

WELFARE PROBE — SIU'S POSITION

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SEAFARERS LOG

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1954

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

CALL U.S. TRANSFER POLICY 'SUICIDE'

Story on Page 3



School Days. Before returning to Cornell University in upstate NY to pick up his studies under a 1954 SIU scholarship award, Seafarer Ed Larkin (right) visits Union headquarters with D. B. Wodlinger, director of the US Student Program of the Institute of Int'l Education, to show off workings of SIU hiring hall. Larkin recently completed study under IIE grant at Coleg Harlech, Wales. He is one of three Seafarers to win the \$6,000 SIU award this year. A member's son won the fourth one.



Plenty Of Sweets. Record cargo of sugar is unloaded by longshoremen from the SIU-manned Steel Scientist (Isthmian) after this biggest sugar cargo to reach New Orleans in 16 years arrived from Hawaii. Crewmembers were unaware the ship was carrying a near-record cargo until a LOG staffer visited the ship.



Better Late Than Never. Twice postponed, the annual Del Sud picnic finally came off as planned with scores of Seafarers and their families in New Orleans taking part. Sponsored by the SIU crew on the Del Sud, the affair featured music by Papa Celestin's famed jazz band. (Picture Story on Page 4.)

SIU Welfare Plan Is 'Best In Industry'

NY State Study Of Welfare Proves SIU Fund Benefits High, Cost Low

The Seafarers Welfare Plan scored an impressive victory this week when its program of benefits to seamen was proved to be the most far-reaching and unique in the maritime industry and its administrative costs among the lowest.

This striking achievement in behalf of the men aboard SIU ships was the result of an intensive study of 135 union welfare plans, including the Seafarers Wel-

fare Plan, by the New York State Insurance Department. The Seafarer Plan cooperated fully in the study despite the fact that there exists a serious question as to whether the State body had a legal right to do so. The announced purpose of the study and the public hearings this week was to present a report to the New York State legislature. Out of the study came the revelation that the beneficiaries of the SIU plan receive what is probably the broadest and most complete program of benefits in union welfare.

Probably the most striking aspect of the Seafarers Welfare Plan revealed at the state's hearing was the unusual type of benefits for seamen under the plan. In addition to the benefits of \$2,500,000 for death, disability, maternity, scholarship, unemployment and hospital, the new and pioneering area of direct aid to seafarers was obviously a surprise to the State. Moreover, it was clear that the

Union was leaving no stone unturned in its drive to bring even greater benefits to seamen. Among the pioneering provisions are the headquarters recreational facilities, the lowcost meals in the Union-owned cafeteria, the facilities for laundry, showers and sleeping—all of which are in process of being extended to the other SIU halls throughout the District.

In accordance with the policy of the SIU on all matters involving the membership and the Union, this matter will be presented in full at the next regular biweekly meeting on September 22 for discussion and action.

In the four year period since its inception the plan has averaged a cost of 7.7 percent in administration expenses, despite ever expanding its field of coverage. In addition the Plan has unusual problems peculiar to only a maritime union inasmuch as its seafarer-benefici-

aries are in all major US ports, inland and sometimes abroad.

Prior to the public hearings the superintendent of insurance stated that the general average of administrative expenses seemed to be 10 percent and any fund that ran above 25 percent was "not well administered." The 7.7 percent administrative expense of the Seafarers Plan is therefore considerably below this average.

As an example of the Seafarers Welfare Plan's excellent set-up, certified public accounts estimated that had the plan allowed the funds provided for seafarers to be put into the hands of an insurance company, the additional cost per year would have been \$110,000 and represents an increase of 50 percent in administrative costs.

State Raises Question

At the public hearings this week one hour was devoted to the Seafarers Welfare Plan. Despite the complex, broad and unusual set-up of the Seafarers Welfare Plan, the State would only permit the three issues of which they were critical to be discussed in the open hearing, although the complete records and all aspects of the Plan were studied by the State staff. Subsequently these three issues were the sole basis for newspaper reports of the Seafarers Plan, a situation which did not allow interested parties to become acquainted with the extensive provisions and benefits seafarers receive from the Plan.

The three issues criticized were a profit of \$59,584 made by the SIU membership-owned Seafarers Building Corporation, a subsidiary owned solely by the SIU membership. The profit came in the sale of property adjoining the Union hall in New York to the Welfare Plan for the purpose of erecting a hotel and housing project for seafarers and their families; 2) the weekly underwriting by the Plan of \$4,500 for services arising out of recreation, welfare and cafeteria operations for the membership, and 3) expenses which were allowed to the impartial administrator by the Board of Trustees.

The latter item concerned Robert Creasey, the Fund's administrator, who had served as assistant secretary of labor under former President Harry Truman. Mr. Creasey had been chosen for his post by the board of trustees of the Plan. The trustees went outside the industry to select an impartial administrator. Although Creasey has never been an official or a member of any seafaring union, nor has he been connected with any steamship company, his job as Assistant Secretary of Labor made him well qualified.

Question Job Expenses

The State questioned \$7,000 in expenses incurred by the administrator at seven hotels, clubs and restaurants and in various cities in fulfilling that part of his job which

What Is Administrative Expense?

The cost of operating a welfare plan is called the administrative expense. There are two types of welfare plans:

1. The self-insured plan, which performs all of its own administrative functions and maintains its own adequate reserves. In the self-insured plan—such as the Seafarers Plan—the administrative expenses are a true and accurate picture of the actual costs of operations. This is not the case in plans insured by insurance companies.

2. The insurance company type of plan also has administrative expenses, similar to the self-insured plan, but in addition, the plan pays, in the form of premiums, a portion of the insurance company's own administrative expense—a profit for services rendered.

The administrative expenses of the self-insured plan cannot be compared with the insurance company plan without keeping these principles in mind. For example, if a self-insured plan has administrative expenses of 10 percent, this is the actual expense of operating the plan. However, if the insured plan reports four percent for administrative expenses, you can safely assume that its administrative expenses would be in excess of 14 percent inasmuch as the insurance premiums, brokerage costs and other expenses of insured plans must be added to the original administrative costs for a true picture. Also, in a self-insured plan, the plan itself retains the benefits of the monies it has and can invest them for income, such as in the case of the Seafarers Plan, which has earned \$99,000 from its investments. In an insured plan an insurance company would have gotten this money.

required him to meet and associate with people in the maritime industry as well as visiting various plans in several cities for comparison purposes. He also incurred part of these expenses in visiting many areas of the country to view proposed sites for new welfare projects.

The management and union trustees felt that these expenses were necessary for the fulfillment of his job and directed him to take these steps. The union trustees said that these expenses were proper. We felt that Mr. Creasey's role as impartial administrator required that he meet and associate with shipowner representatives in the places where they congregate. We also felt he should visit as many plants as he possibly could to study their method of operation. Likewise, we expected him to come to the Union halls and meet with the Union officials and members at the place where they were always available. This he has done. The trustees feel that the issue of the recorded and authorized expenses of the administrator was irrelevant in light of the fact that they were incurred in carrying out these job-connected functions.

On the purchase of the property for the hotel site, which lies behind the SIU headquarters, the shipowner trustees pointed to the fact that they had approved the purchase of this property at a fair market value of \$185,000—which was borne out by real estate appraisal.

The Union's emphatic position on its sale was that it will continue to act in the best interests of its membership and will certainly see a profit that will accrue to the benefit of the Union and its membership wherever it can—as long as the purchaser gets full value received. The Union is of the opinion that where a profit for the membership of the Union is due, the Union would not be fulfilling its obligation to its membership unless it realized such profit, as in this case.

There is nothing unique about this attitude in theory or in practice. The State did not claim that any individual connected with the union or with the shipowners received any personal gain as a result of this transaction. The State appeared to base this criticism on the fact that a union membership-owned corporation had made the profit.

Recreational Facilities

In the remaining criticism concerning the Welfare Plan, the Union trustees pointed out that \$1,500.00 per week was underwritten by the plan for the purpose

of maintaining recreational facilities. These facilities provide establishment and maintenance of small apartments and dormitories for sleeping, laundry rooms containing washing machines and ironers, plus shower rooms for seafarers at SIU headquarters. In addition, other facilities maintained are pool rooms and shuffleboard plus other recreational items for the use of seafarers on a 24-hour a day basis, seven days a week.

The furnishing of recreation facilities to union members it admittedly not new and peculiar to our Union. Other unions have built a range of such facilities, including hotel quarters in union-owned structures, although they are sustained and erected by welfare funds and recognized as legal and properly in the scope of welfare benefits.

Union trustees further pointed out that to anyone not familiar with the maritime industry, and the way of life for the seaman, that these facilities are a sailor's dream come true. These mean that a seafarer—whether one of the old-timers on pension or a man many miles from home—if he so desires, can have a place to live and sleep, shave, shower, wash and iron his clothes, meet his friends and enjoy top recreational facilities—all through the provisions of the Welfare Plan. These facilities are constantly available to at

(Continued on page 17)

The Press Reported

The State opened its hearings to all newspapers and wire services. The brief proceedings on the Seafarers Welfare Plan was treated in a variety of ways by the various newspapers in accordance with their respective attitudes toward unions.

Inasmuch as the daily newspapers were unable to obtain the full story of the Plan because almost none of the facts were allowed to be brought forth at the public hearing, the SIU's story has been printed. The facts and figures in the story were sworn to by Union and management trustees in private hearings held by the State Insurance Department prior to this week's one-hour public hearing.

Because of its traditional policy of objectivity and avoidance of sensationalism, the New York Times account of the hearing was the most accurate. Here is the complete verbatim report relating to the Seafarers Welfare Plan carried in the New York Times of September 16.

... a union accountant testified that the Welfare fund maintained by the Atlantic and Gulf district of the Seafarers International Union, A.F.L., had spent \$4,583 last year to buy membership in four golf and luncheon clubs for its administrator, former Assistant Secretary of Labor Robert T. Creasey.

"Mr. Creasey, who became head of the fund covering 13,000 seamen at the beginning of last year, served for two years as a member of the sub-cabinet in the Truman Administration. Before accepting the Federal post in October, 1950, he had been an international vice president of the Communications Workers of America, C.I.O.

"The testimony showed that the Seafarers' fund had paid \$2,600 to the Winged Foot Golf Club in Westchester, \$603 to the Congressional Country Club in Washington, \$698 to the Downtown Athletic Club in this city and \$682 to the Whitehall Lunch Club here. In addition, the fund allowed Mr. Creasey \$2,439 for travel and other incidental expenses. His basic salary was not brought out.

"The relationship between the

union's own treasury and its welfare fund came in for criticism from Mr. Gelb. He disclosed that the union had bought land adjacent to its Brooklyn headquarters for \$125,416 and sold it to the Welfare fund at a profit of \$59,584. The property is to serve as the site of a hotel for seamen on the beach.

"Mr. Gelb also questioned an arrangement under which the welfare fund pays a union-owned corporation \$3,000 a week to underwrite losses in the union restaurant and \$1,500 a week to maintain a television, card and pool room next door to the union hiring hall.

Union Sold Land to Fund

"Union officials defended all the arrangements as necessary to meet the unique requirements of unemployed workers in the maritime industry. They said the fund had distributed \$2,557,710 in benefits since 1950, had a surplus of more than that amount and had spent only 7.75 per cent on administrative costs. This is less than one-quarter of the ratio maintained by most of the funds that have been under state scrutiny this week."

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SIU Crews Help Build Korean Hospital Fund

Seafarers on ten ships that were in Pusan up to the latter part of July have contributed \$1,630 to a \$100,000 fund-raising campaign designed to improve hospital facilities in the Korean port. The drive, initiated by the Army Transportation Corps, collected approximately \$45,000 from the thousands of US troops stationed in the area and \$6,978 from 43 ships that were in Pusan harbor.

Analysis of the figures shows that SIU-manned ships were the most generous contributors to the fund, particularly in light of the fact that the list included several large MSTs transport ships that have crews of several hundred men.

The drive was initiated because Pusan has only 166 hospital beds outside of facilities maintained by the military for a population of a

million people. Only 16 of the beds are for general medical care, the rest being for maternity cases or children. The average Korean citizen then, has no chance whatsoever to get in-patient hospital care when seriously ill.

As a result of the drive and other assistance being given by the US it is hoped to increase the number of hospital beds to 551 by next year.

SIU ships that have contributed to the hospital drive as of July 26 are: Ocean Lotte, Afoundria, Coe Victory, Hurricane, Madaket, Alawai, Cecil Bean, City of Alma, Bienville and Alcoa Planter.

Maritime Unions Ask US To Stop Transfer 'Suicide'

WASHINGTON—Bitterly assailing the Maritime Administration's easy transfer policy which has enabled 20 dry-cargo Libertys to go under foreign flags since mid-August, the SIU and other sea unions in the Conference of American Maritime Unions have appealed to President Eisenhower for direct intervention before it is too late. Under a recent ruling by the US Maritime Administration half of the entire US tramp ship fleet is now free to transfer to foreign registry.

The request to the White House demanded that the Government halt the "suicidal

trend" of foreign-flag transfers before the US merchant marine is completely crippled. Noting that six formerly SIU-manned ships were included in the total, SIU secretary-treasurer Paul Hall pointed out that some 40 more Libertys, several of them crewed by Seafarers, were likely to be approved for transfer in the next few weeks.

"This notion that the condition of the US merchant fleet can be built up by encouraging the ship-owners to operate their vessels under foreign conditions and in open competition with American tonnage is one of the worst the 'deep-thinkers' in the Maritime Administration have come up with," Hall declared.

"They'll drive US ships right out of US ports and hand over all the traffic to foreign bottoms. They've already got most of it now," he added.

Critical Report

The Union criticism of the MA transfer policy was bolstered earlier when the Georgetown University's School of Foreign Service issued a project report on US maritime needs and urged an outright halt of transfers to Panama. The University study cited the fact that Panama had become the fourth-ranking world power in merchant shipping, completely out of proportion to its size and requirements, at the expense of the US-flag industry.

It noted too that when World War II broke out, many countries which had counted on foreign tonnage being available to serve their defense needs first had to build their own vessels because no foreign tonnage was available. As a result, 16 nations have developed their own merchant fleets since the last war, the report added.

In defending its transfer program, MA officials contend that the US would not suffer at the outbreak of another war, because foreign tonnage could be utilized in the place of American bottoms. Experience in the past would seem to refute that idea, the Georgetown study indicated.

'Not Responsible'

In its appeal to the President, CAMU charged that the MA "is not fulfilling its responsibilities" to develop and maintain a strong US merchant marine under the 1938 shipping law and declared that the State Department was actively lobbying "for the foreign merchant marines and against our fleet."

Figures relied on by the unions in their message to the Chief Executive noted that while in 1946 the US fleet represented 51 percent of the total world deadweight tonnage, by the end of 1951 it had dropped to 32 percent. Today, US-flag ships in active service account for only about ten percent of the world tonnage figure.

SIU ships involved in the transfer operations to date include the following: General Patton (National Waterways), Trojan Seaman (Troy), Strathport (Strathmore) and

Bluestar, Purplestar and Greenstar (Traders). All are going under either Liberian or Panamanian registry.

MEBA-ILA Pact Faces CIO Probe

In an apparent effort to bolster its strength in its feud with the SIU-affiliated Brotherhood of Marine Engineers, the CIO Marine Engineers Beneficial Association has moved to ally itself with the corrupt old International Longshoremen's Association, ousted from the AFL last September.

MEBA, beset by unemployment and other difficulties, took the first step September 8 when MEBA Local 33 gave an outright donation of \$20,000 to the old ILA, and at the same time Earl King, the local's business manager, announced he expected other locals to follow suit during the MEBA convention opening this Tuesday in St. Louis.

The Local 33-ILA alliance, both King and the ILA's president, Captain William V. Bradley, said, was for the purpose of "mutual help on the waterfront" and both announced they would seek to extend it by creating a new portwide maritime council.

Thumbs Down By CIO

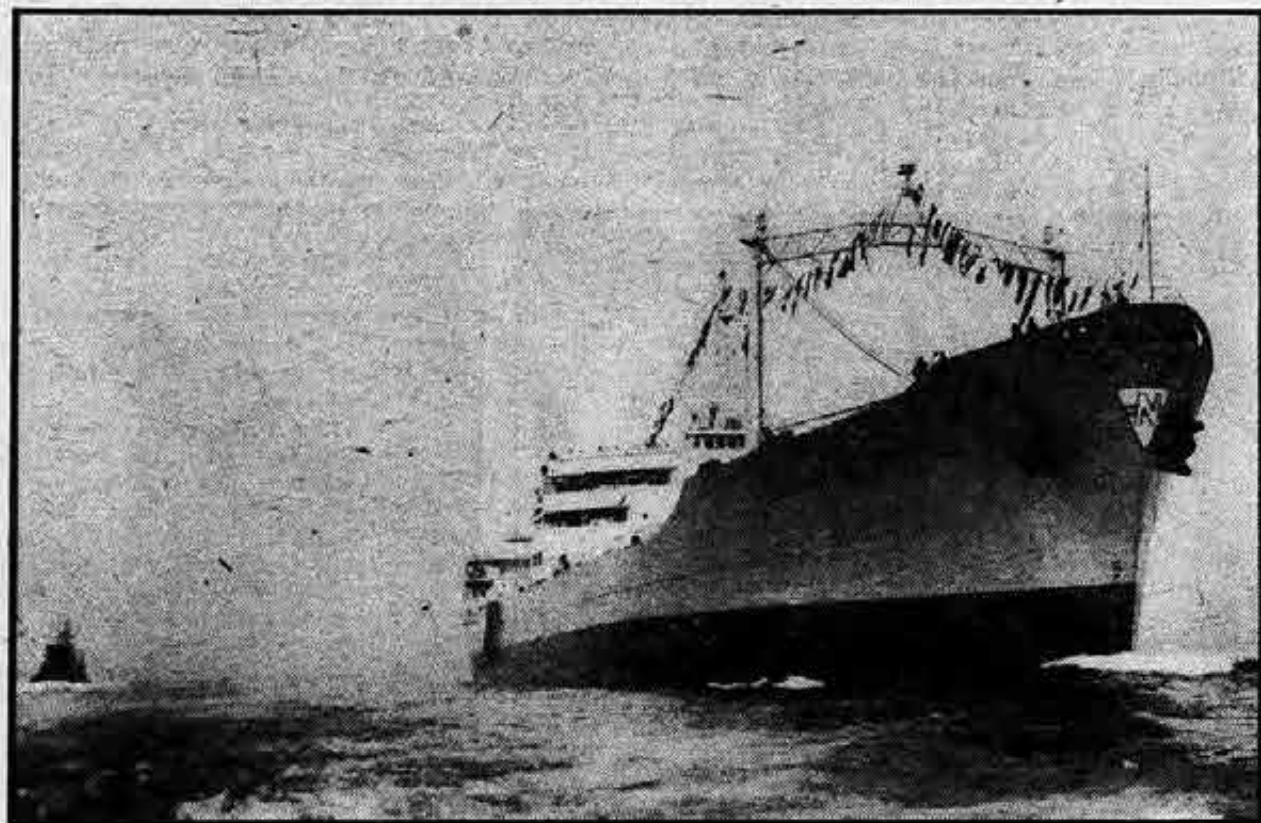
But at the moment, except for MEBA, no support of the plan has come from any CIO group. NMU president Joseph Curran has made no comment, while CIO president Walter Reuther—who once said the ILA could not get into the CIO with an M-4 tank—announced that he intends to look into the alliance and that "I will do everything in my power to drive the unholy elements out of labor."

At the same time King announced that there were no strings to the local's gift, so it is likely that the old ILA, still financially strapped, will use most, if not all, of this money to carry on its fight against the AFL's International Brotherhood of Longshoremen, which is continuing its fight to oust the ILA from the port. The MEBA membership's funds are thus a subsidy to such ILA leaders as Tony Anastasia, who once broke a CIO strike in New Jersey.

The IBL immediately announced it would have no part of an alliance with an organization expelled by the AFL, and James Egan, secretary-treasurer of the IBL's port council, said:

"This is a bought friendship. It is a smart move by the Marine Engineers to buy picket line strength from the racket-ridden ILA. But the engineers better watch out that they're not being betrayed. The ILA will take their \$20,000 but how long will they stay out if the engineers go on strike?"

She's US-Built, But Liberia Claims Her



Biggest tanker ever built in the US, the 45,000-deadweight-ton World Glory pays a courtesy call at New York before sailing to the Persian Gulf on her maiden voyage. Dwarfing the tugboat at the far left, the giant tankship is larger than the liner America and will be operated under Liberian registry by World Tankers Co., owned by Greek shipping magnate S. Niarchos. She is typical of the new sea-going supertankers which are outclassing the US-flag fleet.

Union Fight On Transfers To Panama Wins New Ally

WASHINGTON—A study just completed by Georgetown University's School of Foreign Service has added new fire to the mounting battle over the Government's ship transfer policy.

The report urged the US to bar American-owned vessels from going under Panamanian registry and served to bolster the demands of the SIU and other maritime unions that President Eisenhower take a good look at the effects so far of the Maritime Administration's easy ship transfer policy.

Twenty Okayed

Operators of 20 dry-cargo Liberty ships have been given the green light to transfer their vessels since mid-August and permission for 40 more to swing over to foreign-flag operation is expected shortly.

In announcing its conclusions, the University group which took part in the shipping study took what amounted to a hard swipe at the Maritime Administration's contention that despite the transfers which were now depleting the ranks of the US merchant fleet, the US would have sufficient tonnage to call on in the event of an

emergency. The MA view has been that ships could be mustered quickly to serve US defense needs out of available foreign tonnage.

Countering this idea, the Georgetown group traced the growth of merchant shipping in World War II, when many countries which had no shipping of their own were unable to recruit foreign tonnage for their own needs and thus first had to start building at that critical time.

The result, the report noted, was that 16 countries which had no merchant fleets before the war today have substantial tonnage, and 14 others have increased their fleets considerably. Competition in the world shipping market has thus been increased accordingly.

Revenue Is Sole Concern

Detailing the growth of the Panamanian fleet to its present state as the fourth-ranking world power in merchant shipping, the report said that Panama's only apparent interest in fostering the

registration of foreign ships under her flag was to "increase state revenues." It pointed out that the Panamanian fleet is way out of proportion to its size and needs and that few of her ships are owned by her own citizens.

A large portion of the report was devoted to a discussion of the ways and means utilized in 66 nations with active merchant fleets to support the growth and development of their shipping industries. Its conclusions on this score underlined the fact that the US was one of the few countries to provide outright subsidies to shipping, and was one of the comparative newcomers to the subsidy field.

France and Great Britain have a history of subsidies for shipping in some form dating back 150 years. The tone of the report hinted that it might be well for the US to consider the aid provided by other nations for their shipping industries if it hoped to revive its own.

ANNUAL DEL SUD PICNIC



NEW ORLEANS—After two previous postponements caused by unusual scheduling that sent their ship coastwise to Texas ports, crewmembers of the Del Sud (Mississippi) held their annual picnic at Audubon Park here August 21.

With more than \$1,000 accumulated in the ship's fund for the affair, nothing was lacking in the way of refreshments and entertainment for friends and families of the Del Sud crew and Seafarers on the beach who attended the picnic.

There were games, prizes, rides in the public amusement park, hot dogs and soft drinks for the children. The adults had their share of fun, too. The program included dancing to the music of Papa Celestin's famed Dixieland jazz band and a baseball game between the SIU Beachcombers and the New Orleans Police Department, with the Beachcombers scoring an 8 to 3 victory. Of course, there was beer, sandwiches and fried chicken a-plenty for all hands.



What's a picnic without prizes? Here James E. Noonan, ship's delegate, rewards Gail Bourgeois with doll for winning foot race, while other contest winners proudly display trophies.



With Lou Anderson as starter, the McCloskeys, M.H. and A.A., are set to go—somewhere.



Henry Kirsch heads for home in Beachcombers' 8-3 victory over NO Police Department team.



Apparently mighty pleased with results of their efforts are the committee on arrangements for the picnic. Left to right are Joseph Lae, Louis O'Leary, Emil Herek and James Noonan.



Even at 2, Debra, daughter of crewman J. A. Bernard, is in her cups—Dixie, of course.



And this armful is 18-months-old Betty Jo, having a time with papa William T. Murrell.

MM&P Pact Talks Keyed To Pension

Seeking greater economic security in lieu of wage increases, the East and Gulf coast members of the Masters, Mates and Pilots, AFL, have begun contract negotiations with the shipping companies. The present contract expires at midnight, September 30.

The MM&P's chief target this year will be a pension, according to Captain C. T. Atkins, union president. Also on the agenda will be union proposals for reclassifying personnel on Mariner ships, tightening working rules and improving working conditions, and increasing security in the hiring hall program.

The union is also seeking an increase in the present 21 days of vacation annually.

The negotiations cover 40 companies operating passenger and dry cargo vessels on both coasts, and set the pattern for virtually the entire American-flag cargo and passenger fleet.

Del Norte Crew Resumes 'Navigator'



Aboard the Del Norte (Mississippi) SIU crewmembers edit the first edition of the "Navigator," crew's newspaper which is resuming publication after having been suspended for a year. Members of the staff are (l-r), Chino Sosa, BR; Editor Jack Dolar, BR, and Harold Crane, 2nd cook.

US Boosts Old Age \$; Seafarers To Benefit

Significant increases in old age benefits under the Social Security law, particularly for people who retire after this year, are provided in the amendments to the Social Security Act passed by Congress. The increases in benefits range

of them will get \$162.80. The following are some sample charts on the new rates.

Worker (Single) Old	Already Retired New
\$25.00	\$30.00
40.00	45.00
55.00	60.00
70.00	78.50
85.00	98.50

Worker And Wife Old	Already Retired New
\$37.50	\$45.00
58.40	67.50
80.00	90.00
105.00	117.80
127.50	147.80

Ceiling Increased
Increases are also provided for widows and their children from the present ceiling of \$168.90 a month to a maximum of \$200 a month, making a comfortable annuity for a family.

Further, the new law favors the man working in a fluctuating industry like seafaring because it discounts the five worst years a man may have had as far as total earnings go. This tends to boost the monthly rate of benefits.

Can Still Work

For those oldtimers who like to keep an oar in the business, the new law has a feature which permits them to earn up to \$1,200 a year without loss of their benefits. The old law limited them to \$75 in any one month. In other words, the oldtimer can now make a couple of trips a year and still collect every cent due in Social Security benefits, providing his gross pay-off doesn't go over \$1,200 in the year. SIU disability pay does not count toward this \$1,200 ceiling.

Single men now on the rolls used to get from \$25 to \$85 a month. Under the new rate, starting in September, they will get from \$30 to \$98.50 a month. The increases are \$5 a month for most men, up until the \$70 figure.

If a retired man has a wife over 65, he used to get anywhere from \$37.50 to \$127.50 a month. Now he will get from \$45 to \$147.80 or a raise of from \$7.50 to \$20 a month. The same types of increases go all the way down the line for widows and children.

Future Retirements

The biggest increases in benefits go to men who retire from 1955 on, provided their average earnings were \$350 a month or better. They will get a maximum of \$108.50 compared to the old top of \$85. And if they are married to a woman who is over 65 the two

Seafarers already on the retirement rolls will get their increases automatically with their September checks. Men who have not yet retired can find out what they are entitled to by contacting any Social Security field office.

Fla. 'Siren' Seen, Not Heard

MIAMI—Probably most of you guys in the SIU have heard of the sirens. They're the beautiful gals who supposedly take sunbaths on the rocks, and who wreck ships by luring the sailors toward them with sexy songs and come-hither looks.

Well, maybe you think this business about the sirens is just another legend of the sea. But it ain't, and you can take it from the SIU crew of the Miami-berthed Florida (P & O).

1954 Model

The Florida crew's siren is a streamlined 1954 model wearing a bikini bathing suit. She didn't do any singing—except later to a judge—and she didn't make the Florida founder. But she sure did rock the boat.

This episode happened one night two weeks ago when the Florida, cruising up Biscayne Bay toward her berth in Miami harbor, passed the MacArthur Causeway, one of the major links between Miami and Miami Beach.

And there, frolicking around in the water, was the siren, clad only in a leopard-skin bikini which, ac-



one, at that, to hear them tell it.

At any rate, passengers, crew and officers all scrambled for the railing, so that eyewitnesses in the crowd which had meanwhile gathered on the causeway swear the vessel actually listed.

Later, after cops and a life-guard had gotten the moonlight mermaid ashore, she turned out to be a 26-year-old strip-tease artist, named Patrona Bugg, who decided on a swim after finishing her stint at a Miami Beach nightclub.

Modestly draped in a blanket, Patrona later appeared before a judge who told her she'd get 10 days in jail if she continued with her antics, so it's doubtful that the Florida crewmen will see her again.

However, some of them are still Bugg-eyed.

cording to the spectators, must have been made from the skin of a leopard baby—and an incubator

YOUR DOLLAR'S WORTH SEAFARERS GUIDE TO BETTER BUYING

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

Tips On Washing Machines

A good washing machine can be a boon to a Seafarer on board ship and to his family at home. But judging from letters to the LOG, sometimes these back-saving machines seem to act like temperamental devils, with frequent breakdowns and costly repairs. Housewives, too, encounter these difficulties.

To get successful service you need to (1) select an efficient make, especially in the case of automatics which are more complicated and more subject to breakdown than wringer machines, and (2) follow certain procedures in using the machine, both to avoid repairs and get maximum cleaning efficiency.

Much of your success with a washer depends on your own handling of it. It's particularly important not to overload and to follow the manufacturer's instructions as to operating time for the washing process, and also, to use the proper type of detergent. You sometimes have to take with a grain of salt the manufacturers' claims as to capacity of their machines. Tests have shown that automatic washers wash cleaner and with less strain on the machine if the load contains no more than two large or heavy articles like dungarees and sheets, with the balance small articles. The load should be kept down to no more than 7 to 8 pounds even though the manufacturer says the capacity is eight or nine pounds.

Synthetic detergents are generally more effective than soap powder for washing machines, but the tendency of

many people is to use too much. You don't need as much of a synthetic detergent as you may have been accustomed to use when using soap powder. Using a little more detergent not only does not make the suds more efficient, but in fact reduces the efficiency of the detergent. Contrary to popular notion, a lot of suds do not make a cleaner wash, and may damage the machine itself. In some drum-type automatic washers, heavy-sudsing detergents should not be used at all. This type of machine creates so much suds that they tend to wash the grease off the motor bearings and other parts. Heavy-sudsing detergents should be avoided especially in homes that have septic tanks or cesspools.

Comparison-Shopping Washers

Wringer machines are becoming obsolete though they do a good washing job, since they have the agitator, and the wringer itself helps to get the wash clean. But most people simply prefer the greater convenience of the automatic, even though an automatic requires a greater hot water supply and entails more repairs.

Among the automatics, those that use an agitator for washing generally get clothes cleaner, although they are harder on the articles being washed than the tumbler or drum type washers.

Most of the good automatics with agitator mechanism carry list prices of about \$300, including Maytag, Whirlpool, Apex, ABC, Hamilton, Norge, Thor and Easy. Nowadays you can often get discounts of 20-30 per cent from independent dealers and discount houses on these ma-

chines, thus bringing their cost down to \$240 or less. Otherwise, there are several private-brand automatic washers of good quality that sell for \$240 or less. These are the Sears Roebuck Kenmore, which is made by and is identical to the costlier Whirlpool, the Montgomery Ward Wardomatic and the AMC washer sold by many department stores. Too, some of the nationally-advertised makes have a deluxe and a standard model, with a price difference of \$20 for what is basically the same machine except for the trim and a few other relatively unimportant features.

Of the so-called "apartment washers" for small homes, most complete is a special Whirlpool automatic which is only 24 inches high but has eight-pound capacity (manufacturer's rating). Among smaller but non-automatic washers are the Monitor, which can fit under a sink or in a closet and has four-pound capacity, and the similar four-pound washer sold by Montgomery Ward.

For small families, washers of 7 to 8 pound capacity may be satisfactory, but for larger families the 9 or 10-pound sizes are advisable, especially since it is important not to load washers to the full capacity claimed.

For home use, unless you have a 50-gallon hot-water tank for an automatic washer, it may be advisable to get the "suds-saver" feature with an automatic since you can reuse the suds water.

Make sure any washer you buy has been approved by and carries the seal of Underwriters Laboratories, showing it has passed safety tests.

GOVERNMENT OUTLAWS COMMUNIST PARTY:

How New Laws Affect Communists

Life for a Communist in the United States is going to become more difficult and more dangerous, as a result of new laws passed by Congress.

The Communist now finds himself with no legal political party. It has been outlawed. His attempts to control labor unions face new stumbling blocks. He risks death if he becomes a spy, and prison for sabotage.

It's going to be harder for a Communist to hide—and when he's caught he may lose his US citizenship.

In the final days of Congress several laws were enacted restricting individual Communists and the Communist Party of USA. In the coming months these laws will be the subjects of much debate and legal action as to whether or not they violate the Constitution. Here is a summary of these new laws. Reprinted from US News & World Report, an independent weekly news magazine published at Washington, DC. Copyright 1954.

ship. He can be made to talk, or go to jail, if he tries to hide behind the Fifth Amendment. A Communist must register with Federal authorities.

With all these new laws coming suddenly into force, many people have come to expect sudden and dramatic results—a quick and sweeping round-up of Communists throughout the country. This, however, is not going to happen.

Although the Communist Party has been outlawed, it still is no crime simply to be a member. Everyone who joined is not to be herded into jail. Nor are a lot of American-born Communists going to be deported. And the Communist newspaper, the Daily Worker, probably will not stop publication.

Tougher Penalties

What will happen to Communists is simply this: It's going to be harder for a Communist to operate, from now on, and the penalty will be greater if he is caught conspiring against the US.

Death penalties are now provided for spies, even in time of peace. Formerly, only wartime spying resulted in capital punishment. The Rosenbergs could not have been executed if their spying had not been done in time of war. The new law, moreover, eliminates the old 10-year statute of limitations and makes it possible to prosecute a spy any time he is discovered.

For many other offenses likely to be committed by Communists, the statute of limitations has been extended from three years to five. This not only gives the Government more time to apprehend a criminal, but permits officials to hold up his arrest if they are not yet ready to disclose the identity of their informer.

Can Lose Citizenship

Citizenship can be taken away from a Communist convicted of advocating the overthrow of the US Government by force and violence. This can be done even if the Communist was born in the US.

Can he be deported, then, as an undesirable alien? Theoretically, yes. Actually, however, deportations

of native-born Communists are not contemplated because it is not likely that any other country would agree to take them.

There are many other penalties resulting from loss of citizenship. A man who is expatriated becomes, in effect, an alien. Like all aliens, he must register, be fingerprinted and keep the Government advised of his whereabouts. He can't get a passport to travel abroad. Many professions are limited by state laws to citizens, so he would be barred. He cannot vote, run for office, or hold most public jobs.

Communists who flee are going to have more trouble hiding, because the penalties for harboring a fugitive have been increased by the new laws. When two Communist leaders fled recently, the heaviest punishment that could be given four persons accused of harboring them was only six months in prison. Now, harboring a fugitive can bring up to five years in prison.

If a Communist jumps bail, he now not only forfeits his bail money, but also can be tried for jumping bail, which is made a separate crime.

Communists who won't talk, who invoke the Fifth Amendment when called to testify before a congressional committee, a grand jury or a court, can now be compelled to talk or risk prison. This can be accomplished, under the new laws, by granting a reluctant witness immunity from prosecution. With this immunity, he no longer can incriminate himself so has no legal right to keep silent and can be punished if he does.

Department of Justice officials consider this immunity procedure one of their strongest new weapons. The best source of information about Communist conspiracies is one of the conspirators. If one of a ring can be induced to talk, the rest of the ring may be convicted.

Pension Loss Possible

Federal employees who try to hide behind the Fifth Amendment now can be cut off from their retirement pensions, as well as their jobs.

Pensions, under the new laws, also are denied to Federal employees convicted of crimes involving their official positions or disloyalty to the US. This provision hits directly at Alger Hiss, former State Department official who was convicted of perjury in denying that he passed information to the Soviets. Hiss will soon be eligible for parole—and without this law would draw a Federal retirement pension.

Saboteurs face new and tighter laws, brought up to date to include sabotage by means of radioactive, biological or chemical agents. Sabotage laws now apply in times of "national emergency" as well as in times of war.

Printing equipment used by Communists must now be registered, and its location disclosed. This requirement was passed after investigations by Congressional committees revealed secret, underground printing facilities.

Red-led labor unions are hit by one of the major new anti-Communist measures. Now, when any labor union is found to have been infiltrated by Communists, it can be barred from using the National Labor Relations Board to obtain a bargaining elec-

(Continued on page 17)

As I See It . . .

Paul Hall



THE COMMUNIST-CONTROLLED WEST COAST LONGSHOREMEN'S union and its leader, Harry Bridges, are following up their support of the so-called Independent International Longshoremen's Association by tightening up the lines between the two organizations. This is in accordance with the step-by-step procedures of Communist party plans for influencing the destiny of the East Coast dockworkers who are not in the AFL International Brotherhood of Longshoremen.

As Seafarers and others who followed the organizing campaign of the AFL longshore union will recall, the Bridges union poured heavy money into the old IILA and produced and distributed thousands of pieces of slick, expensive propaganda smearing all the forces which were in the fight to provide longshore workers with a decent, democratic union dedicated to serving the best interests of its membership. The SIU, which played a prominent role in this important battle, came in for a major share of the smears from the pens of the Communist party propagandists.

On the day that the old IILA was certified as bargaining agent, after squeaking through by some 200 votes out of approximately 18,000 cast, officials of the Communist-dominated Bridges union went to work immediately to solidify their relationship with the old IILA. The date was August 27, when Bridges representative Pete McGoldrick met in New York with representatives of the Brooklyn section of the old IILA. McGoldrick pledged continued, complete support of Bridges organization to the old IILA, and the IILA officials told McGoldrick they wanted the closest working relationship between the IILA and Bridges' outfit.

In addition, the IILA officials promised that if the West Coast union had to call a strike to win a contract for the stewards they are seeking to represent, the old IILA would support it 100 per cent.

Not the least significant of the exchange of support between the two groups was the statement by the IILA leaders that they had "the highest respect for the ILWU international officers," which, of course, includes Harry Bridges, the top official.

The authority for these meetings is the Bridges union itself which recorded it in a special supplement of the ILWU publication "The Dispatcher," and circulated only among shipboard personnel.

In the partnership with the old IILA the Bridges organization and the Communist Party see an opportunity that they have not had a chance to enjoy since the SIU smashed their Committee for Maritime Unity in 1948. They see now a chance to cause tie-ups with a guarantee—by IILA officials at least—that East Coast longshoremen would go out and support a cause sponsored by a Communist-dominated and controlled maritime union.

Bridges has long been seeking to corral West Coast steward department personnel into his longshore union in a move to solidify the Communist position on the waterfront. He has been bitterly resisted by our West Coast affiliate in the Seafarers International Union, the AFL Marine Cooks and Stewards organization.

While Seafarers and others who are alert to the maneuvers of the Communist Party on the waterfront have viewed Bridges' role of acting as a guardian angel for the old IILA in its proper perspective, it is unlikely that very many people outside of the seafaring or maritime fields have paid too much attention to this development. It is now becoming clearer and clearer that there was nothing casual about the Bridges design, that this was cold-bloodedly a party maneuver to strengthen Bridges' position against its most vigorous and successful opponents—our own Seafarers International Union—and all of its affiliated maritime districts. This is obviously a situation that will bear close watching. The SIU has fought too long and too hard to crack all Communist Party efforts to disrupt the very vital US maritime industry. We can all watch for continued propaganda barrages against the SIU by the Communist Party and its agencies, such as the West Coast Longshoremen's Union and their new-found allies in the old IILA, on the theory that if they can discredit our union they will strengthen their own position. Unfortunately for them our organization can stand on its record. They can not.

Cartoon History Of The SIU

Democracy In Action

No. 72



In December, 1949, after informal discussions by SIU members, the Union threw open the pages of the SEAFARERS LOG for a full-scale membership discussion of men aboard ship taking a vacation after one year on the same vessel. This provided for handling the issue in true Seafarers' fashion.

Although temporarily tight shipping was given as one of the reasons for the proposed rule, opponents pointed out the SIU job situation was better than in unions which had such a rule. Meanwhile, Seafarers and their families pitched into the debate and argued the merits of the proposed plan pro and con.

The debate continued until April, 1950, when the proposal was put before the SIU membership in all branches. The outbreak of the Korean War eventually killed most of the support for the rule, but the democratic procedure followed had kept all Seafarers well informed about the vacation issue.

SIU NEWSLETTER from WASHINGTON

In the postwar period the domestic segment of our merchant marine has been particularly weak, failing to recover its prewar standing. This has been an important loss inasmuch as the domestic fleet formed a large part of the merchant marine before the war and was most readily available for emergency mobilization.

However, on the other hand, the tonnage of dry cargo ships employed in the noncontiguous trades (Hawaii, Puerto Rico, Guam, Midway, Wake) has increased steadily and prospects of continued growth are considered good.

A special Congressional subcommittee is about ready to look into the matter of the termination of US passenger ship operations to Alaska. After many years of service, the Alaska Steamship Line is ready to take its two passenger ships out of service.

One reason for this is competition from Government-owned vessels operating to Alaska. The company would be in position to continue its passenger ships if the Military Sea Transportation Service and other Government agencies would divert more passengers from Government ships to the vessels of Alaska Steamship Company. However, the government agencies are flatly refusing to do this.

The situation eventually attracted the attention of Congressmen for the Pacific Northwest area and resulted in demands for a Congressional look-see at the problem.

As of the beginning of this year, some 346 ships, owned by American companies, were operating under foreign flag. Seventy-two more ships, as of January of this year, were being constructed by these same companies for foreign-flag operation.

These 418 vessels are 34 percent of the privately-owned US-flag fleet. Of the 418 ships under foreign flag, 340 are tankers. Of these 340 tankers, 285 are owned by the 5 large American oil companies—Gulf, Socony, Standard Oil of NJ, Standard Oil of California, and Texas Oil Company.

Between 1948 and June 1953, American-flag ships in our liner services (scheduled operations) received \$274 million for the carriage of foreign aid commodities. The majority of ships in liner services are members of steamship conferences of which member owners of foreign-flag vessels charge the same rates as American lines. Therefore, if all of these cargoes were carried in foreign-flag liners the cost to our Government would have been the same. Thus, the shipment of foreign-aid cargoes aboard our liners does not in any way increase the cost to our Government.

Of the \$267 million paid for carriage of liquid foreign-aid cargoes since 1948, \$138 million was paid to American-flag tankers. However, only \$17 million of these cargoes originated from US ports. The remaining liquid cargoes carried by American ships originated in foreign ports and, therefore, American tankship owners lifted them at the world market rates.

Government agencies have determined that a shipbuilding program of about 60 ships a year is necessary to keep the shipbuilding industry at sufficient strength to provide a nucleus of manpower capable of expansion in case of war.

It is estimated that such a program would cost about \$400 million yearly, excluding national defense features, such as added speed, etc. Probably a substantial part of this cost would have to be borne by the Government in the form of construction subsidies and allowances for national defense features.

Even if the Government's total share were to amount to \$200 million annually, this would be less than 1 percent of current and projected annual expenditures for all other programs of national defense.

The shipping and shipbuilding industries still have a long way to go to get proper attention to their needs and importance in any emergency.

Ships in active operation under the US flag declined by 292 during the year ending June 30, 1954.

Of this number, 167 were privately-owned and 125 Government-owned.

This slackening in shipping activity closely followed the ending of the war in Korea in July 1953 and had not been entirely arrested by June 30, 1954.

Since enactment of the Merchant Marine Act of 1936 down to the end of 1952, a total of 247 ships were built under the construction subsidy feature of that law. The total subsidy amounted to about \$426,185,833.

However, under existing conditions, the provisions of the 1936 Act are not now proving very effective in encouraging ship construction in this country. At the present time not one ship is being built under the construction subsidy provisions of the 1936 Act.

Latest official tabulation on the strength of our merchant marine shows that on September 1 the US privately-owned fleet totalled 1,215 vessels (1,000 gross tons and over only), of 15,157,999 deadweight tons. This total was divided into 788 dry cargo and passenger-carrying vessels of 8,246,162 tons and 427 tankers of 6,911,837 deadweight tons.

Twenty-six privately-owned US ships currently are under time charter to the MSTs, while another 25 Government-owned ships are being operated by private companies for the account of MSTs.

As of the same time, there were 29 Government-owned vessels under bareboat charter to private operators with 4 scheduled for redelivery to the Government, leaving a net of 25 vessels.

Your SIU Washington Reporter

Sea Today Is Tame To Oldster

NEW ORLEANS—Looking back over more than a half-century of seafaring, William Johnson, newly qualified for the SIU's \$25 weekly disability plan, says life at sea today is "peaches and cream" compared to the old days.

"It has been a long, hard struggle to get what we have today," Johnson recalled. "Now things are the way they should be and we should work hard through the Union to keep what we have gained."

Johnson, who lives quietly here with his wife in their comfortably furnished home, says he is "sitting pretty" on his disability pay, which figures out to around \$108 a month, plus his \$68 monthly in Federal old age benefits.

Nevertheless, he finds it hard to adjust himself to a life of ease after many active and exciting years of following his profession aboard a variety of ships, both sail and steam.

Gets Fidgety For Sea

"He frets all the time about shipping," said his wife, "but I tell him he has earned the right to settle down and enjoy life ashore."

A native of the Virgin Islands, Johnson signed on his first sailing ship while still a boy. His early years at sea were spent on deck. He finished out his sea-going experience in the steward department aboard SIU-contracted ships.

"We had to know more seamanship in the old sailing days," Johnson recalled. "We also had to endure some miserable conditions and working hours that began before dawn and kept a man out on deck until long after sunset."

The 72-year-old Seafarer is proud of his record as a trade unionist. He had been a member of the old ISU for many years before transferring over into the SIU as one of its pioneer members.

He proudly points to a scar over his left eye, reminder of a wound suffered in supporting an ISU beef in 1919, as a badge of his militancy in helping win the conditions enjoyed by Seafarers today.



Seafarer William Johnson, recently-qualified recipient of the Seafarers disability benefit, poses with Mrs. Johnson at their New Orleans home. Johnson figures he's "sitting pretty" with the \$108 per month from the Welfare Fund and his \$68 per month social security benefit.

'Bama Seafarer Stakes Land Claim In Alaska

Keeping cool in the summertime is no trick for one Seafarer out of Alabama—he's just gone off and gotten himself a homestead in the Chugach Mountains of Alaska. Seafarer J. A. McIntosh paid off the Greece Victory in San Francisco on May 28 and has been a settler on his claim in the Chugach foothills ever since.

The 24-year-old Seafarer, who sailed with the SIU for two years, wrote the LOG that he is staking out his property with the help of a good-sized pay-off and special preference given to veterans under Acts of Congress. Normally, a person has to live on the homestead plot for three years to acquire title to his 160 acres, but since McIntosh did a two-year hitch in the Navy he can get full title to the property with a year's residence.



McIntosh

Consequently, McIntosh expects to go back to shipping when his year's residence requirement is met, although as he writes "Alaska will be my permanent home."

Homesteading in Alaska is pretty much the same as it's been since the Homestead Act was passed by Congress in 1862 to settle the wild and woolly West. Fees for the land selected for homesteading by the Interior Department are purely nominal—\$10 for making an application and \$1.50 for each 40-acre tract entered. That plus some lesser costs is the whole thing, coming out to slightly more than 10 cents an acre.

Seafarer McIntosh's homestead is situated west of the booming Alaskan town of Anchorage, a center of the fishing industry on the south-central coast. It's not too far from the famed Matanuska Valley development that was opened up by the Government in 1935 as a means of aiding destitute US tenant farmers looking for their own land.

The Department of the Interior describes weather conditions in the Anchorage area as "relatively mild" in winter, and goes on to say "the climate is a favorable combination of the temperate coastal climate of southern Alaska and the

extreme continental climate of the interior."

In terms of hard, cold facts (and they are sort of cold), the Weather Bureau record shows that the January average temperature in the Anchorage area is 11.2 above zero Fahrenheit while in June the average is 57 degrees, with the lowest reading ever being 36 below zero. In other words, in the wintertime the temperature averages far below the freezing level which should be cool enough for anybody.

Cool Enough

Writing in the balmy days of midsummer, McIntosh makes the place sound most attractive. His description of the homestead is enough to water the mouth of any ambitious rod and gun man. Fish and game abound and apparently there's little to worry about in the way of game wardens, licenses and limits.

"I have been doing some fishing for rainbow trout," he writes, "which are really fine eating, and you have to run the moose out of your camp. It is considered commonplace to find fresh bear tracks around your cabin in the morning and to stop and blow your horn on the back roads to make the young spruce chickens get out of the way."

McIntosh comes originally from Gulfport, Mississippi, where frost in mid-winter is an uncommon occurrence to rate front page prominence in the local newspapers. His family lives in Alabama now. It must have been one of those Alabama July heat waves that made him think of moving to Alaska.

Fill That Berth

If a crewmember quits while a ship is in port, delegates are asked to contact the hall immediately for a replacement. Fast action on their part will keep all jobs aboard ship filled at all times and eliminate the chance of the ship sailing shorthanded.

Crews Live It Up, Man Own Ships

Those Seafarers who muttered to themselves at one time or another "now if I owned this scow . . ." will be interested to know that there are 11 ships afloat owned by the seamen who man them. These are Italian-flag vessels owned by the Garibaldi Societa Cooperativa di Navigazione, a cooperative that is owned solely by merchant seamen.

One of the cooperative's ships, the 26,000-deadweight ton super-tanker Giuseppe Giulietti, was in New York harbor last week on a voyage from Aruba. As indication of the cooperative nature of the ship's ownership it carries a manning scale of over 50 men, whereas most foreign-flag tankers of that size would get by with at least ten men less.

All shares in the cooperative are owned by seamen. The organization's board of directors consists of officers and men of the merchant fleet.

Aside from the question of ownership, the ship is operated under the authority of the captain as any privately-owned ship would be, and the crewmen are members of the Italian seamen's union. The only basic difference in mode of operation is that a shipboard committee has to approve food provisioning lists, which makes for better provisioning than is available on other foreign-flag ships.

MARITIME

An English company has just revealed the sale of its third ship this year to the Russians. The latest addition to the Soviet merchant marine is the 10,000-ton Stanburn, built in 1951. Earlier, the Stanhope Steamship Company announced the sale of the Stanhope, also built in 1951, and the Stanpool, a new ship . . . Five ships operated by Osaka Shosen Kaisha, Ltd., a Japanese outfit, will launch a new cargo service between Yokohama and West Africa late this month . . . Traffic through the Suez Canal reached an all-time high during the first six months of 1954, as a total of over 50 million net tons of shipping used the waterway. British shipping accounted for one-third of this figure; US tonnage for about three percent.

The Greater Baton Rouge Port Commission has announced plans for a new 2.5 million bushel terminal grain elevator as part of extensive new port facilities for Baton Rouge, La. The grain terminal together with a new dock for grain ships and barges is expected to be completed by next July . . . Seven lives were lost when the escort tug Abeille No. 4 was swamped by the Panamanian liner Atlantic in the port of Le Havre, France, last month. The mishap occurred when tugs guided the 20,553-ton Atlantic into the harbor entrance. She was en route from Rotterdam to Quebec . . . The Navy has launched the USS Glacier, largest and most powerful icebreaker ever built in the US, at Pascagoula, Miss. The 8,300-ton vessel will be a model for future vessels of its type.

Cunard Line's giant Queen Mary did an unexpected turnabout in mid-ocean on her last trip to New York when a lookout at the stern thought he spotted someone struggling in the water. Several turns in the area and a count of the passengers and crew indicated an error, however, so the liner continued on its course . . . Rear Admiral H. J. Tidemann is retiring Oct. 1 as chief of the Office of Maritime Training of the Maritime Administration. He supervised the training of thousands of seamen during World War II . . . September 8 marked the 20th anniversary of the fateful fire on the cruise ship Morro Castle, off Asbury Park, N.J., which cost 124 lives. The major tribute to the disaster has come in the development of the many ship safety laws which followed in its wake.

President Eisenhower has signed a bill to deepen and widen the Hudson River as far north as Albany, N.Y., at a cost of nearly \$32 million. The work on the 145-mile route from New York city to the state capital will deepen the present 27-foot channel to 32 feet to accommodate more deep-sea shipping . . . The French Line will place the Ile de France and the Flandre on the profitable Caribbean run for seven special cruises out of NY this winter. In addition, the Antilles has been scheduled for one cruise out of Galveston and another from New Orleans . . . With nearly 300 ships already under its house flag, the Anglo-Iranian Oil Company has just added two more, just launched in Great Britain. The duo are the 32,000-ton British Sovereign and the 16,000-ton British Patrol.

Idled in mid-ocean about 810 miles southeast of New York, the 2,062-ton Norwegian tanker Elisabeth Amlie has been taken under tow by a NY tug which went out to meet her and bring her into Newport News. The vessel, bound from Houston to a European port, was disabled by a broken camshaft . . . An American seaman who confessed under questioning to having jammed a wrench and a connecting rod into the steering mechanism of his ship, the 10,000-ton Liberian freighter Cris, has started serving a year's term at hard labor in the Canal Zone penitentiary. The sentencing judge commented that the sabotage was probably committed under the influence of liquor . . . Recognizing that the US merchant marine is our "fourth arm" of national defense, the recent American Legion convention in Washington added its support to the campaign for a strong, modern US merchant fleet to replace obsolete World War II vessels.

The Seafarers Puzzle

ACROSS	DOWN	16. Ugly old woman	38. Sainte: Abbr.
1. The Baltic	1. Uncle	20. Ceylon export	42. Garbage
4. Member of deck dept.	2. Period of time	21. Consecrated	44. Born
8. Gallard	3. Rainbow	22. Spooky	46. Island off Scotland
12. Arrive: Abbr.	4. Taking water from dory	23. On the docks	48. Allen of baseball
13. Informed	5. Possess	24. Jap herbs	49. Lake cargo
14. \$1 bill	6. Kind of monkey	25. Female horses	51. Burmese tribe
15. Member of engine dept.	7. A constellation	27. Island in NY	52. Part of a fish
17. Headed the line	8. Made of mesh	28. Requires	53. Household god
18. "Call me"	9. Eisenhower's plane	31. Bottom of ship	54. Kind of cargo
19. Aleutian Island	10. One: For.	35. Subversive group: 2 wds.	55. Obseque
21. Where Antwerp is	11. Williams of baseball		

(Puzzle Answer On Page 17)

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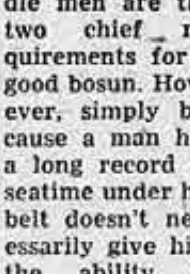
THE INQUIRING SEAFARER

Question: What's your idea of a good bosun? (Asked of deck department men.)

Tony Bender, AB: I think a good bosun should know how to perform every job on the deck. He should be able to show a man what to do, if necessary, and he should be able to do anything he asks another man to do. He should also know how to keep the mate in his place. This last is very important.



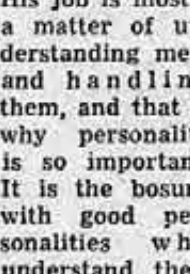
S. F. Manard, AB: I think that experience and the ability to handle men are the two chief requirements for a good bosun. However, simply because a man has a long record of seamanship under his belt doesn't necessarily give him the ability to handle men. These two things are not always related.



John Janbeye, AB: The ability to handle men is the No. One requirement for a good bosun. I should know because I sailed as bosun myself on three ships during the war, and I know that a good bosun must know how to handle the men working on deck and he must also know how to handle the mate.



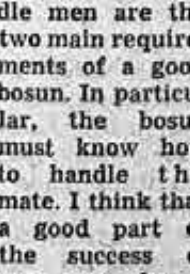
Christopher Karas, AB: A good bosun needs a good personality. His job is mostly a matter of understanding men, and handling them, and that is why personality is so important. It is the bosuns with good personalities who understand their men the best, and who are able to handle them the best.



Frank Natale, AB: A good bosun must understand two things. He must understand his job and he must understand the men. It's hard to say which of these things is more important, since they both go hand in hand, but I know that any man who wants to be a good bosun must possess both of these qualities.



James Tarrant, AB: I think that experience and the ability to handle men are the two main requirements of a good bosun. In particular, the bosun must know how to handle the mate. I think that a good part of the success of any run, for a working seaman, depends on just how well the bosun can handle the mate.



MEET THE SEAFARER



GENARO A. LOPEZ, Wiper

When Genaro A. Lopez first landed in New York from his native Puerto Rico, in 1939, he had one ambition—to see as much of the world as he could.

That ambition has since been largely fulfilled. For, thanks to his membership in the SIU, Lopez has since been in every quarter of the globe.

What's more, Lopez has the SIU to thank for benefitting him in other ways. When, for instance, his first daughter, Myrtle, was born almost two years ago, Lopez and his wife collected the usual maternity benefit of \$200 plus a \$25 US savings bond in the baby's name. And right now Lopez has just applied for his second maternity benefit, thanks to the birth of another daughter, Olga, on July 19.

Lopez, whose childhood love for the sea was sharpened by his first trip to New York, as a passenger, didn't have long to wait before starting to fulfill his dream of seeing the world. Soon after his arrival in this country he went down to the SIU hall in Baltimore and obtained a trip card, and after that he made a number of short runs on the De Soto and other ships.

Obtained Book In 1940

The following year, 1940, Lopez obtained his full book membership in the Union, in New Orleans, and he's been sailing steadily ever since—to South America, to Europe, and to Asia, in peace and in war.

Lopez' first runs, after he received his book, were primarily with the Mississippi Shipping Company, and on the Del Norte, Del Mundo and other Mississippi ships he made numerous runs to South America, shipping at that time in the steward department.

After about two years of this activity, however, Lopez decided a change was in order, so he returned to Baltimore and began shipping out of that port in the engine room.

The US was already involved in World War II by that time, and so Lopez found himself sailing in the war zones, primarily aboard Water-

man ships. On these ships he made runs to the Persian Gulf and the Mediterranean without encountering real danger. But finally, in the Caribbean, the war caught up with him with a vengeance.

Lopez was at this time sailing as fireman aboard the Afoundria, and when this ship was torpedoed just south of Cuba, Lopez found himself adrift for a day and a half in a lifeboat, along with other Afoundria crewmen.

Finally, the crew was picked up by the Coast Guard and brought to Havana, but because of the wartime transportation difficulties they could not immediately be returned to the States. As a result, the entire crew was put up in a hotel in Havana for three weeks, until they could be flown to Mobile.

Promptly Ships Out Again

Upon his arrival in Mobile, Lopez went down to New Orleans, promptly shipped out again, and continued to ship steadily throughout the war years.

In 1951, Lopez left the sea long enough to get married and establish a home in Bayamon, Puerto Rico. Then he went back to the ships again and sailed without incident until his last trip aboard the Bull Line Liberty ship Arlyn, when he developed a severe pain in his side and leg and had to get off the ship in Puerto Rico and seek treatment at the USPHS out-patient clinic in San Juan.

After a month of treatment there, he was discharged as fit for duty and returned to New York to ship out again.

A short, stocky, energetic looking man with a youthful appearance which belies his 43 years, Lopez talks animatedly about the sea and his love for it is apparent in his conversation.

When asked, for instance, if he was looking for a coastwise or an offshore run, he shrugged. "Coastwise, offshore," he said. "What's the difference as long as it's on the water?"

LABOR ROUND-UP

A strike by 150 bus drivers and mechanics tied up transportation in Spokane, Wash., last week, as members of the AFL Street, Electric Railway and Motor Coach Operators stood firm on demands for an 11-cent hourly pay boost and other benefits from city lines . . .

The CIO United Steelworkers Union has won a five-cent wage hike plus improved insurance and pension benefits for 20,000 workers in 36 plants of the American Can Co.

Meeting in Atlantic City, the AFL United Textile Workers convention voted to raise monthly union dues and to wage an all-out organizing drive in the South. Delegates amended the UTW constitution to boost dues to \$3 for each of the union's 100,000 members. They had been set at \$2 to \$2.50 per month, depending on the local. Union president Anthony Valente said the increase was an "organizational necessity" because UTW was operating in the red.

Some 100,000 General Electric workers have gained a pay boost averaging five cents an hour and other benefits following four months of negotiations by the CIO International Union of Electrical Workers. Meanwhile, IUE won a

similar increase from Westinghouse on the eve of a strike in 20 cities.

Back in the air after a 25-day strike by 1,200 pilots in the Airlines Pilots Association (AFL), American Airlines is now threatened with a walkout by 6,300 maintenance workers and stock clerks in the CIO Transport Workers Union. The dispute is over the layoffs of ground crews at the end of the pilots' strike.

The American Federation of Labor is due to open its 73rd annual convention in Los Angeles on Monday, Sept. 20, with President Eisenhower expected to be among the featured visitors. Although there is no precedent for the President's attendance at a labor conclave, he is likely to make an appearance anyway, as he will be in the city the same week addressing a GOP group.

The governors of Washington and Oregon have put forward a proposal to end the Pacific Northwest lumber strike, in which some 100,000 AFL and CIO loggers went out on June 21, but the plan to set up a fact-finding board has not met with much favor. Principal union demand is a wage hike of 12 1/2 cents an hour.

SEAFARERS LOG

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Appeal To The President

Unable to head off the Maritime Administration in its blind attempt to "save" the US merchant marine by permitting fat chunks of it to go under "runaway" foreign flags and still compete with American shipping, the SIU and other sea unions have put the issue squarely in the lap of President Eisenhower.

An appeal for direct intervention by the White House has already been dispatched by the Conference of American Maritime Unions in the hope that the Chief Executive will act before it is too late. Twenty dry-cargo Liberty ships have been okayed for transfer to foreign flags since mid-August and the list is due to get much longer in coming weeks.

The Union argument is that the Maritime Administration is pursuing a peculiar course which, if unchallenged, will cut the US-flag fleet down to a size which imperils not only possible emergency defense requirements but the continuing life of the shipping industry altogether. The Government ship agency has not even imposed a ban to keep the transferred ships from re-entering US ports and competing with American-flag operators for cargoes.

Intervention by the President would indicate a genuine interest in maintaining a strong US merchant fleet. Commissions and boards to study ways and means to build up the US-flag industry may find nothing left to build on if the present suicidal trend is allowed to continue.



A Picnic And Progress

No seaman takes his pleasures lightly, and the Seafarers on the cruise ship Del Sud who finally staged their annual picnic recently—after not one but two postponements due to unprecedented changes in sailing schedules—are obviously no exception. By all accounts, the festive affair in New Orleans was a huge success and will likely be repeated for years to come.

These "little things" are important, since Seafarers, after all, are like everybody else. Nobody likes to see the best-laid plans laid low, and the Del Sud crew acted accordingly in seeing them through.

The Del Sud affair, as it finally came off, gave evidence of the care, resourcefulness, thoroughness and enthusiasm with which it was planned and executed. And for this much credit is due the members of the committee on arrangements and the crewmembers who wholeheartedly backed them up.

But it is one thing to plan and another to maintain faith when it seems that through the quirks of chance those plans may never materialize. That sort of setback is the test of perseverance which turns the plan—the blueprint—into the reality.

The moral here is that the spirit which finally produced the affair is typical of that exhibited by Seafarers for the many more momentous happenings which helped shape the SIU of today. Years ago only a dreamer—or worse—could conceive of things as they are now, of the benefits and conditions that are almost commonplace today. Now they are very real, and the future—it is hoped—will be even brighter. Hats off, then, to the undaunted Del Sud picnickers. Little things mean a lot.



An SIU Tradition

Seafarers have a tradition of generosity and offering help to others that is already commonplace in many parts of the world as well as on their home shores. A recent instance of this was unfolded in the far-off port of Pusan, Korea, where authorities are in the midst of a fund-raising campaign that seeks to improve hospital facilities in the area.

A progress report on the drive, which is about half over, indicates that the crews of ten SIU-manned ships which were in Pusan during July reacted generously to the fund appeal. Despite their comparative small numbers, their contributions surpassed those of several large MSTs transports with crews of several hundred men each, and this undoubtedly added immeasurably to the pleasure of helping the cause.

The main point, however, is that Seafarers take it upon themselves to help out others whenever they can. To a seaman, almost anybody can be classed as an "unfortunate" if he has to work out his years on land.

LETTER of the WEEK

Backs Stewards' Shipping Set-Up

To the Editor:

Recently, in its "Letter of the Week" column, the SEAFARERS LOG printed a letter by Harry L. Franklin about various conditions among SIU stewards.

I am writing this because I do not agree with many of the statements that Brother Franklin made in his letter.

For instance, Brother Franklin says it stands to reason that, other things being equal, the man with the longest service should be the most efficient man for a job. I take this to mean that Brother Franklin thinks the steward who has been in the SIU the longest is the most efficient steward.

I do not agree with this. Because a man has been going to sea for a good many years does not necessarily make him the best qualified man for a key job aboard ship, and in my many years of seafaring I have seen both good and bad men in these key jobs.

Also, Brother Franklin says that when a steward ships as a cook or baker, "he is a demoted steward." This is something else I do not agree with. Under our rotary shipping rules, a man is entitled to ship in the rating he is qualified for. If a member is a certified steward and wishes to ship as a steward, he registers in Group One and waits his turn for a job. If he ships as a cook or baker that is his choice, and he should remember that he wasn't shipped as a critic, but to do the job he took off the board in the hall.

Should Cut The Mustard

I also say that a man should not ship as a steward if he cannot cut the mustard in all steward department ratings. This is in reference to Brother Franklin's statement that a good steward does not make a good cook, and vice versa.

Brothers, many certified stewards at times ship in lesser ratings in the steward department, and I think that the present rotary shipping system is a good SIU policy. If a man wants a steward's job, let him buck the shipping list or else register in a group where there is a faster turnover.

Brother Franklin also mentioned that there is now congestion in stewards' ratings. At present you will find congestion in all ratings—deck, engine and steward—but even so we SIU men get jobs. It may not be a job in the highest rating we are qualified for, but it's a job.

I say keep the present shipping system in the steward department.

I also say that in my many years of seafaring I have seen many ups and downs in the maritime industry, and I confidently believe that our SIU rotary shipping system is the best system for getting seamen jobs I have ever seen, not only for stewards but for men in all departments.

Frank Cullison



Cullison

Can'tcha See We're Busy?!!



Vote of Thanks

JUDGING FROM THE LATEST

ship's minutes from the Cubore (Ore), all is well on that vessel, with special mention of the fact that "all departments agree on keeping the laundry and recreation rooms clean." These items are often a point of dispute on some vessels, but the Cubore apparently has the problem licked.

Ship's delegate W. W. Cain also noted briefly that "everything is

running very well in all departments," and this agreeable state of affairs is not only a credit to him and his fellow delegates Stephen R. Wagner (deck), Harry Schultz (engine) and William T. Sweeney

Rose (steward) but to the entire crew.

Cain's success also possibly stems from the fact that he is living up to his name ("W. W." stands for Woodrow Wilson) and is carrying on the tradition of one of the better-known US presidents and statesmen. He hails from Baltimore these days and began shipping with the SIU from there in February, 1952. Cain sails on deck and was born 31 years ago tomorrow, Sept. 18, in the state of Kentucky.

PUTTING HIS KNOWLEDGE

of the SIU contract to use where it can do a lot of good, John R. Sweeney has been unanimously elected ship's delegate on the George A. Lawson (Pan Oceanic), which is enroute to Sasebo, Japan. A relative newcomer to the SIU, who joined in New York, in April, 1953, Sweeney left the Atlantic Refining fleet last year to become a shoreside SIU organizer in the tanker drive.

His contract know-how is apparently coming in handy, and Sweeney, as a former Atlantic tanker man and onetime member of the Fleet Council, governing body of Atlantic's "company union," well appreciates the opportunity to air a beef when the occasion calls for it. A current sore point on the vessel is the fact that the two lady passengers being carried are signed

on as "chief librarian" and "assistant librarian." The steward department has put it to Sweeney to check with headquarters on how the "extra passenger money" called for by the contract should be split up among the galley gang and he's dutifully done so.

A deck department man, sailing as AB, Sweeney hails from NW Favibault, Minn., and was born there 35 years ago this past June.

BESIDES A HEARTY VOTE OF

thanks to the steward department "for meals well prepared and good service to go with them," the Seafarer-crew of the Sea Comet II (Seatraders) had a special note of praise for the skipper of the vessel also.

Minutes of a recent ship's meeting reported that the "crew went on record to give a vote of thanks and appreciation to Captain Sterritt for his full cooperation with the crew." Such outright praise from the unlicensed crew for the master of a vessel must be

deserved, although the minutes did not provide any bill of particulars.

THE LAST MEETING OF THE

Savannah SIU branch had an all-Savannah crew of Seafarers on the rostrum handling the reins as officers of the meeting. Heading up the regular bi-weekly membership gathering in the port was J. E. Floyd as chairman, R. B. Bennett, secretary, and J. C. Hughes, reading clerk, all of whom were credited with a fine job.

Floyd, who sails on deck, was 27 years old last month and was born in the nearby state of South Carolina. He joined the SIU in New York in May, 1948. One of the early members of the Union, who joined up in Savannah in December, 1938, Bennett was born March 1, 1919 in the state of Georgia. He also sails in the deck department, shipping as AB.

Hughes is another South Carolina native, who was born there 28 years ago. He ships as chief cook and joined the SIU in Mobile in 1946.



Sweeney



Hughes



SEAFARER - H

The last 16 years, since the birth of the SIU, has seen a profound change in the seafaring man. While previously he was characterized as a "drifter" with no roots or ties to the land, today — and for several years now — he has come to be recognized as a responsible citizen of the community, with a family, a good job and very often a home of his own.

Seafarers credit this change in their way of life to their Union. Improvements and increased wages on the ships have had their effect on conditions ashore. Years ago, his payoff — small as it was — was drained away on transient pleasures and he was forced to ship again as the only means of survival.

Things are much different today. The great majority of Seafarers, like 28-year old Jim Lamb, AB, are married men who regard the seagoing life as the best way to provide for themselves and their families.

Nearly 1,400 of them have received the \$200 SIU maternity benefit paid by the Union upon the birth of a child in the nearly two and a half years since this benefit began. Some have already collected it twice in this period, and plan to go on and raise large families.

Typical of the seamen of today, Lamb and his wife, Jeanne, own their own small home in the suburban community of Levittown, Long Island, in New York State. Married but five months, they just recently moved in and are decorating the place on their own.

Shipping for the past 12 years in the deck department on SIU ships, Jim is putting his on-the-job skills to work at home as far as painting and minor carpentry jobs are concerned. His wife, now completing training as a nurse, helps out. Between them, they expect to see the job through with little trouble.

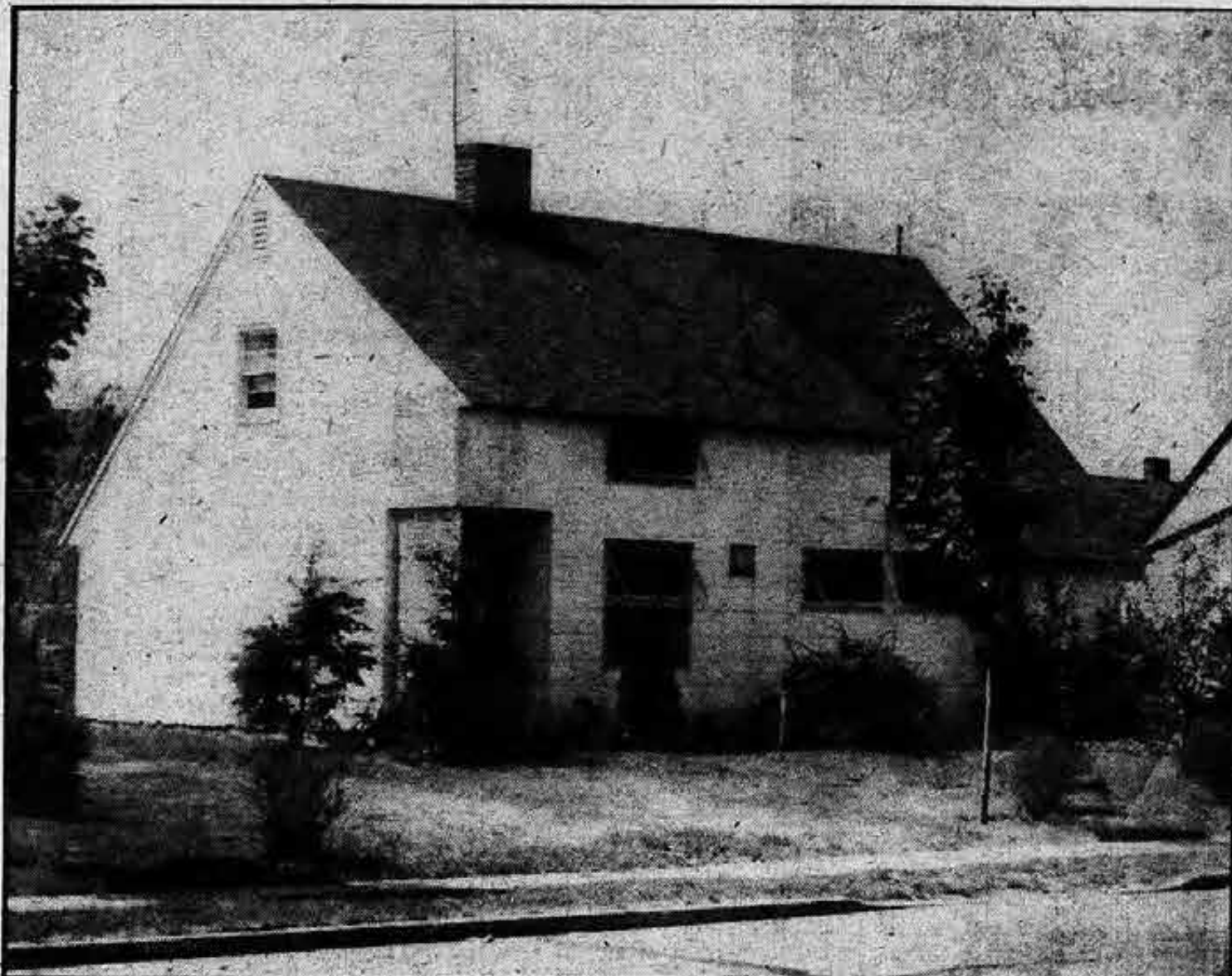
Lamb doesn't like the hurried life of the city. When he's not working — he's on the Yorkmar (Calmar) right now — he spends his leisure time fixing up his garden or just relaxes in the pleasant surroundings of his home. Moreover, he admits this place is just a stop-gap.

One of these days he hopes to buy a piece of property in the country somewhere and build it up just the way he wants it. Meanwhile, he's happy where he is.

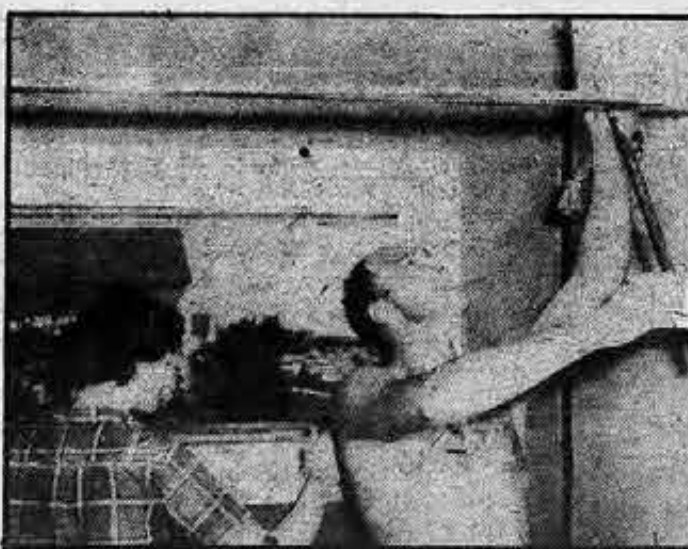
Born in France and raised in England, Lamb first began sailing from England. After he wound up hospitalized in Canada one trip, he got a berth on an SIU-A&G ship, the Ironclad (Waterman), bound for Russia in March, 1942. The ship was lost on the rocks near Archangel, but he sailed the rest of the war without incident, living in NY between trips. He shipped out of New Orleans for three years, but prefers to sail with Isthmian on C-3s so he came back to NY.

Originally he bought the house in Levittown as an investment and rented it out, but when he married Jeanne they took the place over. Although she's not too keen on his going to sea all the time and would rather he'd take a shoreside job, Lamb acknowledges that most of the things he has today are due to his being a Seafarer, so he intends to keep sailing for a while yet.

He likes sailing. "It's a good, easy life, especially when you're single, and it's nice to have a couple of grand after a payoff," he notes. "I don't think I'll be quitting for a while yet."



Garden, young trees line the home of Seafarer Jim Lamb, AB, and his wife, Jeanne, in the pleasant suburban community of Levittown, Long Island, in New York.



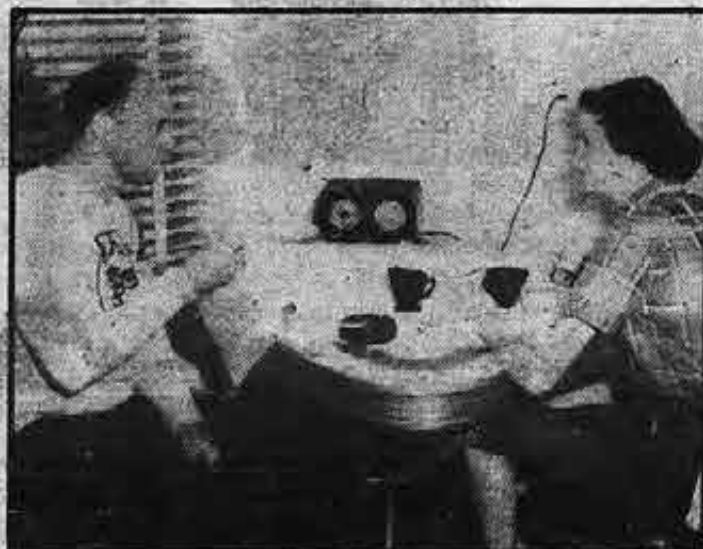
Painting the bathroom is easy when both Jeanne and Jim turn to on the job.



An AB, with lots of painting know-how, Jim finds the job at home a cinch.



Outside of house gets a going-over too. He's owned the place for two years.



Coffeetime comes ashore and provides a break in the redecoating chores.

HOMEOWNER



Young peach tree in garden of the Lamb home gets Jim's careful attention.



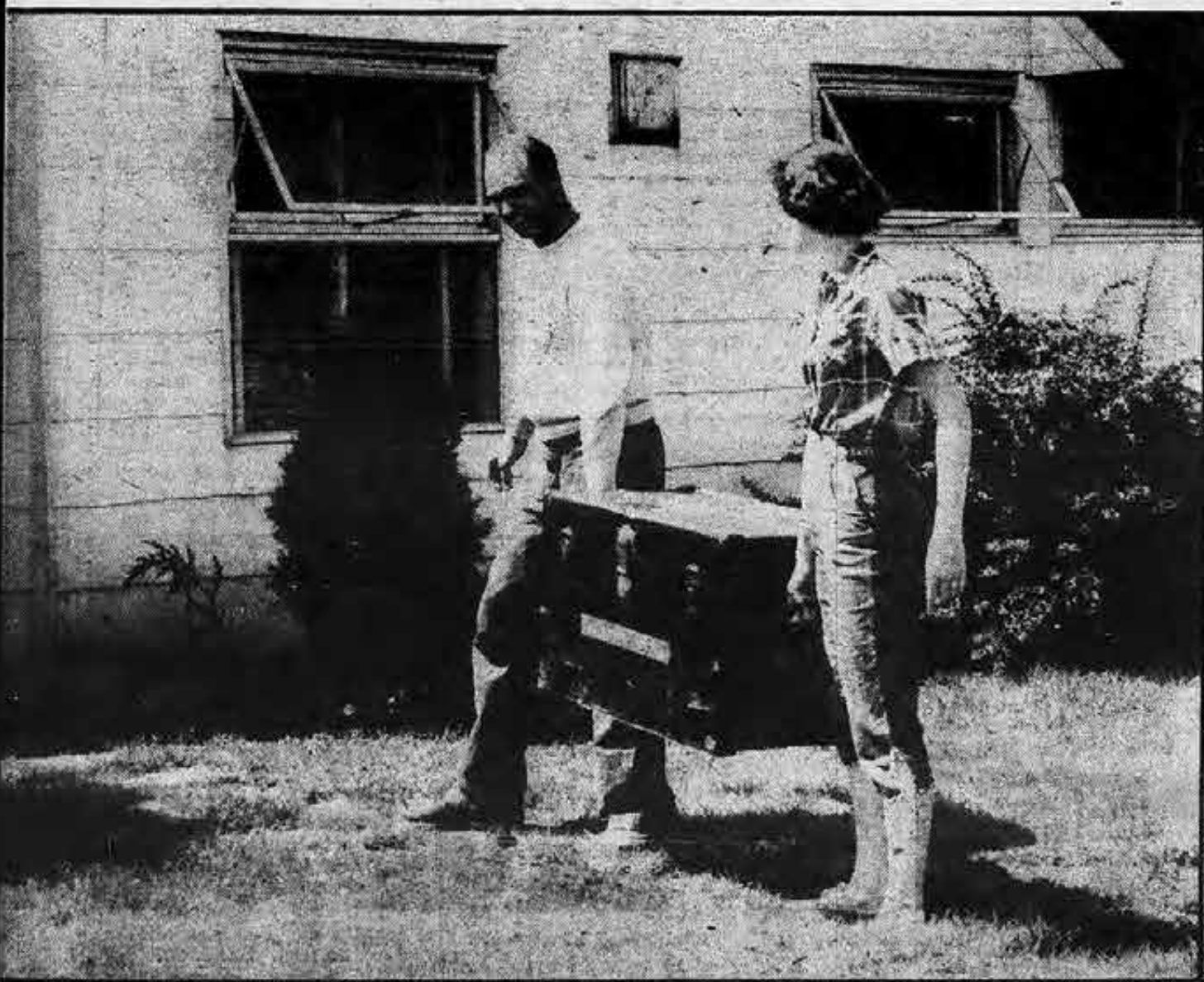
Inside house, Mrs. Lamb turns attention to regular house-cleaning tasks.



With most of the job done, Lamb registers to ship at SIU hall in NY.



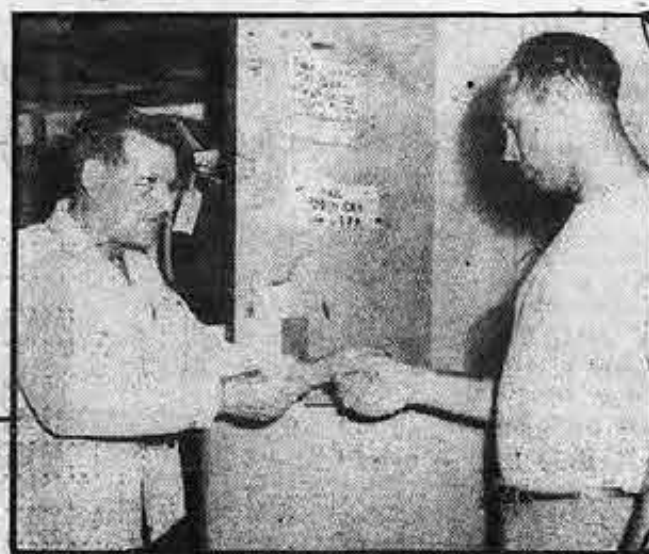
He checks mail book for letters from his former shipmates and friends.



Trunks, boxes in former living quarters are moved into the house and stored away. Jim and Jeanne Lamb are typical of many newly-married Seafarers who have their own homes.



While at Union hall, he chats with Seafarer Frank Boyne (left).



Lamb turns in baggage check for his gear. He's now on the Yorkmar (Calmar).

PORT REPORTS

Baltimore:

Shipping Levels Off But Bookmen Get Jobs

Shipping in this port levelled off during the past two weeks and I believe we have now reached ebbtide. During this period we shipped 166 men to regular jobs and three men to standby jobs, but registrations for the period exceeded this amount by about 100 men. Even so, however, there was no hardship on bookmen, and there were jobs available for all those who registered and who cared to get out.

During the last two weeks we had the following ships paying off: Suzanne, Mae and Ines (Bull); Chiwawa (Cities Service); Robin Mowbray (Seas Shipping); John B. Waterman (Waterman); Steel Worker (Isthmian); William H. Carruth (Transfuel); Pennmar, Oremar (Calmar), and Marore, Chilore, Feltore and Cubore (Ore).

Signing on were the Oremar and Marymar (Calmar); John B. Waterman (Waterman); Chiwawa (Cities Service), and Cubore, Marore, Chilore and Feltore (Ore).

In transit were the Steel Fabricator and Steel Seafarer (Isthmian); Mobilian, Chickasaw and Antinous (Waterman); Robin Sherwood (Seas Shipping); Alcoa Puritan and Alcoa Runner (Alcoa); Southern Cities (Southern); Evelyn, Ines and Marina (Bull); Santore (Ore), and Bethcoaster (Calmar).

Receiving Hospital Benefits

In the hospital, receiving benefits, are Elmer Lamb, Vincenzo Russo, Elmer Hansen, Steven Boides, Robert Wingert, Anthony Maiello, Clyde Ward, Franklin Gilman, Gorman Glaze, Eugene Plahn, Edward Yeaman, Jessie Clarke, Frank Palyor, Samuel Mills, Jimmie Helfer, Edmond Cain and Delvini Brodner.

We also have quite a few oldtimers on the beach at this time, including Lou Brown, one of our better-known stewards; John Taurin, our ace quartermaster; Pete Solberg, FWT deluxe, and Alfred Sjoberg, one of our real oldtime bosuns. There are also quite a number of others who make Baltimore their regular port to ship from.

Earl Sheppard
Baltimore Port Agent



Norfolk:

Members Back Up SIU In Sea Chest Action

At the last membership meeting in this port, the port agent spoke about the effect of the "50-50" bill on coal shipments in the port of Hampton Roads, from which most of the 10 million tons will be shipped. He pointed out that although the bill signed by President Eisenhower does not become a law until January 1, 1955, this coal must be delivered by June 30, 1955. He also said activity in the coal charter market, even by foreign ships, will boost the charter price for coal to the point where American ships can compete.

Back Up Sea Chest

At the meeting, the members also discussed the Sea Chest. They unanimously gave a vote of thanks and confidence to all the Union officials who made the Sea Chest possible, and empowered them to take whatever steps are necessary

to protect the Union in the current lawsuit against the Sea Chest.

During the past two weeks we had no payoffs or sign-ons here, but in transit were the Alcoa Puritan and Alcoa Runner (Alcoa); Steel Apprentice (Isthmian); Robin Mowbray and Robin Hood (Seas Shipping), and Warrior (Waterman). All of these ships were in good shape.

In the USPHS Hospital at present we have C. R. Flowers, Earl Congleton, George Leckler, Herbert Bumpas, Russell Jackson and James Armstrong.

Ben Rees
Norfolk Port Agent



Lake Charles:

Port Affairs Smooth; CS Tanker Signs On

The affairs of this port are running along smoothly. We had a payoff for the Council Grove (Cities Service) on September 8, with one beef sent to headquarters for a ruling, and also an article beef on the Bull Run (Petrol Tankers), but all other beefs were settled before the payoffs. We also had a little misunderstanding with the skipper of the Warhawk (Waterman) over filling out the crew. He wanted to take the ship out short to Mobile to lay up, but we convinced him that this was not the thing to do, and the ship went out with a full crew.

Besides the Council Grove, which paid off and signed on again, and the Warhawk and Bull Run in transit, we had the following ships in transit here during the past two weeks:

Salem Maritime, Bents Fort, Paoli, Bradford Island, Logans Fort, Winter Hill and Chiwawa (Cities Service), and Del Aires (Mississippi).

Leroy Clarke
Lake Charles Port Agent



Tampa:

Coastwise Ships Keep Port's Business Good

Shipping has been pretty good in this port for the past two weeks, with one payoff and sign-on and the usual run of coastwise ships.

Paying off and signing on was The Cabins (Mathiasen) and in transit were the Southern States (Southern) and Iberville, De Soto and Chickasaw (Waterman). The Iberville called here twice.

The Cabins signed on with no trouble and the in-transits were also in good shape.

Ray White
Tampa Port Agent

Mobile:

Lafayette Will Carry Indo-China Refugees

Shipping in this port during the past two weeks can be considered fair, with some 173 men shipped to regular jobs and 124 men shipped to various relief jobs in and around the harbor. Despite six ships laying up, we still managed to get quite a few offshore jobs out of the hall.

Ships paying off and signing on during this last report period were the Claiborne, Lafayette, Monarch of the Seas and Warhawk (Waterman); Pelican Mariner (Bloomfield), and Alcoa Cavalier, Alcoa Pointer, Alcoa Pilgrim, Alcoa Roamer and Alcoa Clipper (Alcoa).

In transit during this period were the Del Monte (Mississippi) and De Soto, Bienville and Iberville (Waterman).

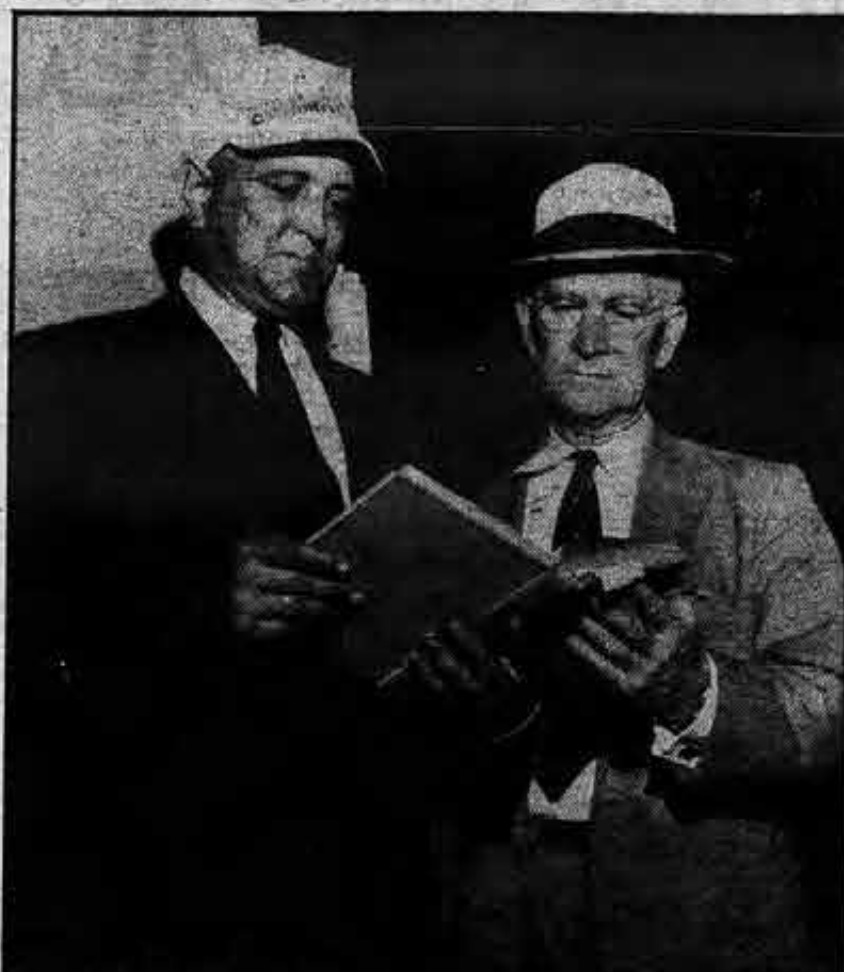
One of the ships that we paid off here—the Lafayette—was chartered by the MSTs to be used as a mercy ship hauling refugees out of the Indo-China area, and will probably be in this service from six months to a year. The Lafayette left here in ballast headed for Indo-China, where she is scheduled to go into drydock and be fitted out to carry the refugees. There is also a possibility that in the near future the MSTs will charter several other ships for this same kind of service.

First Payoff for Pelican

When we paid off the Pelican Mariner here, it was for her first trip since coming out of the shipyard at Pascagoula and making a six-months run to the Orient. There she lost approximately a third of her original crew from sickness and accidents. When she paid off here, however, she was in pretty good shape. There were some beefs and some performing in the steward department, but these were all settled in SIU style at the payoff. The ship is tentatively scheduled to go to a shipyard in Texas and there is some doubt about her making another trip. However, in view of the troubled situation in the Formosa area anything can happen, and she might go out again instead of laying up.

As far as shipping prospects for the coming two weeks are concerned, we have the following ships due to hit the port either in

Marking Labor Day In New Orleans



Snapped at the Labor Day celebration of the AFL Central Trades and Labor Council in New Orleans are Paul Barker (left) and A. P. Harvey, Council president. Barker, chief speaker at celebration, is attorney for New Orleans SIU, which is affiliated with Council along with Marine Allied Workers, SUP and MFOW.

Seattle:

Lumber Strike's End May Improve Shipping

Shipping in this port during the past two weeks has been fair, and although the outlook for the future is not too good, it looks as if the lumber strike here is about over and that may improve the situation. During the last report period we signed on the John C. (Atlantic Carriers) and paid off the Amersea (Blackchester), Liberty Bell (Tramp Cargo) and Seacom II (Ocean Carriers).

In transit were the Longview Victory (Victory Carriers), Fairport and Yaka (Waterman) and Calmar, Alamar and Seamar (Calmar).

For our Seafarer of the Week we have selected Seafarer Jesse L. Barton, who joined the Union in May, 1946, in Galveston. Barton, who is 50, worked as a longshoreman in Houston before beginning to ship, and now sails as bosun. He is married and makes his home in Bellingham, Wash.

Besides Barton, men on the beach here now include R. Vickerman, S. Cullison and Jack Stough. In the hospital are B. Burk, E. Cannon, H. Harvey, H. Harrell, V. K. Ming and G. Ranson.

Jeff Gillette
Seattle Port Agent

Meeting Night Every 2 Weeks

Regular membership meetings in SIU headquarters and at all branches are held every second Wednesday night at 7 PM. The schedule for the next few meetings is as follows: Sept. 22, Oct. 6, Oct. 20.

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

A & G SHIPPING RECORD

Shipping Figures August 25 to September 7

PORT	REG.			TOTAL REG.	SHIP.			TOTAL SHIPPED
	DECK	ENGINE	STEW.		DECK	ENG.	STEW.	
Boston	19	6	12	37	12	8	10	30
New York	121	118	110	349	102	97	77	276
Philadelphia	19	20	25	64	15	10	14	39
Baltimore	109	91	46	246	68	57	41	166
Norfolk	9	8	10	27	1	3	3	7
Savannah	6	8	9	23	3	4	3	10
Tampa	14	20	18	52	6	5	4	15
Mobile	54	47	50	151	58	53	62	173
New Orleans	77	50	62	189	48	46	44	138
Galveston	34	25	24	83	21	21	7	49
Seattle	30	22	10	62	28	11	13	52
San Francisco	51	45	31	130	21	19	8	48
Wilmington	9	5	5	19	5	10	5	20
Totals	552	466	412	1,432	388	344	291	1,023

PORT REPORTS

Boston:

Hall Recuperating After 'Carol' Hits

Our SIU hall here in Boston is now recuperating from the effects of the recent Hurricane Carol, thanks to the help of Brother E. Olson who helped us restore the hatch on the roof after Carol sent it spinning to the street.

Brother James Penswick passed away in the Brighton Marine Hospital on August 29. The SIU sent a floral wreath to his services and the port agent attended them. The Union also sent a floral wreath to the services held for Brother Robert Peck, who died in Africa while aboard the Robin Trent. Brother Peck was buried in Winslow Cemetery with full military honors as he had been in the Navy and was a member of the American Legion.

Penswick

Shipping continued to be slow in this port during the past two weeks with only the Ann Marie (Bull) and Winter Hill (Cities Service) paying off and signing on. The Ann Marie is on continuous articles.

Shipping Slow

In transit during this period were the Steel Seafarer and Steel Rover (Isthmian); Robin Hood and Robin Doncaster (Seas Shipping); and Antinous, Hastings and De Soto (Waterman).

Brothers Donate Blood

Brother Tom Fleming called the hall and asked me to express his gratitude to the brothers who donated blood to his wife, who is very ill. The brothers who gave blood were J. Rubery, G. Williams, T. Cummings and C. Meloon.

Among the men on the beach now are J. Rubery, whose last ship was the Orion Comet; P. Gradozzi, whose last ship was the Seatiger, and W. Cutter, whose last ship was the Queenston Heights.

In the marine hospital are J. Petruszewicz, F. Alasavich, W. O'Brien, A. Snider and J. Herrold.

James Sheehan
Boston Port Agent



Philadelphia:

Tankers Herald Start Of Winter Shipping

Shipping in this port has been below level, and there are no payoffs or sign-ons in sight that might possibly relieve the situation in the near future.

During the past week, however, we have had a few tankers and we hope this will be the beginning of the tanker movement in the port. We feel reasonably sure that we may get a fair share of these tankers hauling their winter fuel cargoes. We are also watching with interest the progress of our negotiating committee's current talks on tanker contracts, and have every hope that our committee will bring these talks to a successful conclusion.

Tugboat Victory

We would also like to inform the membership that the International Brotherhood of Longshoremen, AFL, has met with success in their organizational drive among the tugboat workers in this area. This victory for the AFL longshoremen, in conjunction with the Brotherhood of Marine Engineers, make the tugboats in this area entirely AFL. This is another blow

to the mid-section of the discredited old ILA and could be a step in the right direction for the ultimate reorganization of workers not in the AFL along the Philadelphia waterfront.

Paid Off Four Ships

During the past two weeks we paid off the Marina and Dorothy (Bull); Republic (Trafalgar) and Logans Fort (Cities Service), and signed on the Republic and Logans Fort.

In transit were the Southern Cities (Southern); Steel Fabricator, Steel Seafarer and Steel Rover (Isthmian); Suzanne (Bull); Robin Mowbray (Seas Shipping); Marymar and Pennmar (Calmar), and Antinous, Hastings and John B. Waterman (Waterman).

A. S. Cardullo
Philadelphia Port Agent



Savannah:

Happy Crewmen Found On In-Transit Ships

Shipping has been average here during the past two weeks. We paid off and signed on the Carolyn (Bull) and in transit were the Southport (South Atlantic); Seatrains Louisiana and Georgia (Seatrains); Robin Kirk (Seas Shipping); Wacosta (Waterman), and Southern Districts (Southern). The Seatrains Louisiana and Georgia each called here twice.

When the Robin Kirk was here in transit she sure had a happy crew aboard her and the crews of the other ships seemed just about as happy, with not a beef among them.

Joined Union In '45

For our Seafarer of the Week we nominate J. E. Floyd who joined the Union in December, 1945, after finishing a year of college. Floyd says he thinks the No. 1 feature of the Union is the Welfare Services program, and that this fact was brought home to him recently when he broke his leg aboard the Southwind and found the collection of his maintenance and cure made easy because of the Welfare program.

On the beach here are J. H. Maxey, R. W. Thomas, L. A. Dewitt, G. G. Parker and J. Brown.

In the marine hospital are R. F. Roberts, L. F. Swegan, J. H. Morris, A. F. Meadows, R. C. Shedd, J. T. Moore, W. C. Sanders, E. Carrollton, J. Littleton, P. Bland, C. G. Truesdell, B. W. Brinson, A. W. Lima and W. J. Wolfe.

Jeff Morrison
Savannah Port Agent

Galveston:

Bull Run, CS Tankers Pay Off And Sign On

Shipping has been slow in this port during the past two weeks. We paid off the Bull Run (Petrol Tankers) and the Council Grove and Fort Hoskins (Cities Service) and signed on the Bull Run and Fort Hoskins. In transit were the Alexandra (Carras); Alcoa Pegasus (Alcoa); Seatrains New York, New Jersey, Savannah and Texas (Seatrains); City of Alma, Bienville and Ariza (Waterman); Steel Recorder (Isthmian); Mae (Bull); Council Grove (Cities Service), and Southern Districts



Laffoon

(Southern). There were a few minor beefs on some of these ships but they were all squared away to the satisfaction of the crews.

E. La Soya is waiting here for a Seatrain, while J. Mathews is out of the hospital and ready for action again. Bill Laffoon will be ready for action in a couple of weeks after an operation.

Still in the hospital are D. Fisher, W. Edwards, S. J. Smith, J. Leston, C. B. Young, K. A. Hellman, M. A. Plyler, I. J. Torre and W. W. Currier.

Keith Alsop
Galveston Port Agent



New Orleans:

Shipping Pick-Up Seen During Next 2 Weeks

Shipping has been generally poor in this port during the past two weeks, but it has not been too bad for bookmen. During the next two weeks, however, we expect things to pick up considerably, as we have nine ships due in here for payoffs.

We have learned that the Alcoa Clipper and other Alcoa passenger ships are going into drydock, and that the company intends to call the men back in accordance with the shipping rules, so that the old crews can go back to the ships.

Payoffs And Sign-Ons

During the past two weeks we paid off the Steel Recorder (Isthmian), Del Sol (Mississippi), Iberville (Waterman) and Transatlantic (Pacific Waterways). We signed on the Del Aires and Del Monte (Mississippi) and Transatlantic.

In transit were the Alcoa Cor-

ssir, Alcoa Pennant, Alcoa Cavalier and Alcoa Pilgrim (Alcoa); Del Monte and Del Aires (Mississippi); Seatrains Georgia and Louisiana (Seatrains), and Claiborne, Fairisle, Monarch of the Seas, Bienville, Mobilian and Morning Light (Waterman).

All of the payoffs and sign-ons were good, with only minor repair and other beefs reported.

Lindsey J. Williams
New Orleans Port Agent



San Francisco:

Good Outlook Is Seen For Western Shipping

Shipping in this port during the past two weeks has been slow. The outlook for the future, however, is good.

Although we had no payoffs during these past two weeks, and although we had only one sign-on, we did have six in-transits which all took some men, and today the Kyska (Waterman) took crew, which helped out considerably, so that the bookmen in this port have been able to move pretty rapidly.

We are supposed to have two or three ships coming in here this week but they may possibly be diverted. As far as we know the Ocean Lotte (Ocean Trans.) and Young America (Waterman) are due in here now.

The ship we signed on during the last two weeks was the Longview Victory (Victory Carriers) and in transit were the Seamar (Calmar), Steel Vendor and Steel Age (Isthmian) and Fairport, Madaket and Yaka (Waterman).

Brock First Bookman

The first book issued by the Admissions Committee on the West Coast went to Jack Dempsey Brock. This brother was obligated at our last meeting and we all offer him our sincere congratulations.

Men on the beach here now are H. Johnson, W. Parks, P. Robertson, C. McKee, J. Sheldon, J. Syrls, C. Lawson, V. Valencia, D. Pierce, H. Hutchins, G. Gates, A. J. Begg and W. Brown.

In the hospital are Charles Brown, R. Rivera, P. S. Yuzon, W. Singleton, J. Perreira, C. Neumaier, O. Gustavsen, B. M. Foster, B. A. Eerman, J. Childs and A. Flores.

Tom Banning
San Francisco Port Agent

New York:

Political Winds Blow - So Does Hurricane

The hottest thing in New York right now is the political situation and, as usual, we are doing what we can to help out our friends in their respective bids for election or reelection. There is some keen competition for a lot of the local and national offices.

We had an unwelcome visitor up this way last week. One of those Florida hurricanes hit it up in this area and left a half billion dollars in damage and 27 dead. Most of the damage was in Long Island, Connecticut and Massachusetts, but there was considerable flood damage and lights and telephones out in New York City.

Shipping has continued to be good here in New York for all ratings except stewards, who are moving slowly. Rated black gang men are able to ship at will, with the dispatcher having to plead with firemen and oilers to take the jobs. All of the ships hitting here in the past two weeks have been in good shape with a minimum of beefs. Keep up the good work, boys, as this is the way we like to see them come in.

Paid Off 24 Ships

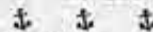
During the past two weeks we paid off 24 ships, signed 7 on foreign articles and serviced 17 in-transits. The following were the ships paid off:

Warrior, Hastings and Peninsula Mariner (Waterman); Jefferson City Victory (Victory Carriers); Lone Jack, Ben's Fort, Salem Maritime, French Creek, Paoli and Bradford Island (Cities Service); Steel Fabricator, Steel Seafarer, Steel Apprentice and Steel Architect (Isthmian); Rosario, Angelina and Frances (Bull); Robin Hood (Seas Shipping); Greece Victory (South Atlantic); Mary Adams (Bloomfield); Barbara Fritchie (Liberty Navigation), and Seatrains Savannah, Louisiana and Texas (Seatrains).

Signing on were the Lawrence Victory (Mississippi); Steel Fabricator, Steel Apprentice and Steel Architect (Isthmian); Robin Mowbray (Seas Shipping); Jefferson City Victory (Victory Carriers), and Mary Adams (Bloomfield).

The in-transits were the Alcoa Ranger (Alcoa); Chickasaw, Mobilian, De Soto and Antinous (Waterman); Kathryn, Beatrice and Ann Marie (Bull); Seatrains New York, New Jersey and Georgia (Seatrains); Bull Run and The Cabins (Mathiasen); Steel Worker and Steel Rover (Isthmian); Alexandra (Carras), and Bethcoaster (Calmar).

Claude Simmons
Asst. Sec.-Treasurer



Wilmington:

Alcoa Planter Sign-On Helps Shipping Here

During the past two weeks shipping was not too good in this port, but we did have the Alcoa Planter (Alcoa) pay off and sign on here and this helped us out considerably. This ship was due to pay off in Seattle, but due to engine trouble they sent her here. The payoff was clean, and when she signed on again it was for a run back to the Far East.

In transit here during the past two weeks were the Steel Vendor and Steel Age (Isthmian); Fort Hoskins (Cities Service); Seaciff (Coral); Yaka and Gateway City (Waterman), and Massmar (Calmar).

Ernest Tilley
Wilmington Port Agent

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Kicking In To This Ship's Fund Is A Real Lip-Smacking Pleasure

There are some SIU ships where accumulating a ship's fund is a pretty painful process, frequently with some unwilling crewmember saddled with the task of chasing after his shipmates to collect a buck or so. And on these ships, the ship's fund generally veers pretty close to the red when it isn't actually in it.

This isn't so on the Seatrain Louisiana. Not only is the ship's fund substantially in the black, and not only have the crew figured out a painless process of kicking in—they've even made the process enjoyable.

According to Walter Mueller, the ship's treasurer, the Louisiana's fund—which now stands at over \$250—comes from the proceeds of a coke machine which the men bought early last year. Even with cokes selling for a nickel a bottle, the machine not only provides enough to keep the ship's fund solvent, but also enough for extras for the men from time to time.

Last Christmas, for instance, the crew voted themselves a two-weeks bonus of cokes for free—an enterprise which resulted in the consuming of some 54 cases. Film rentals for the movie projector, a new electric iron, and flowers for the funeral of a deceased brother are some of the other uses to which the money has been put.

Originally Cost \$250

The coke machine, Mueller reports, originally cost \$250, of which half was paid for through donations and the rest through the profits made on it. The coke costs about 80 cents a case—80 cents in Galveston, 81½ cents in New Orleans—and the crew pays a man 20 cents a case to handle it and take care of the machine. That makes about a buck a case.

Mueller estimates the crew buys around 50 cases of coke every two weeks during the winter and about 70 cases during the summer. At a nickel a bottle, this figures out to about \$14 of clear profit every two weeks.

Mueller says the Louisiana's scheme wouldn't be possible without the cooperation the crew gets from their port engineer, captain and chief mate. But as it is, the idea is a real money maker.

Also, Mueller says, the idea isn't private property, so any of the fellows on coastwise ships who want to pick it up are at liberty to do so.



Mueller

Waiting For The Prince To Come?



Nick Wuchina, who took this photo, didn't identify the sleeping Seafarer, but he's shown here aboard the Waterman C-2, Afoundria, during a recent run to the Far East.

Seaman Doesn't Go After Fish, They Go After Him

From time to time the LOG receives stories about Seafarers who claim to be champ fishermen, but we think this one tops 'em all. It concerns Frank Wald of the Yaka (Waterman), and according to one of his shipmates, Frank lands the big ones without even hooking them. In fact, they hop right out of the water into his lap.

Where's His Visa?



According to Manuel R. Costa, this pup was picked up by crewmen of the French Creek (Cities Service) in Yokosuka, Japan. Appropriately enough, he's named "Yoko." Note the life jacket "Yoko's" wearing.

Writing from Cristobal, Canal Zone, oiler Tom Scanlon, of the Yaka, relates Wald's exploits as follows:

"We have several fishermen aboard this Waterman rust bucket, but we have one who takes the cake for a fish story that really happened.

"While tied up at the dock in Miami, Frank Wald, the electrician, decided to try his luck, so he went onto the dock during his lunch hour.

"He was fishing with a thin glass pole, small hooks, a 10-pound test line and no gaff, and no one paid much attention to him until someone saw him kicking a good-sized kingfish around on the dock.

"Anyway, in a few minutes he had a good-sized audience, but nobody could figure out how he could hook a three-foot fish, weighing about 30 pounds, with such light gear.

"Finally Frank admitted that he didn't hook the fish—it jumped right out of the water onto the dock. 'And it almost scared the daylight out of me,' he said."

This may sound like quite a tall fish story, Scanlon writes, but it actually happened just that way.



Scanlon

OFF WATCH

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

Seagoing jazz enthusiasts with an LP phonograph at their disposal may find their pleasure in any or all of four 12-inch long-playing records issued recently featuring the work of Duke Ellington. One disk, "The Music of Duke Ellington Played by Duke Ellington (Columbia)," contains reissues of some of his best work from 1928 to 1949, including his original recordings of "Sophisticated Lady," "I Let A Song Go Out of My Heart" and "The Mooche." The others are more current items: the "Duke Ellington Seattle Concert (Victor)" dating back to March, 1952; "Ellington '55 (Capitol)" featuring virtually the same band, and "Memories of Ellington (Norgran)," headlining Johnny Hodges, who was a mainstay of the Ellington group some years back.

has often wondered how to dress up the sometimes-unattractive end-grain of a plywood table or cabinet without a great deal of work will be happy to learn that a Seattle firm has come up with an answer to the problem. "Wood Tape" is a finishing material for plywood edges that is supposed to go on as easily as a band-aid. It is actually a thin slice of veneer three-quarters of an inch wide and as long as you want it, and is made in fir, birch, walnut, oak and Philippine mahogany. The stuff comes with its own pressure sensitive adhesive and stays on for good, making the plywood look like clean solid wood. And it can be painted. You can buy it at retail lumber yards for about 12 cents a foot, or order direct from Puget Modern, Inc., Seattle.

Here's a tip from a recent "Field and Stream" for those who carry maps of their fishing and hunting territory with them on trips. You can make them last a lot longer by giving them a coat of waterproof varnish, which will protect them from rain and atmospheric moisture and keep them crisp and readable longer.

Seafarers who went through Japanese submarine attacks in World War II might find some fascination in reading about what went on at the dishing-out-end of things during the Japanese submarine campaign from 1941 to 1945. "Sunk" is the brief title of a book written by Mochitsure Hashimoto, who is said to be one of the only four Japanese U-boat commanders to survive the war. The book will first be published on Sept. 27 by Henry Holt and Company and can probably be obtained or ordered through any bookstore.

The do-it-yourself craftsman who

Photography fans who are shopping for a new tripod may be interested in a new gadget called the "Shoulderpod," which is a camera-steadying device fitting right on the shoulder. Operated by a pistol grip, it features an adjustable platform, a curved aluminum piece shaped like a half U, which can be taken apart for stowing in a gadget bag. As such, it might be just the thing for the Seafarer with little storage room aboard ship. The item has been put on the market for \$7.75 by Monu Inventions, Box 11, Englewood, Col.

A neat trick on how to make your tools make life easier for you is for the carpenter who uses a steel rule for measuring lengths of board or the like. You can make a steel rule easier to read by rubbing it with a piece of chalk and then wiping it with a cloth. The chalk will remain in the depressions made by the numerals and save a lot of eye strain.

LOG-A-RHYTHM:

Yearning

By M. Dwyer



Sit beside a firelight, hold your loved one close tonight,
For you've sworn no more to roam and she's happy 'cause you're home.
Watch the embers twist and turn, telling your soul not to yearn
For the carefree sailing days and the seaman's merry ways.
Think not of a distant shore calling you forevermore,
Beacon lights that gleam and shine—you'll forget all these in time.
Seagull cries and foam and spray, watches stood and sailing day,
Dawn at sea, clear blue sky you'll remember with a sigh.
Sit beside a firelight, hold your loved one close tonight,
As quietly you sit and stare, you will see your ghost-ship there.
And your telltale heart will yearn for the day when you return,
For your heart's no longer free once it's given to the sea.

Quiz Corner

- (1) Mr. Brown gave a party for 100 employees. He promised to give \$5 to every woman present and \$10 to every man. Half of the men did not come, but all the women did. How much money did Mr. Brown give away?
- (2) Vice President Richard Nixon is a former US Senator from the state of: (a) New York, (b) California, (c) Alabama, (d) Illinois?
- (3) We all have a patronymic. What is it?
- (4) If you lived in England, when would you prefer a pram to a tram?
- (5) What territory is the largest possession of the US?
- (6) An artillery battery which divided its fire between two targets recorded three times as many hits on target one as on target two. If ten percent of the shells fired failed to hit either target and a total of 280 shells were fired, how many shells hit the second target?
- (7) Which is heavier: a pound of cork or a pound of balsa wood?
- (8) What Spanish explorer discovered Florida: (a) Hernando de Soto; (b) Vasco de Gama, (c) Ponce de Leon, (d) Ferdinand Magellan?
- (9) What heavyweight who defeated Max Baer combined the study of Yoga with his regular training?
- (10) What Government agencies do these initials refer to: (a) GPO, (b) FDIC, (c) ICC, (d) FTC?

(Quiz Answers on Page 17)

Sign Name On LOG Letters

For obvious reasons the LOG cannot print any letter or other communications sent in by Seafarers unless the author signs his name. Unsigned, anonymous letters will only wind up in the waste-basket. If circumstances justify, the LOG will withhold a signature on request, but if you want it printed in the LOG, put your name on it.

SIU Ship Nearly Gets Royal Boot As Queen's Yacht Hogs The Dock

If you hear anyone these days referring to the crew of the Lawrence Victory as "displaced persons," it's because the Mississippi Victory ship was nearly booted out of her berth at Goose Bay, Labrador, by the royal yacht of England's Queen Elizabeth.

This, according to crewman Pedro Garcia, took place as the result of an unscheduled encounter between the Lawrence Victory and the royal yacht, which was carrying the Queen's husband, the Duke of Edinburgh, on his recent visit to Canada.

"While cruising into the harbor at Goose Bay," Garcia writes, "the Lawrence Victory was brought to an unexpected halt by the Queen's royal yacht, escorted by a British cruiser.

"Anyway, we dropped the hook and stood by while the "sea-going Cadillac" tied up, but we didn't realize then the events that were about to take place. The yacht took up a little too much dock, and when we tried to dock, we found that the Lawrence was about 10 feet too long.

"Then," Garcia reports, "it started. As we eased up alongside the dock, our stern tore off part of an old extended wharf. And since we were smack up against the dock, we couldn't maneuver the vessel away from it without the help of tugs. For about two hours we tried to get the ship in and finally the captain, who no longer had any hair to pull, asked the skipper of the royal yacht to kindly shift 15 feet further up.

"Why," asked the yacht's captain, "are you leaving already?"

The reply of the Lawrence Victory's captain, Garcia reports, is unprintable, but the skipper of the royal yacht must have gotten the idea, because he finally shifted the yacht and the Lawrence Victory was able to dock properly.

Garcia says that he has nothing against the Duke of Edinburgh, but he doubts that the meeting between the royal yacht and the Lawrence Victory did anything to improve Anglo-American relations.

'Round-The-World Bound



Apparently enjoying their 'round-the-world trip aboard the Steel Recorder (Isthmian) are (front, l-r): W. Masterson, carpenter; AB Russo, deck delegate, and Pettipas, bosun; (rear, l-r): AB "Frenchy" Martineau, ship's delegate, and AB G. DeGreve.

The German Seaman's Lot — It Ain't A Happy One

There may be seamen sailing under the SIU banner who have fallen into the habit of taking for granted the gains their Union has gotten for them over the years, and who believe that the evils their Union has successfully eliminated are now as extinct as a nickel glass of beer.

The fact is that the evils eliminated by American maritime trade unions still exist in other parts of the world, and give ready proof that shipowners are always ready to take advantage of seamen when there is no strong trade union to oppose them.

This fact was brought home in a

recent letter to the LOG by Franz Pietrak, who describes himself as a Bremen-born seaman who has sailed on German and other European-flag ships for many years.

Bremen, Hamburg and other German ports are real paradises for the German shipowners and shipping interests, Pietrak says. But for German seamen the German waterfront is a veritable hell on earth, and the German seaman has only the choice of shipping out for from \$20 to \$80 a month or starving to death on the beach.

Trade Unionism Weak

The plight of the German seaman Pietrak attributes directly to the lack of trade union strength in the German maritime industry. Either the seamen are not organized at all, or they are members of the German Seamen's Union which gives them no protection at all.

The German Seamen's Union, Pietrak says, is very similar to the old, corrupt International Longshoremen's Association in this country. The members are required to pay dues, but they get no reports on finances, they have no real voice in the union's affairs, and there are very few membership meetings.

In Bremen, for instance, he says, there has not been a membership meeting in the past two years.

Pietrak's advice to American seamen is twofold: (1) Be appreciative of the gains their American trade unions have gotten for them, and (2) be vigilant to guard these gains, for eternal vigilance is the price of liberty.

American seamen also, Pietrak thinks, should fight to their utmost to prevent the transfer of US ships to foreign flags, or they may find those ships being manned by crews who work for the same coolie wages and under the same substandard conditions that the German seamen do.

The SPORTS LINE

By Spike Marlin

Unless there is some radical change between now and the end of the season, it's quite obvious that the leading batsman in the American League will be Ted Williams. But because of a technicality in the regulations and because American League pitchers fear him so much, Williams will not get the official batting championship.

The rules book says that a man must have at least 400 at bats to be granted recognition as a batting champion. Ordinarily it is a fair enough rule because it judges a champion on the basis of a full season's performance and at the same time makes allowance for games missed because of injuries or illness. Normally, the average hitter will have his 400 at bats in about 110 to 115 games.

Broke Collarbone
In Williams' case, a broken collarbone he suffered on his first day of spring training kept him out of action for the first month. Then hardly had he gotten back into shape when a siege of pneumonia caused him to miss many more days of playing time.

The result is that Williams has missed 37 games, or approximately 1/4 of the season. That alone would not be sufficient to keep him from the batting title. The irony of it is that he has been walked over 100 times this season by opposing pitchers, and since bases on balls do not constitute an official time at bat, he will lose out on the championship accordingly. Almost any other ballplayer in the league appearing in the same number of games would be certain to have the minimum 400 at bats needed to qualify for the title.

Can't Hurt
Williams isn't helped either by the weakness of the Boston line-up this season. With the Red Sox pitching failing to hold up, opposing teams are happy to put Williams on base, figuring that the free passes can't hurt them too much.

All this points to an oft-stated fact—that the method now used in

figuring batting averages is far from an accurate presentation of a hitter's worth. Anytime a man gets on base 100 times a season through walks it should be reflected in the batting figures.

It would be only justice for Williams to get the formal recognition of the title because of his remarkable comeback after a second tour of duty in the Marines during the Korean War. Despite his injuries and his age, he still remains baseball's best and most dangerous hitter, barring no man in either league.

The Red Sox, who are going nowhere this year, are trying to give Williams a better crack at the title by batting him second in the line-up. But chances are extremely slim that he will pick up the necessary at-bats that way. Although he was never the most popular ballplayer in the game, it's too bad that Williams won't get the recognition he deserves in the twilight of his career.

Shadow Boxers



Silhouetted in the light of a Hawaiian moon, Seafarers B. Small (left) and D. Diaz make an interesting picture as they get in a little boxing practice aboard the Wacosta (Waterman) off Honolulu. Photo was taken and submitted to the LOG by Luis Ramirez.

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 Seafarer George D. Hudson's recipe for "flank roll."

Foreign-type cooking doesn't always go over big with those who are strict in their liking for strictly American food, but there are lots of exceptions. One of these is obvious by the

favor shown for an Italian-style "flank roll" which Seafarer George D. Hudson, chief cook, usually dishes out once a trip.

"You can't serve it much oftener than that," Hudson, an SIU member for the past 14 years, comments, "because you've got to save up the flank beef that you cut out from time to time until you've got enough to feed a hungry crew." A veteran of 18 years at sea, Hudson says the following recipe will do quite well for a crew of 40.

Here's what you need: 32-35 pounds of flank beef, 2 lbs. of raisins, 1 box of cracker meal, 1/4 lb. of chopped mixed pickles, 1 quart of green olives, 6 onions, 6 green peppers, and Worcestershire sauce and tomato paste to suit the taste.

To make it, first soak your meat in Worcestershire sauce for several hours, turning meat around now and then to make sure the flavor is evenly distributed. A

small amount of meat tenderizer can be used also. Then take the raisins, meal and pickles, and spread them over the meat as you roll it.

After the rolls are tied, roast them slowly in a 350 degree oven for about 45 minutes. While this is going on, make a sauce with some of the olives, the chopped up onions and peppers by first braising them in oil and then adding the tomato puree. Now add the meat to the sauce and simmer for about 90 minutes more. Top with the rest of the sliced olives when serving.

Union Has Cable Address

Seafarers overseas who want to get in touch with headquarters in a hurry can do so by cabling the Union at its cable address, SEAFARERS NEW YORK.

Use of this address will assure speedy transmission on all messages and faster service for the men involved.

Seafarer Sam Says

WHEN NOTIFYING THE LOG OF A CHANGE OF ADDRESS, ALWAYS INCLUDE YOUR OLD ADDRESS SO THE PROPER CORRECTIONS CAN BE MADE IN OUR MAILING LIST.

Crew Makes SIU Ship Clean Ship

To the Editor:

On Friday, August 20, we, a full new crew from the Mobile hall, arrived at the ore docks to take over the Seacloud (Seatraders). But as we stood on the docks and looked at this rusty, brokendown refugee from the boneyard, some of the guys wanted to go back to the hall.

Finally, however, we got together and decided to take a look at the topside and quarters first. Believe me, this ship was the worst I'd seen since 1936. The messroom, which at one time was painted pea green, looked like the fire room on a limey coal burner, and all the rooms and passageways were in the same shape.

Anyway, after looking the ship over, we went into a huddle and decided to let the skipper know in no uncertain terms that "an SIU ship is a clean ship."

As a result, we all made plenty of dough per man cleaning the ho'd from Friday to Monday, and there was also work for anyone who wanted it on the way to Galveston.

In Galveston we got new inner-spring mattresses and an agreement to start sougeeing and cleaning for the rest of the year. So if any of you Seafarers see a ship that's shiny and bright out in the Far East some day, you'll know it's the Seacloud.

L. S. (Johnny) Johnston

Airline Likes Article In LOG

To the Editor:

It was gracious of you to commend the members of our Eastern Air Lines' family for the help they were able to give Seafarer William MacDonald when he lost his seaman's papers on one of our planes recently.

Such a fine expression of appreciation for the kind of service we hope we give all of our passengers will, I am sure, encourage all of our staff members to do a better job for all of our customers.

We would like to reprint your LOG article in our own house organ so that all of our employees concerned can get that "pat on the back" that Seafarer MacDonald suggested.

William Van Dusen

Taxi Co. Rates With CS Crewmen

To the Editor:

We, the crew of the French Creek (Cities Service), would like to inform you of the fine service given to us by the White Top Cab Co. of Linden, N.J. This outfit is courteous and on the ball, and rates a vote of thanks.

William Adams
Ship's delegate

LETTERS

Hails Shipboard Library's Value

To the Editor:

Just thought I'd drop you a line to let you know the SIU shipboard libraries are great. They are well diversified in content, are both educational and entertaining, and they help many men to pass away their leisure hours in a manner that is really productive.

I think my former shipmates, John Cirrosa, Fred Bruckner and Jerry Messaris also must enjoy these libraries very much, because I have seen them do considerable reading on long trips.

I have also seen mates and engineers who like to read these books, and I think that having them on board helps promote harmony between the licensed and unlicensed personnel.

Sir Charles

Work For Union To Honor 'Moon'

To the Editor:

I was shocked indeed to learn about the death of "Moon" Kouns, and I know we have lost a fine brother who was always on the union side of any beef.

A number of oldtimers in the SIU have now passed away, and I think that we can best remember and honor them by keeping up the good fight for the things they stood for.

It was mostly these oldtimers who taught us the meaning of real trade unionism and without them there would have been no OT, paid vacations or other benefits.

In signing off, I would like to say to you, "Moon," wherever you may be, that we country boys from Homewood all loved you, and we will always be good union men and do our share in carrying on the fight.

Alton Booth

Alexandra Meals Tops, Crew Says

To the Editor:

Speaking for the officers of this ship, as well as ourselves, we would like to give credit to the steward department for the excellent meals served during this voyage.

Chief cook T. W. Beatty, cook and baker Bill Hand and third cook Percy went all out in preparing the very best, and messmen Seims, La Barbere and Smith served all meals in an atmosphere of real SIU congeniality, under the supervision of that well-known oldtime steward, Tom Toma.

Crew of Alexandra



MILEFSKI AND REO

Cactus Country Is His Home Now

To the Editor:

I am sending you a picture of me and the Reo truck in which I made a trip from New York to Phoenix, Ariz., which I am now making my home. I had a wonderful trip and saw some pretty country.

Please print this picture in the LOG and tell all my old shipmates I am now making the cactus country my home, but I'll be in New York sometime this fall for a visit.

Until then, I'll say, "Adios."

Alonzo M. (Tiny) Milefski

Will Sail Again After Long Lapse

To the Editor:

I hope you will print these few lines to let my friends and old shipmates know I will be back with them around October 1. It's been a long time since May 24, 1953, when I paid off the Coe Victory. I want to thank Welfare Services for helping me, but time was the only factor that could really straighten out my troubles. So, until I register, good sailing to all.

William Frank

Widow Thankful For Welfare Aid

To the Editor:

I wish to extend my most heartfelt thanks to the SIU Welfare Services Department, and also to John Arabasz, SIU representative in Baltimore, for the financial and personal assistance given me in the recent deaths of my infant son and my husband, Bernard Carroll.

I would appreciate it if you would publish this letter in the LOG so that I may publicly extend my sincere thanks.

(Mrs.) Clara E. Carroll

Cites Kindness Of De Soto Crew

To the Editor:

I wish to express my appreciation and thanks to ship's delegate Angelo De Amico and the crewmembers of the De Soto for their donations and expressions of sympathy following the death of my mother on August 18.

Patrick C. Flaherty

Hospital Plan Given Support

To the Editor:

Recently I have been hearing and reading quite a few comments asking the SIU to start a hospitalization plan which would cover a seaman's entire family at a rate he could pay monthly, quarterly or yearly.

Since 1946 this family has carried a hospitalization policy on which we paid \$52 a year for six years, or \$312 through 1952. In 1953 the rate was increased to \$78 a year, making a total of \$448 we have paid to date.

Only \$15.50 Is Used

During this period we only had \$15.50 worth of hospital expenses, so you can see that \$442.50 of what we paid in has been unused. Now, if this were an SIU hospitalization fund, this money could be working capital for Seafarers and their families.

If there are other families as fortunate as ours has been, this unused money could grow into a large amount, and the premiums might be lowered periodically. But the fund would remain for the use of all patients certified by the Union.

Our SIU, which has always been a leader and pioneer, is just the union to take this progressive step.

Evelynne Y. Siebert

Even Ore Boat's Food Tops Army's

To the Editor:

I sure would appreciate it if you'd send me the LOG, since I've heard practically nothing about the Union since I retired my book when Uncle Sam sank his hooks into me. Right now I'm on Okinawa, and according to the Army brass this is the "keystone of the Pacific." But I sure wish I was off it.

I remember the days when I used to run down Calmar and Ore for being such bum feeders, but I know now that even an ore boat is paradise compared to the Army. And when I get back to sea I'll be the easiest-going guy you ever saw, and never beef about the food again as long as I live.

Typhoon Grace just had us cooped up here for four days, and I can tell you those C-rations weren't very appetizing.

Incidentally, I'm anxious to find out if they've finished the new hall in Baltimore because that's where I generally ship from.

Pfc. Manuel L. Olvero

(Ed. note: Your name has been added to the LOG mailing list. It is hoped the new Baltimore hall will be ready for use in October.)

Greets SIU Pals In Newfoundland

To the Editor:

I am stationed at an Air Force base in Newfoundland and wish you would send the LOG to me. I had the LOG sent to me when I was drafted last fall, but I've been transferred around so much that it's lost track of me. However I expect to spend the rest of my time in the Army here.



Burke

I don't get a chance to see many of my old SIU buddies up here, but last week the San Mateo Victory was in and it sure was good to have someone to talk over the old—and better—days with.

George A. Burke

(Ed. Note: Your change of address has been noted.)

Air-Conditioned Ships Are Asked

To the Editor:

I believe that we of the SIU have now advanced so far in our wages that in our future negotiations we should concentrate on more improvements on the ships on which we have to live six or eight months a year.

For one thing, I think we ought to have better rooms, with larger lockers, and dressers to put our clothes in, and I don't think there ought to be more than two men in a room.

Says Men Need Rest

I also think all the ships should be air-conditioned, especially those that run to the tropics. I say a man will work better if he gets a good night's rest, and he can't do this in a place like the Persian Gulf if the ship isn't air-conditioned.

As far as money goes, remember that it costs money to wait on the beach for a ship that's running to a cool climate. Also, although many men don't want the hot weather runs, the Union has to fill these jobs and it would make it a lot easier if the ships were air-conditioned.

W. (Bill) Mitchell

SIU Crew Helps Ease His Sorrow

To the Editor:

I would like to express my gratitude to the crew of the Alcoa Pilgrim, but it is hard for me to put my feelings into words when I am so choked with emotion over the recent death of my mother.

Had it not been for this crew of fine Seafarers, whom I consider to be real shipmates, I would not have been able to fly home from San Juan, Puerto Rico, to be with my family in our hour of sorrow.

I think there has never been a finer gang of men than those aboard the Alcoa Pilgrim, and I only hope I am able to spend the rest of my sailing days shipping with crews such as this one.

J. E. Roberts, Jr.

Burly

The Long And Short Of It

By Bernard Seaman



SIU Welfare Plan Is 'Best In Industry'

Table Shows Seafarers Plan Has Low Cost, High Benefits

(Continued from page 2)
 least a thousand unemployed seamen at any given time.

Also questioned by the State, because of its unfamiliarity with the industry, was the \$3,000 per week which the Plan provides to underwrite the losses of operating the cafeteria at SIU headquarters. Through this set-up the seafarer is able to obtain a meal "on the cuff" when he is unable to pay. When he is able to pay he can purchase a low-cost meal, further reduced by a 25 percent discount if he purchases a meal book. This same discount applies to a seaman receiving a meal book "on the cuff." The result of this program is that never again will there be the need for a seaman to go hungry, for even though SIU shipping is the best in the industry, there are times when a man, through circumstances, is unable to take a ship. The SIU maintains that it is the providing of benefits such as this that makes the SIU outstanding in the field of welfare benefits.

The Union further noted that it is currently extending benefits to eligible seamen in Boston, Philadelphia, Baltimore, Norfolk, Savannah, Tampa, Mobile, New Orleans, Lake Charles, Galveston, Seattle, San Francisco and Wilmington.

The highlighting of the Welfare Plan's sound administration, its low cost of operations, its superiority over insurance company administered plans and its unparalleled benefits for the membership is a source of great pride to seafarers.

Claude Simmons, SIU Assistant Secretary-Treasurer and Chairman of the Welfare Plan's Board of Trustees, said, "If there was any question in anyone's mind up to now, that the SIU had the best Plan for

SEAFARERS WELFARE PLAN		COMPARATIVE SCHEDULE OF CONTRIBUTIONS RECEIVED AND BENEFITS PAID 1950-1954		ADMINISTRATIVE EXPENSES		PERCENTAGE	
YEAR	CONTRIBUTIONS	BENEFITS					
1950	\$ 492,628.25	\$ 31,733.00		\$ 23,316.63*	4.73%		
1951	842,763.79	279,010.93		39,351.99	4.67%		
1952	2,054,720.75	724,286.34		159,043.23	7.74%		
1953	2,096,937.83	889,676.60		205,323.17	9.79%		
1954 to 8/31/54	1,161,928.80	633,004.07		88,431.44	7.61%		
Total	\$6,640,059.44	\$2,557,710.96		\$515,466.46	7.75%		
		Recapitulation of Benefits Paid					
Type	1950	1951	1952	1953	1954 to 8/31/54	Total	
Death	\$10,000.00	\$138,166.66	\$312,118.15	\$330,811.15	\$268,842.83	\$1,059,938.79	
Hospital	21,733.00	79,790.00	176,202.00	163,165.00	108,685.00	\$498,575.00	
Unemployment	-	29,875.00	163,771.19	230,571.40	153,000.00	\$772,217.59	
Disability	-	-	4,195.00	24,525.00	28,425.00	\$57,245.00	
Maternity	-	-	68,000.00	136,000.00	70,000.00	\$274,000.00	
Training School	-	31,178.29	-	-	-	\$31,178.29	
Scholarship	-	-	-	4,004.05	5,251.24	\$9,255.29	
	\$31,733.00	\$279,010.93	\$724,286.34	\$889,676.60	\$633,004.07	\$2,557,710.96	

* In 1950 the first payments were allowed to build up for a reserve and initial equipment was purchased. Payment of benefits began late in 1950.

ASSETS OF SEAFARERS WELFARE PLAN ON AUGUST 31, 1954

Cash Assets	\$ 748,140.85
US Govt Bonds	1,980,707.82
Real Estate	942,916.57
Other Assets	119,060.97
Total Assets	3,790,826.21

The above figures show the tremendous payments paid by the Seafarers Welfare Plan and the low administrative cost, which is approximately only one-fourth that which would be charged by an insurance company. No SIU official or trustee received a penny of these funds; they all went for benefits to seamen.

seamen in existence, the final proof is in.

"We all have a right to be proud of this tremendous accomplishment," Simmons said, "and what we have learned as a result of the welfare study is a solid endorsement of the SIU's vigorous program and campaign for a system of benefits for SIU men that would be second to none, in maritime, at least. Once again, the SIU establishes that men aboard its ships enjoy the best in the industry."

"We will continue to push for the expansion of benefits and to pioneer for the maximum in welfare protection for our people," Simmons declared. "We don't regard the payment of a hospital or death benefit as the only thing of concern to a welfare fund. We believe that we should provide benefits for seafarers beyond the very narrow scope of helping a man only when he's sick or his widow when he's dead."

"Just because some people may not regard an empty belly as the problem of a union, doesn't mean that our Union will ignore this as a problem that must be met. Even the shipowner today has recognized this as a welfare problem by voting unanimously to provide these benefits."

On a point generally rigid in most welfare plans—the matter of eligibility—the Seafarers Union insisted at the time the Plan was formed that an absolutely lenient arrangement be established.

As a result, a seafarer needs only one day of work aboard an SIU-contracted ship in a period of one year to become eligible for the many benefits, and only seven years aboard SIU-contracted ships for the \$108 per month old-age disability-pension benefit. This benefit was won for all seafarers—regardless of age because of the high accident rate among seamen.

Unlike any other union, the SIU Plan is paying old age or disability to men in their early 30's and up to 92 years of age. This benefit is paid as long as a man is unable to work—the rest of his life in most cases. Likewise the hospital benefit is paid as long as a man is hospitalized—whether 13 weeks, 413 weeks or forever—a provision no other known plan provides. With very few exceptions, all plans administered by insurance companies limit benefits to 13 weeks.

The Plan's scholarship provision—four scholarships per year at \$6,000 each is the highest in the nation. As a result, seafarers or their children are now studying to be doctors or lawyers when they otherwise would have been unable to afford a higher education. The maternity benefit of \$200.00, plus a \$25 bond from the Union, is the highest and the first of its kind in the maritime industry.

Under the rules insisted upon by the Union, no official or employee of the SIU can qualify for any benefits of the Plan by virtue of his association with the Union. Every man must qualify as a working seaman in order to be eligible for the Plan's benefits.

As was reported in a recent issue of the SEAFARERS LOG, soon to be in action, will be another aspect of the Seafarers Welfare Plan—the training ship Andrew Furuseth—which will enable seafarers to train for upgrading themselves and improving their earning capacity.

It is significant to note that of the 113 unions reported at the AFL convention last year, the SIU was in the top 16 in total money paid in welfare benefits to its members. This despite the fact that the SIU is among the smallest unions in the AFL and was being compared with unions some of

which have between a half million and a million members.

The State Insurance Department's study of welfare plans involved approximately 135 union plans, one of which was the Seafarers Plan. Presiding over the study is Alfred Bohlinger, State Superintendent of Insurance, Chief Counsel to the department in the current study is Sol Gelb, an associate of Governor Dewey for the past 20 years.

The SIU has been among those unions which has publicly taken a position supporting studies of welfare plans designed to improve their operations. The trade union movement has acknowledged that some union funds are not well-administered. However, the scope of investigations into unions generally, is broadening. For example, the Seafarers Sea Chest corporation, which at its inception was hailed far and wide for taking steps to curb ship chandler abuses in the sale of inferior slopcheats to seamen at high prices, now finds itself the target of an anti-trust

suit by the Department of Justice. The political atmosphere at present indicates that the pressure is being put on trade unions and will take form in the shape of increased investigations by various bodies, from the East to the West Coasts. As a matter of fact, a Congressional committee has announced that it will begin combing unions in hearings scheduled to open shortly in Los Angeles.

As a result of the New York State study of various union welfare funds, which was the first in which the SIU was a participant, it has been firmly established that the Seafarers Welfare Plan is outstanding both in pioneering new benefits and in giving to seafarers the maximum in welfare coverage. The Union is encouraged by this fact and will continue to devote its energies to further accomplishments for seafarers in the area of welfare benefits.

SEAFARERS BUY THEIR SEAR AT THEIR OWN SEA CHEST
 AT THE SIU HALL - NEW YORK

GOVERNMENT OUTLAWS COMMUNIST PARTY:

How New Laws Affect Communists

(Continued from page 6)

tion. Twenty per cent of the workers in a shop can force an immediate election to oust the infiltrated union and select a new one.

The effect of this is to enable loyal workers to get rid of the Communist leaders who have taken over their union. The possibilities of sabotage in defense industries are greatly reduced.

Department of Justice officials have announced that they plan early moves against four suspected unions.

General outlawing of the Communist Party, while getting the most public attention, is likely to turn out to have little immediate effect. How this law may work in practice is still in doubt. It was whipped up hastily without Administration backing in the closing days of the sessions.

The law declares that the so-called Communist Party is no real political party at all, but "an in-

strumentality of a conspiracy to overthrow the Government of the United States." It takes away the party's legal rights. So the party can't nominate candidates for Congress. But no avowed Communists have been elected to Congress in recent years, anyway. Even if the party can't own property, the Daily Worker, although an organ of the party, has separate ownership.

All Communist Party members, under the new law, are made subject to the Internal Security Act of 1950 and required to register their names with the Federal Government. However, the Communist Party already has been declared a "Communist action" group under the Internal Security Act and ordered to register the names of its members.

The party still is fighting this order in court, and no names have yet been registered. Communist leaders have served notice that they will make a similar court fight against the new law.

NOTICES

John F. Castroner

Get in touch with Welfare Services at headquarters immediately.

The following men are asked to contact the Sea Chest at SIU headquarters as soon as possible: Ronald Barnes, B-528; Julio Colon, C-629; James H. Walker, W-376; William Walker, W-207; H. Williams, W-92.

Quiz Answers

- (1) \$500.
- (2) (b) California.
- (3) A family name.
- (4) When you were small enough to require the services of a baby carriage. A tram is a bus.
- (5) Alaska.
- (6) 63.
- (7) Neither; they each weigh a pound.
- (8) (c) Ponce de Leon.
- (9) Lou Nova.
- (10) (a) Government Printing Office, (b) Federal Deposit Insurance Corporation, (c) Interstate Commerce Commission, (d) Federal Trade Commission.

Puzzle Answer

SEA	BOSUN	CUT
ARR	AWARE	ONE
MACHINIST	LED	
AL	ATTU	
BELGIUM	YEMEN	
LEO	NDAK	ABLE
ERN	GORES	ILE
SIGS	SEEP	NID
TESTS	SLYNES	
HELM	RE	
MOO	OUTFIELDS	
ERR	PLAIN	ARE
LEE	SLING	RYE

PERSONALS

Tom Richardson
 Contact Tore Wickstrom at 1035 S. Beacon St., San Pedro, Calif.

Richard Norgren
Frank Kon
Edward J. Leitch

Contact Joseph F. Mannion, attorney, at 690 Market St., San Francisco, regarding Lester B. Knickerbocker, late seaman on the Malden Victory.

B. O. Carpenter
 Urgent you contact your cousin, Nola Poythress, at 6019 5th St., Norfolk 2, Va.

Ray Oswald Tillett
 Your mother, in Wanchese, NC., is very anxious to hear from you.

Jimmy
 Ruby is now living at Lilla's, 505 Adele St., Apartment B.

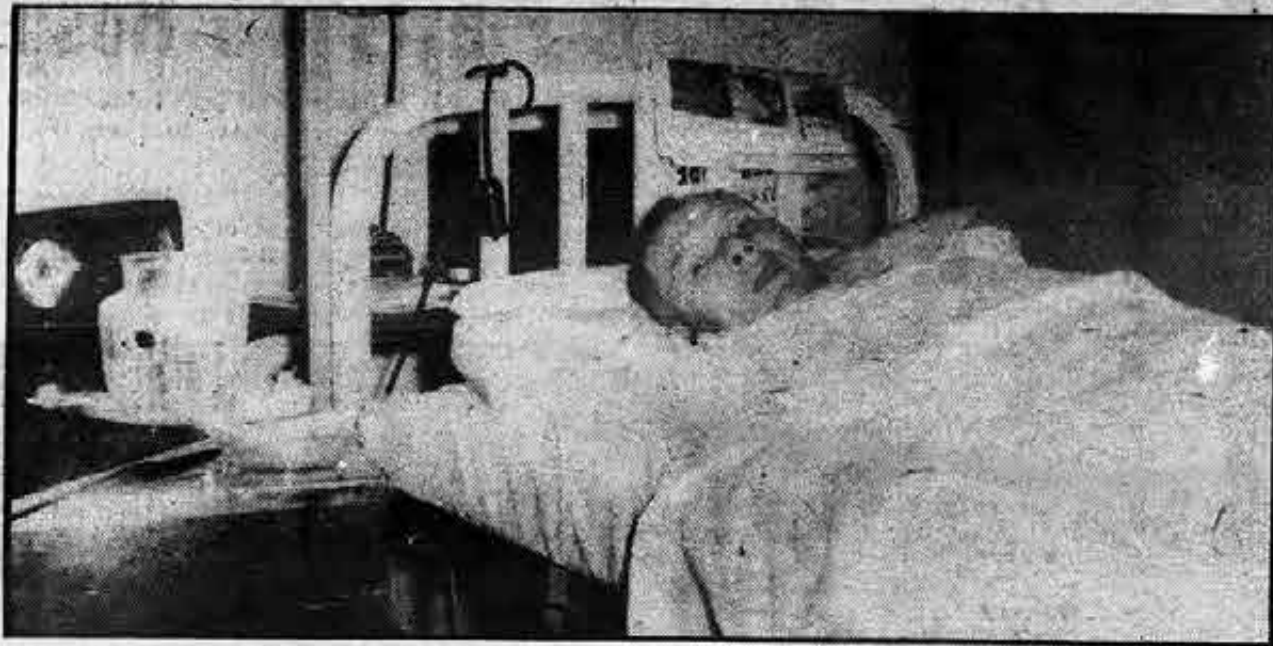
Lyle (Bill) Williams
 Get in touch with Henry Peace at 25 Peyton Place, San Antonio, Texas.

Robert J. Golder
 Your mother is ill and asks you to write her c/o M. Fanelli, 228 New Britain Ave., Hartford, Conn.

William Malcolm
 Contact Mrs. Dolores Adamson.

William Glick
 Contact Howard Glick.

Hans Kelleneck
 Get in touch with Mrs. Hershey regarding your personal effects.



Recovering now at Staten Island USPHS hospital, Seafarer Matti Ruusukallio recalls Memorial Day outing which led to mishap. Error in judging depth of lake caused him broken neck.

Dip In 'Lake' Proves Costly

It's wise when taking a "jump in the lake" to make sure there's enough lake there in the first place for swimming and diving. Those of us who neglect this precaution generally have reason to regret it, and the situation of Seafarer Matti Ruusukallio, now at the Staten Island USPHS hospital, is a case in point.

How Ruusukallio got to the hospital is obvious by now, but how he got to Staten Island is another matter. He originally started out at the Monmouth Memorial Hospital in Long Branch, N.J., after he suffered his mishap and that's where SIU Welfare Services came into the picture.

It all began when Ruusukallio, who lives with his wife in Hoboken, N.J., came off the Seatrain Texas (Seatrain) about two weeks before last Memorial Day, May 30, and

they decided to spend the holiday weekend in proper fashion at a resort. Since Long Branch is close by, they journeyed there easily enough and prepared to enjoy a three-day stay.

Decided To Take Swim

Before long, though, Ruusukallio decided swimming was in order and apparently either neglected to ask about the depth of the adjacent lake or figured it looked safe enough. It wasn't, however. He leaped off the diving board and landed in only a couple of feet of water, breaking his neck in the process.

Rushed To Hospital

His condition was found to be serious enough to require speedy hospitalization, and Ruusukallio was taken to Monmouth Hospital. A few days later, with the prospects of a long hospital stay and a husky hospital tab facing them, his wife called the Union hall in New York to ask if the SIU could help them out of their fix.

Surely enough it could, a Welfare Services Department representative told her over the phone, and advised her that, as a seaman, her husband was eligible for treatment at US Public Health Service facilities. A few phone calls later, the Union had arranged with hospital officials at Staten Island to have a USPHS doctor at nearby Cape May examine the injured Seafarer. He in turn recommended that Ruusukallio be transferred to the Staten Island facility.

Ambulance Came

Shortly thereafter, a USPHS ambulance picked him up, and affected the transfer. Ruusukallio is now recovering from his injury in the company of SIU shipmates, but his experience emphasizes once again the importance of contacting SIU Welfare Services immediately in such cases. The Union is constantly alert to act in these situations, but it can't act unless it's advised of the circumstances right away.

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.

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:

Robert Dennis Floyes, born August 6, 1954. Parents, Mr. and Mrs. Robert Floyes, 813 Wellsworth Street, Mobile, Ala.

Johnny Wayne Bartram, born July 15, 1954. Parents, Mr. and Mrs. Virgil Lee Bartram, Box 1703, Norfolk, Va.

William C. Price, born August 10, 1954. Parents, Mr. and Mrs. William H. Price, 332 Mt. Vernon Avenue, Portsmouth, Va.

Karen Jane Worsley, born July 26, 1954. Parents, Mr. and Mrs. Joseph W. Worsley, 104 Delmar, San Antonio, Texas.

Jenny Annie Puchalski, born August 14, 1954. Parents, Mr. and Mrs. Kasimir Puchalski, 108 W. 45th Street, New York, N.Y.

Joyce Helen Parker, born June 8, 1954. Parents, Mr. and Mrs. James W. Parker, RFD 5, Box 414A, Muskogee, Okla.

Sherry Jean Carl, born August 3, 1954. Parents, Mr. and Mrs. Jerry L. Carl, 605 Ercoupe Court, Midwest City, Okla.

Eva Margaret Melone, born July

17, 1954. Parents, Mr. and Mrs. Eddie Melone, 839 Ainslie, Chicago, Ill.

Mary Costin, born June 23, 1954. Parents, Mr. and Mrs. William Costin, 25 Albion Place, Charlestown 29, Mass.

Diane Gregorowicz, born July 28, 1954. Parents, Mr. and Mrs. Felix Gregorowicz, 49 Quincy Street, Passaic, N.J.

Bernadette Marie Kennedy, born July 14, 1954. Parents, Mr. and Mrs. William Kennedy, 1 Old Annapolis Road, North Linthicum, Md.

Eddie Albert Kreiss, born June 8, 1954. Parents, Mr. and Mrs. Clyde Kreiss, 178 Edgewater Park, Bronx, N.Y.

Augustus George Williams, born July 25, 1954. Parents, Joseph F. Williams, 2318 Royal Street, New Orleans, La.

Ronald Lester Jenkins, born June 24, 1954. Parents, Mr. and Mrs. Lester Jenkins, Route 2, Smithdale, Miss.

Alan Romie Gardner, born August 7, 1954. Parents, Mr. and Mrs. Robert L. Gardner, 15 1/2 Vine Street, Nashua, New Hampshire.

Steven Kostegen, born July 26, 1954. Parents, Mr. and Mrs. Stefan Kostegen, 22 Talbot Street, Malden, Mass.

Patrick Henry Donnelly, born July 21, 1954. Parents, Mr. and Mrs. Henry B. Donnelly, 4131 Prytania Street, New Orleans, La.

Richard Schulz Jaynes, born July 28, 1954. Parents, Mr. and Mrs. Harold Jaynes, Box 346, North Woodstock, Grafton, New Hampshire.

Wilson Jicklong Chiang, born May 10, 1954. Parents, Mr. and Mrs. Ling S. Chiang, 1553 Leavenworth Street, San Francisco, Calif.

Kenneth Michael Greggs, born July 9, 1954. Parents, Mr. and Mrs. Clarence Greggs, 702 East Street, Sparrows Point, Md.



SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS

REPORT ON BENEFITS PAID

From 8-28-54 To 9-10-54

No. Seafarers Receiving Benefits this Period	536	
Average Benefits Paid Each Seafarer	52.99	
Total Benefits Paid this Period		53,346.42

WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	5240.00	
Death Benefits	5884.51	
Disability Benefits	1425.00	
Maternity Benefits	4600.00	
Vacation Benefits	36096.91	
Total		53,346.42

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950*	55496.00	
Death Benefits Paid Since July 1, 1950*	105242.22	
Disability Benefits Paid Since May 1, 1952*	54585.00	
Maternity Benefits Paid Since April 1, 1952*	284000.00	
Vacation Benefits Paid Since Feb. 11, 1952*	366286.10	
Total		560586.32

* Data Benefits Begins

WELFARE, VACATION PLAN ASSETS

Cash on Hand		
Vacation	644894.67	
Welfare	557020.85	
Estimated Accounts Receivable		
Vacation	206340.00	
Welfare	191110.00	
US Government Bonds (Welfare)	1980207.82	
Real Estate (Welfare)	942916.57	
Other Assets - Training Ship (Welfare)	119060.97	
TOTAL ASSETS		4642060.88

COMMENTS:

Since the inception of the Welfare Plan, a total of 30731 hospital benefits had been paid as of July 1954. Broken down by years, they are as follows: '50 benefits 3104, benefits for '51 was 5707; for '52 it was 8104; for '53 it was 7415 and for the period of January thru July 1954 it is 6401.

Death benefits since the inception of the plan have been 527. Maternity benefits paid by the plan since the inception of the benefit total 1342.

AL Kerr

Submitted 9-13-54

Al Kerr, Assistant Administrator

FAMILY TROUBLES?



THE
SIU
WELFARE
SERVICES
DEPARTMENT



YOUR PROBLEM IS OUR BUSINESS

SEEIN' THE SEAFARERS

With WALTER SIEKMANN



Everybody who has been sailing with the SIU knows that the Seafarers take care of their own. That's one of the reasons why the Welfare Services Department was established in the first place. But aside from the services that are given the membership by the department, you can be sure the crewmembers on the ships don't let any grass grow under their feet when it comes to helping shipmates in need.

At Welfare Services we hear many times how Seafarers have gone out of their way to assist one of their buddies. Just in this particular issue we have two items about the crew of the Robin Hood and the men of the Valchem which go right down the line in this tradition. We certainly think these brothers rate a bow for the trouble they have taken and the consideration they've shown.

Our new arrivals in the Staten Island hospital these days include a number of brothers who have had to be readmitted for further treatment. Brother Dave Furman, who sails as cook and steward, has spent quite some time in the hospital in recent months. He's had to go back in to get additional care. Seafarer Luis Salazar went back in on August 24 to have another operation on his right arm and see if the doctors can't put it back in top-notch shape again, while Brother Francis Beaumont was readmitted for further care and treatment on August 26.



Furman

Seafarer Isaac Antonio injured his back while working in the galley on the Seagarden and had to be taken into the hospital for repairs. Antonio, who makes his home in New York City, was galley utilityman on the Liberty ship. Santo Lanza, who was AB on the Robin Sherwood, came down sick on that vessel and went in for treatment on August 25, 1954.

Harold Moore, steward on the Alcoa Partner, had to leave the ship and go into the hospital on August 27 for a little surgery. Moore comes from St. Paul, Minnesota, way out where the Mississippi River begins. Frank Collins, who was utility messman on the Alice Brown, had to get off and go in for treatment on August 31. Collins is a New York City resident.

Convalescening from a bad cut on the leg, Joe Novesel, who was carpenter on the Robin Hood, is home in NY drawing his \$56 a week in maintenance and cure. Meanwhile, he's a regular visitor to the hall with his young son. Guillermo Nunez, one of the Union's top-notch electricians, had to get off the Steel Seafarer in NY and is now convalescing from a sprained back suffered aboard ship.

Seafarers In Hospitals

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| <p>USPHS HOSPITAL NEW ORLEANS, LA.
 Milford Alexander
 Thomas Ankerson
 William Aplin
 James H. Bales
 Charles Bean
 Perry Bland
 Charles Brady
 William Brewer
 Charles Burton
 Owen Butler
 Sebastian Carregel
 Lester Carver
 George Champlin
 S. Cope
 Emile P. Davies
 Serio M. Desoso
 Joseph Dionne
 Jack N. Dows
 Eric Eklund
 Thomas Fields
 M. C. Gaddy
 Nathan Gardner
 Jack Gleason
 George Graham
 Ray Green
 Luis Gutierrez</p> | <p>Selfert Hamilton
 Earl Hodges
 James Hudson
 John Kennedy
 Decil Kerrigan
 E. G. Knapp
 Leo Lang
 Jesse Lyles
 Oscar Madere
 K. McCrary
 George Porter
 John Rehm
 W. E. Reynolds
 Edward Samrock
 John E. Sanders
 Edward Saul
 John Silkowski
 R. L. Skinner
 Walter Smith
 Andrew Stauder
 J. D. Thomas
 Lonnie R. Tickle
 Faustino Torres
 J. E. Ward
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 Hubert Cantwell
 Warren Currier
 Walter Edwards
 G. E. Ekelund
 Duane Fisher
 Karl Hellman
 A. G. Knighton</p> | <p>USPHS HOSPITAL SEATTLE, WASH.
 Edward Cannon
 Woodrow Drake
 Gilbert Eller
 F. Fodilla
 Howard Harvey
 Sverre Johannessen</p> | <p>SEASIDE MEMORIAL HOSPITAL LONG BEACH, CALIF.
 George Quinones</p> | <p>VA HOSPITAL LONG BEACH, CALIF.
 James W. Simmons</p> | <p>USPHS HOSPITAL STATEN ISLAND, NY
 Hussien Ahmed
 Paul Albano
 Feyzi Ammons
 Isaac Antonio
 Otho Babb
 Christopher Bobbe
 Isaac Bouzlim
 George Coleman
 Ervin Crabtree
 Estuardo Cuenca
 France DeBeaumont
 John J. Doherty
 Delaware Eldemire
 Frederick Farrell
 George Flood
 Andrew Franklin
 David Furman</p> | <p>Horace Gaskill
 Estel Godfrey
 Earle Goodley
 John Haas
 John Horn
 Fleming Jensen
 Noral Jorgensen
 Vincent Jones
 Klement Jutrowski
 Santo Lanza
 Nils Lundquist
 James MacCrea
 Perfecto Mangual
 Paige Mitchell
 Harold J. Moore
 Harvey Morris
 Raymond Myers</p> | <p>NICOLAS NOMIKOS
 T. Papoutsoyov
 George Pitour
 Alfredo Rios
 Jose Rodriguez
 Matti Ruusukallio
 Luis Salazar</p> | <p>MANHATTAN BEACH, NY
 Fortunato Bacomo
 Frank Bemrick
 Claude Blanks
 Robert Booker
 Jar Chong
 John Driscoll
 Matthew Gardiner
 Bart Guranick
 John Haas
 Thomas Isaakson
 John Keenan
 John Keenan
 Ludwig Kristiansen</p> | <p>USPHS HOSPITAL BRIGHTON, MASS.
 Frank Alasavich
 Frank Albano
 John Herrold</p> | <p>COOPER HOSPITAL CAMDEN, NJ
 Julius Fekete</p> | <p>USPHS HOSPITAL SAN FRANCISCO, CALIF.
 Charlie Brown
 Henry Childs
 Bernard Eerman
 Aurelio Flores
 Benny Foster
 Olav Gustavsen</p> | <p>ST. LUKES HOSPITAL NEW YORK, NY
 Marce Boyles</p> | <p>VA HOSPITAL BALTIMORE, MD.
 Leonard J. Frank</p> | <p>NATIONAL INSTITUTE OF HEALTH BETHESDA, MD.
 James H. Harker</p> | <p>SAILORS SNUG HARBOR STATEN ISLAND, NY
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 Anton Prusaitis</p> | <p>USPHS HOSPITAL SAVANNAH, GA.
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 Benny Brinson
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 William Lee
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 Jimmie Littleton
 J. T. Moore</p> | <p>USPHS HOSPITAL BALTIMORE, MD.
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 Algot Bogen
 Steven Boides
 Jessie Brinkley
 Jessie Clarke
 Thomas Cox
 Francisco Cuellar
 Franklin D. Gilman
 Gorman Glaze
 Kenneth Lewis
 Daniel W. Lippy</p> | <p>Charles Sanderson
 Stanley Sargeant
 William Sargent
 George Shumaker
 Warren Smith
 James Waldron</p> | <p>Frederick Landry
 James J. Lawlor
 James R. Lewis
 Francis Lynch
 Joseph McGraw
 A. McGuigan
 David McCreath
 Frank Mackey
 Eugene Nelson
 Harry Tuttle
 Renato Villata
 Virgil Wilmoth</p> | <p>William F. O'Brien
 Joseph Petruszewicz
 Andrew Silder</p> | <p>Charles Neumaler
 Jow Perreira
 Robert Rivera
 W. S. Singleton
 P. S. Yuzon</p> |
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Crew Gives Record Player To Hosp.

Patients at the Manhattan Beach Public Health Service hospital are now enjoying an assortment of popular record items on a Webcor record player presented to them by the crew of the Robin Hood (Seas Shipping Co.).

Seafarer Bill Liston, galley-man on the Hood, turned the player over to the Welfare Services Department for delivery to the hospital with the best wishes of Seafarers on the Hood.

Liston explained that the crew purchased the player and records for its own amusement in leisure hours. When it appeared that the ship was going into lay-up temporarily, a shipboard meeting was held on what to do with the property.

Decided At Meeting

It was decided then that it should be turned over to the men at Manhattan Beach to help them pass the time at the hospital, and Liston undertook to deliver it to headquarters.

The player is a self-contained unit with its own speaker and a three speed changer which can handle both long-playing and standard speed records. The whole unit is enclosed in a carrying case and the records have a carrying case of their own, which means that it can be set up anywhere in the hospital.

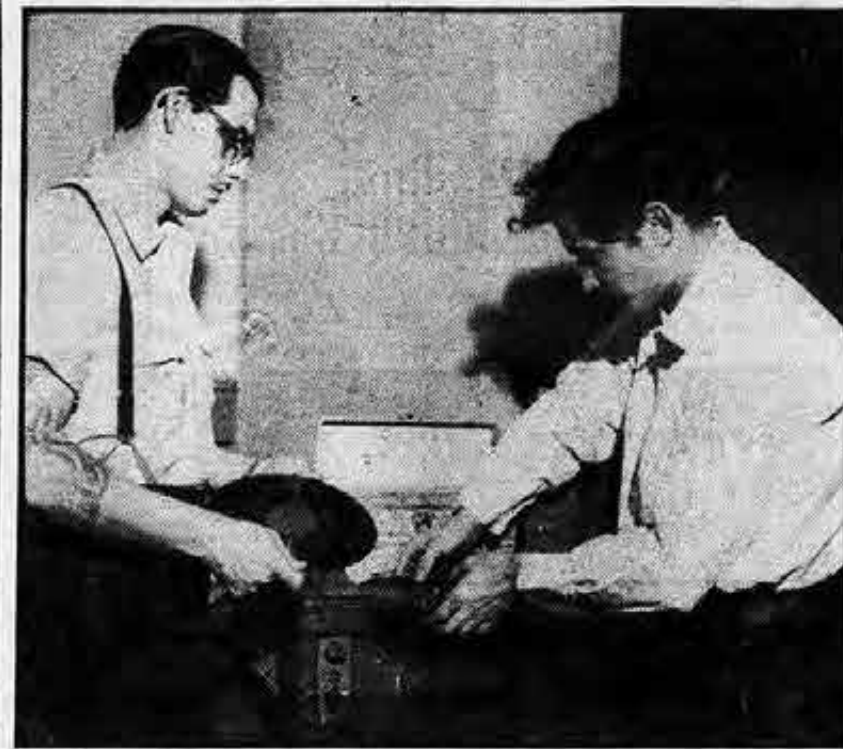
Other Donations

A number of other SIU crews in the past have made a practice of donating similar gear to the hospitals or, in many instances,

turning over their ship's fund to the hospital membership in the event of their ship laying up.

The practice has enabled pa-

tients at many hospitals to enjoy extra comforts and conveniences they would not otherwise have been able to have.



Seafarer Bill Liston (right) shows Walter Siekmann, director of Welfare Services, three-speed automatic record player that Robin Hood crew has donated to patients at the Manhattan Beach USPHS hospital in Brooklyn, NY.

Honor Deceased Shipmate In Plaque Sent To Mother

It's been five months since Seafarer Henry Core died of injuries received in a fall from the Val Chem (Valentine), but his shipmates have not forgotten him. This week Welfare Services made arrangements to deliver a bronze plaque to Core's mother in Melbourne, Australia, expressing the sentiments of the crew about their late shipmate.

The plaque is simply inscribed, "In Memory of Henry Core, a good friend and shipmate. Crew of SS Val Chem."

The Val Chem was at its New York terminal when Core fell off

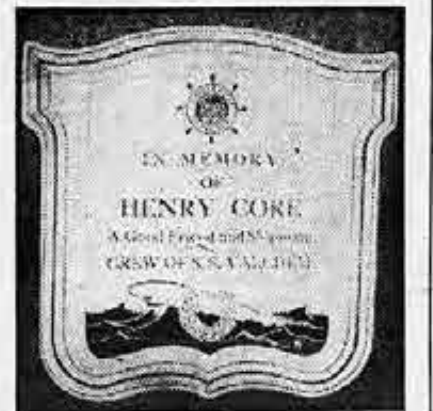
the ship onto a barge and suffered severe injuries. He was rushed to the hospital, and although he received several blood donations from SIU Welfare Services, the doctors were unable to save him.

Subsequently, Welfare Services contacted Core's mother in Melbourne, and got the necessary clearances to have his body cremated and his ashes scattered at sea in accordance with his last wishes. The last rites took place aboard the Steel Vendor (Isthmian) on an outbound voyage from New York City.

Since there was no regular funeral in the conventional sense, crewmembers of the Val Chem decided that the best way to commemorate their former shipmate was by having a plaque made up and sent to his mother in Australia. The crewmembers designed the plaque themselves, and then asked the Welfare Services office to have the work done on their behalf.

Arrangements were made to have the plaque made up in the style that the crew wanted it. It is being shipped to Core's mother as evidence of the fact that Core was a good Seafarer and a good shipmate during the time he sailed SIU.

Core, who was 26, was a member of the deck department and had been shipping on SIU ships out of Galveston since 1952.



Reproduction of the plaque presented by shipmates of Henry Core to Core's mother in Australia.



Core

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FINAL DISPATCH

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

Wallace Lowther, 58: Brother Lowther died of a heart condition at Stratham, NH, on Aug. 7, 1954. A member of the SIU since Jan. 26, 1946, he had been sailing in the deck department. His place of burial is not known. Surviving is

his wife, Dorothy Lowther of Bunker Hill Ave., Stratham, NH.

George John Piraino, 34: A member of the engine department, sailing on SIU ships since Nov. 14, 1951, Brother Piraino died of accidental gunshot wounds at Kann Memorial Hospital, Marshall, Texas, on July 4, 1954. His place of burial is not known. He is survived by his wife, Hazel Piraino of Box 82, Holly Ridge, Miss.

We Goofed!

An error in the hospital report furnished by the SIU Welfare Plan office for the Sept. 3 issue of the LOG had Seafarer Edwin Rushton listed among the patients in the Staten Island USPHS hospital, although Rushton has been out of there since Aug. 13. Apologies to him for the error and any inconvenience caused by it.



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DISABILITY

BENEFIT



Under the SIU-negotiated and SIU-won disability benefit, you are the best-protected seamen in the world. Whether you are an oldtimer or have only a few years in the industry, you are covered by the finest disability provision—and the only one of its kind—in the maritime industry. Your disability benefit provides—

- **HIGHEST PAYMENTS IN THE INDUSTRY**
As long as you are unable to work you will receive \$108 per month—the highest payment in the industry.
- **BROADEST COVERAGE IN THE INDUSTRY**
All men who qualify—regardless of age—shall receive the benefit for as long as they are unable to work.
- **SHORTEST SEATIME REQUIREMENT**
You need only seven years seatime aboard SIU-contracted ships to qualify—the easiest requirement in the industry.
- **AND, AT NO COST TO YOU**
The entire cost of the Seafarers Disability Benefit is borne by contributions to the Welfare Fund by the SIU-contracted steamship companies. You do not have to contribute one penny of your wages for this protection to you. The Seafarers Disability Benefit—along with the many other benefits of the Seafarers Welfare Plan—makes you the best-protected seamen in the maritime industry.

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