean. All hands agreed to an arrival pool, with a third of the winnings going into the ship's fund. If menus continue under par they will be shown to Brother Clark in Lake Charles. Old man will be asked to get a library when calling for replacements. We will try again for a better grade of milk in Lake Charles, a change of coffee and better soap powder. Cook said watermelons have been ordered. There was a discussion on new quarters for the dayman who is now with the 8-12 watch. Suggestion was made to move the bosun to the midship spare room now used by the port engineer. We will take this up with the Boston patrolman. As for the opinions on the seven foam rubber mattresses: One says they are too narrow; two say they are too short; one doesn't like the smell; three find them the best they've ever had. We just can't keep everyone happy; we could use four more.

**JULESBURG (Terminal Tankers), June 4—Chairman, B. Kimberley; Secretary, M. H. Cress.** All repairs will be taken care of, including the new washing machine. One man missed ship twice, in Japan and in New Zealand and will be turned over to the patrolman. One man missed ship and was left in Auckland, New Zealand; a man with a tugboat book was picked up in Auckland. Motion was passed to make out a complete repair list. There was discussion on the men who missed ship.

**MARIE HAMIL (Bloomfield), May 8—Chairman, Robert McNeill; Secretary, W. E. Harper.** One man got off the ship before sailing because of sickness in his family. Deck delegate reported this to the Union hall. H. Jones was elected ship's delegate by acclamation. Ship's delegate will see the chief engineer about the washing machine. Men were asked to wear trousers when in the messhall.

(Continued on page 21)

## Puzzle Answer

DRY	SOAP	LAKE
ECA	APIA	ARIL
MARINERS	BALK	
MOOR	SHILLS	
AMON	AGAIN	
ROUST	IGNEOUS	
EST	RULED	URN
ASHLAND	SETAE	
AMASS	ABLE	
CRISPI	PICO	
RIOT	MERCHANT	
ANTE	ERIE	RAH
BEAD	DATS	DYE

## Quiz Answers

- (1) Six hours.
- (2) (b) Scheherezade.
- (3) (b) William Holden, for his role in Stalag 17, a movie about American POWs in Germany.
- (4) Boulder Dam. Originally called Hoover Dam, it was later changed to Boulder Dam, and then the original name was restored in 1947.
- (5) Ohio, abbreviated as O. The Post Office Department would be much happier if this abbreviation wasn't used, however, and the full name was spelled out.
- (6) 204 feet.
- (7) Wisconsin.
- (8) (b) John Adams, the first Vice-President, became the second President, in 1796.
- (9) 25 and 10.
- (10) The Old Oaken Bucket.

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

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

NAME .....

STREET ADDRESS .....

CITY ..... ZONE ..... STATE .....

Signed .....

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

ADDRESS .....

CITY ..... ZONE ..... STATE .....

# ... DIGEST of SHIPS' MEETINGS ...

(Continued from page 20)

Men are to clean up after eating at night.

**DEL VIENTO (Mississippi), May 14**—Chairman, Wilson "Tiny" Thomas; Secretary, John R. Tilley. There is a total of \$77 in the ship's fund. Steward asked the membership to turn in any torn linen which will be replaced, and turned over to the company. As in the past, it was decided to hold an arrival pool, both north and south-bound. 60 chances at \$2 each, the winning minute to receive \$60 and the two adjoining minutes \$20 each. The remaining \$20 will go into the ship's fund. This money will be used to hold a shrimp and beer party in South America each trip. Other ships could benefit by this practice and raise a ship's fund without any trouble to anyone and still provide a sporting proposition to the membership.

**SEATIGER (Colonial), June 4**—Chairman, E. L. Thompson; Secretary, Story. Repair list was turned in. Vote of thanks went to the steward department. One man to be turned in to patrolman for being a rat. Men should leave the ship clean and return all cups to the steward.

**FELTORE (Ore), June 4**—Chairman, Merle Doucett; Secretary, Frank Pagano. Quartermaster paid off in Canal; Harold Thomas was elected ship's delegate by



acclamation. Water fountain will not be used as a spittoon. There is \$40 in the ship's fund.

**MAE (Bull), May 9**—Chairman, Clark Inman; Secretary, R. M. Hammond. There is a balance of \$24.75 in the ship's fund. F. Hipp was elected new ship's delegate. Brother Carlson was given a vote of thanks for a job well done while serving as delegate. Repairman in Baltimore fouled up TV set. Suggestion was made to try and have it fixed again at Pasadena. New rods for the aerial will be purchased there if possible.

**ROBIN SHERWOOD (Seas Shipping), May 9**—Chairman, R. Anderson; Secretary, Mitchell Gritz. No cigarettes were issued in Belra. We had to contact master for these. Master was contacted because the purser refused to show movies. Ship's fund stands at \$3.25. Repair list was turned over to the ship's delegate. Chief electrician complained that harmony aboard this vessel has been disrupted by the chief cook. This man has been very loud in passageways, keeping men on watch awake. Also, he has been in arguments with some members of the crew. He went to the chief cook at one o'clock to get keys for the galley and the chief cook refused. There was an argu-

ment in which some strong words were passed. After a vote, the chief cook was told to mend his ways, or he would be put off. Ship needs fumigation as rats were seen on board. New refrigerator is needed for the crew messroom, as the old one has been broken the whole trip. Better grade of syrup should be ordered.

**BULL RUN (Petrol Tankers), June 4**—Chairman, J. McLaughlin; Secretary, L. P. Magmann. One man left the ship in Lake Charles and the hall was notified by radio the following day. One man was left in the hospital at Port Everglades, Fla. Anyone desiring to take off in port should make arrangements in advance for someone to stand his watch, and not leave the man on watch holding the bag. Crew was advised that the captain would not pay transportation from Tampa, Fla. to Port Everglades, the nearest port with replacements. This matter will be taken up with the patrolman at the next payoff. Fresh daily stores were not obtained in several ports. Ship's delegate was asked by the steward to see the captain on this and the captain said the steward placed no requisition. Milk for two meals was short in Port Everglades and there was no ice aboard. Pantryman said he was not ordered to make ice as it was expected every day. Steward was asked why more night lunch could not be put out and said he would take care of the matter. Galley will be left open while at sea. Galley scuppers were stopped up; pumpman promised to fix them right after the meeting.

**COE VICTORY (Victory Carriers), May 26**—Chairman, Mike Magal; Secretary, George B. Dunn. J. R. Johnson was re-elected ship's delegate by acclamation. Bosun reported that the painting of the crew's quarters should be finished this week. Chief electrician was asked to put a timer on the washing machine so it would shut off automatically. Ship's delegate asked the other delegates to get a draw list ready for Japan.

**CHILORE (Ore), May 9**—Chairman, F. Fritz; Secretary, J. G. Gregory. There was a beef against the third cook for not performing his work. Steward asked the membership about the charges against the third cook and the membership voted to turn it over to the patrolman. A request has been made and approved that while in drydock a check be made, and all missing wind chutes in crew's quarters be replaced and extra fans be installed in crew's lounge.

**STEEL MAKER (Isthmian), May 25**—Chairman, Wayne S. Collard; Secretary, Miguel A. Eala. This is a good crew and everybody's behavior is very satisfactory. Two beefs with the captain, on issuing soap powder and pulling ice were settled to our satisfaction. Captain said he would not lift the logs against four men. Patrolman will be asked why the water spigot installed outside the house for shoreside personnel cannot be left on in all foreign ports for use by them, so they don't have to use our drinking fountain. Company's US and foreign mailing addresses will be typed up and posted under glass in the crew messhall. All repairs will be turned over to the ship's delegate. There was a beef on getting the electrician's fo'c'sles painted and heads and showers souged and painted out. Chief said there was no time, but we have had sufficient time to have this done before arriving in New York. Vote of thanks went to the whole steward department for a job well done during the whole trip. Lava soap should be used instead of pumice. 18 fans will be installed in all fo'c'sles as the 12-inch fans are not adequate for this run. Electrician's fo'c'sles will be painted. New chairs will be ordered for the crew's messhall and this will be put on the repair list. There was discussion on starting a Union group medical insurance plan and about installing a laundry aboard ship, as the work done on shore has been poor.

**JEAN LAFITTE (Waterman), May 15**—Chairman, F. B. Otyou; Secretary, M. E.

**Peppadakis.** Minor repairs will be taken care of—some at sea and the rest in Yokohama. Motion was passed to start a ship's fund with a \$2 donation per man; this fund will be used for emergencies only. After discussion on the cleaning of the crew's pantry it was agreed that the last man standing by on each watch leave the place clean. The card players should also clean up their mess.

**GOLDEN CITY (Waterman), May 26**—Chairman, Jimmie Gelder; Secretary, Harry Grimes. Repair list of the last trip has not yet been completed; ship's delegate will see the captain. Suggestion was made to keep the library neat and orderly at all times. Engine department should leave coffee in the pantry and not carry it below. Steward should be contacted when coffee is needed below. All linen should be kept in rooms in Germany, and not thrown into the passageway. There is a question of engineers freeing dogs on portholes topside and taking OT away from the deck de-

partment. Washing machine should be given better treatment; motor should not be left on overnight. No one in the black gang is to ask for time off in lieu of OT, as seemingly expected by topside engineers, or charges will be preferred.

**PELICAN MARINER (Bloomfield), May 21**—Chairman, Neils Larson; Secretary, M. Ashleigh. One man was hospitalized in



Nagoya, Japan; after his discharge he will be repatriated back to the States. Neils Larson was elected ship's delegate unanimously. Deck delegate reported that he would be hospitalized in Pusan, Korea, and said that the bosun complained of difficulties with the mate, and that this matter had been satisfactorily

cleared. Due to the shortage of steward department men, the steward, ship's delegate and department delegates conferred with the captain and it was decided that day workers of the engine department would be placed in the engine department, as long as sick men are absent. One man went over the heads of everyone, allegedly, to obtain a hospital slip. He is reported to have gone to the agent and obtained a slip denoting him unfit for duty. When the same was presented to the captain, the captain said his pay would stop till he was fit for duty again. The man became incensed and swore, demanding his slip back. The captain then advised that he be taken below and quieted or he would take action. Man who made the statement that the bosun was unfit for his job apologized deeply. Sanitary work is unsatisfactory, and will be reported to the patrolman if it doesn't improve. Department delegates should confer with the purser to compile a list to replenish stock in the slopchest and to obtain the stock in the first major port.

## Three Seafarers, Son Of SIU Man Win Scholarship Awards

(Continued from page 3)

School at St. Vincent, British West Indies, where he compiled a fine scholastic record. He's married and lives in New York City.

**Now On Wacosta**

The fourth college scholarship winner, Seafarer Ed Larkin, is currently serving as chief electrician on the Wacosta, after completing one year at the New York State School of Industrial and Labor Relations, Cornell University. Larkin, who is 27 years old, has been sailing for over 10 years. For a while he served on the Great Lakes as an organizer and last year won a labor scholarship to Harlech College, Harlech, Wales, under an International Exchange program.

The committee of educators, which selected the winners, based their choices on test scores on the College Entrance Board examination, high school achievement record, extra-curricular participation in school and evidences of character, ability and leadership qualities.

Committee members were: C. William Edwards, director of admissions, Princeton University; Elwood C. Kastner, registrar, New York University; Miss Edna M. Newby, director of admissions, New Jersey College for Women, Rutgers University; F. D. Wilkison, registrar, Howard University, and Bernard Ireland, assistant director of admissions, Columbia College, Columbia University.

Seafarer Seymour Wallace, who is 24 years old, is already attending Long Island University taking a pre-med course with the hope of becoming a podiatrist. The 24-year-old Seafarer has been a member of the SIU for six years, sailing mostly on



Wallace

Mississippi and Bull Line ships. He has an A-minus average at LIU and previously attended St. Vincent's Grammar

school at St. Vincent, British West Indies, where he compiled a fine scholastic record. He's married and lives in New York City.

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## Seatrain Signs Contract

(Continued from page 3)

\$368.68; second cook, \$332.77; third cook, \$317.93; messman, \$249.82; utilityman, \$249.82, and night cook and baker, \$368.68.

The new OT rates—also retroactive to last October 1—range from \$1.51 to \$1.98 an hour depending on the basic monthly wage.

For standby work in port, when board and lodging are not provided on the ship, the men are to be paid from \$1.91 to \$1.98 an hour, depending on their monthly wage, for work done during the regular working hours. Outside those hours the rates range from \$2.87 to \$2.98 an hour.

For longshore work done by the crew, the rates are \$1.91 to \$1.98 an hour for the watch above and \$2.87 to \$2.98 an hour for the watch below. For such work done outside the regular working hours the rates range from \$3.81 to \$3.96 an hour.

Similar rates have been put into effect when crewmembers are required to handle diffuser units or clean or repair tanks or bigges that

have contained animal or vegetable matter or petroleum oil or creosotes.

## Open Tanker Contract Talks

(Continued from page 2)

additional \$19 over the date paid on other dry cargo ships. Overtime rates, on the Mariners, however, are not affected by the provision covering key ratings.

Approval of the new freight contract by the membership at meetings in all ports last week followed on the approval of the agreement by a representative shipowners' committee which had negotiated with the Union. The individual freight operators now have to sign the agreement for their own companies; a detail which is expected to be completed shortly.

In making the demand for talks on a new tankship pact, following a preliminary meeting with several of the tanker operators, the Union left it up to the shipowners whether they wish to negotiate individually or as a group, although in previous years negotiations have been held jointly.

It is expected, however, that the pattern set in the freight agreement will be followed in the tanker field as well as on money items and general and working rules where they apply. Some improvements in working rules keyed to tanker operation are also likely in the upcoming talks. The traditional differential on pay in favor of tankermen will also be maintained.

The freight agreement, which will run until September 30, 1955, includes a specified clause enabling the Union to reopen it any time on welfare, vacation clauses and other items.

## Judges Pick Art Winners

(Continued from page 2)

cluding four red-ribboned special awards. The limited number of entries in watercolors and drawings precluded the awarding of three prizes in each class, at any event.

### Tie For First Prize

The tie for first prize in oils between Tarkov and Hope was credited by the judges to the excellence of both entries. Tarkov's entry, titled "Life of a Little Boy," was a landscape showing a little boy romping along a country road. Hope took the honors with a detailed street scene of a small town. His winning watercolor was a portrait impression of a young woman.

A pencil drawing titled "The Bosun" won the top award in that division for Sawvel, who said the drawing was of the bosun on the Fairport (Waterman), the ship he'd been on recently. In handicrafts, a fine-tooled gyroscope topped the top prize for Pfeiffer, who put his skill as a machinist to work on his winning entry. (See separate story on page 2 for descriptions of all the winning entries and personal sketches of each Seafarer who took part in the contest.)

Prior to the week-long exhibit at headquarters, many of the entries also had a showcasing along with the works of members of other New York trade unions at a special display sponsored by a division of the New York Public Library.

## See Immigration Before Landing

All ships in Puerto Rican ports must be cleared by the Immigration inspectors before crewmembers can go ashore, the same as in Continental United States ports. Crewmembers should make sure that Immigration has finished its business before taking off. Otherwise the shipping company is subject to fines and the crewmember can be penalized accordingly.

**THE SIU SEA CHEST**  
is completely equipped FOR ALL YOUR CLOTHING NEEDS!

**Seafarer's Son Sleeps Through It All**



Blissfully unaware of the goings-on, John Gretz, son of Seafarer Michael Gretz, slumbers peacefully as parents look over communication from Union with \$200 maternity benefit check and \$25 bond.

**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.

James Charlie Dial, Jr., born May 4, 1954. Parents, Mr. and Mrs. James C. Dial, Sr., RFD No. 1, Livingston, Ala.

Ruth Ellen Carpenter, born January 24, 1954. Parents, Mr. and Mrs. Alvin C. Carpenter, 118 Broad Street, Valley Falls, RI.

Daniel Perez, Jr., born March 23, 1954. Parents, Mr. and Mrs. Daniel Perez, 1808 Market Street, Galveston, Tex.

Johanna Ruiz, born March 23, 1954. Parents, Mr. and Mrs. Juan

Ruiz, 447 Third Avenue, Brooklyn, NY.

Miguel Eugenio Cubano, born April 30, 1954. Parents, Mr. and Mrs. Jose Cubano, Palansterio Q-4, San Juan, Puerto Rico.

John Gretz, born May 17, 1954. Parents, Mr. and Mrs. Michael Gretz, 90 St. Marks Place, Staten Island, NY.

Amy Lee DePoo, born May 28, 1954. Parents, Mr. and Mrs. John J. DePoo, 307 West 11th Street, New York 14, NY.

Walter Lee Broderick, born May 25, 1954. Parents, Mr. and Mrs. Eugene Broderick, 507 West Crescent Drive, Savannah, Ga.

Vicki Yvonne Franklin, born

April 6, 1954. Parents, Mr. and Mrs. William T. Franklin, Route 2, Graham, NC.

Renay Elaine Gaines, born February 7, 1954. Parents, Mr. and Mrs. Ellis B. Gaines, 1754 Limerick Street, Mobile, Ala.

Carolyn Ruth Sposato, born May 11, 1954. Parents, Mr. and Mrs. Howard R. Sposato, c/o General Delivery, Sprakers, NY.

Anita Alyce Reid, born May 29, 1954. Parents, Mr. and Mrs. Glenn A. Reid, 111 West Channel Road, Santa Monica, Cal.

Sandra Arlene Greaux, born June 2, 1954. Parents, Mr. and Mrs. Eugene Greaux, 286 North Broadway, Churchtown Penns-grove, NJ.

James Lawrence Palmer, III, born May 25, 1954. Parents, Mr. and Mrs. James L. Palmer, Jr., 400 Shaw Street, New Bedford, Mass.

Thomas Clyde Deale, Jr., born May 27, 1954. Parents, Mr. and Mrs. Thomas C. Deale, 732 Princeton Avenue, Birmingham, Ala.

Thomas Harold Rood, born May 28, 1954. Parents, Mr. and Mrs. Donald L. Rood, 5022 Comly Street, Philadelphia, Pa.

Linda Louise Taylor, born April 19, 1954. Parents, Mr. and Mrs. Cecil E. Taylor, PO Box 43, Clendenin, West Virginia.

Mary Ruth Mouton, born April 5, 1954. Parents, Mr. and Mrs. Philip D. Mouton, 3027 Music Street, New Orleans, La.

Jeffrey Carl King, born May 17, 1954. Parents, Mr. and Mrs. Gordon C. King, c/o Delmar King, Steuben, Me.

Thomas Wilton Green, born May 22, 1954. Parents, Mr. and Mrs. John C. Green, 1821 East Fayette Street, Baltimore, Md.

Richard W. De Fazi, born May 15, 1954. Parents, Mr. and Mrs. Richard E. De Fazi, 264 Havre Street, East Boston, Mass.

Juan Eugenio Gonzalez, born May 28, 1954. Parents, Mr. and Mrs. Gilberto Gonzalez, 133 Baltic Street, Brooklyn, NY.

**in the HOSPITALS**

The following list contains the names of hospitalized Seafarers who are being taken care of by cash benefits from the SIU Welfare Plan. While the Plan aids them financially, all of these men would welcome mail and visits from friends and shipmates to pass away the long days and weeks in a hospital bed. USPHS hospitals allow plenty of time for visitors. If you're ashore and you see a friend's name on the list, drop in for a visit. It will be most welcome.

- USPHS HOSPITAL STATEN ISLAND, NY**  
 James Bentley  
 John E. Brady  
 John J. Brennan  
 Charles Cantwell  
 Jose Cortes  
 Henry Currier  
 Raymond Davis  
 Marinus DeJonge  
 Domingo Diaz  
 Eddie Driggers  
 W. E. Eletherion  
 Andrew Franklin  
 Joseph Gauthier  
 Estell Godfrey  
 Einar A. Hansen  
 Vincent Jones  
 Thomas Liles  
 Tim McCarthy  
 Lloyd McGee  
 John MacInnes  
 Perfecto Mangual  
 Julius Martin  
 Robert Muhlolland  
 Francis R. Napoll  
 William E. Neef  
 Joseph Neubauer  
 Sigurd Odgaard  
 Charles Oglesby  
 Newton Paine  
 T. Papoutsoglov  
 Floro Regalado  
 George Robinson  
 Juan Rodriguez  
 Manuel Rodriguez  
 Oscar Rosenfelt  
 Edwin T. Rushton  
 David Salgado  
 Stanley A. Sargeant  
 Jerome Serrao  
 Hendrick Swartjes  
 Thomas Thompson  
 James Thomson  
 Benjamin Trotter  
 Jose Valenzuela  
 Clifford Womack  
 Clifton Wilson  
 Arthur Wroton

- USPHS HOSPITAL MANHATTAN BEACH, NY**  
 Percy Allred  
 Fortunio Bacono  
 Claude Banks  
 Robert L. Booker  
 Thomas Bryant  
 Joseph G. Carr  
 Har Chong  
 John Driscoll  
 M. W. Gardiner  
 Bart Guranick  
 John Haas  
 Thomas Isaksen  
 John Keenan  
 Ludvig Kristiansen  
 Frederick Landry  
 James J. Lawlor  
 Kaarel Leetmaa  
 James R. Lewis  
 Francis Lynch  
 Joseph D. McGraw  
 Archibald McGulgan  
 David McIlreath  
 Frank Mackey  
 Vic Milazzo  
 Boje Nielsen  
 George Shumaker  
 Robert Sizemore  
 Ernest Smallwood  
 Henry E. Smith  
 Henry Tuttle  
 Renato Villata  
 Virgil Wilmoth

- YONKERS GENERAL HOSPITAL NEW YORK**  
 Aaron Sasser

- USPHS HOSPITAL DETROIT, MICH.**  
 Tim Burke

- VA HOSPITAL BALTIMORE, MD.**  
 Leonard J. Frank

- NATIONAL INSTITUTE OF HEALTH HOSPITAL BETHESDA, MD.**  
 James H. Harker

- SAILORS SNUG HARBOR STATEN ISLAND, NY**  
 Joseph Koslusk

- USPHS HOSPITAL FORT WORTH, TEX.**  
 Edward J. Toolan

- VA HOSPITAL CORAL GABLES, FLA.**  
 Ruby G. Vance

- USPHS HOSPITAL - SEATTLE, WASH.**  
 J. B. Brown  
 Floyd L. Jarvis  
 Sverre Johannessen  
 Carl R. Johnson  
 Charles E. Johnson  
 Stanley Kurtish  
 V. K. Ming  
 Vincent Tocco  
 William F. Vaughn

- USPHS HOSPITAL SAN FRANCISCO, CAL.**  
 Henry J. Childs  
 Ho Yee Choo  
 Theodore Creer  
 Thomas D. Dalley  
 Olav Gustavsen  
 Hoyt Hackney  
 George H. Leary  
 Antonio Mangao  
 C. J. Neumaier  
 Jos. Ferreira  
 Luciano I. Ramos  
 Anthony M. Rosales  
 Thomas A. Scanton  
 W. S. Singleton  
 Edward L. Woods  
 P. S. Yuzon

- USPHS HOSPITAL NEW ORLEANS, LA.**  
 Stanley A. Bailey  
 Paul Boudreaux  
 Charles E. Brady  
 William R. Burch  
 Charles Butler  
 Owen Butler  
 McKenley Campbell  
 Sebastian Carregel  
 P. B. Cogley  
 S. Cope  
 Adlon Cox  
 Clarence Crevier  
 Ernest DesHotels  
 Gordon R. Dolan  
 E. R. Eklund  
 Ragnar A. Ericson  
 Thomas Fields  
 Nathan Gardner  
 Frank Gibas  
 Golden B. Gillespie  
 Jack H. Gleason  
 John L. Hinton  
 Lyle Hipp  
 E. G. Knapp  
 D. Korolla  
 Leo Lang  
 Pierre Leblanc  
 Jean LaTapie  
 Cyril Lowrey  
 James M. Lucky  
 Adam McDiarmid  
 Frank Martin  
 George R. Mitchell  
 William G. Moore  
 Jean Murns  
 Arthur I. Nelson  
 C. Osinski  
 Frank S. Paylor  
 A. Quinones  
 W. E. Reynolds  
 James J. Ruth  
 Edward Samrock  
 John E. Sanders  
 Bobby M. Slade  
 Jack F. Thornburg  
 Lonnie R. Tickle  
 J. E. Ward  
 Louis W. Wetzell  
 Robert T. Young

- USPHS HOSPITAL MOBILE, ALA.**  
 Dawson Perry

- USPHS HOSPITAL GALVESTON, TEX.**  
 C. Barboza  
 William Bargone  
 W. C. Bergquist  
 James H. Brandon  
 Curtis C. Decker  
 Joseph H. Dudley  
 G. B. Ellzey  
 C. W. Goodwyn  
 Jacinto Guebara  
 Willie B. Guillory  
 Thomas Gutierrez  
 Alfred A. Hancock  
 Abraham H. Mander  
 Hewitt Manuel  
 John E. Markopolo  
 Jack E. Slocum

- USPHS HOSPITAL BOSTON, MASS.**  
 Frank Alasavich  
 John G. Flynn  
 James A. McFerron  
 James H. Penswick  
 Robert A. Rogers  
 Earl F. Spear  
 Walter Tkach  
 George Vourloumis

- USPHS HOSPITAL BALTIMORE, MD.**  
 Thomas Ankerson  
 Lorenzo Brigida  
 Carl Chandler  
 Jessie Clarke  
 Tony Cooper  
 James Dodson  
 William Etty  
 Gorman T. Glaze  
 George E. Godwin  
 Otis Harden  
 Walton Hudson  
 William Kenny  
 Ben Lawson  
 Tony Mastantino  
 Cornelius Palmer  
 Patsy Pasquale  
 Robert W. Scales  
 Robert Stanford  
 John T. Watt  
 Warren Whitmer  
 Henrich Wiese  
 Albert L. Willis

- USPHS HOSPITAL SAVANNAH, GA.**  
 William C. Bedgood  
 Paul Bland  
 James Bush  
 Lucius A. DeWitt  
 Herman Kemp  
 Jimmie Littleign  
 Clifford Middleton  
 William E. Olson  
 Ivey Paacock  
 James B. Sellers  
 C. C. Slater

**Man. Beach PHS Patients Put Out Own Magazine**



Seafarer John Driscoll and Manhattan Beach nurse look over first issue of "The Porthole," new magazine being published by the patients at Manhattan Beach.

Patients at the Manhattan Beach US Public Health Service Hospital are now putting out an attractive 31-page publication each month. Called "The Porthole," the newspaper is the product of combined talents of both SIU and NMU patients.

The June issue of the newspaper contains an article by Seafarer John Driscoll commemorating the hospital's fourth anniversary as a USPHS unit and describing the complex but well-carried-out moving operation involved in shifting patients from the old Neponsit hospital at Rockaway Beach to the Manhattan Beach installation.

Seafarer Henry E. Smith designed an attractive cover for the publication while other patients chipped in with news notes and other items of interest.

Hospital patients are hopeful that they will be able to maintain a regular publication to be distributed among the patients and possibly exchanged with other marine hospitals around the country.

**Alien Seamen Must Get Visas For Future Landings In US**

Alien seamen sailing US-flag ships or for that matter, the ships of any nation, have one year left in which to get their visitors' visas for landings in the United States. The State Department has set a July 1, 1955, cutoff date after which no alien seaman will be permitted to land in the US without either a visa for residence or a visitor's visa.

Since getting a first visitor's visa is a time-consuming and complicated affair, all alien seamen are advised to make immediate application for a visa at any consul's office outside the United States. It's expected that it will take a minimum of two or three months between the time of application for the visa and the date the visa is issued. This, of course, does not include the time consumed by the alien in traveling to a foreign port to make application. Once the visa is issued, it is good for two years and then can be renewed.

**Delayed Effect**  
 The visa requirement was established when the McCarran Act was passed but has not been put into effect up until now, because the overseas consulates were not set up to handle the volume of work that would be involved in issuing the visas.

**Wait Six Months**  
 In some instances known to the Union, alien seamen who have applied for a residence visa have had to wait as much as six months for the visa to come through. It's a good idea then, for every alien in the SIU to go about getting his visa immediately so that he is not faced with a serious problem one year from now. If he doesn't have the visa by then, he will not be permitted to land in the United States under any circumstances.

Actually, the requirements for the visitor's visa are practically as stiff as for an immigrant's visa for permanent residence, requiring the usual clearances and a considerable amount of personal information and documents. Aliens are advised to find out as soon as possible what these documents are, as it may take some time to collect them.

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# SEEIN' THE SEAFARERS

With WALTER SIEKMANN



(News about men in the hospitals and Seafarers receiving SIU Welfare Benefits will be carried in this column. It is written by Seafarer Walter Siekmann based on items of interest turned up while he makes his rounds in his post as Director of Welfare Services.)

We've run into several instances recently of doctors giving men slips which say that they are "fit for light duty" and can go back to work accordingly. Any man getting a slip of this kind should check immediately with the nearest SIU hall because there is no such provision as "fit for light duty." Working a ship is a man-sized job and a man is either in full health and capable of the work or he isn't.

What usually happens in such cases is that a man with the "fit for light duty" slip winds up having to hold down his regular job and take a lot of abuse besides. He's also running the risk of permanently damaging his health and losing out on maintenance and other money that would be due him ordinarily.

So our advice to Seafarers is to be cautious when a doctor hands you a "fit for light duty" slip and check with your Union before going on board.

Heading the list of hospitalized men is Manuel Rodriguez, oiler, off the Steel Designer which was his last ship before he was taken down with a recurrence of a heart ailment. Manuel lives in New York City, so he is around home while recuperating from his cardiac trouble. He left the ship in Baltimore and is now in the Staten Island USPHS hospital.



Rodriguez

Another New Yorker, this time from the expanse of Brooklyn, is Perfecto Mangual. Mangual was engine utility on the Beatrice when he injured his back aboard ship. He was hospitalized in San Juan, Puerto Rico, for ten days before being repatriated back to the States.

Jerome Serrao of the Bronx is in the hospital for observation. His last job was aboard the Dorothy of Bull when he shipped out as a messman.

Another Bronx boy is William Eletheriou, third cook off the William Carruth. He left the ship because of hernia trouble which was giving him much pain. He's been operated on and is doing much better now, hoping to be out in the near future.

### Awaiting Sawbones

James McDevitt, of New York City, last shipped out as AB on the Show Me Mariner before he ran into a little trouble. He's got a hernia condition and an injury to his left elbow. He's awaiting operations for both at the present time.

Ben Trottie, who had a rare heart operation not so long ago, is back in the hospital for a checkup and observation. The doctors want to see how he's been getting along since they saw him last on the operating table.

A representative from New England is Newton Paine of Woonsocket, RI. Paine, in for treatment of diabetes, was AB on the Coe Victory before becoming ill.

Jose Cortes is back in the hospital. He recently recovered from a double hernia operation, but now has come down with a little throat trouble and wants to see what the doctors can do with this ailment. William Neef, OS aboard the Ocean Ulla last time he shipped out, is in for a look-see on his skin disease.



McDevitt

## Company Doctor Not Very Fussy

Another case of a Seafarer being hard-timed by a company doctor came to the attention of the Union recently. Seafarer Lester McHugh, who was chief pumpman on the Chiwawa, a Cities Service tanker, is now recuperating from broken ribs and severe bruises at the Staten Island US Public Health Service hospital after being told he was "fit for light duty."

Lester was on the ship working in the pumproom when he stepped into a hole cut in the floor plating and injured himself. The opening had been cut to make a valve accessible and the moveable cover plate had been left off.

When the ship arrived in Lake Charles, La., he was sent to the doctor there who handles all the company's cases. The same doctor is the boarding physician for the Quarantine Service of USPHS and to the best of information, handles other USPHS cases on a fee basis. This apparently is the established practice in ports where PHS does not have its own hospital or clinic facilities.

### Waiting For Ship

The doctor x-rayed him and then left the office. After he was sitting there for quite some time, McHugh said, the nurse came in and remarked, "Are you still here?" He replied that he was waiting for a medical report slip. The nurse went out again and then came back and typed up a slip that he was "fit for light duty."

McHugh went back on board and talked to the chief engineer, telling him that his side was very painful and he was afraid he wouldn't be able to complete the trip, but the chief assured him he would get light duty all the way up to New York.

When he got back to New York



Seafarer Lester McHugh basks in comfort of hospital bed with aid of fresh cigar while he recuperates from broken ribs suffered in accident on tanker Chiwawa.

he immediately checked into the Staten Island hospital where they found his ribs were broken and had not yet healed. Consequently, he is currently an in-patient at the hospital.

Actually, there is no such classification under the SIU contract as "fit for light duty." The agreement provides that a man is either fit for duty or is not, so that the "fit for light duty" phrase has no validity, particularly since it is impossible to define "light duty."

## FINAL DISPATCH

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

Armando Julian Blanco, 51: An SIU member since 1953, when he joined the Union in Miami, Fla., Brother Blanco died of a heart ailment at the Municipal Hospital, Tampa, Fla., on March 12, 1954. Burial took place at Woodlawn Cemetery, in Tampa. Brother Blanco sailed in the steward department.

Joseph Thomas McNulty, 56: On April 12, 1954 Brother McNulty died of heart failure in San Francisco, Cal. He had been a member of the Union's steward department since 1952, when he joined in New

York. Surviving is a sister, Mrs. Marie Draper, 6046 Lawton Avenue, Oakland, Cal.

James Robert Lane, 30: Brother Lane died on June 1, 1954 of an intracranial injury which he got when he was struck on the head by a crane. An AB in the deck department, he had been sailing out of Norfolk since 1951. Burial took place at Riverside Memorial Park, Norfolk, Va.

Joseph P. Coyne, 54: Brother Coyne suffered a fatal attack of pneumonia on April 26, 1954 at St. Francis Hospital, Pittsburgh, Pa., and was buried at Calvary Cemetery in that city. A messman in the steward department, his permit was issued in New York in December of 1952.

## NY Ambulance Chasing Under Jury Scrutiny

A Grand Jury investigation of "ambulance chasing" is under way in New York City following the seizure of records of several lawyers and issuance of record search warrants for several others. Six people have been arrested as runners for lawyers and are being held in bail.

The six people and nineteen lawyers under investigation are all thought to be part of an alleged "ambulance chasing" ring, which specialized in lawsuits dealing with motor vehicle accidents. However, the Grand Jury can extend its investigation in any direction including lawyers' activities at the Public Health Service Hospitals.

Of the 19 lawyers involved in the investigation, names of 12 were made public by the District Attorney's office. They were: Manuel Katz of 61 Broadway; I. Jesse Winter of 277 Broadway; George L. Bickler, Morton S. Schorr and Irvin Levine of 150 Broadway; Philip Brown, 16 Court Street, Brooklyn; Philip Weintraub, 50 Broad Street; Louis I. Rothenberg, 16 Court Street, Brooklyn; Jerome Golenbock, 225 Broadway; Albert Trepel, 141 Broadway; Irving Gordon, 61 Broadway and Joshua S. Levy, 140 Nassau Street.

## Keep Those Letters Coming

With Congress now in session, Seafarers are urged to keep on writing their Senators and Representatives in favor of retaining the US Public Health Service hospitals. The flow of mail has been heavy up to now, but from now on in is the time that it really counts.

## Ruiz Family Portrait



Young Johanna Ruiz poses with mother and big brother after receiving \$200 plus \$25 defense bond from Union. Dad Juan Ruiz was away on ship when the picture was taken.



THE  
SIU  
WELFARE  
SERVICES  
DEPARTMENT



DISTRIBUTION OF UNION BENEFITS • FAMILY MATTERS • LEGAL ACTION • FINANCIAL ADVICE • IMMIGRATION MATTERS • DRAFT BOARD PROBLEMS • COAST GUARD MATTERS • UNEMPLOYMENT INSURANCE • SOCIAL SECURITY • HOUSING MAINTENANCE ENFORCEMENT • ALLOTMENTS • REPATRIATION • AND PERSONAL PROBLEMS

## CONSTANT VIGILANCE . . .

### *The Permanent 50-50 Bill*

Seven times in the past few years, ever since the first Marshall Plan bill was proposed, the SIU has been in the thick of the fight for the 50-50 principle. Each year, a new battle has been fought on this issue in Congress and each time the 50-50 principle has been preserved in the face of the fiercest kind of opposition. The result has been that US ships have carried, each year, 50 percent of all Government-financed cargoes.

If at any time during these years a 50-50 amendment had been defeated it would most probably have been the death of the principle. But now for the first time there is a good chance that the United States will adopt the 50-50 idea as a permanent part of this nation's maritime policy. A bill to that effect has already been passed by the US Senate. It remains for the House of Representatives to act favorably on the measure and to send it to the President for signature into law.

It would be hard to overestimate the importance of 50-50 to US shipping and to the livelihood of Seafarers. The constant vigilance of the Union on this score, through the years, has paid off in the past and will do so in the future.

*The Seafarers International Union*



*Atlantic and Gulf District*