

Furuseth School To Open May 1

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SEAFARERS LOG

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

SIU ROUTS BRIDGES IN ELECTION, 4-1

Story On Page 3



Victory! Jubilant MCS-AFL members (right) celebrate after learning that SIU Pacific District walloped Harry Bridges' ILWU in NLRB vote on West Coast ships. Above, NLRB examiner Bradford C. Wells (standing) calls off ballots for checkers (l. to r.) Eleanor Aviso, Pac. M'time Ass'n; Harry Brown, MCS-AFL; Howard Cavaco, ILWU. Top right, smiling AFL leaders watch NLRB's Roy Hoffman boxing ballots after count. (L. to r.) Hoffman; Jack Henning, Calif. AFL; Harry Brown, MCS-AFL; Ed Turner, SIU organizer; John Jennings, SIU attorney, Sam Bennett, vice-pres. Marine Firemen. (Story on Page 3.)





Plans for the SIU's new Andrew Furuseth Training School which will provide complete facilities for a full ungrading program in all departments were developed following joint meetings of Union and shipowner representatives with the US Department of Labor and the Coast Guard. Pictured (seated, l-r) at a meeting in Mobile are: Cmdr. R. Murdoch, CG; Seafarers Jack Parker, Bill Wallace; C. Griffin, field rep., Bureau of Apprentice Training, US Labor Dept.; Cal Tanner, SIU port agent; Max Harrison, chairman of management committee; Capt. J. B. Rucker, CG; Capt. T. L. Proud, Alcoa port captain; Cmdr. C. C. Phillips, CG; Harold Fischer, SIU patrolman; standing, H. Fagan, Waterman commissary super.; Seafarer F. M. Reyes; Leo Marsh, SIU patrolman, Seafarer Joe Wread.

New SIU Training School To Start Classes May 1

MOBILE—A completely equipped training school for the upgrading of merchant seamen, developed jointly by the SIU and SIU-contracted steamship companies, is slated to open here May 1.

The new program was announced following meetings with the US Department of Labor's Bureau of Apprenticeship, steamship companies and the US Coast Guard.

Purpose of the school will be "to provide training for prospective merchant seamen and to provide refresher courses and training for seamen in the industry to help qualify them for upgrading," it was set forth in a statement of policy developed at the meeting here. It will be financed by the SIU Welfare Plan as a welfare benefit for unemployed eligibles.

It is expected that the school will be developed into a complete training center—both for entry and upgrading—pending the working out of administrative and legal details.

"Training will be provided which should drastically reduce accidents and waste and should equip all seamen to handle themselves properly

in case of emergency," the statement said.

Joint Administration

Tentative plans for the school, to be known as the Andrew Furuseth Training School, provide for its administration by a committee of six members, three representing the SIU and three representing the companies.

Seamen now sailing on SIU-contracted ships who want to upgrade their present ratings may do so through attending the school, which is expected to receive Coast Guard sanction for this purpose.

The training program contemplates use of the SIU training ship, the Andrew Furuseth, now based at Bayou La Batre, near Mobile. Merchant ships that will be in Mobile harbor from time to time will be used for advanced training phases.

Two-Week Sessions

The school will accommodate about 30 men for each two-weeks' training session and will be capable of handling 700 to 800 men a year.

The school will be departmentalized for specialized instruction in deck, engine and steward department work. Veteran SIU men will be engaged as instructors in each department.

Training courses will include such general subjects as use of lifeboats and life saving equipment, fire fighting, first aid and artificial respiration and swimming for men in all departments. In addition, courses will be offered in work specialties of the various departments.

The planning session here was attended by SIU Port Agent Cal Tanner, Patrolmen Harold Fischer and Leo Marsh as well as Seafarers F. M. Reyes, Joe Wread, Jack Parker and Bill Wallace; Max Harrison, Chairman of the Management Committee; Alcoa Port Captain T. L. Proud and Waterman Commissary Superintendent Harry Fagan, representing SIU-contracted steamship companies; Captain James B. Rucker and Commanders Charles C. Phillips and Robert Murdoch, representing the Coast Guard, and Carl Griffin, field representative, Bureau of Apprenticeship.

The Coast Guard, Bureau of Apprenticeship and Alabama Department of Vocational Education will act in an advisory capacity in development of the school.

"Through the Andrew Furuseth Training School, the SIU will be discharging important responsibilities to the membership and to our contracted steamship companies," Tanner said. "We will provide our members with an opportunity to

(Continued on page 17)

ILA Crimp Rig Milks Seamen

Further proof of charges by the SEAFARERS LOG that the ILA's so-called seamen's union is nothing but a cover for a crimp hall shakedown operation was shown by the experience of a group of Greek seamen on the SS Cambridge, a Liberian-flag Liberty. Instead of a contract and improved conditions that they were promised, the ILA's "union" representative simply had these men signed off and crimped another alien crew aboard, after taking several crewmembers for \$15 apiece.

The ILA-chartered "United International Seamen's Union" was formed last fall ostensibly to organize seamen on foreign-flag ships. Actually, according to its president, Louis Le Doulx (Londos), the organization hoped to raid established sea unions, American or foreign, with cut-rate contracts.

The new "union" simply represented a continuation of a crimp hall operation that had functioned for some time to supply crews to "runaway"-flag ships operated by Aristotle Onassis.

Fouled-Up Trip

Crewmen on the Cambridge had arrived in New York on March 14 after a trip which proved unbearable because of extremely bad food, unsafe conditions and mistreatment. They had heard about the ILA "organizing" foreign-flag ships, so six of their number went up to the "United International Seamen's Union" office for help.

Their objectives were to get a contract which would at least set down conditions of work in writing, some improvements on food and wages, and a formal payoff and sign-on which they had not received up to then. The "United International Seamen's Union" said that it would go to work on the problem immediately.

The first thing that the "union" did was to collect \$15.05 from 14

crewmembers it was able to solicit on the ship. The money was squeezed from crewmembers who were making less than \$100 per month. The "union" then went through the motions of calling a company representative and asking for overtime increases, transportation, and better food. In the process of coming down to the ship to sign men up and collect their "dues" the "union" representative spent most of his time freeloading on the officers' chow.

After several days of shadow-boxing, the "union" told the men it could do nothing for them. It told the crew to sign off and take whatever the company wanted to give them. As soon as the men signed off, the ILA "union" representative promptly crimped a new crew aboard which he had taken off another Liberian-flag ship in the port.

SIU Pension, Family Care Studied By Welfare Plan

A promise of new Welfare Plan benefits and possible increases in existing ones are contained in a study now underway by Union and management trustees.

Trustees are studying the possibility of an expanded pension program which would be an outgrowth of the disability

benefit, as well as the problem of providing medical benefits for wives and children of Seafarers. Existing benefits, with the exception of scholarship and maternity benefits, are also under review.

The new study is an outgrowth of recent increases in Welfare Plan contributions won by the SIU as well as a review of the operation of the Plan up until now. Several sessions of the trustees have been held on these problems with the assistance of actuarial specialists and it is expected that the trustees will act on the new proposals before long.

Since the SIU Welfare Plan is self-administered and self-insured, the addition of new benefits or improvement of old ones is a comparatively simple procedure. It does not involve rewriting of trust fund contracts as happens when an outside insurance company is involved. This makes for faster action on new proposals.

Pension Study

Under consideration on the pension issue is a plan which would

cover all Seafarers meeting age and seetime qualifications. This would be in addition to the current disability benefit which provides lifetime income to Seafarers at any age who are unable to work. Should such a plan be worked out the trustees would also aim for possible increases in payments over the present disability benefits.

The dependents' medical benefit is one which has been requested by Seafarers from time to time, and the trustees are studying the advisability of such a plan as well as the administrative problems involved.

Not neglected in the study are the existing hospital and death benefits. Increases in one or both of these benefits may be part of the new package.

The trustees are hopeful that they can come up with a combination involving increases in old benefits and addition of new ones if possible. That depends on skilled forecasting by actuaries of the cost of such benefits through the years, as compared with the anticipated income of the Welfare Plan.

Mobile Hall Work Delayed

MOBILE—Seafarers in this port are hopeful work on the beautiful new addition to the SIU hall here will be completed in time for the membership meeting of April 20, but the construction schedule has been delayed by two major strikes in this area.

Every effort is being made to complete finishing touches to the new three-story wing as well as alterations to the original two-story building at S. Lawrence and Dauphin Streets, said Port Agent Cal Tanner.

"Some items are completely beyond our control, however," he said. "Delivery of some necessary materials and telephone installations are being held up by the rail and telephone strikes."

Both strikes were still going strong at last report with no settlements in sight.

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Scene at NLRB headquarters in San Francisco after 4-1 victory for the SIU Pacific District in West Coast bargaining election was announced shows Pete McGoldrick (left), representing Harry Bridges' longshore union, making a hasty and unhappy exit. Momentous victory for SIU unions, which ended control by last remnants of Commie unionism on US-flag ships, is marked by restrained relief of Ed Turner (2nd from left), SIUNA organizer who headed the drive, and Sam Bennett, MFOW vice-president. In rear is John "Bud" McGorlan, MCS-AFL.



Victory smiles were flashed at MCS-AFL headquarters as soon as news of the crushing 4-1 defeat of Bridges' longshore union by the SIU Pacific District was known. Phil Boucher, MCS-AFL dispatcher, passed news to jubilant membership in San Francisco. Balloting represented combined win for SUP, MFOW and MCS-AFL.

LOG To Give Own 'Oscars' For 1955

The constructive role of Seafarers in making the SEAFARERS LOG an outstanding and unique trade union publication is to be recognized in the form of four annual LOG awards established this week by the SIU. Each year the editors of the LOG will select four distinguished membership contributions, one each in four categories—letters, photographs, poetry and drawings—and present to them the SEAFARERS LOG award.

The award program begins as of January 1 of this year so that everything published in the LOG during 1955 is eligible. At the end of the year all issues of the LOG will be scrutinized for outstanding contributions, the presentations to be made early in 1956.

In selecting the award winners, the following standards of judgment will apply:

The letters award will go to the Seafarer whose letter, in the judgement of the editors, offers a positive and constructive proposal for the membership or best expresses the feeling of a Seafarer on any given issue.

Seafarers For Action

The photography award will be keyed to the best photograph or photographs of Seafarers at work or play, or other photographic subject matter of strong reader appeal.

The poetry award will be issued on the basis of literary merit and subject matter in the tradition of the sea. Similarly the award for drawing will take into account quality and originality as well as subject matter based on maritime or related experience.

While it is the editors' present intention to make the awards in these four categories, the award program is flexible enough so that any contribution that does not fall into their scope would be considered for an additional award if it has sufficient merit.

The idea for an awards program derives from the fact that rank and file Seafarers have done a great deal in years past to make the LOG an interesting and lively newspaper. The stories, letters, poems, photos and drawings sent by Seafarers from all over the



Representation of the SEAFARERS LOG award emblem.

world have done much to add appeal to the LOG and make it a membership publication.

SIU Crews And Meetings Back Lundeberg Stand

SIU members ashore and on the ships have taken strong positions in support of Harry Lundeberg, secretary-treasurer of the Sailors Union of the Pacific, following the attack on him by Joseph Curran, president of the National Maritime Union.

Membership meetings in all ports voted unanimously to support Lundeberg and endorse his signing of an experimental bulk cargo agreement. SIU crews are also acting on the issue. Eighty SIU-manned ships have already taken unanimous action in support of Lundeberg's position.

The NMU president's virulent attack on Lundeberg followed the signing of an agreement with the operators of the Tonsina, a Liberty ship, which will run in the bulk trade between California and

SIU Of NA Routs Bridges By 4 To 1 In 3-Dep't Vote

SAN FRANCISCO—Seamen on West Coast ships have put to rout the remains of Communist-line unionism with a resounding four to one vote in favor of the SIU Pacific District. Sailors, firemen and cooks participating in the three-department vote rolled up 3,931 votes for the SIU of NA with Harry Bridges' International Longshoremen's and Warehousemen's Union far in the rear with 1,004 tallies. There were 327 no union votes.

The overwhelming SIU victory heralds the first time in 20 years that American unlicensed seamen have been completely free of any Communist controlled unions on the West Coast. It represents the most serious setback Harry Bridges has suffered in his career. For the first time now, all three shipboard departments on West Coast ships will be represented by one union, the SIU of North America.

SIU Pacific District officials, representing the Sailors Union of

the Pacific, the Marine Firemen's Union and the Marine Cooks and Stewards, AFL, indicated they would move immediately for a new contract covering the stewards as soon as certification from the Labor Board is received. It is expected though, that Bridges will resort to harassing tactics in an attempt to delay certification.

In any case, the Communist-line leaders of ILWU Local 100, which succeeded the defunct National Union of Marine Cooks and Stewards, realize the jig is up. Reports are that they have been advising their supporters in the shipboard steward departments to apply for AFL membership. Since the results were announced, MCS-AFL offices have been deluged with new applications.

The SIU victory represents a personal triumph for SIU president Harry Lundeberg who sponsored the chartering of MCS-AFL in 1950 after NUMC&S was expelled from the CIO for following the Communist line. With the aid of rank and file NUMC&S members who had been fighting the Communist-line leadership the new union made its modest beginning.

Immediately it ran into violent opposition from Bridges who had long had NUMC&S under his thumb. One of the methods used in an attempt to stir up opposition within the Sailors Union was publication of the "West Coast Sailor's Journal," an anonymous publication which spent its energies attacking the SUP leadership and promoting Communist propaganda issues.

Meanwhile, the National Maritime Union (CIO) made half-hearted efforts to organize the cooks and stewards. That union

soon threw in the sponge when it found that it would have to buck Bridges' powerful waterfront apparatus.

Once MCS-AFL became active, the leadership of NUMC&S began a series of violent purges of men suspected of AFL sympathies. They were expelled from the union, job-actioned off the ships and dumped in the streets. But none of these tactics could keep the MCS-AFL from making progress.

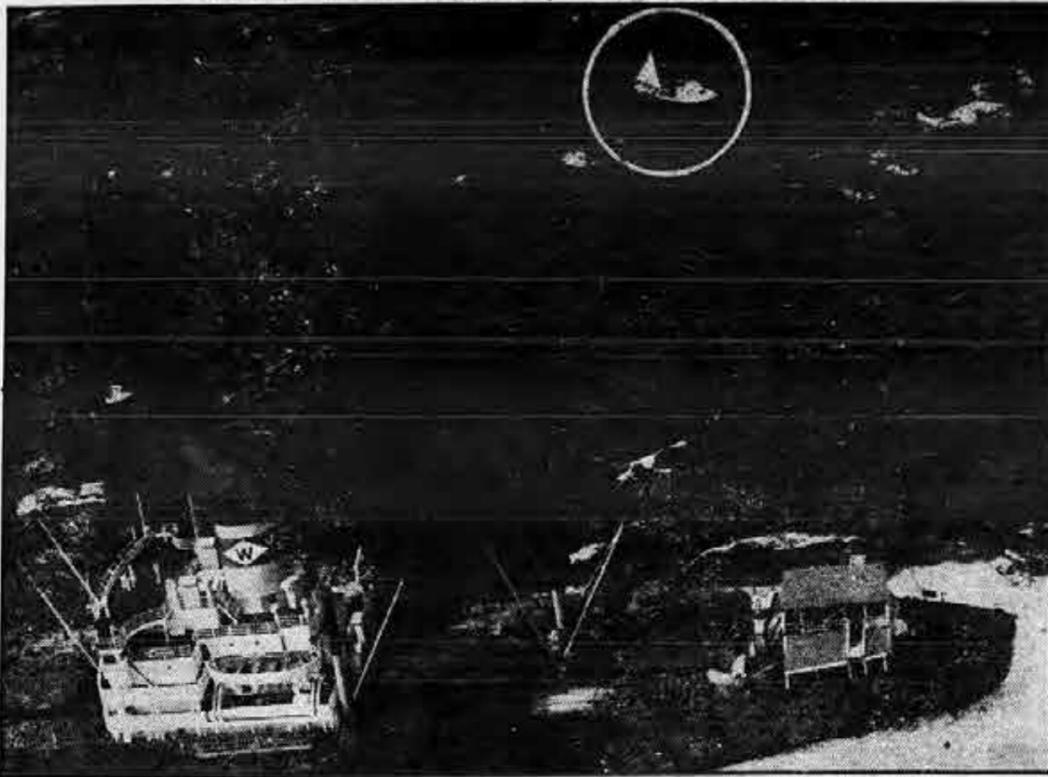
Finally, MCS-AFL reached the point where it was able to petition for an election last year. The Communist Party strategists switched horses in midstream from the discredited NUMC&S and advised their supporters to vote "no union." Meanwhile, NUMC&S membership was swallowed up in a hastily organized "Local 100" of the longshore union. The result was that a heavy "no-union" vote prevented MCS-AFL from winning a clear majority.

Nothing daunted, the SIU Pacific District petitioned for a new election involving all three shipboard departments.

Alcoa Payroll Office Moves

Seafarers in New York who have to contact the Alcoa Steamship Company's Marine and Ship's Payroll Department are advised to note the shift of that office from its former location in downtown New York. The new address is 270 41st St., at Pier 6, Bush Terminal, Brooklyn, not far from SIU headquarters. The change from the old location at 17 Battery Place is effective immediately.

Seafarers Aid In Fishing Boat Rescue



The SIU-manned coastwise freighter Antinous is shown in Coast Guard photo as she stood by disabled fishing boat South Seas (circled, top) in Gulf rescue. Three men were saved through combined efforts of ship's crew and Coast Guard after their boat sprung a leak and threatened to sink.

Ex-Sailor Writes Historical Novel

A frequent contributor to the SEAFARERS LOG, Marius Hansome, former seaman, fisherman and cannery worker, and a present-day writer and academic figure, this month published his first novel, "Appointment with Fortune," dealing with the history of the American Northwest in the

early part of this century.

The 247-page volume, published at \$3.50 by Vantage Press, Inc., New York, tells a story based on the author's varied personal experiences in the West of 1914 and in the post-World War I period. The key figure is first a seaman and then a teacher in the brawling "wilds" of the Pacific Northwest and Alaska.

Life On Ship

Woven into the tale are some interesting descriptive passages about the life of seamen in the old pre-union days. The author apparently called upon his own

varied experiences at sea, which began in Denmark and later moved to this country where he sailed for a number of years on West Coast ships.

He has been a principal and superintendent of schools in Washington, Idaho and Alaska; Professor of Social Sciences in the Rand School, Hunter College, Columbia University, Baldwin-Wallace College, and has a doctorate conferred by Columbia. He is the author of "World Workers' Education Movements, Their Social Significance," "Sociology," a textbook, and a contributor to numerous newspapers and national magazines.

As I See It . . .

Paul Hall



THE LATEST HOOVER COMMISSION REPORT DEALING WITH Government transportation operations puts light on a situation which your Union and the rest of the maritime industry has recognized for some time. That is that the Military Sea Transportation Service has been competing with privately-owned shipping for years through its operation of dry cargo, tanker and passenger ships. Furthermore the Commission's findings bear out another well-known situation, that MSTTS does its job at far greater cost than it could be done by private operators. This is true in face of the fact that wages and conditions on private ships are superior all around to those on MSTTS ships.

Since these conditions are well-known to everybody in the industry, in the administration and in Congressional quarters that deal with the merchant marine, there seems to be no reason why immediate action could not be taken to change matters. US shipping and seamen have enough problems to deal with without having to face unfair competition from a Government agency.

A COUPLE OF DEPUTIES IN THE FRENCH NATIONAL Assembly have dramatized the problem of the runaway flags again by demanding that French ports be closed to these cut-rate, cutthroat operations. These demands follow growing complaints by British shipowners on this same score, so it can readily be seen that the runaways are hurting all legitimate shipping operations, even those under lower-wage foreign flags.

Aside from the serious impact of the runaways on American seamen, which is well-known to every Seafarer, it appears that these outfits will create an international problem for the United States. As is well known, the bulk of this shipping is owned by American operators who have been encouraged by their own Government to evade the international standards established by the legitimate maritime nations. The spread of the runaways can only contribute to international friction and lead to anti-American feeling accordingly.

It is well-known that this country has taken the lead in promoting constantly higher international standards of manning, safety, construction and shipboard-feeding on ships of all nations. At the same time we have our State department professing great concern about the well-being of foreign flag shipping under legitimate flags, even to the extent of attacking protective legislation for the American merchant marine.

IT HAS ALWAYS BEEN YOUR UNION'S POLICY TO ENCOURAGE the broadest possible participation by Seafarers in the shipboard and shoreside machinery of the Union. The recent change in the shipboard set-up involves, among other things, the addition of new functions to be fulfilled by crewmembers.

On some occasions there is a tendency for crewmembers to let one or two of their number carry out these operations with the result that one man will be performing a double function. While the Seafarer involved may be fully capable of handling these chores, it's a sounder idea to spread the responsibilities and duties around a larger number of men. Broader participation by crewmembers is the fairest and most desirable state of affairs.

Many crews are already following a procedure of giving each shipboard assignment to a different man. In the long run, the Union and the membership will benefit by such a procedure which promotes the idea and practice of teamwork among ships' crews.

YOUR DOLLAR'S WORTH

SEAFARERS GUIDE TO BETTER BUYING

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

Renting Vs. Buying Home

If you listen to the National Assn. of Real Estate Boards, you will go away believing you don't have to pay much rent at all for a place to live. This association of real estate agents reports that half the dwellings in the country still rent for \$42 or less.

There is one big fallacy in that plausible-sounding statistic. As labor housing experts have pointed out, the average cost of rent is brought way down by substandard dwellings. There are about 15 million decaying and dilapidated homes in the country, and one out of every five families now lives in slums. So you can see what you get for "\$42 or less."

As a matter of fact, rents have been subject to more inflation in recent years than any other major living expense except medical costs. "Average" rents have gone up 20 per cent since 1950, compared to increases of nine percent in food costs, and seven percent for clothing.

The result is, among many families, including those of Seafarers, the big debate of other generations—is it cheaper to buy or rent a house—has been the big dilemma of today: where can you either rent or buy at a tolerable cost?

For many families there has been no choice in recent years—they have had to buy to get a roof over their heads. Also, there are personal preferences involved. Some families prefer a house, while others prefer the convenience of a flat or apartment. Here is a comparison of the strictly financial advantages of renting versus buying in today's housing market:

Advantages of Renting: There is no risk of capital as in buying a house in today's inflated market, which requires at least an initial outlay of \$2,000 to \$4,000, when you consider not only the down payment but closing fees and additional equipment required.

—The investment required for a house can be made to yield an income in savings bonds or other investment.

—A renting family has greater freedom if it must move or if its income or family size changes. Also, unless you know you will stay in the same location at least a few years, renting avoids the hidden expenses of buying (closing costs, lawyer's fee, etc.) which many families who move frequently have been paying over and over in recent years.

—Except for cooperative apartments available in some cities, home ownership usually means an individual house. But unless you prefer and want a separate house, it is the costliest type of dwelling to build and maintain.

Advantages of Ownership: You are partially protected against excessive rent charges despite any possible further inflations. The cost of operating your own home will rise too, but not as steeply. In some areas where rents have skyrocketed as controls were removed the past two years, home ownership has actually been a cost saver for some families. You lose perhaps three to six percent interest on the cash you invest, but nowadays landlords often try to make the rent you pay yield them a ten percent return on their investment, in addition to their business expenses which you must pay.

—If you own a home you have an opportunity to invest "sweat equity"—your own labor—by maintaining and improving your property.

—Some of your monthly payment does build up equity (your own investment in the house), even though the amount you build up is often exaggerated by builders and mortgage lenders. The partial fallacy is that you also "use up" a house while you are paying for it. It depreciates in value. Also, in the early years of home ownership you build up very little equity. Most of your monthly payment goes to mortgage interest, and only a small part

toward paying off the debt itself. Still, it is possible to stave off some of the depreciation by wise choice of a neighborhood that is improving rather than deteriorating, and by careful property maintenance. If you keep the house long enough you will ultimately enjoy the benefit of high equity.

—There is a tax advantage in owning. Mortgage interest and property taxes are deductible on federal and some state income taxes. This often saves the homeowner \$8 or \$9 a month.

Adding up the comparative advantages, nowadays owning does have a financial edge over renting a comparable home, largely because rental housing in many areas has become an exorbitant profit enterprise. The chief exception is if you do have a reasonable, stable rent in one of the few areas where controls still exist, or where lack of demand restrains rental charges. But in general, as one authority put it, you can probably have a better home for the same money owning than renting.

But beware undertaking a larger house and larger expense than you can afford. Realtors and lenders tend to be over-optimistic about how much house a family can afford. They tend to say you can afford to spend one-fourth of your income for housing expense. But unless you are willing to scrimp on food and other necessities, it is much more realistic to plan to spend no more than one-fifth of income for your entire housing expense, including mortgage payment, taxes, heating and repairs. Buyers often tend to underestimate repair costs. They are fooled by the fact that new houses require comparatively few repairs and replacement of equipment. But before many years, repairs and replacement of such expensive items as heating-system components begin to bedevil homeowners. Real-estate experts themselves calculate repair costs at about 2½ percent of the cost of a property.



Familiar the world over as the emblem of the Waterman fleet, the "Flying W" symbol on the bow of the company's fleet of C-2s will disappear from the high seas once the sale to McLean is completed. Starting in 1919 with one ship, Waterman became the largest freight shipping operation in the world. The company has been under SIU contract since 1938.

Familiar 'W' To Vanish From Sea

MOBILE—The sale of the Waterman Steamship Corp. this month foreshadows the disappearance of the familiar "Flying W" from the high seas after a 35-year career during which the company grew into the largest freight shipping operation in the world.

Waterman vessels have been manned by Seafarers under an SIU contract since the Union was first founded in 1938.

The company had a modest beginning in 1919, when the old US Shipping Board allotted the SS Eastern Sun to a newly-formed Mobile shipping company headed by the late John B. Waterman, after whom one of the ships is named. The Eastern Sun made her first trip to Liverpool, England, via Norfolk, with coal.

Reached Peak During War

During World War II, when the company reached its peak, it had its own fleet of 38 American-flag vessels and operated up to 125 oth-

'Loretta' Dies In Baltimore

BALTIMORE — Seafarers and maritime labor throughout this port mourned the passing last month of Mrs. Loretta G. Busick, 62, a long-time friend of merchant seamen and a well-known local waterfront figure. She died March 25.

Until recently, Loretta had operated the "Seven Seas Cafe" where, in good times and bad, she always had a friendly word for the merchant seaman and an open heart when he was in trouble. Many an oldtime sailor was in her debt for money, advice, or the price of a meal.

A delegation of Seafarers and Baltimore SIU port officials paid their last respects at the funeral services here, at the Holy Trinity Church. Burial followed in Richmond, Va. Floral tributes were sent by the SIU branch here, from headquarters in New York, and from other SIU ports on all coasts.



Mrs. Busick

ers for the Government at one time, all manned by men of the SIU.

As trade expanded during the post-World War I period, the operation became known as the Mobile-Oceanic Line, with three small vessels running between Mobile, Tampa and Miami. By 1931, it had 14 ships and its own local repair yard for handling minor repairs.

Additional vessels were purchased in 1936 and 1937 when the now near-defunct coastwise shipping industry was the mainstay of US-flag shipping and Waterman was the principal operator in that service.

In 1937, Waterman also bought the giant Chickasaw shipyards and created a subsidiary, the Gulf Shipbuilding Corp., for constructing cargo ships. Conversion of several "baby flat-tops" after the war for the SIU-manned Robin Line and the building of 31 of its own ships was done right here. All of its ships are C-2s.

Never Regained Trade

In the post-war years, Waterman, like most other coastal operators, never recaptured the trade it lost in that field. Nevertheless, it operated over 40 ships at one time in service all over the globe, to Europe, the Caribbean and the Far East, as well as others for Government account during the Korean War.

The company moved into its own new 18-story building here in 1948, and this home office served as the center for branches in 25 US cities and other agencies throughout the world. There are Waterman-owned docks in Puerto Rico, purchased from the Government and doubled in capacity, a new terminal, only a year old, in Port Newark, NJ, and branches of Ryan Stevedoring, another subsidiary, in many US ports where "Flying W" ships call.

A huge Waterman-built and operated citrus fruit terminal in Tampa, Fla., used chiefly by the Pan Atlantic Steamship Co., its coastwise subsidiary, was disposed of as part of a sale to the McLean Securities Corp. earlier this year, involving seven ships.

See No Job Loss In Sale Of Waterman To McLean

MOBILE — The SIU-contracted Waterman Steamship Company is in the process of selling all of its ships and facilities to the Malcolm P. McLean interests which recently bought the seven ships of Pan Atlantic Steamship Corp., Waterman's coastwise subsidiary.

Properties involved in the multi-million dollar deal now being closed include 29 steamships manned by Seafarers and the Waterman repair yard here which is under contract to the Marine Allied Workers, an SIU affiliate.

Shortly after McLean Securities Corp. bought Pan Atlantic, the SIU signed the McLean corporation to a regular SIU freightship agreement. Port Agent Cal Tanner, SIU representative in this port who handled the negotiations on that occasion, expressed the belief the SIU will encounter no difficulty in continuing in effect its present Waterman contracts covering the freightships and the repair yard.

Security of SIU jobs on the 29 ships in question and MAW work in the repair yard seems to be assured, Tanner said. He already has been conferring with McLean executives regarding the situation.

The ships which McLean proposed to buy through the C. Lee Co., an Alabama corporation which is a wholly-owned subsidiary of the McLean Securities Corp., are being operated by Waterman in the intercoastal trade and in runs to the Far East, Europe and Puerto Rico.

\$42 Million Deal

Under terms of the McLean purchase, approved by the Waterman board of directors, offers are being mailed to Waterman stockholders by the C. Lee Co. to purchase all outstanding shares of Waterman common stock at \$48 a share. There are 874,548 shares of this capital stock outstanding, which would make the total purchase price \$41,978,304.

The sale is conditional upon 80 percent of all outstanding capital stock being delivered to the purchasers on or before April 21, 1955.

Also involved in the transaction are other Waterman properties including the 18-story Waterman Building in downtown Mobile, the Gulf Shipbuilding facilities at Chickasaw, Ala., the Ryan Stevedoring Co., the Grand Hotel at Point Clear, Ala., and properties in Puerto Rico.

In a financial statement issued along with announcement of the purchase offer, Waterman assets were listed as slightly more than

\$68 million and total liabilities at nearly \$21 million.

If the McLean offer is accepted by the required number of stockholders, it is his intention to continue the Waterman business with headquarters at Mobile, McLean said. After purchase of the Pan Atlantic fleet and the Gulf Florida Terminal Co. of Tampa from Waterman, McLean stepped down as head of the McLean Trucking Co. of Winston-Salem, NC, to take active charge of the new enterprises. He also moved his residence from Winston-Salem to Mobile.

McLean purchased Pan Atlantic as the first step in his plan to operate a coastwise trailer-ship service. He plans construction of at least four specially designed vessels capable of carrying 286 35-foot loaded trailers on a "roll-on-roll off" service.

Maritime observers felt that McLean's purchase of the Waterman coastwise ships was just what the

doctor ordered to give the almost-dead coastwise trade a revitalizing shot in the arm. Acquisition of the additional Waterman properties would permit him to extend his operations to the intercoastal trade.

The readiness with which McLean signed an agreement with the SIU covering Pan Atlantic encouraged the belief that Seafarers will man the new specially-designed trailer-ships when they are completed under plans which reportedly involve the outlay of \$43.5 million for construction. These ships would supplement rather than replace present Pan Atlantic operations.

In furtherance of McLean's coastwise plans, Pan Atlantic suspended its operations to Mobile and Boston on April 1.

Company officials said the suspension was temporary and was "part of a program of preparation for a long-range coastwise program."

Our Disabled Brothers

PORTLAND, Me. — A veteran Seafarer who first joined the Union in 1940, Earl Spear had to call it quits because of a bad heart and a bronchial condition first contracted during three years of imprisonment by the Japanese in World War II.

However, Spear credits the security of the SIU disability benefit, which he's been receiving since March, 1953, and the freedom from worry that it brings, with actually improving his health. It's been a good prescription for him; he's tanned and healthy-looking today.

Since he is only 56 years of age, he is not yet eligible for Social Security benefits, and the SIU disability money is bread and butter for him. He does get a small payment from the Government which is given to ex-POWs, but it's far from enough.

At present, Spear lives in a small cottage on Highland Lake, 15 miles from here in the heart of the piney Maine woods. With a television set, a fishing rod, a vegetable garden and occasional visits from friends, he finds his days pass pleasantly. Anytime he wearies of the solitary life, there are his mother and sister and old friends to see in Portland, as well as a little shopping to do.

Spear started going to sea in 1912 at the age of 14. His first trip out was as a messboy on a coastwise collier at \$10 a month for 16 hours a day. But he liked sailing and stayed with it. During the 1920s, he recalled, he earned as much as \$120 a month as a combination cook and steward.

While in Manila shortly after World War II broke out he was jailed by the Japanese and imprisoned for three years until finally, on February 23, 1945, the US 11th Airborne Division freed the American prisoners. When he was released his weight was down to 129 pounds and he was badly in need of medical care.

Unable to sail any longer because of a muscle disorder that has weakened his right leg permanently, Seafarer Burton Frazer, at 61, at least has the comfort of knowing that he's got \$25 weekly in SIU disability benefits coming in regularly to help him out.

The transition from a long, active life of sailing on all kinds of ships to the present calm has been a painful one, but Frazer manages to keep busy and is always "in touch" with things. He's almost a daily visitor to Union headquarters in Brooklyn and attends most SIU meetings in the port like a ritual. He lives in Manhattan.

Leg Buckled

On the disability list since January, 1954, he wound up his last trip just two years ago on the Seatrain Louisiana. It all happened, quickly. He turned in one night after watch feeling fine and the next day couldn't get as far as the door of his cabin without the leg buckling. Hospital treatment later failed to bring it around. He then applied for, and received, the SIU disability benefit.

Single now, although he was married once many years ago, Frazer started his sailing career at the age of 14, shipping out of Portland, Me. in the summertime, and later turned to the sea as a livelihood. He passed from sailing ships to colliers, then to tankers and finally to dry cargo ships. At this point, in World War I, he was earning up to \$90 monthly as a fireman.

Eventually, he joined the SIU in 1938, after a stint in the old ISU. He sailed continuously before and since then in the engine department.

"The sea is a good place for a boy to begin in," he points out, "but it's best, these days, to finish some schooling first. Today's wages and conditions won by the SIU make sailing a highly desirable profession."



Spear



Frazer

Rename SIU Friend La. AFL Head

BATON ROUGE—E. H. "Lige" Williams of Shreveport, long recognized as a friend of the SIU in this area, was reelected president of the Louisiana State Federation of Labor at its 43rd annual convention here.

Williams, who entered the labor movement as a union barber, has served as president of the state organization for 22 of those years.

Louis P. Sahuque, New Orleans, was reelected first vice president and E. J. Bourg, Baton Rouge, was reelected secretary-treasurer.

Sahuque, who also has served for many years as legislative representative of the state federation, announced at the convention that he would not accept nomination to the office after this year because of ill health.

CS Orders Louisiana Labor Backs SIU's Hospital Fight

WASHINGTON—The SIU-contracted Cities Service Oil Company formally completed an agreement with the Maritime Administration this week for trading in two more T-2s against the building of a third 30,000-deadweight-ton supertanker. Five other T-2s were involved in the contract reached last November for the first two ships.

Construction on the first two, at an estimated cost of \$8 million each, is already underway at the Bethlehem Steel Company's Sparrow Point Yard in Baltimore, and they are expected to be ready early next year. The third supertanker will also be built by Bethlehem.

New Design

The ships are completely new in design and will be able to carry 18 different grades of petroleum products at one time. The 650-foot vessels will have a speed of 17 knots and carry a 48-man crew in US-flag service between Lake Charles, La., and East Coast storage terminals. Individual rooms for each crewmember plus special recreation rooms are part of the design.

The traded-in tankers will go into the Government-reserve fleet under the program designed to modernize US tankers.

BATON ROUGE, La.—The SIU's fight for continuing the appropriation for USPHS hospitals was supported by the Louisiana State Federation of Labor in a strongly worded resolution adopted at the organization's 43rd annual convention here.

The resolution urged the US Senate to approve the hospital appropriation already okayed by the US House of Representatives and sent to the Senate Appropriations Committee for consideration. The House recognized "the need for these hospitals and public health services" despite the "adverse report" of the Hoover Commission on Government Reorganization, the resolution pointed out.

"American merchant seamen perform a vital and fundamental role in our national defense and in the development of our state and national economy," the resolution declared. "Adoption of the Hoover Commission's proposals . . . would work severe hardship on merchant seamen and adversely affect the economic structure of the American shipping industry."

"This program of service to merchant seamen has been functioning for 157 years, and long has been recognized as essential for the care of injured seamen."

"Closing of the USPHS hospitals would result in thousands of seamen and other patients being

thrown upon the already over-burdened and over-crowded facilities of other public and private hospitals."

The resolution went on to point out how the hospitals have "contributed immeasurably to the general public good" by pioneering many medical developments and "training thousands of critically needed doctors and nurses."

The resolution, which directed that copies be sent to US Senators Russell B. Long and Allen J. Ellender of Louisiana, was introduced at the convention by the New Orleans SIU delegation headed by Lindsey Williams, New Orleans port agent.

Adopted Unanimously

The convention suspended its regular order of business on Wednesday afternoon to adopt the resolution unanimously so that action on it could be reported to the SIU regular membership meeting in New Orleans Wednesday night.

The stand of the Louisiana Federation was hailed by Seafarers in New Orleans as strengthening the hand of the SIU and others in maritime industry in the fight to preserve the USPHS hospital program.

The Hoover Commission report recommending the closing of all but four specialized USPHS hospitals closely paralleled the proposal advanced last year by Mrs. Ovela Culp Hobby, Secretary of Health, Education and Welfare, and former Budget Director Joseph P. Dodge. This proposal was voted down after it aroused a storm of protest from Seafarers and others in the maritime industry.

While the action of the Louisiana Federation and others supporting the SIU fight was encouraging to SIU officials at headquarters, Seafarers were urged not to relax their efforts in contacting their Senators and Congressmen about the necessity of keeping the hospitals open. Washington officials must be kept aware of the need for the hospitals until final approval is won for the \$34 million appropriation voted by the House.

Top of the News

PLAN NEW BIG FOUR TALKS—Efforts are afoot to set up a new series of talks leading up to a meeting of President Eisenhower with the leaders of France, Great Britain and the Soviet Union. The efforts follow ratification of German rearmament and would be aimed at a general solution of world problems in Austria, Germany and the Far East.

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AUTO INDUSTRY RUNS WILD—A tremendous boom in automobile production and sales has taken place in the first three months of the year with manufacturers putting out over 2,100,000 passenger cars alone in that period. Production is 37 percent ahead of last year's rate, with the total number of passenger cars turned out last year being 5½ million.

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OBITUARIES IN THE NEWS—Two nationally-prominent publishers died recently, Colonel Robert R. McCormick of the Chicago "Tribune" and Joseph Pulitzer, of the St. Louis "Post Dispatch." Colonel McCormick gained fame as spokesman for the right wing of the Republican Party. Other prominent personages who passed away were Walter White, energetic head of the National Association for the Advancement of Colored People, and John W. Davis, famed constitutional lawyer and unsuccessful presidential candidate in 1924. Davis and White duelled last year in the US Supreme Court over the school segregation issue.

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EARTHQUAKES ROCK SOUTHERN PHILIPPINES—Over 300 persons were reported killed and untold damage done when a series of sharp earth shocks wrecked a number of villages on the island of Mindanao. Philippine relief agencies and the US Air Force both took a hand in ferrying supplies and medical aid to the stricken area.

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WAR CLOUDS OVER QUEMOY, MATSU—Two tiny islands just off the China coast, Quemoy and Matsu, were the center of international attention this week. The islands are held by Chinese Nationalists and reports were rife that the Chinese Communists would attack them. This raised the question of US involvement in the fighting and its possible spread into a major war. US allies have already stated they would not fight over these islands although they do agree on defense of Formosa.

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CHURCHILL RESIGNS—Winston Churchill's lengthy tenure as Prime Minister and Government official in Britain came to an end last week when he offered his resignation clearing the way for new elections in Great Britain. Churchill has been succeeded by Anthony Eden as prime minister until the elections take place. The 80-year old leader, who ranks as one of the most famous men of all times, may continue in an active role as a member of the House of Commons. The elections are expected to be held in May.

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RED CHINA SHAKEN BY PURGES—The first major shake-up in Communist ranks since they took over China has taken place. Two major party leaders have been accused of conspiracy and seeking to overthrow the leadership of the Red Chinese government. One of the accused men reportedly committed suicide. The shake-up may, in part, be connected with internal economic difficulties. The event follows the recent major shake-up in Soviet Russia itself.

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POLIO VACCINE A SUCCESS—Results of last year's nationwide tests on polio vaccine have been announced with the vaccine reported a success. Approximately 440,000 children were inoculated last year and only 113 came down with the disease, with no deaths. There were 750 cases and 15 deaths among 1,400,000 children who did not get the vaccine. Authorities report that the vaccine is at least 80 percent effective, possibly more, and preparations are underway for mass vaccinations of all school children this spring and summer.

French Deputies Urge Action On 'Runaways'

PARIS — Striking a blow on behalf of French shipowners and indirectly for the flag-operators of other recognized maritime countries, two French deputies are campaigning in the National Assembly for a law barring entry to ports in France and her dependencies of any ship sailing under the "Panhonlib" flag.

"Panhonlib" is a designation given to all ships sailing under the "runaway" flags of Panama, Honduras and Liberia.

In the US, 69 former American-flag Liberty-type vessels have been allowed to transfer to operations under these flags, against the protest of the SIU and other maritime unions. The "runaway" flags

enable the shipowners to escape the wages, safety regulations and other standards that exist in regular maritime nations.

In urging their measure on the National Assembly, the deputies pointed out that the ships under "Panhonlib" flag were owned by companies "which try to elude responsibilities affecting all other merchant marines, and consequently are competing dishonestly with other companies respectful of the laws of their countries."

Cartoon History Of The SIU

SIU Delivers Manpower

No. 87



In January, 1951, with the Korean war still on, US maritime unions faced a new attack on the hiring hall. The shipowners, claiming a shortage of experienced seamen, asked that manpower pools be set up by the US similar to those established in World War II. Sea unions readied for a fight.



The SIU immediately answered the shipowner threat by creating its own reserve of skilled seamen. Manpower committees were set up in all SIU halls to contact Seafarers over draft age who had left the industry, urging them to return. No source of experienced manpower was left untapped.



The response proved again that the Union could supply the operators with all the men they needed right out of its own hiring halls. No ships were delayed because of crew shortages and vital cargoes continued moving. SIU companies hailed the Union effort as "a remarkable job."

SIU NEWSLETTER from WASHINGTON

Rules are finally being set up relating to claims by seamen and officers of ships owned by the Government and operated under agency agreements.

Section 1 (a) of Public Law 17, 78th Congress, provides that officers and members of crews of vessels operating now or in the past under agency arrangements with the Government would have the right to make claims as follows: death, injuries, illness, maintenance and cure, loss of effects, detention, or repatriation, collection of wages and bonuses and making of allotments.

All claims must be submitted for administrative consideration prior to institution of court action thereon.

Claims based upon any insurance policy issued by the Maritime Administration (except claims for loss of or damage to personal effects if the seaman is alive, bonuses, detention and repatriation benefits) must be filed with the Chief, Division of Insurance, Maritime Administration, Department of Commerce, in this city.

All other claims should be filed with the general agent of the vessel with respect to which such claim arose, or with the Director, Office of National Shipping Authority of the Maritime Administration, this city.

The Government promises to give prompt notice in writing of the allowance or disallowance of each claim, by mail to the last known address of, or by personal delivery to, the claimant or his legal representative. In the case of administrative disallowance, in whole or in part, such notice shall contain a brief statement of the reason for such disallowance.

The above rules become effective as of the middle of April, 1955.

The Government has put the finishing touches on plans for a family of new merchant vessels—ships that will become the next generation of America's merchant shipping. These ships tentatively are being referred to by such types as the Island, the Freedom, the Clipper, the Seafarer, the Pipeline, the Bulk and the Turnpike.

Right now, for example, the Government is seeking appropriations of \$23.5 million for construction of two prototype ships of a type designed to carry military materiel in event of war. These two ships would not be for sale.

Another \$23,450,000 appropriation request probably will be approved by Congress to cover construction of five dry cargo ships (of the experimental type mentioned above). Sale of these ships to industry has been discussed behind closed doors but no decision reached as of this time.

In the coastwise trade there will be rapid growth of special purpose ships. In the cargo handling phase, there will be considerable improvement in ship-to-shore cargo handling facilities with special emphasis in speeding special types of cargo. The future will find ships becoming much more specialized. For example, there will be an increase in the construction of large bulk carriers to take care of the needs of American industry for the import of ever-increasing quantities of ores.

Some of the new-type ships will soon be offered to industry for comment and for suggestion as to integration into their present fleets.

If the Maritime Administration gets the money it requested, the agency will start on the construction program by expanding its trade-in-and-build offer. It is now applicable only to tanker construction but will be extended to the dry cargo ship field.

In the preparation of design work for the next generation of ships, as outlined above, the Government has been guided by the following considerations:

1. That the deadweight size of the cargo ships now in operation is adequate for the replacement program.
2. That cargo carriers which will be forming the US merchant marine of the next 20 years must be faster than the corresponding units now in operation.
3. That, in general, a trend toward higher stowage factor is evident and therefore that the new units must have a higher cubic footage content than in corresponding types now in operation.
4. An all-out effort must be made at this time to design cargo ships which embody the best possible cargo handling features.

The privately-owned US-flag fleet on April 1 totaled 1,117 vessels of 14,089,628 deadweight tons. This total was divided into 719 dry cargo and passenger vessels of 7,531,886 deadweight tons and 398 tankers of 6,558,242 deadweight tons.

The fleet on April 1 was two vessels and 10,500 tons below the March 1 size, this reduction resulting from the removal of one over-age passenger vessel, a Liberty type dry cargo ship and 2 tankers by transfer or sale foreign. This takes into account additions during the period.

President Eisenhower is asking Congress to okay an appropriation of \$16½ million to pay for detention benefits of internees and prisoners of war of World War II.

Under Public Law 744 of the last Congress, merchant seamen are entitled to such benefits if they were captured or interned by Germany or Japan for any period of time after December 7, 1941. Under the law these benefits would amount to \$60 a month.

Seamen entitled to benefits (if they have not already collected under the original 1948 benefits legislation) are those who were employed on any US-flag ship or on a vessel of any government friendly to the US during World War II, and who was a citizen of this country on and after December 7, 1941.

Applications for the above benefits must be filed with the Foreign Claims Settlement Commission in this City before August 30, 1955.

Once again secret negotiations are under way to have American shipping lines represented by one organization. The three major, and separate, organizations now are the American Merchant Marine Institute, the Association of American Ship Operators, and the Pacific Maritime Association.

Talks are under way to have AMMI absorb PMA, as a beginner.

Your SIU Washington Reporter

Report Rakes MSTs Competition With Privately-Operated Shipping

WASHINGTON — The open secret of the maritime industry, that the Military Sea Transportation Service is competing directly with privately-owned merchant ships, was strongly assailed in the latest Hoover Commission's report, this one dealing with Gov-

ernment transportation services. The report bluntly states that much of the dry cargo, tanker and passenger traffic of MSTs could be carried on privately-operated ships at a great saving to the taxpayers. At the same time, a change in operations would be of great benefit to the US merchant marine.

The Commission's conclusions repeat what has been maintained for some time by the SIU, other maritime unions and every ship-owner group in the industry. It has been pointed out time and again that MSTs ships in the so-called nucleus fleet were in direct and open competition with private industry.

Excessive Costs

Private ship operators have also maintained that they could carry cargo and passengers far more economically than MSTs does because of the excessive manning scales on MSTs vessels.

The report estimates that total Government transportation costs run as high as \$3 billion a year.

Typical of the way MSTs has grown all out of proportion is the fact that it operates over 220 cargo ships now compared to the 160 it had in 1950 and the 140 it began with in 1947. While MSTs has been growing the privately-owned fleet has been shrinking, even

though in the words of the Commission 85 percent of MSTs cargo is "merchandise which is very similar to commercial commodities and could be carried on commercial ships."

Could Carry All

Private merchant ships, the Commission found, have 50 percent more unused outbound space available than would be required to handle every ton of outgoing cargo carried by the MSTs nucleus fleet. In other words existing private ships could carry as much outgoing cargo as MSTs now handles and still have space left for half as much again.

The same situation prevails with regard to passenger services. The entire privately-owned passenger fleet consists of 40 ships which carried 466,000 passengers last year. MSTs runs 60 ships, 35 of which carry civilians. In 1954 it carried 200,000 civilian passengers, enough, apparently, to keep about 15 good-sized private passenger ships in operation.

Actually, the American-owned passenger fleet declined from 49 to 40 in the years between 1952 and 1954 while MSTs was carrying large numbers of civilians.

The committee declares that more private passenger ships, tankers, intercoastal ships and dry cargo ships could be utilized by the Government and recommends that the MSTs nucleus fleet should be reduced considerably.

"There cannot be two American merchant marines," it concludes, "one military and one civilian, operating independently and at times in competition with each other. Cooperation from the Secretaries of Defense and Commerce, assisted by American ship operators and the Congress, is needed to end this situation."

Ala. Cuts Fishermen Gas Taxes

MOBILE—The Alabama Legislature has provided for a refund of six cents of the seven-cents-a-gallon state gasoline tax on all gasoline purchased by commercial fishermen for use in their boats.

This means Alabama commercial fishermen must henceforth pay only one cent a gallon state tax on gasoline instead of the seven cents they have been paying for years.

The tax-relief bill long has been a major item in the legislative program of the Mobile Bay Seafood Union. Full credit for success in securing enactment of the legislation was given to the Mobile County legislative delegation by Urban Bosarge, head of the SIU-affiliated fishermen's organization.

Much-Needed Relief

"We have been fighting for this greatly needed relief for a long time," Bosarge said. "We would not have succeeded this session if it had not been for the vigorous fight put up in our behalf by State Senator Garet Van Antwerp and State Representatives Otto E. Simon, Thomas Murphy and John M. Tyson."

More than 200 gasoline-propelled fishing boats based along the Alabama Coast will be affected by the measure which "will save many fishermen from disaster," he added. The tax relief comes at a time when "the going is rough, economically speaking," for fishermen, Bosarge said.

USPHS Has Last Say On Duty Slip

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

Drug 'Traps,' Strict Customs Plague Seafarers In Far East

Going ashore in port in Southeast Asia has its hazards, Seafarer Luis Ramirez reports, and not the least of them is the harassment of seamen by local customs officials. Just off the Steel Navigator (Isthmian) on a round-the-world trip, Ramirez found that customs regulations in several coun-

tries are getting stricter all the time, particularly in such places as Indonesia, Ceylon and Thailand.

Adding to the difficulty is the fact that the US offers cash rewards for informers who turn men over for violation of US customs regulations. Since the US awards are scaled to US income levels, they often represent a fortune to impoverished Asiatics who are encouraged to plant narcotics and other valuables on unwitting Americans and then turn them in.

Underpaid Guards

Ramirez quotes one Singhalese policeman telling him in Colombo that "you can take a treasure ashore and they (the customs) do not even care so much to check. Coming back to the ship, they try their best because it is the US Customs rewards they are after, not what they can get from our own country. No matter what and how we work, we always stay underpaid."

It was in Colombo, Ramirez said, he got a working over from customs because he was carrying a pound of Ceylonese tea back to

the ship. "Not only did I have to pay the export duty, but I think they considered it a very serious offense because they nearly gave me the works." Checks were also extremely strict in Indonesia where two items of the same kind are not allowed out of the country.

More serious, as far as seamen are concerned, is the racket whereby narcotics are stuffed in the insides of souvenirs. In some ports souvenir-sellers specialize in peddling stuffed fish, birds or animals to seamen and tourists. Occasionally though, valuable narcotics are secreted in the insides.

Notify Washington

The drugs themselves are worth little or nothing in the Asiatic country, being a common and easily-obtainable item. But the rewards from Uncle Sam are another story. After the seaman buys the item and goes aboard ship, US Customs in Washington is notified and the reward collected on the basis of the US market value of the drug.

"It will pay you to check anything you buy," he warns, "and make sure that no insides go unchecked. There are many wooden

pieces that are sold in many of these places as solid ones, but after being broken they can produce a lot of surprises."

The policy of the SIU has always been to take strong action against anyone in the Union ranks who is found to use or traffic in dope, a policy fully endorsed by the membership on numerous occasions. Seafarers are urged to be vigilant against any attempts by outsiders to use them as pawns in their traffic, for not only will the individual be penalized, but the entire Union and the membership may suffer harmful effects.

Turning to more pleasant subjects, Ramirez reports that almost everywhere he went he found the SEAFARERS LOG available and being read by people "who actually do not even know how a ship looks inside."

During one stop in a Malayan port on the edge of a jungle to pick up rubber "a Malayan fisherman who doubles as a souvenir salesman sold me a souvenir wrapped in a copy of the LOG." All of which proves that the LOG really gets around.

MARITIME

The chief engineer of the Brazilian freighter Santa Maria has denied sinking his ship in a plot to collect over \$1 million in insurance. He is accused of opening the seacocks while the ship was at sea, sending to the bottom a cargo of scrap iron falsely declared to be machinery. . . The Maritime Administration has asked bids for the purchase of three sunken ships for scrap. They are the tankers Munger T. Ball and Joseph M. Cudahy and the cargo vessel Baja California.

Back to France, but temporarily. The SS America has carried a cargo of \$6,500,000 worth of French 19th Century paintings to Paris for an exhibition. The paintings are owned by American museums and are on loan. . . Governor Harriman of New York has signed into law a provision increasing pilotage fees at the Port of New York from \$5.50 to \$6.25 a draft foot for all ships. It is the first increase in three years and the third since 1884. Pilots will get a 10 percent wage increase.

The South African cargo ship Constantia limped into Halifax recently minus her foremast. The ship was enroute from England to Baltimore when she ran into a storm. The mast fell overboard on the port side, smashing the port boom as it went. . . Moran Towing and Transportation Corp. has purchased the Dauntless Towing Line. The fleet consists of four Diesel tugs and two coastwise tugs. . . Longshoremen at three Irish sea ports have returned to work after a three-day stoppage involving over 20,000 men. The strike was of a jurisdictional nature. . . A leading British shipper has warned that the "pseudo shipping countries"—Panama, Honduras and Liberia—are a real threat to legitimate maritime nations. He pointed out that these countries now have more tonnage than all powers other than the United Kingdom and have a lower average age.

The Socony-Vacuum Oil Company will soon charter the Onassis tanker Al Malik Saud and Al-Awal. The 46,550-ton ship, world's largest tanker, has lain idle since being completed by her German builders. . . The Port of New York Contracting Watching Association is giving a ten-week training course to 600 watchmen, gatemen and security officers. Course is on basic port security and will have lecturers from the Coast Guard, Customs Service and other Governmental agencies. . . The last of 18 tankers built by German shipyards for Aristotle Onassis was launched in Bremen early this month. She is the 21,850-ton Olympic Sky. . . Several hundred tons of high-octane gasoline exploded in a coastal tanker in Brighton, England, early this month. The blast destroyed the vessel, but left the captain's canary unscathed.

The Italian freighter Valentina Bibolini came off second best in a collision with the British tanker Alva Star near Southampton. The Italian ship was left high and dry on a mudbank. . . The Queen Elizabeth arrived in New York last week after completing her first Atlantic crossing using her new stabilizers. The ship's master reported that the ship was running at 30 knots and kept steady through a "real north-easter for 12 hours with the wind occasionally reaching 47 and 50 miles per hour."

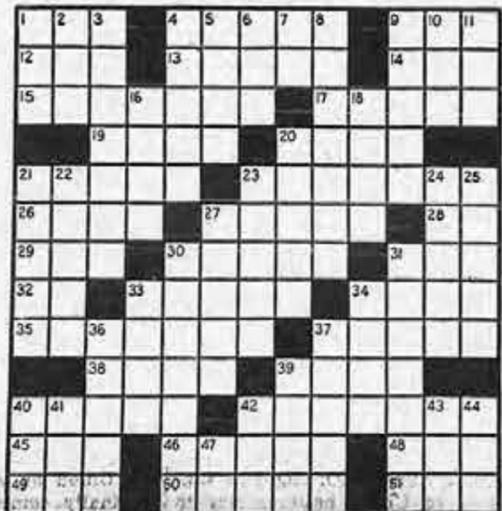
The St. Lawrence River season officially got under way on April 1 with the arrival of the British vessel Manchester Spinner. None of the channel buoys has been put in place yet because of the heavy ice conditions, which kept the ship from proceeding on to Montreal. First ship to open the port of Montreal wins a gold-headed cane. The Manchester Spinner won the prize last year.

The Seafarers Puzzle

- ACROSS
- Group to which the SIU belongs
 - A symbol to Seafarers of idleness
 - The opposite of 4 Across
 - Seaport in Indochina
 - Pass from one to another
 - Actress Gardner
 - Port in Honduras
 - Girl's name
 - A kind of liquor; Pl.
 - Annoying insect
 - Get your — volume of the Log
 - An ore ship
 - Good things to hold
 - Little grooves
 - Arrive; Abbr.
 - Man's nickname
 - Strikes with a knife
 - Kind of resort town
 - Each; Abbr.
 - The Galloping — of Moraga
 - Friends, in France
 - New submarine device
 - Part of a propeller
 - Chinese money
 - Wood, in France
 - Greek god with a horse's ears
 - Any SIU member
 - A man's years
 - City in Germany

- DOWN
- Cry of triumph
 - Part of a giant's shout
 - 6 nautical miles equals 2 —
 - Mark with hot iron
 - Certain fish
 - Mobile, —
 - Symbol for calcium
 - Period of time
 - Spill
 - What most ships are engaged in
 - Ground moisture
 1. Cry of triumph
 - Part of a giant's shout
 - 6 nautical miles equals 2 —
 - Mark with hot iron
 - Certain fish
 - Mobile, —
 - Symbol for calcium
 - Town on Cape Cod
 - Domingo
 - New Years —
 - Members of a beneficial group
 - Belaying —
 - The nurse shark
 - Dresses
 - How cotton is shipped
 - Large body of water
 - Come to a stop
 - What some ships are not
 - Wipe out
 - Admiral
 - European falcon
 - Crushed
 - Frequent color of the sea
 - Came to earth
 - Water animal
 - Noted pioneer
 - Reared
 - Our Uncle
 - Oriental title
 - Boys' organization
 - Before
 - Not experienced
 - Senior; Abbr.

(Puzzle Answers On Page 17)



THE INQUIRING SEAFARER

Question: What team do you pick as baseball champs in '55?

William V. Glick, AB: My pick for this year is the Kansas City Athletics. I'll back the underdog in everything and I'm no different when it comes to baseball. I like the team's sense of fair play and sportsmanship, and that always helps a team that needs a push to wind up on top.

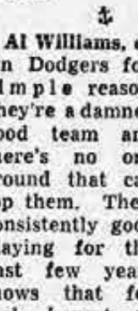


Joe Brown, cook: New York Giants. They are under good management and they already have a winning team from last year. You can never underrate the value of proper management. If you follow the game, you'll always see that in the tight spots good strategy can pull the team through to a win.

Hugh Dryden, oiler: My girl friend and family are Yankee fans, and I can't buck the whole family. I say the Yanks will win it this year. The girl friend is the one who always gets the tickets, so you can see the spot I'm in. But the team seems to have the stuff to make it this season.



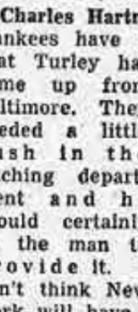
Al Williams, cook: It's the Brooklyn Dodgers for sure, and for a simple reason. They're a damned good team and there's no one around that can top them. Their consistently good playing for the past few years shows that for real, honest to goodness baseball they're the team.



John Troester, FWT: I'd say the Dodgers are the team to beat this year. With any kind of luck and no major injuries to the players, they should come through the season on top all the way. All they need is a couple of breaks and no one can keep them from the championship.



Charles Hartman, steward: The Yankees have got it made now that Turley has come up from Baltimore. They needed a little push in the pitching department and he should certainly be the man to provide it. I don't think New York will have any trouble making the grade this year.



MEET THE SEAFARER



ROY JOHNSON, AB

Fresh out of Uncle Sam's khaki and eager to sail again is Seafarer Roy Johnson of New York City. Johnson just completed his two year hitch last March 1 and is now getting accustomed to wearing civvies while he looks for a fast run down to the islands.

Johnson, who won't reach his 26th birthday until this coming summer, doesn't look the picture of an old salt. Still he rates as a veteran seaman with eight years' sailing under his belt. That's because he got an early start in the trade. He was only 16 when he caught his first play and sportsman ship, and that always helps a team that needs a push to wind up on top.

In SIU In '47

In 1947, Johnson got his break, as far as he was concerned, when he got into the SIU by sailing on organizational status. Since then he has been sticking close to the Seafarers, with the exception of his two years' service in the Armed Forces.

In the course of time Johnson picked up an AB ticket. Then came the Korean war and a steady upsurge in shipping, which caught the industry short of experienced men. Thousands of seamen, discouraged by the 1949 post-war slump in the merchant marine and the lack of jobs, had given up the sea. By 1952 when shipping hit its peak, the Government was crying for ship's officers and experienced ratings, beating the bushes to flush out men. Johnson decided it was as good a time as any to get a license so he headed to Sheepshead Bay and took a course in preparation for a third mate's ticket.

However, circumstances in the form of Uncle Sam's Army interfered with his ambitions.

Ordered To Ship

"I had finished the course," he said, "and I was getting ready to sit for my license examination when my draft board instructed me to go back to sea. I shipped out and the next thing I knew they drafted me anyway."

Somehow, through that mysterious system of selection employed by the Army, it was decided that Johnson's seagoing experience qualified him as a policeman. He was put in an MP detachment and sent to Korea where he spent a year enforcing military law at an Army post in the hills.

Subsequently, the Army sent him back to the States and set him down on Governor's Island, right in the middle of New York harbor where he could watch all the SIU ships go by while he counted the days to his release.

On Cruise Ship

Before going into service, Johnson was a crewmember on the Bull Line cruise ship Puerto Rico, which ran between New York and San Juan. "I was on her 22 months," he recalled, "and she was a good ship. It's too bad that the company couldn't make a go of her on a passenger ship run."

Although the Puerto Rico is now defunct and flying a runaway flag, Johnson prefers to ride either Bull Line or Alcoa boats to the islands if he can. Like many Seafarers, he favors this short offshore run over any other, offering as it does, the advantage of frequent return to the home port, particularly for a married man.

Living ashore as he does in New York, shipping out on the Puerto Rican and nearby foreign runs gives him more time at home than any other.

As far as that license is concerned, Johnson hasn't given up the idea. He intends to get some more shipping under his belt as a sort of refresher course and then will sit for his license examination. But even if he gets the ticket, he plans to continue shipping with the SIU. "The way things shape up now," he concluded, "a mate's license isn't worth anything because shipping is so tough for officers. A seaman can do better for himself by shipping as an unlicensed man with the SIU, because then at least, he has the opportunity to work pretty regularly."

LABOR ROUND-UP

A \$5 a month dues increase has been voted by the convention of the United Automobile Workers (CIO). The increase will go towards building up a \$25 million strike fund in the event the union has to strike a major automobile manufacturer this spring. Negotiations on the UAW's demand for a guaranteed annual wage are expected to produce some sharp bargaining and possibly a strike.

Southern Bell Telephone is locked in a strike struggle with the Communications Workers of America (CIO) in nine southern states. The strike has been on for four weeks so far with so signs of a settlement apparent.

New regulations to safeguard workers against the harmful effects of atomic radiation are being put into effect by the New York State Labor Department. The regulations take into account the growing use of atomic by-products in industry as well as other radioactive materials.

An electric generating plant construction job by the Atomic Energy Commission is humming on all cylinders after 414 AFL pipefitters returned to their jobs. Work was tied up for five days at the

\$175 million plant in a dispute over the daily output expected from the men.

The power of state courts to issue injunctions in Taft-Hartley cases has been upheld by the Supreme Court by a 5-3 vote. The ruling was denounced by Justices Douglas, Black and Chief Justice Warren as opening the door for anti-union campaigns. It allows employers to by-pass the National Labor Relations Board and get state court injunctions against organizational picketing.

A seniority dispute caused the closing of two New Jersey Westinghouse lamp plants last week. Three thousand members of the International Union of Electrical Workers (CIO) walked out after 15 men were furloughed from one plant for refusing to work overtime. The settlement provides that workers with seniority can select their shifts in certain circumstances.

San Jose, Costa Rica, is the site of the 3rd annual conference of the Inter-American Regional Organization of Labor, now in progress. Delegations from the US, Canada and Latin American labor organizations are in attendance.

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Final Victory

At long last US seagoing unions, after a bitter 20-year struggle, have been cleansed of Communist influence. The victory of the SIU Pacific District in the three-department vote has driven the Communists out of their last stronghold in maritime—the steward departments on West Coast ships.

The US has been so strongly anti-Communist in the last few years that most people take it for granted the Communists are on the run. They tend to forget the very real threat the Communists posed in some sections of industry, particularly in maritime. If anybody thinks that defeating Communists is a soft touch, they should look at the record. It took five years, for example, to free the West Coast cooks and stewards from Communist control, and they are only one small segment of the industry.

The Communist strength in maritime came originally from the fact that seamen used to be among the most ill-treated and exploited of any American worker. By 1946 the Communists on the waterfront had grown to menacing proportions. They had fed well on the wartime honeymoon atmosphere and seized control of the apparatus of one union after another while the seamen were busy manning the ships.

In fact, in the immediate postwar period the SIU of North America stood virtually alone against rising Communist strength. The NMU was under their thumb, as was the National Union of Marine Cooks and Stewards, the Canadian Seamen's Union, the American Radio Association, and important sections of the Marine Engineers Beneficial Association. Communist forces were also making a determined bid to capture the Marine Firemen's Union and made such serious inroads on the Masters, Mates and Pilots that they barely missed taking that organization into their camp.

Were it not for the SIU A&G District on this coast and the Sailors Union out west it's likely the Communists would have swept all of maritime into their net.

Now the situation has been completely reversed. In both Canada and the US the Communists remain a threat in maritime, but they are on the outside looking in. The fact that they are is a fitting tribute to the rank and file membership of all SIU affiliates who carried the brunt of the battle.

Training Program

A long-standing SIU objective will be realized next month when the Andrew Furuseth Training School starts functioning in Mobile Bay. The idea of a joint Union and shipowner training school has been an attractive one for many years. Now the idea has arrived since Seafarers, in cooperation with SIU-contracted operators, will be running the show.

What it means for the average Seafarer is that he can upgrade himself for any shipboard rating for which he is qualified in terms of seetime and other minimum requirements imposed by the Coast Guard. The training will be free of charge since its cost will be met by the SIU Welfare Plan.

A point, too, which Seafarers can pride themselves on is that the SIU in going ahead shows confidence in the industry—a quality sorely lacking among shipowners and Government today.

The SIU has always prided itself on the fact that men sailing under its banner were the best in the American merchant marine. The Furuseth Training School is insurance that those standards will be maintained.

Log Awards

The institution of SEAFARERS LOG annual awards aims for proper recognition of the worthwhile and valuable material submitted to the LOG by rank and file Seafarers. In the past the writings, drawings and photographs submitted by Seafarers have done much to make the LOG a lively and informative newspaper. In addition, many valuable suggestions have appeared in the pages of the LOG which have later been incorporated into official Union policy.

What the editors are looking for in making these awards is not necessarily the "professional touch." The emphasis instead, will be placed on content and interest of the material itself.

Every Seafarer then, has as good a chance as any other to come up with one of the four annual prizes. The editors will welcome any and all material from the membership accordingly.

LETTER of the WEEK

How A Bosun Can Wear A Smile

To the Editor:

A bosun's job aboard ship is one which can be—like any other job—good or bad, pleasant or unpleasant, depending on circumstances. I do not pretend to be an oldtime bosun, although I broke into this particular racket as bosun-mate on the Alcoa Clipper in 1947. At that time promotions were allowed aboard ship, and the job went, by common agreement, to the man who had been dayman the longest.

Bob Hubbs, an excellent Seafarer and shipmate, and I, had been daymen on the vessel longer than others but we had both shipped at the same time. Our only recourse was to flip a half dollar. (SIU men had just gotten a raise due to Union efforts and there was nothing cheap about us!)

I won and Bob got off. This was perhaps wise under the old policy of promotions aboard ship—it may have prevented dissension and prevented my losing a friend.

Promotions aboard ship can cause discord and I am not in favor of them. I have never taken a job as bosun for one trip only. I do not contend that bosuns should marry a ship, but until they become sour, or tired of the vessel or the run, each trip may find them more efficient and the job an easier one.

These points hold true, I believe, only if the bosun is a good Seafarer, unselfish, and well grounded in SIU policy. Of course, the ability to get along with one's shipmates is of great importance.

A bosun's responsibility to his crew calls for leadership in stressing matters pertaining to good seamanship for the operation and maintenance of the vessel. His further service to his shipmates demands good Union character and a conscience. He should work closely with his delegates. There should be no cause for friction between them.

His Vital Job

He can do much for his Union and consequently his brother crewmembers, by knowing the contract, living up to it, and by taking a stand always for his men. Habitual foul-ups, of course, are deprived of his and the delegate's protection. His teaching of interested newcomers in both Union activity and seamanship can do immeasurable good.

Particular attention should be paid to ordinary seamen, youngsters, and anyone going to sea for the first time. Too many bosuns forget their early days at sea and expect a new man to know as much or be as skillful as they are.

As I said, I do not pretend to be an oldtime bosun or a know-it-all. In fact, if I should do all of these things instead of merely writing them down, I might be a damn good bosun myself.

Thurston Lewis



Lewis



'Vote & Thanks'

The tricky question of financing a shipboard TV set has plagued many ship's crews, but the solution devised on the Alcoa Patriot appears to have everybody happy, so there must be something to it. A hand vote at a recent meeting adopted the combined suggestions of two crewmembers, Seafarers E. A. Grady and Floyd Smith.

Under the proposal, each man will donate \$5.00 to the kitty right away in order that the purchase can be made. Then upon leaving the ship, a crewmember can get his \$5.00 refunded by presenting his receipt to the ship's treasurer. New crewmembers, apparently, will also have to kick in a \$5 bill. In this way, everyone on the ship at all times will have an equity in the set and can be expected to protect his investment against outright abuse. "The gangway watch," the meeting minutes also noted, "will keep a close eye on the TV set." Yes, but then who's going to watch the store?

Lives In Mobile

Grady, a deck department man, originally hails from Mississippi, where he was born in 1927, but he now makes his home in Mobile. He's married, and joined the SIU in the port of Mobile back in December, 1947. A member of the black gang, Smith joined the SIU 16 years ago, on May 21, 1939, in New Orleans, where he lives now. He's also a married man. He was born 43 years ago in Oklahoma.

Many times in the past, suggestions from ships' crewmembers have been incorporated later on as part of the standard SIU working agreements. Recommendations from the ships in this connection are generally checked over very carefully and documented. If the idea is a sound one, and both sides can see its merit, it will soon wind up in the agreement to take care of the particular situation.

On the Steel Navigator (Isthmian), deck department members met last month to consider several proposals for ship safety and working rules which might be suggested to Union headquarters in

New York. At the wind-up, three specific ideas were approved and passed on for consideration by headquarters officials.

One, submitted by Seafarers Thomas H. Bubar and Philip F. Erek, concerned a proposed rule that the deck department not be required to secure gear at one end of a hatch while cargo operations are going on at the other end. Such a rule would, most likely, help avoid many costly injuries to crewmembers on this score.

Bubar is an oldtimer born in Maine in '94 and he still lives and maintains his home there, in the town of Burnham. He has been shipping with the SIU for nearly 12 years now. Erek, a comparative newcomer, will celebrate his 31st birthday a week from today, on April 22, and will have been an SIU member for seven years when this May 19 rolls around.

Born in NY, he now lives at Absecon, in the neighboring state of New Jersey. Julio Evans, Manuel Sanchez and Richard P. Doran also put up specific ideas for working rules which were later submitted to Union officials for study.

Crewmembers on the Arlyn (Bull) didn't go hungry after all when the chief cook had to leave the ship suddenly just before it sailed on a recent trip. Accordingly, the crew unanimously adopted a vote of thanks to the night cook and baker and the 3rd cook "for splendid meals put out during absence of the chief cook." Paul Warhola, 3rd cook, and Clyde Kreiss, NCB, had turned to on extra work in the emergency to keep the boys well-fed. Apparently they filled in so well that the chief cook wasn't even missed, which speaks well for steward department talent down the line.

Just turned 28 last month, Warhola hails from Johnstown, Pa., and joined the SIU in Baltimore nearly eight years ago, in August, 1947. Kreiss will celebrate his 27th birthday this June. He's married, lives in NYC, and joined the Union on April 28, 1945. He originally comes from Illinois.



Warhola



Bubar

ON THE HIRING HALL**FOR:**

"The union does not intend to permit non-union men to freeload on conditions built up over years by the union membership."

—Joe Curran, Aug. 24, 1950

"The union hiring hall is the most important single labor relations device ever to be developed in the maritime industry. . . . Taft-Hartley would prevent preferential employment and rotary shipping."

—Joe Curran, April 2, 1953

"Our union shall strike if any attempt is made to destroy the hiring hall."

—Joe Curran, March 12, 1948

"We have stated from time to time on this question of the hiring hall we will make no compromise. . . ."

—Joe Curran, Feb. 9, 1950

AGAINST:

"Your president recommended that the books be opened. . . . Our members lost nothing by opening the door to qualified seamen. . . . The National Council voted 18 to 2 to adopt the resolution calling for compliance with the Taft-Hartley Act and immediate integration into the shipping list of the Union of all seamen with qualifications whether members or non-members of the union and to treat them all on an equal basis. There would be no discrimination against qualified seamen who were not union members."

—Joe Curran, Nov. 25, 1954

ON CLOSED NMU BOOKS**FOR:**

"The council has taken the position that no books will be issued. . . . Our members will be fully protected. . . . We do not intend to permit the same thing to take place where the Communists and their stooges controlled the union when they opened the books . . . and flooded the union."

—Joe Curran, Aug. 10, 1950

AGAINST:

"Opening the books of the union will remove obstacles and place the union in a better position to fight antiunion attacks . . . the resolution adopted by the National Council calls for the opening of the books—it would be foolish to continue a policy of keeping the books closed. . . ."

—Joe Curran, Sept. 16, 1954

ON COAST GUARD**FOR:**

"The Coast Guard knows what a merchant seaman is really like . . . the Coast Guard also is in a position to understand problems in the industry . . . we can expect the Coast Guard to make a thorough investigation and to take action on all cases of reported misconduct. . . ."

—Joe Curran, Oct. 22, 1943

AGAINST:

(Ed. note: We were unable to locate any statements by the NMU President that were critical of the Coast Guard, its hearing units, its arbitrary powers, its proposed military-type physical and mental tests or any other action by the Coast Guard against civilian seamen.)

ON COMM. FOR MARITIME UNITY**FOR:**

"The leadership of the SIU-SUP . . . have in the past week bitterly attacked the formation of a national structure for all seamen, longshoremen and officers. The claim it is a 'booby trap' and a comic plot to enslave the seamen under the domination of Bridges and Curran. It is unfortunate that the leadership of these two unions are so shortsighted. . . ."

—Joe Curran, March 22, 1946

"We owe a great vote of confidence to CMU and pledge to make it even stronger. We didn't do this alone. We did it through the solid support of many unions . . . because of the solidarity of seven unions in the CMU."

—Joe Curran, Sept. 20, 1946

AGAINST:

"The west coast section of CMU tried to jam down our throats now by a four to one vote . . . make the policy for our union . . . practically telling us you will follow our procedure or else . . . this has enabled the shipowners to weaken the NMU. . . . I disagreed particularly when our union is made into a B class union by a couple of small craft unions 3,000 miles away. Did we build our union for these people to dictate its policies? These four craft unions, located 3,000 miles away, together with the fifth union, a shoreside organization, the ILWU, have been dictating all policies of CMU and have made our great industrial union virtually a stooge for their shotgun 'unity.'"

—Joe Curran, Dec. 27, 1946

ON PRESIDENT ROOSEVELT**FOR:**

"Franklin Roosevelt's passing was a shock to the entire world. . . . Seamen lost the greatest friend we have ever had. No other man . . . did more for the seamen during the days of unemployment and depression . . . he did not forget the seamen . . . prior to the Roosevelt administration, merchant seamen received no recognition. . . . He gave us that inspiration which helped us build our strong union. . . ."

—Joe Curran, April 20, 1945

AGAINST:

"The Roosevelt Administration was bent on destroying the militant trade unions . . . We have gotten nothing from Roosevelt's administration . . . if the Roosevelt administration is re-elected it will, under the smokescreen of national defense, immediately set about to smash our union."

—Joe Curran, Nov. 1, 1940

**"... Mr. Curran
Record Of Flip**

The Editor,
Seafarers Log

All of this big hollering by NMU President Joe Curran in trying to make a big issue out of the SUP agreement on the SS Tonsina prompted us to send the following wire to Harry Lundeberg:

"Harry Lundeberg:

"Hope you are getting as big a kick out of Joe Curran's latest hysterics as we are. Man that boy gets more confused every day. Remember how he saddled the seamen with the Coast Guard and later used it to get rid of his opposition? Remember his zig-zagging on the war? Remember how he blasted RMO one day and loved it the next? And how about his position (what position) on the war bonus for seamen? After reading his phony attack on you and the SUP, we know that Mr. Curran and his record of flip-flopping hasn't changed a bit. Laugh it off

ON WALTER REUTHER**FOR:**

"The best fitted man . . . was Walter P. Reuther, president of the million and a half member United Auto Workers, a man who had shown the ability to lead that great organization and to pull it together after faction warfare had threatened to destroy it, and as a result of his leadership, the union today is one of the most powerful in the CIO. Walter P. Reuther, will, in my opinion, bring to the presidency strong, able leadership."

—Joe Curran, Dec. 11, 1952

AGAINST:

"The Reuther forces in working alliance with the Trotskyites are instigating strikes. . . . The Reuthers, Trotskyites, ACTU'ers, are also bent on destroying the war effort. By their efforts to confuse the rank and file and to convince the workers that Hitler is not our enemy but that our government is, they have given practical support to John Lewis. . . . They are now trying to cause division in the ranks of the United Auto Workers. . . . It is our job . . . to denounce these fakers whose lust for power makes them willing to play Hitler's game. . . ."

—Joe Curran, May 28, 1943

ON NO-STRIKE PLEDGE**FOR:**

"Our no-strike pledge is a sincere one if the operators will deal . . . in peacetime as they did in war, there should be no reason for strikes. We intend to do everything we possibly can to avoid disastrous strikes . . ."

—Joe Curran, May 18, 1945

AGAINST:

"I, together with other officials, fought the Communists' attempt to promote collaboration with the shipowners in 1944. . . ."

—Joe Curran, Sept. 12, 1947

ON THE AFL**FOR:**

"I had the real privilege of sitting in on the joint meeting of the AFL and CIO . . . the AFL Executive Council adopted a program for which they should be highly complimented. . . ."

—Joe Curran, Feb. 17, 1955

AGAINST:

"There are those in the AFL who have always hoped that some disaster would befall the CIO and that the industrial movement would return to the 'House of Labor.' It is regrettable that the leaders of the AFL have often played into the hands of the real enemies of labor."

—Joe Curran, Nov. 27, 1952

ON WAR AGAINST FASCISM**FOR:**

"Our position on the international situation is clear. Our members do not have to be told that Fascism means the end . . . of the free trade union movement . . . the union is solidly supporting the Administration's all out fight against Fascism and Nazism."

—Joe Curran, Nov. 7, 1941

AGAINST:

"We the trade unionists . . . have got to organize and make articulate the overwhelming anti-war sentiment in this country . . . there is being launched in this country today a series of planned assaults on the trade union movement . . . under cover of the war program."

—Joe Curran, March 14, 1941

And His -Flopping..."

Harry, your record is for seamen straight down the line.

Crew of the SS Steel Worker"

As you will note in our wire to Lundeborg, Curran's ravings are no surprise to oldtimers. We remember his record as smelling pretty bad. Too bad the younger men on the ships couldn't get a chance to see how Curran the great stood on the important issues affecting seamen. For that reason we think the SEAFARERS LOG ought to check back into the record and print some of the positions Curran has taken on many of the issues of the past. In that way, the younger men would have a better chance of judging just what his yelling is worth. How about it?

Crew of the SS Steel Worker

(Ed Note: The SEAFARERS LOG followed out the recommendation made by the crew of the Steel Worker. Herewith are direct quotations from statements made by Joe Curran in the "Pilot" over the past years on issues of interest to seamen.)

ON THE MEBA

FOR:

"Our Union wishes to extend its deep appreciation to the officers and members of your union for their splendid solidarity. . . ."

—Joe Curran, Sept. 27, 1946

AGAINST:

"We cannot support that kind of beef . . . we are not going to sacrifice the crews of those vessels on a haywire beef on which we were not consulted. . . . I will tell you this: everything the MEBA has got from 1936 up to today is due to what the NMU and other unlicensed unions got for them."

—Joe Curran, Oct. 6, 1949

ON HARRY BRIDGES

FOR:

"There has not been sufficient expression of concrete support to the second Harry Bridges defense which is of the utmost importance to the labor movement. Our union would be far from the stage it has reached were it not for the inspiration which the seamen derived from the courageous work of Harry Bridges."

—Joe Curran, May 9, 1941

"The only case the Government has against Harry Bridges is that he is a champion of labor. . . ."

—Joe Curran, May 30, 1941

AGAINST:

"Ever since the days when Bridges . . . set up the CMU for the purpose of controlling our union from the outside, he has been giving misleading information in an attempt to create confusion. . . ."

—Joe Curran, Nov. 5, 1948

ON THE WAR SHIPPING ADMIN.

FOR:

"Officials of the SIU, SUP and MM&P prepared to do all in their power to scuttle the Maritime War Emergency Board. . . . The whole maneuver was planned as a move against the Board for reducing the bonus. . . . Lundeborg's position, and that of Captain C. F. May and Harry Martin of the MM&P . . . is completely untenable. . . . we give our unqualified support to the MWEB. . . ."

—Joe Curran, June 9, 1944

"For the most part, the members of the Board have been extremely fair in arriving at their decisions (on war bonuses). We have reason to believe that the War Shipping Administration now has a constructive and cooperative labor division. They have and will receive the full cooperation of our union."

—Joe Curran, July 31, 1942

AGAINST:

(Ed. note: At no time were we able to find any statement by Curran that was critical of the MWEB, despite the fact that all other unions were highly critical of this agency for slashing the war bonus.)

"The (Maritime) Commission is not engaged in a legitimate, bona fide training project. . . . The Commission . . . is attempting to flood the industry . . . for the obvious purpose of undermining the present wage structure and weakening maritime unions."

—Joe Curran, Feb. 7, 1941

ON COMMUNISTS IN NMU

FOR:

"I am not interested in purging the union of anyone because of political beliefs. Communists . . . have every right to be members of our union. . . ."

—Joe Curran, March 14, 1947

"I am against . . . any brand of witch hunt in our union. The present struggle in our union . . . is one of issues and not on the matter of political beliefs. . . ."

—Joe Curran, Jan. 24, 1947

AGAINST:

"Hacks . . . who have taken open public positions . . . against supporting our country in time of war if the Soviet Union is on the other side should be pulled off the ships and the Coast Guard should revoke their papers. . . ."

—Joe Curran, August 10, 1950

"They are attempting the policy of rule or ruin. These are orders to be carried out on behalf of the Communist Party. If they can't control our union they will attempt to break it. . . ."

—Joe Curran, Jan. 31, 1947

ON PRESIDENT HARRY TRUMAN

FOR:

"The National Maritime Union congratulates you on your magnificent victory . . . despite Dixiecrat and Wallace defections. . . ."

—Joe Curran, Nov. 5, 1948

AGAINST:

"President Truman is backing up the shipowners . . . showed that in addition to selling the railroad workers down the river, he now intends to do the same with the maritime workers . . . we rated him a first class strikebreaker."

—Joe Curran, June 7, 1946

ON JOHN L. LEWIS

FOR:

"Lewis retired from his position as president of the CIO a greater and stronger figure than ever."

—Joe Curran, Nov. 29, 1940

AGAINST:

The CIO . . . will fight any attempts on the part of Lewis . . . to divert the attention of labor from winning the war. . . . Lewis is one of those at home who are trying to open a second front for Hitler behind our backs."

—Joe Curran, June 12, 1942

ON THE ISTHMIAN CAMPAIGN

FOR:

"The desperation of the SIU . . . in the Isthmian Line organization shows too that in this organizing work our program has been correct. . . ."

—Joe Curran, May 3, 1946

AGAINST:

"Myers, proceeded to appoint only those organizers who were members of the Communist Party . . . dozens of organizers were put on. Thousands of dollars were wasted. Organizers, instead of organizing Isthmian ships, spent much of their time . . . smearing and discrediting non-Communists. . . ."

—Joe Curran, March 28, 1947

ON COMMUNISM

FOR:

"We believe that no greater service could be rendered today to the unity of our country than the immediate release of Earl Browder."

—Joe Curran, April 3, 1942

"The Soviet delegation consisted of a wonderful group. . . . Kuznetsov their spokesman is an outstanding trade unionist. . . ."

—Joe Curran, March 9, 1945

(Ed. note: Kuznetsov was recently appointed Minister of Culture by the rulers of the Soviet Union to oversee that literature, music and the arts conform to the Communist Party's policies.)

AGAINST:

"Today the Soviet Union is following the same line as Hitler."

—Joe Curran, July 13, 1950

ON VINCENT MALONE

FOR:

"I know that you have always been deeply concerned with the welfare of your membership and it is for that reason that I urge you to give further consideration to unity proposals."

—Joe Curran, Aug. 15, 1941

AGAINST:

"Malone of the MFOW stated that the conference was a flop and Weisberger of the SUP stated the same, showing that they were afraid to continue the conference . . . when we withdrew they did not have the guts to stand on their own feet. . . ."

—Joe Curran, Aug. 22, 1941

ON JOE CURRAN

"Curran has always taken one position and will continue to do so. . . ."

—Joe Curran, July 11, 1947

PORT REPORTS

Mobile:

Rail Strike Embargo Slows Hull Construction

This port is still in the grip of a railroad strike, with the result that shipping has been hampered considerably and the recreation building was unable to open as planned.

The struck railroads have clamped a freight embargo on this port which is keeping freight from being shipped into the area. As soon as the strike ends we expect shipping to pick up quite a bit accordingly.

Our payoffs in the last two-week period were: Hastings, Afoundria, Monarch of the Sea, Claiborne and Hurricane (Waterman); and the Alcoa Corsair, Clipper, Polaris and Pennant. Signing on were the Hastings, Afoundria, Monarch of the Sea, Hurricane, Alcoa Polaris and Alcoa Pennant. In-transits were the Steel Vendor (Isthmian) and the Chickasaw (Pan Atlantic).

Dispatcher Moved

We have moved the dispatcher to the second deck of our main building as the street floor level is now in the process of painting and redecorating. The new building lacks some equipment that was ordered and is being held up until the railroads start running again.

Also holding up the opening of the combined Sea Chest and recreation building is the telephone strike. We have been held up on telephone service also. If, as it appears, both of these strikes are settled shortly, we should be able to get everything going by our next meeting.

The Mobile branch wishes to extend the deepest sympathy to the families of brothers Barrett W. Moore and Charles Wilson. Moore was chief cook on the Ocean Ulla in Far East waters when he passed away. He was a member of the SIU for many years and is survived by his wife.

Wilson lost his life when he and two friends were trapped in a row-boat in Mobile Bay during a recent surprise cold wave and were frozen to death. He is survived by his parents and five brothers.

Oldtimers on the beach at present include Chester Steers, C. Lowery, T. D. Owens, H. Gray, H. Gable, W. Havelin, E. Howard, C. Taggart, T. Bell, A. Lazzaro, B. C. Jones, C. Hanners.

Cal Tanner
Mobile Port Agent

New York:

Repair Lists Vital At Payoff, Sign-On

Shipping in the port is still on an even keel, but we expect it to pick up in the near future, due to the Alcoa ships that will soon be paying off in this area.

We would like to bring up the matter of repairs on our contracted ships. Delegates should always be sure to have sufficient copies of the repair list made up at the time of sign-on or payoff. The chief engineer, chief mate, company representative and your Union patrolman should each receive one in order to avoid any delays in getting these repairs attended to.

During the past two weeks we had 8 sign-ons, 14 payoffs and 10 ships in transit. Most of the ships came in clean, with only a few

minor beefs, all of which were settled satisfactorily.

The only exception to this was the Bienville (Waterman), on which the company held a beef in abeyance. The company had used shoreside labor in Korea to scrape and paint inside passageways on the ship. This is a good beef and should be settled in a few days.

Payoffs in the port included the Seatrains New York, Savannah, Louisiana, New Jersey (Seatrain); Elizabeth, Arlyn, Kathryn (Bull); Steel Flyer, Steel Navigator (Isthmian); Bienville, Mobilian (Waterman); and Archers Hope, Bradford Island and Fort Hoskins (Cities Service).

The following were the ships signed on; Puritan, Roamer (Alcoa); Robin Locksley, Robin Mowbray (Seas Shipping); Eugenie (Oro); Coe Victory (Victory Carriers); Greece Victory (South Atlantic); and Mobilian (Waterman).

In transit were the Seatiger (Orion); Bethcoaster, Massmar (Calmar); Andrew Jackson (Waterman); Iberville, DeSoto (Pan Atlantic); Seatrain Georgia (Seatrain); Val Chem (Valentine), and Ines and Beatrice (Bull).

Claude Simmons
Asst. Sec'y-Treas.

Philadelphia:

Arizpa Tied Up In Dockers' Beef

Shipping is holding its own pretty well in this port, and we still have the Arizpa (Pan Atlantic) hanging tight at the Sugar House, locked in a beef which has local longshoremen refusing to work.

However, the ship may yet leave the port due to the beef, and there is also still a chance that the longshoremen will go back to work any day.

On the question of the AFL maritime unions and the CAMU beef, we are happy to report that crews of SIU ships touching here are very much in favor of the position the Union has taken.

The following were the ships paid off during the last two weeks: Carolyn (Bull); Republic (Trafalgar); Massmar (Calmar); Steel Apprentice (Isthmian), and Queenston Heights (Seatrade). All except the Carolyn signed on again.

We also had the following ships in-transit: Robin Mowbray (Seas Shipping); Eugenie (Oro); Antinous, De Soto, Iberville (Pan Atlantic); Bents Fort (Cities Service); Marymar (Calmar), and the Arizpa (Waterman).

A. S. Cardullo
Philadelphia Port Agent

New Orleans:

SIU Officials Named To City AFL Board

Two SIU representatives were elected to the 15-man Executive Board of the New Orleans AFL Central Labor Council at the council's annual election held in the SIU hall here recently. They were C. J. "Buck" Stephens, New Orleans SIU patrolman, who was re-elected to the board, and Tommy Doyle, representative of the SIU-affiliated Marine Allied Workers. Doyle received the highest total of votes of any candidate in the spirited contest for the executive board seats. Stephens was not far behind, receiving only three less votes than his brother member of the SIU delegation.

A. P. Harvey, president; A. H. Buckley, vice president, and Robert L. Soule, secretary-treasurer, were re-elected without opposition. The council is made up of delegates representing about 80 AFL unions in the area.

Other news of interest to New Orleanians is the beginning of actual construction of the new Mississippi River Bridge. Ground has already been broken for the foundation of the New Orleans end of the span at Thalia St. The \$30 million bridge will connect this city with communities on the west bank of the river.

The bridge is expected to be completed in July of 1958. An estimated 670 days will be required for completion of foundation work for the project, which engineers say presents some of the most difficult engineering problems ever encountered on this type of construction.

New Admissions

Four brothers were recently admitted to the USPHS hospital. They are Jean Latapie, Dolphus "Johnny" Walker, Clarence Crevier and Pierre LeBlanc. Still in the hospital, but reported to be convalescing in good style, are Keyon F. Parks, Thomas Scanlon and John P. Doyle. Edward Stevens, Glen Curli, Adie Coleman and Charles Terry were discharged recently and hope to be able to ship soon.

Shipping, meanwhile, continues to be on the slow side, and prospects for the immediate future are not any brighter. Since our last report, we have had 5 payoffs, 3

sign-ons and 13 ships to hit here in transit.

Payoffs

The Steel Scientist (Isthmian); Del Sud and Del Santos (Mississippi), and the DeSoto and Iberville (Pan Atlantic) paid off. The Del Sud, Del Oro and Del Mundo (Mississippi) signed on.

The Alcoa Clipper, Alcoa Pennant, Alcoa Corsair and Alapa Pilgrim (Alcoa); Steel Traveler (Isthmian); Del Sud, Del Oro and Del Mundo (Mississippi); Seatrains Georgia and Louisiana (Seatrain Lines); Monarch of the Seas and Calborne (Waterman), and Arlyn (Bull) called here.

Lindsey J. Williams
New Orleans Port Agent

Tampa:

SS Cuba Goes Into Shipyard; Crew Off

The business of this branch is moving along in good order, with only a few minor exceptions which will be cleared up in the near future.

Although we have been enjoying good shipping here, things have slowed up a bit and we have only a few in-transit ships to look forward to. But there will probably be some jobs on them, so that they will help take up some of the slack.

The SS Cuba (P&O) has gone into the shipyard for about 30 days so her crew is helping to keep the hall here looking busy. We will keep the membership informed on the progress of the work on her as soon as we get further information on it.

Payoffs

The following were the ships paid off here during the last period: City of Alma (Waterman), Beauregard (Pan Atlantic), and the Cuba. The Beauregard signed on, and joined our three in-transits, the Chickasaw and Antinous (Pan Atlantic), and the Alcoa Pilgrim (Alcoa), in moving in and out of here.

Our new shipping and hiring setup is working just fine and that is due a great deal to the manner in which the brothers have pitched in to get it going. All of them deserve a vote of thanks for their help.

Tom Banning
Tampa Port Agent

LET 'EM KNOW!
Write TO THE LOG

Lake Charles:

Lots Of Strike Action In 'Phones, Laundries

Shipping in this port continues to move along at a steady pace. Calling here in the last two weeks were ten Cities Service wagons to keep the pumps humming and the boys moving off the beach.

These ships were the Archers Hope, Bents Fort, Bradford Island, Fort Hoskins, French Creek, Cantigny, Chiwawa, Salem Maritime, Logans Fort and Winter Hill. Over in Orange, Texas, we had our regular call on the Val Chem (Valentine).

All of these ships were in fair shape with no outstanding beefs and all took a few replacements.

Picket Maneuvers

We have quite a bit of activity on the strike front here. The laundry workers are out on strike and have modified their tactics by carrying around picket signs reading "this place unfair to me." This is made necessary by the fact that the anti-labor laws in Louisiana allow injunctions to be slapped on unions for such picket lines. Also on the picket line here are the telephone workers who are striking in this state and several of our neighbors.

The new seniority system has been working fine in this port. Naturally there's been a great deal of interest in it and all the brothers are studying up on it so that they know the regulations from A to Z.

One of our versatile brothers on the beach here is I. J. S. Torre, who sails in the engine department usually as pumpman or oiler. On occasion he will take a firing job and right now he is thinking of shipping as 3rd cook. As you can see, he's a good man to have around because he can give you a hand in quite a few ways.

Leroy Clarke
Lake Charles Port Agent

Miami:

Blood Emergency No Problem Here

The membership at our last meeting in this port was made aware of the attempt by certain groups within the Conference of American Maritime Unions to confuse the aims of legitimate maritime unions. It has fully endorsed the present SIU position on CAMU. Meanwhile, shipping continued to hold its own and we expect it to continue likewise for the coming period.

We paid off the Florida (P&O), which is on continuous articles, and also signed on the Michael (Carras). Ships in transit were the Ponce (Ponce Cement); John B. Waterman (Waterman); Antinous, De Soto (Pan Atlantic); Chiwawa (Cities Service), and the Florida.

A complete discussion was held at the meeting under "good and welfare" on the possibilities of establishing a local blood bank for the use of SIU men and their families.

However, the final decision of the members here was that there are enough Seafarers available at all times in the event of an emergency, and that where the need occurs, it can be handled almost immediately within the local membership.

Eddie Parr
Miami Port Agent

A & G SHIPPING RECORD

Shipping Figures March 23 to April 5

PORT	REG.	REG.	REG.	TOTAL	SHIP.	SHIP.	SHIP.	TOTAL
	DECK	ENGINE	STEW.	REG.	DECK	ENG.	STEW.	SHIPPED
Boston	29	20	11	60	12	11	6	29
New York	88	74	82	244	58	66	67	191
Philadelphia	48	32	19	99	27	14	27	68
Baltimore	60	61	49	170	75	75	55	205
Norfolk	19	17	13	49	15	8	8	31
Savannah	13	14	17	44	18	13	15	46
Tampa	37	37	48	122	26	27	26	79
Mobile	41	38	27	106	28	23	31	82
New Orleans	33	37	46	116	27	24	35	86
Houston	24	33	16	73	12	11	19	42
Seattle	21	29	26	76	24	29	18	71
San Francisco	17	22	25	64	22	29	26	77
Wilmington	8	14	6	28	7	2	3	12
Totals	438	428	385	1,251	351	332	339	1,022

Flit Flies On Steel Seafarer —Painting Job Gets Nowhere

SIU ships' meetings and the minutes which record the happenings therein are a unique institution and have been applauded as such in national magazines and daily newspaper feature stories time and time again.

The meetings are a practical voice-box for all Seafarers, who need an outlet of this kind to sound off to their brother members and to the world at large about an infinite variety of items, including beefs large and small. "Nobody knows the troubles at sea," might be a proper refrain in this instance.

Aboard the Steel Seafarer (Isthmian)—certainly an apt name for a vessel crewed by sturdy SIU men—a recent ship's meeting was treated to an illuminating discourse by Christopher B. Kelleher, engine delegate, who also served as chairman.



Kelleher

Faithful in his duties, delegate Kelleher reported to the assemblage about the state of things in his department, and particularly, of the new but incomplete paint job in the foc'sles occupied by the black gang.

Delegates Paid A Visit

The narrative began with the captain. Apparently, before the painting was even begun, Kelleher was a member of the contingent of delegates who visited the office of the old man to see about having the quarters painted. The others

'Duke' Pays Call



Veteran Seafarer Tony Pisano, well-known as the "Duke of Bourbon Street," shows off the royal profile as he crosses Dauphin St. in Mobile on way to meet a lady friend. The curious passers-by apparently didn't realize that a "Duke" rates a picture wherever he goes.

were John Masters, ship's delegate; Paul Pallos, deck delegate, and Manuel Caldas, steward delegate.

The master, in his turn, was appropriately busy on the occasion. Standing there, in his belly-buttoned birthday suit, he was tirelessly squirting disinfectant from a flit gun at a lonely fly.

Before the Seafarers even got to the point, he let them have it, too. "Do you have to bother me? Don't you see I'm busy now?" he asked less than delicately. "See the department heads, I'm a busy man. I don't have no time for Union delegates," he added. His grammar, however, didn't bother them as much as his attitude, but they advanced to the next lowest link in the chain of command, in this case the chief mate and chief engineer.

And lo and behold, they were told the black gang quarters would indeed be painted, and they were—sort of, anyway. After the 12-4 watch put in 28 hours painting, the job was abruptly cut short.

'Painting Too Slow'

The chief engineer had the notion that the paint-wielding by his department was a little slow, and that he might work a deal to get the deck department to finish the job in less time.

But this likelihood is extremely unlikely, according to brother Kelleher. His feelings on the point are, in fact, quite emphatic. "It will never happen," he told the meeting audience.

Thus, the painting of the black gang quarters is up in the air, just like the DDT-weary fly which we expect is still being pursued by the

captain. Fortunately, the ship operates in a warm climate, so there's



no danger of his catching cold if the chase should take him on deck when he's in the costume last reported.

LOG-A-RHYTHM:

There's Nothing Like A Baby In The Home

By Charles W. Cothran

To the Editor:

I have written the following poem and dedicated it to my infant daughter, Carole Ann Cothran. I hope you will publish it in the SEAFARERS LOG.

Charles W. Cothran

When the baby wakes up in the middle of the night
And it's bellowing at such an hour that you moan,
Just remember these words, and get their meaning right:
"There's nothing like a baby in the home."

While lying in bed and wishing like—well,
That its wailing was just a nocturnal dream,
The wife awakens and you hear her yell:
"Get up, John, you heard the baby scream."

'Tis an ordeal from which one must never take flight,
For a married man should cease the world to roam,
So remember these words in the midst of your plight:
"There's nothing like a baby in the home."

Of course, no one remembers his own cradle days,
Or the nights his daddy picked him up and walked,
So charge it all up to the price a dad pays,
For the words "I do" he could have balked.

Then take it like a man, 'tis the only thing to do,
That's the moral of this little poem,
Stick out your chest — it's a compliment to you, for
"There's nothing like a baby in the home."

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.

Many Services At Genoa Club

One of the little-known spots catering to seamen in different parts of the world is the Apostolato del Mare in Genoa, Italy.

According to Nicholas Gladis, an SUP member who was there last while on the SS President Buchanan, a man who's in port and wants to get a meal off the ship for a change can do pretty well there on 75 cents. The six bits will get him table service for a good meal, wine and even a finger bowl at the end. The place is only a few minutes' walk from the main dock, at number 6, Piazza Dinagro.

In addition to a restaurant, the Apostolato del Mare, which is the same as the Apostleship of the Sea, maintained in US ports and places all over the globe, features a reading room, writing room, movies, a playroom and individual rooms.

OFF WATCH

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

Although the Post Office Department is still playing it cagey on the date for the first-day sale of the stamp marking the centenary of the Soo Locks, at Sault Ste. Marie, Mich., it has meanwhile come up with plans for another 3c. issue honoring the Armed Forces Reserve. The stamp will go on sale for the first time at Washington, DC, on May 21. It will picture a member of each of the reserve forces, Army, Navy, Air Force, Marines and Coast Guard. About a dozen more new US issues are expected before the end of the year.

The Caribbean Island of Jamaica is also offering an item for philatelists next month, when a set of four commemoratives will be issued May 10 to honor the island's 300th year under the British flag. Collectors who want first-day covers along with a mint set of the stamps can obtain them if they send an order to PO Box 300, Ja-

maica, BWI, by April 30. Orders should be accompanied by 50 cents in either stamps, postal money order or check for the first-day cover of the four stamps only. An additional two bits should be sent for the mint set. The stamps spotlight the Jamaica centenary (1655-1955) with designs of four different events in the island's history, and the usual portrait of the reigning monarch, in this case Queen Elizabeth II.

Already given the condensed-version treatment in "Life" and a Book-of-the-Month Club choice for April, C. S. Forester's "The Good Shepherd" is a sea story which tells of 48 desperate hours in the life of a North Atlantic convoy during 1942-43, before improved sonar and hunter-killer teams turned the tide against the U-boats. Essentially the story of a US Navy convoy escort commander and his trials in bringing a convoy of merchantmen to England, it follows in the tradition already set by a number of earlier novels dealing with the same theme. "The Cruel Sea," first the book, and then the movie, told a similar story about a British Royal Navy escort force, and there were others both before and after that one.

Seamen Secondary

Few of these books go into much detail from the standpoint of the merchant ships and their crews, because the drama, from the point of view of the authors, apparently was greater aboard the outnumbered naval escort ships than on the sitting-duck merchantmen. But "The Good Shepherd" is Forester (creator of Captain Horatio Hornblower), and those who like sea stories, regardless of their focus, should enjoy this one. It's published by Little, Brown & Co., at \$3.95.

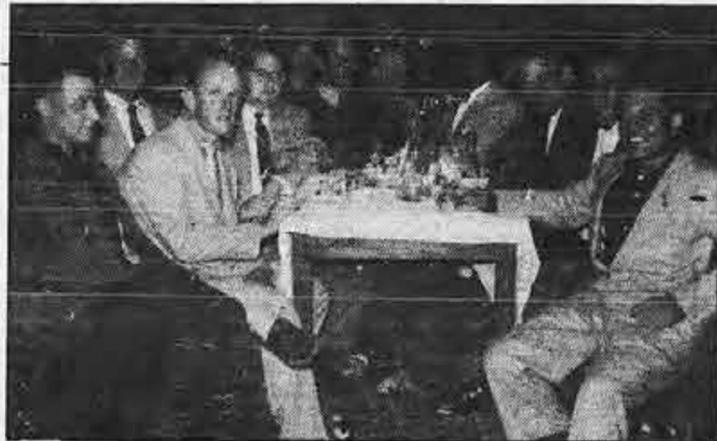
A new item in hobby and do-it-yourself shops is a ratchet chain wrench designed to fit into tight spaces where a pipe wrench won't go. The new tool is adjustable over a wide range of pipe sizes from 5/8" to 4 1/2" and is said to grip any round or hex shape without slipping. It saves buying a full set of pipe wrenches and gives you the right size when you need it. The wrench lists at \$3.95 post-paid from Chain Wrench Co., 1217 Harmon Pl., Minneapolis 3, Minn.

Quiz Corner

- (1) John Marshall Harlan is the newest justice of the US Supreme Court. How many of the others can you name?
- (2) What is the common name of the group of stars known as Ursa Major, or Great Bear?
- (3) Which word does not belong in the following group: fez, turban, culotte, toque, beret?
- (4) One number is missing from the following series: 16, 18, 22, 25, 31, 35, 43, —, 58. Which is it?
- (5) What famous family of bankers derived their name from a red shield?
- (6) The art of producing pictures from plates treated with acids is given what name?
- (7) What kinds of twins are brother and sister twins called?
- (8) If you were on the moon would you weigh more or less than you do now?
- (9) One-third, one-fourth and one-fifth of a number added to 13 produce the missing number. What is it?
- (10) According to Emerson, where was the shot fired that was heard around the world?

(Quiz Answers on Page 17)

Jolly 'Goodfellows' In Yugoslavia



Gathered round the festive board, Seafarers from the Robin Goodfellow exchange greetings with the citizens of Sibenik, Yugoslavia, at a party in their honor given by the local populace. Pictured (l-r) are: Walt Pitek, M. J. "Skinny" Wells, Glen T. Darling, Rudy Rudnicki, a local guide, Louis A. Romero, Charlie Domorad, Frank Urbina, Ruben Martaznes. Wells sent in the photo.

Revolt Brews - 'Pointermen' Leading Way

Latest reports from the Alcoa Pointer (Alcoa) are that this SIU crew is going to take some decisive action on a matter that has been troubling them for some time. A lot of people are expected to rush to join the crusade.

However, the Seafarers involved may find it difficult to answer for this sudden move when they return to home and hearth.

For there it is, plainly enough, right in the March 13 ship's minutes: "A vote was taken to change the vegetables as much as possible."

Enraged youngsters who can't answer back too often when a plate of legumes and similar edibles is put before them will now have dad on their side. After all, you can't have a "two-pot system" operating in the kitchen b a c k home either.

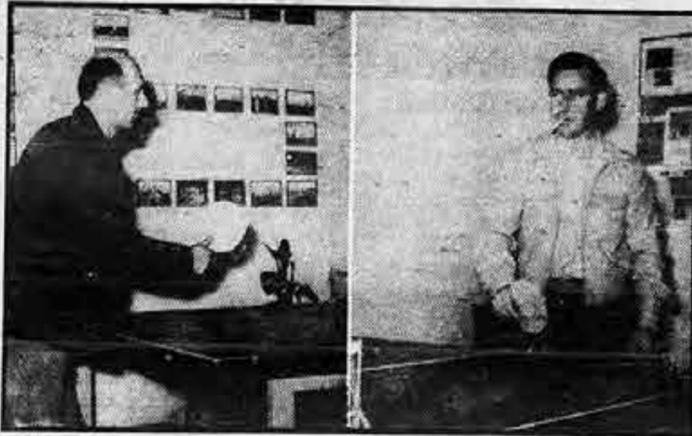
To its credit, the Pointer crew has put its collective finger on a real problem. Take spinach, for example (please!). That's green. So are green peas. Then there are green beans, too. Add to this broccoli, cabbage, asparagus, brussels sprouts and others. They're all green, too. This is fine for a St. Patrick's Day dinner, but that was last month.

Why not some orange peas or asparagus? Oranges and tangerines have had a monopoly on this for years. Or blue broccoli, maybe? That would certainly help make a dish look colorful and perhaps more appetizing. Cabbage, of course, is the exception.

There are both green and red varieties of this, but red is a good color to leave alone these days.

In any event, the possibilities are endless. A revolution is in the making, and the Pointer, appropriately enough, leads the way. B. P. McNulty was chairman at the ship's meeting last month; Leo Bruce was secretary.

A 'Relaxing' Game Of Ping Pong



Concentrating hard on their game, Seafarers Harry K. Kaufman (left) and Percy A. Gray, Jr., both ABs on the City of Alma, paddle their way through a ping pong tourney at the United Seamen's Service club in Leghorn, Italy. Apparently both of them forgot they had come ashore in the first place to relax. We don't know who won, but Kaufman was the one who sent the photos in.

'Spider' Gets Caught In The Web Of Africa

Take some lions, monkeys and diamond mines, add the Congo, Victoria Falls, ivory, sand, great pyramids, tom-toms, Cairo, Casablanca and Capetown, and you have the "dark continent"—limitless Africa.

Take all of the same and add Seafarer Duska "Spider" Korolla who's now returning after his first trip in nearly three years, and you have a full report on all the goings-on.

Happy to be back in harness after a lengthy stay in the hospital, Korolla is aboard the Robin Kettering (Seas Shipping), which is due back in the States next week. The vessel is the same one he was on when he made his last voyage to Africa.



Korolla

Extensive Itinerary

The itinerary this time covered, among other places, Durban, Mombasa, Laurence Marques, Dar-Es-Salaam, Zanzibar and Macala in Portuguese East Africa. Points of interest were many and varied.

"Durban is booming... Lots of ships here waiting to unload..."

We just missed (no regrets) a 17-day rainy season, the worst in 32 years. Some claim they were wading in water up to their waist...

"A funny thing happened at the Mayfair Hotel... Instead of a seaman getting gypped, a receptionist at the hotel has been giving out too much English money in exchange for US dough... They sent out a letter to all American ships asking the crewmembers who exchanged money there to return the difference..."

"The amount overpaid was just about half the girl's salary for a month, nearly six pounds. At \$2.80 American for the pound, she was out 16 bucks. No one on the Kettering was involved..."

Raise For Longshoremen

"Longshoremen in Mombasa have won their strike. After eight days of picketing, they have come away with a raise of 50 cents a day, about seven cents American. They now make 84 cents (American) per eight-hour day..."

"About two dozen ships are anchored out waiting for berth in Mombasa. Shipping is very prosperous... But all of East Africa's natives seem hungry and just making ends meet, especially with this prosperity staring them in the face."

"The 'Sultan' owns Zanzibar, which attracts Europeans from all nations... At the hotel, you can get guides for a whole day for one buck, hire a sailboat or gear for underwater sightseeing... This last item is very popular. The island and the waters around it are very scenic... It also has the best climate in East Africa all year round. It never gets higher than 86 or lower than 76 degrees here at any time."

'Beasts Roam Town'

"Another interesting spot is Macala in Portuguese East Africa... The natives hardly ever leave home at night for fear of being caught by some of the panthers and lions that roam around the little town after dark... Until two years ago, all American crews were warned never to go ashore after 6 because of the hungry beasts that came out of the jungle at night. Apparently some good hunters have scared the rest of them off. It's pretty safe now..."

"This is written from Laurence Marques... After three more stopovers back in South Africa, we are homeward bound for Boston and New York..."

The SPORTS LINE

By Spike Martin

Just in case you never heard of him before, and might never hear of him again, the new welterweight champion is a 23-year old Bostonian named Tony DeMarco. For the record, DeMarco took the title by knocking holes in Swiss-cheese champion Johnny Saxton up in Boston on April Fool's Day. Chances are that on June 10, two months and nine days later, DeMarco will no longer be champion because he has a date that night with Carmen Basilio.

Offhand we don't know whether that would be the shortest tenure ever for a titleholder, but it certainly comes close. There have been other champions who held titles briefly, among them Gene Tunney when he was American light-heavy champion in 1922. Then of course there were the bush-leaguers Lauro Salas and Paddy DeMarco (no relation) with whom Jimmy Carter played revolving door in the last couple of years.

No Man Of Distinction

Tony DeMarco has nothing in the way of an impressive record, which is the reason why he was hand-picked for Saxton to fight in the first instance. In the last year, the only fighters of any distinction he met were Red Top Davis, a featherweight, and George Araujo, who once challenged for the lightweight title with notable lack of success. The tipoff was that the sports were putting three skins to one in Saxton's favor.

Saxton won the title originally after a strenuous build-up during

which his management carefully avoided tossing him in with anyone remotely connected with the business end of a punch.

All who saw the Saxton-Gavilan title fight of last October which Saxton "won" are unanimously agreed that it was the worst title fight in years, capped by a questionable decision.

All Saxton did was slap, clutch and clown throughout the fight, while Gavilan was about as active as the subject of a Matthew Brady photograph. They didn't need any high-speed lenses to catch the action that night.

Basilio, the unrecognized champion, has been thundering in his tent up in Syracuse, New York, for several months now. Basilio will never get a job as an Arthur Murray dance teacher, and he's no speedster with his hands either. But for lack of somebody better, he is generally regarded as the class of his division. To prove it, he has been fighting middleweights and some of the stronger welterweights, winning with monotonous regularity. He has an awkward, crowding style, which is somehow effective and he scores regularly with a heavy left hook.

Chances are that Basilio will be a lop-sided favorite when he gets into the ring with DeMarco which will be an odd situation indeed. But it will be no odder than the fact that Saxton was given a crack at the title in the first place or that anybody ever thought him worth the trouble of an extensive buildup.

GALLEY CLEANINGS

The LOG conducts this column as an exchange for stewards, cooks, bakers and others who'd like to share flavored recipes, little-known cooking and baking hints, dishes with a national flavor and the like suitable for shipboard and/or home use. Here's Seafarer Nelson E. Norwood's recipe for eclairs and cream puffs.

One of those old-line Maine cooks with a full stock of recipes for the real New England-style fish and seafood stews and chowder, Seafarer Nelson E. Norwood now comes up with a change of pace in a pastry batter for making eclairs or cream puffs.

A baker on his last trip, with Bull Line, Norwood last provided LOG readers with a recipe for making an old-fashioned clam

chowder like the ones for which Maine coasters are justly famous. His varied career has taken him from Grand Bank fishing boats and shoreside restaurants to deep-sea ships with the SIU since 1939.

However, he's just as proud of his breads, especially brown bread, which is a Maine and New England specialty, as of the other items he features when he sails as a cook.

His recipe here, with the amounts given below, will produce about 30 eclairs or cream puffs. The batter is the same.

Here's what you need: 2 cups shortening, 4 cups water, 1 teaspoon salt, 4 cups sifted flour, 2 teaspoons bakers' ammonia (powdered, not liquid), and 16-20 eggs, depending on their size.

First melt the shortening (lard or oil), add the water and salt, and let the combination come to a boil. Add the flour all at once and stir it up fast until the paste leaves the side of the pan. Let it cool five minutes.

Now add one egg at a time, beating each egg thoroughly into the mixture, until all the eggs are used. The batter may then be dropped with either a spoon or bag. Bake in a hot oven until the shells are nice and light, approximately 25 minutes. Fill with custard or cream.

It might be a good idea at this point to start getting the next batch ready, too. The crew will probably want more.



Norwood

'35 Memento



Digging down into his scrapbook, Seafarer Leroy Clarke, SIU agent at Lake Charles, La., has come up with this "oldie" taken from the deck of the SS Chiriqui, a United Fruit Co. ship running out of Frisco to Panama in 1935 under SUP contract. The boat was transferring a stowaway (seated) to another ship to return him to Panama. Clarke, of course, is the man with the boathook.

Seafarer Sam Says

BETTER'N MEDICINE!

DROPPIN' A NOTE - OR BETTER YET - DROPPIN' AND SEE THAT OLD SHIPMATE OF YOURS NOW IN THE HOSPITAL.

WE'LL BE GLAD TO SEE YOU, AND YOUR VISIT WILL DO MORE FOR HIM THAN MEDICINE.

CG Proposals Baffle Him

To the Editor: Everything is fine out here on the Steel Rover (Isthmian) in Honolulu.

I just read the Coast Guard's new proposals for profiling merchant seamen and my first reaction is a quick burn; what's this sea life coming too, anyway.

Such standards may be in order for a licensed man, but I don't think they can be applied to a working sailor. Does the Coast Guard really expect the deck hands to welcome these proposals with open arms?

In my opinion, a man's ability to produce a day's work for the company is not limited because he may have a stiff knee joint or have some fingers missing. By Coast Guard standards, a man could be classed "incompetent" or "unqualified" very easily.

After I read the proposed profiling system's inspection of a deck hand's individual behavior pattern, I wasn't sure whether I was the village idiot or not. Under the column heading "Emotional Stability," if a man is not calm, cooperative, interested or alert, he probably would be stuck with a label as a "psychoneurotic" or worse.

Of course, the answer is simple. Now that the Hoover Commission has come up with the moldy idea of closing all the marine hospitals, why don't they just fire all the present sailors, hire a new crop from "Muscle Beach," and throw us all in the booby-hatch.

What's this sea life coming to— huh?

Bill Feil

LOG Is Tops, Brother Says

To the Editor: I'm sending you my change of address so that you can continue to send me the LOG.

I would like to compliment you on your punctuality in sending the LOG to me, and I would also like to say that I think the LOG is the outstanding union publication in circulation today.

Thomas L. Tecars

Lawson Crewmen On Shuttle Run

To the Editor: I thought you might like to know that this ship, the George A. Lawson (Pan-Oceanic) has been on the Japan-Korea shuttle for the past eight months and this has been a good deal thanks to good chow and good cooperation from topside.

This crew has given a vote of thanks to the steward department for the good meals it has put out and especially wants to commend Jimmy Cox for his fine baking. The crew has also given a vote of thanks to our skipper.

Even though we were in Pusan at the time, we had a very enjoy-

able Christmas and New Year's holiday, with fine meals and the mess and recreation rooms excellently decorated with all the holiday trappings by Steve Moskowski.

John Sweeney
Ship's delegate

Leaves The Sea — Not The Fish

To the Editor: After 10 years of sailing SIU ships with the very best union there is in existence, I decided to try shoreside life for a while. So, with Henry Laird as my partner, I have opened the L & R Fish Market at 400 North Joachim St., Mobile.

Henry and I would like to see our many friends, and they all have a standing invitation to drop in if they are down this way.

Incidentally, I hope you will note my new address and continue to send me the LOG there.

I will close with the hope that good fortune continues to follow the SIU brotherhood.

Eldon (Bill) Ray

(Ed note: Your change of address has been noted. You will continue to receive the LOG, regularly.)

Wants LOG Sent To Keep In Touch

To the Editor: I have been sailing on SIU ships for the past three years and have been amazed at the wonderful conditions which the Union has won.

Right now, I am on Tinos Island, Greece, as I have come back here to see my family after a long absence. I will be here many months and while I am away, I would like to receive the LOG at this address.

Although I will be away from ships and from my brothers for some time, I would still like to keep in touch and learn all about the SIU.

Andreas Velalopoulos

(Ed note: The LOG will be sent to you regularly at your new address.)

Batter-Up Time Is Here Again

To the Editor: Now that baseball is back and is one of the most talked-about subjects again, everyone is teaming up and pairing off against the next guy.

Tommy Doyle and his "shallow water" boys, way down yonder in New Orleans, have rigged a team and are prepping to take on all comers. They go to bat against some crackerjack team from the West bank of the Mississippi some time this month. Scirana is manager, and Dponhue (Pat's brother) is captain.

By the way, Tommy is official batboy. As he says, all he can catch is a few cold ones.

Percy Boyer

Urges Hospital Plan For Union

To the Editor: Right now I am one of the SIU crew on the Sandcaptain, down here in Maracaibo, Venezuela, and I have just finished reading the March 4th issue of the SEAFARERS LOG, telling about the Hoover report which proposes the closing of US Public Health Service hospitals and thus would deprive American seamen of the medical and hospital care which they have every right to obtain.

Will Do Share

This Hoover report, which would strike a crippling blow to US merchant seamen under the guise of "economy," makes the future of the USPHS hospitals look mighty black. I know that our Union—as it always has done in the past—will fight tooth and nail to keep the USPHS hospitals alive. And I am also confident that the individual Seafarers will do their share in this fight by writing letters of protest to their Senators and Congressmen in Washington.

Remember, boys, this Hoover proposal is just a carbon copy of the one that Mrs. Hobby tried to shove across before, which was voted down by Congress last year after a heavy protest from seamen, including Seafarers. This shows that we did it before and we can do it again, if we put our shoulders to the wheel.

At the same time, however, I strongly feel that all American merchant seamen should take immediate steps to protect themselves

by setting up hospitalization plans, both for themselves and their families, through their respective welfare plans.

Wants SIU Program

As we Seafarers know, our SIU has always been the pioneer and leader in the maritime field, and therefore I think we should again give very serious consideration to the matter of setting up some sort of hospitalization insurance program.

We all know that much consideration of such a program has already been given by our members, and much investigation and groundwork has already been done by our Welfare Services Department. But so far the program has not become a reality and I think we should strive to that end.

At the time that initial surveys of such a program were made, I was told by our Welfare Services director that considerable money would be needed because many hospitals and clinics would have to be contacted in order to assure the members proper treatment and service.

Assessment Is Okay

Apparently, insufficient funds is what is holding up this program, and so I say that if we cannot obtain sufficient funds out of employers' contributions to our Welfare Plan, then we should assess ourselves, year by year, to meet the cost.

I again urge that this matter of a hospitalization assessment be brought to a vote on the floor. I am sure that if our members approve it, our officials and Welfare Services director can work out a hospitalization program that will be of inestimable benefit to every SIU member.

John Jelletto

When Men Were 'Boys'



Memories of days gone by are recalled by SIU oldtimer Percy Boyer (3rd from right) in this tintype of 15 years ago, taken at a dockside canteen in Buenos Aires. All the faces are familiar, except for the man at Percy's left, the local shoemaker. We don't know what happened to him. The rest are all still active in the SIU. Pictured (l-r) are Seafarers Joe Martello, Danny Byrnes, the shoemaker, Boyer, Eddie Parr and Frenchy Mouton, when they were on the old Del Sud in 1940. Parr is now SIU Miami agent.

His Prospectin' Isn't Paying Off

To the Editor: Some of your readers may remember a story printed in the SEAFARERS LOG last year called "Seafarer Digging for Gold." The Seafarer was my husband, Horace Curry of Mobile.

Well, Curry has been from Mobile to Canada, Brazil, Venezuela and Trinidad, but he hasn't found the gold. This doesn't stop him, however; he's still looking.

Meanwhile, this is my first letter to the LOG, but I had to write. I think the Union has done wonders for its members. Keep the good work going.

(Mrs.) J. Horace Curry

Urges Issue Of 'SIU Guidebook'

To the Editor: I'd like to make the suggestion that the SIU publish in one concise, easy-to-understand pamphlet all the material which a guy on a ship or ashore could use for quick reference.

A booklet like this could include the working agreements between the companies and the Union, the SIU constitution, the complete requirements of the SIU Welfare Plan and Vacation Plan and anything else like this pertaining to the benefits offered by our fine organization. It would make things simple for everyone to check on a moment's notice.

As far as suggestions go, I'd like to second the idea put forward by brother Sven Stockmarr recently in the SEAFARERS LOG which

urged the use of pictures of the brothers involved along with the "Final Dispatch" column. Sometimes this is the only way we can identify a departed brother, since often we never use more than a nickname for a new shipmate, and don't know the man's real name until we read his version of the trip in the LOG.

Incidentally, the United Seamen's Service club here in Pusan, Korea, was shut down for a while by the provost marshal after a little ruckus took place there late in February. We are patiently waiting for it to reopen again soon, as we are idle here, waiting for the completion of loading while we age of SEAFARERS LOGs here. By the way, there is a real shortage of SEAFARERS LOGS here at the club and more can really be used.

C. L. "Buddy" Cousins

(Ed note: The USS Club in Pusan, according to the NY office of the organization, reopened again last month after a brief lapse. LOGs are being sent there regularly, in response to your request. A "Seafarer's Guide," including the material you mention, has been under consideration for some time. Plans will be announced as they develop.)

Burly

Can't Go Wrong For \$1

By Bernard Seaman



... DIGEST of SHIPS' MEETINGS ...

ROBIN TUXFORD (Seas Shipping), January 26—Chairman, F. De Beaumont; Secretary, C. Mathews. Several complaints about food. Conduct of chief steward to be brought before patrolman at a crew meeting after ship docks in New York. Appreciation voted to galleyman for his excellent work as night cook and baker and second cook during illness of regular second cook, night cook and baker.

SEATRAN NEW YORK (Seatrains), February 13—Chairman, W. Doak; Secretary, J. Cole. Ship's delegate will speak to the chief engineer about low pressure on drinking fountain. Crewmembers were asked to cooperate and return cups to pantry. Canvas covers requested for ventilators down below during cold weather. Balance in ship's fund \$65.80. Ship requests a pocketbook library from SIU.

VAL CHEM (Valentine), February 15—Chairman, J. Karl; Secretary, L. Hagmann. A special meeting was called due to the crowded condition in the deck department quarters. Crewmembers of that department voted to give the ship unless they get one additional foc'le. February 17—Chairman, J. Parker; Secretary, J. Vandenberg. The steward was asked to put out an assortment of fruit at night, and to see that the milk is thawed out before serving. A new TV set will cost around \$235.

MARY ADAMS (Bloomfield), February 12—Chairman, Al Wile; Secretary, O. Smith. A motion was made that the ship's delegate be instructed to report at regular ship's meeting any fights that take place aboard ship. The steward department was given a vote of thanks for a job well done.

WARRIOR (Waterman), February 6—Chairman, J. Crews, Jr.; Secretary, M. Elliott. A suggestion was made that delegates be changed every trip so every man has a chance at the job and can get more experience. Crewmembers reminded of Sea Chest bill which should be paid in New York at the payoff. A new water cooler is needed in the engine room.

ALCOA RUNNER (Alcoa), February 12—Chairman, R. Egan; Secretary, W. Kavitt. Ship's delegate talked on performers, and said beefs should be brought up in the proper manner. Crew goes on record to give second cook a vote of thanks for doing a fine job. The

ship's delegate will see the master about having deck department foc'les and passageways sougeed.

ARCHERS HOPE (Cities Service), February 22—Chairman, W. Adams; Secretary, B. Pedgett. Ship's delegate saw the captain about having rooms painted. All men on standby be sure to make coffee for all hands on holidays.

STEEL SURVEYOR (Isthmian), February 10—Chairman, H. Hutcherson; Secretary, M. Rosecrans. Cooks will tenderize steaks. Suggestions welcomed for new suggestions to menus. Recreation room will be locked in port. Checkers will be fed after the crew.

PORTMAR (Calmar), February 16—Chairman, C. Martin; Secretary, F. Buhl. Crewmembers agreed that all beefs should be taken to the department delegates and not to the Union hall individually. A vote of thanks was given to the ship's delegate and the cooks and mess-boys. A motion was made and carried to request large wooden lockers installed in crew foc'les. Stores will be checked with delegates before start of next trip. All hands agreed that this trip was a good one and that harmonious relations prevailed throughout.

ANTINOUS (Waterman), February 12—Chairman, M. Duet; Secretary, H. Bjerring. Ship's delegate reported contacting New Orleans patrolman pertaining to unsafe deck cargo. Captain agreed to remedy situation in future. Balance in ship's fund \$21.81 and a suggestion was made not to increase same as there might be a tendency to use an excessive fund foolishly. Baker asked crewmembers to refrain from serving themselves from the pantry during regular meals. Crewmembers were asked to take better care of the washing machine in the future.

ALCOA ROAMER (Alcoa), February 21—Chairman, L. Moore; Secretary, R. Palmer. Ship's delegate spoke on bringing ship in clean. Everything running smoothly aboard with no beefs.

EVELYN (Bull), February 11—Chairman, F. Walker; Secretary, J. Warmack. The ship's delegate reported that lots of painting has been done and lots more will be done on next voyage. Discussion on pantryman not doing his work properly, and he goes to the captain with beefs about the steward. Crewmembers were told to go to the ship's delegate with beefs and not to the captain.

ANN MARIE (Bull), February 14—Chairman, E. Dakin; Secretary, L. Calderon. The chairman told the crew that there is a good supply of cigarettes for the trip and informed them that the master has enough cash on hand to give a draw before getting to Boston. Discussion on cleaning the laundry. It was agreed to be cleaned on a weekly rotary basis by

the three departments. A vote of thanks was given to the steward department.

ROBIN GRAY (Seas Shipping), December 19—Chairman, J. Highams; Secretary, B. Slaid. Motion made and carried to have patrolman check slopchest before signing articles. General discussion on ship's stores. Washing machine in bad condition and laundry has no scupper. Ice box in galley needs repairs.

STEEL TRAVELER (Isthmian), February 21—Chairman, A. Shrimpton; Secretary, D. Moon. Captain agreed to paint all foc'les next voyage. There is a sum of \$60 in the ship's fund. Motion made and carried that the messhall chairs be secured as a safety precaution. This crew goes on record as being in favor of the existing traveler's check system. A motion was carried that the crew follow up the recent write-up in the LOG regarding installing air conditioning on Isthmian ships on the Persian Gulf run. A hearty vote of thanks given to the steward and his entire department for the fine meals served throughout the four month trip. The ship's delegate thanked the crew for its cooperation.

ROBIN KIRK (Robin), December 19—Chairman, A. Thompson; Secretary, A. Nofurno. Motion made that a more adequate Sea Chest be provided for the ship. A suggestion was made that engineers be contacted about fixing leaks in laundry. Crewmembers were asked to be considerate of the men off watch sleeping.

STEEL EXECUTIVE (Isthmian), January 30—Chairman, R. Cummings; Secretary, E. M. Watts. The steward department was given a vote of thanks for the fine food prepared during the holidays as well as the rest of the voyage. Motion made and carried that the ship's delegate be allowed ample time with the boarding patrolman to get beefs squared away without interference from the rest of the crew. Deck department delegate suggested that the mate be contacted and asked to have a dodger board installed on the foc'le to protect the man on watch.

ANTINOUS (Waterman), January 30—Chairman, J. Charamis; Secretary, R. Guild. Deck cargo aft considered unsafe for crew. Discussion on men missing ship. The electrician is not permitted to change bulbs on weekend. Men in engine department complained they are required to stand by on weekends to blow tubes.

TAGALAM (Seatrains), January 5—Chairman, T. J. Connell; Secretary, J. A. Menville. The Tagalam was laid up in Seattle for eight months and in very bad shape, so the crew has taken a pledge to make it a clean SIU ship by sougeeing, chipping and painting.

February 1—Chairman, T. Connell; Secretary, J. Menville. The washing machine needs repairing. Suggestion made to have a jar placed on the table at payoff for the March of Dimes, and all money donated will be turned over to the patrolman. The Tagalam isn't what she was on the beginning of this trip. The crew did a very good job, and with a little more work and paint the ship will be a good clean SIU ship.

DEL VIENTO (Mississippi), January 29—Chairman, H. Shiro; Secretary, P. K. Chambliss. Discussion on the possibility of having the vessel stored at least one day prior to sailing so the quality and quantity of stores can be examined by cooks and steward.

STEELORE (Ore), December 29—Chairman, Henry Sheple; Secretary, J. Debardeleben. A vote of thanks was given to the steward department for the Christmas dinner they worked so hard to prepare. The washing machine will be checked when the ship arrives in Baltimore. The steward will check with the port officials to see what can be done about same.

SEATRAN SAVANNAH (Seatrains), January 27—Chairman, S. Johnson; Secretary, J. Puller. Motion made and carried that ship's delegate see the chief mate about painting deck department shower and toilet. All brothers were asked to try to keep the messhall cleaner. The ship's delegate promised to have a new work list made up concerning the cleaning of the laundry room. There has been a shortage of face towels. Crew members were asked to be a little more careful with them. The water fountain is leaking pretty badly.

CATHERINE (Dry-Trans), January 25—Chairman, L. Halliday; Secretary, J. Sherlock. Purpose of this meeting was to discuss members coming back to the ship under the influence of alcohol and disturbing their shipmates. If any member conducts himself in such a way that it is unbecoming to a Union member he will be put on charges.

DEL MUNDO (Mississippi), January 31—Chairman, I. Brown; Secretary, J. Pocou.

Crew complaining because ship's officers, custom guards and their friends go into the crew pantry and eat up all the night lunch. Department delegates will see the captain about this in addition to keeping longshoremen from the crew quarters.

MICHAEL (Carras), January 2—Chairman, F. Israel; Secretary, W. Lieberman. Fans are needed in foc'les, galley and pantry. Ship's fund totals \$25.71, and donations will be taken from crewmembers. The clock in the galley should be fixed. An iron will be purchased.

SANTA VENETIA (Elam), December 12—Chairman, E. Black; Secretary, W. Nasta. Crew was asked to make less noise in passageways, and to keep the pantry and messhall cleaner at night.

January 15—Chairman, J. Smith; Secretary, J. Haynes. Crew's radio is in Baltimore hall being repaired. Ship's delegate reported that the captain will put out a \$25 draw for all hands on reaching port. Motion made and carried that water tanks be examined and if necessary cleaned and cemented. Steward requested one man from each department check stores coming aboard in States. Slopchest for next voyage should be checked for items and sizes.

ARCHERS HOPE (Cities Service), January 29—Chairman, C. Kaust; Secretary, B. Pedgett. Department delegates were asked to get up a repair list. A vote of thanks was given to the steward department for the good chow and to the messman, especially, with the extra daymen to serve.

ALCOA CORSAIR (Alcoa), January 30—Chairman, T. Costello; Secretary, James M. Nelson. Crewmember's made a collection of \$105 and it was sent to a brother who had to get off the ship before sailing as his baby died. Suggestion made to stop using coffee cups for ash trays, and to buy all crew movies in the port of Mobile instead of New Orleans. \$219.50 in the ship's fund.

VENORE (Ore), January 2—Chairman, J. Kearney; Secretary, J. Oliver. The steward department was given a vote of thanks. A ship's delegate was elected. A motion was made and carried to see the patrolman for fans in recreation room.

BENTS FORT (Cities Service), January 6—Chairman, Ben Martin; Secretary, Robert Hammond. Headquarters was notified about the coffee and the soap powder. Each member of the engine department donated \$1 to the ship's fund. Several complaints on the food situation. Ship's delegate urged men to take delegate posts aboard ships, and the meeting positions as well, stating that he feels it is a bookman's responsibility to the Union and his book to hold such positions.

COEUR D'ALENE VICTORY (Victory Carriers), January 15—Chairman, W. Zaleski; Secretary, W. Fisher. Delegates were asked to make up repair lists so that all work can be done aboard ship that is possible before arrival in the States. Departments will rotate in taking care of the recreation room and the laundry.

ROYAL OAK (Cities Service), no date—Chairman, G. Gillespie, Jr.; Secretary, J. Wilson. Captain requested that gear of seaman in hospital be brought to him for rechecking. The food should be checked for freshness as there has been considerable trouble with the refrigeration. Vote of thanks given to the messman and pantryman for cleanliness.

REPUBLIC (Trafalgar), February 22—Chairman, W. Barth; Secretary, D. Keddy. Ship's delegate reported that new fans are coming aboard and that port captain would inspect the messroom chairs using his judgment on repairs. Discussion held on ship's cleanliness and on some food problems.

SEATRAN TEXAS (Seatrains), February 20—Chairman, J. Allen; Secretary, Sir Charles. Discussion on sailing board time and the time the crew has to report back to ship, and what can be done about same. A new TV set is needed aboard and facts will be obtained on same from Sea Chest at the hall.

OCEAN DINNY (Maritime Overseas), January 2—Chairman, D. Bass; Secretary, W. Milne. Motion made and carried to request SIU headquarters to provide information as to the status of this ship. A great deal of discussion regarding whether or not brothers aboard would be issued books. A suggestion was made

that a letter be prepared and sent to Union stating the feeling of the members in support of the administration and affairs of the SIU, A&G District. A suggestion was made that a picture story of the members activities be prepared and sent to the editor of the LOG.

No date—Chairman, J. Denis; Secretary, M. Cox. Repair list has been turned over to the captain and copies are on hand for SIU patrolman. Wire was received from headquarters stating that this is an organized ship. Balance in ship's fund is \$23. Suggestion made that innerpring mattresses and better linen be put aboard. A vote of thanks was given to the steward department. The captain reported we do not have a penalty cargo.

EMILIA (Bull), January 16—Chairman, L. Guelintz; Secretary, C. Kavanagh. Ship's delegate informed deck members that mate informed him that men are to work bell to bell with no time off. The mate emphasized the fact that the bosun is not to do any work only supervise. A vote of thanks was given to the steward department for the service and preparation of food. Ten innerprings are needed to replace old ones. All rooms need painting. Scuppers should be cleared to stop odors.

February 16—Chairman, C. Kavanagh; Secretary, Red Campbell. A new ship's delegate was elected. Question regarding fans will be brought to the patrolman's attention. Messman requested cooperation of all hands as to keeping messroom and pantry clean.

OREMAR (Ore), March 4—Chairman, G. Milsap; Secretary, W. Anderson. Brother Anderson reported that two men in the deck department were fired without cause. Attention was called to the fact that dockworkers have walked off with property belonging to the crew and weren't searched or challenged at the gangway. Steward was asked to leave napkins out for the night lunch. A vote of thanks was extended to the steward and his department for the good chow they have been putting out.

Furuseth School To Open May 1

(Continued from page 2)
upgrade their ratings and thus increase their earning capacity. We will give further assurance to the operators that the SIU always can provide a stable force of competent seamen to help them meet the cut-throat competition of 'runaway' foreign flag operators."

Harrison sees the school as being a means of providing the industry with "qualified men who will aid us in the efficiency and economy of our operation."

"From the humane side, it will do much to promote the safety of men at sea and we are always interested in the safety factor," he said. "We see opportunities for great advancements in the steward department, particularly with reference to training passenger ship personnel."

Captain Rucker said the school appeared to him to be a "fine movement which will have far-reaching effect in the direction of promoting greater safety. The Coast Guard is in favor of any program that will add to safety of men at sea."

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

MONEY DUE

Ex-Bradford Island
The following men should contact McNutt & Nash, 84 William St., New York 38, NY, concerning salvage money due for towing disabled island trader MV T.B. Radar off Trinidad, on March 19, 1953: Henry Czer, Francis Becraft, Gote Berggren, Joseph Burns, Daniel Clapp, James Curran, Henry Czerwinski, James Elrod, Jacobus Lakwyk, Marthon Lea, Lars Lyng, Tony Maluk, Spero Manzares, Homer Paschall, Joseph Puglisi, John Rounds, Marvin Sparrow, Eugene Stinehelfer, John Tierney.

Ex-Victory Carriers
Checks for retroactive wages have been returned to Victory Carriers, Inc., 655 Madison Ave., New York 21, NY, as unclaimed and may be obtained by writing the company: SS Ames Victory, Joseph V. Bissonnett, Joseph J. Penner; SS Jefferson City Victory, John C. Martin, Carmelo Murphy, David Raynes; SS Longview Victory, Robert E. Ayers, Raymond J. Knoles, Thomas C. Riley; SS Mankato Victory, James A. Slay; SS Northwestern Victory, Henry N. Grant, John W. Williamson.

Ex-John C.
Checks covering retroactive wages on the above vessel can be obtained by writing or calling Atlantic Carriers, Inc., 29 Broadway, New York 4, NY.

Puzzle Answer

AFL	BEACH	SEA
HUE	RELAY	AVA
AMAPALA	AGNES	
GINS	GNAT	
BOUND	SANTORE	
ACES	STRIA	AR
LES	STABS	SPA
EA	GAELS	AMIS
SNORKEL	BLADE	
TAEL	BOIS	
SATYR	BROTHER	
AGE	ESSEN	ERA
MAR	TRADE	DEW

PERSONALS

Louis Eugene Barch
Contact Bull Steamship Company, 115 Broad St., New York, NY, or the nearest office of the US Immigration and Naturalization Service.

Get in touch with Slaid c/o the Lake Charles SIU hall.

Preston J. Stevens
Please get in touch with Harold J. Lamy c/o Dodd, Hirsch and Barker, 709 Carondelet Building, New Orleans, or call Canal 7265.

Friends of Re and Lucky at the Hub Bar, 311 23 St., Galveston, Texas, are urged to get in touch with them.

R. De Los Santos and Joseph Saxton, are urged to contact the Seafarers Sea Chest at headquarters, 675 4th Ave., Brooklyn, NY.

Van Whitney has checked your gear into the headquarters baggage room. The baggage check has been left in the mallroom in an envelope with your name on it.

It is urgent that you contact Mrs. O. G. Bowen, Fairfax Drive, Route 2, Fort Myers, Fla.

Please contact Ted Chinell, Purser, Pacific Far East Lines, Pier 40, San Francisco, Calif., or 1556 Filbert St., San Francisco. Very urgent.

Anyone knowing whereabouts of gear of Alfred Stearns who paid off City of Alma, March 29, 1955, is urged to contact the Mobile SIU hall.

Quiz Answers

- Chief Justice Warren and Justices Black, Burton, Clark, Douglas, Frankfurter, Minton and Reed.
- The Big Dipper.
- Culotte; the rest are head-gear.
- 48.
- The Rothschilds.
- Etching.
- Fraternal twins.
- Considerably less.
- 60.
- At Concord, Mass., where the first battle of the American Revolution took place.

Family Gathering At The Brown's Homestead



New twin arrivals, Ira C. (left) and Sharon join rest of family of Cecil Brown in posing for LOG photographer in their Louisiana home. Susan, 2, also brought family \$200 maternity benefit and \$25 US Bond as did each of the twins. Oldest daughter Margaret Ann, 4, came into world before Union maternity benefit was instituted.

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:
 Elizabeth Torres, born March 6,

1955. Parents, Mr. and Mrs. Raymond Torres, New York, NY.
 George Daniel Talley, born February 9, 1955. Parents, Mr. and

Mrs. Lawrence G. Talley, Sr., New Orleans, La.

Steven Eikevik, born February 26, 1955. Parents, Mr. and Mrs. Bjarne Eikevik, Ft. Lauderdale, Fla.

Gwendolyn Jane Wiggins, born February 28, 1955. Parents, Mr. and Mrs. Cecil Wiggins, Mobile, Ala.

Robert Thomas Brewer, born December 31, 1954. Parents, Mr. and Mrs. William B. Brewer, New Orleans, La.

Cheryl Lynn Terry, born March 16, 1955. Parents, Mr. and Mrs. James Terry, Whittier, Calif.

Dannie Lee Darby, born February 10, 1955. Parents, Mr. and Mrs. Huron C. Darby, Jr., Galveston, Tex.

Ida Lee Jartin, born January 26, 1955. Parents, Mr. and Mrs. Domingo Jartin, Brooklyn, NY.

Donna Maria Mottram, born March 8, 1955. Parents, Mr. and Mrs. Richard P. Mottram, Murina, Miss.

Deborah Elaine Lago, born March 16, 1955. Parents, Mr. and Mrs. Orison Lago, New York, NY.

John Joseph Cabral, born February 28, 1955. Parents, Mr. and Mrs. John Cabral, Brooklyn, NY.

Mary Rose Murphy, born March 9, 1955. Parents, Mr. and Mrs. John F. Murphy, Flushing, NY.

June Ann Galas, born March 13, 1955. Parents, Mr. and Mrs. John Galas, New York, NY.

Michael Kenneth Marple, born August 11, 1954. Parents, Mr. and Mrs. Kenneth P. Marple, West Haven, Conn.

Mary Teresa Strickland, born March 13, 1955. Parents, Mr. and Mrs. Ralph Leroy Strickland, Savannah, Ga.

Margaret Ann Bojko, born March 15, 1955. Parents, Mr. and Mrs. Stanley Bojko, Philadelphia, Pa.
 Carl Elestus Penton, born October 16, 1954. Parents, Mr. and Mrs. Walter Jackson Penton, Pearl River, La.

Immigration Now Spot-Checks Ships In Domestic Trades

Stricter immigration controls involving spot checks of ships even though they may not touch a foreign port have been instituted by the Immigration and Naturalization Service. The spot checks involve the clearance of every crewmember on the ship, including all the US citizens aboard. Failure of crewmembers to stay aboard for such spot checks means that both they and the shipping companies can get into hot water.

Under the procedure, all ships arriving at any US port are required to notify Immigration. In recent weeks Immigration has been spot checking these ships at random. If the ship is ordered to await an Immigration check it means that every crewmember's papers must be looked over.

A recent instance involving the Arlyn (Bull Line) is indicative of how the system works. The ship arrived at Port Sulphur, Louisiana, from San Juan. It had not touched at any foreign port in the course of the voyage. Nevertheless, Immigration came aboard to check the crew.

Four of the crewmembers had already left the ship before they could be cleared by the inspector. As a result, the company was ordered to produce the four men at a Government Immigration office or be penalized by a \$1,000 fine for each man. This is the standard fine imposed on the operators in any instance of a crewmember leaving a ship without clearance.

Subsequently, two of the men returned to the ship and were cleared while a third was located in New Orleans. The fourth man has still not been located and is being sought by the company and the Government agency.

These checks, of course, are carried out regularly on offshore ships as well and involve checking the credentials of resident and non-resident aliens. This kind of procedure has been carried on under the authority of the McCarran Immigration Act. Seafarers on ships in the coastwise, intercoastal and islands trades who have been accustomed to going ashore without these checks are advised to make sure the ship has been cleared by Immigration from now on in.

SEAFARERS

PORT O' CALL

New York and Baltimore
 675-4TH AVENUE • 1216 E. BALTIMORE
 BROOKLYN BALTIMORE

SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS

REPORT ON BENEFITS PAID

From 3-28-55 To 4-8-55

No. Seafarers Receiving Benefits this Period	935
Average Benefits Paid Each Seafarer	63.22
Total Benefits Paid this Period	59,111.31

WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	5,110.00
Death Benefits	3,584.36
Disability Benefits	2,400.00
Maternity Benefits	4,600.00
Vacation Benefits	43,416.95
Total	59,111.31

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950*	65,580.50
Death Benefits Paid Since July 1, 1950*	119,108.23
Disability Benefits Paid Since May 1, 1952*	22,295.00
Maternity Benefits Paid Since April 1, 1952*	36,800.00
Vacation Benefits Paid Since Feb. 11, 1952*	122,584.51
Total	4,513,368.24

* Date Benefits Began

WELFARE, VACATION PLAN ASSETS

Cash on Hand	703,489.91
Vacation	444,726.84
Welfare	14,185.05
Estimated Accounts Receivable	145,991.85
US Government Bonds (Welfare)	1,720,626.78
Real Estate (Welfare)	249,994.70
Other Assets - Training Ship (Welfare)	117,802.40
TOTAL ASSETS	3,524,887.63

COMMENTS:

The Board of trustees of the Seafarers' Welfare Plan is, at the present time, engaged in a study of the benefits which have been paid by the Plan. The study is being made in anticipation of increasing some of the present benefits, as well as the possibility of adding a Dependency Benefit in line with the request made by various eligibles under this Plan.

Under this self insured type of plan, the above can be accomplished simpler and cheaper than if the Plan was an insured Plan.

Submitted 4-11-55

AP Keen

Al Keen, Assistant Administrator

TO PROTECT YOUR CLAIM FOR MAINTENANCE AND CURE...



File an Accident Report!

It is very important in claiming maintenance and cure that you insist a shipboard report be made of your accident and that you are leaving the ship for medical reasons. Have a shipmate witness the report and keep a copy. Also - get a medical slip from the captain. If you have any questions, contact the SIU Welfare Services.

THE SIU WELFARE SERVICES DEPARTMENT



SEEIN' THE SEAFARERS

With WALTER SIEKMANN



Everybody knows the saying that it's the innocent bystander who gets it in the neck. Well Seafarer Isaac Antonio proved that very statement. Brother Antonio was trying to break up a fight out in the street near his home, and all the thanks he got for it was to get knocked down and have his right knee broken. He learned the hard way that being a peacemaker can turn into a pretty rugged job.

Antonio's last ship was the Seaman and he was steward aboard her. He's been in the hospital about three weeks now and hopes to be up and around before too long.



Chirichella

Seafarer George Herrman, who was on the Archers Hope his last trip out, has been readmitted to Staten Island for further treatment. Dominic Chirichella, AB off the Sandcaptain, entered the hospital for an operation on March 30. He's in fine shape now and should be discharged by the time this appears in print.

The doctors have R. C. Caraballu, messman off the Jean, under study to find out what caused his stomach ailment. He entered the hospital on April 6. The day before that, Seafarer Newton Eddington came in for treatment of a gall bladder ailment. Eddington was oiler on the Seatrain New York.

Seafarer John Hawkins, OS off the Steel Apprentice, is being treated for a cyst on the base of his spine. Hernia trouble has put Francisco Pineiro out of action for a while. He was FWT on the Greece Victory.



Pineiro

A skin condition put Brother B. Hanssen in the hospital for treatment. He has a rash on his hands which keeps him from doing his work in the steward department and the doctors are trying to clear it up. He was on the Seagarden on his last trip. Olav Seim, who was oiler on the Steel Admiral, is being treated for an attack of malaria.

Seafarers In Hospitals

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|---|---|---|
| <p>USPHS HOSPITAL BALTIMORE, MD.</p> <p>George Anderson
George Bekken
Alvin L. Blain
Lorenzo Brigida
L. J. Brillhart
Joseph Buckner
Byrd O. Buzbee
Jessie A. Clarke
Victor B. Cooper
Leo A. Dwyer
Gorman T. Glaze
Roy M. Hawes
Edward Hutzenga
Norman T. Jackson
Joseph C. Lewallen
Robert McCorkel
G. Marilla
Tony Mastantino
William J. Mellon</p> <p>USPHS HOSPITAL BOSTON, MASS.</p> <p>Alfred A. Hancock</p> <p>USPHS HOSPITAL STATEN ISLAND, NY.</p> <p>A. J. Andersen
Dusan DeDuisin
Hipolito DeLeon
C. E. Filkins
Gerald Fitzjames
Theodore Gerber
Estell Godfrey
Robert F. Grant
Fred Hauser
D. Kaim
Joseph J. Keating
Adolph Kubacki
T. Larsen</p> <p>USPHS HOSPITAL MANHATTAN BEACH, BROOKLYN, NY.</p> <p>Fortunato Bacomo
Frank W. Benrick
Claude F. Blanks
Robert L. Booker
Joseph G. Carr
Jar Chong
Walter W. Denley
John J. Driscoll
Bart E. Guranick
Taib Hassan
Thomas Isaksen
John W. Keenan
John R. Klemowicz
Ludwig Kristiansen
Frederick Landry
James J. Lawlor
Kaarel Leetmaa</p> | <p>MAINE GENERAL HOSPITAL PORTLAND, MAINE</p> <p>Lionel O. Chapman</p> <p>USPHS HOSPITAL SAVANNAH, GA.</p> <p>Rufus L. Fields
Samuel N. Hurst
Jimmie Littleton
Angelo J. Martins</p> <p>USPHS HOSPITAL DETROIT, MICH.</p> <p>Tim Burke</p> <p>USPHS HOSPITAL MEMPHIS, TENN.</p> <p>Charles Burton</p> <p>USPHS HOSPITAL LEXINGTON, KY.</p> <p>George O. Chaudion</p> <p>USPHS HOSPITAL FORT WORTH, TEXAS</p> <p>Benjamin F. Delber
Virgil L. Harding</p> <p>SAILORS SNUG HARBOR STATEN ISLAND, NY.</p> <p>Joseph Koslusk</p> <p>USPHS HOSPITAL NORFOLK, VA.</p> <p>John J. Bipere</p> <p>USPHS HOSPITAL HOUSTON, TEXAS</p> <p>Earl Alverson
Alexander P. Copa
Roy E. Curtis
Fred Fall
John Grassi</p> <p>USPHS HOSPITAL SEATTLE, WASH.</p> <p>K. Abarons
James Dewell
William J. Frick
Sverre Johannessen
W. A. Johnston</p> <p>USPHS HOSPITAL NEW ORLEANS, LA.</p> <p>William Brewer
C. G. Crevier
John Doyle
T. L. Dugan
Charles Ellzey
Henry L. Falgout
Leo Fontenot
William Grimes
Earl T. Hardeman
E. G. Knapp
Leo H. Lang
Jean Latapie
Piere LeBlanc
James M. Lucky
Alfonso Olaguibel</p> <p>VETERANS HOSPITAL NEW ORLEANS, LA.</p> <p>Floyd F. Liles</p> <p>CHARITY HOSPITAL NEW ORLEANS, LA.</p> <p>George W. Books</p> <p>USPHS HOSPITAL SAN FRANCISCO, CALIF.</p> <p>Marcelo B. Belen
Salvatore J. Guiffre
Merle Houx
Aloysius Kessen
Robert Lambert
C. McBrien</p> <p>KINGSBRIDGE VA HOSPITAL BRONX, NY.</p> <p>James Kennedy</p> | <p>USPHS HOSPITAL SAVANNAH, GA.</p> <p>Louis C. Miller
James T. Moore
John H. Morris
Wallace W. Sweat</p> <p>USPHS HOSPITAL DETROIT, MICH.</p> <p>Edward Sesorke
John Simpson
Robert Smith
R. H. Solheim
John Straka
Warren C. Whitmer
John C. Mitchell
Henry Wiese
Robert J. Wiseman</p> <p>USPHS HOSPITAL DETROIT, MICH.</p> <p>Benjamin F. Grice
John E. Markopolu
Jack Mays
William G. Trice</p> <p>USPHS HOSPITAL SEATTLE, WASH.</p> <p>John Kasgian
Raimdo Mora
Motomu Musashi
Jack R. Simson
George J. Wanka</p> <p>USPHS HOSPITAL NEW ORLEANS, LA.</p> <p>Kenyon Parks
Wallace Pratte
R. A. Ratchiff
N. Reznichenko
Gleason St. Germain
Thomas A. Scanlon
Benjamin C. Seal
Edward J. Stevens
Louise R. Tickle
Dick Visser
Dolphus D. Walker
James E. Ward
Maurice A. Wehrs
David A. Wright</p> |
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Put Number On Meeting Excuses

Seafarers sending telegrams or letters to the New York headquarters dispatcher asking to be excused from attending headquarters membership meetings must include the registration number of their shipping card in the message. From now on, if the number is not included, the excuse cannot be accepted by the dispatcher.

SIU's Reputation Meets The Test

The SIU's reputation for making good on blood donations stood the test again recently. As a result, the wife of Seafarer John Jellette is out of danger after hovering on the brink for several hours.

Jellette had just returned home from an SIU ship when his wife was taken critically ill at their home in Brooklyn. She was rushed to Prospect Heights Hospital where Jellette was told that several blood transfusions were needed immediately to keep her alive.

Jellette's first thought was to call

the hall for help. He got in touch with a Welfare Services representative at headquarters and explained his needs. Unfortunately it was a Saturday afternoon, and since dispatching was over for the day, there was nobody around the hall to turn to on the problem.

Go-Ahead Signal

Here's where the Union's "credit" stood the test. Welfare Services

called the hospital and informed them that the Union was ready to replace any and all transfusions promptly on Monday. With this assurance, the hospital went ahead and gave Mrs. Jellette four transfusions which pulled her through the crisis.

On Monday arrangements were made with the local Red Cross chapter and four Seafarers, Brinkeroff, House, Coutant and Bramble, went to the local Red Cross offices to make up for the transfusions.

Mrs. Jellette is now doing nicely and is well on the road to recovery.

This latest instance is only one of several in which the Union has been able to get immediate help for Seafarers or members of their families by pledging replacement of transfusions. Because the Union has lived up to its obligations time and again, most hospitals in the metropolitan New York area will go ahead with transfusions without delay.

The same is true, of course, of the Public Health Service hospital in Staten Island where it has been general policy to provide as much blood as needed for Seafarers with the assurance that the Union, when asked, would make up for any drain on the hospital's blood supplies. The only reason that a Union blood bank has not been established at the hospital is because of lack of space and personnel.

At other Public Health Service hospitals, such as in New Orleans, the Union has a blood bank of its own to which Seafarers donate regularly, providing assurance that their Union brothers will have all the blood they need in any emergency.

"I am deeply grateful," Jellette said, "as is my wife, for the generous response to my appeal. It sure feels good to belong with such brothers to the SIU who truly live up to the inscription on the Union button, 'Brotherhood of the Sea.'"

The 'New' Tommy Moore Ready To Make Debut

The value of both the Public Health Service hospitals and of the SIU Welfare Plan has been written up many times on these pages, but it would be hard to find somebody more appreciative of these two organizations than Seafarer Tommy Moore.

After 3½ years in and out of the Savannah USPHS-hospital, Moore is hopeful of being discharged shortly, 280 pounds lighter than when he entered and in good health again.

Through all those trying months one thing that helped sustain him was the interest of his Union and the financial help received in the form of the \$15 weekly hospital benefit. Since the SIU benefit is paid for as long as it is needed, Moore has been receiving it since back in 1951 with the exception of a lengthy period in 1953-1954 when he was not hospitalized. All told, the figures show he received over \$1,700 in benefits.

Moore entered the hospital originally for a throat operation and treatment of arthritis. At the time, November, 1951, he tipped the beam at 427 pounds, obviously a complicating factor in his arthritis and an extremely serious health hazard of its own. At last word, he had lost 15 inches from his 54-inch waistline and weighed 160 pounds. He expects to take off another 10 pounds before he leaves the hospital.

Active Athlete

Moore's weight problem grew like anybody's—from eating too much. The 42-year-old Seafarer recalls that he was always bulky as a youngster, but that didn't keep him from being hale, hearty and active. He played football in high school and was a crack swimmer, participating in many Savannah River swimming meets including one 20-mile run down to Tybee Island in which he managed to cover 18 of the 20 miles.

Couldn't Get Clothes

He started sailing regularly in the SIU in 1942. In 1943 he was torpedoed on the General James Oglethorpe and had his first experience with the disadvantages of bulk. All his gear had been lost on the vessel and he had been given a dunking in the North Atlantic besides. When the rescue ship took him and other crewmembers to Londonderry, Ireland, there were no clothes available to fit him and he had to wear a trench coat, shoes and scarf until he could get to Belfast and get appropriate gear. At the time he wore size 48 pants.

Moore always had an avid appetite and before he went to sea, he would always work in places that had food or served food. Much of his time was spent in local drug store-luncheonettes like Walgreen, Inman's and the Hotel De Soto in Savannah.

On one occasion he was written up in Ripley's "Believe It or Not" after he starred in an eating contest at Inman's in 1934. Among

the items he consumed in an hour and 20 minutes were 18 feet of vienna sausage, eight cans of sardines, four cans of salmon, four cans of pork and beans, three links of smoked sausage each 12 inches long, a quart of buttermilk, large loaf of bread and a quarter pound



Tommy Moore in 1952.

of potato salad. Needless to say he won a bet he made on the outcome.

But all that is behind him now. From now on in, Moore looks forward to leading a normal life and hopes his former shipmates will abandon the nickname "Skoko" they attached to him after a well-known shortening product of the same name.

"I can't say too much," Moore said "in thanking Dr. Zeigler and the entire staff of the Savannah hospital for the wonderful care I've



The "new" Tommy Moore.

received all along. That goes too for the great help I've gotten all along from the Union.

"I don't think there's another union anywhere that would have stuck with a member for as long as the SIU did for me. As far as I'm concerned there's none better than the SIU Welfare Plan."

FINAL DISPATCH

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

Melvin N. McQuiddy, 46: On September 12, 1954, Brother McQuiddy died of heart disease in Galveston, Texas. Burial took place at the Forest Park Cemetery in Galveston. Brother McQuiddy joined the Union in 1952 and had been sailing in the engine department. He is survived by his brother, Mr. B. W. McQuiddy of Ogden, Utah.



Tripo Vidovich, 62: On February 11, 1955, Brother Vidovich died of a heart ailment while sailing aboard the SS Winter Hill. Burial took place at St. Joseph's Cemetery in Camden, New Jersey. Joining the Union in 1952, in San Francisco, Brother



Vidovich had been sailing in the engine department. He is survived by his wife, Mrs. Mary Vidovich of Camden, New Jersey.

Announcing

ESTABLISHMENT OF

1955

SEAFARERS  LOG

AWARDS

To Men of the Seafarers Int'l Union, A&G District, AFL "for outstanding contributions toward bettering the SEAFARERS LOG and for constructive aid to the SIU."

Seafarers and readers everywhere have long found the SEAFARERS LOG to be an interestingly different union newspaper—a fact that has led to the LOG winning a sizable number of awards in trade union journalism.

That "something" that has made the LOG different is unquestionably a result of the letters, poems, photographs, and drawings sent in by Seafarers from ships and ports throughout the world.

This direct participation in the Union newspaper by Seafarers has served to make the LOG truly a newspaper of, by and for the membership. Moreover, membership participation in the newspaper has served as a means of bringing forth ideas and suggestions for Union action on fronts beneficial to Seafarers.

In order to give recognition and honor to these membership contributions as well as encourage greater participation, the SIU is establishing the SEAFARERS LOG Awards. The SEAFARERS LOG Awards will cover the four topics listed below. Everything published in the LOG during 1955 is eligible. At the end of the year, the editors of the LOG will go back through all the issues and select the outstanding examples in these four fields for awards. The presentations will be made early next year.

- **Letters** An award to the Seafarer whose letter offers the best proposal in behalf of the membership or for the best letter expressing the feeling of a Seafarer on a particular issue.
- **Photographs** An award to the Seafarer whose photograph or photographs the editors feel has the greatest reader appeal or best illustrates Seafarers at work or at play.
- **Poetry** An award for the poem which the editors feel has literary merit and is in the tradition of the sea.
- **Drawings** An award for the pen and ink drawing showing quality and originality based on maritime or related experience.