

UNION WINS FIGHT OVER JOBLESS PAY

Court To Calmar: 'Pay Benefit'

Story on Page 3

Beamed To Germans.

German maritime workers anxious to learn about conditions under US flag get information on Seafarers and their welfare benefits from Claude Simmons, SIU assistant secretary-treasurer. David Berger, editor of the German section of the Voice of America, recorded interview which was broadcast to stations in German seaport towns. Subjects discussed included manner in which SIU Welfare Plan operates and how various payments—hospital, maternity, disability, scholarship and death benefits — are handled. The broadcast is one of several which has featured the SIU, Seafarers and various officials of the Union.



Wait 'Til Next Year.

Among the youngsters who competed in the annual Soap Box Derby in New Orleans was Mark Schaneville, 13, whose entry was sponsored by the New Orleans SIU branch. Schaneville, who, like other competitors, built his motorless racer himself, ran second in his Class A heat race. He promised to be back with a winning mount next year. The Derby is sponsored by the New Orleans Recreation Department and the "New Orleans Item."

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January-June 1954

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Congress Supports New Tanker Bills

WASHINGTON—Two major parts of the Government's maritime program for this year have already cleared most legislative hurdles and seem likely to wind up on the statute books before the current session of Congress winds up shortly.

One, a so-called "trade-in-and-build" tanker measure, has passed both houses in similar form and requires only minor adjustments before going to the President. The bill would permit private tanker operators to sell their old T2s, to the Government and use the funds thus obtained to build new ones.

The object of the bill is to replace the war-built T2s, which are fast becoming obsolete, with larger and faster ships which would be suitable for commercial operation and also valuable to the nation in the event of a war or emergency. The ships bought by the Govern-

ment under this program would be retired to the reserve fleet, and would provide a sizeable tanker reserve in the event a sudden ship "break-out" was required.

The second bill, passed by the House last week in a form directly opposite to that in which it previously cleared the Senate, deals with a \$150 million tanker program under which the Navy would build and own 20 high-speed 25,000-ton supertankers. Under this measure, outmoded tankers now operated by the Navy or the Military Sea Transportation Service would be replaced and also put into the Government reserve fleet.

Thus, both tanker bills would provide a much-needed boost for the declining US shipbuilding industry and, at the same time, create a large tanker reserve.

The difference between the House and Senate versions of the Navy tanker bill lies in the House provision for Navy ownership of the vessels to be built. The Senate approved a bill providing for private construction and ownership of the new tankers; however, the feeling in the House was that it would be more to the Government's advantage to keep the ownership of the vessels for itself.

Under the House version, the ships would be operated by private companies on a long-term charter basis, and would be manned by civilian seamen. The Senate bill provides for the ships to be time-chartered to the Navy.

A provision of the "trade-in-and-build" measure gives trade-in preference to those tankers which have been documented under the US flag for the three years immediately preceding passage of the bill.

Unions Form Grouping For La. Politics

NEW ORLEANS—A permanent political and legislative arm has been created by Louisiana trade unionists with the formation of the United Labor Organization representing more than 400 AFL, CIO and independent unions in this state.

Establishment of the ULO followed adjournment of the session of the Louisiana legislature which passed a so-called "right-to-work" law outlawing union security clauses in contracts between labor organizations and management.

"Events of recent months taught us that political unity is essential to survival of Louisiana's great labor movement," said E. H. "Lige" Williams, president of the Louisiana Federation of Labor and chairman of the new ULO's executive committee.

"By projecting ULO into a permanent aggressive arm of all Louisiana labor, we are taking the first step toward a great statewide organization that will represent 100 percent of labor's objectives in political elections and legislative sessions," Williams explained.

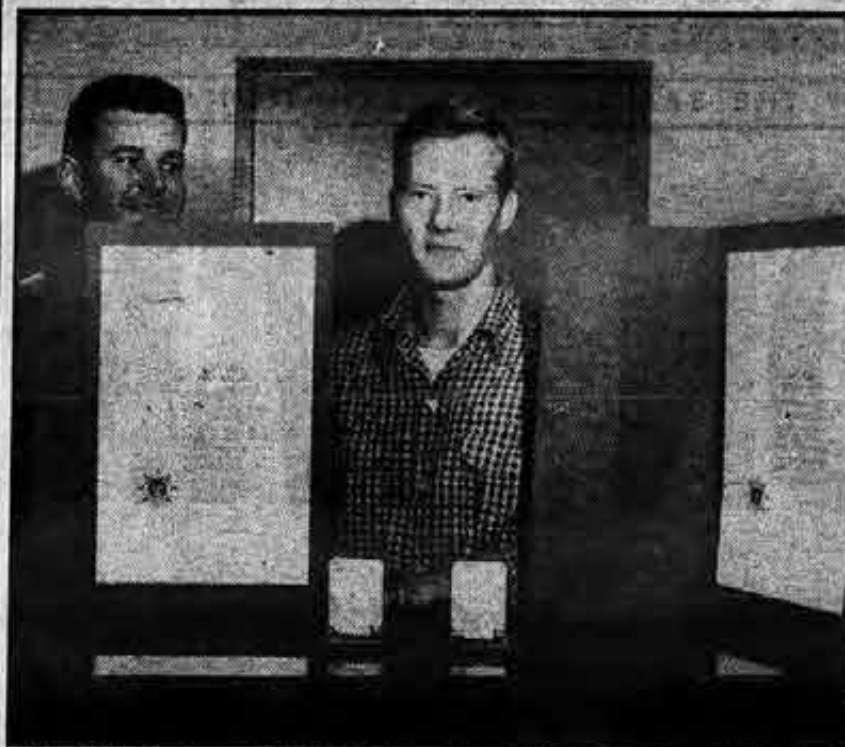
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Double Winner Has A Problem



First Seafarer ever to win two awards in an SIU art contest, Leif Hope (right) is pictured with his prizes, two award certificates and two engraved sterling silver cigarette lighters with an SIU emblem, for winning first prize for watercolors and tying for first prize in oils. In the Army, stationed at Fort Dix, NJ, he picked up his awards during a visit to headquarters with a former shipmate, Alex Leiter, AB, who sailed with him on his last ship, the Afoundria (Waterman). Naturally, he doesn't smoke.

Coast Unions Open Pacts; Ask Raises

SAN FRANCISCO—Seeking a six percent boost for all ratings, plus an additional week of vacation time, the Sailors Union of the Pacific and the Marine Firemen, Oilers and Watertenders have jointly reopened their agreements with West Coast shipowners.

The SUP-Firemen's action came after the companies agreed to give the CIO Marine Engineers and CIO Radio Operators a pension plus an additional week's vacation and other concessions. The companies and unions involved will decide by November 15 the contributions the owners will make to the pension funds.

Last September, the SUP and MFOU negotiated a pension plan and a union-operated vacation plan in lieu of wage increases for their membership. The action of the shipowners in giving additional concessions to the CIO radio operators and engineers' unions was cited by the SUP as upsetting the basic pattern on the West Coast and making necessary reopening of unlicensed contracts.

New Libraries Go Aboard Ships

Representatives of the SIU Sea Chest in all ports will begin stocking all contracted vessels with new ships' libraries in the next two weeks, in accord with the recommendations expressed by the Union membership during a six-week poll conducted by the SEAFARERS LOG earlier this year.

The new library assortments reflect the changes urged by the membership in the types of books supplied by the SIU program, which was launched nearly a year ago, in August, 1953. Completely new 50-book library packages are distributed on all SIU vessels every three months. The cost of the program is carried entirely by the Log Fund, at no extra cost to the membership.

Seafarers gave an overwhelming

vote of confidence to the idea of the libraries in the opinion poll which ended April 30, 1954. The poll was designed to get a sampling of membership opinion on the quality and types of books supplied, as well as the idea of continuing the library distribution altogether.

Only Two Votes Against

Two lone votes were cast for ending the program completely, while 42 percent of the Seafarers who participated in the poll recommended continuing the libraries as is, and the remaining 58 percent urged continuing it with slight changes in the proportions of the types of books supplied.

Accordingly, the 50-book packages supplied from now on will contain 8 Westerns, 16 mysteries, 12 novels, 8 non-fiction, 4 humorous books and 2 books on sports. The poll results showed a major demand for less Westerns and more novels and non-fiction. The proportions were therefore adjusted, from the previous breakdown of 15 Westerns, 15 mysteries, 10 novels, 4 non-fiction, 4 humorous books and 2 sports books.

All books supplied are of the handy, paper-bound size, and are

distributed through the facilities of the SIU Sea Chest under an arrangement with Pocketbooks, Inc., one of the country's largest distributors of small, paper-bound volumes.

AFL Dock Union Sets Convention

The first convention of the American Federation of Labor's longshore union, the AFL-ILA, will open in Chicago Monday for the purpose of drafting a constitution and setting up an autonomous structure for the new union.

The convention, meeting at the Atlantic Hotel, will be attended by delegates representing approximately 50,000 longshoremen and craft workers from the Great Lakes, rivers ports, Alaska, the Pacific Northwest, and locals on the Gulf and Atlantic Coast who have swung over from the old ILA.

New York Represented

In addition, AFL-ILA locals in New York City are sending delegates to participate in the deliberations.

Although the major business of the convention is the setting up of the physical apparatus of the new union, a good deal of planning is slated on the future activities of the union in the Port of New York. Control of the port is still at stake, as the National Labor Relations Board has not yet completed its count of challenged ballots in the last port-wide election.

Once the convention has completed its work, the five man board of trustees appointed by the AFL to supervise the new union, will automatically pass out of existence. The AFL itself will no longer have authority over the actions of the organization, although it is expected to offer some form of financial assistance.

MCS Winner In Ship Vote

SAN FRANCISCO—The AFL Marine Cooks and Stewards won another NLRB election when steward department crewmembers of the Harpoon voted six to one in favor of the SIU-affiliated union. It was one of several recent vote victories by that union.

The Harpoon is a Liberty ship operated by the Shepard Lines. MCS-AFL was the only union on the ballot with Harry Bridges' supporters urging a "no-union" vote. The ship was balloted by mail in Casablanca.

Meanwhile, the Labor Board has thrown out objections to the results of the steamschooner election which MCS-AFL won by a count of 20 to 2. Certification of MCS-AFL as bargaining agent is expected in a few days, after which the union will negotiate a contract.

Your SIU Meeting Rights

In order to constantly remind all SIU members of their constitutional rights in SIU membership meetings, the following statement is read at the opening of all SIU meetings throughout the nation.

These are the democratic principles which guide all SIU meetings:

Any member present at this meeting and in good standing, who so desires, has a right to nominate himself to any official meeting job in this meeting. This also applies to a place on any committee that may be elected at this meeting.

Any member present in good standing has the right at any time, if he so desires, to challenge the decision of the chair or ask for a division of the house on any such question. Any member may also request a show of books of each man present who may vote on any question.

Copies of the minutes of tonight's meeting will be available in advance of the next regular meeting in the business office for the benefit of any member in good standing who wishes to read or study same before the next regular meeting commences.

In addition to tonight's minutes being made available, the membership is advised that in each SIU business office where a Port is maintained in the continental United States, minutes of all SIU meetings, regular, special, financial, or otherwise are always available to any member in good standing who desires and so requests to read and study same.

The officials and committeemen who will be elected at our meeting here tonight as well as all of our other members present will be guided in the conduct of this meeting by the following:

1. The Union constitution.
2. Majority vote of the membership.
3. Robert's rules for order.

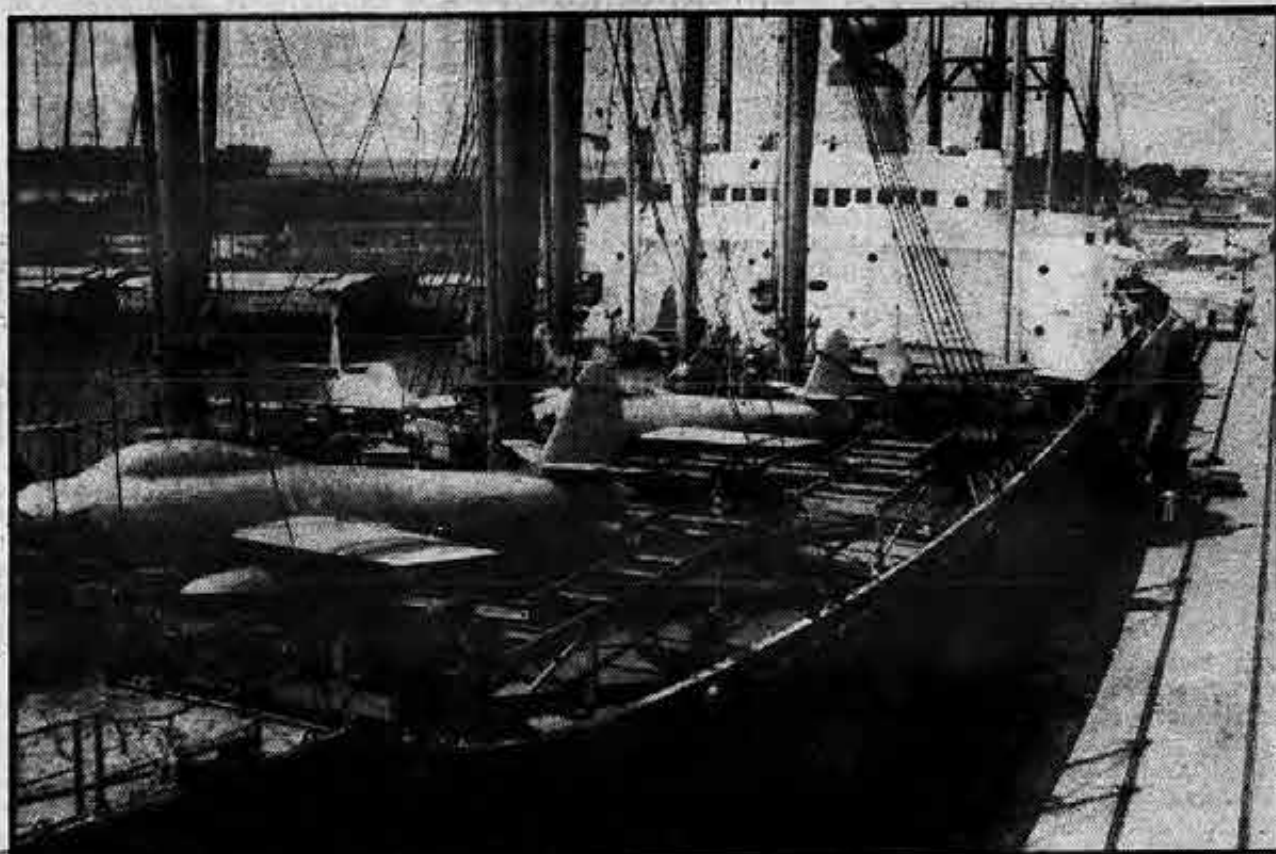
If, in the opinion of any member in good standing present, he is denied by this meeting any of the above-mentioned rights, he is requested to call this to the attention of the secretary-treasurer, by registered mail, special delivery, return receipt requested, before the next regular meeting so that the secretary-treasurer will have sufficient time to submit copies of any such protest and a report on same to the membership at the following regular membership meeting for action thereon.

In order to establish whether or not there is a quorum present, will all of those members in good standing please hold their books up so that they can be counted.

The membership count shows that there is a quorum present. Therefore, this meeting will now come to order.

The first point on the agenda tonight will be the election of officials for this meeting.

Peninsula Mariner Provides Sea-Lift For Aircraft



Docked at the Brookley Air Force Base, Mobile, the new Peninsula Mariner has a deck cargo of 17 jet fighters brought back from the Far East for repairs and overhauling. Peninsula Mariner—specially designed with deck that permits carrying planes intact—is operated by Waterman Steamship Corporation for MSTs.

Dry Cargo Companies Starting Payment Of Retroactive Wages

Payment of retroactive wages under the SIU dry cargo contract is getting underway as SIU companies are setting up payrolls and office machinery for dispensing wages due.

Some companies have already started to make payments, while others expect to do so in the very near future. The task is a complicated one in light of the fact that retroactivity extends back to October 1, 1953. That means that the average Seafarer will be receiving retroactive pay checks from several ships and in some instances from several shipping companies.

Among companies already paying are Seatrain, Bull, South Atlantic and Isthmian. Seatrain Lines has payrolls ready for all its ships

2 Tanker Co's Ink New Pact —Others Due

With two companies already signed, the Union is making good progress in its current contract talks with tanker operators. The two companies signed are the Colonial Steamship Corporation and Oil Carriers Joint Venture.

Meanwhile, the Union is continuing its talks with the Cities Service Oil Company and other tanker companies. The old contract with these companies expired September 30, 1953, and the new contract talks call for all wage and OT gains to be retroactive to October 1, 1953.

The new tanker pact is expected to follow the pattern of the recently-negotiated freighter agreement in percentage pay and OT boosts and changes in general and working rules. Application of the same percentage increases won for freighter men would preserve the traditional pay differential in favor of tankermen.

The freighter agreement calls for wage boosts ranging from two to six percent, and new OT rates ranging from \$1.51 to \$1.98. The agreement was ratified by the membership June 18 and the companies are now paying the new rates and also paying off on retroactive pay.

and will make payment on presentation to any company agent of a man's discharges, and filling out of a receipt for each vessel sailed on. The company has a teletype system which should make for speedy handling of checks.

All But Five Ships

Bull Lines has been mailing out checks on all but five of its vessels, taking them in alphabetical order. Ships remaining to be paid are the Mae, Marina, Rosario, Show Me Mariner and Suzanne.

Crewmembers of any other Bull Line ships who have not received their checks should contact the company because of the possibility that the checks have come back in a change-of-address mixup. Any Seafarers who have changed their address and have money coming to them should check with Bull Line's main office.

The company reports that a number of checks it has mailed out have already been returned because the Seafarers for whom they were intended are no longer at the address given.

South Atlantic Steamship Company has payrolls completed on its ships and the money can be obtained by contacting the company in Savannah. Isthmian Steamship Company has payrolls ready on four ships, the Steel Ranger, Steel Admiral, Anniston City and Hoosier Mariner, with more being readied each week.

August Payment Date

The majority of companies not

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: July 28, Aug. 11, Aug. 25.

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

paying yet expect to begin payments sometime next month. Mississippi Shipping Company is ready to make payments, via the mails only, as of August 2 on its com-

(Continued on page 20)

SIU Vet 'Moon' Kouns, 42, Dies Of Heart Attack

NEW ORLEANS—Martin H. "Moon" Kouns, veteran Seafarer and a member of the Union staff at the New Orleans SIU branch died here July 17 of a heart attack. He was 42 years old.

Kouns was stricken while attempting to push his stalled automobile on Highway 11 at Irish Bayou at about 7 PM last Saturday. He had served some time as a temporary patrolman and was a doorman at the branch hall for about eight years. Before that he sailed in the deck department, as an AB.

On Monday, July 19, at a special meeting, the New Orleans membership requested the hall be closed the following day, Tuesday, out of respect for their departed brother. He was buried Tuesday, following a funeral at Ransons Funeral Home, 7024 Elysian Fields Avenue, attended by a large delegation of Seafarers and officials of sister unions in the area. The hall remained closed to business the entire day.

A colorful figure, Kouns was known to his host of friends in the SIU and particularly in New Orleans, his home city, simply as "Moon." Only his intimates knew his full name.

Early in his lifetime, he was a professional boxer in the light heavyweight division. He was famed locally for having fought a 20-round draw about 20 years ago with Kayo Baer on the West Bank, which was said to have been the longest bout in the modern history of New Orleans' boxing.

A master storyteller, he could produce a yarn on any subject upon demand. His experiences be-

Union Wins Fight For Jobless Pay

An attempt by a major SIU-contracted steamship company to fatten its treasury at the expense of unemployed Seafarers has been defeated again through a unanimous New York State

court ruling in favor of the SIU. The victory for the men of the SIU involved the Calmar Steamship Company, which attempted to deny unemployment insurance benefits to any man who may leave his ship in accordance with membership-adopted Union rules. A similar attempt by another SIU-contracted company was defeated several years ago.

The current attempt by Calmar to deny a permitman unemployment insurance stems from the New York State law which grants rebates to companies that have low employee turnovers. By denying seamen who pay off their right under the unemployment laws Calmar hoped to increase its annual rebate of money from the State.

In ruling in favor of the SIU, the Appellate Division of the New York State Supreme Court unanimously held that the position taken by the SIU was "fair, reasonable and just."

The court ruling held further, that as far as New York State is concerned, any permit laid off a ship under the 60-day rule is entitled to his unemployment insurance in this state. This of course would apply only to com-

panies that have their main office in the state.

Calmar is now expected to try to appeal the case to the Court of Appeals, the State's highest court, and eventually to the United States Supreme Court. However, the unanimous nature of the Appellate Division's decision and the strongly-worded contents of that decision make it doubtful that the company will have any success in overturning it.

As a matter of fact, because of the unanimous decision of the Court, Calmar now will have to (Continued on page 20)

SIU Witnesses To Crash Wait Tug Salvage

MOBILE.—Two SIU members and three officers of the Alcoa Clipper (Alcoa), detained by Venezuelan authorities in an investigation of a fatal collision involving the Clipper and a tugboat on June 26, are still waiting to testify pending completion of efforts to raise the sunken tugboat.

Company officials here said Seafarers Joseph Busheed, who was quartermaster on the wheel watch, and Maurice Kramer, OS, who was working on deck at the time of the mishap, as well as Captain Yngvar Krantz, master; Clyde O. Eddy, chief mate, and Sam White, first assistant engineer, had been moved from La Guaira, scene of the accident, to Caracas.

The men were being allowed complete freedom in Caracas, where they were being lodged in first-class hotels, but were not allowed to leave Venezuela, Alcoa reported. Salvage equipment was being rushed from another Venezuelan port to raise the tug for examination.

Meanwhile, the Alcoa Clipper was examined in drydock here at the completion of her last voyage and was found to be undamaged. The Clipper was able to resume sailing without interrupting her schedule and is now back on her regular run to Caribbean ports.

The fatal harbor accident which is being investigated took the lives of three persons, two men and one woman, all of them on the tug. The woman was the wife of the tug engineer, who also died. The engineer's child narrowly escaped death when the pilot who had been taken aboard the tug just before the accident grabbed the child and swam ashore.

Following the mishap, which occurred in the early dawn, at about 4:30 AM, the Clipper was detained by Venezuelan authorities for five days, during which various members of the crew were taken ashore for questioning in connection with the accident. Eventually the ship was allowed to sail, but the five crewmembers were still detained. A relief skipper, Capt. J. M. Castro, was flown down from Mobile to bring the ship back.



Seafarer Martin H. "Moon" Kouns is shown as he spoke his piece during a membership fete in New Orleans.



SIU crewmembers, ship's officers and Robin Line officials take part in presentation ceremony as duplicate of safety award presented to company is turned over to Robin Tuxford captain, for display aboard the ship. Pictured (l-r) are: J. Berger, 1st asst.; L. Thomas, chief engineer; C. Wells, assistant port captain; J. Condon, personnel head; L. Pate, vice president (presenting plaque); Seafarers O. Bourne, carpenter, and C. Iannoli, bosun; K. Chambers, master; S. Elan, chief mate; H. Wick, American Bureau of Shipping; Seafarer W. Marcus, steward; S. Crane, purser; B. Alewine, assistant port Steward. The ceremony took place aboard the ship at its Brooklyn pier.

Robin Crews Get Safety Award

Seafarers who shipped with Robin Line during 1953 helped pile up an impressive safety and accident prevention record on the company's ships last year, according to the National Safety Council.

The achievement in the field of safety prevention has been recognized by the Council in the form of an "Award of Honor" plaque presented to officials of the company. Duplicates of the award are being placed aboard all Robin Line ships as they arrive in New York, with the Robin Tuxford first to get its award.

Each year the National Safety Council presents industrial organizations which demonstrate unusual progress and significant improvement in reduction of accidents to personnel with the "Award of Honor."

Robin Line received the award in the shipping field as a result of its 1953 record showing a 94 percent improvement in its accident severity rate and a 59 percent betterment of its accident frequency rate as compared to the average of its

1951-52 ratings and the industry's average for the same period. The accident severity rate represents days lost. The frequency rate means the number of lost time accidents. Consequently, as the figures show, Robin Line cut down very sharply on both the number of accidents and the more serious mishaps.

Additional recognition in the safety field came to Robin in the form of a certificate naming it a second place winner in the annual competition among privately-owned dry cargo and passenger ship lines as to annual accident frequency rates. The Matson Navigation Company won first place and United States Lines took third position.

Permanent, Temporary '50-50' Bills Gain Ground In Congress

WASHINGTON—Both the permanent and temporary '50-50' bills are within an eyelash of passing Congress as both Houses attempt to wind up their business by the end of the month. With a favorable report from the House Merchant Marine Committee in its corner, the

only remaining obstacle in the way of a permanent "50-50" is a Presidential veto. The bill has already passed the Senate and seems certain to go through the House of Representatives.

The temporary "50-50" bill is the one that deals with this year's foreign aid appropriations. A "50-50" provision was included in the House version of the foreign aid bill, and the Senate Committee on Foreign Relations has reported the bill to the floor of the Senate in pretty much the same shape as the House did. Since "50-50" has been acted on favorably in every year since the foreign aid program started, and the Senate has gone on record for a permanent law, no trouble is expected in pushing the foreign aid bill through in its present form.

The difficulty on permanent "50-50" lies in the attitude of the President and the administration in general. Spokesmen for the State Department, the Defense Department and other government agencies had attacked the bill, principally on the grounds that it was objected to by friendly maritime nations.

Should the President veto the bill, supporters of "50-50" would have to muster enough strength in both House and Senate for a two-thirds vote to override the President. In an election year, it's not believed likely that Congress would do so.

Further, with the session drawing to a close, the President might be able to veto the bill after Congress has gone home for the summer.

Both the maritime unions and the shipping industry are solidly united in support of the bill.

ing in the Port of New York on October 25, 1948. He's 27 years of age.

Serving as recording secretary for the Baltimore port meeting is Seafarer William D. Kenny, who sails in the steward department. Kenny, who is a native of Scotland, joined the SIU in New York on November 28, 1945. He's 60 years of age.

Down in the Gulf at Lake Charles, Louisiana, Seafarer James F. Mapp ran the Lake Charles port meeting. A native of Mississippi, he has his home in the town of Lexington in that state. Mapp sails in the engine department and has been a member of the

SIU since May 10, 1941, when he joined up in New Orleans. He is 62 years old.

Serving as recording secretary at the meeting, along with Mapp, was Seafarer Arthur A. Baker of Madill, Oklahoma. Baker joined the Union in New York on June 2, 1944. He celebrated his 29th birthday this past Wednesday.



Mapp

BROTHER CHAIRMAN!

In Wilmington, California, for the moment, but probably not for long is Seafarer Lee De Parlier, who sails in the steward department, and who took a hand in the running of the port meeting. De Parlier, who served as recording secretary for the port meeting, can be remembered as the man who stuck out a full 14-month rugged Persian Gulf shuttle on the Fort Bridger.

When the trip ended he was one of two SIU men left aboard the tanker. More recently his photographs of the mahogany loading operation on the Gold Coast were found on the display pages of the SEAFARERS LOG.

De Parlier, who is 28, comes originally from North Carolina, and joined the SIU in New Orleans on August 31, 1948.

Elected chairman of the Savannah port meeting last week by a margin of 23 to 20 was Seafarer James Chassereau of Mount Pleasant, North Carolina. Chassereau, who sails in the engine department, has been an SIU member for nearly six years, join-



Chassereau

As I See It . . .

Paul Hall



THE THIRD REPORT ON UNION-CONDUCTED TRIALS AND appeals since the adoption by the membership of the revised Union constitution appears on page six of this issue. The membership will note that in the past-six month period there were very few instances in which SIU men have found it necessary to bring any of their brothers up on charges.

Your Union, of course, is well pleased with this state of affairs, since it reflects a considerable degree of self-discipline on the part of the membership as well as the smooth functioning of the Union's shipboard machinery for settling beefs.



Offhand, headquarters believes it is proper to draw the conclusion that the shipboard meetings and our system of ship and departmental delegates has had much to do with this favorable development. It means that the Union brothers are settling differences among themselves in proper fashion and the few men who might have a tendency to break out and perform are being kept in line by their own shipmates.

Safeguard Rights

Of course, it always can be expected that from time to time some men sailing SIU ships will commit some breach of our Union rules and regulations. Seamen, being human beings like anybody else, are bound to have some bad moments. When that does happen, the men involved are assured that their rights are fully protected by the safeguards written into the Union's trials' procedure.

Your Union has tried very hard to make it a point of carefully following the kind of procedure that every American is entitled to receive when he has his day in court. From experience, it appears that this attempt has been a successful one.

AS REQUESTED BY THE MEMBERSHIP, YOUR UNION HAS made some changes in the selection of books placed aboard the ships. After running this library program for a year on an experimental basis, it was found that the membership was very much satisfied by the way it was operating, but indicated that they would like a slightly different selection of reading matter.

Accordingly, arrangements have been made with the publishing house to give the membership the kind of books that they have requested, and the new selections that will be going aboard from now on will reflect this.

These books, as you know, are supplied through the LOG fund, and are put aboard by the Sea Chest representative when he visits the ship. Each ship is entitled to a 50-book selection every three months. As always, the membership is invited to let headquarters know how they feel about the kind of books being put on board, and about the way the whole program is being run.

MENTION HAS OFTEN BEEN MADE IN THIS CORNER ABOUT the operations of the Seafarers Welfare Plan and the kind of programs that your Welfare Plan has been developing. One of the things your Union has always been proud of is the fact that it insisted on setting up a special list when the Welfare Plan was first agreed on with the operators, to take care of those ailing Seafarers who would not be covered otherwise. These were the Seafarers who were in the hospital at the time the Plan was negotiated, and consequently, had no money paid into the fund on their behalf by the operators.

Normally, under the kind of Welfare Plan administered by an insurance company, these Seafarers would simply have been left out in the cold, but your Union could see no justification in a situation whereby they would be in the same ward in the same hospital with other Seafarers who were receiving benefits—simply because they happened to get sick during the period prior to the plan's going into effect.

In the last four years that the Welfare Plan has been operating, this special list has shrunk considerably as the Seafarers in question were discharged or went on their final voyage. But there are still a handful of Seafarers today, more than four years after the Plan began, who are receiving their weekly hospital benefits through the special list, just like all the other hospitalized brothers in the Union.

Certainly, these men, who have been confined for so long a period of time, deserve the same consideration and need the same assistance, or more, as the man who is in drydock for two or three weeks. The Union considers that the establishment of the special list, together with the unlimited feature of our hospital benefits, is one of the soundest moves ever made under the Welfare Plan.

OVER THE OBJECTIONS OF THE MARITIME UNIONS, Congress has approved the sale of 12 Government-owned C1-MAV-1 ships to Brazil. The reasons given for approving this action are that it will help our relations with Brazil and will help our ships down there that are being discriminated against on berthing and in various other ways.

One of the conditions of the bill is that these ships are to be used in the local coastwise trade of that country, which means they will not be competing in any way with American flag operators. However, your Union's position, and that of the other maritime unions, was that the sale of ships to a foreign nation is going to increase the pressure by other countries that are out to get US surplus tonnage, and some of these other countries would be using ships bought from the US to compete with our operators.

Consequently, the Union intends to keep a weather-eye peeled on future developments along these lines. It remains to be seen if this particular sale will have any bearing on future actions by our Government.



Top of the News

INDO-CHINA ARMISTICE IS SIGNED—The Indo-China armistice was signed in Geneva after eight years of bitter warfare. The ceasefire will split the big coastal state of Vietnam between pro-Western and Communist-led regimes. It will also halt the fighting in Laos. French Gen. Georges Detell signed the two accords—one covering Vietnam and the other Laos—on behalf of the French-Vietnamese and the French-Laotian commands, while Gen. Quang Buu signed them for the Communist-led Vietminh rebels. The signing was a signal victory for French Premier Mendes-France who had staked his government, dedicated to making the French live within their means, on obtaining a truce by midnight of the day before the signing.

US RECOGNIZES NEW GUATEMALA REGIME—The US granted formal diplomatic recognition to the new anti-Communist government of Guatemala, following that country's orderly return to peace. Defeat for the Communist regime of former president Jacobo Arbenz Guzman by insurgent forces proved a diplomatic victory for the US, with peace once more restored in the Western Hemisphere and the sole pro-Communist government in Latin America out of business. The governing military junta led by insurgent leader Lieut. Col. Carlos Castillo Armas, meanwhile, moved to ease political tensions in the country by pledging fair treatment, including land reforms, to peasant and labor groups.

EISENHOWER ADMINISTRATION WHIPPED ON HEALTH PLAN In Washington, the House of Representatives by a vote of nearly 2-1 turned down the President's recommendations for stimulating the growth of private and non-profit hospital and medical insurance plans. Liberals termed the program "inadequate" and "poorly drawn," while conservatives, bolstered by the strenuous objections of the American Medical Association to any form of aid for medical and hospital insurance plans, attacked it as a form of "socialized medicine." The defeat for the Administration came four days after a national broadcast from the White House urging passage of the legislation.

LID OFF ON BEEF FOR BRITAIN—After nearly 15 years of government control, fresh meat—the last food to go since wartime controls went into effect in 1939—went off the ration lists in Great Britain. The day decontrol began prices rose almost to the US level, but quickly tapered off as British housewives immediately shied off from buying. The weekly ration of fresh meat had been about a pound per person and, at one time, as low as a half pound.

WORLD COURT RULING AGAINST US STIRS NEW ANTI-UN FEELING—On the heels of a mild Congressional revolt against the United Nations on the issue of admitting Red China to the UN, the International Court of Justice at the Hague stirred new resentment against the world organization by ruling against the US on the question of indemnity awards to 11 UN employees dismissed for having refused to answer the questions of Senate probers concerning possible Communist ties. The awards, ranging from \$6,000 to \$40,000 back pay and other penalties, would be paid by the UN, about a third of whose funds are supplied by the US.

MCCARTHY ISSUE HEADS FOR A SHOWDOWN—With final reports on the stormy McCarthy-Army hearings still weeks away, Republican Sen. Ralph Flanders of Vermont continued to press his case for stripping Wisconsin GOP Sen. Joe McCarthy of his Senate committee chairmanships unless the latter purged himself of questions raised by another Senate unit two years ago on McCarthy's financial transactions. Meanwhile McCarthy was forced to yield to the insistent demand for a staff housecleaning and accepted the "resignation" of Roy M. Cohn, chief counsel of the subcommittee on investigations. He also transferred the controversial assistant counsel, Don Surine, from the subcommittee staff to his personal payroll.

YOU and the SIU CONSTITUTION

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

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

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



Ask US Pay Channel Costs For Runaway-Flag Ore Ships

En-route to the States via Venezuela, a giant 63,000 deadweight ton foreign flag ore carrier, the Ore Chief, is likely to become the center of much controversy in the next few weeks. The huge vessel, 794 feet long and 116 feet in the beam, is one of three ships built, or being built, in Japanese shipyards to carry ore from US Steel Corporation's new iron ore mines in Venezuela to its plants in the United States.

The ships are owned by National Bulk Cargo Carriers Inc., which operates mostly under the Liberian flag. As such the Ore Chief falls into the pattern under which many ore carriers, tankers, and other new vessels are placed under foreign flags in order to avoid US taxes, wages, manning scales and other stiff operating requirements.

What makes the Ore Chief more controversial than other foreign flag operations is the fact that Uncle Sam is being asked to foot a whopping bill for deeper ship channels so that runaway flag operators can bring their giant ore carriers fully-loaded into the ports of Philadelphia and Mobile.

Draft Is 40 Feet

The draft of the Ore Chief, fully-loaded, is 40 feet. The present channel up to the Fairless Steel Works, US Steel subsidiary, is approximately 25 feet. Uncle Sam is being asked to spend \$87 million on

deepening the channel to 40 feet so that the huge foreign-flag ore boats can come in to Fairless Steel.

US Ships Don't Need It

No American-flag dry cargo shipping at present has any need for the 40-foot depth up to Trenton, since the Delaware River is 35 to 40 feet at the ports of Philadelphia and Camden, ample depth for American flag dry cargo operations.

Dredging Recommended

The Mobile Channel bill, recommended by the Army Corps of Engineers and approved by a House committee, calls for enlarging the bar channel to a depth of 42 feet and a width of 600 feet from its present 36 by 450 dimensions, and deepening the Mobile River channel to 40 feet, plus the addition of two turning basins.

Here the announced purpose of the work is to make it possible for US Steel's Tennessee Coal and Iron Division to bring large foreign-flag ore boats into Mobile. The company recently opened a new ore terminal in the harbor.

In other words, the Government

is being asked to spend almost \$93 million largely for the benefit of runaway flag operations. Very little of this harbor work has any immediate benefit for American-flag operations.

US Steel's Fairless plant is already being supplied by foreign flag ore carriers of considerably smaller dimensions than the Ore Chief. Obviously a ship drawing 40 feet fully loaded could hardly operate economically in a 25-foot channel such as the Delaware River now has at the site of the Fairless plant.

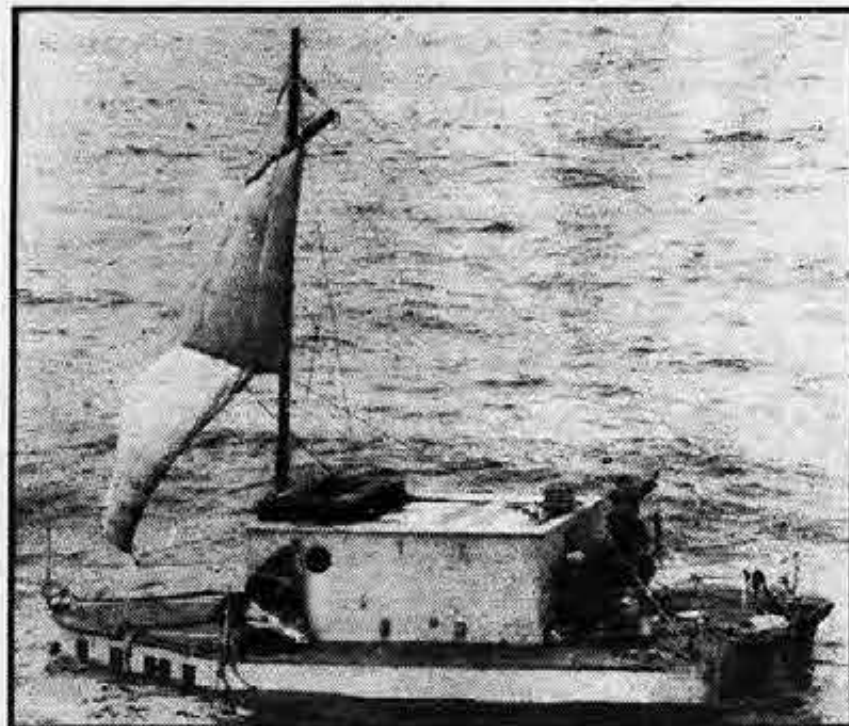
Wants Co. To Pay

To add an odd note to the proceedings, US Steel had been having a year-long argument with the Army Corps of Engineers on whether it should foot part of the bill for the Delaware River project. The Corps of Engineers had recommended that the work be done, but since US Steel is the only beneficiary, the Army thought that the company should foot half of the bill.

The company indignantly rejected the idea that it should pay even half of its own way. Clifford Hood, president of US Steel, has been quoted as saying that to do so would be to "extend special subsidy to a Government project," a statement which ignores the fact that the giant steel corporation is the only beneficiary of the project.

As the matter stands now, all US Steel is being asked to do under the current bill in the Senate is to provide a terminal and transfer facilities, as well as a turning basin, if necessary. The rest of the bill, \$87 million, would be footed by Uncle Sam, so that the Ore Chief and its sister ships will be able to take full loads into the Fairless Steel works.

Leaky Raft, Seasick Crew=Cancelled Trip



Odd-looking raft on which five amateur sailors hoped to drift from San Francisco to Hawaii is shown outside the Golden Gate on her second day out, with one of her crewmen holding up a fair-sized fish caught in the Pacific. After six days and a drift of only 62 miles offshore, amid frantic radio messages for someone to "get us off this damn thing," all five were rescued by a passing freighter and returned to port.

SAN FRANCISCO—Amid conflicting reports as to whether or not they were in grave danger, five amateur sailors who had set out to float to Hawaii on a raft were rescued by a United Fruit Company freighter, the Metapan. In six days they had drifted only 62 miles off shore.

The search was on for the ship when the Coast Guard started receiving frantic radio messages from the radio operator calling for someone to "get us off this damn thing."

The five men, under the leadership of a 38-year-old Mormon preacher, Devere Baker, were out to prove that the raft could drift to Hawaii and her passengers could subsist on the resources of the sea alone.

Of food there was plenty—all small sharks. As Baker said, "We had shark any time we wanted

it. They were always following us." What the amateur expedition failed to consider was two important factors—the seaworthiness of the raft, and of the sailors themselves.

The raft sprung a leak and water started coming in faster than it could be bailed. And the radio operator as well as other crewmembers became very unhappy, seasick sailors.

At last reports the Coast Guard was out to destroy the craft as a menace to navigation, although Baker declared that all he had to do was "caulk that seam and we could try it again."

US Lifts Ban, Okays 12-Ship Sale To Brazil

The first major sale of US ships to foreign nations since a moratorium on sales was declared March 1, 1948, has been virtually completed. Both Houses of Congress have approved legislation calling for the sale to Brazil of 12 CI-MAV-1 ships for use in that country's coastwise trade.

The bill was solidly backed by the Administration and the industry on the grounds that sale of the ships to Brazil would help improve relations with that country, and would also help eliminate discrimination against US ships in Brazilian ports.

Maritime unions opposed the bill because it would set a precedent for the sale of ships to other foreign nations.

The Ship Sales Act was passed in 1946 to permit both foreign fleets and American shipowners to replenish fleets that had suffered heavily from war losses. In renewing the act on March 1, 1948, Congress struck out the section dealing with sales to foreign nations, while the entire Ship Sales Act expired on January 15, 1951.

Consequently, the sales to Brazil will be the first US ship sales from the Government-owned fleet in more than six years.

MA Okays Another Transfer

WASHINGTON—The muddled situation regarding foreign-flag transfers of US dry cargo vessels took a new twist this month, with the disclosure that the Maritime Administration has given permission for another ship transfer despite a previously-announced hold-up on new transfers pending completion of a Congressional inquiry.

The Government ship agency had previously okayed transfers for three other dry cargo vessels, and has applications for 80 more still pending.

Protests against the relaxation of the restrictions on transfers

earlier this year, led by the SIU and other maritime unions, helped bring about the temporary halt. Maritime committees in both the House and Senate held hearings on the issue. A subsequent report by the Senate Committee said it would be premature to approve transfers until the question of tramp subsidies was disposed of.

The latest ship for which approval to transfer foreign has been granted is the Nicholas C. H., operated by the SIU-contracted Trident Transport Corp. which is going Panamanian. Trident, however, has promised to buy another ship as a replacement.

The first three applications approved were for the Omega, operated by the SIU-contracted Omega Shipping Corp.; the Amerocean or Amersea, only one of which will be permitted to transfer, both operated by the SIU-contracted Amerocean Steamship Co., Inc., and a third vessel, the Paul Revere, operated by a non-SIU company.

The box score on transfer applications, according to present information, is as follows: Applications have been filed for the transfer of 89 vessels, but applications covering five of these, all SIU ships, were later withdrawn. With the four already approved, this leaves a total of 80 applications still pending.

Names of the five SIU ships for which applications were later withdrawn are the following: William H. Carruth (Transfuel), and Albion, Catherine, Cecil N. Bean and Frederic N. Collin, all operated by Drytrans, Inc.

Junkmen Get Mariner

WASHINGTON—Advised to use his own discretion on the disposition of the stern section of the ill-fated Cornhusker Mariner, Maritime Administrator Louis S. Rothschild has again ordered that the ship be scrapped. She is now at anchor in Sasebo, Japan.

Rothschild's decision calling for the dismantling of the vessel followed on the action of the House Merchant Marine Committee, which left the disposal of the Cornhusker completely in his hands. Earlier, when he first proposed scrapping of the \$10 million ship, the Committee had asked that he hold up any action pending an inquiry of the situation.

A two-man House group explored the possibilities of salvage and repair of the vessel, and came up

with a report putting the whole matter back in the Administrator's lap. He took it from there, ordering dismantling of the ship and salvage of as much of her machinery as possible for use as spares.

One of the alternatives called for rebuilding the ship at a cost of about \$2 million, but this was rejected.

The Cornhusker, which had been manned by Seafarers and operated by Robin Line, ran aground in the harbor of Pusan, Korea, in June, 1953.

REVIEW of TRIALS and APPEALS

CONDUCTED JANUARY-JUNE 1954



This third review of trials and appeals conducted under the SIU's new constitution shows a steadily diminishing number of such procedures since the constitution went into effect on October 15, 1952. The review, covering a six month period from January 1 through June 30, 1954, shows just six trials and two appeals. The small number of cases is indicative of a high degree of self-discipline and responsibility by SIU crewmembers on the ships.

Regular trials and appeals reports, giving the membership and the readers of the SEAFARERS LOG a full accounting of the workings of trial committees, are believed to be without precedent in the labor movement. The first report was carried in the July 10, 1953 issue, and a second report was run in the LOG of January 22, 1954.

Carefully-designed trial procedures provided for in the SIU constitution call for the election of rank and file members for each trial at special membership meetings. Officials are barred from service on these committees. The conduct of the trial itself follows closely the well-known pattern of American courtroom procedure. All accused members must get proper notification of charges, and the charges themselves have to be read at the membership meetings to determine their validity under the constitution. The accused member has full right of cross-examination, as well as the right to confront accusers and to call witnesses. And he can call on other Union members who are willing to aid him for assistance in preparing his defense.

The constitution also specifies certain headings under which charges can be filed as well as maximum penalties for offenses. Then each member found guilty has the right of appeal to a rank and file appeals committee elected in the same manner as the trial committee, and finally, an appeal to the international convention.

Of the six cases which came up in the SIU within the six-month period just ended, the accused were found innocent in just one of the six. Two cases were appealed. In one the verdict was upheld and in the other the sentence was reduced. For purposes of publication, names of individuals involved are not used.

January 28, 1954
Accused: S-365; Accuser: J-101.
Charges: Accused publicly announced to his shipmates that he would not abide by the established rules of the Union.
Trial Committee: M. White W-30, E. B. Flowers F-119 V. H. Benner B-244, C. Palmer P-13, A. Campbell C-217.
Findings: Guilty as charged. Six months' suspension and \$50 fine.

February 25, 1954
Accused: F-155; Accusers: F-285, L-112, D-311.
Charges: Accused carried devices to chief engineer and first engineer of his ship and acted as informer against crew and in behalf of company; he threatened permit holders with

loss of permits and hardtinting when ship got back to the States.
Trial Committee: J. Lucas L-4, A. Johns J-57, J. Burns B-191, H. Anderson A-13, J. Falsca F-48.
Findings: Guilty as charged. Six months suspension for each violation on first count; one year suspension on second count. (SEE APPEALS).

April 8, 1954
Accused: H-408; Accusers: H-1, V-1, A-1.
Charges: After Union's membership officially pledged full support to AFL in its drive to organize longshoremen in Port of New York accused acted as informer against Union and consorted with officials of old I.L.A. Accused, for money or other considerations of personal gain knowingly gave them false information to be used to defeat the policies of the Union and to injure the interests of the membership.
Trial Committee: William Morris M-722, Lawson Evans E-26, Harry Nelson N-34, Arthur Gilliland G-111, Robert Bellevue B-85.
Findings: Guilty as charged. Expulsion on first count, two-year suspension and \$50 fine on second count.

April 16, 1954
Accused: V-41, S-302; Accuser: C-1.
Charges: As members of standby gang on Sea Cloud, accused jeopardized Union position in obtaining future standby work when, along with rest of standby crew, they tried to coerce company into paying week-end penalty rates to get work done and caused replacement of standby crew by shore gang.
Trial Committee: Steve Bergeria M-179, Thomas Murphy M-648, Michael Burns B-717, Elbert B. Brown B-235, E. B. Herst H-472.
Findings: Not guilty. Recommendation that guilty man or men be sought out and brought up on charges.

May 6, 1954
Accused: M-259; Accusers: S-840, L-237, D-176, W-36.
Charges: Accused gave orders to BR not to clean engineer's room because of personal beef with engineer; accused carried tales topside and threatened crewmen with losing permits or being pulled off at payoff; accused agitated crewmembers against each other by telling tales and refused to answer crewmembers' questions at shipboard meeting. Accused threatened 3rd cook with charges if he did not transfer to pantryman.
Trial Committee: Richard D. McManus M-272, C. A. Gardner G-22, Herbert D. Braunstein B-481, Daniel D. Butts B-623, Thomas Bolton B-609.
Findings: Guilty as charged. Prohibited from shipping as chief steward for one year and fined \$100. (Motion made New York membership meeting June 2 to reduce fine to \$50. Carried in all ports).

April 22, 1954
Accused: C-419; Accusers: G-76, G-419, B-100.
Charges: While steward on standby pay, accused willfully painted two utility cabinets in crew messhall, as well as accepting transportation to Mobile and then remaining on board ship. Accused deliberately violated Union agreement to the detriment of the Union.
Trial Committee: Ralph B. Grosecross G-63, Francis W. Keeley K-24, Charlie A. Gedra G-372, Luke A. Ciamboli C-125, Albert W. Tacey T-301, James T. Nicholson N-32.
Findings: Guilty as charged. Thirty-day suspension plus \$50 fine for each violation, \$100 in all.

APPEALS TO HEADQUARTERS APPEALS COMMITTEE
April 22, 1954
Appeller: F-188.
Nature of conviction: Six months suspension for each violation on one count, one year suspension on second count for informing on crew and threatening permit men with loss of permits and hardtinting.
Appeals Committee: R. G. Cowdrey C-390, John J. Cook C-351, P. Vierira V-97, E. E. Kunchich K-209, J. Faircloth F-280, P. L. Metchan M-825.
Findings: Trial committee's verdict upheld.

March 19, 1954
Appeller: L-433
Nature of conviction: Six months suspension and \$50 fine for failure to turn to to serve meals and for turning to in drunken condition.
Appeals Committee: O. Payne P-165, W. G. Schoenborn S-241, R. G. Cowdrey C-390, M. Hansen H-119, J. Dietzsch D-15, D. Gardner G-275.
Findings: Suspension reduced to three months and \$50 fine upheld.

SIU NEWSLETTER from WASHINGTON

Here's the way the emergency ship repair program would work if Congress approves the idea before it adjourns.

After a review by Government agencies of the latest mobilization requirements for vessels in the national defense reserve, the ships deemed most desirable for repair are those presently converted to military auxiliaries or scheduled for wartime conversion. Based on early full mobilization needs, there are about 205 ships which would be included in any reserve fleet repair program.

In this group of 205 ships, only 17 are Liberties; 46 are large V4 seagoing tugs; 76 are Victory-type vessels; 42 are S4s; and the remainder are made up of 2 PIs, 8 small tankers, and 2 distilling ships.

The repair and conversion work, including the breakout and towing cost of these 205 ships, would cost about \$45 million. The government would hand out the repair contracts to private repair yards on the basis of the lowest competitive bid. However, if particular repair yards need work and their bids are not competitive, the Government would retain authority to negotiate contracts without competitive bidding.

The move to place the Kings Point Merchant Marine Academy on a par with the Armed Service academies probably will be defeated by Congress, or, if approved by Congress, may be vetoed by President Eisenhower.

The project is being pushed by shipowners, Merchant Marine Cadet Corps, and Alumni Associations, as well as the entire New York delegation in Congress. However, on the other hand the Departments of Navy and Commerce and the Conference of American Maritime Unions are opposed to the move.

Maritime unions recently told Congress that instead of wasting money on training of merchant marine officers, it could well be spent for ship construction and ship operations. Instead of being used to provide free college educations, the unions took the view that the money for the upkeep of the Academy could be used to help the American merchant marine which is sinking fast.

The Commerce Department, opposing the Academy bill, believes that a survey should be made of cadet training programs in relation to other comparable US Government supported programs, such as the US Coast Guard Academy. Commerce feels that such a survey may point the way to consolidation or other changes which would reduce the Government expense of maintaining federally-assisted facilities for educating merchant marine officers.

The position of the Navy Department on the bill to place the Merchant Marine Academy on a par with West Point and Annapolis is simply that Navy neither requires nor desires the operation of any maritime academy for the sole purpose of producing Naval reserve officers. The Navy is particularly opposed to a feature in the bill that would require that cadets at the Academy be appointed midshipmen in the naval reserve upon graduation from Kings Point.

Since World War II about 109 tankers went out from under the American flag to the Panamanian flag, of which number 72 constituted sales of Government-owned ships foreign. Thirty-seven were private transfers; eight have been placed under the Greek flag, of which seven were sales of Government-owned ships, and one constituted a private transfer.

While information is scant on the advantages of registration under the Honduran flag, information is available as to Panamanian registry. Panamanian maritime legislation is designed to encourage ship documentation and provide a number of incentives in the form of tax benefits.

Shipping is granted preferential treatment in the Panamanian Internal Revenue Code and income obtained from international operations is not subject to taxation. Panamanian flagships engaged in international services are consequently not concerned with depreciation rates, treatment of capital gains or losses, excess-profits taxes, or any other similar income-tax matter.

As of June 1, 1954, there were a total of 20 oceangoing tankers under construction in the United States. Of this number 13 are for US flag operation and seven are for foreign-flag operation. All but two are scheduled to be completed in the next five months.

Once again, the Interstate Commerce Commission, which has jurisdiction over railroads, airlines, trucks and domestic steamship lines, has shown that it is dominated by the powerful rails. ICC has turned thumbs down on a plea by intercoastal water lines to reduce freight rates on a number of commodities which would have made them more competitive with transcontinental railroads.

The water carriers had insisted that the reductions were necessary to meet rail competition for westbound intercoastal traffic, but ICC went along with the rail argument that the reductions would create destructive competitive conditions.

Congressional hearings on the competition encountered by private operators from the Military Sea Transportation Service have been concluded. The situation shapes up something like this—an interim report probably will be filed by the special House subcommittee which has been conducting the probe, followed up later by a full-scale report. . .

Back in 1951 the Departments of Defense and Commerce approved a so-called memorandum of agreement which stated the priority in which merchant ships would be used by the military branch of the Government.

The House subcommittee undoubtedly, as one of its major recommendations, will suggest that this working arrangement between Defense and Commerce be reviewed and brought up to date, in an effort to make more use of private shipping by the military. In the absence of this, the subcommittee may introduce legislation to compel the Defense Department not to overlook the merchant marine in its broad overseas operations.

Your SIU Washington Reporter

YOUR DOLLAR'S WORTH

SEAFARERS GUIDE TO BETTER BUYING

Written exclusively for THE SEAFARERS LOG by Sidney Margolius, leading expert on buying.

Toothpaste And Your Teeth

Working families frequently have seriously bad teeth. The fact that many comparatively young men and women you meet already have full dentures is one of the tragic aspects of the inadequate health care wage-earners often get.

One reason, of course, is the big expense of dental care in relation to a working family's earnings. But another is that the public has been oversold on the idea that miracle toothpastes can save teeth, and therefore doesn't practice the proper hygiene and care that are the only possible ways of preserving teeth. Working families often tend to rely heavily on sugar products in their diets; sweets are a cheap way to fill up. Heavy consumption of candy, cakes and soda beverages are believed to play a large part in hastening tooth decay, especially among children.

Dr. Willard Fleming, head of the dental college of the University of California in San Francisco recently commented that, "It's like cigarettes and lung cancer. Although we have no proof, we have a guilty conscience that sugar in combination with other factors, is the cause of tooth decay." He believes that if sugar were reduced or eliminated in diets, 85 per cent of the people would have a reduction in tooth decay.

Miracle Dentifrices

Because serious dental troubles are so widespread, toothpaste manufacturers and their advertising agencies have been having a field day at the public's expense by continually introducing new "miracle" dentifrices. The public has been led on a costly chase from ammoniated dentifrices, to chlorophyll, then anti-enzyme pastes, and now, "surface-active" detergent pastes.

The truth is, no toothpaste can save teeth, no matter what chemicals it contains. Dr. Sholom Pearlman, spokesman for the American Dental Association's testing committee, charges that "the public is being led to believe that a dentifrice will prevent decay or gum disease. There is no acceptable evidence to support such claims, and they are a serious danger to health."

What's important is not what you put on the brush as much as how often and thoroughly you use that brush. The mechanical action of your toothbrush is the more important factor in preventing decay.

According to Dr. Fleming, the ammoniated dentifrices, and to a smaller extent, the anti-enzyme ones, may be relatively small factors in helping to reduce decay (if the more important factors of proper brushing and other care are followed).

Your dentist can teach you the proper brushing method. Basically it consists of cleaning two or three teeth at a time with a down and outward motion that cleans the spaces between the teeth, as well as the front, rear and top surfaces. You can use any inexpensive powder or paste. At one time the American Dental Association used to list acceptable dentifrices, and its list always included such low-cost products as baking soda (bicarbonate of soda) and sodium chloride powder available at drug stores.

After Every Meal

Besides using the proper brushing method, it's important to clean teeth after every meal. The bacterial action of food particles can begin causing decay in as little as 20 minutes. In toothbrushes, dental experts recommend the professional style with the small level head trimmed straight, that reaches all parts of the mouth.

So you can save both mouth and your teeth by staying away from those 50-cent tubes of miracle toothpastes. A nickel's worth of soda bicarb (baking soda), a thorough wielding of the brush, and regular visits to the dentist himself to catch cavities and pyorrhea, are what will prevent big dentist bills and loss of teeth. Actually pyorrhea robs us of more teeth than does decay. Pyorrhea is an inflammation of the sockets of the teeth, leading usually to a loosening of them. It's generally caused by malocclusion (badly placed teeth which rock and jar each other), missing teeth and tartar accumulation. Sometimes excessive smoking and drinking may cause injury to the gums and subsequently pyorrhea.

HQ Recreation Facilities Popular



Being put to good use by Seafarers are the expanded recreational quarters which have been made available on second deck. Rooms formerly occupied by offices now each contain two pool tables, as well as shuffleboard tables.

Work Starts To Prevent Panama Slide

BALBOA—Seafarers on vessels passing through the Gaillard Cut of the Panama Canal this week had the chance to look in on the beginning of a mammoth face-lifting job, which got underway Monday. The work is being done to avert a potentially dangerous landslide which could block all traffic through the Canal.

The \$3.4 million operation is designed to remove an estimated 2.5 million cubic yards of earth and rock from the top and face of Contractor's Hill in the Gaillard (formerly Culebra) Cut of the Canal, about a dozen miles from here, on the Pacific side of the Isthmus. Contractor's Hill has the second highest elevation, 325 feet, along the 50-mile Canal route. The level of the Canal is 85 feet above sea level at this point.

Fifteen-Month Job

Rigs, power shovels, dump trucks and other heavy-duty excavation gear have been moved in to the site for the estimated 15-month job of digging out the dirt and rock from the face of the hill. The aim is to relieve the pressure from behind a huge 600-foot crack which could cause the face of the hill to topple right into the Canal.

Heavy rains during June caused the crack to widen still further and are said to have been the cause of three minor earth slides last week on the opposite bank of the Canal south of Contractor's Hill. One of them blocked the east half of the channel in the Cucaracha Reach for a time and another one later dumped earth and rock into the Canal. Fortunately, no ships were passing these points at the time.

With reasonable care, the major excavation job which started this week is not expected to interfere with normal ship traffic through the Canal.

PR Dock Tieup Still On, No Break Seen

SAN JUAN—Puerto Rico's longshore strike, which began June 25, neared the end of its first month this week, with still no settlement in sight. Involved in the beef are some 8,000 AFL dock workers seeking higher pay and improved conditions on the piers.

The tie-up of cargo handling has also halted all shipping to and from the island, as all companies serving Puerto Rico stopped operations the day the strike began. Principally affected by the strike, Bull Lines has laid up all of its ships indefinitely.

In addition, Waterman and Alcoa service to the island has been suspended. Two other companies not contracted to the SIU, Lykes Brothers and Pope and Talbot, are also affected by the dock shutdown. The Claiborne and Azalea City, both Waterman vessels, were caught in the islands by the strike.

At issue in the strike are the longshoremen's demands for a 25-cent pay boost retroactive to January 1, 1954, the date the old contract expired, plus revisions in the size of gangs working sugar shipments and other cargoes. Current pay rates range from \$1.23 to \$1.48 per hour, considerably below the scales in the States.

The employer group involved in the negotiations is the Steamship Association of Puerto Rico, composed of Bull Line, Alcoa, Waterman and Lykes Brothers. Some of them have been accepting cargo destined for Puerto Rico in New York and other ports, pending the end of the walkout. Otherwise, all are bypassing the island at this time.

Factories Close

Although some factories have been forced to shut down and workers laid off as a result of a lack of supplies and, in some cases, heavy stockpiles of finished goods which can't be moved off the island, Puerto Rico is not expected to feel any real pinch for another few days.

However, if the strike should continue beyond that time, shortages in several commodities, including food, will really be felt in many communities. The strike is being conducted here, in the ports of Ponce and Mayaguez and in several smaller ports.

Cartoon History Of The SIU

An SIU Welfare Plan

No. 68



After much debate on the subject in the SEAFARERS LOG, in December, 1949, the SIU opened a drive for a shipowner-paid welfare fund as part of an all-out effort to win greater economic protection for the membership. The negotiations began December 2 under a reopening clause unique in SIU agreements.



The Union proposal called for employer contributions of 25 cents per man for each day worked beginning January 1, but left details on the type of benefits and other items hanging pending agreement on the principle of the plan. An operators' committee immediately began studying the merits of the idea.



Signing of a welfare plan agreement by nine companies on December 28 made the SIU the first sea union on the Atlantic and Gulf coasts to win a company-paid welfare set-up for its members. Eventually, all SIU-contracted operators signed the pact, which incorporated every one of the Union's demands.

SIU Award Winner Aiming For MD Tag

"When I first heard of the SIU's Scholarship Plan, I was amazed that such an opportunity existed," said Seafarer Seymour Wallace. "After knocking myself out trying to make ends meet while going to school on my own, this fall will seem like a breeze."

Wallace, recent recipient of an SIU scholarship, this June completed his second year of pre-med at Long Island University in Brooklyn capping it off with an A-



Shipmate took this shot of Seafarer Seymour Wallace on deck of SIU ship.

minus average. An early interest in medicine and a shipboard injury he suffered helped him make his decision to go to college.

He is attending St. John's University in Brooklyn this summer to study physics and plans to use his scholarship to enter Columbia College this fall for further pre-med study.

This is the second in a series of feature articles on the four 1954 award winners under the SIU Scholarship Plan.

Wallace was one of the three Seafarers and the son of a Seafarer who was chosen for the four \$6,000 scholarship awards. When he resumes study this fall at Columbia he will be on the scholarship, which should ease the financial burden of going to school and supporting a family.

Wallace was born in New York and raised in the British West Indies where his father still operates a plantation of sorts.

"It isn't actually a plantation," Wallace says, "for he has only about 33 acres planted in cotton."

Wallace attended St. Vincent's Grammar School at St. Vincent, British West Indies, and dreamed of going to medical school. Of course, as with so many others, lack of funds prevented him from pursuing his dream.

Started Sailing In '48

Only 24 years of age, Wallace started sailing early with the SIU having joined six years ago. He sailed as an AB in the deck department mostly on Mississippi and Bull Line ships. His favorite run was to South America where he found good shore leave and a climate to his liking.

Married now and the father of a two-year-old girl, Wallace met his bride in Argentina in 1951. He gave a lot of credit to his wife for helping him over the rough spots of college and he says that there were plenty of them.

Once while crossing the Atlantic on a light Liberty, Wallace broke his arches and had to go to a podiatrist. His interest in medicine

was once again aroused and upon inquiry into the matter he found that if he could save enough money from his seafaring, he might be able to make a go of medical school on his own.

His original intent upon entering school under his own funds was to become a podiatrist or foot doctor. The reason for this he candidly explains, was the fact that podiatry requires only two years of pre-med study and four years of medical studies. With limited funds at his disposal, he decided he could afford only the shorter course to become a podiatrist than a general practitioner.

Wallace says that even in his short stretch of seafaring things have changed a great deal. There were no such welfare benefits as there are today a short six years ago.

Like Gold Mine

"When I first heard about the SIU's Scholarship Plan, it was like finding a gold mine," he says. "I couldn't imagine such a thing as a \$6,000 scholarship. It was like pie-in-the-sky."

"When I see some of the fellows at school knocking themselves out over grades to make themselves eligible for \$200 and \$300 grants, I really appreciate this wonderful opportunity offered me," Wallace says.

"Some of the fellows can't believe it when I tell them of benefits offered by our Union, especially the educational benefit."

With the winning of the scholarship, Wallace now plans for a full medical course to become a general practitioner. His plans for the future are somewhat indefinite but the winning of the scholarship will enable him to fulfill his childhood ambition. He can't thank the membership enough for the opportunity they afforded him.

SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS

REPORT ON BENEFITS PAID

From 7-5-54 To 7-16-54

No. Seafarers Receiving Benefits this Period	1030
Average Benefits Paid Each Seafarer	53 32
Total Benefits Paid this Period	54,921 34

WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	6810 00
Death Benefits	276 10
Disability Benefits	1700 00
Maternity Benefits	1800 00
Vacation Benefits	4,335 24
Total	54,921 34

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950*	512,900 00
Death Benefits Paid Since July 1, 1950*	984,792 53
Disability Benefits Paid Since May 1, 1952*	49,495 00
Maternity Benefits Paid Since April 1, 1952*	26,800 00
Vacation Benefits Paid Since Feb. 11, 1952*	3,517,152 26
Total	5,326,139 79

* Date Benefits Began

WELFARE, VACATION PLAN ASSETS

Cash on Hand	Vacation	594,540 21
	Welfare	663,871 97
Estimated Accounts Receivable	Vacation	193,629 00
	Welfare	182,250 00
US Government Bonds (Welfare)		1,979,981 82
Real Estate (Welfare)		772,186 72
Other Assets - Training Ship (Welfare)		119,060 97
TOTAL ASSETS		4,505,520 69

COMMENT:

The amount of \$276.10 listed under death benefits paid in the two week period represents a partial payment of one Seafarer's death benefit. This happens when the benefit is paid in installments rather than in one lump sum, as is often requested.

Total death benefits paid since the start, slightly over 4 years ago, are approaching one (1) million.

Al Kerr

Submitted 7-20-54

Al Kerr, Assistant Administrator

for SIU MEMBERS!



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MARITIME

Latest addition on the run between England and Australia, the 20,000-ton passenger liner Southern Cross will be launched by Queen Elizabeth II at Belfast, Ireland, on August 17. Built for the Shaw Savill Line, the ship is of unusual construction, with machinery and stack at the stern. . . An electronic selector device that rings bells to alert off-duty marine radio operators to emergency calls as well as regular messages has been demonstrated by the Brelec Electronics Corp., NYC. The House of Representatives is considering a bill that would make this type of device mandatory on virtually all merchant ships.

Reflecting the drop in deep-sea shipping, Great Lakes vessels carried 17.5 million tons of iron ore, coal and grain during May, the lowest tonnage for that month since 1946. This year's figure was 5.5 million tons below last year's. . . Dutch truckers plan to start a special ferry service from Rotterdam to Britain to carry loaded vehicles in both directions aboard former wartime landing craft. Fresh vegetables, fruit, cheese, butter and bacon would thus be moved all the way from Netherlands farms to London markets in one truck. Rotterdam has already built an embarkation point for the new ferries.

A five-year, \$37.5 million project to build a large drydock suitable for both naval and merchant vessels is being launched by the Venezuelan government near the port of Puerto Cabello. Large savings for Venezuelan shipping interests are expected when the job is completed, since ships in need of repairs now have no similar facilities at home. . . Named for the present Secretary of the Treasury, the ore carrier George M. Humphrey has been launched at Lorain, Ohio. The 710-foot vessel is only five feet shorter than the longest ship on the Great Lakes, but has the widest beam, 75 feet. She will have a capacity of 21,000 tons in a 24-foot draft.

Passengers on the Italian freighter Andrea Gritti had a few bad moments in Havana recently when oil floating on the water caught fire and flames reached the ship. All jumped overboard but were quickly picked up. No injuries were reported. . . A deep-sea diver has located a sunken Japanese aircraft carrier with about 20 planes still intact on her deck from World War II—80 feet below the surface of the harbor at Rabaul, New Guinea. A New Zealand syndicate has disposal rights for all salvage in Rabaul and Bougainville harbors.

Largest ocean-going dry cargo ship ever built in Canada, the 12,700-ton Sunrip, featuring an all-welded aluminum superstructure, was launched at Quebec last month. She will carry refined bauxite from Jamaica to British Columbia on Canada's west coast and return with cargoes of grain, flour, lumber, fish and newsprint to the Caribbean. . . The new Italian liner Cristoforo Colombo is due to arrive in New York tomorrow on her maiden voyage from Genoa. The 29,100-gross-ton vessel will remain in port a week before leaving for home on July 31.

Forty-four crewmembers of the 7,346-gross-ton Panamanian freighter San Mardeno were rescued by a US tanker and an Indian coastal vessel in the choppy waters off Jaffrabad on the Indian coast last week. The San Mardeno sprung a leak after she grounded and sank soon after. Ignoring appeals to leave the doomed ship, Captain C. H. Turner, 55, went down with the ship. . . Three ships said to have been bought at prices well above the prevailing market price are now in service for the Soviet Union which, for the past year, has been busily building up its merchant fleet by construction and purchases of available tonnage all over the world. The three new additions are a six-year-old steam turbine Norwegian freighter of 7,180 deadweight tons and two British cargo ships, one of them launched only four months ago.

A 10,000-ton "floating exposition" of Turkish products made with US aid has arrived at Charleston, SC, after a visit to Miami, and is still due to visit Baltimore, Washington and New York. The Turkish ship Tarsus is also carrying some 500 representatives of Turkish cultural, social, industrial, business and government activities on its goodwill mission. . . Completion of this year's construction program will give Western Germany a total of 2.5 million gross registered tons of shipping in its merchant fleet, but official estimates indicate at least another million tons are needed to meet the requirements of the German economy.

One of the greatest salvage operations in maritime history is near completion, following the refloating of the burned-out liner Empress of Canada in Liverpool. The ship, which burned and capsized 17 months ago had been lying crippled at Gladstone dock while salvage crews worked continually to get her seaworthy again. She was righted and moved to a drydock for final hull repairs recently. The job has cost about \$1 million to date. . . The 30-vessel fleet of Flota Mercante Grancolombiana will gain four more ships next year, when construction is completed on them in yards at Hamburg, Germany. The vessels are designed for speeds of 14 knots and will be able to carry 5,000 tons of cargo each.

SEAFARERS in ACTION

Anybody who has shaved on a hot, humid day knows how the skin can become irritated from perspiration afterwards. This is doubly so for the black gang men who have to go to work in a hot engine room.

Ship's delegate Bob Anderson of the Robin Sherwood has an idea that could help deal with the problem. He suggests that camphor ice be stocked for use by the black gang so that they can shave before going on watch without getting their necks all sore.

Of course the only permanent solution to the problem is to grow a beard while on board the ship, something which many Seafarers are loath to do because it would cramp their style.

Anderson, a Massachusetts native, joined the SIU in the headquarters port of New York.

The business of television on board ships is getting to be quite a major project with the Seatrain New York also putting a set on board recently.



Peck

Most of the regular coastwise ships have sets purchased by the crews out of the ship's fund, and a few of the off-shore ships are getting into the act as well.

On the New York, Seafarer Gordon Peck, who was the electrician on board the vessel, took care of the installation of a TV speaker so that the crewmembers could get the sound loud and clear, along with the picture.

Peck, who is a native of Canada originally, now makes his home in the States. He's 29 years old, married, and joined the SIU in New York City on October 19, 1949.

Another member of that same Seatrain ship, baker Lewis Riviere, also came in for special mention from the crew. They mentioned that he had been doing a very fine job as baker, putting out cakes and pastries that were to the satisfaction of the entire gang.

Riviere certainly has experience in his corner, since he has been sailing as baker with the Union ever since it was founded. He joined the SIU in Boston on November 30, 1938, and has been a Seafarer ever since.

The 63-year-old SIU man was a native of the British West Indies originally, but now makes his home in New York City and ships regularly out of this port.

On the Job

Life Preservers

It's been a little over 100 years that maritime law has required ships to carry life preservers. The first legislation in the Steamboat Act of August 30, 1852 provided that vessels carrying passengers "shall also be provided with a good life preserver, made of suitable material or float, well adapted to the purpose, for each and every passenger. . ."

In the years that followed, additional regulations were written specifying the kind of preserver that would be desirable. The Board of Supervising Inspectors specified that shoulder straps be provided for all preservers and subsequently, in 1855, that inflated life preservers are "not reliable that from various causes they become in a short time life preservers in name only."

Cork Block Favored

In 1857 the inspectors condemned tin or other metal for use in preservers because of oxidation damage or fragility. From the outset, the inspectors favored the cork block type pointing out in 1855 that all aboard the steamer E. K. Collins were rescued when the ship burned the previous year on the Detroit River. Accordingly the inspectors recommended that cork filling in the form of blocks and pieces be used in preservers but that cork dust or cork shavings were not satisfactory.

The cork block preserver was the only type used up until 1902, although a number of changes in design were incorporated through the years. Then the kapok preserver was introduced and approved, only to have approval withdrawn two years later because it burned easily and lost its buoyancy in storage.

Slocum Disaster

The General Slocum disaster of 1904 in which 955 lives were lost focused considerable attention on the life preserver problem. Strict inspection of many excursion vessels which followed found that large numbers of preservers had rotted, were not accessibly located or were fastened so that they could not be removed easily.

Also discovered was the fact that a number of preservers were made illegally. Instead of having the required weight of cork block, the preservers were made of compressed, granulated cork (in itself illegal) and were weighted down with iron bars to bring them up to minimum weight requirements.

The result was that strict regulations were instituted outlawing granulated cork in any shape or form, and kapok preservers as well. Congress, in turn, enacted legislation calling for a \$2,000 maximum fine and up to five years imprisonment for weighting preservers with metal. Standardized testing procedures on new preservers were set up calling for submerging the test equipment in fresh water for 48 hours after which the jacket had to support a submerged weight of 20 pounds.

The 1915 Seamen's Act, which was the core of so much beneficial regulation for seamen, combined and spelled out all the regulations and added that jackets should be placed at readily-accessible locations which are plainly indicated.

Kapok Restored

Kapok came back into use as a preserver material in 1918 when under wartime conditions it demonstrated that softness and pliability were distinct assets, particularly when a man had to jump overboard. Further, the kapok preserver was reversible and held the wearer upright in the water if unconscious.

Shipping losses in the first World War made it apparent that a good preserver should hold an unconscious person's face and head out of the water. The British made this a requirement for their ships and subsequently it was adopted by the US. The US regulations specified that the preserver should be made reversible and the main buoyancy should be under the shoulders and around the body in such a manner as to hold a person wearing it "in a slightly backward reclining position when in an inert or unconscious condition."

Subsequently, in 1920 the regulations were further altered to subject kapok preservers to shipboard inspection each year. Those which did not pass muster were to be condemned. That same year, the balsa wood preserver came into use.

The Vestris disaster of 1928 renewed the controversy over kapok versus cork preservers. Many bodies were found after the sinking wearing cork preservers and floating face downward in the water. There was a demand that kapok preservers be made mandatory. The result was increased use of high grade kapok types.

In 1942, during World War II, the Coast Guard which had taken over the safety function, added the 25 percent additional rule. This provides for an extra 25 percent supply over and above the minimum of one preserver for each person on board, to be stowed on the boat deck. During war years, the wearing of a kapok preserver at all times at sea was recommended.

In recent years preservers have been improved considerably through use of mildew-resistant cover materials, glass fiber filler, and periodic inspection and testing of every preserver on board. Additional experiments and tests are going on to develop further improvements.

Burly

Somebody's Gotta Lose

By Bernard Seaman



IN THE WAKE

Because of its extensive occurrence throughout the globe in native form and the ease with which it can be hammered or drawn into a desired shape, copper was known and used even in ancient times. Alloyed with tin into bronze, it was the first metallic compound, so commonly employed before the days of recorded history that an extensive period of early civilization is known as the "Bronze Age." The Greeks called it chalkos; the Romans named it aes and used it from early times for making coins. The Roman supply came chiefly from the island of Cyprus, in the eastern Mediterranean, and to distinguish it from other sources, supplies of the metal from Cyprus became known as aes cyprium, and later just cuprum, which eventually led to the present-day word.

~ ~ ~

The first ship built in the United States to cross the Atlantic Ocean is said to have been a pinnace, a light sailing vessel built by the Huguenots at Port Royal, South Carolina, in 1562. They used it to return to France in the winter of 1562-63. . . . As time went on, wooden ship construction made it obvious that to have the building ships roofed in was a very great advantage. Although it had been the usual custom in Venice for nearly a century, and the Swedes had found the practice valuable, the custom of building ships under cover was not introduced in England until the end of the 18th century. Before that it had been customary to build a light roofing over the ends of the ship to protect the heels of the forward and after timbers while the frame was seasoning. Then, when the ship was launched, the light roofing was removed.

~ ~ ~

Seafaring people have long believed that rats never board a ship that will have an ill-fated voyage, and there is another universal superstition that rats always desert a sinking ship as though the rodents could foresee an impending disaster. Actually, in the early days, when all ships were made of

wood, rats often gnawed holes in the wood and then instinctively rushed away when water began to pour in to avoid being drowned. Moreover, since the rodents invariably settled right in the bottom of a vessel to avoid contact with humans, they were always the first to know when a ship was beginning to draw water and would immediately seek a means of escape by rushing to the upper decks and often right over the side.

~ ~ ~

The foundation of a permanent US Navy came 160 years ago when President Washington approved an act granting the Government authority to acquire six frigates. It was decided to construct new ships instead of buying and patching up old ones, and the final designs provided ships that were fast sailers with high maneuverability, yet strong enough to carry ordnance which matched or outweighed any craft of equal class that they met. First of the six ships launched was the Constellation, now the oldest warship in existence except for Nelson's flagship, HMS Victory. She continued in active service until after the Civil War and now lies at Boston. This month Congress voted to return her to Baltimore, where she was originally built in 1797, to be maintained as a national shrine.

~ ~ ~

An oddity to many people is the fact that the flag of the Secretary of Commerce, head of the US Department of Commerce, features a white crest on a field of blue showing only two things: a three-masted sailing vessel and a lighthouse. Founded in 1903 as the Department of Commerce and Labor and split ten years later to provide for a separate Department of Labor, the Commerce Department is concerned with among other things, air and rail transport as well as shipping. Yet the flag, obviously originated at a time when the railroads were certainly operating in full swing, gives recognition only to shipping and coastal port activities, as symbolized by the lighthouse.

The Seafarers Puzzle

1	2	3	4	5	6	7	8	9	10	11	12
13							14				
15				16			17		18		
19			20				21		22		
23			23				24		25		27
28	29				30				31		32
33				34			35				36
37			38				39				40
41		42		43					44		
	45		46		47		48			49	50
51				52		53					54
55					56		57		58		
59							60				

ACROSS
1. Narrow Latin country
7. SIU member
13. City (Waterman)
14. Colony, W Africa
15. Foe of wooden ships
16. Mariners' hobby
18. Discourage
19. Avenue; Abbr.
20. Director (Isthmian)
22. French coin
23. of Whales
24. Old Roman coin
26. Routes; Abbr.
28. Sloppy man
30. Kind of freighter
32. Iowa; Abbr.
33. 12th US president
35. Betting combination
37. Upon
38. Jugs
40. Coins in Japan
41. Symbol for swiftly
43. Compass point
44. What the ocean is
45. It keeps you cool
47. West African port
49. Symbol for Ithium
51. Made of oats
53. Morse code symbol
54. The mouth
55. Flexible
57. Lighthouse
59. Man's name
60. Mission

DOWN
1. E mouth, Amazon
2. Russian inland sea
3. Washington ballplayer
4. Manager Lopez
5. Full of substance
6. Swiss river
7. South America; Abbr.
8. Land's end
9. "Rock of"
10. Kind of ship
11. Island chain in N Pacific
12. Near; Dialect
17. Rip
20. Cape at Florida's tip
21. Jumps
23. Lead
25. Small; Scot.
27. Declares
28. Signal from bridge
29. A sighting of shore
30. Drift
31. Prober
34. Be in debt
36. Allow
39. Con, was the water
42. Persian Gulf port
44. What we sail on
46. Close
48. Port on Honshu
49. Duluth shipment
50. Come ashore
51. Former Govt. agency
52. Compass point
54. Wood sorrel
56. Touchdown; Slang
58. Arrive; Abbr.

(Puzzle Answer On Page 21)

THE INQUIRING SEAFARER

Question: Do you prefer coastwise or off-shore runs? (Question asked in Mobile hall.)

F. A. Widegreen, chief steward: I'm an off-shore man, myself. I never did like those coastwise runs where you had to be in and out of port every day or so. Give me a long voyage, where I have a chance to get some rest and can draw a



little more money to take home to the wife.

Leroy Gulley, chief cook: I prefer off-shore work. When I'm in port regularly, I just can't seem to save any money. On an off-shore run I draw a larger pay check, and have a chance to save my spending money. I guess it's a little hard on the family but they seem to expect it of me.



George N. Kasprzyk, electrician: I don't have any preference. I'd just as soon



make a short run as a long one. What I look for is the type ship I'll be on, and the men I'll be working with. There are good and bad points about both coastwise and offshore runs. To me, they are equal.

Horace G. Sanford, oiler: I definitely like offshore work. Let's face it, we have to have money to live and on a nice, long off-shore voyage I can save the majority of my pay and have a nice bundle to take home. I just can't do that when I'm in a different port every few days.

James M. Foster, bosun: I'll take either one. I love the sea and like to sail. A long voyage doesn't bother me at all. On the other hand, I like a little fun as much as the next guy, and therefore I can enjoy a stop in most any port. Just give me a ship going anywhere and I'm happy.



Wilbur E. Coutan, bosun: Give me a coastwise trip anytime and the shorter the voyage the better I like it. I wouldn't say I get homesick, but I like to get home to that sweet wife of mine as often as possible. I just don't care for those long hauls. You can call me a family man.



MEET THE SEAFARER



ROY G. WILT, FWT

Born in Rockingham County, Va., Roy G. Wilt has been sailing off and on for the past 18 years, and for the SIU, since March of 1946.

Wilt's first trip was on the Mangore (Ore) out of Baltimore. He sailed as wiper and ordinary seaman down to the Gulf.

It was nearly his first and last trip. Lousy food, bed bugs, and his first trip at sea made for a rough beginning for a young fellow of 18.

"We had cornmeal mush or oatmeal every morning for breakfast with an occasional piece of bacon thrown in for good measure," Wilt says. "I never saw an egg served to the crew, although we knew they were in the chill box and were intended for topside."

The Union has changed all that for good, Wilt says, and it certainly helps to know that you are going to be fed well and taken care of when you start out a voyage now, he added.

His first trip was capped with an additional incident that might have ended his sailing days. Since it was his first trip and he wanted to make some money to show his folks, he was especially anxious to make good and worked very hard to get the position and worked even harder when he was aboard.

Engineer Had Nephew

You can imagine his disgust, when he arrived back in Baltimore to hear from the chief engineer that the second assistant had a nephew that wanted to sail. Naturally, Wilt was out of a job.

The news really threw him. He had given up a good job as a machinist's helper in a steel plant and had banked on making good at this change of occupation.

For some reason that escapes him now, he returned, and has been sailing since. Wilt's memories of the old days are in sharp contrast to today's conditions. Looking around the hall, Wilt said it was sure good to have a comfortable place to hire from, secure in the knowledge that when your book gets old enough a job will come up.

In the old days a buck or two handed to the shipping agents helped get a job. If you knew one of the key ratings on a ship that came in, you could get a job also. This was only okay if you had the

few bucks to spare or had connections, but not everybody had. It certainly was a far cry from the square way the Union has of handling things now, Wilt says.

During the war, Wilt worked for a time as a crane operator in a steel mill near Harrisburg, Pa., where he has lived for the past 30 years.

But the lure of the sea held and it was not long before he was back sailing in the engine department to northern Europe and to North Africa. Wilt admits there was plenty of action on both runs, but he never lost a ship, although the convoys were plagued by submarine raiders.

Wilt's last ship was the Wild Ranger (Waterman) which paid off in Mobile. He expects to ship out soon and prefers the northern European runs, especially those that take in Bremen and Bremerhaven, Germany.

His favorite stop is Bremen where he has made a number of good friends that make him at home when he is shoreside. The town was about 90 percent leveled by bombing raids during the war and is almost a new town now. Shipping is busy there and the dry-docks at Bremerhaven are especially active these days.

Wilt is married and makes his home in Harrisburg, Pa. He has three sons and a daughter. The birth of his youngest son was occasion for receiving the Welfare Department's maternity benefit which was a real help.

Wilt said he can never fully express how he feels about the numerous benefits afforded the Seafarer under the SIU. His oldest boy, he pointed out, just graduated from grammar school and will enter his first year of high school shortly. The boy has an interest in mathematics and he has been talking to him about the SIU's scholarship plan. There are plenty of good technical schools near Harrisburg and this is certainly an opportunity for the boy that he wishes he had.

Such things as the maternity benefits, scholarships and the like, fought for and gained by the SIU for the membership, he concluded, help spell security for the working man.

TEN YEARS AGO

President Roosevelt, in a radio broadcast from his special train at the Marine Corps base in San Diego, Calif., accepted his nomination, by the Democratic National Convention at Chicago for a fourth term. . . . Admiral William F. Halsey, Jr., was succeeded as Commander of the South Pacific Allied Forces by Vice Admiral John Newton.

The Vichy radio announced the assassination of Georges Mandel, former French Minister of the Interior. . . . United States warships and carrier aircraft of the Pacific Fleet blasted again at Japanese-held Guam, shelling and bombing enemy gun position and the airfield at Orote. . . . In Italy, United States troops occupied mountain positions within three and one-half miles of Leghorn.

The master of the William Moultrie of Seas Shipping Company's Robin Line, manned by a full SIU crew, was awarded the Russian Medal for Distinction in Action. The vessel, ran into a force 8 gale and carried on a running battle with a wolf pack of submarines and enemy aircraft, destroying eight enemy planes and scoring direct hits on at least twelve others near

the north coast of Norway, known as "suicide alley."

After announcing the loss of the Island of Saipan, Tokyo said the Premier Tojo had been succeeded by General Yoshijiro Umezu as Chief of Staff of the Japanese Army. . . . Russian forces are within nine miles of Lwow and within 95 miles of Warsaw. . . . Adolph Hitler was slightly burned and bruised at his headquarters by a bomb which an assassin, one of a group of German military officers, flung toward him at short range.

Allied troops which landed on Guam July 19 established beachheads on either side of Port Apra, blew up the Japanese defenses and drove toward a range of hills in the interior.

The city of Philadelphia was virtually paralyzed with businesses halting operations due to a flare up strike in Philadelphia's traction system. The widespread strike of 6,000 or more employees in the traction system came about after the hiring of eight Negroes to make trial runs after a training period. Negotiators burned the midnight oil in efforts to settle the strike as quickly as possible.

SEAFARERS LOG

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Foreign Flag Subsidy

As every one knows, American maritime has its troubles and one of the reasons is the competition suffered from runaway flag operators. As a result, the US section of the industry has had to fight hard for some kind of Government aid so that it can keep its head above water.

It's a little astonishing then, that huge billion-dollar corporations like US Steel can get Congress to vote millions of dollars for their own personal port projects designed to service their giant ore-carriers under the runaway flags.

The latest word is that the Senate is considering an \$87 million dollar channel improvement project on the Delaware River that for all intents and purposes is solely for the benefit of that one corporation, while the House is set to pass on a similar, but less costly project, for Mobile harbor, also designed to accommodate these same foreign-flag ore carriers. As far as can be determined, US ship operations have little or no need for the 40 to 42 foot channel extensions involved in these expensive projects.

As a matter of fact, at one time US Steel was asked by the Army Corp of Engineers to pay half the cost of the Delaware project, and was outraged at the thought of paying half its own way. The result is that under the present Delaware bill, the company only has to provide a terminal and transfer facilities at its Fairless plant.

Of course, every maritime body, the SIU included, is in favor of improving our port facilities. It appears though, that if Congress is being so kind to US Steel, the least it could ask is that the company register its ore boat subsidiaries under the US flag.



'Fair and Just . . .'

The unanimous decision just handed down by the Appellate Division of the New York State Supreme Court defeating an attempt by Calmar to deny a seaman unemployment benefits represents a major legal victory for the SIU and the men who sail SIU-contracted ships.

This decision, however, is more than simply a legal triumph. The legality of the rules adopted by the membership governing hiring had already been established in a previous court test. What the court did was to emphasize without a shadow of a doubt that the SIU way of doing business is "fair, reasonable and just" and that Calmar had no right whatsoever to deny a Seafarer unemployment benefits.

It's been mentioned many times before in the pages of the LOG and at membership meetings that the steamship operator will not give up trying to find some way, somehow, of cutting corners on the Seafarer. In this case, to keep a few dollars in its treasury, the company fought with might and main to keep a Seafarer from collecting money enough to keep him in food and shelter until such time as he caught another ship. That the company was willing, almost anxious, to assure that the Seafarer involved went hungry so that it could collect a rebate, simply reflects an ever-present attitude in the steamship industry.

Seafarers recognize that this attitude still exists. But it will not prevail as long as they maintain a strong Union.



Defying The Sea

With far greater frequency than we care to see, stories keep appearing in the newspapers regarding men who jeopardize their own lives and the lives of others by their disregard of the nature of the sea.

Such a story is the one reported elsewhere in this newspaper regarding the five men who left San Francisco in an attempt to drift to Hawaii on a raft.

Seafarers, like all professional seagoing men, know that the sea is no plaything. They know that safety at sea demands a knowledge of the sea, and constant vigilance, even while aboard a 10,000-ton ship, let alone a raft.

There have been men, including members of this Union, who have braved the sea in small boats. But they had seaworthy craft, and years of seamanship at their beck and call. Those amateur sailors on the raft symbolize the abysmal ignorance of many shoreside people about the destructive power of ocean waters.

LETTER of the WEEK

Magazine Article Boosts SIU LOG

To the Editor:

I recently came upon an interesting article in Nation's Business entitled "Labor Tells Its Story" by Booton Herndon. Mr. Herndon mainly discussed the press in the labor movement and the important role it serves for organizational and other purposes.

Being a member of the SIU, I was happy to see that our own LOG was put in the spotlight by the author. It said, in part:

Distribution Problem

"The labor paper which probably comes the closest to being all things to all men is the SIU SEAFARERS LOG. This paper has seemingly incredible problems of content and distribution. An SIU member might ship out of an east coast port for the near east, for example, and then spend two years on the Persian Gulf-European run without ever seeing an American newspaper. The Union feels it is responsible for getting to this man not only the news of this Union, but news of his country and news of the world.



Goncalves

"This the LOG does. But after getting all this material in the paper, how will the Union get the paper to the man? In the case of the Persian Gulf tanker, SIU air mails ten copies to the ship at an intermediate port, say Port Said. It also airmails copies to American embassies and consulates and, to overlook no bets, it puts copies in taverns in ports all over the world."

Take Notice of SIU

It's wonderful to know that the outside press and thus the American public, as well as big business, are taking notice of, and learning what goes on in a union such as the SIU. We should all be proud of this fact and thank those responsible such as our officials and the LOG staff for a job well done and wish them continued success.

I can remember what a pleasure it was to get the LOG in a foreign port, particularly if the ship happened to be in a place where there were no English-language newspapers available. There always was a fuss about who would be able to get hold of the newspaper first and find out what was going on in the Union and in the States generally.

To all my past shipmates and friends in the SIU I would like to say that I just got through taking my 16 weeks of training and am now stationed in Washington, DC, with the 3rd Infantry Regiment, the oldest outfit in the Army probably better known to you as the Honor Guard.

I'm sure anxious to get out of this Army and go back to the SIU. Oh, well, only nineteen more months to go.

Pvt. Antonio Goncalves
Co. B 3rd Inf. Reg.
Fort Myer, Va.

'Dig My Ditch'



LABOR ROUND-UP

AFL printers in New York have chipped in \$35,000 to provide a home for Carmine Fanelli, a linotype operator who was crippled in World War II. Local 6 of the International Typographical Union has broken ground for the new home in Englewood, New Jersey, with ramps instead of stairways, and other special equipment so that Fanelli can get around in his wheelchair.

New attempts to settle a strike of AFL and CIO lumber workers that has shut down the industry in the Northwest are now underway. The strike has been going on for several weeks in the United States and British Columbia on money matters. Business magazines have indicated that lumber interests are happy to let the strike run on because the price of lumber has fallen quite a bit in the past year.

Airline mechanics, members of the International Association of Machinists, AFL, are now taking a national strike ballot. Approximately 20,000 ground service workers at six major airlines are now voting. The Union has charged that airline representatives have refused to negotiate on union demands.

A 77-year-old cigar maker from Joliet, Illinois, estimated recently that he has turned out four million hand-rolled cigars in 64 years at the trade. Cigar maker Michael A. Glennon has been a member of the Cigar Makers' International since 1893, three years after he started work as an apprentice in the trade.

Complaining that the company was trying to double the work load for oilers in the maintenance department, 4,000 members of the CIO Packinghouse Workers Union have shut down the Armour and Company meat-packing plant in Chicago. The men are members of Local 347 of the CIO union. A union spokesman said that the load doubling was part of a newly-established company incentive system.

Atom plants at Oak Ridge, Tennessee, and Paducah, Kentucky, have been having their share of

labor troubles recently. Last week, two CIO unions struck the plants and then went back to work as President Eisenhower appointed a fact-finding board under the Taft-Hartley law. A few days later, AFL laborers at Oak Ridge went out on a brief strike at two Oak Ridge construction projects in a dispute with contractors over wage scales. The men returned to work after an appeal from union leaders.

A last minute agreement between Mohawk Airlines and the Airline Pilots Association averted a strike of 73 pilots against the New York State carrier. The agreement provided for substantial wage increases and changes in off-duty scheduling. The settlement covers 73 pilots.

AFL post office unions lost another round in their fight for wage increases, when the House of Representatives turned down a five percent increase for one million postal workers. The bill represents an agreement between the administration and the Post Office unions.

New York City's subway system, operated by the New York Transit Authority, has reached agreement with the CIO Transport Workers Union on a two year contract. The agreement followed a representation election in which the CIO union won an overwhelming majority. It provides for official recognition of the union and wage increases as well. Previously the authority held that it could not sign labor contracts because it was a government agency.

A strike by 10,000 members of Dodge Local 3 of the United Automobile Workers, CIO, has idled 25,000 additional Chrysler employees in Detroit, due to a shortage of parts caused by plant shutdowns. The walkout was called over the firing last week of two UAW members who refused to perform new jobs as demanded by the company. The other 25,000 workers became directly affected by the strike when drivers of interplant trucks, who are members of the striking local, joined the walkout, causing parts shortages in other plants.

THE EVOLUTION

OF

THE



Courtesy of
THE ILLUSTRATED
LONDON NEWS

PROPRIETORS
THE ILLUSTRATED LONDON NEWS & SKETCH, L.M.
(REPRODUCED FROM ISSUES DATED
MARCH 28, 1908 TO JUNE 4, 1908)



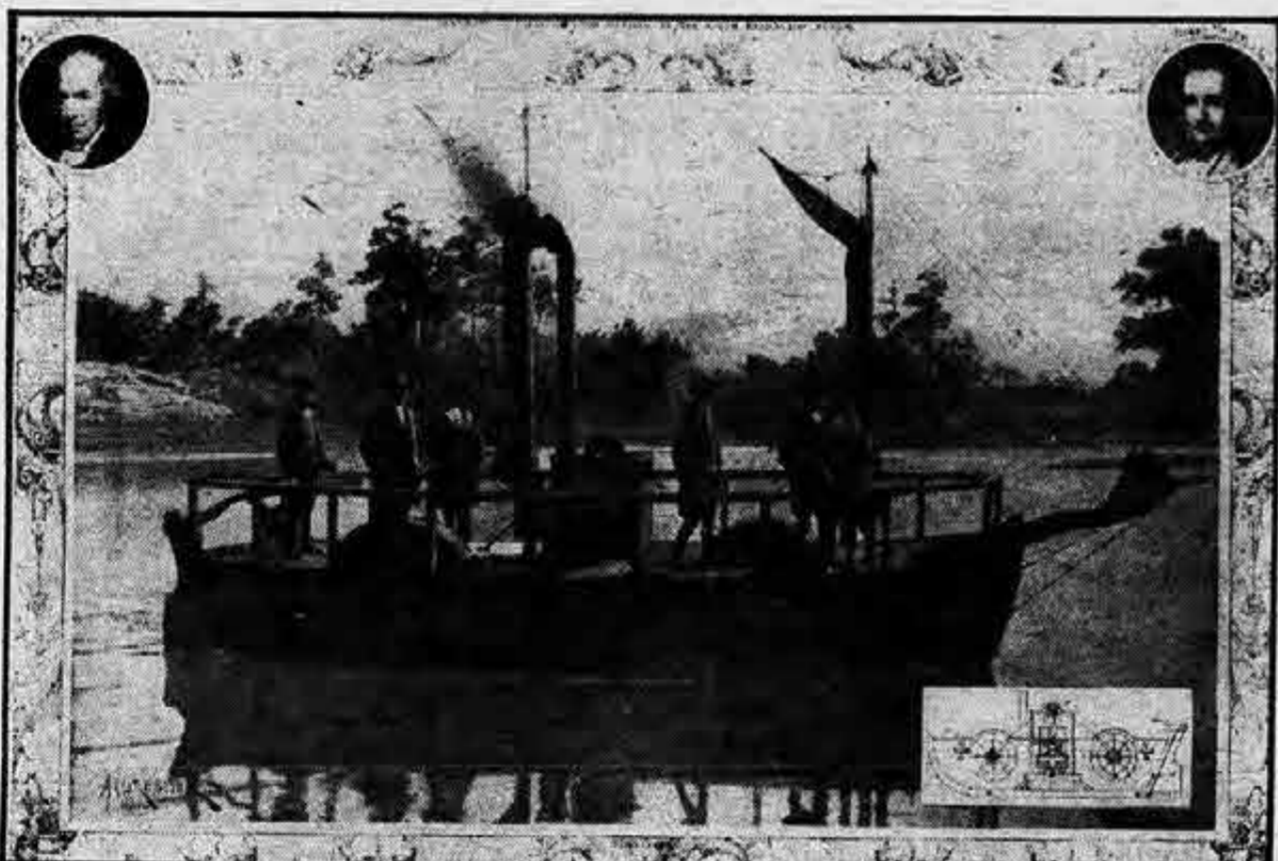
The father of the stern-wheeler, Jonathan Hull's steam-tug was tried out on the Avon in England in 1737. It had a single-acting steam cylinder; a ratchet-gear linked to the piston gave continuous rotation to the stern paddle-wheel.



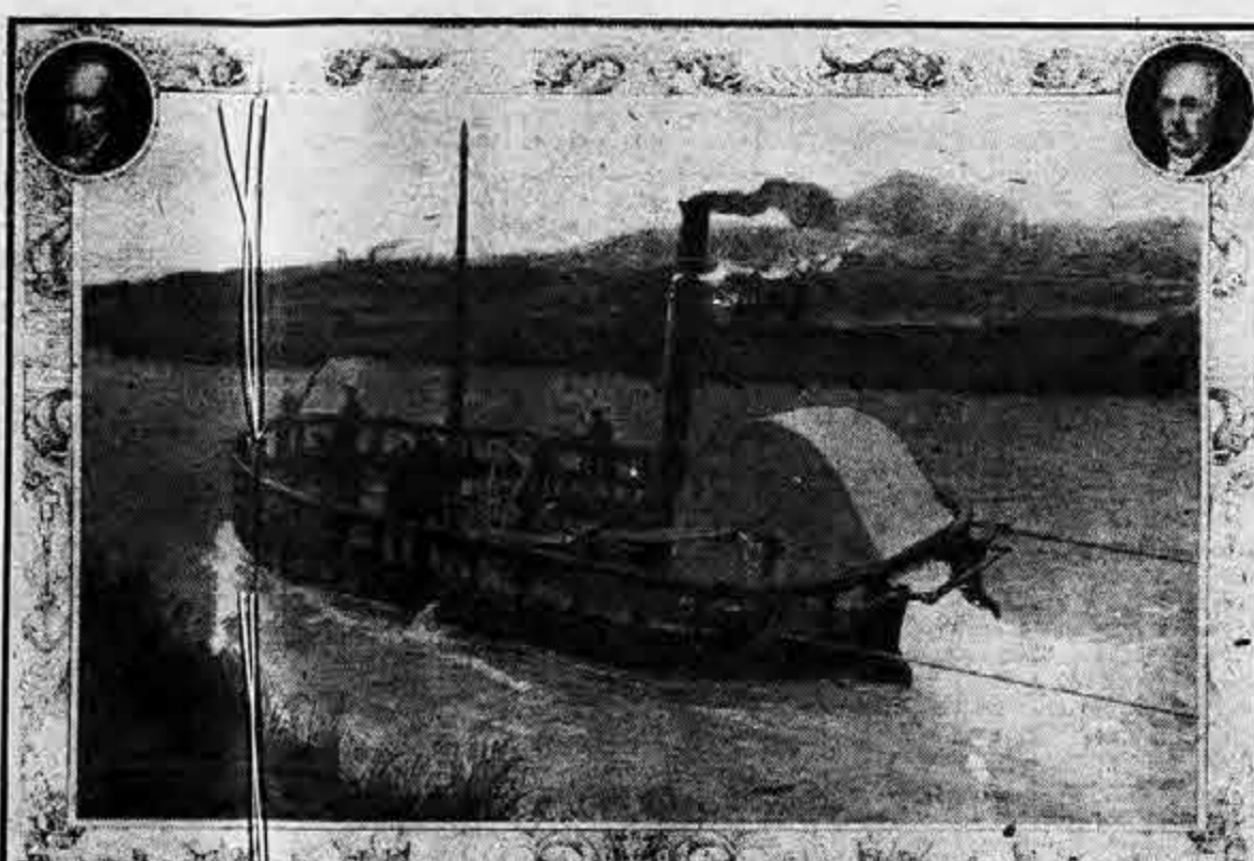
On July 15, 1783, the Marquis de Jouffroy's paddle steamboat traveled for 15 minutes against the current of the Saone River in France. The 150-foot boat had two paddle-wheels turned by a single horizontal steam-cylinder.



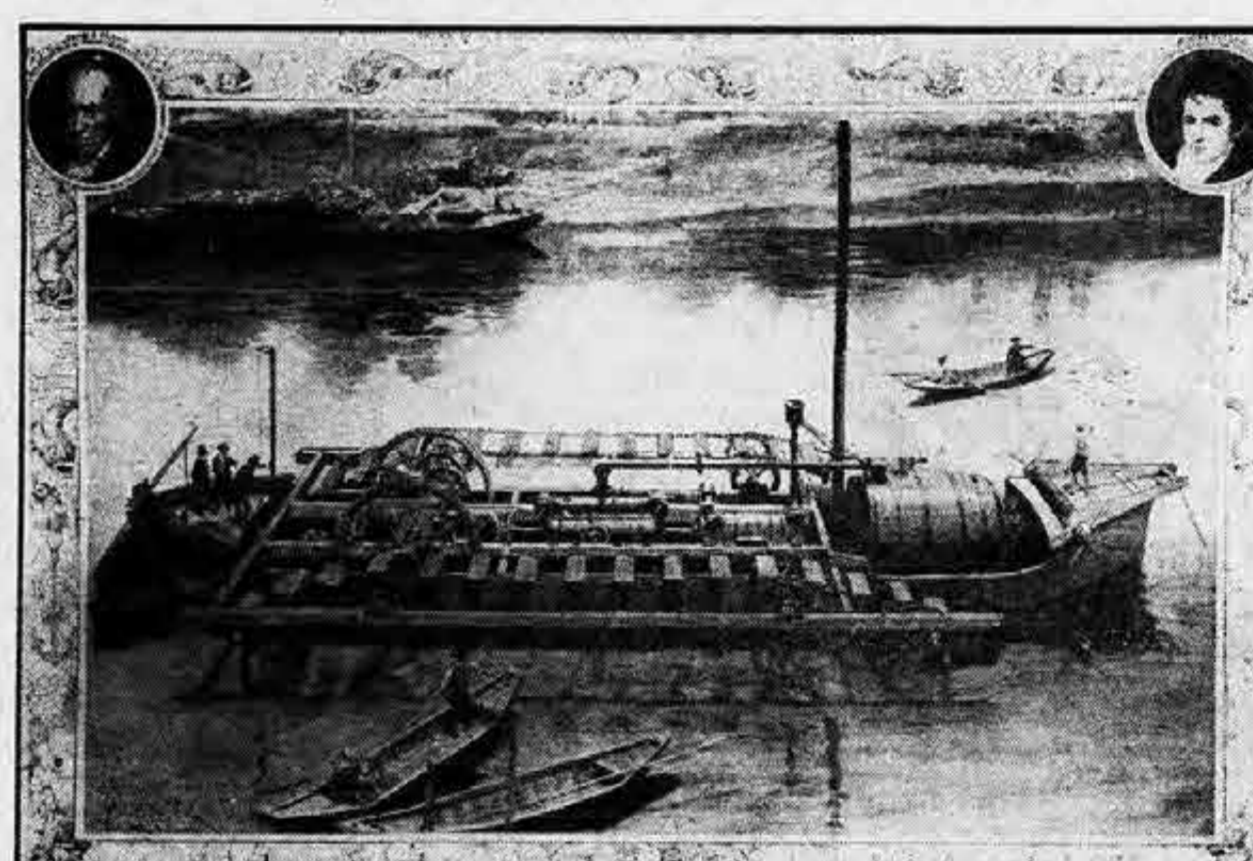
Patrick Miller's double-hulled paddle-boat, built in Scotland (1787). Five paddle-wheels driven by capstans, in tandem between hulls, could be raised out of the water when sails alone were used. The speed was 4.3 knots with 30 men at the capstans.



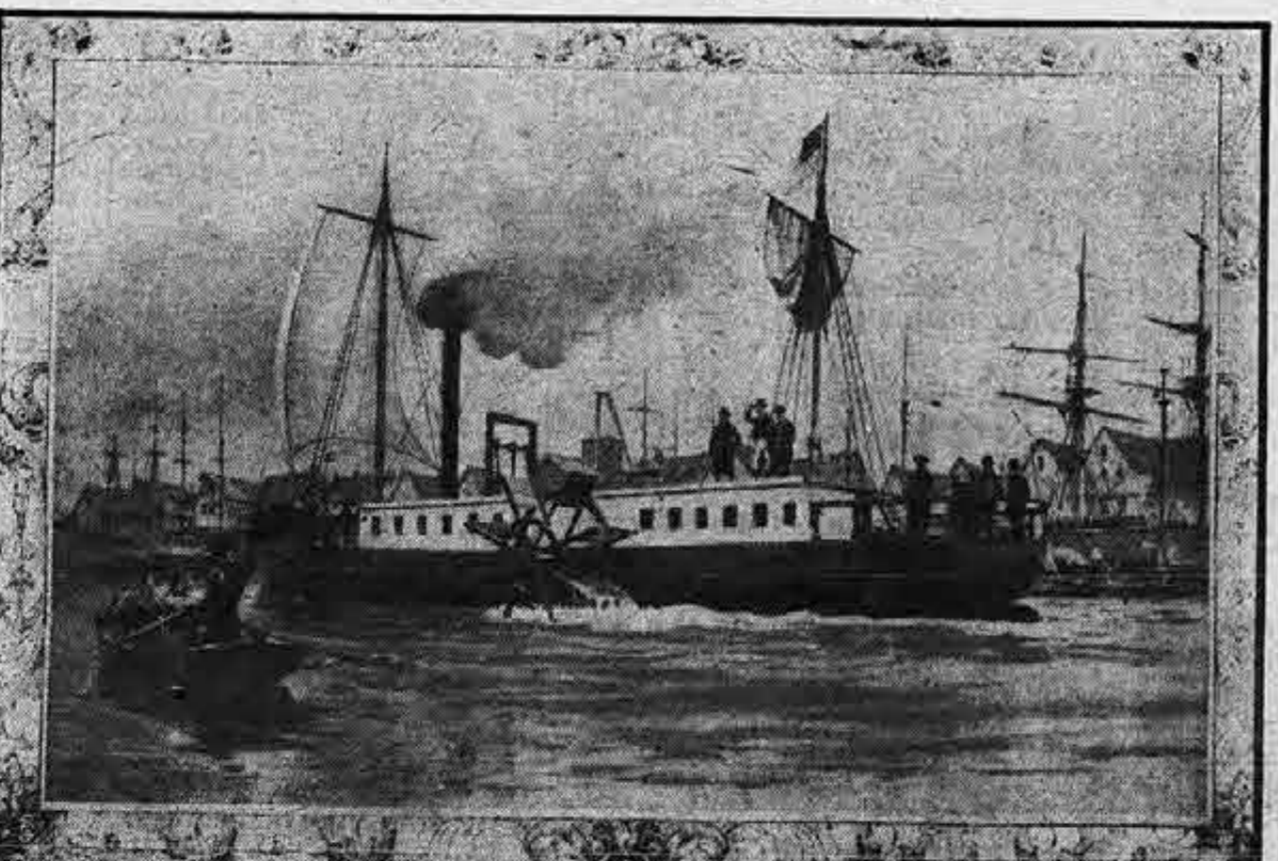
In 1788, a double-hulled boat fitted with a steam engine by Patrick Miller did five knots. The engine had two vertical open-topped cylinders with pistons connected by a system of chains and pulleys to drive the single paddle-wheel.



The Charlotte Dundas was tried on the Clyde Canal in 1801. William Symington's 56-foot steamboat had a ten hp engine with a single direct-acting cylinder driving the stern paddle-wheel. It was operated as a tow-boat for a time.



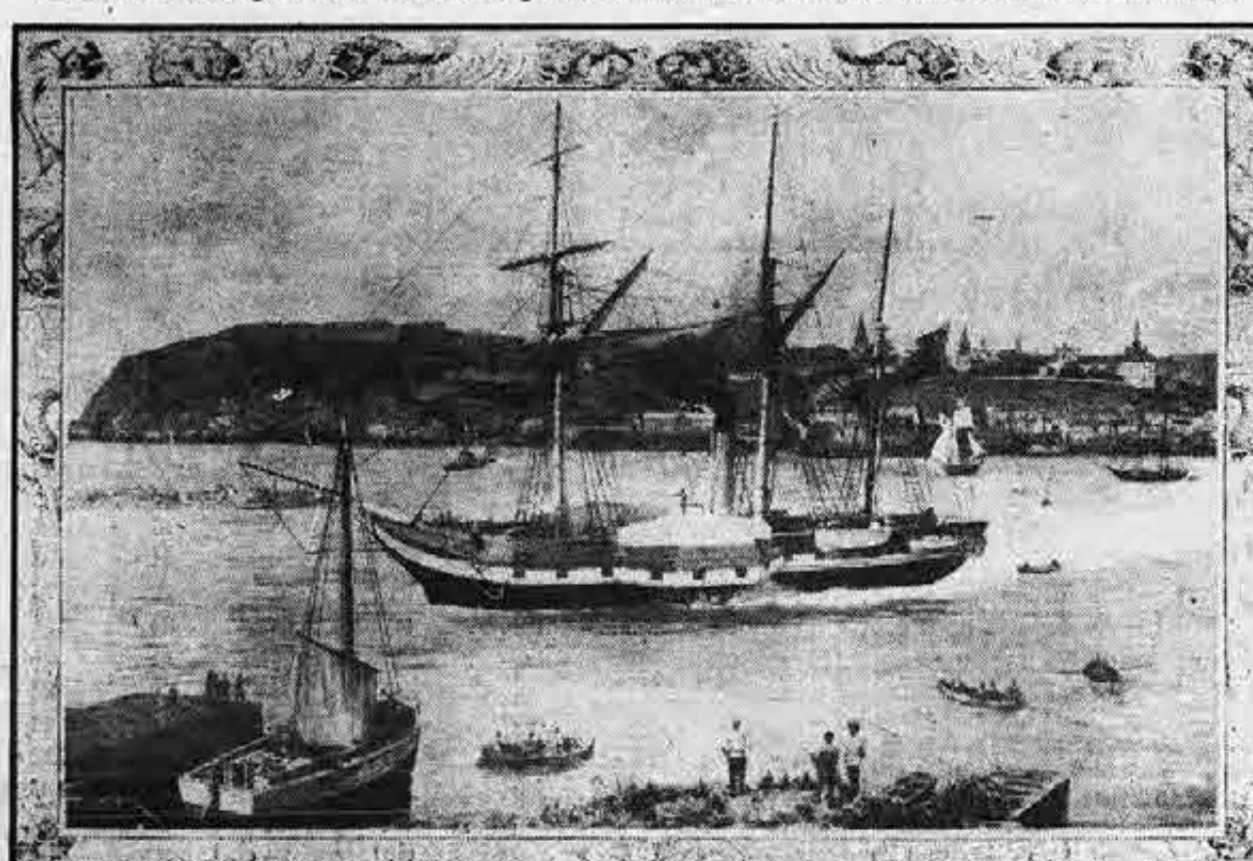
Tried out on the French river Doubs in 1802, Desblancs' steamboat had a barge-like hull whose cylinders' horizontal motion was mechanically converted into circular motion. Arranged on chains, the paddle floats traveled like the buckets of a dredge.



The first commercially-successful steamboat in the US was Robert Fulton's Clermont, which made a 150-mile voyage up the Hudson to Albany in 32 hours, on August 11, 1807. In an 1803 experiment, a smaller vessel sank immediately.



Henry Bell's Comet appeared in 1812 and ran out of Glasgow as a passenger-freight steamer until she was wrecked in 1820. The 30-ton, five-knot vessel had a four hp engine and four paddle-wheels, later reduced to two.



Second steamship to cross the Atlantic, the Royal William (1833) made the voyage from Quebec to Gravesend, England, in 25 days. She followed the American Savannah, which used steam only a short part of the way across in 1819.

PORT REPORTS

Boston:

Lady Cop's Husband Dies On African Run

The sympathies of all the men at the Union hall are going out to Mrs. R. E. Peck of Green Harbor, whose husband died recently aboard the Robin Trent in Africa.



Peck

Mrs. Peck is the only policewoman in Green Harbor and has been on the force for the past 20 years. One of her favorite diversions is reading the LOG. We are still awaiting word from the

Robin Line on what ship and what date her husband will arrive back in the States. We are hoping he will be brought back to Boston so Mrs. Peck can make arrangements for having him buried in Massachusetts.

R. M. Churchill was taken sick while working as cashier on the Evangeline. He got off the ship in Yarmouth, Nova Scotia, and when he was brought back to Boston he was so ill he had to be taken off the ship in an ambulance. The marine hospital ambulance was in Providence so Eastern SS Company ordered a private ambulance to take him to the Brighton Marine Hospital.

Besides Churchill, we have J. Penswick, F. Alasavich and J. Garello in the marine hospital.

Shipping Still Slow

Shipping here continues to be slow. During the last report period we had the Alexandra (Carras) and Royal Oak and Paoli (Cities Service) paying off and signing on. In transit were the Robin Wentley (Seas Shipping), Antinous and Choctaw (Waterman), Steel Flyer (Isthmian) and The Cabins (Cabins).

We had a few beefs on the Alexandra but these were all settled to the satisfaction of the crew. The Evangeline has been running smoothly without any beefs so far. The delegates are "Shorty" Melanson, engine; Ollie "Orion Comet" Olson, deck, and W. Grant, steward. All of these boys are doing a very good job.

We are finally getting some sunshine after two months of rain and hope this good weather will continue.

James Sheehan
Boston Port Agent



New York:

Shipping Fair Despite Bull Line Fleet Layup

New York can boast of having some of the finest weather in the country for the past few weeks—no rain and temperatures in the low 80's. Just what the beaches, race tracks and amusement park operators dream about.

The boys on the beach here have certainly been able to enjoy some outside recreation and with the additional facilities we have added in the hall, those who enjoy indoor recreation has found plenty to occupy their time. They can now enjoy shooting pool, playing shuffle board, cards, chess, checkers, reading from a well-stocked library or watching the shows or ball games in the television theatre. These facilities are open to the membership from eight o'clock in the morning until midnight.

Shipping for the past two weeks has been fairly good for all three departments, but you would not think so to look in the hall here.

We have a large part of the Bull Line fleet tied up here due to the longshoremen's strike in Puerto Rico and that has added quite a few men on the beach here.

Layups Coming Out

These men are all registered to go back on their respective ships and will be sent back as soon as the strike is over in Puerto Rico. We had one Liberty ship come out of layup this week, the Transatlantic (Pacific Waterways). Shipping should remain good for the coming period as there are quite a few ships due in and also a couple more are expected to be pulled out of layup.

We paid off a total of 16 ships in the past two weeks, signed 14 on foreign articles and serviced 16 in-transit ships.

Payoffs

Ships paid off were the Beatrice, Evelyn and Show Me Mariner (Bull); the Seatrain Savannah (Seatrain), the Val Chem (Valentine), the Bradford Island, Chiwawa and Government Camp (Cities Service); the Transatlantic (Pacific Waterways), the Robin Wentley and Robin Goodfellow (Robin); the Choctaw (Waterman), the Steel Flyer (Isthmian), the Seatiger (Colonial) and the Excello (Excello Corp.).

Those ships signing on were the Robin Tuxford (Robin), the Barbara Fritchie (Liberty Navigation), the Show Me Mariner (Bull) and the Lawrence Victory (Mississippi).

In-transit ships were the Seatrains Louisiana, Texas, New York and Georgia (Seatrain); the Calmar and Alamar (Calmar); the Steel Chemist and Steel Voyager (Isthmian); the Alcoa Partner (Alcoa), the Southport (South Atlantic) and the Topa Topa, Antinous and Fairisle (Waterman).

Claude Simmons
Asst. Sec.-Treasurer

Use Only One Mail Address

Seafarers with beefs regarding slow payment of monies due from various operators in back wages and disputed overtime should first check whether they have a proper mailing address on file with the company. SIU headquarters officials point out that reports received from several operators show checks have been mailed to one address while a beef on the same score is sent from another, thus creating much difficulty in keeping accounts straight. Seafarers are urged to use one permanent address for mail so that claims can be checked speedily and payment made right away.

Baltimore:

Shipping Improves Nearly 100 Per Cent

At long last, I'm glad to report that shipping has picked up considerably and registrations have fallen off. This is largely due to the fact that we crewed up the Edith, Mae and Carolyn (Bull), and the William A. Carruth (Transfuel) and had quite a few replacements on the Compass (Compass).

Even with this spurt in shipping, we still have a few more ships around here idle and several of these, we understand, will be crewing up within the next two weeks. Here's hoping this is true.

There have been well over 200 men that have shipped in the past two week period.



Miller

This is approximately 100 more men shipped than in the previous two week period.

Paying off in the Port of Baltimore in the past two weeks were the Cubore, Santore, Baltore, Venore, Felore, and Marore (Ore); the Bethcoaster and Alamar (Calmar), the Steel Chemist (Isthmian) and the Logans Fort (Cities Service).

Sign-Ons

Sign ons were the Cubore, Santore, Venore and Marore (Ore); the Topa Topa and Fairland (Waterman), the Edith and Mae (Bull), the Steel Chemist (Isthmian) and the Logans Fort (Cities Service).

Those in transit were the Alcoa Partner and Alcoa Ranger (Alcoa), the Chickasaw, Wacosta and Antinous (Waterman); the Steel Flyer (Isthmian), the Portmar (Calmar) and the Robin Wentley of Seas Shipping.

The political scene in Maryland at the present time is in a turmoil, particularly on the Democratic side, due to the fact that Mahoney, the man who ran in the primaries against Byrd, does not want to concede defeat, although it is expected Byrd will be ruled the winner. The AFL went all out in supporting Byrd and there is no question that the great help that many Seafarers gave in this campaign was an important factor.

Real Old Timer

Our man of the week, Brother John O. Miller, has been a member of the SIU since 1938. A real old-timer, he has been a credit to the SIU, not only in performing his own duties, but in his ability to

steer the younger members on a true course.

He has sailed at every rating in the deck department and for quite a number of years has been shipping as bosun. "Shorty," as he is known to his shipmates, has seen our organization grow from obscurity to its present high rating in the maritime industry.

Earl Sheppard
Baltimore Port Agent



Seattle:

Boom Appears Over As Shipping Slows

The boom in shipping seems to have dropped off this past two week period and shipping is more or less back to normal. At the time of this report, we do not know of any more ships coming out of layup, but it is very likely that a Liberty or two will come out for a load of lumber for the east coast or Japan.

We had no ships pay off during this last two week period. The Young America (Waterman) was diverted to San Francisco, the New York of the west coast.

We signed on the Coe Victory (Victory Carriers), that is we signed her on "coastwise articles" only because the shipping company said they were not going to store the ship in Seattle, but would store her in San Francisco for the voyage. A bit of advice to all concerned: you can't feed a crew on promises, therefore, when the "victualer" says he has plenty of stores, then, and only after that, is the time to sign, and of course, don't overlook the linen, washing machine and general repairs.

Ships in transit were the Raphael Semmes (Waterman) and the Marymar (Calmar).

Seattle has had plenty of sunshine and the temperature has been between 60 and 80 degrees. Another reason may be that some of the boys are feeding the ponies at Longacres. (These few generally ship out pretty quick.) Finally, some of the members have found second homes for themselves. Several got together and rented a boat house on beautiful Lake Washington and are having quite a vacation. Luckily, the vacationers are a mixed lot. I am told they had quite a port list last week and had to pump the bilges. After checking a bit, it was found to be not a leak, but the ice box. The ice box is on the port side and needless to say, it was full of beverages, causing the list.

Jeff Gillette
Seattle Port Agent

Lake Charles:

Skipper Beefs On OT But He Again Pays Up

We had the Bull Run (Mathiasen) in here for a couple of days before she sailed for Argentina, and again we had a hassle with our noble friend (??), Captain Rachall, over OT. We had some trouble with this bird last February and the Union won then. But this time he again thought he could get away with it just by saying "That ain't overtime." But he finally saw the light and paid the OT so he could sign on. Maybe some day this bird will learn to quit disputing good OT, but we doubt it because his type never learns. There is a fine crew of SIU men on this ship and they swear they will bring her in clean if it is within their power to do so.

Besides the Bull Run, the Council Grove (Cities Service) also sailed for Argentina, and other ships calling in here were the Cantigny, Government Camp, Logans Fort, Bradford Island, Winter Hill and Lone Jack, all of Cities Service.

Pumpman in Chair

At last week's meeting we had Brother J. F. Mapp, chief pumpman, in the chair. He hails from Mississippi and joined the Union back in the early days. The Recording secretary was Brother A. Baker, FWT, and both men did a fine job. We have no men in the hospital here at this time.

For our Seafarer of the Week we nominate Brother H. J. Abel, better known as "Baltimore Whitey." He has been a Union member for a long time, sailing in the deck department, and he says the SIU benefits its men in so many ways it is hard to say just what its greatest benefit is.

Our noble Karl "Swede" Heilman went fishing the other night and reports he caught a tubfull. He didn't say a tubfull of what, but we suspect it wasn't fish.

All is quiet on the labor front here at present, but we are on the alert for the bosses to start trouble now that they have got the "right-to-scab" bill passed.

Leroy Clarke
Lake Charles Port Agent



Savannah:

South Atlantic Ships Pay Off and Sign On

Shipping has been fair in this port during the past two weeks. The Southwind and Southland (South Atlantic) paid off and signed on, and in transit were the Southport (South Atlantic), Fairport (Waterman) and Seatrains Louisiana and Georgia. The Seatrain Georgia called here twice.

Men in the marine hospital are John H. Morris, Leslie F. Swegan, G. F. Wilson, A. F. Meadows, R. C. Shedd, P. Bland, J. Littleton, W. C. Bedgood, J. B. Sellers, C. Slater, L. A. DeWitt, B. Blanchard, J. C. Moore and G. Menendez.

Jeff Morrison
Savannah Port Agent

A & G SHIPPING RECORD

Shipping Figures July 2 to July 16

PORT	REG.			TOTAL REG.	SHIP.			TOTAL SHIPPED
	DECK	ENGINE	STEW.		DECK	ENG.	STEW.	
Boston	28	13	5	46	7	18	8	33
New York	181	150	121	452	81	80	83	224
Philadelphia	31	31	16	78	14	11	9	34*
Baltimore	87	61	63	211	93	87	72	252
Norfolk	29	11	11	51	13	7	4	24
Savannah	16	8	8	32	10	9	5	24
Tampa	11	16	19	46	6	8	7	18
Mobile	43	36	49	128	38	28	43	109
New Orleans	87	65	63	195	71	75	107	253
Galveston	24	34	23	81	32	21	21	74
Seattle	39	24	30	93	16	14	11	41
San Francisco	46	32	41	119	35	27	24	86
Wilmington	10	10	8	28	3	6	0	9
Totals	612	491	457	1,560	419	388	374	1,181

* Port shut down by longshoremen's strike.



PORT REPORTS

New Orleans:

Pelicans Kick Mobile's Bears All Over Lot

With the usual summer doldrums having set in, the principal topics of conversation here just now are shipping, the New Orleans Pelicans, the weather and politics in that order.

Shipping has picked up somewhat since our last report and the outlook for the immediate future indicates it will continue to be fair.

As for the Pelicans, they are even hotter right now than the weather. The birds won eight of their last nine games on the road and now are only a half game out of first place in the Southern Association.

Over the weekend, they swamped the Mobile Bears to sweep a four game series. For some reason, our Mobile brothers seem to have lost interest in baseball recently. They don't even want to talk about it. Well, Mobile is still in the league, even though the Bears are in sixth place 16 games off pace.



Cope

The weather continues to be hot with the mercury hanging between 95 and 100 degrees on most days. An occasional afternoon shower makes it bearable at night, however.

Quiet Primary

A primary election will be held in Louisiana July 27, but from all indications it will be an unusually quiet election. The principal races to be decided involve the US Senate seat occupied by Senator Allen J. Ellender and the Congressional office held by Representative Hale Boggs. Ellender is opposed by Frank B. Ellis, an attorney, and Maurice B. Gatlin will oppose Representative Boggs.

Among the Seafarers who have been in dry dock at the USPHS hospital here for extended periods, but are now reported to be convalescing in good style, are D. Korolia, E. E. Brady, S. Cope, A. Quinones, L. R. Tickle, William G. Moore and E. Samrock.

Those recently admitted include P. G. Goodman, C. W. Barnett, J. M. McDavitt, R. L. Skinner and J. J. Adams.

L. T. Bacon and T. Fields are back in the hospital for further treatment after being recently discharged.

Payoffs

Ships paid off here in the last two weeks were the Steel Scientist (Isthmian), the Del Sud, Del Alba and Del Oro (Mississippi); the DeSoto, Iberville, Citrus Packer and Morning Light (Waterman) and the Alice Brown (Bloomfield).

Ships calling in-transit included the Alcoa Cavalier, Alcoa Pennant, Alcoa Clipper and Alcoa Pilgrim (Alcoa); the Andrew Jackson and Steel Rover (Isthmian), the Del Sud, Del Santos and Del Oro (Mississippi); the Lafayette (Waterman), the Alice Brown (Bloomfield), the Lone Jack (Cities Service), the Seatiger (Colonial) and the Seatrains Georgia and Savannah (Seatrains).

Lindsey J. Williams
New Orleans Port Agent

Norfolk:

Hampton Roads Gets More Ship Action

Shipping was slightly better for this past two week period and there were an increasing number

of ships coming into Hampton Roads. Although most of them were under foreign flags, some of them were our own contracted ships and the shipment of men was getting better.

Paying off during the last two weeks were the Lawrence Victory (Mississippi) and the Royal Oak (Cities Service).

Ships signing on were the Wacosta (Waterman), the Lawrence Victory (Mississippi) and the Royal Oak (Cities Service).

In-transit ships were the Council Grove and Logans Fort (Cities Service); Southport (South Atlantic), the Steel Advocate, Steel Rover and Steel Chemist (Isthmian); the Wacosta (Waterman) and the Alcoa Ranger and Partner (Alcoa).

James A. Bullock, patrolman, reports that on his weekly visit to the USPHS hospital to pay the seamen their weekly welfare benefits, that only one man, Anthony Scaturro, is in the hospital at the present time.

Ben Rees
Norfolk Port Agent

Galveston:

Neva West Is Laid Up, But Shipping Is Good

Shipping has been good here during the past two weeks, with 79 men shipping out in the three departments. However, the Neva West (Bloomfield) went into idle status after she paid off.

The Alexandra (Carras) and Fort Hoskins (Cities Service) signed on, and in-transit were the Southern States (Southern SS), Alice Brown (Bloomfield), Del Santos (Mississippi), The Cabins (Cabins), V a l Chem (Valentine Tankers), Steel Navigator (Isthmian), Paoli and French Creek (Cities Service) and Seatrains New Jersey, Savannah, Texas and New York.

In the marine hospital are C. Barbosa, Hannison DesHotels, F. V. Davis and M. P. McDonald. On the beach are J. Lee, R. Ayers, J. Lippincott, N. Baker, O. L. Fleet, W. Jones, F. Ryan, S. Sikes, W. R. Simpson, D. Molina, W. Brightwell, F. Pedraza, B. Luna, M. Plyler, R. Meadows, W. Slade, G. Bales, J. Glenn, E. Puntillo and P. Rogosch.

Keith Alsop
Galveston Port Agent

Philadelphia:

Port Shut Down With Longshore Lockout

Shipping has been slow for the past two weeks due to the longshore strike in Puerto Rico which has tied up most of the Bull Line fleet. We are also the victims of a shut down port due to the local employers locking out the longshoremen over the latter's refusal to work a ship where there was an unsettled beef. The outlook for future shipping depends on the outcome of the Puerto Rico longshore beef and the local longshore beef.

We are sorry to report the fatal accident aboard the Barbara Fritchie (Liberty Nav.) in which Joe Lupton was instantly killed. Joe, a former official in the Port of Norfolk, will be sadly missed by his many friends in the SIU.



Lupton

Soon after we had received all the details on this accident, and had left the ship, we were notified that another serious accident had occurred on the same ship when Prescott Spinney, deck engineer, was knocked into #3 hold. Brother Spinney was taken to the Frankford Hospital in Philadelphia and the next day was visited by representatives of the SIU Welfare Services Department, who made sure that his family was notified and also saw that he had enough money to take care of anything he might want.

Here's wishing Brother Spinney a speedy recovery.

A. S. Cardullo
Philadelphia Port Agent

San Francisco:

Crews Asked To Take Beefs To Delegates

Shipping for the Port of San Francisco has been fair for the past two week period but the outlook for the future looks poor.

Ships paid off were the Madaket and Young America (Waterman) and the Orion Star (Oil Carriers).

Sign Ons

Ships signing on were the Madaket and Jean Lafitte (Waterman) and the Orion Star (Oil Carriers).

Ships in-transit were the Steel Maker (Isthmian), the Ocean Ulla (Ocean Trans.), the Marymar (Calmar) and the Gateway City, Yaka and Raphael Semmes (Waterman). Lately, crews paying off and

signing on the various ships around the area seem to have forgotten that they have delegates aboard the ships to take up their beefs with the patrolman, but instead of that they come individually with their various beefs. A lot of times the patrolman checking on the beefs finds just a little personality complaint among the crew or sometimes against the officers of the ship.

Personalities are things that we should not be involved with while we are discussing ship's business. You are not only making it hard on your shipmates and delegates, but also on the patrolman who has to settle these beefs. If everyone will cooperate and take their beefs to the ship and department delegates they will present the beefs to the boarding patrolman.

Men riding in-transit ships seem to have forgotten the procedure. Men coming into port have quite a few beefs like repairs, and other items that should have been taken care of at the last pay off and sign on. Of course, it is the same old story from the crews, they were busy going home to their wives or families and did not have time to take care of them. The next thing they know the ship has sailed and the repairs were not done. Most of these in-transit ships do not have officers out here, only an agent who is generally not authorized to spend sums of money for repairs that should have been taken care of on the other coast.

Crew To Blame

Most of the negligence has been due to the crew paying off without leaving an adequate repair list for the boarding patrolman or new crews. Therefore, when the ship gets out to sea the new crew does not have all the things done that should have been done. To the old crew leaving the ship, see that an adequate repair list is left to the new crew signing on, check before you sign on and see if you need any repairs. Also see that the work requested has been done. If repairs have not been made, promptly report same to the boarding patrolman who is to sign on your vessel. He will get the repairs done for you.

Oldtimers on the beach include F. Votto, F. Martinez, W. Kramer, W. Bause, C. McKee, J. Worley, J. Early, W. Harris, C. Newton, F. Kustra, J. Lefko, P. Robertson, P. Cheklin and G. Bane.

Men in the marine hospitals include G. H. Leary, S. Bunda, H. R. Fall, J. Levin, W. Singleton, P. S. Yuzon, C. Neumaier, J. Childs, O. Gustavsen, J. Perreira, V. L. Tarallo, W. Johnson and P. J. St. Marie.

Tom Banning
San Francisco Port Agent

Mobile:

Everybody Happy With Retroactive Pay News

Shipping in the port for the past couple of weeks was not good, but kept pretty steady with approximately 109 men shipped to regular jobs and 87 men shipped to various relief jobs in and around the harbor. During this last two week period we had a total of eight pay-offs, five sign ons and seven ships in-transit.

Ships paying off, all in pretty good shape, were the Alcoa Pennant, Puritan, Clipper, Pilgrim and Corsair (Alcoa); the Monarch of the Sea, Lafayette and Morning Light (Waterman).

Signing on again were the Alcoa Pennant, Puritan, and Pilgrim (Alcoa); the Andrew Jackson (Isthmian) and the Lafayette (Waterman).

Mississippi In-Transits

In-transit ships were the DeSoto, Golden City, Iberville and Citrus Packer (Waterman); and the Del Sol, Del Oro and Del Santos (Mississippi).

Brothers Willie Reynolds and William G. Moore are in the New Orleans marine hospital.

Oldtimers on the beach include Charley Long, H. Kirkwood, R. Beswell, F. Kyser, G. Lewis, F. Kouns, C. Trippe, J. Waith, G. Gonzales, C. Prevatt, B. Locke and J. Edlund.

Retroactive Pay

A report from two of the major companies made the membership on the beach feel a little better. Alcoa said that they would be ready to pay the retroactive wage increase by the first of August and Waterman said that they would be ready by the 15th of August. When and how to collect this retroactive pay will be announced in the SEAFARERS LOG.

Mobile has one of the Waterman ships presently held up in San Juan, PR, due to a strike in that area by the longshoremen. Headquarters is looking after the interests of the Union during the course of this strike to see that the members and their interests are protected.



Pisani

'Duke of Bourbon Street'

For our Seafarer of the Week we nominate Anthony Pisani who joined the SIU in New York in 1947. He originally hails from New York, but usually ships out of the Gulf in the various engine room ratings. Tony, or the "Duke of Bourbon Street" as he is better known, says he likes this area better than New York and that he intends to make his home here. His favorite sport is bowling and walking and he usually spends about five or six hours a night walking around the town. He is single, but says he has prospects.

In his opinion, the best of the Welfare Plan benefits is the disability benefit. Although a young man himself, Tony says it gives him something to look forward to and the assurance that he will be looked after in the event of disability.

Carl Tanner
Mobile Port Agent

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France Is Host To Golden City



The Golden City (Waterman) on a recent European run again saw many familiar scenes of World War II. Top, left, is a shot of a sunken German transport in the harbor of La Pallice, France. Top, right, an amphibious landing craft is hoisted aboard the ship. Bottom, left, are (left to right), Seafarers Joe Hunt, Al Arnold, Jim Flanagan and Henry Bilde, of the Golden City. Bottom, right, French workmen prepare cradle on the deck of the ship for the 100-ton landing craft's trip to the States.

The FOC'SLE FOTOGRAHER

By SEAFARERS LOG Photo Editor

(Editor's Note: The SEAFARERS LOG photo editor will be glad to assist Seafarers with their photo problems. Address any questions to the Photo Editor, c/o the LOG at 675 Fourth Avenue, Brooklyn. This includes information on how to operate certain types of cameras, advice on camera purchases, photo-finishing techniques, plus information on a variety of camera equipment, such as enlargers, flash guns, etc. Drop the editor a line or if you are around the hall come up to see him.)

Ever since Daguerre uncapped the first lens to record successfully a photographic image, scientists have been looking for better and faster film emulsions. For many impatient photographers who expect each emulsion to produce amazing feats of sensitivity over preceding films, progress may be slow. But it's not. In the characteristics where progress should be measured—greater shadow detail, unblocked highlights, finer grain structure and tonal range, plus higher emulsion speed—the scientists have done an amazing job.

The two newest emulsions just introduced, Kodak Royal Pan Sheet Film and Du Pont Superior Press Film, are important steps in film progress. Both are rated by the manufacturers at a speed of 200 daylight and a tungsten rating of 160. Both are designed for the professional photographer who is limited by the relatively slow lens of press cameras as compared with the speed lenses of 35mm cameras. DuPont literature suggests that ratings up to 1000 can be obtained and gives methods concerning development for such high speeds. While Kodak's information contained no such reference to higher ratings, practical tests proved that both films could yield equally amazing results with under-exposed and special development.

The most significant feature of both these films is the almost startling refusal to block highlights except under the grossest over-exposure and over-development. This is a key to the possibilities of increased working speeds with the new emulsions. Negatives exposed with an estimated film speed rating of 1000 were printable. Under normal exposure conditions both films gave negatives of remarkably good quality with a grain structure apparently no greater than films of slower ratings.

Best quality was obtained from fully exposed Superior Press with 16-D and seven minute development time while five minutes in DK-50 produced best results under similar conditions with Royal Pan. Tests made under dark green safelights showed that one five-second inspection is possible without fog but any exposure to a safelight for longer periods was injurious. The manufacturers recommend total darkness, and if you're not used to working under a green safelight it's best to use the time and temperature method. There's no doubt that both "Royal" and "Superior" will prove to be valuable additions to those who are after maximum speed and good quality.

LOG-A-RHYTHM:

Little Things

By M. Dwyer

Think of her face when you're far away,
Tell her you haven't forgot,
A thought a day till you're home to stay,
Little things mean a lot.

Through starry nights or a sunset's glow,
Remember, she hasn't forgot,
There'll not be another if you say you love her,
Little things mean a lot.

Send her a gift, a card or two,
Pretend that you're swell if you're not,
And if you should miss her in dreams you can kiss her,
Little things mean a lot.

Long for the day you'll be sailing back,
Though other arms may embrace you,
Yearn for the port you can call your home,
For it will never desert you.

New Numbers For Hq. Phones

The telephone numbers of all New York headquarters phones were changed recently by the telephone company. All Seafarers calling headquarters are asked to use the new numbers to get faster service.

The new headquarters telephone number is HYacinth 9-6600.

Moonlight Ship Provisioning Is Calmar's Latest Capers

Calmar ships now and then pop up with a new twist in the handling of ship's stores. The crew of the Calmar reports the latest one is storing the ship under cover of darkness.

At a recent ship's meeting, the crew brought under discussion the topic of stores and the way they are handled on the Calmar. During the last trip, the stores were brought down to the ship by moonlight and they were not checked by the steward because it was nearly midnight before the stores were safe in the ice box.

The ship sailed shortly there-

after and thus there wasn't any way of knowing what stores were put on, whether or not there was enough stores and whether they were good or bad.

The crew went on record to have the stores on before they sign on and in the daytime so that the steward can check and see if they

are good or bad and if there is enough.

Calmar's latest after-dark storing maneuver, the crew believes, is an attempt to evade the stringent kind of check-ups that these ships have been receiving to make sure that their storing is up to SIU standards.

Quiz Corner

- (1) Twenty-nine percent of a mixed shipment of canned goods on a vessel is fruit products. If there are 400 tons in the entire shipment, how many tons of canned vegetables are included?
- (2) Which city is the capital of Australia: (a) Sydney, (b) Canberra, (c) Melbourne, (d) Brisbane?
- (3) If a Fahrenheit thermometer reads 212°, what does the Centigrade thermometer next to it read?
- (4) Abner Doubleday and the Marquess of Queensbury played prominent parts in the early history of two famous sports. With what sport was each of them connected?
- (5) What is the meaning of the word emolument: (a) medicine, (b) celebration, (c) profit, (d) tomb.
- (6) Where is the Morro Castle: (a) Rio de Janeiro, (b) Havana, (c) Manila, (d) Madrid?
- (7) A ship leaves port at noon Tuesday and at the end of 24 hours covers 300 miles. A second ship heading in the same direction leaves the same port at 9 PM Tuesday and intercepts the first one at noon Wednesday. How fast was the second ship going?
- (8) Which is the most densely populated state in the US: (a) New Jersey, (b) New York, (c) Rhode Island, (d) Illinois?
- (9) In what continent is Turkey, Europe or Asia?
- (10) If you cut 45 yards of cloth into one-yard pieces, and cut one yard a minute, how long will it take?

(Quiz Answers on Page 20)

Golden City Has Near-Miss

Speaking of arriving in the States on a ship without a beef, the crew of the Golden City (Waterman) nearly arrived in the States without any beefs and without a ship.

While in the Straits of Dover proceeding towards the English Channel, the Golden City almost collided in the fog with a Greek coastal vessel laying at anchor.

The Greek vessel lay at anchor and the Golden City was approaching on her starboard beam when she was spotted just in time. A hard right was given and then a hard left to keep the stern from swinging into the Greek ship as the Golden City passed the Greek vessel's bow.

A miss is as good as a mile though and the Golden City headed for Mobile with the crew thanking their lucky stars.

Top Steward Dept. Poses



Three members of the Wacosta's steward department complimented for their good food are (left to right) Peter Gonzales, Peter Loleas and the night cook and baker. Photo by Luis Ramirez.

Hurricane Sails Again and Again; Crew Never Knows Where, When

The crew of the Hurricane has dedicated the song "Blues in the Night" to the ship as their travels never seem to end. From Mobile to San Pedro to Okinawa to Haiphong, Indo-China, and back to Okinawa and then to Pusan and on to Yokohama and back to Pusan and on and on and on.

When they arrive in the land of the Nipponese their queries to the military, company agents and MSTs are merely answered with the reply that it is a mystery to them where the Hurricane is headed next. The ship is well named it seems, for it is difficult to plot the course of a hurricane.

The crew is at a loss to dope out their next move. No secret cargo is carried and if they had on board a load of smoked sausage, they could have guessed their destination to be Baltimore, if baked beans, it might be Boston; red beans or rice, perhaps New Orleans; corn, surely Savannah; and last but not least, perhaps a load of grits for Mobile.

Lieutenant's Orders

However, the ship has not had any of the above categories and yet no one knows why, when or

Sign Checks Right Away

Seafarers who purchase travelers checks, either through the Union in the ports of New York and Baltimore or from any other source, are advised to take advantage of the protective feature of the checks by making sure they sign the checks on the spot at the time they buy them. The safety feature of travelers checks calls for the purchaser to sign them at the time he buys them and then again when cashing them to enable a comparison between the two signatures as a guard against forgery, theft or loss. Failure to sign them at the time of purchase is a waste of the protective feature for which the check fee is paid, according to the SIU Sea Chest, which sells travelers checks as a service to the membership in New York and Baltimore.

Did You Know . . .

That Florida has the longest coastline of any state in the Union? According to the method employed by the US Coast and Geodetic Survey, the general coast line of Florida, exclusive of islands, is 1,197 statute miles—399 on the Atlantic and 798 on the Gulf of Mexico.

That as part of the permanent record, NY headquarters, as well as the other ports, maintains complete reports of all committees and officials? On file in headquarters and the SIU port offices are records of all reports made in the Union.

That because of an age-old superstition, many persons will not kill a praying mantis, for the reason that it is holy and bad luck will befall the one who exterminates it? It is also believed that this insect bears a charm against evil.

That the present telephone number for the NY headquarters is HYacinth 9-6600? The telephone numbers of all New York headquarters phones were changed by the telephone company. Seafarers calling headquarters are asked to

use the new numbers to get faster service.

That the custom of wearing engagement and wedding rings on the fourth finger of the left hand originated in an ancient belief that a very delicate nerve runs directly from that finger to the heart?

That it is estimated that there are from 14 to 18 square feet of skin on the average adult human body? Of course the surface area of the body, which is practically equivalent to the number of square feet of skin, varies with sex, age, height and weight of the individual.

That there is more copper in the United States five-cent piece, commonly known as the nickel, than there is in the United States one-cent piece, commonly known as the penny? The five-cent piece contains 75 per cent of copper and 25 per cent of nickel, that is, 57.87 grains of copper and 19.29 grains of nickel; while the one-cent piece contains 95 per cent of copper, 2.5 per cent of tin and 2.5 per cent of zinc, that is, 45.6 grains of copper and 1.4 grains each of tin and zinc.

That the captain is really tight when it comes to draws and cigarettes and if he continues as he has in the past, quite a few of the men will be able to buy that chicken ranch that all seamen dream of, but so few ever see.

The crew sends their thanks for the receipt of the April LOGS for it is the only way and means that they have of keeping in touch with their union.

Morning Inspection

Raymond "Cornucob" Hodges had to go to the Army hospital because of an unfortunate accident and after five days he returned with a tale of woe. The patients were awakened each morning at 5 AM for inspection.

One merchant seaman had both ankles in casts and the medics gave him a large dose of salts. At last report, he had two sprained wrists from doing hand springs to the head.

During the story hour, Oscar "Easy Money" Lee was telling a bunch of the youngsters how he kept young and healthy. During the conversation he stated that Father Time had treated his face with care. This provoked Willy Egan, chief electrician, to remark,

"That may be so, but it sure looks like Mother Nature kicked it around a bit."

A new wiper was shipped to replace "Sluggo" Ott, who headed for home under doctor's orders. The new wiper had been on the beach so long in Yokohama, he was giving his food orders to the messman in Japanese. He's doing better now, he speaks a little English now, and his profanity is picking up.

Cigarettes are now being given to the crewmembers at the rate of one carton a week and when some of the boys protested, they were informed that they should read the papers, wherein some doctors said that smoking causes certain illness. Holy Cow, now these C-2s have started carrying medical advisors.

Winter time is still on in Korea and from the looks of things no sun has or will shine for some time to come. The crew doesn't know when, but it hopes to see the sun and the States soon, but they are not taking any bets that it will in the near future.

The SPORTS LINE

By Spike Marlin

Baseball, fortunately, is one sport in which pre-season form doesn't always hold up, at least not this year. For the first time in six seasons there is a possibility that the American League will have a new titleholder, a welcome development. And there have been a number of other equally startling developments.

The big noise this year, of course, is being made by the New York Giants who, at the moment, are smartly out in front of the pack, with only Brooklyn close enough to make a race of it. The Giants are where they are principally because of the return of Willie Mays, who is living up to all the adjectives lavished on Mickey Mantle a few seasons back, and a very profitable trade; the one in which they picked up two pitchers, John Antonelli and Don Liddle, from Milwaukee in return for Bobby Thomson. Antonelli has developed as the solid man of the Giant staff, living up to his early promise.

Typical Brooklyn Team

Brooklyn, of course, has fielded a typical Dodger team, good hit, excellent field, shaky pitch.

The league's disappointments have been the St. Louis Cardinals, and to a lesser extent, Milwaukee. The Cardinals have been doing amazingly well at the plate, but

the complete collapse of their pitching, with Gerry Staley the principal culprit, has mired them in the second division. Milwaukee's goose was cooked by the Antonelli trade and a broken leg suffered by Thomson in spring training.

In the American League, Cleveland has surprised by showing strength all along, although New York is pressing the Indians hard. The Indians always featured strong pitching. This year they are being helped quite a bit in that department by a resurgent Bob Feller and rookie Don Mossi. The Yankees are, of course, the team to beat, but a tipoff on their chances is that fact that Rizzuto, their key man, is definitely showing signs of wear.

For the rest of the league, there is Chicago, an outside chance on hustle and good pitching, and five other clubs who are all battling it out for last place. It's a very weak and unbalanced league that has been further undermined by the astonishing collapse of the Red Sox.

This team started the season with such aces as Williams, Goodman, Kell and Parnell, plus bright young players like Piersall and Sammy White. But it has folded completely under the impact of injuries and some very questionable trades.

Crew Raves About Chow On Chikawa; Recommends Ship To Ambitious Eaters

Are you underweight? Always hungry? Does nothing seem to fill you up until you fear you are suffering from malnutrition?

Here's sage advice for you if the above symptoms are yours: ship the Chickasaw. We have it from our fat corre-

reer, and is well versed in the culinary art. McPherson is married, the father of four children, and makes his home in Mobile, Ala.

So we say once again, if you are feeling run down, grab your bar bells and set your sights to ship

aboard the Chickasaw, and before you know it you'll be doing setting up exercises to reduce the poundage after you have sampled some of the delicious chow served by Brothers McPherson and Cain, tops in the hash throwing business.

Nothing will ever replace mother's cooking it seems, and this is especially true in cooking for large groups. The individuality and little niceties are impossible.

However, each cook or baker has something up his sleeve that he can offer that will help.

William Smothers, 2nd cook, suggests a dish that he can remember as a boy and that smacks of home cooking.

It's a simple thing. Instead of a side dish of stewed tomatoes prepared in the usual manner with bread, he suggests using potato instead.

The potatoes are prepared as whipped mashed potatoes, but are allowed to be a bit harder and buttered. Then they are added to the stewed canned tomatoes with a little sugar.

Glazed carrots are another one of William Smothers favorite dishes. Just slice carrots lengthwise as you would French fried potatoes. Place them in a pan and brush them with sugar and butter

and put in a hot oven for about 20 minutes.

A. Mosher, who happens to be a bosun but has his own ideas on cooking, would like to see more of the Korean type of chop suey.

Chop some pork up into small cubes and braise them on the top of the stove.

Then take a head of lettuce, chop it fine as you would for slaw. Add a stalk of celery and one or two good sized carrots cut very thin along with one large onion.

After the pork bits have been braised, the vegetables are added and the whole is simmered in a frying pan until soft. Then chopped mushrooms and salt and pepper are added and the mixture is allowed to simmer again for about 15 minutes more. Then it is ready to serve.



Chief Cook McPherson (Left) and Second Cook Cain study a menu.

saw, now engaged in the coastwise trade and being run on the side as a health camp for Seafarers with extra-heavy appetites.

Brother Cain has been sailing as cook and baker for the past 25 years and has been an SIU member since 1943. He is originally from Alabama, but now calls Miami his home.

The Chickasaw's chief cook, Brother McPherson, is a relative newcomer to the SIU but a welcome one. He joined the SIU in 1952, having been in the restaurant business before starting his sea ca-

GALLEY CLEANINGS

The LOG opens this column as an exchange for stewards, cooks, bakers and others who'd like to share favored recipes, little-known cooking and baking hints, dishes with a national flavor and the like, suitable for shipboard and/or home use. Here's William Smothers' recipe for stewed tomatoes and potatoes, and glazed carrots, as well as A. Mosher's Korean chop suey.



Smothers



Mosher

Uses OT Sheet As Army Pin-Up

To the Editor:
I just had the pleasure of spending a three day pass with my brother and the gang on the Ocean Lotte (Ocean Trans.) on its last trip to Inchon.

It sure was a relief from this darn Army to eat some good SIU chow again. They have a darn good gang on the Ocean Lotte with a steward department that's hard to beat. Headed by steward Fred Sullins, and with chief cook Charlie Foster and baker Bud Williams, this stewards department puts out chow in the typical SIU fashion.

I wish to say hello to all my shipmates and tell them to keep on writing.

The LOG has been coming right on time and I sure look forward to it ever two weeks. By the way, when aboard the Ocean Lotte I took an OT sheet and now have it for a pin-up.

Pfc. Jack Anderson
97th Engr. Co.
APO 971 c/o Postmaster
San Francisco, Calif.



Anderson

Should Radio In For Draw Money

To the Editor:
I think that the Union should make arrangements with the contracted companies that when a captain radios the estimated time of arrival, he also wires in the amount of money needed for a draw in case sufficient funds are not aboard.

In addition, a draw should be given out at the earliest opportunity for the men that are off watch instead of at 4 PM.

We arrived here at Long Beach, Calif., at 6 AM and at 2 PM there was no money yet. We will leave at 8 PM and the captain had promised us a draw.

He did not radio how much money he wanted (at least the agent had to go back after money

when he arrived here at 6 AM) and you can guess how the crew feels, especially since we are on our way to Saigon, French Indo-China.

I also think that the same thing should be done in the case of foreign ports when travelers checks run out and there is no American money aboard.

At 2:30 PM the agent finally arrived and said he left the money for the captain aboard the J. B. Waterman. At 3 PM the captain still hadn't shown up.

M. McNabb, Jr.

Mate Turns Cook To Save On OT

To the Editor:
This may be a new record for ships being tight on overtime the deck department of the Cecil N. Bean, in fact, all departments have been talking about the captain, mate and chief engineer being tight on overtime.

At about 2 AM on June 29th, the chief mate wished me to do him a favor by cooking for six Koreans, who were working in the ship's holds, some rice.

Two hours minimum overtime was too much to save ship's time and money by keeping them on ship. I finally gave him, at his suggestion, about three pounds of dry rice to see what he was going to do with it. He later asked for a number 10 can, two five quart pans and a cover for one of the pans.

He asked the gangway watch how to cook rice, etc., and he cooked it in his room for the six Koreans and brought the pans back all cleaned at about 4 AM.

I told him that it might cost him two hours overtime anyway, and he has not spoken to me since.

Edmund H. Marsh



Marsh

LETTERS

British Seaman Recalls US Days

To the Editor:
I have been receiving the SEAFARERS LOG for some months now and eagerly look forward to each issue. I am pleased to see the tremendous improvement that has taken place aboard American ships, during the last twenty years.

I only wish I could say the same for British ships. I sailed on the old George Washington and the America and numerous other American ships when conditions were really bad. Most of the old timers will remember big Paddy Brennan, Jimmy Taylor and Paddy O'Hare, who sailed in the above named ships as engineers at the time. There were different rates of pay that some ship owners paid, sometimes a difference of \$10 a month.

Seafaring did not appeal to native born Americans and most American ships were manned by foreign seamen. I left the US in 1931 and have been sailing in British ships up until 1950 with a few shore spells in between.

I have since tried to get back to sea, but to no avail. The National Union of Seamen (most British seamen call it the National Union of Shipowners), has refused to allow me to join the union and therefore I cannot ship out like many hundreds of other British seamen, whose only crime was trying to improve conditions aboard ship.

I think we are the only maritime nation where the 44-hour-week is not in force. Instead, they give you a Sunday at sea. If you have 12 Sundays at sea, 12 days must elapse before a man can make a claim in the labor exchange. This is a great hardship for a married man.

I am at present unemployed and the outlook looks pretty black. I wonder if it is possible to become a member of your great union. This would enable me to get a relief job aboard American ships entering this port and maybe get a chance to ship out. The port of Liverpool has always been a black spot for unemployment and more and more people are becoming unemployed here.

I was glad to see the stand you took in behalf of the British seamen who were recently sent to prison in Canada because they wanted an increase in wages. The NUS refused to do anything to help these men who are members of the NUS, so you can see for yourself what a phony outfit the NUS is.

Incidentally, the operation of British ships on the Great Lakes and along the American and Canadian coasts should, I imagine, have a definite effect on American seamen. If shipowners can operate British ships, which are considerably cheaper to run, they will do so.

Edward J. Kelly

Chief Fires Twice, Draws 2 Blanks

To the Editor:
The crew of the Seatrain Louisiana (Seatrain) went on record at the ship's meeting to have these minutes inserted in the LOG:

During the last trip, while the ship was in Belle Chasse, La., the chief engineer saw fit to fire the engine room delegate after the chief engineer denied the delegate the right to change over to a vacant watch even though he had seniority enough to do so.

A call was sent to the New Orleans hall and Whitey Tannehill came on board ship and settled the beef to the agreement of all con-

cerned. The man in question stayed on the ship and changed to the watch he was entitled to.

After failing to fire the man in Belle Chasse, La., the chief engineer thought he would make another attempt and he again fired the man while the ship was on its way to Edgewater, NJ, little knowing that at that time word of the chief's underhanded tactics had already reached our New York officials.

Before the chief had time to gloat over his second attempt, the beef was again settled by our Union officials in New York.

The engine room delegate wants to thank all the delegates and crew members for their concern and participation in this beef.

J. Flannery
Ship's delegate

Seafarers Like No. Europe Run

To the Editor:

Well, here I am writing again to the LOG after completing a trip to the Mediterranean on the Southstar (South Atlantic). We are now bound for London, our first port after leaving Newport News, Va., on June 26 on our regular northern Europe run. We will stop at Bremen, Hamburg, Rotterdam and Antwerp.

This sort of trip makes everyone happy although we also had a fine trip last voyage when we hit Casablanca, Algiers, Tunis, Ryika, Pireaus and Leghorn.

While in the port of Casablanca, a few of the crew members got taken over by the Arabs which isn't at all unusual. Otherwise, we had a fine trip.

One of our oilers, Tommy Cooper, got married in Rijeka, Yugoslavia, and we wish him all the happiness in the world. The trip was a very pleasant one and everybody was happy upon arrival in Charleston, SC, our first port and payoff port, to learn we were going back on our regular run. We were in London on July 6 and expect to be back in the States by the middle of August.

I have asked before about sending the LOG to my home in Savannah, Ga., but so far I haven't received it, so I'm enclosing my address again. I would also like to obtain a copy of Seafarers in World War. II.

Edmund K. W. Eriksen
(Ed. note: Your requests are being taken care of accordingly.)



Eriksen

Disabled Man Praises Welfare

To the Editor:
As you and the membership know, I am receiving the disability benefit for which I am very grateful as it permits me to lead a happy normal life.

I wish to thank Walter Siekmann and his assistant, Toby Flynn, for their kind and courteous treatment and at the same time I wish to thank all of the office staff of the Welfare Services Department, as they all did their very best to help me.

I once thought that the only place a person could find sympathy and understanding was in the dictionary, but since I have been on pension, I have changed my mind about that. I could never get the sympathy and understanding I get from the welfare board of the SIU anywhere else in the world.

The SIU has made great strides since it was located on Stone

Street. At that time, no one had any idea that the SIU would ever be the best seaman's union in the whole world. As the membership knows, their officials are constantly on the alert to better

their conditions regarding wages, overtime, food, living conditions and welfare benefits.

So, I wish to say to the membership, just as long as we have the present officials we will continue to be the best seaman's union in the world.

I have always been very proud to be a member of the SIU because there is not another seaman's union in the world that is anywhere near as good as the SIU. Best of luck to all the officials and to the membership.

Burton J. Frazer
Ex-Seafarer Praises SIU

To the Editor:
I am a retired member of the SIU and have been receiving the SEAFARERS LOG since my retirement in 1949.

I wish to congratulate the SIU on their fine achievements and the victories they have made in the past and I wish them even more success in the future.

I am more than confident that the SIU shall set the pace for all labor unions as it has done in the past and maintain the high standards they have gained for their membership.

I also wish to have the LOG sent to my new address.

Peter Desposito
(Ed. note: Your new address has been noted and the LOG will be coming along as usual every two weeks.)

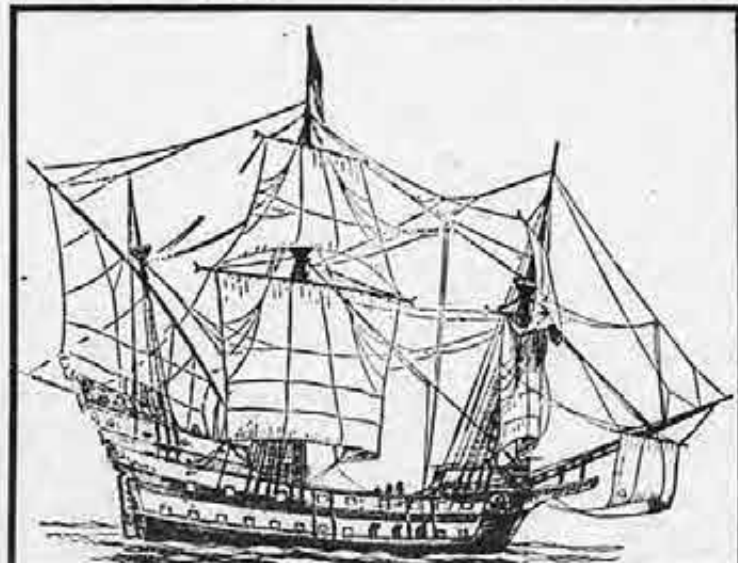


Frazer

SHIPS OF THE PAST

"The Galleon"

Almost every person unfamiliar with ships who sees a model or picture of an oldtime vessel calls it a galleon, probably because the galleon is the type of vessel most celebrated in literature. It was primarily a war vessel, and enjoyed its greatest success during the 16th and early 17th centuries. One of the distinctive marks of the galley build was the form of her head. Instead of the long projecting forecastle of many of the larger ships of her time, the galleon's forecastle ended at her stem,



(From "The Book of Old Ships" (Doubleday), by Grant and Culver.) while a slim long beak, similar to that of the galley, projected far forward. The transom of the stern was square, the poop narrow, and clench work or skids strengthened the sides, although in English ships this feature passed out of use at an early date. The fore and mainmasts were equipped with round tops and carried courses and topsails. Galleons also had one and sometimes two lateen mizzens.

Seafarers Relax On Curacao



Three happy Seafarers enjoying the beach are, left to right, Felix Jarocinski, Chino Soso and Antonano Benavides.

Greenland GI Requests LOG

To the Editor:

I would like very much if you could arrange to have the LOG sent to me. I was an active member in the Union from 1944 to 1953 when I got drafted into the army. My book is now retired, but I will be out of the army in October, 1955.



Pickett

I am at present an engineer on a 65-foot tug up at Narraskak, Greenland. We plan to be up here until December and the LOG is one way to keep in touch with what is going on in the shipping outfits.

Maybe you can send a few back LOGS as I am behind the times.

Pvt. Lavaiscia L. Pickett
373rd TPC Det 5
APO 858 c/o Postmaster
New York, NY

(Ed. note: The LOG is coming your way; you will receive it every two weeks, as published.)

Does Set Seafarer Off on Wrong Foot

To the Editor:

I'd like to add my two cents to the campaign to require accident forms on all SIU ships and to back up my argument with an example of what often times happens to those injured on shipboard.

Brother James M. House was injured in a fall from a ladder that was used as a gangway on the Southern Districts (Southern) at San Juan, PR, on the evening of May 28th. The outpatient clinic at USPHS hospital at San Juan diagnosed the case as a slight fracture and told Brother House to stay off the foot for a few days.

At Paramaribo, House was sent to the agent's doctor (I presume) who told him after x-raying the foot to rest the foot for eight days. House followed the doctor's instructions and was back on his feet again three days before entering Corpus Christi.

Arriving in Corpus Christi, House had more x-rays taken which this time, showed a definite fracture. The doctor then ordered him off his feet from three to four weeks.

Varied opinions of the doctors

• L E T T E R S •

involved probably hindered House's recovery and added to his confusion, so I urge the membership to agree and recommend the idea of accident forms.

Walter Browning
Ship's delegate

Crew Taken To The Cleaners

To the Editor:

I'd like to call to the attention of the rest of the membership an experience I and several others on the Calmar (Calmar) had recently while in the Port of New York.

The ship was contacted by one of these sharp-shooting laundry outfits which also does dry-cleaning work for ships in Brooklyn and the guy who collected our dirty gear from us was specifically told we didn't have any dry-cleaning work for him. As that is a more expensive operation, he was more interested in that anyway.

He picked up the clothes and returned them okay, but the big kicker was getting our old dungarees and worn-out cotton pants back pressed out like fancy dress pants and with a fancy 65-cent tab on each to boot. Of course, when we reminded this character that we had told him no dry cleaning and didn't intend to spend 65 cents to wash out a pair of pants he just looked at us like we spoke a foreign language and that was that.

We got stung all right, but there's no need for others in the same position to do so. The name of the outfit is Half Moon Valet, 921 Washington Ave., Brooklyn, NY. Watch out for this character next time you're in Brooklyn.

John H. McElroy

Thanks Company For Promptness

To the Editor:

Many allotment checks have a habit of arriving several days late, but those sent to us from the South Atlantic Steamship Line, Inc. of Savannah, Ga., are happy exceptions.

We receive our checks almost on the day they are due, via air mail, and we think the company should be commended for its efficiency and thoughtfulness.

Evelynne Siebert

Seafarer Finds A Sailor's Rest

To the Editor:

It would please me and I'm sure a great many others in our Union as well as other unions if everyone was made aware of the existence of the place I write to you about.

The place is Bond's at 151 Market Street here in San Francisco. It is run by a gentleman by the name of Tom Sullivan. He is known to be a gentleman by all Seafarers as well as by all others who know him.

Tom has a jar on the bar of his restaurant-bar for donations for a stew pot and let me tell you, this money is used for just that purpose.

When you come in, you are not asked for a nickel or how much money you have in your pocket. You are only asked to sit down and eat all you want.

To my amazement, I found that the girl who waited on me was a working nurse who draws no salary nor wants any. To top it all off, her husband is a captain of a T-2 tanker. Something like this you don't run into everyday and something like this should be more appreciated.

The girl's name is Mrs. Penny Murry and her assistant in the cooking and dishwashing department is a chief engineer named Jerry Awlsman. There are a few others who I have not met as yet but I intend making their acquaintance.

Gentlemen, we of the SIU look for and appreciate places like this as it has always been an SIU policy to help everybody. When people help us, we certainly let them know, so I am asking you to please print this in the LOG and send this gentleman copies of the LOG as a great many of our men stop there.

Dave Barry

Oh, This Is The Army, Mr. Jones

To the Editor:

I am writing this letter to ask you to send the LOG to me regularly now. I am a little short of cash at present but as soon as I am able to send in a donation I'll try to send in a donation each month.

In case some of my former shipmates are wondering where I am, I signed two years articles with good old Uncle Sam in November 1953 and I have been in various camps until they stuck me up here at Fort Devens, Mass.

I can't exactly beef too much as I am a truck driver (Teamsters Union take note), but what a difference in the pay line. It is certainly unlike any SIU payoff where you walk up to the paymaster and skipper, give your name and Z-number and receive a few hundred bucks after a month's trip. Here you have to walk up and salute these 90-day wonders, give your name and serial number and pick up a lousy 80 or 85 bucks.

Since I joined this non-union outfit, I have bumped into several NMU has-beens and they were glad to see an SIU man suffering along with them.

I have been shifted around so much, I don't even unpack my duffle bags. I know when I do, they'll decide I am needed elsewhere.

The other day I heard a GI beefing about the chow. I told him I'd seen better chow too, on SIU

ships. It seems that this joker sailed with MSTs, so I told him he ought to be used to this lousy chow by now. Now, this GI won't even give me the right time of day.

The Army it seems has its share of boot-kissers and brown-nosers. While I was at Fort Dix, NJ, a sergeant asked me why I didn't try for a stripe. I told him, "Sarge, I came into this army without a stripe and I won't brown nose to get one, so I guess I'll leave the way I came in."

Well, enough of that for a while. Any cards or letters sent to me will not only be appreciated, but I'll try to answer them all, believe me.

Pvt. Albert M. Pietrowski
Hq and Hq Co. 1st Bn.
278th Reg. Combat Team
Fort Devens, Mass.

Wife Lonesome, Wants LOG Sent

To the Editor:

I would like very much to receive the SEAFARERS LOG as I am a seaman's wife and I don't know too much about this kind of life.

I have only been married to my husband six months and I have found five of them very lonely as my husband is making that Far East run aboard the Hurricane (Waterman). I find it an awful lonesome life, but I have memories to keep me content and a most wonderful husband to wait for.

So, please send me the LOG as it will help to keep me company as well as keep me in contact with the news of shipping.

Mrs. John J. Knowles

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

Urges Credit Buying Setup

To the Editor:

Thought I'd drop you a line to see what you think about an idea of mine.

On the last couple of trips, I have been thinking of a way to have us put our Sea Chest to better use for the membership.

This can be done by having a system worked out for men on the beach to be able to buy any of the stuff they need while ashore. I mean a way where a man can buy the same way as he does in the majority of stores today. Installment buying is what I am getting at.

This could be done without very much more added work than is being done already. A brother could buy some of the stuff he needs while on the beach, either for himself or for his home, without having to buy the things he needs from "Mark-It-Up-Double Harry" on the corner.

Since the Sea Chest buys the better brands, I think this would work out fine. I think a few paragraphs in the LOG would help bat this idea around the halls to see if the membership would approve such a setup. I also think that the brothers should set a limit on the amount of credit which can be given at one time.

I hope you can print a couple of lines on this subject as I think it is a sound idea for furthering the Sea Chest service to the membership.

M. A. "Mike" Machel

(Ed. note: This problem is now under consideration because of many requests.)

Air Replacement Beef On Wacosta

To the Editor:

The time has come when a man has to be a sort of a sea lawyer to be a good delegate aboard any one of our ships, and it will come as no surprise to me if most of the major unions will come out with a practical course in the necessary schooling for handling not only boebs, complaints and the tricks that are part of dealing with union labor, but also important technicalities as well. This is especially true when in foreign ports.

For instance, while aboard the Wacosta (Waterman) in Japan, a key man was about to be replaced by a Japanese, who turned out to be a better union man than the man he was to replace. He had sense enough to come down and check with me before starting work.

The man the Japanese replaced claimed to have been an SIU man a lot longer than myself, although if it wasn't for the Japanese, I never would have known that the key man had been replaced or what work had been done.

As it was, I did not oppose the replacement although it seemed strange to me.

I merely asked the first assistant if the newcomer in my department was ordered by him or had his approval. The first assistant acted as though he knew nothing about the matter

although he admitted in front of witnesses that he did not order the replacement. However, as long as another man was there to replace him on the job, he gave the SIU man the day off.

The Japanese, not having been authorized by the first assistant, had no business in my department, and I told him so. Had the first assistant authorized or ordered the Japanese replacement I could do nothing about it.

Is this possible? I later was told by the same SIU man that I was taking the delegate's job too seriously and that I stunk to him because my action stopped his being replaced by the Japanese seaman for that day. I honestly was not too concerned about the matter if the man could prove to me he had some official permission because then it would be out of my hands.

If it is okay to replace this man without the first assistant's authorization or knowledge, I would like to see that we have it officially printed in our agreement so that everyone can benefit from it. I believe that if one man can do it, everyone should be able to.

I have been told there have been many cases such as this that have passed the scrutiny of many Union representatives because no complaints were registered topside.

I'd like to have some opinions on this, not because I have anything against the man involved, but before the matter is forgotten, I would like to know if this is right or wrong. This would help any SIU delegate know where he stands if this thing is repeated.

If we accept the few cases when the officers approve of these practices for the benefit of one or two members, it is easily seen that this situation would get out of hand. There has always been some non-union practices going on with favoritism at play, but we have always been fighting just this type of thing.

Let's hear some other opinions on this subject.

Luis A. Ramirez

(Ed. note: As a general policy, time off should not be taken without approval beforehand of a department head, and replacements, if any, should be ordered through a union hall.)

Seafarer Sam Says

GET YOUR PORT-TIME DISCHARGE!

TO GET CREDIT TOWARD VACATION PAY FOR ALL TIME WORKED ABOARD SHIP YOU MUST GET DISCHARGES FOR PORT TIME. THESE ARE ONLY GIVEN UPON REQUEST. TO SAVE YOURSELF TIME AND TROUBLE LATER, ASK FOR A PORT TIME DISCHARGE WHEN YOU LEAVE A SHIP.

VACATION PAY PORT TIME DISCHARGE

... DIGEST of SHIPS' MEETINGS ...

LONG JACK (Cities Service), June 9—Chairman, James A. Phillips; Secretary, Edward S. Gravin. Engineer will begin to work on repair list on the trip south. \$18.12 reported in the ship's treasury. Motion made and carried that sougeeing in galley, steward department and living quarters be done and disinfected. Suggestion that fantail be washed down more often and that sanitary work be done properly. Library be requested in next port.

CHILORE (Ore), June 8—Chairman, F. Fritz; Secretary, D. Stone. Motion made that Willie Frank Coppage and Joseph L. Redd, steward department men, be recommended to the agent and patrolman in Baltimore for permits. Both these

men shipped through the hall. They do their work properly and conduct themselves in a proper Union manner. Laundry should be kept clean. Request the Union for a new Sea Chest library aboard. Discussion on starting ship's fund. Leonard A. March and Richard Foust both Union members were picked up in the Panama Canal and brought back to Baltimore as workaways. They want to thank the members of the Chilore for their cooperation, cigarettes, etc.

CHOCTAW (Waterman), June 26—Chairman, Pat Robinson; Secretary, J. Siminon. Ship's delegate reported all beefs settled in San Francisco. Repair lists discussed. Vote of thanks given the steward department for good chow and service.

ALCOA PURITAN (Alcoa), June 13—Chairman, C. Parker; Secretary, M. Simon.



One man missed ship in Port of Baltimore. Ship's delegate having trouble with the mate to see patrolman in Puerto Rico. All hands asked to wear shirts into messhall at all times. Suggestion made to see inspector about station bills.

FELTORE (Ore), June 16—Chairman, Bill Sharp; Secretary, Frank Pagano. Motion made to see patrolman about insufficient food supply and keys for fo'c'sles. More cups should be put in night mess.

Union Wins Fight For Jobless Pay

(Continued from page 3)
request that its appeal be heard, and the Court of Appeals could deny the request. If there was a split decision, the appeal would be automatically accepted on the company's request.

Company Challenged Claim

The case began several months ago when the permitman in question applied for unemployment insurance. The company challenged his claim, but the unemployment insurance referee found that he was entitled to payment in New York State because the regulations specify that a man should not be penalized for abiding by union rules with respect to taking jobs.

Calmar appealed the case to the Unemployment Insurance Appeals Board and lost. Then they went to the Appellate Division and lost there. Finally, the company appealed to the highest court, which said that a determination would have to be made back at the lowest level, whether the permit system was reasonable and fair, and whether the 60-day rule was reasonable and fair.

The result was a brand new hearing before the Unemployment Insurance Appeals Board at which statistics were introduced by the Union to show the variations in employment in the industry which made the permit rules necessary. As a result, the Unemployment Insurance Appeals Board found that the Union rules to be fair and reasonable.

Unwilling to concede, the company again appealed the case to the Appellate Division, this time testing the fairness of the permit system. The result was that the court held that the permit system is, in fact, fair, reasonable and just, and further held that the permit system in no way violated the Taft-Hartley law.

The SIU A&G District was represented by General Counsel Seymour W. Miller.

Keep Those Letters Coming

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

Cups should be put back in pantry after being used. Ship's delegate to see chief engineer about hot water situation and fixing coffee urn. Library books to be put back in recreation room after being read.

FORT NOSKINS (Cities Service), June 19—Chairman, Malcolm Louney; Secretary, M. Gillispie. Motion made and carried for the following: Submission of repair lists to include, request extra fans in fo'c'sles, check medicine chest contents, see that slop chest is adequately stocked, enough cots to accommodate crew, mill situation to be discussed with patrolman in Lake Charles. All crewmembers should obtain proper medicinal shots before leaving the states. The washing machine needs new agitator and wringer needs repairing. Discussion was undertaken by ship's delegate, bookmen and other brothers stressing the importance and continued value of regular ship's union meetings.

SEAMONITOR (Excelsior), May 27—Chairman, Carl C. Lawson; Secretary, S. Zygarowski Zysle. Needed repairs were not taken care of in port. Cooks will put out more night lunch. Crew was asked to put coffee cups back in sink after they get through with them. Ship's delegate spoke about SIU slop chest and read the letter from union headquarters. Unauthorized persons are to be kept out of the messroom and crew fo'c'sles. The deck gang and the engine gang will do the wash room every other week and the steward department will do the spare room every week.

WINTER HILL (Cities Service), June 26—Chairman, F. Adkins; Secretary, Dan Sheehan. Ship's delegate reported no beefs pending and would like to resign and elect a new delegate to keep on the job. Jess Gindhart elected new ship's delegate. Chief cook spoke on ship's fund, building it up and reported \$29 in the fund at present. Suggestion made to have a delegate take up collection of \$1 per man for same.

WESTERN TRADER (Western Navigation), May 30—Chairman, C. F. Aycock; Secretary, L. W. Pepper. G. D. Sims elected ship's delegate. Discussion about crew ice box. Some of the heavy cigarette smokers asked the ship's delegate to see the captain about getting extra cigarettes to tide them over while in the port of Otaru, Japan. The crew messman said that he would take care of the recreation room if he would be given the overtime sougeeing same. The washing machine should be secured to the deck to keep from sliding around.

June 19—Chairman, C. F. Aycock; Secretary, L. W. Pepper. Vermin was found in galley while at sea and a request was made for the ship to be fumigated when it arrives in U. S. port. A motion was made by the steward that if he did not make another trip the new steward be informed about checking his stores before signing on again, and if not satisfied to contact the SIU agent. Engineers seem very lax in their duties concerning repairs to the extent that most jobs were done in a school-boy manner. It was suggested that the officers of the deck and engine department be informed to stop doing crewmembers work. Each del-



egate will explain to the patrolman the lack of cooperation by the deck and engine department heads. A vote of thanks was given to the steward department for very fine service and good chow.

STEEL FLYER (Isthmian), June 20—Chairman, Charles Bush; Secretary, Charles Heppdoling. Motion made and carried to have chief engineer have repairs made in the galley and if these repairs aren't taken care of the ship's delegate will see the captain about same. On arrival in New York ship's delegate and department delegates will go to headquarters with a view of having someone represent the SIU members on the beach in Honolulu. Steward will see about having the benches in the mess hall padded. Washing machine is in bad shape and crew needs a new one. Several arrival pools to be made for the purpose of buying a television set for the unlicensed personnel.

STEEL TRAVELER (Isthmian), May 29—Chairman, Aussie Shrimpton; Secretary, Charles J. Hartman. Ship's delegate reported a sum of \$61 in the ship's fund. Suggestion made that the ship be fumigated for rats when ship returns to New York.

June 7—Chairman, Aussie Shrimpton; Secretary, Charles J. Hartman. Meeting called at the suggestion of the New Orleans union patrolman in order to make public all the facts of the bonus being fired in New Orleans. Vote of thanks extended to Charlie Tannerhill, New Orleans patrolman, for his handling of the beef in general. Delegates to make sure that uncompleted repairs are taken care of in New York before sailing on the new voyage.

June 27—Chairman, W. Mitchell; Secretary, Charles Hartman. Suggestion that all delegates rewrite their department repair lists as they now stand. \$80 reported in the ship's fund. Motion made and carried that each member write to the union slop chest advocating that credit be granted to dependents of seamen and their families while they are serving on board ships. Suggestion made that permit men who wish to apply for books do so in writing to headquarters. A working arrangement should be made by all hands whereby all unauthorized persons are kept out of all crew quarters and messhalls while the ship's in ports.

INBE (Bull), May 26—Chairman, W. E. Seylors; Secretary, M. E. Long. Ship's delegate reported \$378 in ship's fund and all is well. Repair lists to be turned in by each department. Motion made and carried to have one meeting per payrol

rather than the customary two. Motion carried not to dispose of television set in case the ship is inactive and crew is laid off. Steward department to keep recreation room clean. Deck department and engine departments to keep laundry room clean.

June 13—Chairman, Vic Covary; Secretary, A. Voyevotski. Vote of thanks to the men who installed television. Steward to check fruit when it is brought aboard. Ship's delegate has extra key for laundry in case one is lost. Arrival pool to be held twice a trip. Letter sent to headquarters regarding possibility of men being excused from Philadelphia to Baltimore shift.

OREMAR (Calmar), May 26—Chairman, Elmer C. Barnhill; Secretary, R. Martini. The new washing machine should be taken care of. Crew asked to turn in overtime right after knocking off to avoid beefs.

June 13—Chairman, Elmer C. Barnhill; Secretary, R. Martini. Ship's delegate will see the chief engineer about heavy valve for washing machine. There is too much noise in the passageway. Steward department given a vote of thanks for the food served.

CUBORE (Ore), June 13—Chairman, R. Colyer; Secretary, W. Cain. Recreation room to be cleaned up after all night poker games. Crew asked to be more careful and not overload washing machine. Steward department given unanimous vote of thanks for good preparation of food.

BALTORE (Ore), June 21—Chairman, Charles Kellogg; Secretary, George Profs. Discussion concerning starting a ship's fund to buy a radio for the crew's recreation room. I. W. Tanner was appointed to take up a collection of \$1 per man until it is paid off. This ship still hasn't had any success in obtaining a ship's library.

MAE (Bull), June 20—Chairman, William Morris; Secretary, R. M. Hammond. All beefs have been squared away. There is \$35.64 in the ship's fund. Five deck chairs to be bought out of ship's fund. Lower passageway screen doors to be re-



paired or replaced. Ship's delegate is to see the captain about the painting of rooms and passageways. There are still a few of the crew that are a little lax on taking chances on the arrival pool and it seems they are the first ones in the messhall every night to watch the television programs. These members were asked to give a donation to help meet expenses.

YORKMAR (Calmar), June 27—Chairman, A. Lufey; Secretary, C. Bogucki. John Jellotte elected ship's delegate and he asked that all beefs first be referred to the department delegate and if not settled then be brought to the ship's delegate. New agitator needed on the washing machine. Ventilator mushrooms need to be loosened.

MANKATO VICTORY (Victory Carriers), June 20—Chairman, Clark; Secretary, Bill Stark. Brother Clark reported that repairs will be made and painting of engine quarters was okayed and will be done this trip. Steward asked that men be careful with linen this trip as there was too large a shortage in inventory last trip. Brothers asked to dress properly in messroom.

BRADFORD ISLAND (Cities Service), June 18—Chairman, Thomas Cummings; Secretary, Vincent L. Ratcliff. Ship's delegate reported that request was made to the port steward to have the recreation room fixed up. Doors should not be slammed in the engine room, so men sleeping will not be disturbed. Fan removed from the B-12 engine fo'c'sle should be replaced. All fans should be checked and repaired. There is \$19 in the ship's fund.

SEATRAN LOUISIANA (Seatrains), June 13—Chairman, Dan Robinson; Secretary, A. Wilburn. One black gang beef was taken care of by Union officials in no time at all. There is \$190 now in the ship's fund.

VAL CHEM (Valentine), June 7—Chairman, not listed; Secretary, Richard V. Gelling. Comment was made on the improvement in food. Philip Rubis was elected ship's delegate. Vote of thanks and confidence went to the baker, R. Gellino. He stated that, as steward delegate, he wanted to know any beefs about the food, instead of beefs being kept a secret until it was too late. He also said he would try and take care of special requests. The man who bought the cards last trip will be reimbursed from the ship's fund. There is a total of \$148 in the ship's fund. The plaque has been purchased and sent on its way.

SEATIGER (Colonial), June 8—Chairman, D. Dickson; Secretary, G. Thobe. D. Dickson was elected ship's delegate. Chairman said there was a lot of things to be straightened out on this ship, such as, why isn't there some other ketchup in the messroom and why isn't there any American meat aboard the ship. Stew and veal were lousy. Steward said he just joined the ship and there were only about 60 pounds of veal aboard from South America. Chairman asked the steward to throw some of the South American stores overboard, but the steward said he was not authorized to do so, and would not. Electrician reported that there was only one spare fan aboard, and that one was DC.

June 18—Chairman, D. Dickson; Secretary, G. Thobe. Ship's delegate reported that there were two logs, which he hopes will be lifted in port. He personally has not seen the captain, but heard that he is a good man to stay away from. Engine delegate ordered three toilet seats and three toilet paper rollers. Other items will be put on the repair list. Steward

declared that the last steward ordered the stores, and he checked the list and it seemed all right. Steward said that he could not take the responsibility of throwing the eggs over the side. The chair then stated that he would throw them over and take the responsibility, and that this was the loudest feeding ship he had ever been on. At this point, there were so many people talking that the secretary reminded the chair that it was about time to return to proper business. The meeting was adjourned.

June 24—Chairman, C. O. Stroud; Secretary, G. V. Thobe. G. Thobe was elected ship's delegate. There is no hot water in the 12-4 deck fo'c'sle. Suggestion was made to try to get some cots in Galveston.

July 8—Chairman, E. Haskins; Secre-



tary, C. V. Thobe. All repairs have been taken care of, and this is a pretty good trip. Pumpman asked if we could get a better grade of ketchup and have less grease on the eggs. Chair suggested more variety in the menu. One man wanted more buttermilk. Electrician was told by men who repaired ice box that it was not worth fixing any more. After a general discussion on the South American stores, the steward was asked to see the patrolman about having some of this stuff replaced with Stateside supplies. Washing machine in the black gang, shower will be used for working gear and the machine in the steward's shower for whites. Pumpman complained about the cold drinks not being cold enough. He told the steward to put more ice in them. The chair reminded him that he brought the ice up himself, and it was enough. The complainer's reply: "Yeah, it is enough ice in, but it is not cold enough." Someone should invent colder ice.

ROBIN WENTLEY (Sea Shipping), June 27—Chairman, John Nash; Secretary, W. J. Walsh. Ship's library will be turned over to the ship's delegate for distribution. Ship's delegate will contact the chief mate about having security racks made for the crew and PO mess, to keep condiments in place during rough weather. If chips is too busy, they will be made by the shoreside carpenter. One man paid off in Capetown. If the company exterminator is too busy to service the ship, the scow should be fumigated. There was no service on the last voyage in any port on the Atlantic seaboard. Locks on doors are to be fixed so they can be locked in overseas ports.

YORKMAR (Calmar), July 8—Chairman, Karl Christensen; Secretary, S. Wimpier. Captain was given the brand name and number of the washing machine, to get spare parts in Long Beach. If not done, agent will be contacted in San Francisco for immediate action when we get there. Deck engineer has the dope on the electrical work being done by top-side and will contact the Long Beach agent. Captain has keys for crew fo'c'sles; \$50 deposit is required. There is enough meat for the usual length trip on hand. Steward is making requisitions for wet and dry stores needed. Mushrooms mentioned at the last meeting have been opened. Wash basin faucets in the steward department have been repaired, as requested. There is \$94.20 in the ship's fund, from the raffle, and \$23 from the last trip. Locker in 4-B fo'c'sle will probably not be finished. Linen and cots should be taken off deck before reaching Long Beach. Iron and ironing board will be bought.

AMERSEA (Amerosean), July 7—Chairman, Al Kessen; Secretary, George Finkles. Both the gasboards are to stop, and will be given one more chance. Jack Curlew was elected ship's delegate by acclamation. Washing machine should be given a good overhauling and some spare parts ordered for emergencies. Crew is very much pleased with the steward and his department. Ship's delegate will call for the library and the steward has ordered cots.

SEAMAR (Calmar), May 32—Chairman, W. Sibley; Secretary, N. Maffie. There is \$23 in the ship's fund. John Sullivan was elected ship's delegate. Chief engineer was thanked for his special help on repair matters. Recommendation was made to see if the Union could extend the Welfare Plan to help men financially as they leave the hospital. Cleanliness should be maintained in passageways and messhall. Men were asked to be careful of cots. Hole in a new mattress was brought to the steward's attention.

July 4—Chairman, W. Sibley; Secretary, N. Maffie. There is \$20.60 in the ship's fund. One man missed ship in Panama. His gear was checked and sent on to the proper authorities. Matter of fresh stores was explained. Steward was thanked for his efforts in this matter. Ship's fund will be turned over to the Baltimore agent for safekeeping if the ship is laid up. Motion was passed to renew the crew's demand for Seafarer's prices with the ship's current slopchest prices. Vote of confidence went to the steward, his department and especially the baker for a job well done. New garbage can is needed for the pantry. Repair lists should be made out in advance. Special thanks went to the captain for going to bat to get stores that were needed for the return trip at Vancouver.

GOVERNMENT CAMP (Cities Service), April 5—Chairman, Thomas T. Nicholas; Secretary, Estel Robertson. Getting a new washing machine was discussed, as the old one is getting troublesome. Motion was passed to raffle off the whole TV set and use the proceeds to purchase a radio and record player. Ship's delegate was asked to see if he can get the messhall painted. There have been several complaints.

(Continued on page 21)

Co's Readying Back Payments

(Continued from page 3)
pany-owned ships. Payments on Government-owned ships will be made at a later date. The company requests that Seafarers send for applications to its New Orleans office, in the Hibernia Bank Building.

Other companies that will start making payments on or about the first of the month are Alcoa Steamship Company, Calmar Steamship Company and the Ore Steamship Company. August 15 is the target date for the start of payments by Waterman and Bloomfield. Robin Lines is aiming at a September 1 date for its retroactive payrolls.

Reports on other SIU companies will be forthcoming as soon as headquarters receives notification from them.

'Moon' Kouns Dies At 42

(Continued from page 3)
B., both of this city, as well as two sisters, Mrs. Charles Hanning, New Orleans, and Mrs. Alvin Blount, Oakland, Calif.

At Tuesday night's Ralph Dupas-Armand Savoie fight at municipal auditorium here, attended by 5,000 persons, the crowd stood in a moment of silence in tribute to Moon.

In announcing Moon's death, Duke Durel, official announcer, said, "Moon Kouns, a boy who always gave his best in many a pier six brawl, to the delight of the fans, and who never in his fighting career went down for the count, has been given the final count by the great referee. God bless you, Moon. You will never be forgotten."

... DIGEST of SHIPS' MEETINGS ...

(Continued from page 20)

plaints about poor chow served aboard this ship.

MAY 21—Chairman, G. G. Nichols; Secretary, E. Robertson. Brother McLaughlin was elected delegate; Brother Primeaux, ship's treasurer. There have been complaints on the milk received in Lake Charles. It soured before we had been at sea two days. Ship's delegate asked the men to report any items that should go on the repair list.

STEEL MAKER (Isthmian), July 4—Chairman, E. G. Tesko; Secretary, T. H. Gordon. Two electric fans were lost or taken from the electrician's room. Membership is to cooperate about aerials for radios. Crew messman promised to improve his work. Captain will be contacted about draws in foreign ports, which should either be in US currency or travelers' checks. Patrolman will be contacted about stores. Members should replace the top of the washing machine and make sure that it is clean, after use. Machine should be run for only 20 minutes at a time. Machine needs a new hose. Automatic shut-off was suggested. Lava soap will replace present pumice soap. More fresh milk is to be ordered for the passengers. Canned fruit juice is to be left out for members who miss breakfast. Potato machine is to be removed. More fish was suggested for meals. Delegates will check steward's requisition.

STEEL SCIENTIST (Isthmian), June 28—Chairman, R. Hunt; Secretary, T. Stevenson. Suggestion was made that the Union send more LOGs to ships in foreign ports, so that we may know more about Union activities back home. There is a balance of \$40.20 in the ship's fund.

ROBIN TUXFORD (Seas Shipping), June 15—Chairman, Elbert N. Monahan; Secretary, Walter Marcus. Repair list will be turned over to boarding patrolman in New York. Night cook and baker will be given \$35.25 from the ship's fund to get the record player repaired and get some new records.

STEEL ADMIRAL (Isthmian), June 20—Chairman, J. Hanmer; Secretary, M. Masek. Steward delegate reported a beef about pantry man being fired and had to pay \$24 for being off on the day. Wind chute to be given to rooms since they are on board. Delegate to see about the mate standing behind men while they work. Passenger utility to put down overtime if he has to make up passenger's room after 1:00 PM.

JEAN LAFITTE (Waterman), May 4—Chairman, none; Secretary, none. Captain sent for the chief steward and told him that the saloon messman changed places with the crew messman due to the fact that saloon messman had been drunk for the past few days and was unable to serve the officers. After the beef was discussed by all the saloon messman was asked if he had anything to say. He stated that he wanted to get off the ship

as he didn't like the ship or the officers aboard.

JUNE 10—Chairman, none; Secretary, none. Night cook and baker was reported to have failed to perform his duties in Pusan, Korea. He failed to join the ship and it sailed short-handed.

JUNE 20—Chairman, Brown; Secretary, M. E. Pappadakis. The ship's fund was disposed of to the satisfaction of all. The food situation was discussed at the meeting and it was decided to report the matter to the Union agent at the port of payoff. The department delegates are to draw up a list of all repairs and hand same to the patrolman.

COE VICTORY (Victory Carriers), June 20—Chairman, J. Johnson; Secretary, George B. Dunn. Deck delegate reported that mate had work done by shore gang in Korea. He has kept a list of this work and will check with the patrolman in Seattle. The ship needs fumigating. Port hole screens requested. New cois should be ordered as summer is here. Fresh water tanks should be inspected and cleaned.

DEL SANTOS (Mississippi), June 20—Chairman, Ed Delaney; Secretary, B. E. Phillips. Disputed overtime reported on delayed sailing at Paranagua. Change brand of beer at next shrimp party. All of those who have not received checks from the Mississippi Shipping Company on back wages were asked to sign on



bulletin board giving names and amount. The purser will request check for same. Keep recreation room locked in port. Ship's fund has a total of \$19.20 in it.

STEEL ARCHITECT (Isthmian), May 23—Chairman, L. Lewis; Secretary, C. A. Kress. Ship's delegate reported captain's warning concerning logging for excessive drinking and performing. Letter read to crew from the Sea Chest on cigarette distribution. Steward requested that cois be removed from the deck in port when not in use. Ship's delegate to see about garbage removal in port. Complaint of inadequate ventilation in messmen's fo'c'sle. Crew requested periodical serving of cold supper.

SOUTHERN STATES (Southern), June 27—Chairman, Robert Kyle; Secretary, F. John Johnson. Screens for doors and port holes should be repaired as flies were very bad last trip in Guanica, Puerto Rico.

PAOLI (Cities Service), July 3—Chairman, A. Fricks; Secretary, A. L. Hahn. Motion made and carried to refer the situation of roaches and fumigation of ship before sailing foreign to boarding patrolman. Motion to speak to new steward about new deck cois. An electric iron will be bought out of ship's fund.

WACOSTA (Waterman), June 19—Chairman, Luis Ramirez; Secretary, Peter Gonzalez. Three men missed ship in Kobe. Captain logged them and later dropped log. Motion made by the bosun to collect enough money to pay the radio officer to whom a previous bosun refused to pay \$7.75. The mail should be handled only by the ship's delegate or any other delegate who is not busy. Ten men were paid off in San Francisco at the US Commissioner's office and all pains and efforts were taken by the ship's delegate to have a patrolman present but they claimed they were too busy to take care of same. For the second time this trip the steward's department was complimented for the good food they prepared.

FRENCH CREEK (Cities Service), June 14—Chairman, W. H. Harrel; Secretary, Dan Beard. Patrolman will see if a better brand of soap powder can be obtained. Some men are still coming into the mess-hall in their shorts. \$40 reported in ship's fund. Motion made and carried that the company put a new washing machine aboard for the crew. Department delegates were asked to make up a repair list and turn four copies into the ship's delegate. Radio speaker in crew mess needs fixing. Suggestion made that minutes be posted after each meeting. Clarification needed on the rate of overtime when deck department goes below gratings in pumproom. Vote of thanks given the steward department. Crew should take better care of messhall at night. Extra fans needed in some fo'c'sles.

Crew asked ship's delegate to contact the Boston hall for a new library and help in getting a new washing machine and the messhall radio repaired. "Yoko," the ship's dog, attended fire and boat drill today equipped with a made to order genuine life jacket.

CHICKASAW (Waterman), July 2—Chairman, C. D. Mulloy; Secretary, A. Danne. Department delegates will ask each man if he wishes to help support a movie fund. New crewmembers were brought up to date on the purchase of cigarettes through the Sea Chest. Inspection will be made to see that fans are installed as per the new agreement as well as the condition of the mattresses.

PAOLI (Cities Service), June 25—Chairman, W. Reck; Secretary, Arthur Fricks. \$40 on hand in ship's fund. Suggestion made that this money be used to buy a radio or for some other worthy purpose. Fo'c'sles and passageways left dirty by shipyard workers.

SEA CLOUD (Seatraders, Inc.), June 20—Chairman, James Eichenberg; Secretary, R. Sanderlin. Captain to give \$10 draw in Suda. Water to be conserved in the laundry. Letter read from the SIU Sea Chest about Slop Chest. Most of the crew think that there should be some one from the hall to check the old inventory.

ROBIN TUXFORD (Seas Shipping), June 13—Chairman, Elbert N. Monahan; Secretary, Walter Marcus. Motion made to give the night cook and baker \$35.25 from the ship's fund so the record player can be repaired and new records purchased.

ALCOA RUNNER (Alcoa), June 20—Chairman, Clement De Hospedales; Secretary, A. Martinez. Deck in passageways was not painted in Mobile; all other repairs were made. Patrolman will be contacted on arrival. Men were warned about not drinking aboard ship. Suggestion was made to leave milk in the crew ice box, and that the steward get fresh milk in Puerto Rico if possible. No fresh fruits were taken on in New York. Patrolman will be contacted in Mobile. Suggestion to start a ship's fund will be taken up at the next meeting. Cups should be returned to the sink.

DE SOTO (Waterman), June 12—Chairman, William D. Burke; Secretary, Phil Reyes. Leonard Crockett was elected new ship's delegate by acclamation. Motion was passed to affirm our confidence in our leaders and urge them to continue giving every possible help to the AFL-ILA in their organizational campaign in every Gulf and Atlantic port is successfully terminated. All brothers were urged to emphasize to every longshoreman they talk to the advantages they will gain from joining the AFL-ILA. Crew was reminded of the motion passed at the last meeting, establishing a ship's fund by raffling off an article from the Sea Chest, and using the profit to start a ship's fund. Steward agreed to provide cold drinks in addition to fresh milk at suppertime; he said there will be iced tea or cold fruit-ades. Members were asked to turn repairs over to delegates. Vote of thanks went to the steward and his department for very good service and food served, as evidenced by many increasing waistlines.

BRADFORD ISLAND (Cities Service), July 1—Chairman, Alphon Frugs; Secretary, Vincent Ratcliff. Toasters have not been fixed and nothing has been done about the recreation room. J. S. Capps was elected ship's delegate; P. Ratcliff, ship's treasurer. There is a \$19 balance in the ship's fund.

IBERVILLE (Waterman), July 4—Chairman, W. C. McCulliston; Secretary, George Suarez. Treasurer reported \$28.56 in the ship's fund at present. Motion was passed to get two swings for the fantail for the crew from the ship's fund. Motion

was passed to set up an arrival pool, with half of the proceeds going to the ship's fund. Chief mate is to get fantail decks washed down twice a trip for the benefit of crewmembers aft. Ship's delegate will take up this matter with him. Steward thanked the crew for their cooperation in keeping the messhall clean and returning cups to the pantry. Crewmembers gave a vote of thanks to the steward department for services rendered.

DEL AIRES (Mississippi), June 27—Chairman, Duke "Red" Hall; Secretary, J. "Blackie" Connors. Mate stated that there would be plenty of OT for anyone who wanted to work, as the ship has to be cleaned up after being laid up. Vote of thanks went to J. Lee, ship's delegate, for a fine job. Chief stewards should see that more night lunch is put out. Slop-chest hours should be changed, so as not to interfere with coffeetime and mealtime hours and for everyone's convenience. Crew should keep the laundry and washing machine clean. No food should be given to native kroo boys, whose food is provided by the company.

DEL RIO (Mississippi), June 6—Chairman, W. Champlin; Secretary, Carlos Ibrain. George Dabronich was elected ship's delegate. Request was made for wind scoops for the messhall and pantry. A regular coffee pot is wanted, as the silex type is inconvenient. Hatrack is needed at the messroom entrance. Passageways and messrooms should be



painted. Discussion was held on the upkeep of the laundry. Ship will return to home port next month and will be taken care of then.

FRANCES (Bull), July 5—Chairman, Robert Bowley; Secretary, Monsenito Salvi. Someone went to the patrolman about the second electrician being a permitman and having been on the ship for over the allotted time. This was done without the knowledge of the ship's mate. It was later found that this man had a book pending or applied for. Matter will be taken up again in New York. Recommendation was made to the steward for a cold supper once in a while, when the ship is in Santo Domingo or other very warm places, to give the men in the galley a chance to escape some of the terrific heat. Chief mate has objected to putting up an awning over the fantail because the hurricane season is so near at hand. Matter will be taken up again with the mate, and if no action is taken the matter will be turned over to the patrolman. Ship's delegate will see the chief engineer about having a hole cut in the port side fideley door on the main deck so the air hose can be led out on the deck without having the hot air from the engine room flowing into the crew's quarters. We will try to get a new washing machine.

SHOW ME MARINER (Bull), July 3—Chairman, Nick Swokla; Secretary, M. Sterne. Wringer for the machine was checked and should be ready for the next trip. Repair list should be checked. List for laundry detail will be posted. Discussion was held on attaching shelves to the bunks for the convenience of the crew. Lack of fresh fruit was discussed. There is a lack of cigarettes and other items. Patrolman will be asked to straighten this out. Injured seaman thanked the crew and captain for the quick treatment he received this trip in France, where he was injured and had to be taken ashore. Injured seaman from two trips back still had not been contacted by the Union. Washing machine should be kept clean. Locks should be put on screen doors to try and keep shore-side personnel out.

IBERVILLE (Waterman), June 22—Chairman, Charles Lee; Secretary, E. Kresy. Special meeting was called to bring to the attention of the crew the antics of the third mate. This character recently got a radio and was too lazy or too cheap to buy and install his own antenna. He cut the aerial leading to the crew's radio in the messhall saying it was his and put it on his radio, making it impossible for the crew to use the radio. Boarding patrolman will be notified, to see if he cannot be kept in a third mate's place. This man has also made anti-Union remarks.

SEATRIN SAVANNAH (Seatrains), June 28—Chairman, T. Fales; Secretary, M. Chapman. Retroactive pay will be given out at the payoff this trip in Edgewater, NJ. One man missed ship in Edgewater. There is \$29.16 in the ship's fund. Brother Darcey thanked the entire membership for the \$77 which was given to him at a special meeting, when he left the ship due to his mother's death. More fans are needed in the messman's fo'c'sle. Vote of thanks went to Brother Fales, for the good job he did as ship's delegate.

ELIZABETH (Bull), June 27—Chairman, S. Foti; Secretary, Robert Rivera. R. Rivera was elected ship's delegate. Ten-day rule will remain in effect in case of lay-up. Repair list will be made up before the payoff. Repair items should be turned over to the delegates. Individual salads will be served. Spray guns should be ordered, as well as enough milk and rye bread. Night lunch should be more varied. Card players were asked to make less noise at night.

SEATRIN NEW JERSEY (Seatrains), June 26—Chairman, Norman Kirk; Secretary, John Monast. Patrolman will be contacted about getting the messman's fo'c'sle painted. Mate has been giving the bosun and gang a hard time and using tools on board. Bosun saw the captain about this. There are complaints about the blowers not functioning which will be taken up with the patrolman on ar-

rival. Vote of thanks went to the officials for getting us the raise in pay.

BARBARA FRITCHIEE (Liberty Nav.), May 23—Chairman, Robert Miller; Secretary, G. Evereff. Enough stores should be taken aboard at storing time to make 1000 extra meals, as that many are fed in the Philippines. A letter on the sorry slopchest brought aboard in Norfolk will be sent. Ship needs fumigation. Repair lists will be made out before reaching the West Coast.

JUNE 20—Chairman, Robert Miller; Secretary, Joseph Lupton. All repairs were taken care of except the drinking fountain. Chief cook is still not doing his job, and persists in sending choice cuts of meats to the saloon. Deck delegate has had no cooperation from the mate in trying to get the OT evened up, as per contract. One gashound deliberately missed ship in Wilmington, Cal. Several men have had to do his work when he took time off. No one is to pay off until the water fountain is fixed. Six new mattresses should be ordered. Vote of thanks went to chief steward Canonizado and night cook and baker Arales for a job well done, as well as a vote of thanks to all delegates. Crew was reminded to leave fo'c'sles clean and orderly.

SEATRIN GEORGIA (Seatrains), June 20—Chairman, E. M. Searcey; Secretary, A. Sally See. Everything possible should be done in port to keep out mosquitoes.

SEATRIN NEW YORK (Seatrains), June 20—Chairman, Aubrey Smith; Secretary, Edward J. Riviera. No crewmember is to go into the messroom in underclothes at any time. There is a total of \$23.88 in the treasury. Washing machine and messroom should be left a little more tidy. Dishes should be returned to the messroom. Spray guns should be left in the passageways so that all crewmembers can use them when needed.

ANGELINA (Bull), no date—Chairman, Richard W. McCarthy; Secretary, Harry Thrash. Porter was elected ship's delegate. Discussion was held on OT for working in the chain locker. All hands agreed to donate \$3 toward payment of TV set. Juice should be on the table every morning, unless there is grapefruit.

KATHRYN (Bull), no date—Chairman, Anthony Gonzales; Secretary, Mike Zelinka. Longshoremen should be kept out of the messhall in Puerto Rico. Suggestion was made to write to the Union about opening a Union hall in San Juan.

PERSONALS

Fred D. Lynum
Thomatra Scott
Contact B. B. Henderson, 685
Hancock Street, Brooklyn, NY.

James E. George
Contact your son, James F., at
503 Seward Street, Watertown, NY.

Teofilo Garcia
Contact Timothy Walsh at 222
West 77th Street, NYC.

Benjamin W. Sumski
Contact your wife at 41 Marvin
Street, Buffalo, NY.

Morton Trehern
Contact your mother at 1105 El-
der Street, Moss Point, Miss.

L. W. Dorville
Contact your mother in Florida.

Victor E. Johnson
Contact Seamen's Church Insti-
tute, 25 South Street, NYC.

William D. Swain
Contact Mrs. E. Swain at 163
Potter Drive, Mobile, Ala.

George D. Smith
Contact Mrs. J. C. Smith at
Route 2, Box 23, Adrian, Ga.

C. Mohat
George Shea
George W. Owen, Jr.
Contact Robert F. Reynolds, 350
Sansome Street, San Francisco, re-
garding injury to Martin Prisament
aboard Steel Admiral in August,
1953.

Martin Brack
Contact your wife at 1645 84th
Street, Brooklyn, NY.

Thomas Yarbrough
Contact Mrs. Frances Smith at
Box 76, Denton, Ga.

Tom D. George
Contact Stephan R. Mehringer
concerning your debt.

Puzzle Answer

PANAMA SEAMAN
AZALEA ANGOLA
ROT ART DETER
AV STEEL SOU
BAY AES RTS
SLOB TRAMP IA
TAYLOR PARLAY
ON EWERS YENS
PDQ ENE WET
FAN DAKAR IL
OATEN DOT ORA
PLIANT BEACON
ALFRED ERRAND

Quiz Answers

- (1) 284 tons. The fruit products account for the remaining 116 tons, which is 29 percent of the total.
- (2) (b) Canberra.
- (3) 100°.
- (4) Abner Doubleday (baseball). Marquess of Queensbury (prize-fighting).
- (5) (c) Profit.
- (6) (b) Havana.
- (7) 20 knots. It covered the same distance in 15 hours that the first one did in a full day.
- (8) (c) Rhode Island.
- (9) It is in both Europe and Asia.
- (10) 44 minutes.

NOTICES

French Creek Crewmen
French Creek crewmen who participated in the salvage of a German vessel in 1950 can collect their salvage money from the Union's attorney, Seymour W. Miller, Room 603, 26 Court Street, Brooklyn, NY.

Heber E. Guymon
Your international inoculation and vaccination certificates may be picked up at the SEAFARERS LOG office, SIU headquarters.

Jack Lovett
Pick up a package containing your overcoat at the baggage room, SIU headquarters.

Graclano Marilla
Contact the Welfare Services Department at headquarters regarding your son.

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

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

NAME
STREET ADDRESS
CITY ZONE STATE
Signed
TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below:
ADDRESS
CITY ZONE STATE

Alien Visa Rules Eased By US

WASHINGTON—Some slight changes in the rules covering visa requirements for alien crewmembers entering the US have been made by the Justice and State Departments in order to ease hardships. Under existing law, all alien seamen entering the US either on American or foreign-flag ships will have to present visas for admission to the States after July 1, 1955.

However, most of the changes are for the benefit of seamen on foreign-flag ships, and will be of little use to men sailing under the American flag. Consequently, aliens are still advised to make every effort to get either a visitor's visa, or a residence visa, in the near future.

Some Waivers Permitted

A waiver of the visa requirements will be permitted where the crewman is on a vessel proceeding to the States from a port at which

there is no US consular officer, and where there is no office at a nearby port to which a crew list could be submitted without delaying the vessel.

Special Provisions

Waivers will also be permitted where a vessel is not headed for the States but is diverted to a US port temporarily, or where a crewmember was signed on as a replacement after the crew list visa was obtained and a supplementary visa could not be obtained without delaying the ship.

The Immigration Service has made it clear that shipping com-

panies are subject to a \$1,000 fine for bringing aliens into the US without visas.

Certain other waivers are permitted between West Indian Islands, Puerto Rico and the Virgin Islands, as well as between Mexico, Cuba and the United States.

All alien seamen not now in possession of either a visitor's visa or a residence visa, are advised to make application for one as soon as possible because it usually takes several months to acquire a visa and complete the necessary documents.

in the HOSPITALS

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

- | | | | | | | | | | | | | | | | | | | | |
|--|--|--|---|--|---|---|--|---|---|--|--|---|---|--|---|--|---|--|---|
| <p>USPHS HOSPITAL MANHATTAN BEACH, NY
Fortuno Bacomo
Claude F. Blanks
Robert L. Booker
Thomas B. Bryant
Joseph G. Carr
Jar Chong
John J. Driscoll
Matthew Gardiner
Bart E. Gurnack
John B. Haas
Thomas Isaksen
John W. Keenan
Ludwig Kristiansen
Frederick Landry
James J. Lawlor</p> | <p>USPHS HOSPITAL SAVANNAH, GA.
William C. Bedgood
Bothwell Blanchard
Paul Bland
Lucius DeWitt
Herman C. Kemp
Jimmie Littleton
Avis Meadows</p> | <p>USPHS HOSPITAL NORFOLK, VA.
Walter L. Compton
Arthur W. Wroton</p> | <p>USPHS HOSPITAL GALVESTON, TEX.
C. Barbosa
T. A. Cousins
Frederick V. Davis
H. Deshotels</p> | <p>USPHS HOSPITAL SAN FRANCISCO, CAL.
Simon Bunda
Henry J. Childs
Harry R. Fall
Olav Gustavsen
Walter A. Johnson
George H. Leary
Jacob J. Levin</p> | <p>USPHS HOSPITAL SEATTLE, WASH.
Luke Ciambelli
F. Fondila
William A. Gaddy
Sverre Johannessen
James Krohn</p> | <p>USPHS HOSPITAL BALTIMORE, MD.
Thomas Ankerson
Alexis Benkori
Algot Bogren
Lorenzo Brigida
George H. Bryan
Samuel Doyle
Jessie A. Clarke
Albert W. Claude
Robert Cooper
James R. Dodson
John G. Flynn
Richard Foust
Eddie S. Game
Gorman Glaze</p> | <p>USPHS HOSPITAL NEW ORLEANS, LA.
James J. Adams
C. W. Barnett
Nicholas Bastie
Charles Brady
William R. Burch
Charles Burton
Owen Duttel
McKenley Campbell
S. C. Carregal
R. B. Carrillo
S. Cope
Clarence Grevier
J. D. Dambrino
Emile P. Davies
T. J. Donaldson
Eric R. Eklund
Thomas Fields
Oliver S. Flynn
Frank Gibas
Jack L. Gleason
John L. Hinton
Lyle Hipp
E. G. Knapp
D. Korolia
Thomas Landa
Leo Lang
Jean Latapie
Harold A. Laumann</p> | <p>USPHS HOSPITAL DETROIT, MICH.
Tim Burke</p> | <p>VA HOSPITAL BALTIMORE, MD.
Leonard J. Frank</p> | <p>ALAMEDA COUNTY HOSPITAL ALAMEDA, CAL.
William J. Gillick</p> | <p>NATIONAL INSTITUTE OF HEALTH BETHESDA, MD.
James H. Harker</p> | <p>SAILORS' SNUG HARBOR STATEN ISLAND, NY
Joseph Koslusk</p> | <p>USPHS HOSPITAL FORT WORTH, TEX.
Harold W. Simmons</p> | <p>TEMPLE UNIVERSITY HOSPITAL PHILADELPHIA, PA.
William J. Turk</p> | <p>PILGRIM STATE HOSPITAL LONG ISLAND, NY
Arthur Lomas</p> | <p>EAR AND EYE HOSPITAL NEW YORK, NY
Walter Gritski</p> | <p>VA HOSPITAL NEW ORLEANS, LA.
Allan S. Ritchie</p> | <p>D. J. YORK GOOD SAMARITAN HOSPITAL PORTLAND, ORE.
Howard R. Harvey</p> | <p>USPHS HOSPITAL BOSTON, MASS.
Frank Alasavich
Joseph Garelio
James H. Penswick</p> |
|--|--|--|---|--|---|---|--|---|---|--|--|---|---|--|---|--|---|--|---|

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.

Rebecca Diane Cook, born June 4, 1954. Parents, Mr. and Mrs. James Cook, 809 Keys Road, Yakima, Wash.

Victoria Terralea Greeff, born June 7, 1954. Parents, Mr. and Mrs. Ferdinand C. Greeff, 4712 Aldgate Green, Baltimore 27, Md.

Guy Loring Peck, born May 23, 1954. Parents, Mr. and Mrs. Gordon L. Peck, 124 South Miro, New Orleans, La.

Jimmie Michael Allen, born March 25, 1954. Parents, Mr. and Mrs. Orestes Allen, General Delivery, Sulphur, La.

Daisy Anavitate, born June 9, 1954. Parents, Mr. and Mrs. Claudio Anavitate, 60 Walworth Street, Brooklyn, NY.

Joseph Mattioli, born June 28, 1954. Parents, Mr. and Mrs. Gaetano Mattioli, 2461 East First Street, Brooklyn, NY.

Joseph Charles Wysocki, born June 5, 1954. Parents, Mr. and Mrs. Charles Wysocki, 519 East 76th Street, New York, NY.

Benjamin Harrison Kimberly, born March 28, 1954. Parents, Mr. and Mrs. Bernard H. Kimberly, PO Box 1018, Galveston, Tex.

Miguel Gonzalez Alvarado, born April 24, 1954. Parents, Mr. and Mrs. Genaro Gonzalez, Saint Thomas, La Playa, Puerto Rico.

Roger Leland Hall, Jr., born June 28, 1954. Parents, Mr. and

Mrs. Leland Hall, 704 Madison Street, Brooklyn, NY.

David Robert Alonzo Figueres, born May 29, 1954. Parents, Mr. and Mrs. Julio Alonzo Figueres, 1115 Southern Boulevard, Bronx, NY.

Wayne Richard Griffith, born June 30, 1954. Parents, Mr. and Mrs. Ray R. Griffith, 48 Emerson Avenue, Copiague, Long Island, NY.

John Robert Stangenberg, born June 30, 1954. Parents, Mr. and Mrs. Charles P. Stangenberg, 4204 30th Avenue, Astoria, Long Island, NY.

Linda Marina Ladd, born June 11, 1954. Parents, Mr. and Mrs. Robert E. Ladd, 1818 Donovan Avenue, Ballingham, Wash.

Bruce Michael Spivey, born June 22, 1954. Parents, Mr. and Mrs. Leonard T. Spivey, 350 South Dallas Court, Baltimore, Md.

Jamie Ann Barnett, born June 30, 1954. Parents, Mr. and Mrs. James W. Barnett, 313 Chatham Street, Mobile, Ala.

Kathryn Grace Wray, born July 2, 1954. Parents, Mr. and Mrs. William T. Wray, 2643 Somme Avenue, Norfolk, Va.



Who Gets SIU Benefits?

Hospital:

Any Seafarer hospitalized as an inpatient for at least one week is entitled to a weekly benefit of \$15 for the full duration of his hospitalization, providing he has worked a minimum of one day aboard an SIU-contracted vessel in the previous 12 months.

Maternity:

Any Seafarer who has become a father since April 1, 1952, can receive the \$200 maternity benefit payment, plus the Union's gift of a \$25 US Treasury Bond for the child. A copy of the marriage certificate and birth certificate is required. If possible, a discharge from his last ship should be enclosed. Duplicate payments and bonds will be given in cases of multiple births.

Disability:

Any totally disabled Seafarer, regardless of age, who has seven years seetime with companies participating in the Welfare Plan, is eligible for the \$25 weekly disability benefit for as long as he is totally unable to work.

Death:

Every Seafarer is provided a \$2,500 death benefit, which he can make payable to whomever he chooses, whether related to him or not. The Seafarer must have worked a minimum of one day aboard an SIU-contracted vessel during the 12 months prior to his death. Beneficiary cards are available at all SIU halls. The beneficiary may be changed at any time.

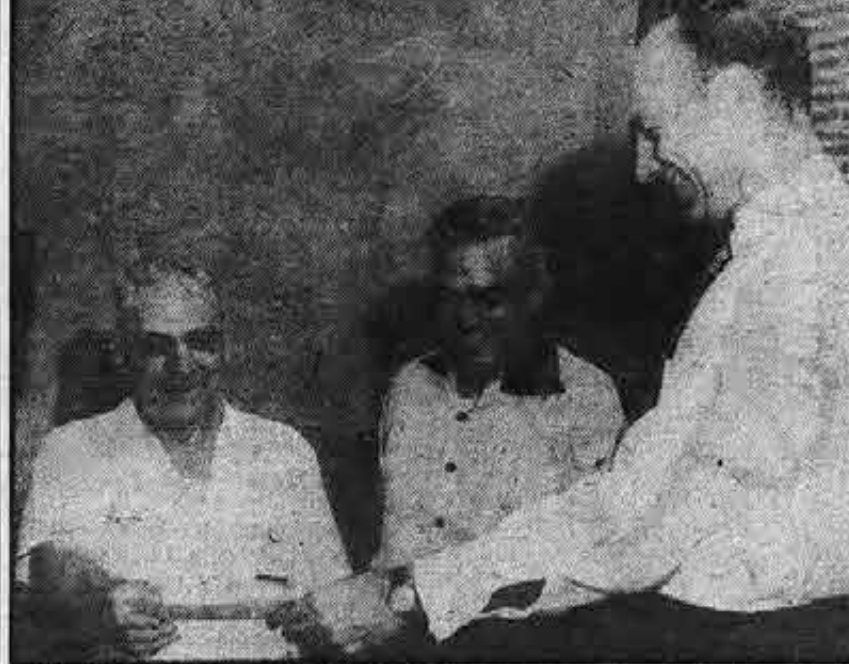
Scholarship:

Four college scholarships worth a total of \$6,000 each are awarded each year to qualified Seafarers under 35 years old or the children of Seafarers who meet the educational requirements. Each scholarship provides a full four-year course of study and may be used at any college or university chosen by the scholarship student. All candidates must take the standard College Entrance Board examinations given during the year prior to beginning their college study, and present discharges showing three years' seetime for a parent or for themselves, in the case of Seafarers under 35. Children of deceased Seafarers having three years' seetime are also eligible.

Applications and queries on unusual situations should be sent to the Union Welfare Trustees, c/o SIU Headquarters, 675 Fourth Ave., Brooklyn 32, NY.

Seafarers Share In 9G Salvage Award

Eleven Seafarers who were members of the crew of an SIU ship which participated in the salvage of a disabled German motorship back in December, 1950, have shares ranging from \$235.21 to \$106.41 still coming to them, following the successful settlement of their salvage claim.



First two Seafarers to pick up their share of salvage booty earned aboard the French Creek (Cities Service) from tow supplied a disabled German motorship in December, 1950, collect their checks after learning of award. Both Eduardo Martinez, fireman (left), and William Lane, FWT (center), got \$125.60. Attorney I. G. Seeger, on staff of Union counsel presents checks.

The claim arose out of a tow the Cities Service tanker French Creek supplied the German vessel when the latter lost her propeller in heavy seas some 300 miles from Aruba three and a half years ago.

\$9,000 For Crew

Nearly \$9,000 is being divided among the ship's crew, both licensed and unlicensed, with the heaviest shares going to the members of the deck department. Each man's share is proportioned according to his rating on the ship at that time.

The paperwork and details of collecting the money for the men was handled through the SIU Welfare Services Department in conjunction with the staff of the Union's attorney, Seymour W. Miller.

Men who have money coming to them include the following: Erling H. Anderson, W. B. Blankenship, Joseph Dodge, Edmund L. Erikson, Robert Eschrich, Edward Farrell, Joseph P. Glavin, Leo F. Gwaltheaney, John Kozar, James Logan, John B. Tierney.

SEEIN' THE SEAFARERS

With WALTER SIEKMANN



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

When a man gets hurt on a ship and statements are taken by the officers as to what happened, it's the normal thing for the man's shipmates to feel a little anxious about the injured brother. Consequently, sometimes members of the crew in their eagerness to be helpful will give exaggerated statements about what they saw and what happened. The result is that contradictions will pop up after two or three men have given their statements.

A considerable amount of doubt is cast over the whole thing by these contradictions and the injured brother may wind up being deprived of benefits that would rightfully be his in the first instance.

It's been shown time and again that in the excitement of an accident, witnesses aren't always able to spot just exactly what happened. That's why it's so important to be careful about your statements and to put down only those facts that you are positive of. And with some of the mates you have around who are more out to confuse than get at the facts, this is very important.

Be Careful What You Sign

Under no circumstances should any crewmember sign anything he doesn't understand or any statement that doesn't contain the accurate fact of the case. Remember that in 99 cases out of 100 the shipowner has some kind of responsibility to the injured brother. Once the exact facts are gotten into the record, you can be sure that the Seafarer will get all that he is entitled to.

Currently drydocked in the Staten Island marine hospital is Seafarer Carlos Gomez, fireman off The Cabins. Gomez, along with Pete Perrotti, chief cook on the Steel Chemist, and Robert Bosworth, AB, is in for treatment of a hernia condition. Looks like some of the boys have been running into trouble lifting heavy objects.

Seafarer Warren Smith, recently off the Lawrence Victory, went into the hospital on July 17 for observation. He was AB on that Mississippi ship. Steward Abram Goldsmit of the Tagalam, had to call it quite to sailing temporarily while he gets treatment for a bladder condition. He's been in the hospital about four weeks now.

Joseph Pasinosky, utility man on the Robin Hood, has been in the hospital since July 14, while Francis Buhl of Weymouth, Mass., formerly AB on the Steel Surveyor, beat him in there by a day.

Had To Return

Two Seafarers who had been out of the hospital had to go back in again for further treatment. They are Frank Napoli and Raymond Myers. Napoli had to have his shoulder put back in a cast because it didn't knit properly from injuries he suffered while fixing the television aerial on the Golden City.

Seafarer Harvey Morris, who lives in Brooklyn, reports he is feeling better now after having to go in for treatment for kidney trouble. Etseban Morales, AB on the Gateway City, is in for a spell of treatment for a heart condition.



Buhl



Napoli

Seafarer Plans Quiet Rural Life

NEW ORLEANS—Ernest E. Gross, veteran Seafarer who recently qualified for the SIU's \$25 weekly disability benefits, is looking forward to spending the remainder of his life in the rural Mississippi area from which he departed 17 years ago to go to sea.

Gross now lives in New Orleans. He plans to remain here until doctors at the USPHS hospital release him from the frequent periodic medical check-ups now required of him.

Now he wiles away his time between hospital appointments by visiting friends at the SIU hall here, chatting with acquaintances in his neighborhood at 435 Baronne St. and "going to the movies," his principal recreation.

One of the first members of the SIU, Gross came into the Union in 1938 from the old ISU which he had joined a year earlier. He started his seafaring career in the steward department and shipped in various ratings in that department until his sailing days were ended by recurrent illnesses which incapacitated him from further shipboard duty.

Started On Railroads

Although a member of seamen's unions for 17 years, he has been an AFL member since 1909 when he started "railroading." He was a member of the old Order of Railroad Telegraphers until he left Mississippi and came to New Orleans for his trip to sea in 1937 because of mounting unemployment in the railroad industry during the depression years.

Once he started going to sea, he



Latest Seafarer to receive benefits under the SIU disability benefits program, Ernest Gross, 65 (left), is informed that his application for the weekly \$25 disability benefit has been approved, by SIU Welfare Services representative Bill Fredericks, in New Orleans. A veteran Union member, Gross had been sailing in the steward department until illness tripped him up.

found sailing was a far more fascinating occupation than life as a station agent and railroad telegrapher. "I must admit," he said, "that going to sea is to some extent a little wilder life than railroad-

ing." Last May 16 when he reached the age of 65, Gross started drawing \$54 a month in Federal Old Age Benefits. That amount plus the \$25 a week he receives in disability payments from the SIU Welfare Plan has him, in his words, "all set financially."

"I have seen many improvements in wages and working conditions since I started going to sea, but the disability program is the finest thing the SIU ever won for seamen," Gross said. "It assures a man that he doesn't have to worry about money matters, and that is a wonderful thing for someone in my situation."

Gross has no dependents other than himself and his only living near-relative is a sister, Mrs. Kate Clayton of Houston.

"As soon as I can go back to Mississippi I can live in fine style on my income, although I am doing all right now," he said. "I can take it easy, have any little extra comforts I want and I'll have plenty of time to get a cane pole, head for the nearest creek and drown a can of worms whenever the mood strikes me."

Missing Seaman Turned Up Unconscious In Philadelphia

A Seafarer who mysteriously dropped out of sight leaving a wife and five children behind was discovered unconscious in a Philadelphia hospital after a search by the Welfare Services office. As a result, steps are being taken to assure the Seafarer's family of some kind of income pending the outcome of the husband's injury.

The Seafarer had shipped out on a Calmar line vessel, and after going ashore in Philadelphia during a stop at that port, had disappeared without a trace. All efforts to locate him were fruitless.

After a couple of months, the desperate family appealed to Welfare Services to please try and locate the husband, as they were without funds for the necessities of life. A notice was first placed in the Union newspaper, but without results.

Shortly afterwards from another source, Welfare Services learned that an unidentified seaman was in a coma at a Philadelphia hospital as the result of an automobile accident. The seaman had been picked up and taken to the hospital, but had no papers other than a year old SIU dispatch card with the name of an SIU ship on it. Apparently he had left his Union book, his seaman's papers and all other identification in his locker on the ship.

From there it was matter of getting the wife down to Philadelphia to identify the seaman, which was done.

With the seaman still uncon-

scious in the hospital and the family destitute, Welfare Services helped the wife get the necessary documents to give her authority to collect hospital benefits due her husband. Other steps are being taken to get her additional money due her, and meanwhile the family will have the hospital benefit income to go on.

Financial responsibility for the accident has been established, and legal proceedings will be undertaken by the wife to obtain redress from the driver of the automobile.

Auto Bug Bites, Welfare Services Locates 'Scratch'

Spring and summer are the seasons when the idea of a new automobile strikes the fancy of many a citizen, be he a Seafarer or shoreside dweller. Several SIU men have been

bitten by the auto bug in recent weeks, judging from the number of credit rating requests handled by Welfare Services during that period.

In buying a car, like in the purchase of any commodity on the installment plan, Seafarers run into the usual difficulties arising from the fact that they do not work for any one company.

In these instances, Welfare Services writes a letter to the dealer, the bank or whoever is involved

and explains that the Seafarer is entitled to ship out of the hall on the ships of any SIU-contracted company.

The letter is usually enough to do the trick, and the necessary credit is extended to the Seafarer without further delay.

The result is that quite a few of the members may be seen riding around in their new buggies which they might otherwise have been unable to purchase because of the credit restrictions on seamen.

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.

FINAL DISPATCH

The death of the following Seafarer has been reported to the Seafarers Welfare Plan and the \$2,500 death benefit is being paid to his beneficiary.

Carl Olof Anderson, 66: On May 20, 1954, Brother Anderson died of

a heart condition in Baltimore, Md., and was buried in that city. A member of the SIU since 1938, Brother Anderson joined the Union in Norfolk and sailed in the deck department. His estate is administered by Orbin Isaac of 1420 East Baltimore Street, Baltimore, Md.

FAMILY TROUBLES?

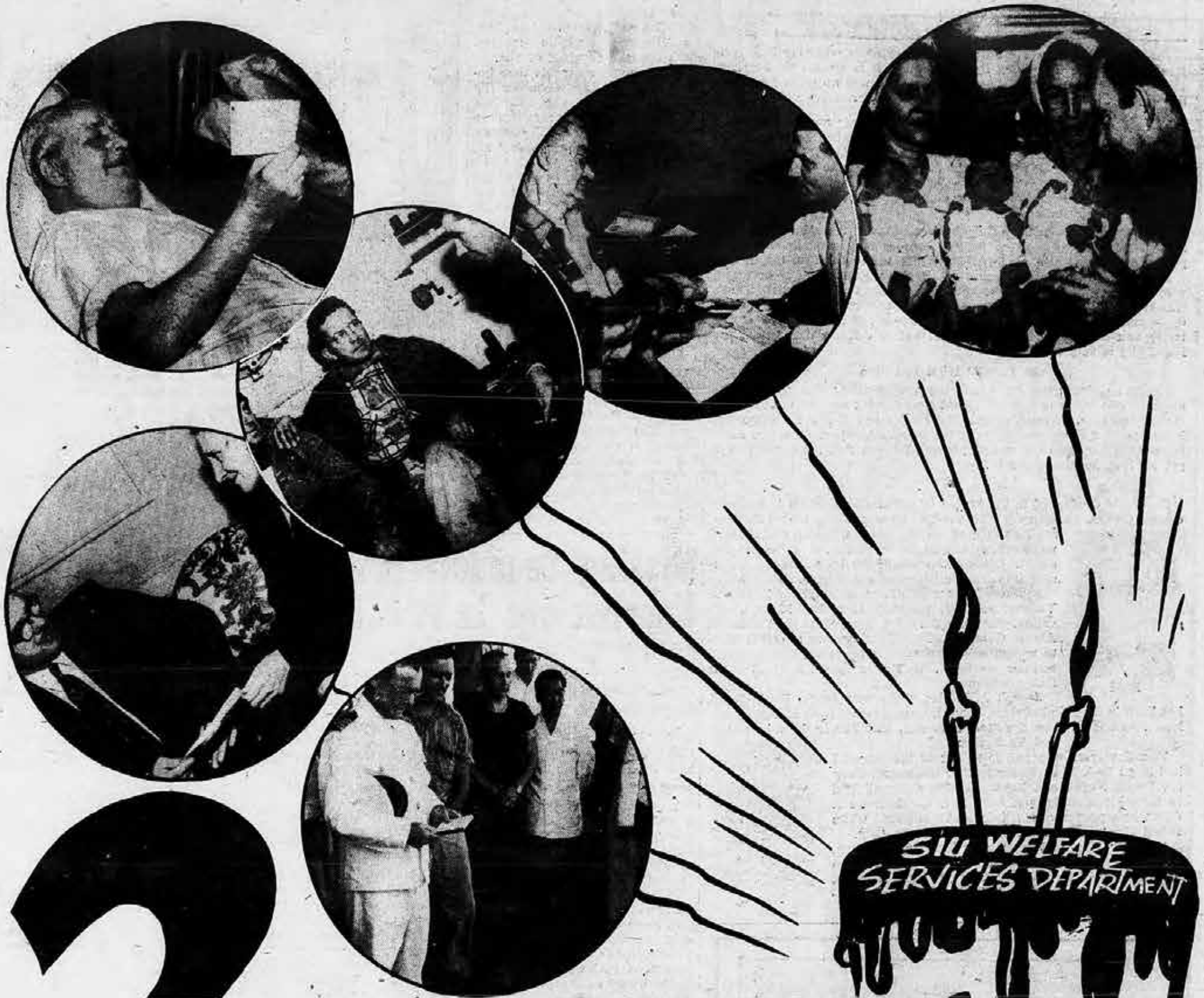


THE SIU

WELFARE SERVICES DEPARTMENT



YOUR PROBLEM IS OUR BUSINESS



2 YEARS OLD!

Formed two years ago to service Seafarers in all matters pertaining to benefits under the Welfare Plan, and to assist them in a variety of other problems of personal concern, the Welfare Services Department has proven its value to the membership many times over. As such it is a fitting counterpart to the SIU Welfare Plan which provides cash benefits for Seafarers.

Wherever and whenever a Seafarer gets into

difficulty, or needs help on any of a score of personal matters, contact with the Welfare Services office will produce results that are generally unobtainable by the individual Seafarer with limited time and resources at his disposal.

The large number of Seafarers who received help from Welfare Services at one time or another in the past two years is the best testimonial to the value of this unique Union service.

