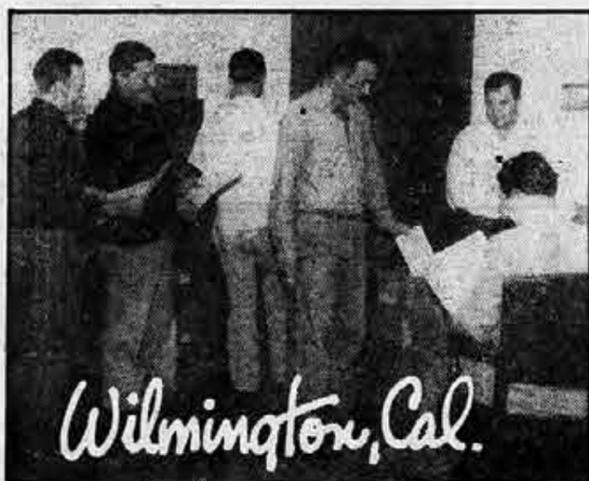




• OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • AFL •

COAST GUARD PLOTS SEAMEN BLACKLIST

Story on Page 3



Wilmington, Cal.



New York



Norfolk



Houston



Philadelphia



New Orleans



Seattle

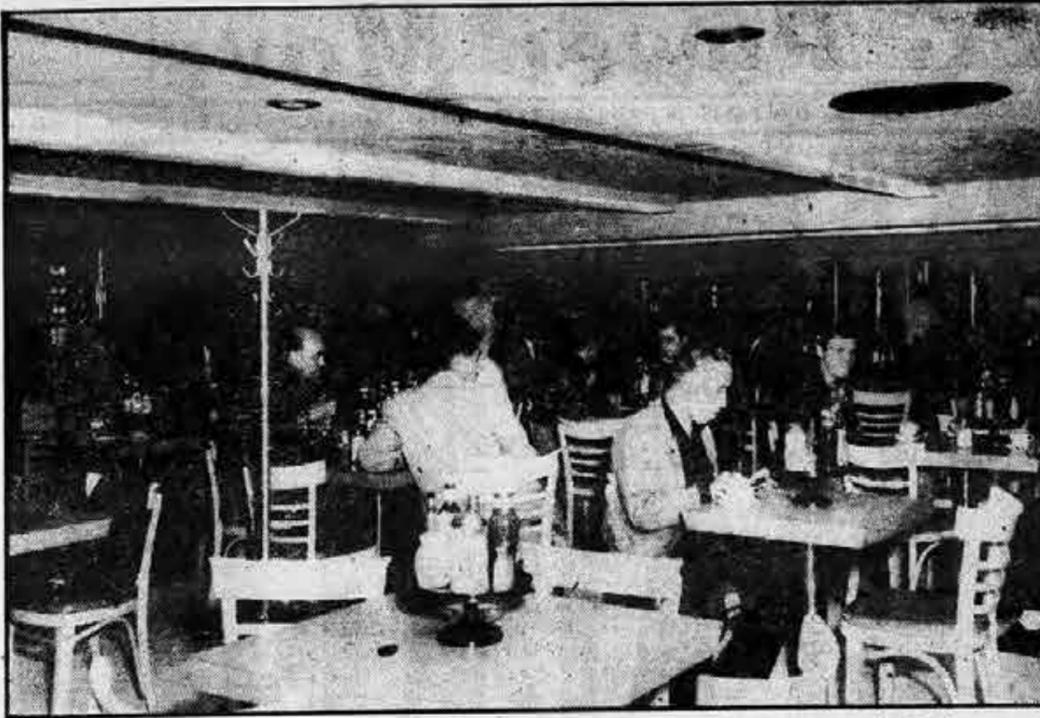


Tampa



Boston

Making Their Choices. Seafarers began voting by secret ballot on November 15 in all Union halls to determine who among the 78 candidates will be elected to 49 headquarters and branch posts in the Union. Early voting was brisk throughout the district with Seafarers on ships in the various ports piling off to cast their votes along with men on the beach. The two-year election balloting will continue for 60 days, until January 15, 1955, after which votes will be counted by rank and file tallying committees. Day by day balloting is conducted by three-man rank and file committees elected by the membership at the start of each day's business. (Story on Page 2.)



Newly-opened Seafarers cafeteria in Baltimore hall is now providing low-cost meals for Seafarers on the beach. Unlike the New York cafeteria, it is not open to the public. Cafeteria is on basement level, just below the Port O'Call cafe which is now in the process of completion.

Balto Hall Services Hum — Cafeteria Makes Debut

With the opening of its low-cost cafeteria, barber shop and recreation deck, the Baltimore branch office of the SIU is virtually in full swing. All of the facilities of the brand new hall are now complete with the exception of the Port O'Call cafe and the Sea Chest retail store.

The fully-air-conditioned Baltimore hall opened two weeks ago with a special membership meeting and party for Seafarers in the port. The five-deck hall is easily the best in the A&G District, surpassing the famed headquarters hall in space, comforts and conveniences.

Shipping out of the new hall began two weeks ago today but some of the furniture and equipment for its subsidiary services had not yet been installed. However rapid progress was made on these items in the past two weeks. Pool table and shuffleboard equipment have been provided, a barber and boot-black were hired to put the barber shop in operation and final touches were put to the cafeteria, enabling it to open for business fully-equipped and staffed.

Tenants In

Several of the Union's tenants are already operating in the building, including the Masters, Mates and Pilots, the Brotherhood of Marine Engineers and the Balti-

more Federation of Labor. The Marine Firemen, Oilers and Water-tenders Union will move in shortly and other tenants are in prospect.

Work is now going forward on completion of the cafe and the Sea Chest. The Union already has a liquor license for the Port O'Call operation so it should be open for business in the near future. Orders are also going out for stock and fixtures for the Sea Chest retail store which will have ample space to service all Seafarer's needs.

The Sea Chest has been operating its sloop chest supply service to

Features Of Baltimore Hall

The following are the major facilities of the new SIU Baltimore branch office:

- Modern hiring hall and meeting hall
- Union offices
- Cafeteria
- Bar and dance floor
- Barber shop
- Shoeshine Stand
- Laundry drop
- Sea Chest retail shop
- Air conditioning and sound-proofing throughout
- Parking lot
- Pool room
- Game room
- Elevator
- Television rooms
- Open sundeck
- Shower room
- Piped music and public address system

the ships for some time out of a warehouse at 1023 East Baltimore Street. As soon as its lease expires the Sea Chest is planning to move this service into the hall as well.

Other features of the new hall include a modern hiring hall and meeting hall, ample space for Union administrative offices, a laundry drop, outside parking lot, game room, television rooms, open sundeck and shower room. The building is air-conditioned and soundproofed throughout and contains a built-in piped music and public address system.

Gov't Agency Revives Drive Against '50-50'

A new attempt to nullify the operation of the "50-50" principle in foreign aid shipments has been made by a Government agency. Paralleling the unsuccessful attack on American shipping under the original Marshall Plan, the Foreign Operations Administration has tried to drive American coal-handling rates down to the level of foreign operations.

If successful, the attempt would have the effect of barring US ships from carriage of coal relief cargoes. The administration is shipping ten million tons of coal to coalshort nations such as Korea and Japan.

The FOA move against "50-50" took the form of refusing all but one bid by US-flag operators for carriage of coal on the grounds that they were not "fair and reasonable." The FOA contended that the US-flag bids should be about the level of foreign-flag carriers, and arbitrarily set a ceiling on the rates it would pay.

Revise Position

Industry spokesmen immediately protested the move charging that they could not operate under the FOA ceiling, since it would mean carrying cargo at a loss. As a result, the FOA backed down from its original stand and announced it would open new bids on six cargoes of coal.

Arthur Syran, who is director of transportation for the FOA, and

he would accept the American bids unless they are "obviously unfair and unreasonable."

The current squabble over coal rates is a replay of a much bigger fight back in 1949, when the Marshall Plan first swung into operation. At that time, the Marshall Plan administrator threatened to by-pass all American cargo ships unless US shipowners cut their rates to the levels of foreign-flag operations. Foreign flag operators got into the act by cutting their rates to the bone in the hope of putting US operators out of business.

The SIU led a vigorous and successful fight against the move.

Meeting Night Every 2 Weeks

Regular membership meetings in SIU headquarters and at all branches are held every second Wednesday night at 7 PM. The schedule for the next few meetings is as follows: Dec. 1, Dec. 15, Dec. 29.

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

Vote Heavy In All Ports

Voting in the SIU's A&G District election for Union officers got off to a flying start during the first two weeks of balloting with heavy voting reported in all ports.

The balloting, which got underway November 15, outdistanced the pace of the 1952 voting, which ran up a total vote of about 5,700. Seafarers ashore on vacation or waiting to ship swelled the total, along with hundreds of others on in-transit ships who came ashore to vote at the first opportunity. SIU men heading out on offshore runs also hurried to cast their votes on the chance they wouldn't return to the States before the end of the two-month voting period, on January 15, 1955.

At issue are 49 offices, including all regularly-elected offices in the Union. A record total of 78 candidates is competing for these posts, three more than there were on the 1952 ballot. Fourteen other nominees were disqualified from running by a six-man rank and file credentials committee for failing to meet the constitutional requirements for holding office.

Tallying Committees

Following the end of the voting, rank and file tallying committees will be elected by the membership in each port, including headquarters, to count the votes in that branch. The headquarters tallying unit will also serve as a district tallying committee and check on the counting and results in each port. Its report will certify the winning candidates subject to a vote of the membership in all ports. The full text of this report will be carried in the SEAFARERS LOG.

Offices Voted

Offices at stake in the election include the posts of secretary-treasurer, three joint assistant secretary-treasurers and one assistant secretary-treasurer each for the deck, engine and steward departments.

In addition, the membership will choose an agent and joint patrolman for the Ports of Boston, Philadelphia, Norfolk, Savannah, Tampa and Galveston; three patrolmen for



Voting in the election for 1955-56 SIU officials gets underway at Union headquarters as Seafarer J. Pola (standing) gets his ballot and prepares to step into the voting booth. Officiating as a member of the Polls Committee elected that day was Red Starns.

each department as well as six joint patrolmen in the Port of New York, and an agent, joint patrolman and one patrolman for each department in the Ports of Baltimore, Mobile and New Orleans. There are no constitutional amendments or propositions to be voted upon in this election.

A special supplement containing

the photos and biographies of all candidates was published in the October 29 issue of the LOG, along with a sample ballot on the back page. Copies of these can be obtained at any SIU hall.

All Seafarers who have not yet done so are urged to vote just as soon as they can get to the nearest SIU hall.

SEAFARERS LOG

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SIU To Fight CG Power Move

Superman Brain-Body Test Bared As Scheme To Pull Seamen Papers

Under the guise of setting up a physical standard system to improve the health of America's merchant seamen, the US Coast Guard is attempting an outright power grab for iron-fisted control of all seamen, which could result in the black-

balling out of the industry of any man now sailing. The SIU has declared that it "will fight the Coast Guard's scheme all the way down the line in any shape or form that it rears its head."

The physical and mental tests proposed in a 60-page document recently released by the Coast Guard could be used against all merchant seamen, no matter how many years of satisfactory

service they gave to the industry, and contain standards that could be used to flunk and revoke the papers of virtually every American seaman.

The far-fetched nature of the document makes it obvious that it is a cover for establishment of sweeping new bureaucratic controls over the livelihood and shipboard actions of seamen. The proposals also represent an underhanded attempt to wreck the Jones Act on behalf of insurance companies and shipowners since, if put in effect, they would effectively discourage seamen from filing negligence suits against shipowners responsible for injuries or illness.

Finally, the new proposals could be converted into a Union-busting weapon with the greatest of ease, since they are broad enough to bar anyone who vigorously presses a shipboard beef as a "complainer" and unstable personalities.

Seven Tests

The Coast Guard proposals can be summed up as follows: All working seamen would have to pass seven separate tests as outlined by the word "Sailors." These would be Strength, Arms (arm function), Incapacitating diseases (past and present), Legs (leg function), Observation powers, Reception of sound, Stability (mental and emotional). Men would be rated by numbers on each of these seven tests and the numbering system could make up his "profile."

The profile for an AB would be 1, 1, 1, 1, 1, 2, 1. Failure to pass any one of the seven could be taken as proof that the man is a seagoing "security risk" and unfit for duty.

The Coast Guard would then ask him to "voluntarily" surrender his seamen's papers, since it has no legal right to pass on his physical qualifications except when he goes for a rating or a ticket. However, once a man has been branded "unfit for duty" under the above system, he could easily be blackballed off every American-flag ship.

How Many Tests?

If a Seafarer should pass the test once, he has no assurance he won't be called on to do so two, three or a dozen times. Nor is any provision made for an appeal from the "unfit" ruling, once it is issued.

This profiling procedure for merchant seamen has been seriously questioned by a psychiatric specialist to whom the LOG referred the Coast Guard proposal for study. He concluded it has "no scientific basis," pointing out that there are no verified facts or statistics to determine which personality traits and physical qualities are most desirable in a seaman. Army and Navy standards do not apply, he emphasized, as statistics were based on many men who were draftees and may have deliberately courted failure to get medical discharges.

Further, he added, the whole procedure obviously discriminates against a seaman since it demands superior performance of him under conditions imposed on him by the shipowner, while making no demand on the shipowner for any

corresponding improvement in his treatment of seamen.

Commenting on the proposal, SIU secretary-treasurer Paul Hall declared: "Clearly this is the most vicious and unjustified attack on seamen ever made by a Government agency. This test isn't designed for human beings. It's for Paul Bunyan and Moby Dick. There are grounds here for flunking every sailor that ever stepped on a deck."

"But whether the tests are practical or not, the fact remains they are an excuse for the Coast Guard to move in and shackle working seamen. The SIU fully intends to fight this all the way down the line in any shape or form that it rears its head. Our Union is composed of men who were competent and qualified enough to man the ships in wartime and to meet the highest peacetime operating standards of any merchant fleet. We are not going to stand by idly while a set of gimmicks is put into action to deprive them of their

(Continued on page 7)

CG Power Move:

CG Original Role: Ships, Not Seamen

In the eyes of the public the Coast Guard's major functions are ship safety, rescue work and control of smuggling. As a matter of fact, the Coast Guard was formed by a merger of the Revenue Cutter Service and US Life Saving Services. Later the US Lighthouse Service was added. Through the years, the Coast Guard has been concerned with iceberg patrol and ice-breaking, law enforcement on the high seas, maintenance of lighthouses, navigational aids and ocean weather stations, inspection of the safety features and equipment of ships.

Since ship safety is a major concern of the Coast Guard, it would appear to merchant seamen that a much more energetic effort could be put forth to make the ships themselves safer and more comfortable places to work on. Time and again, the SIU has had to take action to remedy dangerous conditions on board ship.

An example is the case of the Christine, a Liberty ship, which attempted to put to sea in the spring of 1953 although it was showing a 12 degree list. It was only on complaint of the Union that the Coast Guard entered the picture. Subsequently, the Coast Guard ordered removal of excess cargo to assure stability.

It was only Union action in this instance, that kept the ship from sailing in an unseaworthy condition, and risking the lives of all crewmembers aboard.

Each year a large number of merchant seamen file suits under the Jones Act charging shipowner negligence as cause for personal injury or illness. These suits reflect the degree to which the shipowner is responsible for unsafe or unsanitary conditions aboard ship.

If the Coast Guard was primarily concerned with ship safety it would be proposing stricter supervision and control over shipboard living and working conditions rather than stricter controls over merchant seamen themselves. The way to fix a leaky scow is to repair the leak, not to buy a stronger pump.

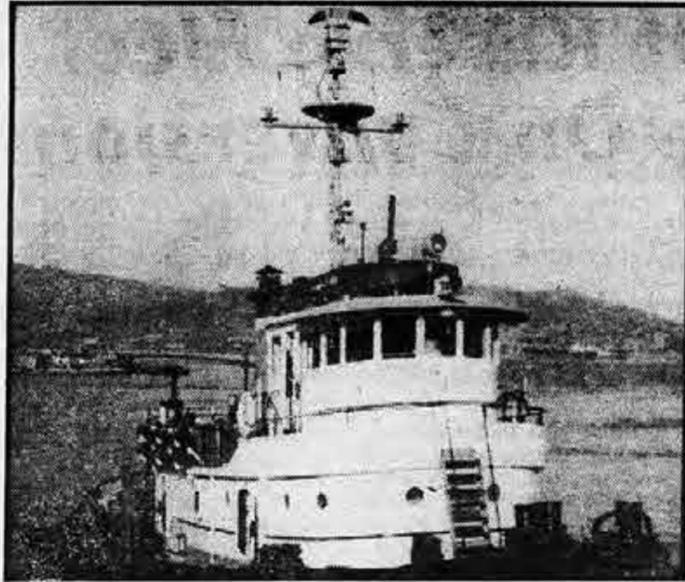
CG Power Move:

Strict Test Could Bar All Seamen

Under the new Coast Guard proposal for mental and physical examinations for seamen, a man could lose his right to continue making his living as a seaman for failure to meet a wide variety of standards so strict that only a superhuman could pass. A few of the scores of reasons for which he could be denied an okay are the following:

- Defective sense of smell.
- Speech defects, stammering, stuttering and the like.
- Non-contagious skin diseases that are unpleasant to look at.
- Parents or ancestors who were alcoholics or criminals, had nervous breakdowns, or were divorced or separated.
- Lack of educational advantages.
- Any record of juvenile delinquency or coming from a "broken home."
- A record as a "beef" or "complainer" aboard ship. (The captain's opinions would be given great weight on this score. This could include shipboard activity on behalf of the Union).
- Outbursts of rage.
- Allergies.
- Being hostile or uneasy in the presence of the examining doctor.
- Attitudes toward sex.
- Past head injuries.
- Failure to answer questions in a manner that is satisfactory to the examining doctor.
- Religious attitudes; ethics, opinions.
- Frequent changing of jobs.





Former Seafarer Herman F. Webber is shown (right) working as bosun aboard the Army tug LT 1960 (left) in the harbor of Pusan, Korea. A ten-year Union man, Webber now spends his days docking SIU ships. Bosun Webber holds the rank of private and drags down \$92 per month.

As I See It . . .

Paul Hall



THERE'S MUCH CRITICISM THAT COULD BE MADE OF THE Coast Guard proposal to regiment seamen under a type of military control that went out of fashion 50 years ago. But there's just a couple of things here that should rightfully be called to the attention of the public.

The first is the fact that the Coast Guard is trying to make its quack proposals respectable by associating itself with the Department of Health, Education and Welfare. Before anybody falls for this cover-up they ought to consider one thing—that powerful people in this department are out to cut the throat of the Public Health hospitals.

Since this Department was established two years ago, it's made a practice of cutting down health and welfare services. Your Union knows from past experience, that the Department has no love for seamen and little concern for their problems. Otherwise it would be fighting for more health services, not less. Your Union believes that the Department of Health, Education and Welfare could well be called to account for associating with this report. As people who are supposed to be experts on physical and mental health they have a good deal of explaining to do.

Coast Guard Humbug

The second is that the Coast Guard presents this proposal with questionable purpose. Your Union questions the sincerity of the Coast Guard's proposal. Your Union believes it is pure humbug.

To begin with, the Coast Guard presents a deliberately distorted picture of the life and outlook of a seaman. It's a picture that was true when the seaman was under a military-type control such as the Coast Guard would like to reimpose today. A seaman had no way of protecting his rights. He could be lashed by the skipper, given the boot by the mate and charged with mutiny or desertion for any protest. That was the way ships operated before the seamen won the rights of first-class citizenship, rights which the Coast Guard is trying to take away today.

The Coast Guard weeps crocodile tears about the life the poor seaman has to lead, about the poor living conditions, the lack of recreation and comforts, the cramped living space, the dangers of working in the holds, over the side or aloft in bad weather.

Where was the Coast Guard when the Union fought for white linen, soap and matches? Where was the Coast Guard when the Union demanded fresh milk, washing machines, decent messrooms and recreation rooms? Did anybody ever hear the Coast Guard demand reading material, adequate slop chests, and bigger foc'sles for seamen? Did the Coast Guard ever come down to your ship to see if it was stored with Grade A meats and a wide variety of satisfying foods? Did you ever hear the Coast Guard put up a beef about manning scales or about the old two-watch system? And has anyone ever heard a Coast Guardsman say seamen should be paid decent wages?

Union Fought For Safety

No you didn't hear it, and your Union never heard anybody who did. It is the unions that have done more for the safety, the spirit, the comfort and the sense of pride of the seamen than any Coast Guard directive ever written. The unions fought for the eight-hour day, good food, safe and sanitary shipboard conditions, decent representation and the other benefits now in union contracts.

The Coast Guard says that seamen are a group of strangers having little in common. It appears that the Coast Guard may object to the fact that ships are manned by men of all races and religions with their own individual opinions and outlook on life. The Coast Guard apparently doesn't like the idea of a man being different than his neighbor and expressing himself accordingly.

If the safety, the morale and the physical and mental well-being of the seamen are to be improved it will be by extending and strengthening the union gains of recent years. The surest way to create fear, suspicion and discord among civilian seamen and to shatter their morale and functioning is to put these Coast Guard military proposals into effect.

SIU Army Man Docks SIU Ships

As far as one Seafarer is concerned, the SIU is truly an international union. Because when an SIU ship pulls in to Pusan, Korea, it has a good chance of being towed to the dock by an Army tug whose deck gang is under an SIU bosun.

The bosun is Seafarer Herman F. Webber, a ten-year Union man, who had to retire his book through no fault of his own. Uncle Sam's Army tapped him on the shoulder one day, with the result that Webber now helps dock the same SIU ships he once sailed on.

As a private in the Army, Webber writes, he drags down \$92 per month. He takes a lot of kidding, he says, especially when the tug is called on to shift ships on a weekend and the SIU men aboard them are getting a minimum of four hours' call-in-time.

Keeps It SIU-Style

Since he is a long time Union member, Webber finds that hardly an SIU ship pulls into the harbor without at least one or more of his old shipmates aboard. "I've had many nice comments by SIU men on the condition of the tug," he says. "I just tell them I'm keeping the tug in SIU-style, even if it does belong to the Army."

Webber writes he is particularly thankful to some of the Waterman ship gangs and to the company for the help they have given him in keeping his tug spic and span. "I have asked for and received some used articles like paint rollers, old wire brushes and a little hard-to-get paint now and then.

"I think it's a fair exchange because we manage about one Waterman ship a week and our tug gives them a lot of service."

Webber writes that he makes it a practice of visiting as many SIU ships as possible. Seafarers hitting Pusan can find him aboard Army tug LT 1960. And when his two-year hitch is over, Webber is thinking of following the footsteps of Seafarer J. A. McIntosh and staking himself a homestead in Alaska.

Ga. Town's 'License' Bars Union Activity

Anti-union regulations that have been promoted by employers in several states appear to have reached their peak in the little town of Baxley, Ga. Two organizers for the International Ladies Garment Workers Union (AFL) have been arrested for entering the town and told that they must each pay a fee of \$2,000 a year for operating within the town limits.

Further, the organizers were informed that the town itself would collect a \$500 "initiation fee" for every worker that the organizers signed up.

Interpreting these regulations as outlawing any kind of union activity in Baxley, the two organizers asked the Georgia Supreme Court to throw out the ordinance. The court refused to do so on the grounds that the organizers have not yet been tried for violating the ordinance.

Small Town

Baxley itself is a small county seat town in Appling County, approximately 75 miles west-southwest of the port of Savannah. The 1950 census figures give it a population of 3,400 which means that at the best it would have a couple of small-sized plants. Evidently the local council passed the ordinance to attract more industry to the town so that the employers could operate in open shop fashion with low-paid labor.

Headquarters of the International Ladies Garment Workers Union regard the ordinance as clearly unconstitutional and intend to go ahead with a test case. Of course, the case will take several months to decide, during which period the employers in Baxley will have clear sailing.

The Baxley regulations are an extreme example of the kind of anti-union legislation that has made headway, particularly in the South, in the last couple of years. The spread of state "right to work" laws which forbid any kind of union security has had a serious effect on union membership in the affected states. In at least one state, Virginia, the backers of "right to work" legislation have been busy putting more teeth into it. Now any individual guilty of violating the law is subject to a personal fine of \$500.

The "right to work" laws and the local regulations such as the Baxley ordinance are also designed to attract "runaway" plants from areas that are well-organized by unions. A very large number of plants, particularly in the textile industry, have taken advantage of this kind of law to get away from union contracts.

Isthmian To Call At Hong Kong

Hong Kong will again be a monthly port of call for Isthmian ships making the line's westbound round-the-world runs, it has been announced.

Resumption of the Hong Kong stops is expected to start with the sailing of the Steel Admiral from New York on December 23. The Steel Admiral will be followed by the Steel Recorder and Steel Maker, which will sail from New York January 22 and February 19, respectively.

The Steel Recorder and Steel Maker will sail from Long Beach and San Francisco on the sixth and eleventh day of each month, respectively, and arrive in Hong Kong 22 days after leaving San Francisco.

This is the only A & G company to call at this port.

Crimp Rig Promises—But...

The SIU continued to keep a weather eye peeled this week on the activities of the "United International Seamen's Union," the ILA-sponsored crimp rig. Thus far, the outfit and its leaders have been promising much but accomplishing little of their announced plan to raid both AFL and CIO maritime unions. Consequently, observers believe that it will have little success in any attempt to seize power in the industry but will serve the ILA's attempt to harass and provoke legitimate trade unions. In any case, the SIU is fully prepared to meet the threat.

Change Of Leaders

The latest reports on the organization's "progress" reveal that a program for expansion is contemplated. As part of the program the organization would dump its present leaders, Captain George Belibasakas and Louis Le Doulx-Londos and replace them with "American" seamen. Evidently the feeling is that Belibasakas and Le Doulx-Londos have outlived their usefulness. Both men are

apparently unaware of this proposal and continue to glow, conversationally, with future plans.

As part of its expansion program, the crimp outfit has printed up a batch of "unfair" picket signs and has sent men to contact companies having both American and foreign-flag ships in the hope of cooking up some kind of a deal with the shipowners. Le Doulx-Londos boasts continually of being "near" a contract with an American-flag carrier, but no contracts have materialized as yet.

The only jobs that have materialized out of the outfit are typical of a runaway-flag crimp hall. Jobs have been offered to ABs at \$81 a month with 40 cents an hour for overtime. One chief steward was told he could get a job at \$220 a month plus all he could grab in

kickbacks from ship chandlers.

The outfit at present is preparing to move its offices to 33 Whitehall Street in lower New York City where Le Doulx-Londos formerly operated. He also speaks of opening halls in other US ports around the first of the year.

Meanwhile, applicants at the outfit's 28th Street office are told that Le Doulx-Londos can get them seamen's papers if they don't have any. One applicant paid his fees and was sent to the Coast Guard with a letter from Le Doulx-Londos requesting a validated document. The Coast Guard refused to issue one to him.

It is the normal practice of the Coast Guard to honor such requests from legitimate sea unions, provided, of course, that the man can pass security clearance.





Inspecting the installation of plumbing in the elaborate new recreation room under construction in the New Orleans SIU hall are Port Agent Lindsey Williams (left) and veteran Seafarer Carl McCranie. Work on the layout on the ground floor of the hall is due to be completed by January 1, 1955.

NO Hall Adding Laundry, New Recreation Facilities

NEW ORLEANS—Seafarers in New Orleans soon will have at their disposal an attractive recreation room in which to wile away their time between job calls.

Workmen are busy converting the ground floor of the SIU hall here to recreation facilities which are expected to be ready for use by January 1, 1955.

Now being installed in the spacious room (40 by 60 feet) are three combination dressing rooms and showers, a laundry room and toilet facilities.

The laundry room will be equipped with an automatic washing machine and drier and an ironing board and electric iron for members who desire to launder their gear while on the beach.

Automatic electric hand driers

will be provided in the lavatory room.

The air-conditioned room will have terrazo floors, a sound-proofed acoustic ceiling and attractively painted plaster walls.

The combination showers and dressing rooms will be partitioned separately to afford privacy while in use.

The room will be equipped with three pool tables, a shuffleboard table and a television set.

At present, two pool tables are provided on the hiring hall floor on the second deck.

Future Of Reserve Fleet To Hinge On Conversions

The big question of the fate of the US-owned reserve Liberty fleet will be answered in the not-too-distant future. Work has started on experimental conversion of four Liberty ships to step up their operating speed, improve their cargo-handling gear and modernize them in other respects.

Contracts have been awarded by the Maritime Administration for installation of two gas turbine power plants, a steam turbine system and a geared diesel system. In addition, brand new cargo handling rigs of an experimental nature will be installed above decks.

There is a lot of doubt though, whether these experiments will have any real value in terms of utilizing the 1,500 ships in the reserve fleet. For one thing, the Maritime Administration has given up the idea of developing an 18 knot ship and is now aiming at a 15 knot speed. Maritime Administrator Louis Rothschild said that the 18-knot speed was abandoned on the grounds that the Liberties were not constructed to take the strain of an 8,500 horsepower plant. A power plant of that kind would require hull reconstruction at considerable additional cost.

Both in terms of commercial operations and in terms of Defense Department objectives, 15 knots is not considered sufficient speed. And with the American merchant fleet dwindling day by day because of transfers, the reserve fleet is the only possible source of extra shipping which the country could turn to in times of a shipping emergency.

It is believed by some authorities that expensive conversions aiming at a 15-knot speed would have little practical effect in terms of bringing a Liberty ship up to date. The cost of the four conversions now planned will run more than \$2 million each.

New Cargo Gear

Of more practical importance, perhaps, are installations of experimental cargo handling gear. Rothschild estimates that the average cargo ship spends 60 percent of its time in port loading and discharging cargo. New cargo handling

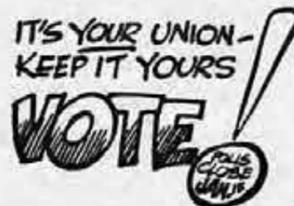
gear, if successful in cutting the turnaround time, would have genuine practical value both for regular commercial operations and for emergency cargo needs.

Aside from the new powerplants, the experimental Liberties that will have gas turbines will be equipped with controllable pitch propellers. These are believed to have great advantages in maneuvering a ship without having to change the direction of rotation of the main engine.

The decision to concentrate on a 15-knot target, Rothschild said, was made in the face of conflicting opinions. "The more moderate scheme," he said, "was considered particularly since it was assumed

that modified Liberty ships would be used in convoy . . ."

Whatever the outcome of the experimental program, the Government will be faced with the problem of what to do with 1,500 Liberties which have little or no use at the present time.



CS To Trade 7 T-2's For 3 Supertankers

WASHINGTON — The Maritime Administration and the SIU-contracted Cities Service Oil Company have completed arrangements for a swap of seven of the company's T-2's for three new 32,000-ton super-

tankers.

The swap is the first to be made under the tanker trade-in program approved by the last Congress. The program was designed to provide modern tonnage for the American-flag tanker fleet and at the same time give the Government a reserve of useable tankers.

The contract calls for the immediate construction of two supertankers by Bethlehem Shipbuilding at Sparrows Point, Maryland, at a cost of \$8 million each. In turn Cities Service will turn in five T-2's to the Government for \$4.8 million.

Third Supertanker

Next April, the company will trade-in another two tankers for

a third super-tanker. The first two tankers will be completed early in 1956.

Aside from size, and a speed of better than 17 knots, the new tankers will be the first built to carry a wide variety of petroleum products. Each tanker will carry up to 18 different grades of oil and gasoline.

The new ships will have a manning scale of approximately 48 men, licensed and unlicensed. They will be 650-feet long and carry 13,340,000 gallons of oil products. Individual rooms will be provided for each crewmember.

The tankers will run between the Cities Service terminal in Lake Charles, Louisiana, and East Coast ports.

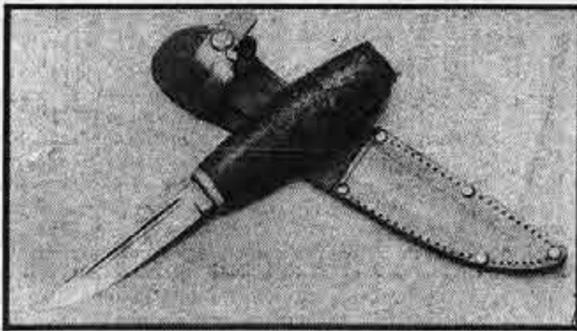
YOUR DOLLAR'S WORTH SEAFARERS GUIDE TO BETTER BUYING

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

Tips For Christmas Shopping

Here's one tip for Christmas: You don't really have to shop "early" as the stores say, unless you need to mail gifts. Otherwise, you'll find better buys after Dec. 11 when the stores start cutting prices on gift items.

Here's another: Beware the novelties and gadgets manufacturers and merchants feature for Christmas on the theory that the public is not as value and utility conscious



A floating fishing knife with a cork handle is a useful gift for a man who likes to fish. It costs about \$3.50 and will be well appreciated by an outdoor man.

during the gift-giving season as usual. At this time of year stores push such short-lived gifts as fancy lighters, humorous salt and pepper shakers, expensive mechanical toys, extra-fancy lingerie, etc. But you give the most for your money when you seek out basic playthings for children, and useful gifts for adults, like well-made clothing and household equipment.

About 80 percent of the playthings children get during

a year are those given them for Christmas. The test of a toy you buy ought to be: Is it interesting enough to the child and durable enough so he'll play with it for months to come?

Here are suggestions for gifts that have enduring value:

Gifts for Children

PLAY FURNITURE: Experts recommend simple "school" furniture in natural finish, like Phoenix brand sold by some toy stores. Avoid play furniture that is highly-decorated or has extra gimmicks like a musical chair, at an extra price. Simple play furniture can also be constructed at home, from packing cases, or "bought" lumber sanded down smoothly and given a natural finish.

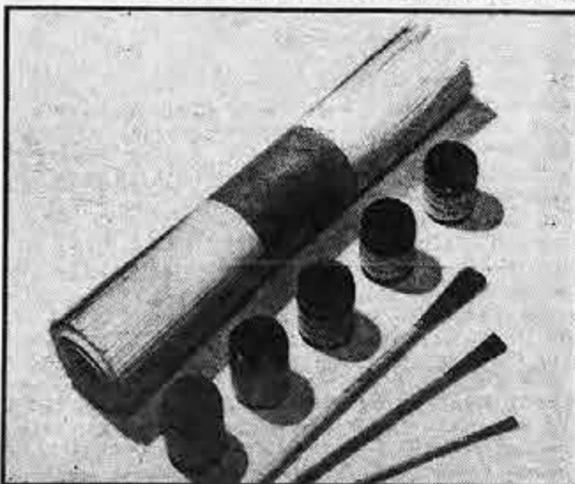
BLOCKS: Whether you buy blocks or make them yourself, avoid the traditional cubes and instead get sets of large blocks in varied shapes. These have more play value because they can be arranged into different objects like bridges, tunnels, etc. You can make them yourself from one and three-eighths inch lumber, preferably a hard wood so they don't splinter. The set should have paired blocks of the same size and shape so they fit together and make a third block. The large hollow wood blocks used by nursery schools are good, but costly to buy. The large Blockbuster blocks made of corrugated paper are surprisingly durable and cost only \$6 for a set of 12.

PAINTING MATERIALS: Double easels are best but costliest. If you can't afford a good easel, make up a kit of newsprint paper, brushes and colors that will have good play value.

MODELING MATERIALS: One of the best play materials for young children is the elastic plastic which doesn't stick to surfaces and makes housecleaning problems. But don't buy the set with little jars and molds. Buy a big jar of elastic plastic and provide your own jars and molds. Another good type of modeling clay, for

older children, can be baked in a home oven. For a more elaborate gift, you can also include glazes.

SCOUTING EQUIPMENT: One of the best sources for well-made children's equipment at reasonable prices is

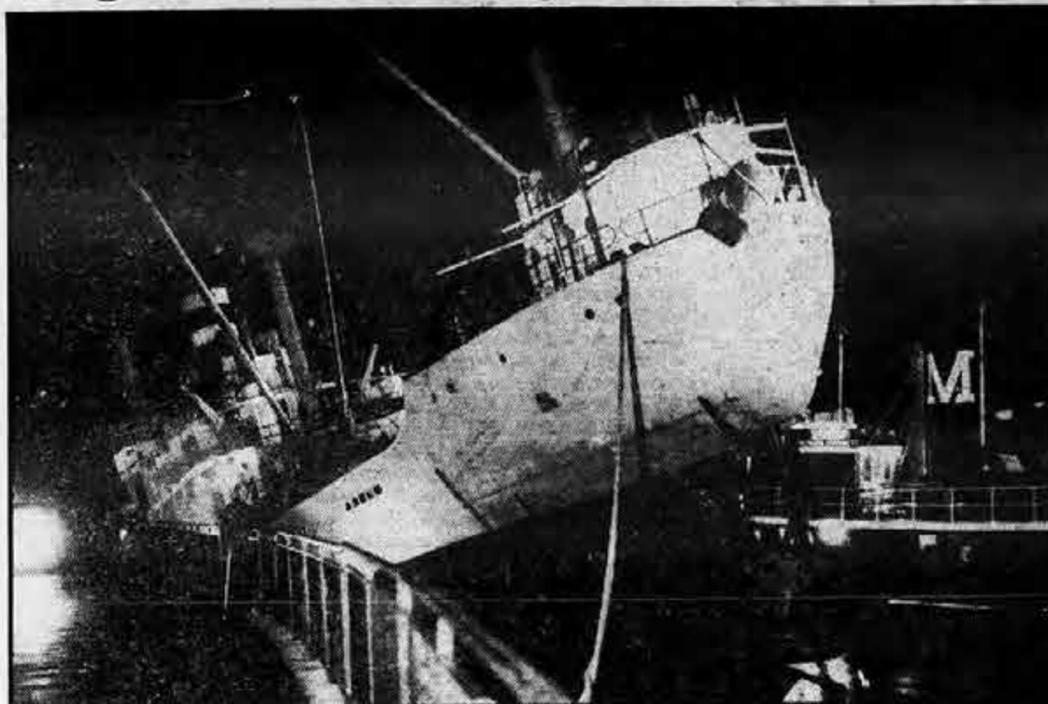


Assemble a painting set for a child with a pad of newsprint and a variety of colors and brushes, for a gift with good play value at reasonable cost.

the Boy Scout Trading Posts. You can find these in each town. The equipment is suitable for other children besides scouts. For example, they have camp shovels at low prices which are superior to the shovels usually sold

(Continued on page 17)

Freighter's Stern Rides High After New York Crash



Riding high above New York's East River after a collision with the Japanese freighter Meirinsan Maru is the stern of the Panamanian-flag freighter Lake Charles. Bow of Lake Charles, operated by Garcia Line, sank to bottom of river in 20 feet of water, after collision on November 18. The ship is shown here on the Manhattan side of the river just south of the Williamsburg Bridge.

South Atlantic May Get Subsidy

WASHINGTON—The SIU-contracted South Atlantic Steamship Company won the opening round in its bid for operating subsidies when the Federal Maritime Board gave tentative approval to its application.

The subsidy, if granted, would apply to Trade Route 11, which covers South Atlantic ports from Hampton Roads and Key West here in the States, and runs to continental Europe and the British Isles, including Scandinavia under certain circumstances. Spain and the Mediterranean are excluded from this trade route.

Once before, in 1948, South Atlantic was found qualified for an operating subsidy, but the company chose not to enter into a contract with the old Maritime Commission at the time.

In granting approval, the FMB points out that company received prior approval for this run, was operating on the run and was qualified under the provisions of the 1936 Merchant Marine Act.

Companies or individuals having an interest in the operation are given a period in which to file objections to the grant of a subsidy.

Boxscore On Ship Transfers

WASHINGTON—The US Maritime Administration's easy ship transfer policy provided a new addition for the growing foreign-flag fleet of American vessels this week. The Government ship agency gave its okay for the transfer of the 42nd Liberty dry cargo vessel since mid-August on November 23rd. Half of the US tramp fleet is eventually expected to be swallowed up in this manner.

The latest ship to go is the John W. Powell, owned by the Anchor Steamship Corp., which has been sold to Seacarrier Corp., a Panamanian outfit, for operation under the Liberian flag. So far, transfers are being approved only to the Liberian, Honduran and Panamanian flags.

The boxscore to date on the transfers is as follows:

| SIU Ships | Other Unions | Total Transfers |
|-----------|--------------|-----------------|
| (13) | (29) | (42) |

The SIU ships already transferred are the General Patton, Trojan Seaman, Strathport, Bluestar, Purplestar, Greenstar, Western Rancher, Sea Wind, Tainaron, Captain N. B. Palmer, Anne Butler, Christine and Lucile Bloomfield.

Top of the News

MAJOR HELD AS KOREAN COLLABORATOR—Major Ambrose H. Nugent has been charged by the Army with collaboration with North Korean Communists while a prisoner of war and will be court-martialed. Two of the charges involve treasonable offenses. The major, who was captured the first day US troops took part in the fighting, admittedly broadcast for the Communists but claims he did so under duress. He is the third US officer to face such charges.

AIRLINE SCHEDULES POLAR FLIGHTS—Scandinavian Airlines became the first commercial company to fly over the polar area with the opening of a new service between Los Angeles and Copenhagen on a four-trips-a-week basis. The new route is 535 statute miles shorter than the old one via New York and will save three to four hours flying time.

FIFTEEN SEALED IN BURNING MINE—Unable to proceed with rescue work, state and United Mine Workers officials agreed to seal off the Farmington, West Virginia, mine of the Jamison Coal and Coke Company with 15 men still trapped below. The sealing off of the mine was agreed on after repeated explosions and underground fires had made rescue work impossible. It was hoped that the steps taken would bring the fire under control. The unfortunate miners were trapped by a gas explosion just 30 minutes after the mine had been tested and certified as gas-free.

EGYPT'S PRESIDENT GIVEN BOOT—General Mohammed Naguib, a leader of the revolt against King Farouk's former government, was ousted from the presidency as the aftermath of an attempted assassination of Premier Gamal Nassar. Witnesses have linked Naguib to the assassination attempt. Naguib and Nassar have long been rivals in Egypt following the overthrow of Farouk. It is expected that Naguib will be put on trial for his part in the conspiracy.

REDS SINK CHIANG SHIP—Soviet-built torpedo boats sank a Nationalist Chinese destroyer-escort ship off the Chinese coast in the continued sparring for control of several small Nationalist-occupied islands. Repeated artillery duels, air raids and other belligerent acts have made Formosa the hottest spot in the world at the moment.

ATOMIC FUEL TO GO ABROAD—The US announced in the United Nations that it has allocated 220 pounds of atomic fuel for use in atomic furnaces and power plants in other countries. The fuel will be allocated to a proposed international agency that would operate experimental reactors for peacetime purposes. The offer is part of the "atoms for peace" program put forth by President Eisenhower in December.

TWO MORE FIELDS RELEASED—The government of Hungary followed up Poland's release of Hermann Field by releasing his brother Noel Field and Noel's wife, Herta, from imprisonment. Noel Field was a former State Department employee whose name was mentioned in connection with Communist spy rings in this country. He and his wife disappeared on a visit to Europe, and his brother Hermann, disappeared while searching for him. All three, it is now revealed, were imprisoned by Communist governments on charges that they were US agents.

MCCARTHY CENSURE SEEN LIKELY—Senate censure of Wisconsin's Senator Joseph McCarthy for conduct unbecoming a Senator appeared likely despite an 11-day delay in the special session called for that purpose. The delay was caused by McCarthy's hospitalization for an arm ailment. While efforts were being made to effect a compromise, most observers agreed that McCarthy deliberately invited an adverse vote by calling the Senate session a "lynching bee" and describing the six-man Senate committee that investigated him as the "handmaiden" of the Communists. Facing defeat in the Senate, McCarthy was attempting to mobilize public opinion through a petition drive in his favor.

Cartoon History Of The SIU

Cities Service Battle Rages

No. 77



An interim pact with Cities Service was reached in March, 1950, but the SIU fight to improve conditions on the tankers was not over. Talks continued on working rules to go with the wages already agreed upon. Meanwhile, unfair labor charges based on company firings of SIU men still had to be settled.



In June, the NLRB opened hearings on the charges. The SIU produced evidence showing that CS had used every trick, including an elaborate labor spy apparatus, to try and whip the Union, despite the tankermen's 9-1 vote for the SIU. After four days of damaging testimony, CS threw in the sponge.



The settlement produced reinstatement for over 100 ex-CS tankermen plus over \$150,000 in back pay. It also upheld SIU charges, clearing the way for renewed bargaining. By the end of July, however, CS was still stalling. Tired of these tactics, Seafarers voted to strike if the stalemate continued.

CG Super Brain-Body Test Bared as Blacklist Scheme

(Continued from page 3)
 jobs. We have opposed, and will oppose, any scheme of this kind. "The next thing the Coast Guard may propose is a new breed of robot seamen of a certain height, muscle development and brain structure. They would like the kind that would do what it's told without asking questions."

Demand Pensions

"If any proposals like these should ever go into effect in any shape or form whatsoever the Union is prepared to reopen its contract and negotiate a pension plan specifically to protect Seafarers who are deprived of their livelihood by the Coast Guard scheme."

Detailed examination of the Coast Guard proposals reveals their ridiculous nature. Men could be knocked out of jobs for lacking a sense of smell, for coming from broken homes, having a juvenile record, a speech defect or similar far-fetched reasons.

The LOG consultant termed particularly unsound in the profiling system the references to a seaman's family history as a basis for disqualifying him. "There is no scientific evidence to support the theory that histories of alcoholism, criminality, etc. (in parents and ancestors) have any bearing on an individual's ability to conduct himself normally..."

As a matter of fact, the Coast Guard admits that "none of the several profiling systems in current use (in shoreside industry) appears to be quite suited to the particular needs of the maritime industry, hence an adaptation of several was developed for this purpose." In other words, the proposed tests are a true catch-all stewpot consisting of a little of this and a little of that, none of which applies to maritime needs.

Motive Is Clear

Regardless of the defects of these proposed tests or any others, the clear motive remains to give the Coast Guard full military control over seamen.

The imposition of such controls, according to the specialist consulted by the LOG, will if anything, have a negative effect on the morale and performance of seamen. "Control of civilians by a military agency is not desirable in a free and democratic society. We need look only to the Soviet Union... for evidence of the influence of military control over civilians on the morale of segments of the population."

Already the Coast Guard holds a variety of powers over seamen through its security clearances, upgrading tests, disciplinary hearing units on the style of court martials, narcotics controls and licensing tests.

Present contract terms covering manning of Union-contracted ships call for physically fit men to man the ships. It is the practice for company doctors to examine candidates for jobs. Where there is disagreement on a man's fitness, the Public Health Service has the final word. A seaman who has been hospitalized is not dispatched unless he has a "PHS fit for duty" slip.

Constant Union Effort

The Union, through contract amendment and enforcement, is constantly endeavoring to improve safety practices and remove shipboard discomforts. Shipowners who have men working over the side in bad weather, securing ships while at sea or who indulge in other risky corner-cutting practices are natural targets for Union action.

Careful examination of the Coast Guard proposal indicates that it was prepared by an outside outfit possibly some psychological testing

or industrial relations consultants, who are totally ignorant of the facts of life at sea outside of the covers of a book. The description of life at sea and relations between seamen at work is an insulting and untrue picture. "The crew of the average merchant vessel," it states, "are a group of strangers having little in common," ignoring the close working and living relationships developed among crews for the common good. It speaks also of "chronic complainers about conditions for which there is no remedy," overlooking the Union system of shipboard meetings, ships' delegates and shoreside contract enforcement in all ports existing solely to deal with shipboard beefs. It overlooks the close association of seamen in their various union facilities.

Actually of course, it is the shipowner who has preferred to have a disgruntled and suspicious group of crewmembers aboard, and it has been the unions who have acted to promote close and harmonious

CG Power Move:

Seamen Now Under Heavy CG Burdens

The new Coast Guard power grab, if successful, would be an additional burden on the backs of the country's most heavily-controlled and regulated civilian worker, the American seaman.

Already the Coast Guard, a military service, has four major controls over seamen. It screens all seamen for security risks. It conducts hearing units which operate like a court martial to discipline civilian seamen for behavior aboard ship. Seamen seeking ratings in the deck or engine departments, or lifeboatmen's tickets, must pass Coast Guard examinations. The Coast Guard also has complete control over the licensing of ship's officers. And finally, the Coast Guard has special powers over seamen who are convicted of narcotics violations.

Now the Coast Guard is asking for power to deprive seamen of their livelihood if they fail to meet a wide variety of physical or mental specifications, many of them far-fetched and ridiculous in the extreme.

For years seamen's unions, under Andrew Furuseth, fought to free seamen from harsh controls over their lives and their freedom of movement. Seamen, who were considered by the courts "neither among the living or the dead," were subject to beating and flogging at the discretion of ship's officers, and charges of desertion if they sought to leave a ship. It was not until the 1915 Seamen's Act that seamen could be considered free Americans.

Seamen were under civilian control through the years except for World War I. In World War II the Coast Guard obtained control over the merchant marine and hung on to its authority when the war ended. It has sought, to expand that control continuously in the years since World War II, and the current physical and mental exam proposal is only one of several Coast Guard maneuvers to rule civilian seamen.

relations between crewmembers in the face of active shipowner opposition.

Actually, the LOG consultant pointed out, there is a grave danger that the Coast Guard will abuse the term "chronic complainers" to the degree that all of them will be rated "unstable" and barred from shipping. "Complaining and griping is a healthy outlet," he emphasizes, and "can lead to constructive action." While unstable persons may be chronic complainers, the reverse is not necessarily true — chronic complainers are not always unstable persons.

In further justification for its power grab, the Coast Guard argues that the design and functioning of merchant vessels is inherently defective, involving such danger and peril as to require men of supreme physical and mental condition to handle the job. Such phrases as "dangerous and hazardous conditions... slippery decks... narrow, steep, or vertical stairway ladders... extremes of heat and cold... poor footing... dangerous operation... exposure to extreme cold for long periods... living quarters limited... sanitary conditions unsatisfactory..." are scattered throughout its description. It is obvious from the tenor of the report that much should be done to adapt ships for more comfortable and safer operation, which is a function of the Coast Guard.

Little Or No Value

The whole "profile" system, as the Coast Guard admits, has been borrowed from practices in certain big businesses of applying psychological tests to job applicants. How near this "profile" mumbo-jumbo comes to outright quackery was shown in a recent "Fortune" magazine study. After careful examination, "Fortune" concluded that personality tests have little or no value in determining a man's ability to perform under pressure. If anything, they are often misleading.

As proof, "Fortune" took the "profiles" of 14 of the country's most successful business executives. The conclusions? "Not one corporation president had a profile that fell completely within the usual acceptable ranges and two failed to meet the minimum profile for foreman." Many of the people who did well on one standard test did very badly on another. No doubt Coast Guardsmen themselves would fail to meet many of the standards set for seamen.

"Fortune" says that the tests are a convenient way of firing men no longer wanted. "If business declines tests may also be applied to cut down the work force." One psychological testing service advises "there is no better place to direct the ax than in the worker category," and there is no better way to do it, it adds, than to give everybody a test.

One of the very few men actually in a position to talk about the personality requirements of a seaman's job is the psychiatrist Dr. R. B. Robertson, author of the book "Of Whales and Men." Robertson made a lengthy trip to sea as doctor on a whaling ship and observed conditions at first hand. He had this to say on seamen's physical qualifications.

"For a tough job one chooses not the carefully-nurtured athlete to whom disease is but a name, but the man who has encountered every one of man's morbidities and has survived." In other words, pick the man who has been through the wringer and is still doing a day's work.

CG Power Move:

A Psychiatrists Opinion...

The SEAFARERS LOG submitted the Coast Guard's proposals for study and appraisal to a physician who is a psychiatric specialist certified by the American Board of Psychiatry and Neurology. Here, briefly, are some extracts from his remarks.

"Statistics for profiling... on the basis of personal history and predicting... functioning under stress at sea are not available... Army and Navy statistics... are not applicable... there was a factor in these cases of secondary gain (removal from stress and danger to life) in the armed services for a man who would not function well..."

"There might be some basis for such a plan where there is unanimity of purpose... among all parties concerned. But where a difference in basic interests may exist as... between the owners... and the seamen, this plan could be used against the individual seaman... the proposed draft could be... discriminatory against the seamen while it leaves the owner... free of any corresponding obligation..."

"... the Coast Guard's proposals can have a negative effect and can induce a low morale... subjection of civilian workers to... control by a military agency is not desirable..."

"... there is no scientific evidence to support the theory that histories of alcoholism, criminality, etc. have any bearing on an individual's ability to conduct himself normally in society... this is a highly controversial subject... consultation on the subject with 20 psychiatrists could result in 20 different opinions."

"There is danger... of licensing the Coast Guard to label complainers as psychopaths, the danger being that the man who complains can be removed via a psychiatrist's diagnosis. As a matter of fact complaining... is considered a healthy outlet... Where there is a remedy, complaining can lead to constructive action."

"The Coast Guard says, 'abnormal personal traits... not apparent ashore, become a problem at sea'... this is a highly questionable conclusion and as a matter of fact it can be demonstrated that the reverse is true."

SIU NEWSLETTER from WASHINGTON

Since 1947, the net ship operating subsidies paid by the Government have averaged out at about \$41 million each year. Is this a cheap price to pay for the merchant marine? This question will be among the top issues to be debated early next year by Congress.

Right now, special studies are being conducted by Government sources to determine whether this is a cheap price to pay. A report on this should be issued in a couple of months for Congressional review.

It is expected that the new Congress will determine that, despite widespread criticism from time to time, such amount is not too much to appropriate for the well being of America's subsidized shipping companies.

Although the past Congress enacted a permanent 50-50 shipping law providing that American lines will transport at least 50 percent of all Government-financed cargoes, the tramp operators and the Foreign Operations Administration continue at odds over the interpretation of this statute. The new law states that the carriage should be at fair and reasonable rates.

Although the tramp lines and FOA now have temporarily reached a truce as to the meaning of "fair and reasonable rates," it is now clear that the 50-50 shipping law once again will be before the next Congress for action as to a proper interpretation.

Initially, FOA took the position that the bids submitted under the new law by American tramps were not fair and reasonable and was rejecting such bids. In effect, what FOA wanted to do was to take the lowest bid and throw out all the others.

The temporary agreement reached between the tramp lines and FOA is that the latter now will accept the lowest market bids up to the number of ships actually needed, unless the bids on their face are obviously unreasonable.

Congress very likely will be asked to determine whether the permanent 50-50 shipping law is a good one. When the law was signed by President Eisenhower several months ago, he did it reluctantly, with the idea that additional studies would be made to determine whether the merchant marine should not be supported by more direct means.

The effort of States Marine Corporation to buy out the subsidized Bloomfield Steamship Company will run into a further hitch in the near future. Other such ship merger deals were quickly approved by the Maritime Administration, but in the case of Bloomfield, protests are coming in from other American operators.

The principal protestant of the States Marine-Bloomfield proposed merger is Lykes Bros. Steamship Co., which is seeking a full scale probe into the facts of the transaction.

In any event it is expected that the MA soon will pass on the matter.

Since the middle of 1952, there has been a continual reduction in the construction of vessels throughout the world, with US yards having felt this reduction more than any other major maritime power.

The United Kingdom, with orders for almost 39 percent of the world's total construction, had a decline of 30 percent in the tonnage of new orders booked last year as compared to 1953, and over 8 percent as compared to 1952.

The world's shipyards now have on order or under construction 16,156,000 deadweight tons of ocean going shipping, or almost 6 million tons below the postwar peak of 22,146,000 tons in 1952.

The USSR with an increase of 41,000 tons of new orders was the only major maritime country with any sizeable increase of new construction in the last six months.

Your S.W. Washington Reporter

MARITIME

The 25th new ship to enter the world-wide cargo services of the Japanese Mitsui Line since 1950 has made her maiden appearance in New York—and with a bang. After spending several days in the port, the 10,858-deadweight-ton motorship Meirinsan Maru collided in a mist with the Panamanian freighter Lake Charles, in a mishap which wound up with the Lake Charles practically climbing up the city's East River Drive. No one was injured, however. An indication, incidentally, of the low wage bill necessary to operate the Japanese ship is the fact that she is manned by a crew of 53.

Designed for use aboard small craft, a miniature Gyro-Compass has been developed by the Navy's Bureau of Ships and the Sperry Gyroscope Co. The device is expected to get widespread use aboard landing craft and will enable crewmen on such craft to find true north without any specialized training. Already virtually depleted as a result of ship transfers, principally to British-flag operation, Canada's merchant fleet suffered another setback this month when the 9,000-ton immigrant ship Beaverbrae was sold to an Italian concern. The 800-passenger vessel was the last passenger ship operating under the Canadian flag.

Turkey's merchant fleet will grow by almost 70,000 tons and 11 ships within the next 20 months under the terms of agreements just signed. An outlay of \$14 million is being used to buy five cargo ships here and build one 21,000-ton tanker and five medium-sized cargo vessels in Japan. Included in the purchase are two Victory ships... Battered by an Atlantic storm which cracked her deck plates, the 7,111-ton Panamanian freighter Stork was towed into a Newfoundland port last week, 60 hours and 150 miles from the spot where a Gulf of St. Lawrence gale nearly swamped her. Although after 30 hours the order to "abandon ship" was given, it was later cancelled as four ships raced to aid the disabled vessel.

Under an agreement between the Greek government and the Home Lines, the liner Atlantic will be renamed the Queen Frederika on Dec. 22 in Piraeus, when she will raise the Greek colors. Now operating under Panamanian registry, the 22,000-ton ship will enter service as the largest, fastest Greek passenger ship between Greece and the U.S. She is now running between English Channel ports and Quebec... The Maritime Administration has been asked to okay the purchase of the passenger ship Aleutian from the Alaska Steamship Co. by the Caribbean Atlantic Lines. The new owner will use the ship on cruise runs from Washington to Bermuda, Nassau and Havana.

The first Israeli ship to be built by West Germany under the restitution agreement covering Jewish property confiscated by the Nazi regime has been delivered to the Zim Israel Navigation Co. Altogether, 12 ships will be built under this pact. The initial one is the 7,000-deadweight-ton cargo ship Dagan... Four explosions wrecked a waterfront warehouse, injured six persons and jolted half of the city of Memphis awake before dawn one day last week. The cause of the blasts was unknown.

Joining the Liberty dry-cargo ships allowed to be transferred foreign by the US Maritime Administration are two US-flag tankers, the John Good and the Pan Maryland. The two ships will be registered under the flags of Liberia and Venezuela, respectively... Sixteen deck and engine officers on the Egyptian cargo-passenger steamer Mohammed Ali el Kebir held a one-day strike protesting a cut in their usual draw of \$50 in American dollars to \$25 in Hoboken, NJ, last week. It was called off after the vessel's owners restored the cut in shore allowances. The beef postponed a scheduled sailing to Baltimore for 24 hours.

The Seafarers Puzzle

| | | | |
|-------------------------------|---------------------------|--------------------------|---------------------------|
| ACROSS | 37. Period of time | 10. crew | 32. Boat used in Venice |
| 1. Zerial, of baseball | 38. Remain upright | 11. Where Grand Bay is | 34. River in NJ |
| 4. Had picture taken | 39. — Bank, NJ | 12. Device to catch fish | 37. Turf |
| 9. Baseball rooster | DOWN | 19. Pen point | 39. College in Dallas |
| 12. Macaw | 1. Gambled | 21. Dalmatia: Abbr. | 41. Wooden shoe |
| 13. Island off Venezuela | 2. Hives | 23. Moved in slowly | 43. Device to sweep mines |
| 14. — de France | 3. Port in Mass. | 25. A line of direction | 44. Pay boost |
| 15. Allen of sports | 4. Cushion | 26. Soak up | 45. Signal to engine room |
| 16. The Run for the Roses | 5. Cargo carrier on lakes | 28. A number | 46. Tibetan priest |
| 17. Aleutian island group | 6. Certain | 30. Hearing organ | 51. Exclamations |
| 18. British statesman | 7. Flowed out, as tide | 31. — Antilles | 52. Finish |
| 20. Honey maker | 8. Hudson River — Line | 9. Member of the | |
| 21. Beginner | | | |
| 22. Half mask | | | |
| 24. Theatre shows | | | |
| 27. Dory | | | |
| 29. Famed battle in Texas | | | |
| 30. — Harbor, NJ | | | |
| 33. Part of the ship | | | |
| 35. Short sleep | | | |
| 36. Got up | | | |
| 38. Race horses: Slang | | | |
| 40. Bows head again | | | |
| 42. Hitch-hiker on a shark | | | |
| 46. Put on | | | |
| 47. Oriental name | | | |
| 49. Where Salt Lake is | | | |
| 50. Former Japanese statesman | | | |
| 51. Calm down, as waves | | | |
| 53. Moor | | | |
| 54. — Norte (Miss.) | | | |
| 55. Any Jane | | | |
| 56. Former Gov't agency | | | |

(Puzzle Answer On Page 17)

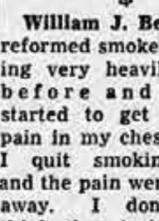
THE INQUIRING SEAFARER

Question: Have recent reports linking tobacco to cancer had any effect on your smoking?

Bob Bowley, chief steward: I haven't changed my smoking habits any. I usually smoke about a pack a day while I'm ashore and half a pack a day at sea because you can't smoke in the galley. While I'm busy I don't need to smoke as much. I expect to keep up that way.



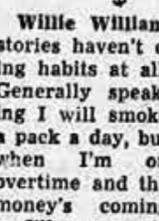
William J. Benson, wiper: I'm a reformed smoker. I had been smoking very heavily before and I started to get a pain in my chest. I quit smoking and the pain went away. I don't think the stories about cancer and tobacco had any special effect on me though.



Harvey Alexander, wiper: That's a good question. I'm one of those who switched from cigarettes to a pipe as a result of the cancer reports. I've been smoking the pipe for a couple of weeks now and I'm satisfied with it. Before that I had been a regular pack-a-day smoker.



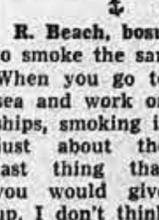
Willie Williams, AB: No, those stories haven't changed my smoking habits at all. Generally speaking I will smoke a pack a day, but when I'm on overtime and the money's coming in I'll go up to two packs a day. I've been smoking steadily for about 20 years now and I don't intend to change.



John Gibbons, chief cook: I smoke and I don't know whether to put much stock in the reports. Smoking may or may not have had results, but I'll leave that up to the doctors. What about the men who used to chew tobacco all the time? I never heard any reports about them getting sick from it.



R. Beach, bosun: I'm still going to smoke the same way as before. When you go to sea and work on ships, smoking is just about the last thing that you would give up. I don't think anything that's been reported would make me change my mind about smoking when I want to.



MEET THE SEAFARER



Maurice Kopenhagen, MM

Seafarer Maurice Kopenhagen's sailing experience follow a familiar path taken by many before him—that of a shoreside worker who turns to the sea as a better way of making a living. Kopenhagen was 37 years old when he first started shipping out in the steward department, because he heard from many seamen about the superiority of sailing as a way of making a living. Once he got started, he never gave it up.

It was early in 1941 that Kopenhagen grabbed his first ship out of Baltimore. He found that he couldn't get on US ships without experience so he caught a Latvian-flag vessel that was being operated by American shipping interests. After a trip of six months on a South American run, he came back to the States and caught his first ship out of the Union hall.

It was the old Raphael Semmes, which later was lost to the enemy in World War II. Kopenhagen got his SIU book a few months later and has been with the Union ever since.

Worked Ashore

A native of Poland, Kopenhagen came to the United States in 1920. Over the next 20 years he worked ashore in a wide variety of jobs in offices, chain stores and factories, none of which seemed particularly rewarding, either in terms of experience or the amount of money they paid.

"From the time I started going to sea with the Union," he said, "I found that the wages at the end of the month came out better than the money I could earn ashore. But that wasn't the only reason I had for going to sea. I found that on ships you can learn a great deal and have experiences that somebody living ashore would never have. At the same time it's a lot more fun."

"Going to sea for a living" he concluded, "is an education all by itself. It's not college but it's an education just the same."

Kopenhagen says he has no special preferences as to ships or runs, with one job pretty much like another as far as he is concerned. But like many Seafarers he would rather take a tropical run in the wintertime and a North Europe trip during the summer months. That's one of the advantages of seafaring, he pointed out. You can pick your climate to suit yourself.

By and large, he finds the ports in Spain, Italy and Germany the most hospitable, offering a wide variety of shoreside recreation.

Kopenhagen's last trip out was on the Ocean Nimet which ran to Yugoslavia. On the way back the crew had a little unscheduled excitement when they turned up a stowaway a couple of days out.

"The Yugoslav police had gone over the ship very carefully before we left," he said, "looking through all the lockers and any place else that somebody might be hiding." Evidently, too many of the local citizens would try to skip out for greener pastures if the government didn't clamp the lid on them.

Hid In Hold

The stowaway eluded the police search by concealing himself in one of the cargo holds. He turned up when the ship was a couple of days out at sea. The captain radioed the information ashore and the stowaway was transferred to a Yugoslav ship off Gibraltar, a ticklish operation in a rough sea.

Kopenhagen, who is unmarried, makes his home in New York where his mother and other relatives live. Except for a period of illness when he had to stay ashore he has been sailing steadily with the Union since he caught that first SIU ship.

"Going to sea was a very good decision for me," he said. "As far as I'm concerned it's the best way there is to make a living, particularly with SIU wages and conditions. I intend to keep at it for as long as I can."

LABOR ROUND-UP

Legislation to halt "runaway" companies has been proposed by the AFL for consideration by the next Congress. The AFL proposes increases in minimum wages, repeal of tax exemptions for municipal bonds issued to lure industry from other areas and repeal of the Taft-Hartley provision that enables states with "right to work" laws to enforce them in preference to the milder union security regulations of Federal laws.

Demands for a guaranteed annual wage will be put forth seriously this year by the United Auto Workers (CIO) as five-year contracts expire with major automotive producers. The guaranteed annual wage has long been a plank in the UAW program but the experience of the past year in which many workers were hired early in the year only to be laid off by droves in midsummer has stimulated interest in the proposal.

A California construction firm that tried to use a state ban on jurisdictional strikes to block organizing has lost its case in the state's superior court. The Bauman-Roberts Company signed a contract with a dummy union, the

"Employees Collective Bargaining Association," and then tried to keep AFL building trades unions from picketing. The court threw out the company move.

A narrow margin of 2,105 votes kept the Nevada "right to work" law on the statute books in a statewide referendum. The proposition to repeal the law got 36,286 votes but fell short of passage as 38,391 votes were cast for the "right to work" act.

Smoked fish processors ended a two-week-strike in New York with an increase of \$6 a week for 250 men. Fish and Sea Food Workers Local 635 (AFL) signed the agreement with an employer group. The starting minimum in the industry is \$62.50 but skilled workers receive far more than that.

The troubled atomic labor picture was clarified slightly when 1,250 AFL electricians went back on their jobs at Oak Ridge, Tennessee. A supervisory dispute was the cause of the six-day walkout. As in previous instances, union difficulties were with construction contractors and not the Atomic Energy Commission.

SEAFARERS LOG

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Coast Guard Ambush

The livelihood of every merchant seaman, no matter how long or how well he has served the industry, has been endangered by the Coast Guard's latest proposal for physical and mental "examinations" of seamen. This program is a poorly-disguised power grab by a group of ambitious and cynical Government officials who would make merchant seamen unwilling puppets of their power manipulations.

If this program should ever go through, the Coast Guard and the shipowner could use it to make every militant Union man walk the plank. They could use it to destroy the Jones Act which was passed to protect seamen from the negligence of the shipowner. Finally, the Coast Guard could use it to bring civilians in a civilian industry under what amounts to a military dictatorship.

The SIU does not think the Coast Guard can get away with it. Fortunately, the democratic processes of our Government prevent the Coast Guard from sneaking this program through in the dead of night. Public hearings will have to be called, and Seafarers can rest assured that the SIU will make its voice heard at considerable length. Other maritime unions are planning the same action.

Among unanswered mysteries concerning the birth of this new program are two: First, how the Coast Guard ever expects sensible human beings to swallow the ridiculous pseudo-scientific quackery that it has pawned off as a valid test of a man's ability to do a job at sea;—second, who is really responsible for the 60-page proposal. It is so chock-full of scientific error as to cast serious doubt on the professional competence of the men who drafted it.

The cover of the proposal declares that it is "published by the US Coast Guard with the concurrence of the US Public Health Service, Department of Health, Education and Welfare." That department should be asked to explain its responsibility for this proposal. It should also be asked whether or not it is "concurring" with the Coast Guard so as to have an excuse for closing down the Public Health Service hospitals. This, of course, brings up the subject of the again-threatened USPHS hospitals . . .

Hope For The Hospitals

What now seems to be an annual effort in Washington to cripple the vital US Public Health Service hospital program through budget cuts hasn't gotten underway officially yet, but many Seafarers are wisely not holding back their fire until that time.

It appears that several SIU ship's crews have already contacted their Senators and Representatives on the importance of keeping the hospitals open. Individual Seafarers and their families ashore have also taken up pen and pencil to speak their mind to Congress on the issue.

This initial response is encouraging and means that Seafarers are aware of what is at stake for themselves, their families and the nation if budget cuts in the name of "economy" can end or hamper what has been a responsibility of the Federal Government for 156 years. Meanwhile, it is important that more Seafarers bombard the Capitol with messages favoring letting the hospital budget alone. Efforts in this direction were successful earlier this year and they can be repeated again.

Late Starters Can Apply

Although the first group of tests which will help determine the winners of the four annual \$6,000 SIU college scholarships for 1955 have already been given, the door is still open to interested Seafarers or their offspring. Several other test series are scheduled to enable as many potential candidates as possible to compete for the coveted awards.

The next examinations will be given on January 8 and March 12. Closing dates for applying to take these tests are December 14 and February 19, respectively, but late starters can apply by January 1 and March 5, and still get under the wire.

In the hope that as many candidates as possible will go out for these awards, those interested are urged to get busy right away. Detailed information can be obtained by contacting the SIU Welfare Plan, 11 Broadway, New York City.

LETTER of the WEEK

Calls Sea Chest Lawsuit 'Phony'

To the Editor:

I am writing this because I have some comments to make about the phony lawsuit which has been brought against our Seafarers Sea Chest. What a lot of gall the jokers who brought this suit against the Sea Chest have! For years they had a Roman holiday, putting their inferior crap on the ships, and generally putting it on at the last minute so no one had time to argue about it. And now they have the nerve to yell "foul!"

I have been going to sea since 1912 and I have really seen some lousy merchandise come aboard the ships. I have seen cigarettes with worms in them, shoes that fell apart after a few days, pants that busted at the seams and items that looked as if they had lain in a warehouse for years.

And now these same interests who unloaded all that worthless junk on seamen come along and charge the Seafarers Sea Chest with being a "monopoly." That's a real laugh!

I think that the quality of merchandise supplied by the Seafarers Sea Chest is tops. At present I am chief steward on the Arlyn (Bull) and believe me when I say that I am proud to go down and open up a Seafarers Sea Chest sloopchest at any time because I know that all the merchandise is top quality.

As I say, I have been going to sea since 1912, and I have handled quite a few "crapchests" in my time. In fact, on several ships the merchandise was so bad that I would not handle it at all, and the job fell to the third mate. And so for me now to be able to handle a Seafarers Sea Chest sloopchest is a real pleasure, and I can certainly appreciate the difference between the way things are now and the way they used to be.

Items Are 'Name' Brands
I might call attention here to the fact that all the items in a Seafarers sloopchest are "name" brands and that in itself shows how much things have changed since the Seafarers Sea Chest was started. I can remember the days when a seaman was lucky if he could find any name on an article he bought.

In conclusion, I would like to propose a vote of thanks to our Union for bringing about the Seafarers Sea Chest. I believe that as a result of the SIU efforts the seaman has finally come to his own.

Also, I want to say that if this phony lawsuit ever comes to court I know there are many, many old-timers who have been made to pay through the nose for inferior junk put aboard their ships, and who would be only too glad to stand up and say what a good deal they have gotten as a result of the efforts of the Seafarers Sea Chest.

George H. Seeburger



Seeburger

'You're Next!'



Vote of Thanks

Just how busy a ship's delegate can be in defense of his shipmates' interests is shown by Herman R. Whisnant, delegate aboard the Steel Admiral. In the course of a

couple of weeks Whisnant got on the captain's tail for wind scoops, discussed rationing of cigarettes with the skipper, and was ordered by the crew to write to headquarters concerning natives eating in the messhall and the behavior of the ship's officers. In addition, Whisnant made regular reports to the shipboard meetings, gave a talk on the contents of the SIU contract, said he would keep a record of the anti-union behavior of certain of the ship's officers and also spoke to the crew about procedure in backing up a delegate on beefs.

All of that gives an idea of how much of a load a conscientious ship's delegate carries and how important it is for him to have solid support from his shipmates.

Whisnant, who sails in the deck department, carries a bosun's endorsement. He's a native and resident of Lincolnton, North Carolina, and joined the SIU in 1948 in the port of Norfolk.



Whisnant

Crewmembers of two SIU-manned ships aren't letting any grass grow under their feet when it comes to defending their interests in Washington. The red-hot issue of ship transfers, and the pending appropriations for the Public Health Service hospitals are getting the attention of men aboard the Barbara Michel and the Orion Comet respectively.

Now that a new Congress has been elected, the minutes of the Barbara Michel report that crewmembers are making letters to their Senators and Representatives in Washington the first order of business. The letters deal with the transfer problem and the legislators are being notified in strong

terms of the feelings of Seafarers on their subject.

The Orion Comet crew has gone on record to send a wire to President Eisenhower on behalf of the Public Health Service hospitals. Although the new budget hasn't been reported as yet, the word from Washington is that another attempt will be made to cut the heart out of PHS appropriations. The Comet crew feels, rightly so, that there's no time like the present to act on this problem.

Minutes of both ship's meetings failed to identify the authors of the shipboard resolutions on these subjects, so our "vote of thanks" this week will have to go to the crews at large.

As Seafarers know, voting in the SIU's elections began on November 15. Before the voting could get underway, Seafarers in all ports had to elect rank and file polling committees to supervise the conduct of the elections. This procedure is followed each day for as long as the balloting continues as called for under the Union constitution. A special meeting is called each morning and three Seafarers are elected before voting begins.

It's the responsibility of the committee to see to it that the carefully-specified voting procedure is followed, that the ballots and ballot boxes are not tampered with in any way and that only qualified members are permitted to vote. In other words, the committees are keys to the proper conduct of the election.

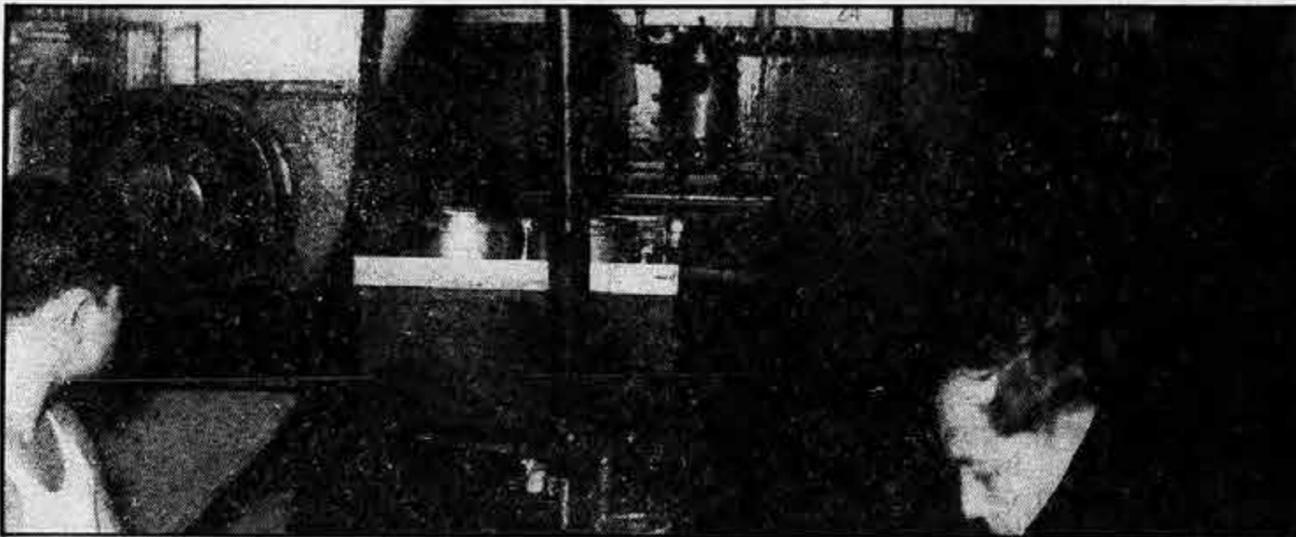
Seafarers in these all-important posts serve without compensation except for meal money. Among men elected at the start of the two-month voting in the various ports were Walter Reidy, E. Starns and W. McDonald in New York; D. E. Jones, Santos Garcia and G. C. Metting in Houston; El Hanover, T. LaBoda and "Salty Dick" Martinez in Baltimore; B. A. Granberg, J. C. Murden and William Datzko in Wilmington and other rank and file members throughout the district.



Datzko



Cramped foc'sles gave the seaman the room and the privacy of a goldfish. Clothes lined the walls, since lockers were a luxury. The ladder (right) led to an "emergency" hatch, which took 2½ hours to open.



This was a messroom for engine department personnel 20 years ago, where the men in the "black gang" ate their meals. Running motors a few feet away provided them with continuous "dinner music."



"Sanitary facilities" they were called, and a constant debate raged over whether they were cleaner than the spaces where the crew ate and slept each day.



Crowded sleeping quarters doubled as recreation room, since the messroom—with all the engine clatter like the one above—wasn't always popular. Leisure activity was limited to reading, letter-writing or an occasional card game for those who could still stay awake after a long, hard day.

**ARTICLE III
WAGES**

The minimum rates of pay for personnel aboard American vessels subject to this Agreement, together with quarters, subsistence, maintenance and care, as customary, shall be as follows:

**DRY CARGO AND PASSENGER SHIPS
DECK DEPARTMENT**

| | |
|------------------|--------------------|
| A. B. | \$ 57.50 per month |
| O. S. | 40.00 " " |
| Boatswain | 67.50 " " |
| Boatswain's Mate | 60.00 " " |
| Quartermaster | 62.50 " " |
| Carpenter | 72.50 " " |
| Carpenter's Mate | 60.00 " " |
| Storekeeper | 62.50 " " |

ENGINE DEPARTMENT

| | |
|------------------------|--------------------|
| Fireman (oil burners) | \$ 57.50 per month |
| Fireman (coal burners) | 60.00 " " |
| Deck Engineer | 67.50 " " |
| Oiler | 67.50 " " |
| Watertender | 67.50 " " |
| Coalpasser | 45.00 " " |
| Wiper | 45.00 " " |
| Storekeeper | 67.50 " " |

**STEWARD'S DEPARTMENT
Freight Ships**

| | |
|-----------------------|--------------------|
| Chief Steward | \$105.00 per month |
| Steward and Cook | 105.00 " " |
| Chief Cook | 90.00 " " |
| Second Cook and Baker | 75.00 " " |
| Second Cook | 65.00 " " |
| Messman | 42.00 " " |
| Messboy | 35.00 " " |

[3]

AGREEMENT
Atlantic
STEAMSHIP CO.

Signed DECEMBER
Effective as of January



Life preservers were jumbled in a heap in an alleyway between two watertight bulkheads. Crew members did not find it easy getting at them in an emergency.

20 years ago

EMENT
 and Gulf
 COMPANIES
 1. 1934
 1. 1935

It is a paradox for most veteran seamen that the conditions shown on these pages seem 100 years old in the light of today's benefits, while conditions today seemed more than a century away just 20 years ago.

For these were the days before the birth of strong maritime unions which, because of their strength and the membership support they enjoyed, brought changes in the shipping industry viewed by many as plainly "miraculous." These were the days of crowded, grimy foc'sles, two-pot feeding, heavy-handed officers who knew no bounds and working conditions which were so embedded in tradition that there seemed to be no escape from them. Safety

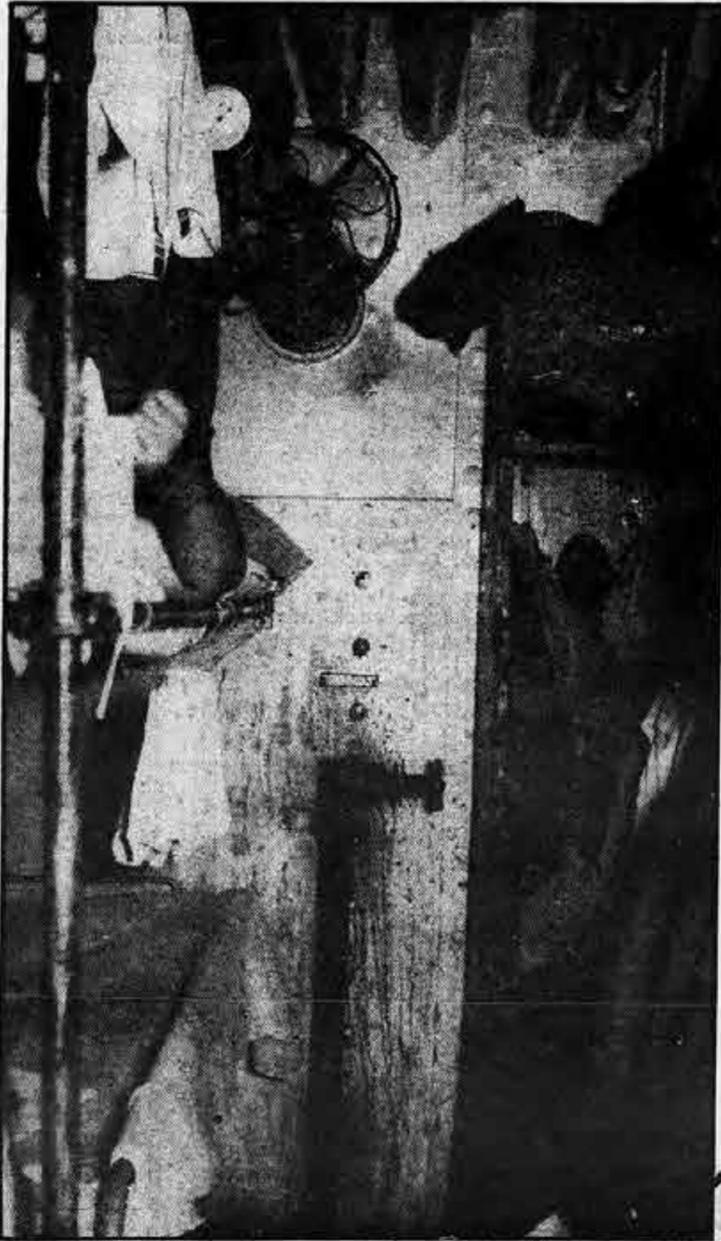
regulations, of course, mattered for nothing; everything—including the crew—could be sacrificed as long as the cargo got to its destination.

A lot of changes have come about since those days. The SIU and other strong, democratic maritime unions have developed and grown, and with them the whole face of the industry has been remade. Admittedly, there's a lot that can be done yet—and will be done—in time.

But the SIU and other modern seamen's unions have made great strides, and seamen today—those who remember those days anyway—can really say: "We've come a long way, brothers, we've come a long way..."



In a locker in doors. Seamen in emergency.



Firemen's foc'sle contained oil sounding pipe leading to the fuel tank. Soundings were taken day and night. The noise and fumes always interfered with sleep.



Every seaman was his own "automatic washer" as long as he had a bucket. He washed himself and his gear in the same way, sometimes in the same water.

PORT REPORTS

New Orleans:

Port Area Ranks High, Govt. Figures Show

Government statistics plus the experience we have had in the Port of New Orleans in the last two weeks show that, even in this period of slack shipping, this section of the Gulf is one of the best shipping areas in the country.

The US Department of Commerce reported that during the first six months of 1954, the dollar volume of shipping through the mid-Gulf ports of New Orleans, Lake Charles and Gulfport, Miss., increased 24.9 percent as compared with the first half of last year. By comparison, the total value of all US exports increased only 4.3 percent.

Increased shipments of rice, wheat, oilseeds, cotton, sulphur, industrial chemicals and iron and steel mill products accounted for the comparative prosperity of this port, according to the New Orleans Board of Port Commissioners.

SIU Shipping Brisk

As for SIU jobs, shipping has been brisk since our last report,

with more men being shipped than were registered. The outlook for the immediate future is not so favorable, but the slack will be taken up somewhat by the crewing up of the Del Norte (Mississippi), which is coming out of the shipyard after her annual repairs.

Of interest to Seafarers here is a change in Seatrain schedules. Beginning with the December 9 voyage, the Seatrain Texas will go off the New York-New Orleans run and will transfer to the New York-Texas City run. The Seatrain Georgia will follow suit on the December 16 voyage. Other Seatrains are scheduled to replace these ships on the New Orleans run.

Since the last report, five men have gone into drydock at the USPHS hospital here. They are George S. Dean, Charles R. Nicholson, Julian (Red) Barrett, Donald Alt and George Curry. We hope these members will recover quickly and be ready to ship again.

John (Red) Carolan, William Roberts, Albert Nelson, Marcus Evans and Louis L. Arena were discharged recently and expect to ship out soon.

Still confined to the hospital, but reported to be convalescing in good style, are Victor (Zeke) Bonura, Samuel Cope, Harry L. Schuler, Theodore Lee and Charles E. Brady.

Duska (Spider) Korolia finally

Don't Wait, Get Vacation Pay

Under the rules of the Vacation Plan as set forth by the trustees, a Seafarer must apply within one year of the payoff date of his oldest discharge in order to collect his full vacation benefits. If he presents any discharge whose payoff date is more than a year before the date of his vacation application, he will lose out on the sea time covered by that particular discharge. Don't sit on those discharges. Bring them in and collect the money that is due to you.

made the grade after being confined to the hospital for more than a year. His friends and former shipmates will be pleased to hear that "Spider" has shipped as galley utility on the Alcoa Runner (Alcoa).

During the last two weeks, this port handled seven payoffs, eight sign-ons and had 14 ships call in transit.

The Alcoa Runner (Alcoa), Steel Scientist (Isthmian), Del Monte and Del Norte (Mississippi), Chickasaw and Antinous (Waterman) and Southwind (South Atlantic) paid off here.

The Alcoa Runner (Alcoa), the Del Viento, Del Mar, Del Rio and Del Valle (Mississippi), the Southwind (South Atlantic), Frederic C. Collin (Drytrans) and Sunion (Kea) signed on.

Ships calling in transit were the Alcoa Clipper, Alcoa Patriot, Alcoa Corsair and Alcoa Polaris (Alcoa), the Del Rio and Del Valle (Mississippi), Seatrains Georgia and Louisiana (Seatrain Lines), Monarch of the Seas, Topa Topa, Fairisle and Claiborne (Waterman), the Margaret Brown (Bloomfield) and the Southern Districts (Southern Steamship).

Lindsey J. Williams
New Orleans Port Agent

Savannah:

Shipping's Good; Ten In-Transits Serviced

Shipping has been good in this port during the past two weeks and the outlook for the future is fair. During the past two weeks we paid off and signed on the Rosario (Bull) and serviced 10 in-transit ships, as follows:

Southstar (South Atlantic); Salem Maritime and Archers Hope (Cities Service); Seatrains Georgia and Louisiana (Seatrain); Raphael Semmes (Waterman); Steel Scientist (Isthmian), and Southern States (Southern). The Seatrains Georgia and Louisiana each called here twice.

Among the men now on the beach are E. M. Bryant, B. Sweatington and H. Galphin. In the marine hospital are E. Webb, A. A. Turlington, R. Carrollton, A. W. Lima, J. Littleton, J. T. Moore, P. Bland, R. L. Field and J. F. Lee.

Jeff Morrison
Savannah Port Agent

Baltimore:

Balloting Is Brisk And So Is Shipping

Since our last report to the SEAFARERS LOG, shipping in this port has maintained just about the same level, with the number of men shipped slightly below the number registered. There have been no more ships taken out of drydock at this writing, but there has been a rumor that additional ships will be taken out of the laid-up fleet and reactivated, so all in all shipping here is not shaping up too badly.

However, since we do have a backlog of brothers registered here, I do not advise members to come here in the hope of shipping out quickly. But, of course, all members are invited to come here to enjoy the facilities of our new building and ship out of here when jobs are available.

Speaking of our new building, we do not have all of our furniture or equipment yet, but hope to soon be enjoying all the facilities of this big, beautiful new hall of ours.

Special Meeting Held

As you know, if you read the last issue of the SEAFARERS LOG, we formally opened the hall at a special meeting last Wednesday night and I feel certain that everyone who attended had a fine time.

Getting back to shipping, since our last report we have paid off the following ships: Steel Chemist (Isthmian); Edith, Ines and Frances (Bull); Yorkmar and Oremar (Calmar); John B. Waterman (Waterman), and Feltore, Cubore, Baltore, Chilore and Marore (Ore).

Signing on were the Steel Chemist (Isthmian); Ragnar Naess (Norlo); Oremar (Calmar); William H. Carruth (Transfuel); Strathbay (Strathmore); Hilton (Bull); J. B. Waterman (Waterman), and Feltore, Cubore, Baltore, Chilore, Steelore and Marore (Ore).

The Feltore and Cubore each paid off and signed on here twice.

In transit were the Topa Topa, Antinous, DeSoto and Choctaw (Waterman); Bethcoaster and Massmar (Calmar); French Creek (Cities Service); Robin Tuxford (Seas Shipping), and Alcoa Partner and Alcoa Ranger (Alcoa). The Bethcoaster called here twice.

I am sure that everyone is aware

of the balloting which began this week for the election of Union officials for the next two years. At this writing balloting is brisk and it appears that all records will be broken for the number of ballots cast in this port. We are urging every man who has a book to make it his business to cast a ballot, since that is one of the important ways our members have to help decide the policies of the Union for the next two years.

At the present time the following brothers are in the marine hospital here: William D. Kenny, Chambers Winskey, Pete Lannon, Oswald Ertle, John Castro, Max Felix, Michael Jablonski, Carl Chandler, Herman Glaze, Jesse Clark, Robert McKew, August Smith, Hugo Jeffcoat, Tommy Lamphear, Mercele Arong, John Stanford, Louis Firlie, Bobby Stalworth and Ed Janowski.

I am sure all of these brothers would appreciate hearing from the members, particularly those who sailed with them. The address is USPHS Hospital, Wyman Park Drive, Baltimore 18, Md.

In conclusion, in behalf of the entire Baltimore membership I would like to thank all the members of the SIU for our wonderful new building and all the other privileges that have been given to the men who ship out of this port. I can assure you that everyone shipping out of this port is deeply grateful.

Earl Sheppard
Baltimore Port Agent

Houston:

Pre-Holiday Lull Hits Port, Slows Shipping

This port has been experiencing its usual pre-holiday lull and shipping has been on the slow bell. As a result, we had no payoffs or sign-ons during the past two weeks and the only men we were able to ship were replacements on the in-transit ships which we serviced.

These in-transits were the Cantigny (Cities Service), Steel Vendor and Steel Scientist (Isthmian), Del Monte (Mississippi), Seatrains Texas and New York (Seatrain) and Southwind (South Atlantic). Over in Beaumont, Tex., we laid up the Cracker State Mariner (South Atlantic).

On each of the ships which called here, we held special meetings and the crewmembers discussed the anonymous literature which is being placed aboard them.

A. (Frenchy) Michelet
Houston Port Agent

Lake Charles:

See Good Voting Mark Being Rolled Up Here

Voting for officials of the Union for the next two years is now in progress in this port as it is in all the other Union branches, and we are hoping and expecting to cast a heavy vote here. We believe it is our duty to advise all the members that it is not only their privilege but also their duty to cast their ballots for the men they wish to serve them and the Union.

As for shipping around these parts, it has been very slow during the past two weeks. We had 33 men registered but were able to ship only 22—10 in the deck department, 5 in the engine department and 7 in the steward department. However, we did get

a call here one day for 4 men for standby jobs, which is very unusual in this port. We were able to fill these jobs with no trouble and also have enough men on hand now to fill any jobs that we can foresee in the near future.

CS Tankers Call

Calling in here during these past two weeks were the Bradford Island, Lone Jack, Bents Fort, Government Camp, Council Grove and Winter Hill, all of Cities Service. The Bradford Island also stopped here on her return trip from Florida.

We have no men in the hospital at this time, but recently we received word that one of our members, Sam Paralez, was killed in an automobile accident. He sailed in the steward department as a messman.

For our Seafarer of the Week we nominate Brother Bill Lowe who sails as chief steward or chief cook. Brother Lowe sailed for Cities Service during the organizing of that company and is now enjoying the benefits that he helped to win. He knows that nowhere else can a seaman get the benefits and privileges he gets in the SIU, and he says that we must always be alert to see that no one takes these privileges and benefits from us.

On the local labor front, the AFL Metal Trades Council has just signed the Davidson Chemical Co. to a new contract and got just about everything it was seeking.

Political Rumbles

Other than that, things are quiet on the labor front but on the political front we are beginning to hear the first rumbles of the approaching race for the governorship. This is still quite a few months off yet but down here in Louisiana we believe in getting an early start on things. Right now we have four candidates in the race, but by the deadline for entries we expect to have about 15, because down here in Louisiana we also believe that the more the merrier.

The hunting season is still continuing around here, and we are hoping that some of our boys bring home a full bag.

Leroy Clarke
Lake Charles Port Agent

A & G SHIPPING RECORD

Shipping Figures November 3 to November 16

| PORT | REG. DECK | REG. ENGINE | REG. STEW. | TOTAL REG. | SHIP. DECK | SHIP. ENG. | SHIP. STEW. | TOTAL SHIPPED |
|---------------|------------|-------------|------------|--------------|------------|------------|-------------|---------------|
| Boston | 11 | 7 | 8 | 26 | 11 | 9 | 9 | 29 |
| New York | 95 | 84 | 73 | 252 | 100 | 84 | 87 | 271 |
| Philadelphia | 14 | 13 | 15 | 42 | 13 | 14 | 13 | 40 |
| Baltimore | 96 | 83 | 68 | 247 | 101 | 87 | 52 | 240 |
| Norfolk | 12 | 9 | 6 | 27 | 5 | 7 | 2 | 14 |
| Savannah | 21 | 13 | 8 | 42 | 20 | 14 | 14 | 48 |
| Tampa | 6 | 9 | 14 | 29 | 5 | 7 | 2 | 14 |
| Mobile | 47 | 33 | 27 | 107 | 26 | 32 | 24 | 82 |
| New Orleans | 88 | 73 | 100 | 261 | 93 | 74 | 102 | 271 |
| Houston | 66 | 46 | 53 | 165 | 11 | 9 | 13 | 33 |
| Seattle | 28 | 29 | 28 | 85 | 26 | 27 | 20 | 73 |
| San Francisco | 15 | 20 | 14 | 49 | 11 | 13 | 10 | 34 |
| Wilmington | 9 | 12 | 5 | 26 | 4 | 6 | 7 | 17 |
| Totals | 566 | 431 | 419 | 1,358 | 428 | 383 | 359 | 1,166 |



PORT REPORTS

Mobile:

Shipping Fair; New Voting Record Seen

Shipping in this port during the past couple of weeks has been fair, with some 82 men shipped to regular jobs and 170 men sent to various relief jobs in and around the harbor. During this period we had nine payoffs, five sign-ons and four ships in transit.

The ships which paid off here were the Hurricane, Monarch of the Seas, Lafayette and Claiborne (Waterman) and the Alcoa Corsair, Alcoa Polaris, Alcoa Puritan and Alcoa Pennant (Alcoa).

Signing on were the Fairisle and Topa Topa and Alcoa Polaris, Alcoa Puritan and Alcoa Pennant (Alcoa).



Cayton

In transit were the Antinous, Beauregard and Chickasaw (Waterman) and the Del Valle (Mississippi).

All payoffs, sign-ons and in-transits were contacted and all beefs settled to the satisfaction of the crews.

Future Outlook Fair

Prospects for the coming two weeks look fair, with the following ships due to hit the port either for payoffs or in transit: City of Alma, De Soto, Monarch of the Seas, Claiborne, Bienville and Iberville (Waterman), and Alcoa Clipper, Alcoa Roamer, Alcoa Pilgrim, Alcoa Pointer and Alcoa Corsair (Alcoa).

The LaSalle, one of the Waterman C-2s which has been lying idle in this harbor for some time, will take a crew within the next week, so this is also a factor in our future shipping.

Arriving here late yesterday, after a voyage from New York via St. Petersburg, Fla., was the SIU training ship Andrew Furuseth. This ship will be berthed in Mobile for some time, and exact arrangements will be announced later as to her schedule and how she is going to operate.

Voting for the 1955-56 Union officials is now in full swing here and from the beginning of the balloting all signs have pointed to a record vote for this branch. Voting booths have been built according to the constitution and have been located on the second deck.

Story Stirs Interest

Besides the voting, something of great interest to the members here this week was the story in the last issue of the SEAFARERS LOG about the \$18,000 restriction beef which was won by the Union after a long and bitter fight. This was of interest because some of the brothers shipping out of this port will probably have some of this money coming to them.

The members here wish to extend their deepest sympathy to the families of brothers H. Trawick and Daniel W. Alexandro. Brother Trawick's father died while he was at sea and he is to fly back from

San Juan to attend the funeral. Brother Alexandro died at the USPHS hospital in Lexington, Ky., and was buried here in Mobile on November 16 with some of his shipmates serving as pallbearers. He is survived by his wife, four children, parents and other relatives.

For our Seafarer of the Week we nominate Brother Louis Cayton, who joined the Union in 1944 in Galveston but who has sailed steadily since then out of Mobile, generally as second cook. Brother Cayton, who is married and has one child, makes his home in Mobile and when on the beach can generally be found fishing or trolling for shrimp. He thinks that the vacation plan which SIU members enjoy is tops in the industry, and is looking forward to the vacation pay increase which is coming up the first of the year.

Cal Tanner
Mobile Port Agent



Seattle:

Four Ships Scheduled To Come Out Of Lay-Up

Shipping has been very good in this port during the past two weeks and the future also looks very good, with four ships due to come out of lay-up—the Western Trader (Western Navigation), Irenestar (Maine), Seamonitor (Excelsior) and Seastar (Mercador).

During the past two weeks we paid off the Alcoa Planter (Alcoa) and signed on the Alcoa Planter and Ames Victory (Victory Carriers). In transit were the Fairland and Maiden Creek (Waterman) and Portmar (Calmar).



Cross

For our Seafarer of the Week we have selected Brother M. M. Cross who joined the Union in New York in 1944. Brother Cross, who is 39 years old, sails all ratings in the deck department and prefers intercoastal runs. He says that he is very happy to be a member of the SIU, which he sincerely believes is the best-administered union in the maritime field.

Men now on the beach include E. M. Pappadakis and Tex Krohn. In the hospital are T. J. Connell, W. E. Ellis, F. J. Fletcher, H. E. Harrell, S. Johannessen, L. C. Long and M. Michalik.

Jeff Gillette
Seattle Port Agent

Boston:

Boston-Yarmouth Run Has Doubtful Future

Eastern Steamship Lines, which last spring sold the steamer Yarmouth to a Florida company, has now also sold the Yarmouth's sister ship Evangeline, it has been reported. The Evangeline, which covered the Boston-Yarmouth run last summer, has been sold to the Volusia Steamship Company of Jacksonville, and sailed from Boston for Florida last Tuesday, November 9. She is expected to enter the cruise service between Florida ports and the West Indies.

This leaves Eastern with the steamer Acadia, but so far the company has made no announcement about the Boston-Yarmouth run next summer, and it remains to be seen if this run will be abandoned or made by the Acadia or a chartered vessel.

Another item of interest here concerns the stowaway who came into Boston on the Steel Chemist (Isthmian). He got on the ship in Halifax, Nova Scotia, and while the ship was docked in Boston he got off by pretending to be a mate checking the drafts upon arrival. As soon as he got off the ship he hightailed it up to the city and the Immigration authorities have been looking for him ever since to find out if he is an American citizen. If the man does not check with the Immigration department the company will have to pay a fine of \$1,000.

Shipping in this port picked up quite a bit during the past two weeks and the outlook for the future is fair.

During these past two weeks we paid off the Cantigny and Royal Oak (Cities Service), Seacoral (Coral), Queenston Heights (Seatrade) and Alexandra (Carras) and these five ships signed on again.

In transit were the Ragnar Naess (Norlo), Strathbay (Strathmore), Steel Rover (Isthmian), Southern Cities (Southern), Robin Goodfellow (Seas Shipping) and Iberville, Madaket and Chickasaw (Waterman).

For our Seafarer of the Week we have selected William (Billy) Prince. Billy, who is a handy man with a wrench, sails in all ratings in the engine department and sailed on the Evangeline last summer as engine maintenance. On a number of his runs he was also



Lane

ship's delegate. Naturally, Billy is very sorry to see the Yarmouth and Evangeline go under foreign flags as he sailed these ships for many years while they were under SIU contracts.

Among the men on the beach now are R. Johnston, J. Hanson, K. Smith, M. Dusevitch and C. Karas. In the Brighton Marine Hospital are F. Alasavich, A. Oyhus, E. Broussard, M. Stabile and J. Senneville.

Brother John Lane passed away on November 10. The patrolman attended the funeral services and the Union sent a floral wreath.

James Sheehan
Boston Port Agent



San Francisco:

Protest PHS Closings, Brothers Here Urged

Now that the balloting has begun to elect the officials of the Union for the next two years, we are urging all the members here to be sure to get their votes in and make this the biggest vote that has ever been cast in a Union election.

We are also urging our members to write or wire their Senators and Congressmen about the closing of USPHS hospitals, since this issue has come up again.

As for shipping, it has been slow in this port during the past two weeks but we think the future looks much brighter.

We had no sign-ons during the past two weeks but we paid off The Cabins (Cabins) and serviced six in-transit ships, as follows: Fairport and Kyska (Waterman); Alcoa Pegasus (Alcoa), and Portmar, Calmar and Alamar (Calmar).

Men On The Beach

Among the men now on the beach are R. Montcalm, J. F. McGonell, F. Wonsor, J. Batson, C. Just, L. B. Knickerbocker, V. Johnson, M. Landron and A. Beck. In the marine hospital are C. Brown, J. Childs, O. Gustavsen, A. A. Kessen, C. Neumaier, G. Promutico, J. Ferreira, P. S. Yuzon, W. Timmerman, A. A. Franklin and F. D. Gilman.

In conclusion, we would like to congratulate all the members and officials of the Union on the completion of the fine new Baltimore hall and wish our Baltimore brothers the best of luck and good shipping in it.

Tom Banning
San Francisco Port Agent

New York:

Voting, Good Shipping Make Hq A Busy Place

Everything is humming these days in the port of New York. Shipping has continued to be good during the past two weeks and there has also been much activity in the hall regarding the election of officials which is now going on.

Everyone this year seems to be taking a great interest in the voting, which will determine the men who will serve as officials of the Union for the next two years. And, in fact, we set a record here on the first day of voting with 323 men casting their ballots.

This voting will continue through January 15, 1955, and we would like to remind every member that it is not only his privilege but also his duty to go into some hall while he is in port and cast his ballot for the men of his choice.

3 Ships Out Of Lay-Up

As I have said, shipping in this port continued to be good during the past two weeks as we had three ships come out of lay-up and also shipped a full crew on a Liberty ship that we signed a contract for last week.

The ships coming out of lay-up were the Massmar (Calmar) and the Robin Tuxford and Robin Hood (Seas Shipping). The Liberty that we crewed was the National Freedom (American Waterways), which was formerly contracted to the N.M.U.

During these past two weeks we paid off 15 ships, signed on 5 and serviced 20 in transit. The following were the ships paid off:

Barbara Fritchie (Liberty Navigation); Suzanne, Evelyn, Beatrice, Arlyn and Angelina (Bull); Val Chem (Valentine); Steel Traveler and Steel Rover (Isthmian); Cracker State Mariner (South Atlantic); Robin Goodfellow (Seas Shipping); and Lone Jack, Government Camp and Bents Fort (Cities Service).

Ships Signing On

Signing on were the Robin Trent and Robin Tuxford (Seas Shipping); Steel Traveler (Isthmian); Massmar (Calmar), and National Freedom (American Waterways).

In transit were the Alcoa Roamer and Alcoa Partner (Alcoa); Frances, Dorothy, Elizabeth and Mae (Bull); Steel King and Steel Chemist (Isthmian); Arizpa, Madaket, De Soto and Iberville (Waterman); Bethcoaster (Calmar); Seacoral (Orion), and Seatrains Savannah, Louisiana, Texas, Georgia, New York and New Jersey (Seatrains).

Shipping should continue good during the coming period as there are quite a few ships due in that make the long runs. There is generally a good turnover on these ships at this time of the year, as many of the boys like to hit the beach and spend the holidays with their friends and families.

Claude Simmons
Ass't Sec.-Treasurer

SIU HALL DIRECTORY

SIU, A&G District

- BALTIMORE 1216 E. Baltimore St. Earl Sheppard, Agent Eastern 7-4900
- BOSTON 376 State St. James Sheehan, Agent Richmond 2-0140
- HOUSTON 4202 Canal St. A. (Frenchy) Michelet, Agent Preston 6558
- LAKE CHARLES, La. 1419 Ryan St. Leroy Clarke, Agent Phone 6-3744
- MOBILE 1 South Lawrence St. Cal Tanner, Agent Phone 2-1754
- NEW ORLEANS 523 Bienville St. Lindsey Williams, Agent
- NEW YORK 675 4th Ave., Brooklyn HYacinth 9-6600
- NORFOLK 127-129 Bank St. Ken Rees, Agent Phone 4-1093
- PHILADELPHIA 337 Market St. S. Cardullo, Agent Market 7-1635
- SAN FRANCISCO 450 Harrison St. Tom Banning, agent Douglas 2-8363
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- PUERTA DE TIERRA, PR. Pelayo 51-La 5
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- SAVANNAH 2 Abercorn St. Jeff Morrison, Agent Phone 3-1725
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- PORTLAND 523 N. W. Everett St. Beacon 4336
- RICHMOND, CALIF. 257 5th St. Phone 2599
- SAN FRANCISCO 450 Harrison St. Douglas 2-8363
- SEATTLE 2505 1st Ave. Main 0290
- WILMINGTON 505 Marine Ave. Terminal 4-3131
- NEW YORK 675 4th Ave., Brooklyn HYacinth 9-6600

Canadian District

- MONTREAL 834 St. James St. West Plateau 8161
- HALIFAX, N.S. 188 1/2 Hollis St. Phone: 3-8911

- FORT WILLIAM 118 1/2 Syndicate Ave. Ontario Phone: 3-3221
- PORT COLBORNE 103 Durham St. Ontario Phone: 5591
- TORONTO, Ontario 272 King St. E. Empire 4-5715
- VICTORIA, BC. 817 1/2 Cormorant St. Empire 4551
- VANCOUVER, BC. 298 Main St. Pacific 7824
- SYDNEY, NS. 504 Charlotte St. Phone 6346
- BAGOTVILLE, Quebec 20 Elgin St. Phone: 545
- THOROLD, Ontario 82 St. David St. CAnal 7-2202
- QUEBEC 113 Cote De La Montague Quebec Phone: 2-7078
- SAINTE JOHN 177 Prince William St. NB Phone: 2-5232

Great Lakes District

- ALPENA 133 W. Fletcher Phone: 1238W
- BUFFALO, NY 180 Main St. Phone: Cleveland 7391
- CLEVELAND 734 Lakeside Ave., NE Phone: Main 1-0147
- DETROIT 1038 3rd St. Headquarters Phone: Woodward 1-6857
- DULUTH 531 W. Michigan St. Phone: Melrose 2-4110
- SOUTH CHICAGO 3281 E. 92nd St. Phone: Essex 8-2417

Report Lost Baggage Check

Seafarers who lose baggage checks for gear checked at any SIU baggage room should notify that particular hall right away so that no one can improperly claim the baggage with that check. Headquarters officials advise you to do this immediately to avoid loss of your gear and/or trouble claiming it later on. Make sure you notify the hall where the baggage was checked as soon as you find out you've lost the check.



Snapped By Shipmate At Meeting On The Portmar



Snapped by crewmember Blaine Boxwell during recent intercoastal run are some of SIU crewmen of Portmar (Calmar) shown here at shipboard meeting. Photo at left includes Frank Wherrity, "Red" McCullough, Leo Wills, Bob Ingram, Charlie Johnson. At right are crewmen Singh, Bileck.



Southern Fried Chicken, Rough Seas Prove Bad 'Daily Double' On Madaket

Southern fried chicken and heavy seas proved a bad combination recently for the SIU crew of the Madaket (Waterman), crewmember Roy S. Theiss reports.

These two things, Theiss says, combined to bring to vivid reality one of the seaman's greatest fears—fire at sea.

In a letter to the LOG, Theiss writes: "While some Southern fried chicken was being prepared in the deep fryer, the ship took some unusually heavy rolls and the hot grease spilled over the side of the fryer. As it hit the hot plates of the range, the grease burst into flame, and then it ran down underneath and behind the drip plate of the range, where it is impossible to clean, and ignited some old grease.

"B. Rucker, the steward, was in the galley at the time and he grabbed a fire extinguisher. The chief

engineer, who smelled the smoke, also came on the scene and got a fire extinguisher, and the two men managed to put the flames out for a few minutes. But they burst out again, reached up to the exhaust vents, and then swept through the whole exhaust system.

Current Cut Off

"As the alarm sounded the chief electrician cut off the current to the galley, several CO2 extinguishers were discharged on the range, and a fire hose was run in and the hot plates cooled off. In a matter of minutes the fire was put out.

"Within minutes after the emergency was over the steward department, under the direction of steward Rucker, went to work cleaning up the mess in the galley and pantry, and as soon as they

were finished the electrician, W. Busch, went to work. As a result we ate a standard breakfast and



Theiss



After fire in galley of Madaket, MM E. Goo and utilityman R. Bru clean up crew pantry.

after that had no interruption of our regular meal schedule.

"As shown in this instance," Theiss says, "with alertness and proper training an emergency can be met and handled with a minimum of time and danger to all hands."

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.

LOG-A-RHYTHM:

The Ocean Tramp

By John Bunker

There's a freighter down the harbor,
She's a-swinging with the tide,
Bottom mud upon her cable,
Sea rust streaked along her side.

There are ten thousand miles behind her,
Sure, ten thousand miles before,
'Till she's home again and empty,
Briefly hobbled to the shore.

But she won't stay long in harbor,
Soon they'll charter her away
With a load of coal from Cardiff
For the fires down Rio way.

See her fretting down the harbor,
All her sideplates red and black,
Steam is rising from the boilers,
Coal smoke's rolling up the stack.

See her steaming down the harbor,
She's no liner with the mails,
Riding deep she is with scrap iron
And two thousand tons of rails.

She took the North Atlantic route
Through a February gale,
The fireman heaved on slicing bars
When the steam began to fail.

The coal caked on the firing grates
And when the steam line blew,
They tried to turn her with the wind
To ride the norther through.

But she'll carry no more cargoes
To the ports of many lands—
They've posted her as "overdue"
And "missing with all hands."

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.

With the Christmas gift-giving season coming up, photography enthusiasts who are looking for something novel to give as a gift may wish to take advantage of a new import from Japan, in the form of photosensitized seven and nine-inch round and square china plates called Paloma Photo China. Sensitized with a chloro-bromide enlarging emulsion of medium speed and contrast, they are processed in a manner similar to photographic paper. A picture of a ship, native figures or a family portrait on a China plate might be a dandy gift for someone on your list. With wooden display stands and test strips of the same emulsion used on the china, the plates are \$2.25 and \$4.50, depending on the size. They can be ordered through any camera store or from the importer, Spiratone, Inc., 49 West 27 Street, NYC.

Another item from Japan, for the stamp collector this time, is a 32-page illustrated book describing all Japanese stamps since 1871, which was issued by the Ministry of Posts about a year ago, for sale to collectors. A copy of the book can now be obtained at no cost, by requesting one from the Philatelic Agency in Tokyo. All that is required is that each request contain one international reply coupon, available at any postoffice, to cover mailing costs.

The popularity of the Herman Wouk novel "Caine Mutiny," which led to a successful Broadway play as well as a movie based on the book, has also caused a revival of interest in another mutiny over 100 years ago. Although original advertising blurbs for the "Caine" book and movie claimed that there never was a mutiny in the US Navy, the facts are just the opposite. There was what passed for a mutiny aboard the USS Somers in 1842, which was led, it was claimed at the time, by the son of the then Secretary of War, in Washington, who was a midshipman aboard the vessel. In any event, the Somers episode produced several books, the latest of which, "The Captain Called It Mutiny," by Frederic F. Van de Water, has just appeared. Seafarers whose reading tastes run to history and especially naval history would probably find the story an absorbing one. The book, pub-

lished by Ives-Washburn (NY), is 236 pages, and lists at \$3.50.

Seafarer-philatelists still have a chance to obtain a first-day-of-issue cancellation Dec. 10 when the United Nations Postal Administration issues its 3c red-orange and 8c olive "Human Rights" commemoratives at UN headquarters in NY. Collectors are invited to send "a reasonable number" of self-addressed covers, with money order or certified check to cover the amount of postage desired, to the UN Postal Administration, United Nations, NY. Requests for mint stamps should be sent separately.

Dads who have access to photo-enlarging facilities can make a real hit with the junior members of the family by making up simple picture puzzles for the kids to play with. The idea is to print an interesting photo of your youngster 8x10 or larger, and then back up the photo with a small piece of thin plywood, composition board or sturdy cardboard. Next, cut the resulting sheet into a dozen or so odd shapes like any other picture puzzle—a coping saw can do the trick here—assemble the pieces flat in a box or scramble them in a drawstring bag, and then watch the fun and recognition.

Top Skipper Rates A Pat, Seaman Says

Human nature being what it is, there's a tendency for SIU men, like other men, to beef about the bad things but forget about the good ones, says Seafarer Luigi Iovino, crewman on the Barbara Fritchie (Liberty Navigation).

Like Samuel Gompers, first president of the AFL, Iovino believes we ought to "reward our friends and punish our enemies," and that goes for skippers as well as others. Whenever SIU crews get on a ship that has a hardtiding skipper they soon pass the word along, he says, but when they get a ship with a topnotch captain they rarely find time for praise.

"I've been aboard the Barbara Fritchie for six trips now," Iovino writes the LOG, "and usually I don't make more than a couple of trips on any ship. But on the Barbara Fritchie we have an excellent skipper—Captain Bob Ransom, who's tops in cooperating with the crew and making the trips smooth. He stands up for the company, of course, but he also recognizes the crew's rights and the terms of the contract.

"Every run I've had on this ship has been free of b.e.f.s, and it's a pleasure to know the crew and delegates can concentrate on their work and not have to wrestle with a bucko skipper.

"So, if you ever ship on the Barbara Fritchie under Captain Ransom, you can be sure of a good ship with everything in SIU style," Iovino says.



Iovino

Alcoa Pioneer Men Pose For Photo



Topping off their gear before arriving in Havana, some of the SIU crewmembers of the Alcoa Pioneer (Alcoa) pause long enough to have their photograph taken by shipmate Oscar Rosenfelt.

Quiz Corner

- Which is the longest river in the world: (a) Congo, (b) Nile, (c) Yangtze, (d) Danube?
- Two men can complete a certain job in 10 days. One of them, working alone, can do it in 15 days. How long would it take the other one to do the job by himself?
- Which state was settled first: (a) Florida, (b) Massachusetts, (c) Delaware, (d) New York?
- If a baseball player wound up the season with a batting average of .300 after 500 times at bat, how many hits did he have?
- What was the only tree which was forbidden in the Garden of Eden?
- In British peerage, which ranks higher, an earl or duke?
- How many kings sat upon the English throne in 1936: (a) none, (2) one, (3) two, (4) three?
- Rearrange the letters in "trechacar" to spell a word meaning reputation.
- What did Zachary Taylor, Martin Van Buren and James K. Polk have in common?
- Three times a certain number plus two equals five times the number less 14. What is the number?

(Quiz Answers On Page 17)

GI Is Concerned About Transfers

To the Editor:

About four months ago my friends and neighbors chose me to serve Uncle Sam, so I gave up my career as a chief electrician in the merchant marine to become a private in the Army. I took my basic training at Fort Leonard Wood, Mo., and there I used to receive the SEAFARERS LOG, but now I'm going to school at Fort Monmouth, NJ, so I wish you would note my change of address. I certainly enjoy reading the LOG and learning about what's going on with my old shipmates. But from what I read about those foreign transfers, it looks as if there may not be an American merchant marine for me to come back to after I finish my Army service.

Learning Electronics

The Army is teaching me electronics so I really can't kick too much. But the closest I get to sailing is over a bar with an old shipmate once in a while, and it's pretty rough being drydocked after eight years of going to sea.

I'll sign off with my best wishes to the Union and its efforts to save the merchant marine and the job I'd like to come back to.

Pvt. Richard J. Peterson
US 55455898
Co. R, 9404-TU
Fort Monmouth, NJ.

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

Liberace, Krupa Cheer Patients

To the Editor:

We, the brothers in the Brighton Marine Hospital in Boston, would like to tell our other brothers that if they must get sick, this is the place to be in.

For entertainment, for instance, we have had such well-known performers as Liberace, Gene Krupa and many other celebrities.

We would also like to give credit to Miss Colohan here. She is very good at giving shots.

M. A. Stable, Jr.

Given Good Care In SI Hospital

To the Editor:

I want you to know that while a patient at the USPHS hospital on Staten Island for seven weeks I received the best of care and treatment.

I would like to take this opportunity to thank the SIU Welfare Services representatives for all they did for me during my stay.

I also want to thank the nurses and staff members in Ward CD 2, and especially Dr. William Smith and Dr. W. H. Proudfoot who were most generous with their time and patience.

Pedro Villabol

LETTERS



Eddie Kacsur

Injured Brother Now Bar Owner

To the Editor:

I realize that you probably get a good many letters sent into the LOG and cannot devote as much space to them as you might like, but I certainly would appreciate it if you would print at least some of this letter, and also the photograph I am enclosing which shows me at my new place of business.

Rest assured that if you print this story and photo you will be doing a great service for a disabled Seafarer who is now unable to work due to a shipboard accident. You would also let all my friends at sea and on the beach know my whereabouts, and I would be very grateful to you.

The point is that for the past year I've been aching to ship out again—I used to sail in the deck department—but it looks as if my sailing days are over, for the present anyhow. The doctors say I'll be unable to work for quite a while, due to an accident I had aboard a Waterman ship, the old Stonewall Jackson, and have advised me to find something else. And so I've taken the money I've saved from sailing and, together with my brother Charlie, have opened a bar in New York City's Greenwich Village.

Brother Also Sailed

My brother Charlie, incidentally, also sailed with the SIU for about three years, and also was injured.

At any rate, I am really happy to state that I can finally repay the Union in some measure for all the good it has done for me, because I feel sure that this is the kind of bar that all seamen will love. It's just like the ones we found in Bremerhaven and other good ports, and anything you want can be found in it.

I'm sure that any seaman who is fed up with the clip joints that are found in New York will go crazy over this place, which is called the Club 28 and is located at 28 Cornelia Street, near 6th Avenue and West 4th Street. Just come in

and introduce yourself as a Union brother and Charlie and I will see that you're treated royally.

Sorry I can't be on a ship with you boys right now but happy sailing to all of you.

Eddie Kacsur

She Has Recipe For Vinegar Pie

To the Editor:

Recently in the SEAFARERS LOG I read a "Galley Gleanings" article about steward Jesse W. Puckett, who said that all his life he had heard people talk about "vinegar pie," but had never met anyone who knew how to make it. Well, here's my recipe:

Take one cupful of sugar, one cupful of boiling water, five teaspoonfuls of vinegar and two of lemon extract, also two level table-spoons of cornstarch and two eggs. Mix the sugar, cornstarch, vinegar and flavoring and slowly add the hot water, stirring constantly on the stove until it thickens. When the mixture is cold, stir in the yolks of two eggs and pour into a pan lined with pastry. Make a meringue of the beaten and well-sweetened whites, and spread over the top after baking and brown.

(Mrs.) Alice Smith

Disabled, He's Aided By Union

To the Editor:

I would like to thank all the brothers at headquarters, from our secretary-treasurer on down, and including the staff of the Welfare Services Department, for helping me get on the disability benefit list. I'm going to be 72 years old next February and am no longer able to work because of a hernia operation and a heart condition.

I used to be a member of the NMU at one time and worked for Cities Service for a great many years. There I met an SIU organizer who sold me on the SIU and I have been a Seafarer ever since.

From the time I started with the SIU in 1947 I've seen the SIU make progress until it is the best union in the whole United States. I know quite a few men in different shoredside unions, and you can believe me, their unions can't compare with ours.

A lot of the brothers will remember me from Cities Service ships where I sailed deck engineer and machinist. My last ship was the Nikoklis which I was on last January.

August Stehmann



Carroll and William

Seafarer's Wife Proud Of Sons

To the Editor:

I am the wife of Seafarer Woodrow W. Reid, who is now chief cook on the Monarch of the Seas, and I hope you will publish this picture of our two sons in the SEAFARERS LOG. They are Carroll, 15, and William, 11, and I think they show what fine, healthy families Seafarers can raise, thanks largely to the economic and other gains they have made through their Union.

Incidentally, we motored down to Mobile recently to meet my husband and checked in at the Seamen's Club. The dining room serves excellent food, and the entire place is nice to be in, and other seamen's wives might find it a good place to go if they are visiting their husbands in this port.

Mrs. Woodrow W. Reid

African Hospital Treats Him Well

To the Editor:

When I arrived here at the Frere Hospital in East London I was under the impression that South African hospitals are inferior to American ones, but I soon found out that I was wrong. I received a fine reception and was promptly and adequately cared for by Dr. Naude of the casualty department, and then I was taken to a semi-private room where I was attended by some remarkably pleasant nurses. The doctor told me he thinks I have a slight case of malaria, which I may have contracted in Madagascar, but I have been so well treated that today I feel much better.

I would especially like to thank my roommate, Mr. Goldsmith, and nurses Dyks, Kieser and Oosthuizen, as well as the other nurses and doctors who have all been so kind to me.

Ray Brault

League Praises SIU Democracy

To the Editor:

The New York Chapter of the League for Industrial Democracy is indebted to the SIU for a most stimulating and enjoyable visit to its headquarters on November 6. The courtesy and patience of your representative in answering our numerous questions were truly commendable. I only regret that more LID members could not take advantage of this opportunity to learn about the SIU and its earnest attempt to foster well-being for its membership and democratic methods in its administrative set-up.

(Mrs.) Isabelle B. Friedman
President, New York Chapter
League for Industrial Democracy

Val Chem Men Protest PHS Cuts

To the Editor:

We thought that you might be interested in publishing the text of the radiogram which we, the crewmembers of the Val Chem, have just sent to President Eisenhower:

"S.S. 'VAL CHEM' CREWMEMBERS REQUEST THAT BUDGET DIRECTOR NOT CUT FUNDS FOR MEDICAL CARE OF AMERICAN MERCHANT SEAMEN IN USPHS HOSPITALS."

We have also sent copies of this radiogram to Hon. John Rooney, Warren G. Magnuson, Herbert Bonner and James Murray.

John Latimer
Ship's delegate

Brother's Death Brings SIU Help

To the Editor:

I have no words to fully express my appreciation to the SIU for its kindness and help to me during the recent death and burial of my brother, Eddie T. Driggers.

To all of the Union's officials, welfare representatives and members I wish to say, in memory of my brother, "The SIU has once again proven itself loyal and deserving of the deepest faith of the brothers and their families."

Paul M. Driggers

Welfare Plan Thanked For Aid

To the Editor:

I would like to take this method of expressing my appreciation to the Seafarers Welfare Plan for approving my application for benefits for the disability I suffered 14 months ago when I had to be taken off my ship which was headed for Japan.

I wish to thank everyone concerned in this matter for their cooperation and great help to me.

Benjamin F. Trottie

Burly

Overstocked

By Bernard Seaman



... DIGEST of SHIPS' MEETINGS ...

STEEL MAKER (Isthmian), October 3—Chairman, E. G. Tesko; Secretary, S. Hawks. Launch service beef will be settled at payoff. A new washing machine is needed. Mate thanked deck gang for the fine work they did during the voyage.

STEEL FLYER (Isthmian), August 29—Chairman, Pugaczewski; Secretary, Fred C. Lipsch. Ship's delegate reported that repairs will be taken care of in New York or Baltimore. The chairman made a motion that meeting minutes be read at the first meeting of next voyage so that the new crew will know what rules and suggestions were made to promote a smoother running ship. In case of lay-up, equipment will be turned into nearest SIU hall.

COUNCIL GROVE (Cities Service), October 4—Chairman, James Meaves; Secretary, none. Thirty glasses have disappeared in ten days and the crew was asked to try and find out where they have gone.

STEEL SEAFARER (Isthmian), September 28—Chairman, John Garrison; Secretary, Ed Gordon. Wringer for washing machine will be fixed or a new one will be purchased in Long Beach or San Francisco. Several crewmembers complained about the soft cream being served. A suggestion was made that all hands keep the screen doors locked while enroute through the Panama Canal.

DEL AIRES (Mississippi), September 19—Chairman, B. Wright; Secretary, D. Hall. Most of the ship's repairs have



been taken care. Members were asked to be more quiet in the passageways in the afternoon in consideration of men sleeping. Only two cartons of cigarettes being issued per week.

DOROTHY (Bull), September 25—Chairman, Jack Kain; Secretary, Peter Patrick. Toaster in crew messhall not working. Steward asked the crew to cooperate and turn in soiled linen. Drinking water should be controlled in Puerto Rico as it always seems warm during the day.

ALCOA RANGER (Alcoa), September 15—Chairman, O. Sandal; Secretary, James F. Fyrne. The 12 to 4 watch missed two watches. A deck department member raised a beef about the captain not permitting the crew foci's to be painted.

CHILORE (Ore), September 26—Chairman, Eli Hanover; Secretary, D. Stone. For the past three or four trips the washing machine has been on the repair list and each time some part of it has been replaced. The steward department will keep the recreation room clean and the OS will keep the laundry clean. The steward department was given a vote of thanks.

LOGANS FORT (Cities Service), October 2—Chairman, Thompson; Secretary, A. Hebert. Motion made and carried that men wearing underwear will not be permitted in the messhall. Wipers foci's was painted. Ship's delegate said that he will try to get benches on fantail for crew's benefit.

QUEENSTON HEIGHTS (Sealrade), September 26—Chairman, Kenneth P. Goldman; Secretary, K. O. Smith. Motion made and carried to draft a letter asking that a former ship's delegate and deck delegate be made to account for ship's fund from the last trip. Suggestion was made to take chairs out of messhall and replace them with benches.

ALEXANDRA (John M. Carras), September 26—Chairman, Fred Miller; Secretary, W. M. Hand. Chief pumpman didn't get clothing allowance and failed to notice it until after the payoff. Ship's delegate contacted the patrolman again about making sure that fresh provisions are provided at each port.

COE VICTORY (Victory Carriers), September 19—Chairman, L. A. Clamboli;

Secretary, Albert De Forest. The engine delegate read an article in the LOG about performers and noted that the Coast Guard is sometimes called in on this type of beef. The ship's delegate will try to get numbers 5 and 6 SIU libraries aboard.

MANKATO VICTORY (Victory Carriers), September 25—Chairman, James Flanagan; Secretary, Alexander James. The steward gave a report on stores. Library will be put out after leaving New York.

SEATRAN TEXAS (Seatrains), September 25—Chairman, James Allen; Secretary, Charles W. Cothran. Steward will request a better grade of beef. Ship's delegate will contact captain about giving time off to all hands while in port until one hour before sailing time. Crew voted not to buy TV set for messhall. There is a balance of \$35.10 in the ship's fund.

SEATRAN NEW YORK (Seatrains), September 26—Chairman, M. Masley; Secretary, Frank Flanagan. Several foci's painted and souged as requested at last meeting. Delegates were asked to turn in repair lists.

FREDERIC C. COLLIN (Transfuel), September 26—Chairman, D. D. Story; Secretary, H. Cordes. Deck delegate sent a letter to the New Orleans hall about the deck maintenance missing ship. Everyone aboard is satisfied with the travelers checks. Motion made and carried that the ship be fumigated before it goes out on the next voyage. Sheets are too small for new mattresses. A vote of thanks was given to the steward department for their cooperation with the crew.

TOPA TOPA (Waterman), October 10—Chairman, Hugh W. Eatherton; Secretary, Gerald Sinks. First assistant wouldn't check overtime sheets to show department whether or not there is any disputed overtime. Motion made and carried to have flush valves in deck and engine department toilets repaired.

MADAKET (Waterman), September 6—Chairman, W. Busch; Secretary, B. Rucker. All delegates were asked to make up a repair list and turn same in to the ship's delegate.

October 12—Chairman, W. L. Busch; Secretary, B. Rucker. A vote of thanks was given to the crew mess and electrician for good show.

ROBIN TUXFORD (Seas Shipping), July 25—Chairman, Walter Fitch; Secretary, Walter Marcus. Chief engineer will fix water fountain. Purser will be contacted to see if he will open the slopchest after leaving port in order that crewmembers may buy cigarettes.

September 19—Chairman, Harry J. Acosta; Secretary, Walter Marcus. In the future no union pocket books should be given away in any port. Books are put on board for the crew to read and not for foreign people. Crewmembers were asked to keep the washing machine in a clean condition after using same.

ROBIN WENTLEY (Seas Shipping), September 24—Chairman, E. Cantoral; Secretary, J. Howison. One brother was hospitalized in Beira and he wrote a letter to the SIU Welfare Services department regarding same. Motion made and carried to attend safety meetings and if suggestions are not used, then crewmembers will not attend any of the future meetings. All rooms need painting. Books and magazines are not to be given away in foreign ports, and the new library will be placed in the custody of the ship's delegate or the steward. Voluntary contributions to the ship's fund will be collected at payoff.

August 1—Chairman, Walter Walsh; Secretary, Frank Crider. The captain insists that passenger men either eat their meals standing up in passenger pantry or take them to the crew mess. Motion made and carried that a stand by buzzer be installed in the crew mess to enable man on standby to know when he is wanted on the bridge.

ROBIN SHERWOOD (Seas Shipping), September 21—Chairman, Ray Brauff; Secretary, H. Berkenfeld. Special meeting was called concerning old refrigerator. Ship's delegate reported that one man missed ship in New York.

October 10—Chairman, W. Kerby; Secretary, Tommie Williams. Master refused to let crew send cablegram to the Union and asked the ship's delegate to give

him 24 hours to get the box fixed. A new refrigerator will be installed if the present one breaks down again. Suggestion that some old books be given away in various southern ports to merchant marine library.

FREDERIC C. COLLIN (Transfuel), August 28—Chairman, M. K. Smith; Secretary, H. Cordes. The steward department will take care of the recreation room and the deck and engine departments will take care of cleaning the laundry. Captain informed delegates that we would put the draw out in Lisbon in travelers checks.

BRADFORD ISLAND (Cities Service), October 4—Chairman, J. MacLaughlin; Secretary, V. Ratcliff. Dispute on room allowance as captain only wants to pay 100 days to some of the crew. Ventilation system cut off in shipyard so that the entire system is now blocked off. Recommended that shipping not be done for a period of longer than four hours around foci's while men are sleeping.

SUZANNE (Bull), October 3—Chairman, H. Oriando; Secretary, R. M. Godwin. Messroom will be sprayed after each meal. Each department repair list will be turned in on the way down south. Washing machine needs repairing.

GREECE VICTORY (South Atlantic), September 26—Chairman, M. Gotschalk; Secretary, Frank J. Shandi. Motion made and carried to ask for innerpring mattresses for the entire crew on arrival in port. Discussion on sougeeing recreation room. One brother would like to know if crew is entitled to transportation to New York in the event ship is laid up.

FRENCH CREEK (Cities Service), October 10—Chairman, William Adams; Secretary, Dan Beard. Two new lockers are available for the crew and they will be installed. The crew feels a coastwise tanker should have a prompt payoff. Unnecessary delays and company redtape penalize crew when delegates bring in a clean ship. Minor food beefs explained satisfactorily by chief cook and messman. There is \$35 in the ship's fund.

DE SOTO (Waterman), August 22—Chairman, Bill Burke; Secretary, Phil Reyes. Steward reported that the rest of the innerpring mattresses will be placed aboard this trip. Deck delegate thanked members of the crew who donated sums of money to a former brother members whose mother just died. Steward reminded the members of the nominations for Union officials currently going on and the provision of the Union constitution giving the right to every member to nominate himself for office. Several members discussed the quality of the food and suggested improvements.

September 19—Chairman, G. Callahan; Secretary, Phil Reyes. Motion made and carried that a certain portion of every meeting be devoted to educational discussion of our union constitution, con-



tracts and union history. All the necessary repairs should be submitted to the respective delegates before the ship docks at payoff port. It was agreed that the engine and deck departments will stay in keeping the laundry clean. Movies are being showed aboard ship by Sidney, the messman, and the ship's delegate urged every member to donate one hour's overtime for the renting of the films.

STEEL TRAVELER (Isthmian), July 24—Chairman, W. Mitchell; Secretary, Charles J. Hartman. The sum of \$30 is now in the ship's fund. This amount has been built up by arrival pools. Mention made that two members of the deck department have been logged for failure to pass the port doctor prior to Karacchi departure. Delegate stressed that port medical inspections are important and that crew must attend them. Ship's delegate took the deck and spoke at length about sundry matters of union importance that require more cooperation from the crew. Because of repeated complaints that letters mailed in Saudi Arabia seldom reach the States the ship's delegate urged the adoption of a plan to send all mail in one envelope to a US postmaster who would open it and repost all the American stamped letters.

GEORGE A. LAWSON (Pan Oceanic), July 18—Chairman, Fred Israel; Secretary, J. E. Brooks. New washing machine will be ordered as the old one is beyond repair. New mattresses that came on board in San Pedro were not satisfactory to the crew and steward.

CUBORE (Ore), September 5—Chairman, W. Cain; Secretary, James Archie. All departments agreed on keeping laundry and recreation room clean. Vote of thanks was given to the steward department for their fine work. One man was left in Baltimore.

MARY ADAMS (Bloomfield), September 25—Chairman, Al Wile; Secretary, Bill May. Ship's delegate was elected. Co's will be checked before sailing. Bosun asked all steward department to dump garbage back at in the garbage drums instead of by number 4 hatch. Ship's delegate asked all members to take their beefs to their own department delegate first and if beef cannot be settled then come to him.

CANTIGNY (Cities Service), October 9—Chairman, D. Reynolds; Secretary, M. G. Ostrom. Captain is trying to get crew's television repaired. A motion was

made and passed directing the ship's delegate to write a letter to the secretary treasurer and the editor of the LOG outlining the crew's recommendation for a change in sailing board clause and rest period clause in the tanker agreement.

SOUTHERN CITIES (Southern), October 9—Chairman, J. A. Sullivan; Secretary, B. W. Buser. New mattresses and springs are needed on vessel. Lockers and fans are also needed as agreed in contract.

ALCOA PURITAN (Alcoa), September 26—Chairman, Dempsey Nicholson; Secretary, Harry C. Kilmon. A special meeting was held to elect a ship's delegate. Suggestion made to have a union patrolman look at the beef that was put aboard in Trinidad to decide if the inspector should be called in to check it.

JOHN B. WATERMAN (Waterman), September 22—Chairman, S. Gondzar; Secretary, McCall. Discussion about fruit juices not being served often enough. At the present there is \$47.70 in the ship's fund.

EVELYN (Bull), September 19—Chairman, W. Bunker; Secretary, M. Burns. Motion made and carried to have the port agent or his representative come down especially to see about the food beef and the repairs. The steward says that the captain is constantly interfering with the steward department.

ROBIN KIRK (Robin), September 5—Chairman, Thomas Vessel; Secretary, Matthew Genereaux. A suggestion was made to hold meetings between 1:00 PM and 6:30 PM. Bad milk will be checked. Steward is to notify delegates if captain refuses to order all stores. Suggestion made to report all performers at ship's meetings to decide upon action to be taken. Results will be turned over to a patrolman.

ANTINOUS (Waterman), October 9—Chairman, Ernest Gerace; Secretary, J. De Poo. A new ship's delegate was elected. Each crewmember will donate \$1 to the ship's fund at payoff. Voted to keep TV set in present location and to have Joe Pagolla responsible for same. Bosun will see about having messroom tiled.

DEL VALLE (Mississippi), October 9—Chairman, Joe Scramuzza; Secretary, Ramon Izazary. One crewmember reported fowling up continuously. Motion made and carried that a letter be written to Congress complaining about turning American flag vessels over to foreign flag. A letter from the Sea Chest was read to the membership concerning quality of shoes and other articles in slopchest.

DEL SOL (Mississippi), September 26—Chairman, K. Lopez; Secretary, William R. Cameron. Motion accepted that each man donate \$1 to the ship's fund. All hands were asked to clean the laundry room after using same.

STEEL KING (Isthmian), September 19—Chairman, W. Schoenborn; Secretary, R. Harford. Letter sent to headquarters about cleaning tanks. All delegates were given repair list. One man missed ship in Honolulu.

ANTINOUS (Waterman), September 12—Chairman, W. Wallace; Secretary, C. Achoy. Captain warned crewmembers to be aboard one hour before sailing. In the future all beefs or communications to the Union will be handled through the ship's delegate. It was agreed that TV set be raffled off among the crew. \$47.00 in the ship's fund.

OCEAN LOTTE (Maritime Overseas), March 22—Chairman, R. Edem; Secretary, F. Sullins. Each department will help clean the laundry. Washing machine needs repairing.

April 10—Chairman, J. Stevens; Secretary, Robert Walton. Captain said slopchest will be open as often as is convenient. Brother Williams made a motion to have the linen checked for shrinkage as soon as possible. Brothers were warned to be more watchful for outsiders coming into individual foci's while in port. Each department delegate was asked to have a financial report of ship's fund. There is a total of \$13 in the fund, and a collection will be taken after the meeting.

August 4—Chairman, Stevens; Secretary, R. Walton. There is a shortage of porthole screens. Shrinkage in the linen has not been taken care of. A collection was made to help Brother Sullins with traveling expenses. He flew home from Inchon due to his mother's illness. Porthole screens, cots, milk, fly swatters, and other essential needs should be ordered by the captain upon arrival in Guam. Brother Foster who is steward will accept any constructive suggestions crewmembers make about the food.

PENNAAR (Calmar), no date—Chairman, J. Samsel; Secretary, J. Dedicatolia. Two men hospitalized and left behind for treatment in Panama. The captain is very disagreeable to the crew and he does not recognize the ship's delegate or any delegate on the ship. Motion made that from now on foci's that have been painted should be dated and stamped on the wall so that crew will know when to expect painting again. The chief steward requested that excess towels and sheets be turned over to him.

STEEL NAVIGATOR (Isthmian), August 13—Chairman, Charles Scofield; Secretary, F. Delapenhe. Brothers spoke of understanding in regard to abuse and dissection among the departments. Steward promised to cooperate and improve food situation.

SAN MATEO VICTORY (Eastern), October 2—Chairman, R. Miller; Secretary, L. Bruce. The ship's delegate said in case the ship lays up the ship's fund should be turned over to a needy cause such as the March of Dimes. All crew-

members agreed on the suggestion. Steward asked the men getting off to strip their bunks and leave the foci's clean.

PENINSULA MARINER (Waterman), September 18—Chairman, J. M. Fisher; Secretary, J. B. Jastann. Old minutes will be posted on the bulletin board. A tray should be placed on the washer so that the water will go in the sink instead of on the deck.

October 7—Chairman, C. Martin; Secretary, T. Lindsay. Steward department was given a vote of thanks for excellent food and service. Motion made that rooms be checked.

CALMAR (Calmar), September 22—Chairman, Chuck Hostetter; Secretary, Henry E. Batogowski. Meeting was called so that repair list could be taken up. Crew agreed not to sign on until new mattresses are put aboard. Medical supplies will be checked before signing on. Arrival pools in the Canal Zone and New York will bring the ship's fund up to \$40. The crew was asked not to open letters that are addressed to the ship's delegate.

LAWRENCE VICTORY (Mississippi), September 15—Chairman, B. Fimovicia; Secretary, S. Rivera. Two men missed ship in St. John, New Foundland. Repair lists to be made up and turned in. Crewmembers were asked to stop making noise while men off watch are sleeping, and to keep the laundry and recreation rooms clean at all times.

October 10—Chairman, W. Hammock; Secretary, S. Rivera. All repairs have been turned in and most of them have



been taken care of. A new library will be put on board for next voyage. Suggestion was made to keep recreation room locked in port.

ALCOA PIONEER (Alcoa), October 21—Chairman, John Fedesovich; Secretary, John R. Tilly. A vote of thanks was extended to the steward department for the groceries they put out in spite of the fact they fed breakfast the same day they came aboard and sailed the next. A patrolman will check the slopchest before crew signs on to make sure it is complete.

BALTIMORE (Ore), October 16—Chairman, John Peacock; Secretary, James Oliver. Fans recently installed are not working properly. A vote of thanks was extended to the steward department for a job well done.

ROBIN LOCKSLEY (Seas Shipping), no date—Chairman, Steward; Secretary, H. Burge. Bosun suggested keeping the washing machine clean. Engineers will fix all repairs as they occur. Fans will be installed in foci's. Deck showers need painting.

October 11—Chairman, Smith; Secretary, John N. Thompson. Two men missed ship in Durban. Engine department complained about water and lack of soap in engine room. This matter will be turned over to the patrolman.

SEATRAN SAVANNAH (Seatrains), October 17—Chairman, Chapman; Secretary, Friedman. Ship's delegate reported ship's fund now stands at \$27.25. He also spoke on a survey being made by the Union and company concerning ventilation of messhalls. Former ship's delegate given a vote of thanks for a job well done.

SEATRAN NEW JERSEY (Seatrains), October 17—Chairman, E. Cole; Secretary, E. Jones. Ship's delegate saw the patrolman and is supposed to have a meeting with company about air conditioning. Beef about cleaning laundry. Co's to be taken off deck. The relief mate was using tools on deck.

ALEXANDRA (Carras), October 17—Chairman, Vasser Szymanski; Secretary, W. M. Hand. Galveston patrolman called and instructed captain to put out a draw. Chief pumpman brought to the



attention of the members the slanderous propaganda being put out by "Justice Committee" against the SIU. Chairman informed permits that they had the right to express themselves in a ship's meeting.

October 16—Chairman, V. Szymanski; Secretary, W. M. Hand. Discussion about captain's decision not to put out a draw in Corpus Christi. Captain will see that items on repair list are taken care of. A suggestion was made that each man contribute to a ship's fund to take care of phone calls, etc.

BRADFORD ISLAND (Cities Service), October 16—Chairman, John C. Mitchell; Secretary, V. F. Ratcliff. Motion made and carried that a new iron be bought out of the ship's fund, and that the crew radio in the messhall be left off during meal hours. Ship's delegate will see the chief engineer about getting a new agitator for the washing machine and he will also see the patrolman in New York about having the recreation room fixed up.

GREECE VICTORY (South Atlantic), October 14—Chairman, M. Gotschalk; Secretary, D. Gaineiner. Discussion on the best means to get required fans and it was decided to refer the matter to the

(Continued on page 17)

Editor,
SEAFARERS LOG,
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Brooklyn 32, NY

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

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CITY ZONE STATE

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ADDRESS

CITY ZONE STATE

... DIGEST of SHIPS' MEETINGS ...

(Continued from page 16)

patrolman at payoff for further action. Five copies of report will be made up and distributed to the port engineer, chief engineer, patrolman, captain and one copy will remain aboard.

MARINA (Bull), September 7—Chairman, F. Fletcher; Secretary, Burns. Fans have not been put in all the rooms according to the latest agreement. The ship's delegate requested that each department settle its own beefs with its own delegate. He spoke on the necessity of working in harmony with all members.

September 29—Chairman, K. Hatgimios; Secretary, Burns. One crewmember took time off without first seeing the head of his department for permission. Discussion regarding longshoremen in the galley, toilets and passageways. The ship's delegate agreed that they should be kept out of messhalls, galley, etc., but the passageways are another question.

OREMAR (Calmar), September 25—Chairman, Elmer Barnhill; Secretary, Clyde Kent. It was suggested that pantryman wash coffee cups in night pantry. A vote of thanks was given to the galley crew for the swell food they have put out.

CUBORE (Ore), September 28—Chairman, W. Cain; Secretary, O. Bell. Scrubbing brush will be kept in laundry. All hands were asked to keep the laundry clean, and not to wash mop in the tubs.

CAROLYN (Bull), October 4—Chairman,

PERSONALS

John Leys

Please get in touch with your wife at once.

✂ ✂ ✂
Edward F. Woods

Mother worried about you. Write home soon. Fritz.

✂ ✂ ✂
Leslie N. Pearsall

Please get in touch with me as soon as possible. My new address is 1122 53 St., Oakland, Calif. M. Oschitzki.

✂ ✂ ✂
Bill Tacey

Please contact me aboard the French Creek, c/o Cities Service Oil Co., 70 Pine St., New York, NY. Ed McMaster.

✂ ✂ ✂
Richard Suttle

I got the stuff out and it's nice. Thanks a lot. Good luck. Mel.

✂ ✂ ✂
Richard Brown

Contact Allen Myrex, 4 N. High St., Baltimore 2, Md.

Quiz Answers

- (1) (b) Nile. It is almost 4,000 miles long.
- (2) 30 days.
- (3) (a) Florida (1565).
- (4) 150 hits.
- (5) The tree of knowledge of good and evil.
- (6) A duke.
- (7) (d) three. George V died on Jan. 20, was succeeded by his eldest son, Edward VIII, who abdicated the throne on December 11, and was himself succeeded by his brother George VI, father of the present queen.
- (8) Character.
- (9) All were Presidents of the US.
- (10) Eight.

Sims; Secretary, Steve Musco. Motion made and carried to give ship's delegate full purchasing power where recreation facilities are concerned. The ship's delegate will see the captain about using the ship's phone to call agent in Savannah, and find out whether or not the captain has the right to keep the crew on board while the ship is alongside the dock clearing immigration.

MASSMAR (Calmar), August 28—Chairman, Red Giggis; Secretary, Guy Walter. Philadelphia agent said there was not much that could be done about the mattress situation at the time, but if nothing is done about it when the vessel returns to New York then action will be taken. Comment was made on noise in alleyways after watches turned in. Laundry will be kept clean by wipers.

MANKATO VICTORY (Victory Carriers), October 3—Chairman, James Flanagan; Secretary, Alex James. Water cooler was fixed, and repairs not taken care of yet will be attended to. Vote of thanks was given to the steward department.

WINTER HILL (Cities Service), July 12—Chairman, Al Parker; Secretary, August Souza, Jr. The steward delegate wishes to pass on the delegate job to another member, and he thanked the crew for cooperating with him. Halls leading to the crew quarters need painting. Ship's fund has a total of \$53.

STEEL ROVER (Isthmian), July 25—Chairman, Jenkins; Secretary, T. Ulisse. Crew to go on record to have stores checked by the Union to see if they come up to par with other ships owned by the company. A variety of night lunches requested; steward requested to cooperate. Crew was asked to take care of cots and put them away when not in use. Cups should not be left out on deck.

July 11—Chairman, Ray Ellison; Secretary, T. Ulisse. There is \$249.95 due on TV set. Crew to continue \$3 donation at first mainland draw on return trip. \$24.50 now in ship's fund.

ALAMAR (Calmar), August 8—Chairman, Herbert Braunstein; Secretary, James B. McPhaul. An improvement seen on fresh fruit over last trip was discussed by ship's delegate. Lights to be turned off on starboard while men off watch are asleep. Lockers and sink stoppers will be ordered and repaired.

Wiper's foc'sle needs painting. All repairs to be turned in to department delegates.

DEL ORO (Mississippi), July 18—Chairman, J. R. Teaury; Secretary, J. Smythe. Ship's library was explained by ship's delegate and he will check with purser concerning books in his storeroom. Question on cups and glasses being left around the decks. Members decided that everyone bring his own cup and glass back to the pantry.

FELTONE (Ore), August 9—Chairman, Jim Keavney; Secretary, Ray Lavelin. Part of the repairs have been taken care of and the repairs pending will be included in the new repair list. Ship was delayed when leaving the shipyard for several hours after posted sailing time. Patrolman informed the crew that they cannot collect overtime. Union library expected aboard the ship this trip. Ship's

OREMAR (Calmar), August 9—Chairman, William MacArthur; Secretary, L. Blankenbuecher. Ship's delegate reported that all repairs are being taken care of. Wind scoops are being ordered this trip. One man reported hurt and was not allowed to see doctor in Canal. This will be referred to a patrolman. Ship's delegate reminded those men leaving ship to turn in linen and keys to foc'sle.

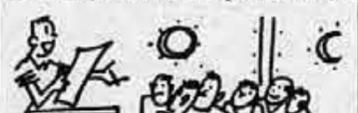
July 26—Chairman, Jack R. Misner; Secretary, William MacArthur. Beef about rusty wash water discussed. Steward will see about dividing Canal transit crew between the two messhalls evenly. Steward to see that his entrees for Fridays include meatless meals for Catholic members of the crew. Deck and engine departments will clean the recreation room and passageways and the steward department will clean the laundry.

MARORE (Ore), July 31—Chairman, Henry Shepeta; Secretary, Manuel A. Rindudes. Suggestion made to the steward to put some extra night lunches out.

delegate requested a price list from the Sea Chest. Crewmembers complained that ice cream is served too soft and the steward informed the membership that the ice cream starts to melt the first day out of port, and there is nothing that can be done to remedy the situation. Membership requested that adequate refrigeration be obtained. Donations to the ship's fund will be collected at payoff. John Parker will buy an electric steam iron out of the ship's fund. Ship's delegate to see the patrolman about chief refusing to obtain cleaning gear for the wiper assigned to sanitary work.

FORT HOSKINS (Cities Service), August 3—Chairman, L. J. Brilhart; Secretary, H. W. Schnoor. Ship's delegate cautioned all brothers about smoking beyond safety barriers. He will see the chief engineer concerning replacement of new drain plugs in messroom. Men relieving watch were asked to relieve on time. Vote of thanks given to the steward department.

MOTHER M. L. (Eagle Ocean), August 1—Chairman, M. Kanflich; Secretary, Norman Phillips. No beefs reported. All re-



pairs requested during the trip okay. Few hours disputed overtime.

June 14—Chairman, Michael F. Dellano; Secretary, Norman Phillips. Motion made and carried that each department help keep the laundry room clean.

AZALEA CITY (Waterman), August 8—Chairman, Tex Sult; Secretary, Frank Walker. Steward asked all crewmembers to return surplus linen. The ship was held in Puerto Rico five weeks due to the longshoremen's strike. Ship's delegate elected.

CHILORE (Ore), no date—Chairman, D. Stone; Secretary, C. Patton. Before accepting the nomination of ship's delegate, D. Stone stated that under no circumstances would he accept if the crew expected him to go to bat for anyone who did not live up to the agreement and constitution. Linen will be changed each Saturday morning. Agitator and wringer broken on the washing machine.

STEEL AGE (Isthmian), July 18—Chairman, James W. Barnes; Secretary, John W. Barnes. All hands restricted on board ship after doctors examination. Motion made to have better lockers installed in foc'sles. Motion made to get lava soap only instead of Klex. Motions accepted. All repairs should be checked by those crewmembers that are staying on for another trip, as they know what to look for, and be fixed before sailing. Payroll slips should be broken down to show exactly how much overtime, how much base pay and how much taxes amount to instead of a total amount of wages and taxes taken out. When leaving New York the mortal remains of Brother Henry Core were re-

ceived aboard ship. His last wish was that he wanted to be buried at sea.

OREMAR (Calmar), August 9—Chairman, William MacArthur; Secretary, L. Blankenbuecher. Ship's delegate reported that all repairs are being taken care of. Wind scoops are being ordered this trip. One man reported hurt and was not allowed to see doctor in Canal. This will be referred to a patrolman. Ship's delegate reminded those men leaving ship to turn in linen and keys to foc'sle.

July 26—Chairman, Jack R. Misner; Secretary, William MacArthur. Beef about rusty wash water discussed. Steward will see about dividing Canal transit crew between the two messhalls evenly. Steward to see that his entrees for Fridays include meatless meals for Catholic members of the crew. Deck and engine departments will clean the recreation room and passageways and the steward department will clean the laundry.

MARORE (Ore), July 31—Chairman, Henry Shepeta; Secretary, Manuel A. Rindudes. Suggestion made to the steward to put some extra night lunches out.

Machinist missed ship intentionally owing money to 2nd mate, one 3rd assistant and others. A motion was made that the Union give a double fine to this brother.

SOUTHLAND (South Atlantic), September 5—Chairman, E. B. McAuley; Secretary, D. T. Morrison. Several beefs about the meat served. It was brought out that the boxes marked strip loins were nothing but a poor grade of dog meat and not fit for any SIU crew. Motion carried to contact the union hall regarding larger sheets to cover the new inner-spring mattresses. Lack of keys for crew's quarters. The bosun pointed out that in the event that a man loses his keys to inform the mate on watch to open the room and not use a fire axe to open the door. Discussion about use of money in the ship's fund.

TOPA TOPA (Waterman), September 4—Chairman, James K. Sheets; Secretary, Gerald Sinker. Suggestion that ship's delegate see captain about notifying the crew when he is ready to close stowage. Crewmembers were asked to return all cups to the pantry.

SEAMAR (Calmar), August 19—Chairman, Barnett; Secretary, John Buccell. Ship's delegate will try to get Sea Chest in New York. Motion made and carried to turn deck engineer over to the patrolman for working off hours without payment of overtime. Mate will be asked to furnish new station bill and muster list as present one is confusing.

TROJAN SEAMAN (Troy), August 1—Chairman, Red Baron; Secretary, H. Sanderlin. Steward suggested that new cots be ordered. Fans in several rooms have to be repaired.

BALTORE (Ore), August 27—Chairman, B. O. Wilson; Secretary, J. J. Foley. Department delegates were asked to turn in repair lists to the ship's delegate before going to shipyard. Discussion on the most suitable time for meetings. Steward was requested to have a variety of salads other than tomato and lettuce. The night lunch could be improved.

STEEL ADMIRAL (Isthmian), August 31—Chairman, James Hanners; Secretary, Ray Queen. Steward was asked to check the stores more carefully when they come on board. Crew agreed not to sign on until repair list has been completed. Messmen don't get up at the proper time in the morning to do their work, and the steward has been asked to crack down and see that their work is done on time.

SANTORE (Ore), September 11—Chairman, R. King; Secretary, Frank Okworian. Delayed sailing discussed. Steward invited delegates to inspect boxes at any time.

TROJAN SEAMAN (Troy), September 11—Chairman, Thomas Foster; Secretary, E. J. Whelan. A few hours overtime to be settled by patrolman at payoff. Steward asked crew not to waste the coffee. The captain will be contacted about fumigating ship and severance slips as the ship is laying up.

MAE (Bull), September 19—Chairman, Hickey; Secretary, Williams. All repairs have been taken care of and fans are being installed as soon as possible in all rooms. The ship's fund has a balance of \$23.40. Ship's delegate will see that new drinking water pump is installed before leaving Baltimore.

CECIL N. BEAN (Dry-Trans), September 12—Chairman, Dan Butts; Secretary, N. McGuire. Overtime for chief mate doing deck department work has been turned in. A unanimous vote of confidence was given to the steward department. If parts are available to fix the top of the galley range it should be repaired before arrival in next port.

SAN MATEO VICTORY (Eastern), September 12—Chairman, Frank Brodzik; Secretary, Leo Bruce. A motion was made to spend some of the money from the ship's fund for games. One brother suggested locking the messroom in port to safeguard the books and put the key where it can be found.

SUZANNE (Bull), November 2—Chairman, P. Bush; Secretary, Remaud. The baker on the ship claims he is overtaxed with work due to extra passenger request and variety of crew menus. He requested that the passengers be fed the same food as the crew and no extra additions. Steward stated that passengers should be of-

fered a menu of a little more variety plus extra service.

GOVERNMENT CAMP (Cities Service), October 7—Chairman, W. Orr; Secretary, J. Block. The new washing machine ordered by the captain will be installed on this trip north. There is \$18.82 in the ship's fund. Ship's delegate was authorized to buy aerial for the radio.

CRACKER STATE MARINER (South Atlantic), no date—Chairman, S. Novak; Secretary, Misteer. Repair lists should be turned into respective delegates. The steward department was given a vote of thanks.

VALCHEM (Valentine), November 4—Chairman, L. Hagmann; Secretary, R. Gelling. The crewmembers will draft and send a telegram to the President of the US protesting the proposed cuts in the USPHS hospitals, as this would deprive merchant seamen from aid when needed. There is \$112.07 in the ship's fund and the loan to Frank Maldonado has been paid. Repair lists will be made up.

BARBARA MICHEL (Norfo), October 30—Chairman, E. Mmerzelau; Secretary, Frank Cullison. Motion made and carried that crewmembers write a letter of protest to their congressmen to oppose the transfers of American-flag ships to a foreign flag. Discussion on use of the washing machine, and the crew was asked to exercise caution and consideration in emptying tubs, and turning off machine when finished with same.

BEATRICE (Bull), November 8—Chairman, Red Campbell; Secretary, J. Bernard. The chairman talked about the IIA and how they are trying to foul up the union. A vote of thanks given to the cooks for the fine meals they prepared. A little cooperation from the crew would be appreciated when dumping garbage.

STEEL ARTISAN (Isthmian), August 14—Chairman, Thomas Lowe; Secretary, A. Gaspar. The steward suggested that all hands take good care of the linen, cots and cups. The three departments will take turns rotating in keeping the laundry clean.

September 24—Chairman, R. Beach;



Secretary, F. P. O'Leary. Patrolman will be contacted to get in touch with the company about receiving mail. Suggestion made that awning be placed on poop deck. Had a little trouble getting travelers checks cashed but when people see there is nothing else to do they will cash them. Thanks given to the steward department for three good feeding trips.

CANTIGNY (Cities Service), November 7—Chairman, M. G. Ostrom; Secretary, D. Aquila. Boston patrolman is contacting New York concerning new mattresses. Engine delegate will see the chief engineer about a new hot water hose for washing machine, repairing latch on lower port engine room door and inadequate hot water in deck department showers.

Puzzle Answer

| | | |
|--------|--------|-------|
| GUS | POSED | FAN |
| ARA | ARUBA | ILE |
| MEL | DERBY | RAT |
| EDEN | BEE | DEB |
| DOMINO | DRAMAS | |
| | BOAT | ALAMO |
| EGG | STERN | NAP |
| AROSE | NAGS | |
| RENODS | REMORA | |
| ADD | ALI | UTAH |
| ITO | ABATE | TIE |
| DEL | WOMAN | ESA |
| ERA | STAND | RED |

YOUR DOLLAR'S WORTH SEAFARERS GUIDE TO BETTER BUYING

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

(Continued from page 5)

for children; Indian beadcraft and other handicraft outfits; reasonably-priced cameras, telescopes and other equipment.

Gifts For Adults

For older children and adults, many clothing items are less costly this year than last and will make welcome gifts. Items made of the newer synthetic materials like nylon, Orlon, Dacron, etc., are noticeably less expensive this year. Here are other specific value-wise suggestions:

SWEATERS: To be sure they'll wear well, check the tightness of weave. The seams should be bound with ribbon to keep their shape and withstand strain, or at least be very firmly sewn.

ROBES: Most men actually don't like the expensive, fancily-trimmed rayon satin robes widely sold for Christ-

mas giving. They are not warm, and wrinkle quickly. More preferable are flannel, corduroy or terry-cloth. In buying flannel robes, for man, woman, or child, hold the material up to the light to make sure it isn't thin in spots.

LINGERIE: Buy well-made tailored lingerie instead of the fancily-trimmed but non-durable things the stores promote for Christmas giving. In slips, nylon tricot is a useful type at a reasonable cost this year.

HOUSEDRESSES: A simply-made housedress of basically good material like 80-square percale is always an acceptable gift for a woman. Look for durable construction details like generous seams and hem rather than fancy trimming.

SPORTSMAN'S KNIVES: A "Sportsman's" pocket knife is one of the most versatile and rugged tools a man can own. It has a large spear blade, small pen blade, an

opener, screwdriver, cap lifter, corkscrew and awl—everything a Seafarer might need in one compact knife.

SPORTS LANTERNS: Two interesting and useful battery-powered lanterns, for men who like hunting, fishing and outdoor camping, are the Chest Light and the Head Lantern, sold by sporting goods stores and the large mail order houses like Montgomery Ward.

The Chest Light is the size of a pack of cigarettes. You wear it around your neck on a strap. It was designed especially for night fishing so a man could use both hands for baiting hooks, etc. But it's even useful for changing a flat at night. The head lantern is designed like a miner's lamp and also frees a man's hands for fishing or other night activity. It can be worn on your head, carried as a hand lantern or used as a stationary light. It weighs only a quarter of a pound and has a long cord running to a four-cell battery case which you carry in your belt or pocket.

SIU Aids More PHS Transfers

Several more Seafarers who have been treated in private or city hospitals have had SIU Welfare Services arrange transfers for them to a Public Health Service facility in recent weeks. One of them is Seafarer Victor Shavroff who suffered a severe compound fracture of his right leg enroute to his ship.

As reported previously in the LOG the Public Health Service will provide transportation for seamen from a private hospital to a Public Health facility in the event circumstances compel a seaman to seek treatment in a private hospital. Further, PHS will pay the hospital bills in many instances, provided that PHS is notified immediately that the seaman seeks transfer.



Shavroff

Welfare Service has been instrumental in arranging a good number of such transfers and seeing to it that the seamen's needs are met

and that he has the necessary discharges and seamen's papers on hand to qualify for admission to a PHS hospital.

Ambulance Called

In Shavroff's case, he was on his way back to the Steel Artisan when he tripped and fell over an obstruction and was badly hurt. An ambulance was called, and Shavroff was rushed to Kings County hospital, a city institution, for immediate treatment.

As soon as Welfare Services learned of the Seafarer's misfortune, a Union representative headed for the Kings County hospital to make necessary arrangements for his transfer. Because he underwent extensive surgery on his fracture, Shavroff could not be moved immediately. What Welfare

Services could do at the moment was to make certain that he was eligible to enter the Public Health Service hospital. Proof of his eligibility was obtained, clearing the way for his transfer.

After several days at King County, doctors in charge there notified the Union that Shavroff was in condition to make the ambulance trip across to Staten Island. The Public Health Service hospital was notified accordingly by Welfare Services and an ambulance sent to pick Shavroff up.

Like other Seafarers involved in similar situations, Shavroff is eligible for his SIU hospital benefit from the day he entered Kings County hospital. The hospital representative will see to it that he collects all money due him from the time of his injury.

RECENT ARRIVALS

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

Michael Ellis Prudhomme, born October 28, 1954. Parents, Mr. and Mrs. Joseph H. Prudhomme, Covington, La.

Keith Lee Ballance, born October 30, 1954. Parents, Mr. and Mrs. Winfred N. Ballance, 218 W. 16th Street, Norfolk, Va.

Evonne Marie Richardson, born October 28, 1954. Parents, Mr. and Mrs. Hubert E. Richardson, Route 1, Box 35, Sulphur, La.

Deborah Anne Harbman, born September 28, 1954. Parents, Mr. and Mrs. William H. Harbman, 9027 W. Shorewood Drive, Mercer Island, Wash.

Sharon Denise Juzang, born October 25, 1954. Parents, Mr. and Mrs. James B. Juzang, 405 Calhoun Street, Mobile, Ala.

Marva Jean Gable, born August 3, 1954. Parents, Mr. and Mrs.

Henry James Gable, 1301 W. 7th Street, Whistler, Ala.

David Lee Hartline, born September 15, 1954. Parents, Mr. and Mrs. Lloyd E. Hartline, 2115 Gaylord Drive, Dallas, Texas.

Debra Rae Casanova, born September 27, 1954. Parents, Mr. and Mrs. Ray H. Casanova, 4303 Cartier Avenue, New Orleans, La.

Christopher Paul Achoy, born October 14, 1954. Parents, Mr. and Mrs. Charles P. Achoy, 149 W. 179th Street, Bronx, NY.

James Mitchell Black, born October 10, 1954. Parents, Mr. and Mrs. James Black, 2058 Washington Avenue, Bronx, NY.

America Morales Muniz, born July 14, 1954. Parents, Mr. and Mrs. Jose Morales Vega, 263 Buenaventura Street, Villa Palmeras, Santurce, Puerto Rico.

Della Luz Perez, born August 27, 1954. Parents, Mr. and Mrs. Ruben Perez Negron, 334 Providencia

Street, Villa Palmeras, Santurce, Puerto Rico.

Jan Van, born October 4, 1954. Parents, Mr. and Mrs. Ching Z. Van, 134 Suffolk Street, New York, NY.

Marcus Webb Garrett, born September 18, 1954. Parents, Mr. and Mrs. Leonard I. Garrett, Route 1, Box 145, Fairbanks, Texas.

Catherine Mary Rogers, born October 20, 1954. Parents, Mr. and Mrs. Patrick I. Rogers, 344 21st Street, Brooklyn, NY.

Edward Michael Molineaux, born October 21, 1954. Parents, Mr. and Mrs. Edward Molineaux, 525 Pfiffer Street, Camden, NJ.

Roberto Principe, Jr., born October 13, 1954. Parents, Mr. and Mrs. Roberto A. Principe, 514 E. 145th Street, Bronx, NY.

Pedro Galace, born September 27, 1954. Parents, Mr. and Mrs. Ismael Galace, 11 St. Marks Place, Brooklyn, NY.

Craig Philip Price, born October 30, 1954. Parents, Mr. and Mrs. Samuel W. Price, 4611 Touro Street, New Orleans, La.

James Lee Francum, born October 16, 1954. Parents, Mr. and Mrs. Carl L. Francum, Route 9, Box 251, Lenoir, NC.

Charles Wesley Stansbury, born October 12, 1954. Parents, Mr. and Mrs. Gary W. Stansbury, 19 Jeffrey Street, Baltimore, Md.

Judith Lynn Brookshire, born October 17, 1954. Parents, Mr. and Mrs. Robert L. Brookshire, 463 D Riverdale Street, Los Angeles, Calif.

Sharon Elizabeth Arscott, born October 16, 1954. Parents, Mr. and Mrs. David W. Arscott, 1464 Flatbush Avenue, Brooklyn, NY.

Evelyn Vazquez, born October 27, 1954. Parents, Mr. and Mrs. Polo Vazquez, 106 E. 116th Street, New York, NY.

Ernest Jeffrey Harris, born October 19, 1954. Parents, Mr. and Mrs. Ernest Edison Harris, 3138 W. Solano Drive, South Phoenix, Arizona.

Malk Darley, born August 5, 1954. Parents, Mr. and Mrs. Milburne Darley, 358 Drummond Park, Panama City, Fla.

SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS

REPORT ON BENEFITS PAID

From 11-8-54 To 11-19-54

| | | |
|--|-------|-----------|
| No. Seafarers Receiving Benefits this Period | 799 | |
| Average Benefits Paid Each Seafarer | 60.22 | |
| Total Benefits Paid this Period | | 48,121.86 |

WELFARE, VACATION BENEFITS PAID THIS PERIOD

| | | |
|---------------------|-----------|-----------|
| Hospital Benefits | 4,470.50 | |
| Death Benefits | 5,000.00 | |
| Disability Benefits | 1,475.00 | |
| Maternity Benefits | 9,000.00 | |
| Vacation Benefits | 28,176.36 | |
| Total | | 48,121.86 |

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

| | | |
|--|--------------|--------------|
| Hospital Benefits Paid Since July 1, 1950* | 585,785.50 | |
| Death Benefits Paid Since July 1, 1950* | 1,089,361.20 | |
| Disability Benefits Paid Since May 1, 1952* | 65,570.00 | |
| Maternity Benefits Paid Since April 1, 1952* | 309,400.00 | |
| Vacation Benefits Paid Since Feb. 11, 1952* | 3,849,967.99 | |
| Total | | 5,899,084.79 |

WELFARE, VACATION PLAN ASSETS

| | | | |
|--|----------|--------------|--------------|
| Cash on Hand | Vacation | 657,112.58 | |
| | Welfare | 361,985.01 | |
| Estimated Accounts Receivable | Vacation | 183,208.00 | |
| | Welfare | 166,428.00 | |
| US Government Bonds (Welfare) | | 1,780,707.82 | |
| Real Estate (Welfare) | | 150,124.88 | |
| Other Assets - Training Ship (Welfare) | | 119,060.97 | |
| TOTAL ASSETS | | | 4,619,730.26 |

Submitted 11-22-54 Al Kerr, Assistant Administrator

FAMILY TROUBLES?

THE SIU WELFARE SERVICES DEPARTMENT

YOUR PROBLEM IS OUR BUSINESS

Operation Was Successful



Seafarer Bill Neef smiles happily from his hospital bed after operation to correct a long-standing eye-muscle defect.

SEEIN' THE SEAFARERS

With WALTER SIEKMANN



Brothers, it looks like the Coast Guard is cooking up a little scheme on physical tests which would make it very tough on Seafarers. It appears they are out to hardtime all seamen, but especially the men who wind up in a hospital even though it was the shipowner's fault that they got hurt in the first place. The brothers in the hospitals can rest assured that the Union will fight this one all the way down the line. Watch the LOG for further details.

Among the Union brothers hospitalized recently is Frank Strelitz of New York, who suffered an accident on the Seatrain Louisiana. Strelitz was night cook and baker aboard her, and was working in the meat box along with the steward when a heavy package of meat fell from the top shelf and hit him in the leg. The result was a broken leg and a spell in the hospital for Brother Strelitz.

Seafarer James Parker, AB off the Robin Trent, had to go in the hospital on November 16. Eye trouble has got him down. A double hernia put brother Joe Keelan out of action. Keelan was AB on the Chickasaw and entered the hospital on November 15.

Seafarer Alexander Leiner of Brooklyn was laid low when his appendix started acting up. It appears that the doctors may operate on him in the near future. Leiner was carpenter on the Steel Fabricator his last trip out. Sam Jonas' troubles come from kidney stones. He's been in the hospital since November 15 getting treatment. His last ship was the Seagarden.

Fred Delapenha, chief steward on the Steel Navigator, had to go in the hospital for treatment of a skin rash that's been bothering him. Fred lives ashore in New York. A touch of high blood pressure is keeping Seafarer Frank Fandino out of action for a while. He was fireman-watertender on the Alcoa Roamer his last trip.

Among the other brothers now in the hospital are E. Ramirez off the Beaugard; John Quigley, who was messman on the Steel Rover; Thomas Maher, who was oiler on the Steel Traveler; Albert Willis, oiler on the Bethcoaster on his last trip and George Robinson who was readmitted with a heart ailment.

Seafarers In Hospitals

- | | |
|---|--|
| <p>USPHS HOSPITAL NEW ORLEANS, LA.</p> <p>Joseph F. Adams Thomas Ankerson Louis Arena William D. Austin William R. Bates Perry Bland Victor Bonura George Books Charles Brady John E. Brady August A. Brodie Owen Butler John Carolan Sebastian Carregal G. W. Champlin Clouse Coats S. Cope Emile P. Davies Joseph Denton Serio M. Desoso Clarence Dyer John Emory Marcus Evans Thomas Fields William Fisher Olevar Flynn Leo Fintnot George Giercie George Gordano Roy M. Green Paul Hebert Lyle Hipp</p> <p>USPHS HOSPITAL SEATTLE, WASH.</p> <p>William E. Ellis Jack M. Hudson S. Johannessen</p> <p>USPHS HOSPITAL MEMPHIS, TENN.</p> <p>Albert DeForest</p> <p>USPHS HOSPITAL GALVESTON, TEXAS</p> <p>Ralph Armstrong Lyles D. Brunson W. S. Connors Thomas Dawson</p> <p>USPHS HOSPITAL SAN FRANCISCO, CALIF.</p> <p>Charlie C. Brown Henry J. Childs Luke Clamboll Leo Cronsohn Andrew Franklin Franklin Gilman Olav Gustavsen</p> <p>USPHS HOSPITAL NORFOLK, VA.</p> <p>Arthur Botelho H. M. Bumpass</p> <p>JERSEY CITY POLY HOSP. JERSEY CITY, NJ</p> <p>Esteban Morales</p> <p>USPHS HOSPITAL MEMPHIS, TENN.</p> <p>Charles Burton</p> <p>JACKSON MEMORIAL HOSP. MIAMI, FLORIDA</p> <p>William G. Gregory</p> <p>SAILORS' SNUG HARBOR STATEN ISLAND, NY</p> <p>Joseph Kosluszky</p> | <p>USPHS HOSPITAL FORT WORTH, TEXAS</p> <p>Woodrow A. Meyers Edward J. Toolan</p> <p>PHILADELPHIA GEN. HOSP. PHILADELPHIA, PA.</p> <p>Warren Nielson</p> <p>USPHS HOSPITAL STATEN ISLAND, NY</p> <p>Hussen Ahmed George T. Coleman Irving DeNobriga John J. Doherty Joseph F. Farrell Brigido Figueroa George W. Flood David S. Furman Estell Godfrey Fred Hauser Vincent Jones Noral Jorgensen Richard Koch Nils H. Lunsquist Donald McShane Joseph Malone</p> <p>USPHS HOSPITAL MANHATTAN BEACH, NY</p> <p>Fortunato Bacomo Frank W. Bemrick Claude Blanks Robert Booker Thomas Bryant Joseph C. Carr Ho Yee Choe Jar Chong Bart Gulanick John Hass Taib Hassen Thomas Isaksen John Keenan Ludwig Kristiansen Frederick Landry James Lawlor Kaarel Leetmaa James Lewis</p> <p>USPHS HOSPITAL BOSTON, MASS.</p> <p>Frank Alassvich E. F. Broussard Walter E. Gordon</p> <p>USPHS HOSPITAL SAVANNAH, GA.</p> <p>Paul B. Bland R. Carrollton Rufus L. Field James F. Lee Albert W. Lima</p> <p>JEFFERSON HOSPITAL PHILADELPHIA, PA.</p> <p>Royal Hargraves</p> <p>USPHS HOSPITAL BALTIMORE, MD.</p> <p>Marcelo Arona Thomas B. Bryant John Castro Carl E. Chandler Oswald M. Ergle Max Felix Louis Firle Gorman T. Glaze Michael Jablonski Edward Janowski</p> <p>A. H. Mander William E. Neef Joseph Neuhauer Oscar Olsen Abe Partner John Quigley W. L. Rackley Jose Rodriguez Natti Ruusukallio Jose Salgado William Saltarez Chong Sun Pedro Villabob Norman West N. D. Wilson Clifford Womack</p> |
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Group Of Seafarers On The Mend



Recuperating from a variety of injuries at the Staten Island USPHS hospital are these five Seafarers. Standing, left to right, are: George Coleman, John Doherty, and Norman West. Seated, George Flood and Matty Ruusukallio.

Lobster Tail Tainted, Co. Blames Victim

Rock lobster tails are considered a delicacy by many people but there's one Seafarer who will have no part of them from now on. He is Edwin Christian, who went through a lengthy bout of food poisoning after dining on the South African specialty while aboard the Robin Trent.

Piling insult on injury, the company tried to get Christian to sign a statement, which declared, among other things, that he was aware the food was tainted before he ate it. Christian hasn't signed the papers, and SIU Welfare Services has made it clear to the company that he would not have to sign them to collect his maintenance and cure.

Out of Action

Christian's troubles began aboard the Robin Trent after the lobster tail dinner in a South African port. He and several other crewmembers became violently ill with all the standard symptoms of food poisoning. While he was given medication, he failed to recover and was out of action all the way back to the States.

On the ship's arrival in New York, Christian was examined by a company doctor who recommended

that he get further medical treatment. He checked in at the Staten Island hospital where his ailment was diagnosed as severe food poisoning.

Since he is still not fit for duty Christian came up to the headquarters Welfare Services office for advice on how to collect maintenance and cure. The company office was contacted and Christian was sent there to pick up money due him.

When he got to the company office he was first asked to sign a statement which would have relieved the company of financial

obligation over and, above any maintenance and cure that was due him. The statement declared, among other things, that Christian knew the food was bad when he ate it.

Christian wisely refused to sign the statement and hotfooted it back to the Welfare Services office. Welfare Services gently reminded the company that he would not have to sign any statements of this kind to collect his maintenance money. At last word, Christian had not signed the paper and was well on his way toward receiving full compensation for his ailment.



Christian

Seafarer Seriously Ailing, Wife Flown To Bedside

A Seafarer who was suddenly stricken seriously ill had his wife rushed to his bedside from Houston, Texas, with the assistance of SIU Welfare Services. Further, as soon as he was well enough to be moved,

the Union arranged for him to be transferred from a local hospital to the Public Health Service Hospital on Staten Island where he is now given a decent chance of pulling through.

Seafarer Gustave Eklund was aboard the Seatrain Savannah when he suddenly suffered a severe recurrence of an old ulcer ailment. He was in serious condition and had to receive immediate medical treatment. Fortunately, the ship was docked at Edgewater, New Jersey, and Eklund was rushed to the Englewood Hospital for emergency aid.

Welfare Services was notified from the hospital that Eklund was in critical condition and might not survive. It contacted the SIU's

Houston branch office and asked the agent there to get in touch with Eklund's wife. Once she was notified, Welfare Services made arrangements for her to fly to Eklund's bedside.

In a few days, Eklund started to respond to medical treatment. Meanwhile, Welfare Services was in constant touch with the hospital. As soon as the Union office was notified that Eklund could be moved, it made arrangements with the Public Health Service for an ambulance to pick him up and take him to Staten Island.

Eklund was transferred on November 15, and is still on the critical list. His wife stood by him for two weeks and then, satisfied that he was receiving the best possible care, returned home to Houston.

Beware Of Case Chasers

Despite the best efforts of the authorities, the Public Health Service Hospitals are still plagued with ambulance chasers. Seafarers approached by these characters or their front men are advised for their own good to give them a fast brushoff.

It is well known that the ranks of the ambulance chasers contain many who will charge excessive fees or simply sell out their clients to the companies. Most of them are known to be pretty poor lawyers or else they wouldn't be digging for business the way they do.

The time to choose a lawyer is not while you are sick or injured and being hypnotized by a fast line of chatter. Wait until you are recovered and then if you need an attorney go out and shop around for the best attorney and the best deal you can get.

FINAL DISPATCH

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

John D. Lane, 50: On November 10, 1954, Brother Lane died of natural causes at his home in Law-

rence, Massachusetts. Burial took place at Immaculate Conception Cemetery, Lawrence, Massachusetts. Brother Lane joined the Union in June 1940, in New York and has been sailing as an AB. He is survived by his wife, Mrs. Vena Lane, 210 Arlington Street, Lawrence, Massachusetts.

Burial at sea



Seafaring men have a unique set of customs for all occasions, and the sea burial is very much a part of their tradition.

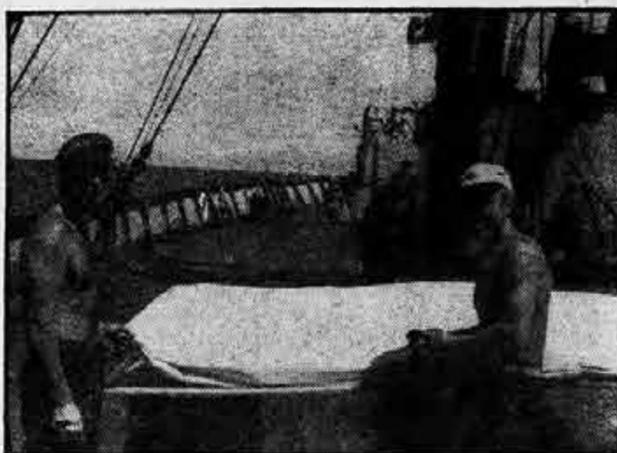
Whether it is performed because of a dying wish, simple sentiment, or for health and safety reasons, the burial at sea is a singularly solemn affair.

The flag dips to half-mast, ship's engines come to a halt and the ship's log records the time, place and cause of the event while his shipmates gather on deck to pay their last respects.

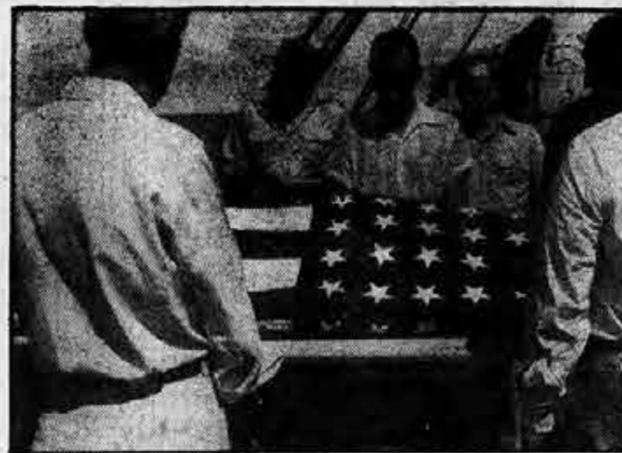
For his passage to the deep, the departing seaman is entombed in a weighted canvas bag or casket draped with the flag and a solemn prayer is intoned. Soon after, engines resume, and the work of the living goes on.

The photos on this page record the burial of Seafarer Peter Cheklin, 56, a member of the SIU for the past ten years, who died of a heart attack on August 31, 1954, aboard the SS Mother M.L., enroute from San Francisco to Korea.

The ceremony performed at that time was typical of those which ships' crews are called on to perform on such occasions and which seamen have been taking part in for centuries.



Ship's flag (above, left) stays at half-mast for as long as the deceased remains aboard the vessel. Here, Bosun H. Knafllich (left) and L. Tyburczy, DM, sew up the canvas.



On day of funeral, engines stop and crew gathers to pay last respects. Chief Mate reads Bible as ship's delegate A. Anderson (short sleeves), Captain, others bow heads.



In mid-ocean, crew observes two minutes of silence in tribute to their departed shipmate after prayer is read at short burial service on deck.



At end of service, make-shift platform holding flag-draped coffin is dipped towards sea and the weighted bag drops into water.



After the deceased is given to the sea, crew lines rally to pay last tribute as first and third assistant engineers carefully fold the flag.



Engines start up again and ship circles buoy dropped to mark the place of burial three times. This is "last look and goodbye," as ship's work and voyage resumes.