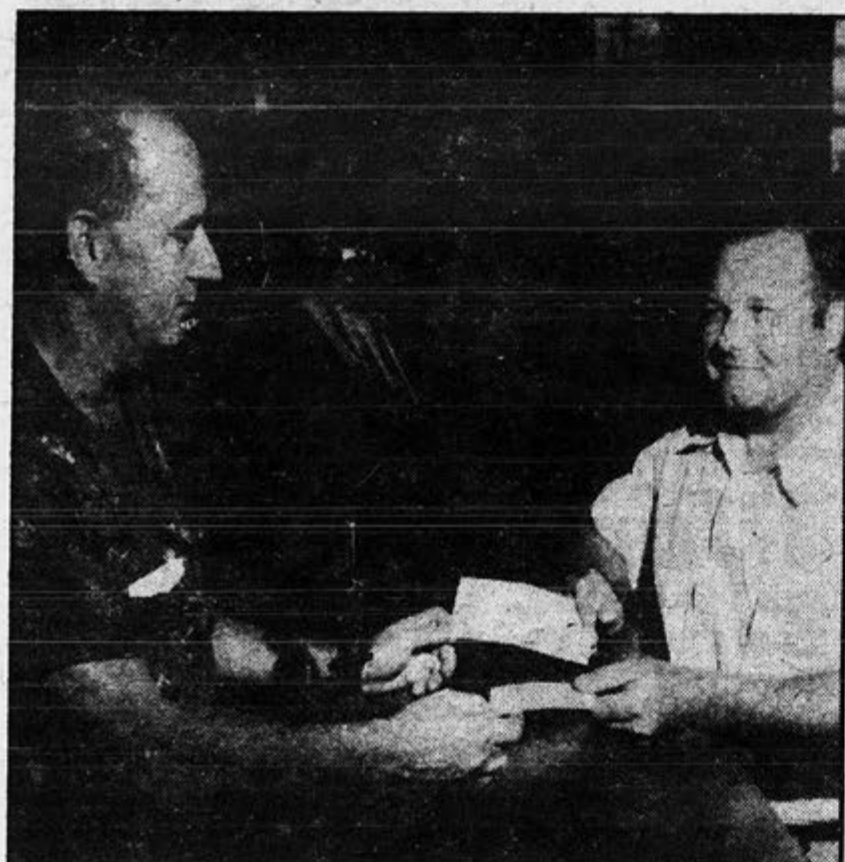




58 Getting New Benefit:



Easy Does It. Good shipping in NY and throughout SIU-A&G District is typified by Seafarer Chester B. Wilson, AB (right), who registered 8:45 AM July 22 and shipped 9 AM to the Mobilian. Dispatcher A. Michelet gives him shipping card. (Story on Page 2.)

SIU Family Aid Mounts

Story On Page 3

Crews Assail NMU Forced Vacation Plan

Story On Page 5

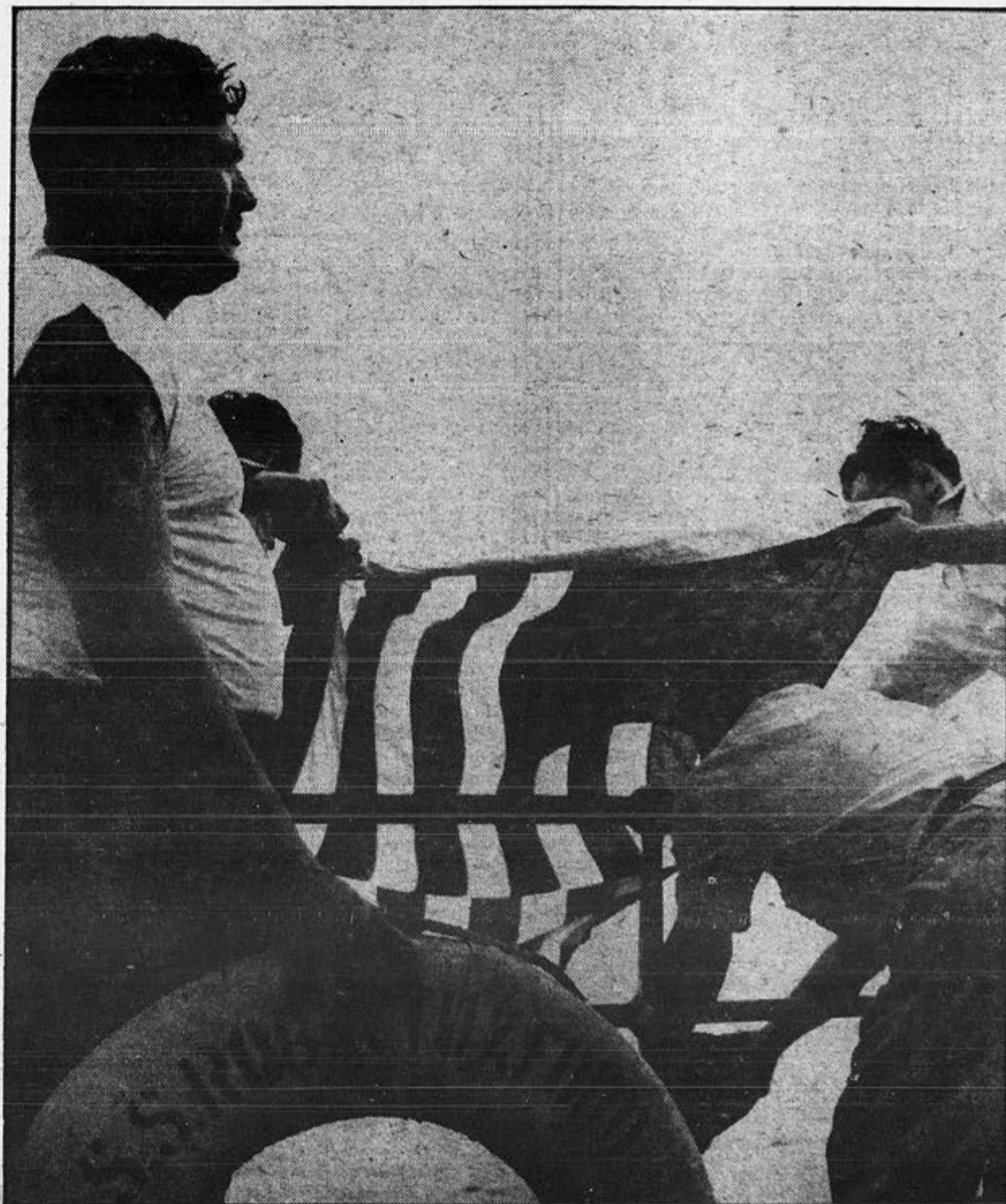
Senate Group Stalls Funds For 'Roll-Ons'

Story On Page 3



Fancy Footwork. Winding up cross-country bicycle tour in San Francisco, Seafarer DeForest Fry, 60, completed solo trip in less than three months. (Story on Page 6.)

Last Rites. Ceremony on Robin Tuxford follows last wishes of Seafarer Lee Arnold, 60, as ashes are scattered at sea. P. Gonzales, S. Prusinski, and R. McEvoy, take part.



Plan All-Out Battle On La. 'Wreck' Law

NEW ORLEANS—Backed by the militant stand of all SIU affiliates in this port, AFL unions in the New Orleans Central Trades and Labor Council have marshalled forces for a new, all-out battle for repeal of state legislation outlawing the union shop.

The result has been the formation of a strong Labor's League for Political Education under the auspices of the Central Trades and Labor Council. The key role of the SIU in the organization is indicated in the naming of Lindsey J. Williams, SIU port agent here, as chairman of the executive board.

Composed of many AFL shore-side unions and all SIU affiliates represented in the port, the LLPE includes the SIU-Atlantic & Gulf District, Sailors Union of the Pacific, Marine Firemen and the Marine Allied Workers.

B. Raynal Ariatti, business representative of the AFL Glaziers and Glass Workers, was elected president of the organization. Other officers include A. P. Stoddard, secretary-treasurer of the Louisiana Allied Printing Trades Council, secretary-treasurer, and E. H. Burand, Carpenters Union, vice president.

Aid Labor's Friends

"The primary purpose of the LLPE will be to aid in the election of legislators who understand and support trade union principles and who will assist us in our efforts to achieve repeal of the so-called 'right-to-work' law which was passed by the last regular session of the Louisiana Legislature," Williams said.

"A majority of the legislators from New Orleans and vicinity are friendly to labor and voted against this vicious legislation which outlaws union security clauses in labor-management contracts in this state. A few, however, voted for the bill and we are aiming at a 100 percent friendly delegation in the next session."

The New Orleans AFL political organization is preparing for the State primaries in January, 1956, by setting up a parish-wide precinct organization with labor representatives in each precinct to

work at the task of registering union men and their families to vote, and getting out the vote on election day.

The principal objective of the LLPE, as set forth in its recently-adopted constitution, is to encourage AFL members, their families and friends to register and vote and "to inform them of the attitudes, records, opinions and various other actions of candidates for public office which are of vital concern to the economic and social welfare of all working men and women.

Members of the executive board of the LLPE and their affiliated crafts are Williams, Del Aleman, Barbers; Ernest Colbert, Laborers; R. L. Grevemberg, Radio and T-V Technicians; Curtis Luttrell, Ship Carpenters; Raymond Lapino, Teamsters; Sidney LeBlanc, Sheet Metal Workers; E. L. Bauve, Photo Engravers; Nick Lapara, Electricians; Natale Masi, Butcher Workers; Philip Piro, Sign Painters; Louis Sahuque, Printing Pressmen; Francis Tardy, Painters; John W. Whalen Jr., Machinists, and Anthony Pohlman, Carpenters.

NY Ship Beefs Dwindle; Job Boom Continues

NEW YORK—The absence of major beefs serves to brighten the shipping picture for the headquarters port even more, as activity continues at a record level.

Jobs remain on the board with no takers for hours at a time and, in some cases men to fill the vacancies can't be routed out from anywhere.

Indicative of the good shipping and the well-fed state of the membership is when a bosun's job for Isthmian stays on the board for three hours before someone will take it. Engine and deck department ratings can ship out of here most any time of day they choose.

As Assistant Secretary-Treasurer Claude Simmons puts it, "although the dispatchers are going nuts trying to shanghai men to fill these jobs, we would rather have a hard time getting men to fill the jobs than have a bunch of hungry sailors on the beach and no jobs for them. Personally, I would rather contend with a nutty dispatcher."

The only sour note in the headquarters picture is the sudden crop of performing reported on some ships. Simmons warned, however, men who get drunk ashore and then return to disrupt operations on the ship are putting their own necks on the chopping block.

In these cases, he pointed out, not only will the crewmembers take action, but in most cases the facts have been entered in the ship's logbook and eventually bring the Coast Guard down as well. A recent instance on a Robin Line ship cost the crewmember his seamen's papers—and his livelihood with it, through his own misconduct.

"Where a man is being hard-timed or not being given a square



Seafarers Phil Reyes (left) and Bob Elliott, steward on the City of Alma (Waterman), discuss use of electric, household-size percolators instead of the customary restaurant-size coffee urns under the new SIU feeding program in the Waterman fleet. At right, Floyd Peavy, MM, serves Jack Bowman, AB, according to the new procedure. Vegetables are served in side dishes according to the individual order. Reyes is handling the program in Waterman fleet.



SIU Food Plan Popular With Waterman Crews

NEW ORLEANS—The SIU's new shipboard feeding program, now being extended in the Waterman fleet, is making a big hit with crewmembers, judging from comments of Seafarers aboard Waterman ships that have hit this port.

Seafarer Phil Reyes, a veteran steward with years of experience in the Waterman fleet, is surveying the company's ships under the direction of the SIU's Steward Department Committee and is riding the vessels from port to port to put the new system into operation.

"Our experience so far has demonstrated to the company that through the SIU system we are able to provide the men aboard the ships with better quality food and at the same time eliminate waste in food preparation and serving," Reyes said.

The program has resulted in obtaining many new food items for the ships, including such desirable foods as fresh frozen vegetables. Another popular change in feeding methods has been the installation of home-size percolators aboard the vessels with the result that Seafarers have fresh coffee at all times without the waste resulting from the traditional use of large-size urns.

Regular meetings are being held between Waterman stewards and SIU assistant secretary-treasurer Eddie Mooney, chairman of the union committee, to assist Reyes in briefing the stewards on the new feeding procedure.

The program has been drafted in written form and is being distributed to the Waterman stewards as was done in the case of Alcoa and Bull Line ships where the new procedure already is in operation.

Under the new procedure, all food is served from the galley to

order by messmen, who are required to wear white jackets while serving. All steaks and chops are grilled to individual order, which means they come to the table fresh from the stove without drying out.

Roasts are sliced to order and served from the galley instead of being sliced in advance and left on the steam table until the meal hour. This permits the use of leftover portions in preparation of night lunches, the quality of which has been greatly improved by the new method.

Side Dishes

The new Waterman steward department rules require that not more than one vegetable be served on the same plate with meat or other entree. Other vegetables are served in side dishes.

Bread, butter and milk are placed on the table not more than five minutes before the serving of food. These items now are placed only on tables where needed.

Night lunches now include
(Continued on page 15)

SIUNA Will Attend AFL Merger Meet

A six-man SIU of NA delegation will attend a special meeting of AFL international union officers in Chicago next week, as part of the preparation for the AFL-CIO merger convention in New York City later this year.

Selected to attend by SIU of NA president Harry Lundeberg, in addition to himself, were: John Hawk, SIU of NA secretary-treasurer; Paul Hall, A&G District secretary-treasurer; Morris Weisberger, SUP New York port agent; Hal Banks, Canadian District; and Captain John Fox, Inland Boatmen's Union.

The selections by Lundeberg were made in accordance with the decision of the last SIU of NA convention which authorized him to appoint committee members for any meetings on the merger question.



Going up before headquarters membership for election to quarterly financial committee are (left to right): Edward Hansen, Joseph Malone, Ralph Ewing, Charles Oppenheimer, Andy Anderson.

SEAFARERS LOG

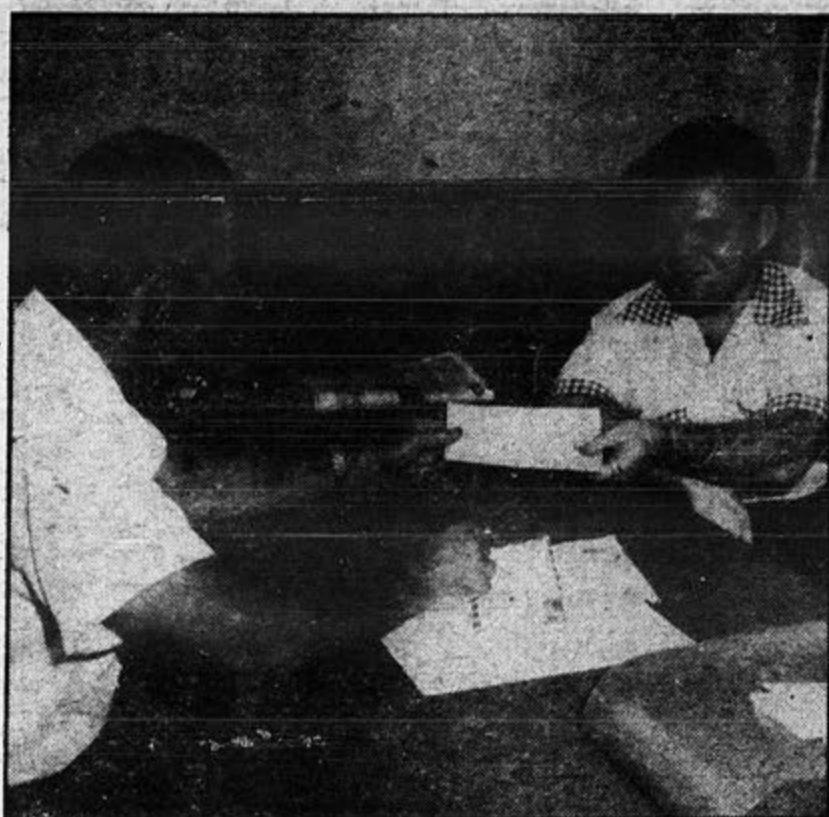
Aug. 5, 1955 Vol. XVII, No. 16

PAUL HALL, Secretary-Treasurer
HERBERT BRAND, Editor; RAY DENISON, Managing Editor; BERNARD SEAMAN, Art Editor; HERMAN ARTHUR, IRWIN SPIVACK, Staff Writers; BILL MOODY, Gulf Area Representative.

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Published biweekly at the headquarters of the Seafarers International Union, Atlantic & Gulf District, AFL, 675 Fourth Avenue, Brooklyn 32, NY. Tel. HYacinth 9-4600. Entered as second class matter at the Post Office in Brooklyn, NY, under the Act of Aug. 24, 1912.





All smiles, Seafarer George Meshover (right) picks up two checks totalling \$456 in SIU welfare benefits from SIU welfare services rep. Milton Flynn at Union headquarters. The payments covered a large part of the cost of medical hospital care for his wife, Rosalie, under the new SIU dependents' benefits.

SIU Family Benefit Shows Big Increase In Second Month

In operation for two brief months, the SIU's new dependents' hospital and surgical benefits plan has shown a sharp increase in benefit payments to Seafarers and their families. The second month's operation saw 24 claims paid to Seafarers in

ports throughout the district for expenses incurred in behalf of their wives and children, with another 29 payments now being processed by the Seafarers Welfare Plan. In the first month of the Plan, which went into operation on June 1, it handled five payments.

The largest single benefits payment made thus far was for \$456 which went to Seafarer George Meshover of New York, whose wife spent 29 days in the hospital with glandular fever.

Seafarers in New Orleans received the greatest number of July payments with eight benefits paid. New York was next with five benefits while Mobile and Boston had three apiece. Other benefits were paid in San Francisco, Houston, Lake Charles, Philadelphia and Puerto Rico.

Hundreds Yearly

The very sharp increase in payments made and in claims pending supports the Union's belief that the hospital and surgical benefits will assist many hundreds of Seafarers each year in meeting the heavy emergency expenses of care and treatment for their families.

The dependents' benefit covers wives of Seafarers and unmarried children under the age of 19. The Plan has been interpreted to give



Back home in New Orleans after an appendectomy, is Carol Ann Bellaflore, 15, daughter of Seafarer Frank Marshall, Jr. A major portion of the expense of her operation was paid for by SIU Welfare Plan.

coverage to stepchildren of Seafarers living in his home and to all children of Seafarers who are supported by them whether or not they live under the same roof with the Seafarer.

The Welfare Plan covers hospital room and board at the rate of \$10 a day for a maximum of 31 days in the hospital, as well as other hospital expenses up to \$100. The Seafarer is responsible for the first \$50 of this coverage under a "\$50 deductible" policy, with the Plan paying the rest up to the maximum limit.

Also covered are surgical costs up to a maximum of \$300 according to a schedule of operations benefits, and doctor's visits to the hospital in non-surgical cases at the rate of \$4 a day up to 31 days.

Any Seafarers who have questions about the Plan or who expect one of their dependents to be hospitalized are urged to contact the nearest SIU port agent. The port agent will see to it that the claims procedure is started immediately and will give the Seafarer or his family all necessary information on the benefits.

US Shipping Boosted By Foreign Aid Vote

WASHINGTON—Although foreign aid funds were chopped down by half a billion, a Senate-House agreement on \$2.7 billion appropriations for the 1955-56 year assures cargoes for hundreds of ships. The vote continues undiminished the Government's post-World War II policy of assisting foreign nations with military and economic aid. All told, the US has spent \$51 billion for this purpose since the war's end.

At virtually the last minute Congress made some deep cuts in the \$3.2 billion requested by the Administration. Both Houses had authorized this figure with slight modifications. When it came to voting the actual money, however, Congress learned that the Defense Department, on the eve of the new fiscal year, suddenly authorized the spending of \$400 millions left over from last year's \$4 billion appropriation.

Revolt in House

This led to a revolt in the House Appropriations Committee which felt that money should not be appropriated up to the full amount if the previous year's appropriation had not been spent.

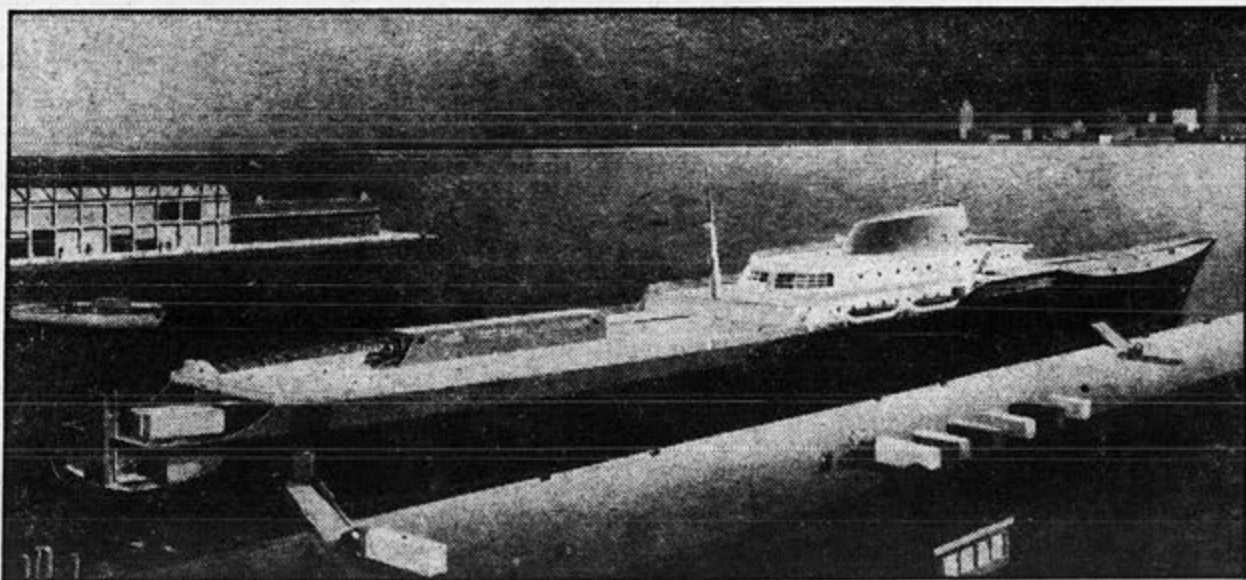
In actual fact then, the Government will have over \$3 billion for this purpose this year, the money just voted and the amount left from the previous year. Foreign aid shipments will be in addition to hundreds of millions in agricultural surplus disposal, also covered by the "50-50" law.

New Agency

The current foreign aid program will be administered by the new International Cooperation Administration which replaces the Foreign Operations Administration.

Despite the juggling of names

and shifting around of agencies, the foreign aid program has continued without let-up since World War II.



Artist's conception of the Maritime Administration's proposed "Turnpike" class "roll on-roll off" trailership, which would be capable of both side and end loading. The twin screw, 4,400-deadweight-ton vessel is intended mostly for use in the intercoastal and coastwise service. It would have a speed of 20 knots.

Trailership Plans Stalled

WASHINGTON—A delay of several months is likely in plans for the construction of seven roll-on ships for the SIU-contracted Pan Atlantic Steamship Company. The Pan Atlantic plans ran into a Congressional roadblock when the Senate Appropriations Committee refused to consider a \$60 million supplemental appropriation request to build these and other vessels.

Pan Atlantic had asked approval to trade in its seven C-2s to the Government as a down payment on the construction of the new vessels which would be used in the company's coastwise service. The seven ships might also be the predecessors of additional ships of the same type on an intercoastal run. Each of them could handle 285 loaded truck trailers.

The Committee refused to act, claiming that the Maritime Administration had sufficient uncommitt-

ted funds from a previous appropriation to take care of the project. Committee members said that the Maritime Administration should renew its request in 1956 if it still needed the funds. Officials of the agency denied that funds were available for the "roll-ons."

The other ships affected by the Senate committee's action were five new cargo ships for Lykes Brothers and five for United States Lines. These ten would have been built with construction subsidies.

A maritime administration spokesman said that the difficulties over money arose because the

plans for the new ships had not been developed in time for the regular appropriation bill. By the time the agency was ready to go to Congress with the plans it was nearly the end of the current session and the money request had to be put in the form of a supplemental bill to catch an appropriations bill that had already passed the House.

Washington observers agree that the refusal of Congress to act on the supplementary funds is a setback to the merchant marine's vessel replacement plans and to "roll-on" plans proposed by several steamship companies.

MAW Signs Bay Boats In Baltimore

BALTIMORE—The SIU-affiliated Marine Allied Workers scored organizational successes in this port with excursion vessels and other ships plying Chesapeake Bay. Contracts have been signed with the Wilson Line for the Bay Belle operating from here, and the Mount Vernon, which has Washington, DC, as its home port. Another excursion ship signed was the Tolchester and progress is being made with three other companies, two of them cargo carriers between here and Virginia.

Shipping in the port has been going along at an even keel, port agent Earl Sheppard reports, with 11 ships paying off, seven signing on and 15 ships stopping in transit. An additional boost to shipping were jobs which Norfolk was unable to fill and called on Baltimore for help. As a result, men were moving out of this port with a minimum of delay.

Very little in the way of beefs were reported from the ships stopping here, and all overtime disputes have been settled to the satisfaction of all concerned.

The MAW activity here is a counterpart of similar action in Philadelphia where the MAW also got a contract covering the Wilson Line.

Sheppard added that there were still a number of men in the Baltimore PHS hospital who could use a visitor to pass some of the idle hours. The list of hospitalized Seafarers appears on page 12.

Meeting Night Every 2 Weeks

Regular membership meetings in SIU headquarters and at all branches are held every second Wednesday night at 7 PM. The schedule for the next few meetings is as follows: Aug. 10, Aug 24, Sept. 7.

New Menu Promises Good Eating



Busy at one of the many chores that make up the work of the chief steward, Seafarer J. K. Parnell types out a menu aboard the Alcoa Pioneer, while the ship unloads at the Mobile terminus of the bauxite run. It appears there was lots of good feeding in store for the ship's hard-working SIU crew.

Anti-SIU 'Eye' Milked US Files

A "private eye" who bumped heads with the SIU and individual Seafarers on various occasions has popped up in the news again with the indictment of a former US employee for peddling confidential information about seamen. Horace Schmahl was named as the receiver of confidential Social Security records on seamen's earnings allegedly copied from the files

sold by George Wolk, former manager of the Staten Island, New York, Social Security office. Wolk is the target of a 64-count Federal indictment.

The information, according to the indictment, was turned over by Schmahl to his clients, various steamship and insurance companies, so that they could attempt to torpedo seamen's claims in personal injury cases.

This is the same Horace Schmahl who was a prime mover in the infamous anti-labor apparatus which was employed by Cities Service against the SIU during the fight to organize that company. The apparatus, since disbanded, fingered hundreds of Seafarers so that they were fired or black-listed by the company. Schmahl also tried to uncover information to smear SIU officials, and did a little spying on the side on the company's employees.

'In' With Coast Guard

The record of Schmahl's activity was spelled out in the Senate Labor sub-committee's report on Labor-Management relations in maritime. The report quoted Schmahl as boasting that Coast Guard records on seamen were also an "open book" to him. Subsequently in May, 1952, Schmahl received a great deal of attention from the SEAFARERS LOG when working on behalf of a steamship company, he attempted to wreck the damage claims of a blinded Seafarer, Phillip Pron.

Schmahl's tactics consisted of posing as a non-existent magazine writer who claimed to be writing a feature about Pron's experiences. His object was to trap Pron's shipmates into unwitting written statements that Pron always had very bad eyesight.

Oddly enough, at the time the LOG was preparing this article, attorney Benjamin Sterling intervened in an attempt to kill the story. Sterling has since been identified as a key figure in the International Longshoremen's Association's attempt to win control of the SIU by heavy cash subsidies to opposition candidates in the last SIU elections.

N' Orleans Ship Canal Bill Okayed

WASHINGTON—A bill authorizing construction of a sea level channel from New Orleans to the Gulf of Mexico was given the green light by two House committees here last week.

The House Public Works Committee first reported favorably on the bill which authorizes expenditure of up to \$83 million for constructing a 70-mile-long seaway from the Crescent City to the Gulf. The channel would be 500 feet long and 36 feet deep.

Companion bills providing for the project were introduced in Congress by Reps. Hale Boggs and F. Edward Hebert and by Sens. Russell Long and Allen J. Ellender, all of Louisiana.

Later in the week, the House Rules Committee gave right-of-way to consideration of the measure before adjournment of this session. The bill still must be considered by the Senate Public Works Committee. Action will likely be taken when Congress meets again next January.

The project calls for construction of a lock in the vicinity of Meraux, St. Bernard Parish, to permit ships to enter and leave the man made channel at the Mississippi River. The channel would traverse a part of Lake Borgne and Chandeleur Sound.

Ships would save many hours and much expense by using such a channel instead of the present Mississippi River route with its many twists and turns.

SHIPPING ROUND-UP AND FORECAST

JULY 13 THROUGH JULY 26

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	11	5	5	4	6	1	22	10	32
New York	103	37	78	34	59	14	240	85	325
Philadelphia	24	5	15	7	12	3	51	15	66
Baltimore	50	19	46	21	30	18	126	58	184
Norfolk	11	12	11	4	3	5	25	21	46
Savannah	9	5	8	11	5	4	22	20	42
Miami	3	3	1	4	9	4	13	11	24
Tampa	5	2	8	2	4	5	17	9	26
Mobile	26	10	17	4	14	5	57	19	76
New Orleans	28	11	35	13	29	16	92	40	132
Lake Charles	16	4	7	9	3	6	26	19	45
Houston	16	10	7	19	15	11	33	49	78
Wilmington	11	2	4	3	6	4	21	4	30
San Francisco	15	10	11	10	20	12	46	32	78
Seattle	12	23	9	16	11	12	32	51	83
Total	340	158	262	161	226	120	828	439	1267

Port	Shipped						Total A	Total B	Total C	Total Ship.
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C				
Boston	5	2	1	1	0	0	2	0	0	11
New York	79	19	7	66	25	18	52	11	3	280
Philadelphia	11	9	0	21	8	4	10	8	1	72
Baltimore	42	23	0	27	21	14	14	16	2	159
Norfolk	10	13	8	7	3	16	3	6	11	77
Savannah	15	7	3	8	8	0	7	6	6	60
Miami	3	2	0	3	2	3	11	4	0	28
Tampa	3	1	0	5	2	0	5	3	0	19
Mobile	26	25	1	18	26	5	27	8	0	136
New Orleans	47	14	4	47	14	2	42	19	6	195
Lake Charles	11	3	0	7	11	4	3	5	0	44
Houston	10	4	0	12	6	0	6	0	0	38
Wilmington	5	3	5	1	2	7	1	2	1	27
San Francisco	14	9	2	11	8	2	11	9	1	67
Seattle	15	13	2	9	6	3	10	8	1	67
Total	296	147	33	243	142	78	204	105	32	1280

Shipping for the Atlantic and Gulf District continued to show a very favorable picture during the past two weeks as a total of 1,280 men were dispatched to jobs. Overall shipping still maintained a lead over registration, which was 1,267.

Although the shipping figure represented a drop of over 100 from the previous period, the dip could be accounted for almost entirely by the Port of New York, which still managed to dispatch nearly 300 jobs.

Furthermore, the shift to a relatively high level of activity in recent weeks for ports like Philadelphia, Norfolk, Savannah and Mobile remained undisturbed and continued in full swing. New Orleans experienced a spurt upwards, and Houston came back somewhat also. Only Baltimore showed a marked downward trend, since its figures included a number of men shipped to jobs in Norfolk.

The good shipping was reflected particularly in the fact that 13 ports shipped newcomers in class C, although class C shipping declined somewhat percentage-wise, to 11 percent of the total. The lack of available class A and B manpower in these ports spelled good fortune for the non-seniority group.

In addition the near 2-1 ratio of class A over class B held firm, with class A accounting for 58 percent of the total shipping and class B for 31 percent.

Following is the forecast port by port:

BOSTON: Future unpredictable. Short on ABs, shows little prospects for unrated men, cooks and stewards . . . **NEW YORK:** Still good; needs manpower ready to ship. Jobs stay on board 3-4 calls. **PHILADELPHIA:** Very good, then very quiet in same two-week period. Hard to figure since nothing scheduled . . . **BALTIMORE:** Slowed down somewhat. Figures included many shipped for Norfolk. Short on FWTs . . . **NORFOLK:** Excellent situation should keep up. **SAVANNAH:** Getting better; future looks fair . . . **MIAMI:** Shipping is due to rise. Registration, shipping run even . . . **TAMPA:** Fair, up a little . . . **MOBILE:** Prospects look good. Waterman ships that have been away starting

to come in again and no delay on shipping . . . **NEW ORLEANS:** Very good; should stay good.

LAKE CHARLES: Holding up well; getting a bit short in some engine rates . . . **HOUSTON:** Still slow . . . **WILMINGTON:** Still fair; 8 in-transits due . . . **SAN FRANCISCO:** Fair; figures up a little . . . **SEATTLE:** Always good; several payoffs due. Heywood Brown coming out of lay-up after 20 months.

Tampa Okays Food System Aboard Ships

TAMPA — Seafarers here are enthusiastic about the new feeding program going into effect on Waterman ships. The "new look" for Waterman follows changes instituted in the Bull Line and Alcoa fleets earlier to revise steward department procedures and introduce more individual, "on order" service from the galley.

Discussion at the last branch membership meeting was focussed on the subject, as Seafarers and port officials debated the merits of the program, which is calculated to reduce waste while assuring SIU men continued top feeding at all times.

Noting the discussion, Tom Banning, SIU port agent, reported a number of Seafarers hitting the deck to spoke on the subject, including W. Brown, E. Hagen and L. Lopez. The overall consensus was that the program was a good idea.

Shipping, meanwhile, continued at a fair pace during the past two weeks, and the same is forecast for the coming period. What activity there was provided by one lone payoff, the Arizona (Waterman), and a half dozen in-transits. Beefs ran at a minimum.

River Bill, Bulk Cargo Cheers Mobile Outlook

MOBILE—Further improvement in the shipping picture here is expected from several new developments. A new bill passed by the Alabama legislature giving the state control of navigable rivers is expected

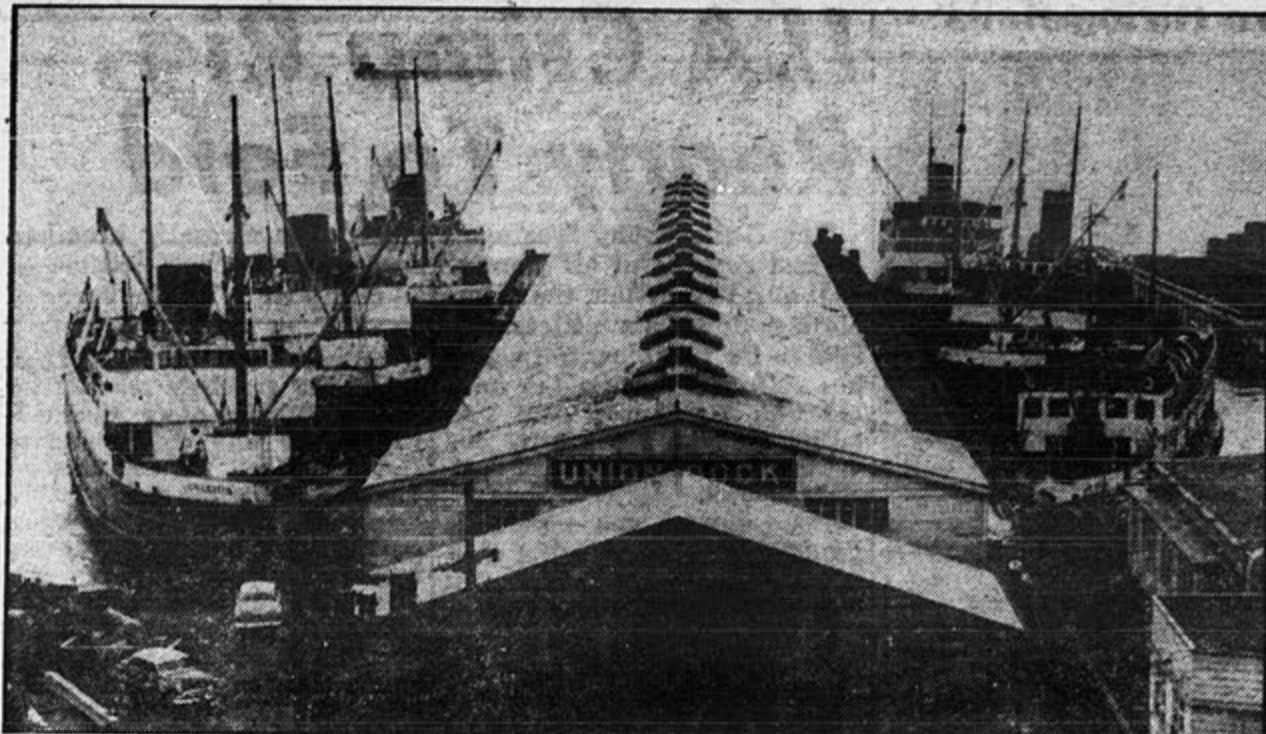
to encourage local industry to ship by river to Mobile instead of by rail. At present companies shipping by rivers have faced heavy freight bills to get their stuff to a seaport outlet.

In addition, port agent Cal Tanner sees a shipping pick-up because of large bulk cargoes of grain and coal scheduled to move out of the port. A third factor in the local picture is the return of several Waterman and Alcoa ships to the port after running out of other

ports in recent months. The Waterman ships had been out on the West Coast while Alcoa had been using some of its ships on the sugar run and is now returning them to the bauxite trade.

One Waterman ship due in here, the Mobilian, has been sold, but it is being taken over by another SIU-contracted operator, the Maritime Overseas Corporation.

All told there were ten payoffs and sign-ons in the port, the best activity in some time, with seven in transit ships.



Six struck passenger vessels of the Union Steamship Company are hung up at their pier in Vancouver as SIU Canadian District seamen pulled the pin on the company. Months of stalling on a new deep sea contract led to the strike call by 350 Canadian seamen.

Canada Strikes For Hourly Pay

VANCOUVER—After months of negotiations had only resulted in repeated failure to win a new contract, some 350 Canadian District members pulled the pin on the Union Steamship Company. The Canadian District struck to win demands for a new hourly wage set-up involving wage increases over the existing monthly wage system now in effect on the company's ships.

New Pattern

The Canadian District hopes to extend the hourly wage system to all its contracted companies, so that the outcome of the current strike may set a new wage pattern for the shipping industry in that country. At least one Canadian steamship operator has already signed on the hourly wage basis with a very considerable increase in monthly take-home pay for the crewmembers involved.

Union Steamship is a West Coast operator which runs half-a-dozen small passenger vessels between US and Canadian ports. It also operates dry cargo carriers in the same trade. The Canadian Seafarers hung up the ships on the eve of the July 4 holiday weekend and have maintained round-the-clock picket lines ever since.

District officials reported that the strike has been 100 percent effective from the start with other Vancouver unions respecting the SIU picket lines.

The company has made no efforts to run the ships thus far, but has attempted to get Canadian govern-

ment agencies and the courts to intervene in an effort to weaken the union's position. At last report, all these efforts have been unsuccessful and the strikers are holding firm.

SIU Action Wins Full Benefits For Sick Men

A dozen ill Seafarers who had to reenter USPHS hospitals for further treatment will now receive the full hospital benefit because the Union went to bat to assure them the \$21 weekly payments. In addition, most of these men will get better than \$100 in retroactive benefits to the date they reentered the hospitals.

Affected by the Union's action are Seafarers suffering from tuberculosis and other chronic ailments. They had been discharged from various USPHS hospitals in recent months, but had been given

"unfit for duty" ratings, which did not permit them to go back to work on ships. Subsequently, the 12 men had to go back to the hospital for new extended periods of treatment.

Under the rules of the Welfare Plan, Seafarers eligible for the full weekly benefit need one day's seateime in the previous 90 days. Consequently, in "going by the book" these men were eligible only for the partial benefit paid to Seafarers who do not fully qualify.

When notified of the problem, SIU headquarters felt that application of the rule to these men would be an injustice inconsistent with the spirit of the Seafarers Welfare Plan. The Union pressed an appeal to the Welfare Plan trustees on behalf of the men, pointing out that since they were "unfit for duty" they could not possibly ship and gain the necessary seateime.

The trustees agreed with the Union viewpoint, and under the flexible set-up of the plan were able to take favorable action for these men. The action will not apply to men who get a "fit for duty" on leaving the hospital and then reenter at a later date.

improvements which the city really needs. Clarke pointed out, however, that it is going to be rough to sell the voters on the issue, particularly after the last fiasco.

He also reported shipping holding at a very firm level, and noted the beginnings of a shortage in some engine department ratings. Although there are wipers on the port's registration list, wipers' jobs have been going begging. As a result, openings are being filled by newcomers making their first trip out. Tanker traffic seems to be continuing at a fast pace, despite the season.

The labor front provides one development of its own in the signing between the AFL Metal Trades Council and the Firestone Tire and Rubber Company, after many weeks of negotiations. The contract includes a wage increase retroactive to April 4 plus several "fringe" benefits. All hands are well pleased with the result, from all indications.

NMU Men Assail Forced Vacations

Confirming the SIU's appraisal of the NMU's recently-negotiated supplemental jobless pay plan and compulsory vacation package, rumbles of serious discontent have arisen from a number of NMU ships.

In addition, several more ships' crews have gone on record condemning the NMU's action in opening up its membership books and hiring halls without prior approval by the membership.

The revolt reached a peak on the passenger ship United States where crewmembers twice rejected the contract by overwhelming margins. They first turned it down by a vote of 456 to one at their July 3 ship's meeting. Subsequently, they resisted tremendous pressure applied by NMU officials, including personal intervention by NMU President Joseph Curran at a meeting of the ship's committee to sell the plan. They reiterated their stand by voting down the contract at a second crew meeting by 289 to 16.

'Iron Curtain'

The seriousness with which the NMU regards the United States vote is indicated by the iron curtain which the NMU "Pilot" dropped around the crew's actions. Instead of reporting the United States minutes, as it usually does, the "Pilot" has launched a vitriolic attack against the crew.

The attack on the US crew was one of several recent instances in which Curran has used the "Pilot" to club into silence both rank and file members and officials who have been critical of the recent disastrous drift of NMU policy.

New NMU troubles loom as Curran appears ready to loose the latest in a series of purges of top union officials. Slated for axing, according to the "New York Times" and other sources, are treasurer M. Hedley Stone and vice-president Adrian Duffy, two pro-Curran stalwarts of many years past.

Hiring Hall Problems

The discontent stirring on NMU ships and Curran's planned purge stem directly from the NMU's abandonment of the maritime hiring hall. As pointed out in Secretary-Treasurer Paul Hall's report on guaranteed annual wage in maritime (SEAFARERS LOG, July 8) the NMU came up with the supplemental unemployment benefit gimmick, plus compulsory vacations, as a way out of the difficulty created by its abandonment of the hiring hall.

When the NMU opened its hiring halls and membership books to all comers, men on the ships froze to their jobs. The only way to shake them loose was by compulsory vacations. To wrap this distasteful idea in an attractive package, Curran came up with supplemental jobless pay. In other words, when men are compelled to sign off for compulsory vacations they will get \$4 additional weekly in unemployment insurance until they can get another ship.

Neither the opening of books and halls or the compulsory vacation plan was voted on by the

NMU's membership. Although all other maritime unions in the past have held referendums on the vacation issue, Curran made compulsory vacations a part of the contract and concealed the clause from his membership until the issue of the "Pilot" appearing two weeks after the contract was wrapped up.

In announcing the compulsory vacation plan in the July 7 "Pilot" Curran declared, "Now with the signing of the new Employment Security Plan (Curran's name for supplemental jobless pay) the brother who faces hardships taking a vacation will be in a position to obtain consideration." The consideration consists of the \$4 a week additional in unemployment benefits.

Crewmembers of the United States and other ships took a different view of the matter. As reported in the United States min-

(Continued on page 15)

Grain, Coal Create NO Ship Boom

NEW ORLEANS — Stimulated by a brisk trade in grain and coal shipments, shipping in this port is showing signs of a temporary boom.

Besides the usual general cargo business, several ships called here to load grain for foreign ports and one, the Ocean Dinny (Overseas Transportation), sailed for Korea with coal.

Seafarers on the beach were advised by Lindsey J. Williams, New Orleans port agent, however, that the upsurge in shipping could not be expected to continue for any extended period.

"Shipping is good, but it hasn't reached the point where we can expect to lay in the gap for a bosun's job on a Waterman C-2 for Hamburg," Williams said in his report to the regular bi-weekly membership meeting. "We must protect our jobs by throwing in for them when they come up on the board. For example, we had jobs left on the board tonight for tomorrow's morning calls. That is the first time this condition has existed in this port in months. The best insurance we have for protecting our jobs and what we have won through our united efforts is for the membership to ship now during this spurt in business and while the jobs are open."

During the last two weeks, 10 ships paid off here. Eight signed on and 21 called in transit. One hundred and 95 men shipped, including 23 Class C men, as compared with 132 registered.

Men were dispatched from the hall here to the following ships which loaded grain for foreign ports: the Seanan (Stratford Steamship Co.), bound for Holland; the National Liberty (American Waterways), sailed for Holland; City of Alma (Waterman, on charter to States Marine), bound for the Far East.

The outlook for the future is good in New Orleans with eight payoffs scheduled in the next two weeks.

Lake Charles Bids For Sales Tax Okay

LAKE CHARLES—Urging the support of labor for the proposal, the City Council here has recommended a one-cent city sales tax on gross sales and is putting it on the ballot this fall.

The votes of union men and women licked a similar proposal a few years ago, SIU port agent Leroy Clarke recalls, because the council refused to commit the money for specific items that were needed in the city.

This time, however, the ballot is supposed to state plainly that the funds would be used for civic



Certificates Speed Welfare \$ \$

Payment of cash benefits to Seafarers under the SIU's hospital and surgical benefit plan for Seafarers' families will be speeded up considerably if the Welfare Plan has copies of Seafarers' marriage certificates and birth certificates for their children.

The marriage certificates and children's birth certificates are needed to establish proof of eligibility under the Plan. If Seafarers have photostats of these documents made and turn them in to the nearest Union office, it will eliminate delays in payment of benefits.

All documents will go into the Seafarer's personal file at the office of the Welfare Plan and are strictly confidential.

Speed Service To Indonesia

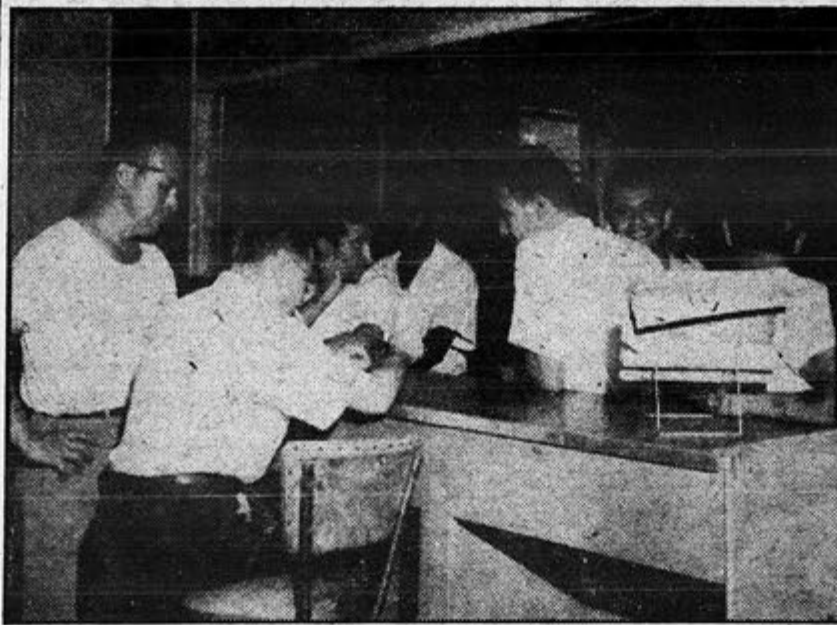
Seafarers aboard the Steel Architect are launching a new improved Isthmian service to the Republic of Indonesia this week, following the vessel's departure from New York.

The new run provides direct westbound service to Indonesia except for one call at Manila in the Philippines. The itinerary calls for sailings from East Coast ports the first and third week of every month.

Other Services

Isthmian's other westbound service will continue to load at East and West Coast ports for Manila, Hong Kong, Saigon, Bangkok, Singapore, Port Swettenham, Penang and Belawan Deli. Its regular eastbound 'round-the-world' service will also continue, with the first Indonesia port of call at Belawan Deli.

WC Cooks Have Own Hiring Halls



MCS-AFL New York agent Louis Foyt (back to camera) calls a job for the P&T Voyager out of the MCS New York hall. Central registration offices which west coast cooks had to use have been abolished as pact talks continue.

ILA Crimp Rig Ready To Fold

The ILA's phony "seaman's union" has virtually breathed its last gasp. Cut off from all sources of revenue because of SIU and ITF action, the disguised crimp rig is on the verge of closing down its offices. To add to its troubles, the outfit has split right down the middle with the former front man taking off with the charter and opening his own independent operation uptown.

The result is that the "independent" is sporting the ILA charter, and the ILA sea "union" is left without any kind of status.

The crimp outfit is in such desperate financial shape that a city marshal called on it to serve a summons for payments on its office furniture. Neither Keith Alsop, defeated SIU Galveston agent, or William Higgs, expelled SIU member, the ILA-appointed "officers" of the outfit, were on hand to receive the summons. Apparently both of them have pulled out in search for greener pastures.

Further evidence of the imminent passing of the outfit is the fact that all signs have been removed from the doors and windows of its office. The charter issued to it by ILA President Bradley is now in the possession of Louis Le Doulx, long-time shipping master for runaway flag ships who was serving as a front for Higgs and Alsop until they came out into the open.

Originally, the ILA "United In-

ternational Seamen's Union, Local 1824," had grandiose schemes for raiding SIU and other American-flag unions with the support of ILA President William Bradley. The most it ever did in its palmy days was to shake down seamen on foreign flag ships with false promises of representing them.

In this it ran afoul of the International Transportworkers Federation, which has opened a drive among seamen on runaway-flag ships. The ITF took steps to protect foreign seamen from the ILA with the result that this source of revenue dried up.

All Schemes Fail

Subsequent schemes to pick up a buck here and there also failed to pan out and the top leadership of the ILA quickly took a hands-off attitude when it came apparent that the crimp outfit would have very tough sledding trying to harass the SIU.

Alsop and Higgs were part of the combine, along with former Tampa port agent Ray White, which served as an agency for ILA efforts to unseat SIU Secretary-Treasurer Paul Hall in the last SIU elections. It was reported the ILA put \$40,000 or more into this effort.

Subsequently White was indicted for conspiracy to assassinate Hall. James Cobb, who confessed being hired for the killing and has been found guilty, implicated White, his brother Steely White, still a fugitive, and others.

Bergen County authorities were reportedly told by Cobb that he was to have been paid for the job by attorney Benjamin Sterling. It has been reported that the latter told a grand jury investigating the murder attempt that he handled sums which Bradley gave White and his associates. Sterling has been indirectly identified with the phony seaman's union and an ILA ship maintenance local sharing the same office.

Seafarer Bicycles Across Country

After pumping and pushing a bicycle 2,500 miles up and down hill from New York to San Francisco, veteran Seafarer DeForest Fry is back on New York seeking a different form of transportation. Fry, a veteran SIU member, is now looking for a ship after a three month cross-country haul which rates

as an extraordinary way for a seaman to spend his spare time.

The 60-year-old Seafarer, who sails as cook on SIU vessels, has made other long distance bicycle trips before, but none as ambitious or taxing as the cross country tour. Equipped with an English bike with nine speed gears, Fry headed for the wild west on May 1 after paying off the Ocean Betty.

"I started out to go to Auburn, NY, my home town," he said, "but then I got out on Route 17 which runs clear across New York State. I figured that I would go as far as I could on 17. Before long I was headed for Chicago. By the time I got to Chicago I told myself that if I could go this far I could go all the way."

So Fry continued west with his tool kit, sleeping bag, two water bags and other gear totaling about 50 pounds strapped to the bike.

He attracted quite a bit of atten-

tion en route, which is understandable, and was interviewed by local newspapers in Davenport, Iowa; North Platte, Nebraska, and Auburn, California, among other places.

Desert Crossings

The real tough part of the grind was in the deserts and mountains of the West. Crossing Utah in the vicinity of the Great Salt Lake he had to hoof it 40 miles because of a stiff west wind. Donner Pass in California also was tough, a tortuous three mile upgrade which he made, pushing his bike along, in an hour and 25 minutes. "When I got to the top, though," he said, "it was really something to see."

While most of the trip went smoothly it was not without mishaps. He went into a ditch one time and bent a wheel and in Omaha his light English bike broke down under the load and had to be replaced by a heavier American-made model.

Fry admitted that there were moments of discouragement when it would have been easy "to grab a train for San Francisco and pack the wheel aboard."

His previous trips, while lengthy enough, don't hold a candle to his latest exploit. Two years ago on his vacation he went from New York to the Thousand Isles on the St. Lawrence, then to Montreal and back, approximately 1,800 miles, in 40 days.

Veteran Seaman

Fry, whose seafaring career includes a picketline stretch in the 1921 strike, carried an old ISU book for years before joining the SIU back in its earliest days. He never was a professional bicycle racer or anything close to one, but has been riding bikes for recreation as long as he can remember.

"I'll probably continue doing these trips for a while," he concluded, "but I don't think I'll try to cross the country again."

Make Checks To 'SIU-A&G'

Seafarers' mailing in checks or money orders to the Union to cover dues payments are urged to be sure to make all of them payable to the SIU-A&G District.

Some Seafarers have sent in checks and money orders in the names of individual headquarters officials. This makes for a problem in bookkeeping which can be avoided if checks are made out to the Union directly.

YOUR DOLLAR'S WORTH SEAFARERS GUIDE TO BETTER BUYING

Written for
The Seafarers Log
by Sidney Margolius,
leading expert on buying

Points About Funeral Costs

On that inevitable day when a family must arrange for a funeral for one of its members, it generally is poorly prepared emotionally or financially for the disturbingly high burial expense with which it is suddenly confronted.

At best, even among reputable funeral establishments, burying the dead is a high mark-up business. At worst, there is an unscrupulous fringe of funeral directors who seriously exploit moderate-income families dazed by their tragedy and inexperienced in such arrangements. The Seafarers Welfare Service has found the most noticeable abuse is the practice among some undertakers of attempting to find out how much insurance the Seafarer's family has, so they can grab the full value of the insurance policy.

Too, you have to beware of bait advertising in the funeral business just as when you buy a sewing machine, vacuum cleaner or storm windows from a high-pressure sales outfit.

Prices Skyrocket

The funeral industry has a peculiar pricing system based on the price of the casket. According to Rollin Everett, one of a group of St. Louis trade unionists who organized a cooperative burial plan there several years ago, St. Louis unions found that the family that chose the lowest-cost casket at about \$73 got a funeral for \$490; if it chose a \$134 casket, the funeral cost would be about \$780; with a \$462 bronze casket, the funeral bill would be \$1678. These figures are approximately correct, this writer has learned from his own investigation. But the peculiar thing is that the other services vary little. The funeral director simply makes a progressively high profit on the family that chooses a more expensive casket. Naturally

there is a tendency to "trade-up" a family, even if only by the subtle persuasion of exhibiting costlier caskets to a family that wants to do honor to its dead and is sensitive to the question of pride and how the casket will appear to others.

Because of the high markup of the burial industry, and the abuses practiced by the unscrupulous fringe, unions and cooperatives many times have tried to set up their own burial arrangements. Miners have their own funeral homes, as in Gillespie and West Frankfort, Ill., some of which were organized after mine disasters when some unscrupulous undertakers charged unconscionably high prices.

The burial industry fights hard against such arrangements by unions. The struggling St. Louis union-organized co-op has found strong opposition among private directors. In fact, when I interviewed representatives of the National Funeral Directors Association recently, I found—significantly—that they knew just how many burials were performed last year through the St. Louis co-op.

Unions in the casket industry themselves have criticized the high mark-ups in the industry, and have charged that some of the more unscrupulous, high-price funeral establishments buy their caskets from non-union factories that use sweat-shop labor. Currently these unions are campaigning to get funeral establishments to use only union-made caskets.

Co-Ops Much More Reasonable

Cooperative burial groups seem able to offer services at noticeably less cost than private establishments. The financial statement of the Range Cooperative Federal of Virginia, Minn., shows that its average burial expense per case for 1954 was \$379. This compares with the approx-

imately \$600 average cost in a private establishment, as reported by the industry itself (there are some claims that average costs charged by private establishments are higher).

When your own family has a death, how should you approach this problem? Rollin Everett feels that wage-earners are increasingly vulnerable to the pressure for expensive burials because of the increased insurance benefits they now have through their unions. He recommended that families be educated against "needlessly ornate funerals, especially if they are buying in the open market where costs will pyramid with the price of the casket." He suggests that a good wooden casket or the lower-priced metal ones look very presentable.

The National Funeral Directors Association which tries to maintain reputable standards and good public relations for the industry, itself warns families to beware of the funeral director who asks how much insurance the deceased had. This is the mark of the fringe or unscrupulous operator.

When the time actually comes, reputable directors themselves recommend that you bring a friend with you, someone who is not as emotionally involved as you are, to help you select the casket and make the arrangements, as a restraint on your own emotions.

Ask the funeral director to explain his prices and what they represent. Don't be reluctant to tell him that there are limiting financial circumstances, and that the complete cost must be within certain limits. After you have determined what the cost will be, see that the funeral director gives you a complete list of the items which he will provide for the funeral and have him sign the list.

BENT'S FORT (Cities Service), April 10—Chairman, S. Sinkes; Secretary, L. Melanson. Discussion on whether to accept traveler's checks or German marks, as captain won't issue both. Money for telephone calls to the Union hall was deducted from the ship's fund. There is a balance in the fund now of \$18.66. As today was Easter Sunday eggs were colored to give each and every member the Easter spirit.

LAWRENCE VICTORY (Mississippi), March 20—Chairman, T. Heggarty; Secretary, M. Lesperance. Lock should be installed on the library cabinet. Discussion about laundry room. Sanitary men and whoever else is around should help to empty garbage can in same.

SEAMAR (Calmar), April 15—Chairman, J. Samsel; Secretary, F. Miller. W. Hawthorne reported that the ship's fund has \$20. A motion was made by E. Sheel that members accept and concur with headquarters report. Voted 100 percent to

officials be contacted about this matter. All fans should be checked at the present time so as to be in condition for the summer. The matter of air conditioning the messhall has been put off many times by the company.

VAL CHEM (Valentine), February 27—Chairman, J. Kari; Secretary, L. Magmann. Treasurer reported \$126.75 in the ship's fund. The ship's delegate is submitting to the patrolman a report on the needs of awnings, cots, new fans and the repairs of fans already aboard. Crewmembers were asked to remove clothes from washing machine when finished with same. At the present rate of supply by the company, it will be over a year before all the crew will enjoy inner-spring mattresses.

LA SALLE (Waterman), February 27—Chairman, G. Bales; Secretary, F. Votto. All repair lists should be turned in to the department delegates. No beefs or complaints aboard.

JEAN (Bull), February 27—Chairman, E. Starns; Secretary, J. Buccell. Repairs not yet taken care of will be brought to the attention of the patrolman. Discussion on moving the washing machine forward. Steward was asked to leave out more night lunch and coffee.

CITRUS PACKER (Waterman), May 2—Chairman, C. Scott; Secretary, C. Griggers, Jr. Communications and headquarters report read and accepted by entire crew. Everything going along smoothly with no beefs.

ALCOA PURITAN (Alcoa), May 1—Chairman, C. Parker; Secretary, H. Kilmon. The ship's delegate reported that the icebox door has been repaired. The minutes of the last meeting were sent to headquarters and communications were posted on the bulletin board. Maintenance for being in drydock will be included on the payroll and does not have to be on the overtime sheets. The supper hour can be moved up to 4:30 on weekends and holidays in port if properly posted ahead of time.

SANTORE (Ora), April 27—Chairman, E. Gherman; Secretary, N. Abernathy. Wiper missed ship in Baltimore. New officers elected. Discussion on the steward delegate's report where a question was brought up as to why the full eight hours overtime cannot be paid on this payroll when arrival is in the morning of an overtime day. This matter will be referred to the boarding patrolman. Water coolers need fixing as they seldom are in working order.

IRENESTAR (Triton), April 25—Chairman, T. McRaney; Secretary, S. Rothchild. Washing machine was not repaired last voyage, and a suggestion was made to get in touch with the chief engineer to have same repaired at sea. Motion made to have steward department clean mess and recreation room every week and one ordinary seaman clean washing machine and laundry space. A motion was made to have extra fans placed aboard ship as per agreement. After being at sea for one month we are all looking forward to a little recreation in port.

AMEROCEAN (Blackchester), February 18—Chairman, H. Jaynes; Secretary, J. Weiss. Question of mailing addresses for Korea raised. At the present time the captain doesn't know and hasn't been informed of any by the owners or agents. A list will be made up between deck, engine and steward departments for the cleaning of the laundry and recreation rooms.

March 27—Chairman, J. Tobin; Secretary, J. Weiss. Motion made by Jack Tobin that we install a family group insurance plan to be paid for by dues or welfare. Crew wants to go on record to accept and install the above motion and to bring same up at the next headquarters meeting. Crew was warned that the Coast Guard is getting rough on performers.

IBERVILLE (Waterman), April 10—Chairman, W. Burke; Secretary, T. Beeker. Money was taken out of the ship's fund for Coca Cola and there is a balance in the fund of \$23. New hiring set-up and AFL stand on CAMU dispute were approved 100 percent by the crew. Steward thanked the entire crew for their cooperation. Repair lists commented upon and no action has been taken on previous lists.

STEEL RECORDER (Isthmian), April 24—Chairman, T. Martineau; Secretary, W. Nichter. Will contact the master to see if more cigarettes can be obtained on board. This crew would like two LOGS sent to each department instead of one. Crewmembers were asked to return library books when they are through with same. Suggestion made that any resolutions sent should have enough information about the subject so everyone will know what they are voting on. There were complaints that the LOG didn't cover the resolution on the hiring hall seniority system enough.

ARCHERS HOPE (Cities Service), April 29—Chairman, D. Downey; Secretary, M. Lonney. Members were asked to turn off the washing machine after using same. Motion made by J. Cox and passed that crew support AFL unions on CAMU issue and approve SIU on new hiring set-up.

MOBILIAN (Waterman), April 23—Chairman, J. Burns; Secretary, Juan Oguendo, Jr. Cups should be put in sink with soapy water. Crewmembers were asked to keep hands off coffee for the watches. Read literature concerning new system on shipboard meetings and headquarters report.

MARIE HAMILL (Bloomfield), May 3—Chairman, D. Jones; Secretary, B. Cayton. The ship's delegate explained that this meeting was called so that crew could discuss the newly adopted SIU seniority system and Tonsina beef. There is \$8 in the treasury, and a suggestion was made that crew donate a little something to same at payoff. Motion made to send Harry Lundeberg a telegram assuring him of this crew's full support in CAMU beef. Carried.

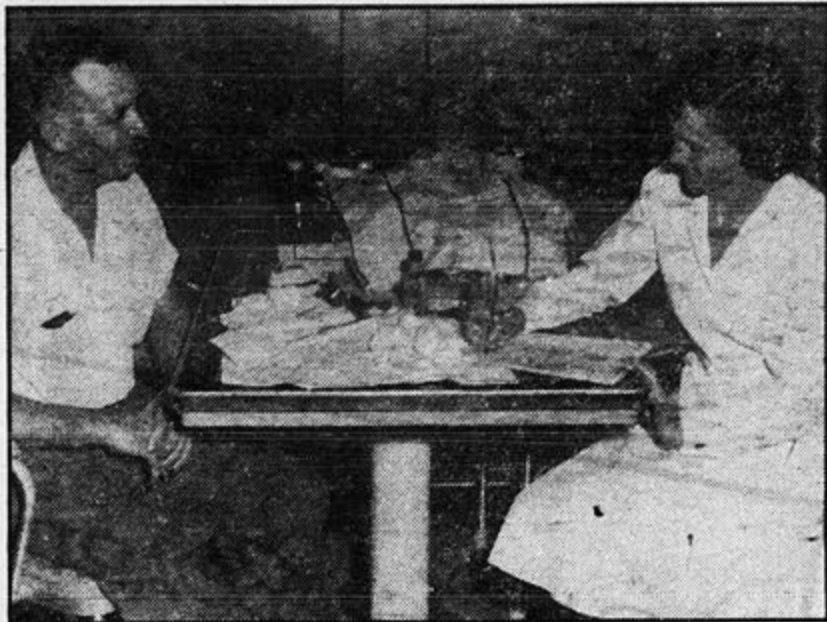
CG 'Profile' Pitch Ignores Stiff Co. Health Exams

MOBILE—Ignoring the competent health examination systems employed by many ship operators, the US Coast Guard continues to hammer away in efforts to obtain sanction for its proposed "profiling" system for merchant seamen. The latest issue of the Coast Guard merchant marine bulletin again raises the profiling subject.

The Coast Guard's proposal for testing physical, mental and moral standards of working seamen has been denounced by the SIU as risking the jobs of seamen at the whim of bureaucratic controls in a Government agency. The Union has charged that the proposed profiling standards rest on extremely dubious pseudo-scientific grounds. In terms of practical operations, the system would arm the Coast Guard with authority to blacklist seamen because of personal attitudes, past family history, religious beliefs and other unrelated items.

Thorough Co. Exams
Many SIU-contracted companies in fact, make use of a thorough-going system of shipboard and shoreside physical examinations, which accomplishes what the Coast Guard professes to aim for. An example of such a system is that of the Alcoa Steamship Company in Mobile as partially illustrated by the photographs on this page of the LOG.

The Alcoa system includes a review of previous medical history of



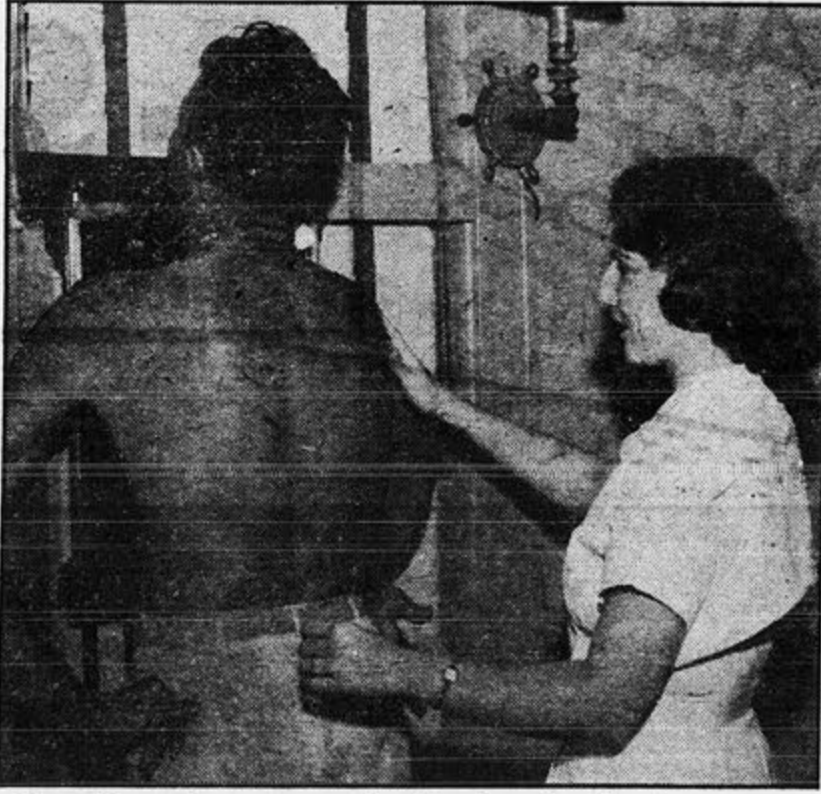
Medical history is taken of all applicants for Alcoa jobs. Here Odis B. Davenport, oiler, is questioned by physician's assistant, Mrs. June Ewton, at Alcoa Pioneer sign-on. Quizzing covers surgery, epilepsy, heart trouble, ulcers, and others.

the seamen, x-ray examinations, blood tests, and other aspects of a thorough-going physical examination. Other companies include reg-

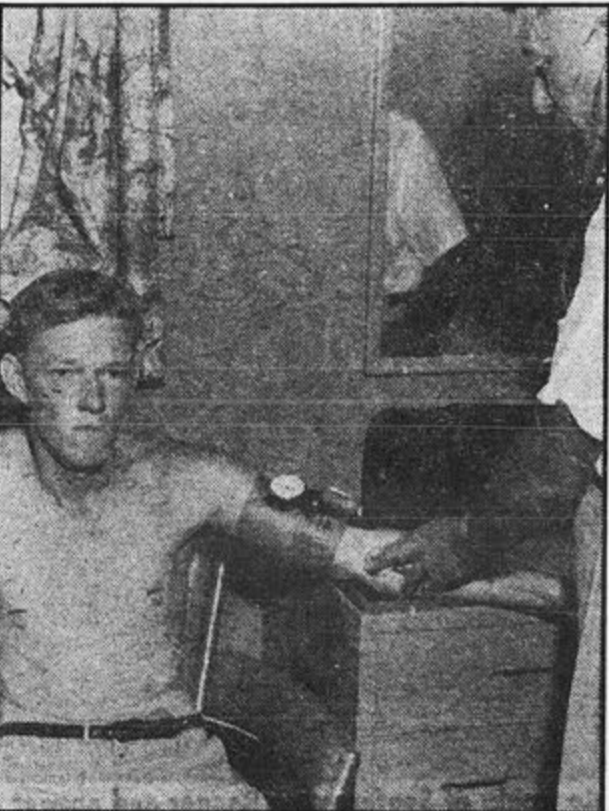
ular electro-cardiograph examinations for some or all of their personnel. Particular emphasis is placed on new men who have not sailed with the company before.

A big difference between a company-operated medical program and the Coast Guard system as far as seamen are concerned, is that as long as the program is industry-administered, there are avenues to protect individual seamen against arbitrary and unjust treatment. For example, the SIU contract specifies that in the event there is disagreement on the man's fitness to sail, the Public Health Service has the final say.

Medical authorities agree that what is needed in the industry is more standardization of the medical exam procedure, standardization which can be accomplished through Union-management negotiation.



Chest X-ray for new men is a key item in Alcoa's program. Seafarer Ellis Johnson is lined up for X-ray photo by Miss Frances Thompson, X-ray technician.



Dr. Arthur A. Amendola, Alcoa examining physician, applies stethoscope to Seafarer George W. Dean, OS, (right) and checks blood pressure of C. V. Roberson, MM.

Digest of ships' Meetings

back new SIU hiring hall seniority system and support AFL in CAMU dispute. Motion made by W. Hawthorne that a telegram be sent to Harry Lundeberg so that he will know that this crew is with him all the way. Carried.

LEWIS EMERY JR. (Victory Carriers), January 15—Chairman, C. Lawson; Secretary, H. Forbes. Delegates report everything going smoothly. Steward will issue linen piece for piece. Recreation room will be kept clean by the deck and engine departments. The galley and mess halls should be painted out. The steward department given a vote of thanks.

April 19—Chairman, C. Lawson; Secretary, H. Mesford. Steward and baker complained about the stove and both say that it is impossible to bake bread properly. Patrolman made the company put on 450 loaves of bread. Motion made by F. Otvas that headquarters investigate delivery of LOGS and mail in Far East area. Headquarters should investigate launch service in Korean ports, safety conditions, regularity, etc. A motion was made by B. Bilger and carried that a telegram be sent to Harry Lundeberg endorsing his stand in withdrawing from CAMU. The AFL unions' stand on CAMU dispute and seniority system in SIU supported unanimously. Bosun goes on record to compliment whole crew for conducting their meetings in typical SIU fashion during voyage.

DEL RIO (Mississippi), April 19—Chairman, J. Ward; Secretary, J. Scheidel. Motion made and carried that this crew go on record to support Lundeberg in withdrawal from CAMU. Crewmembers in favor of new SIU seniority system.

DEL VIENTO (Mississippi), April 15—Chairman, D. Chamblis; Secretary, H. Boron. Communications read and a motion was made to accept and concur. Carried unanimously. Crew goes on record to support AFL unions on CAMU issue. Union's newly-established seniority system was adopted. Motion made and carried that we send a telegram to Brother Lundeberg approving his action on CAMU dispute.

DEL NORTE (Mississippi), April 14—Chairman, L. Wessels; Secretary, J. Zimmer. The new SIU seniority system and the position the AFL unions took on CAMU dispute approved unanimously. Motion made and carried that a wire be sent to Harry Lundeberg backing him all the way down the line.

YORKMAR (Calmar), April 21—Chairman, E. Hogge; Secretary, O. Galbeojos. Motion made by E. Hogge and carried to accept communications as read. Crew voted to approve the new SIU hiring system and support the AFL unions' on CAMU issue.

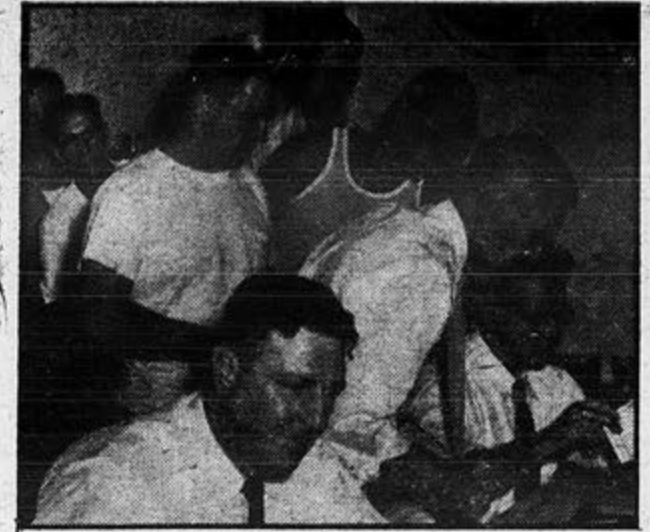
TEXMAR (Calmar), April 21—Chairman, E. Dore; Secretary, T. Greaney. Motion made by E. Dore to accept and support the new seniority system in the SIU. Carried. J. Cruz made a motion that AFL stand on CAMU dispute be adopted. Carried unanimously.

JEAN (Bull), April 20—Chairman, E. Stines; Secretary, W. Wheeler. Delegates reported everything running smoothly. Motion made and carried to send Harry Lundeberg a telegram agreeing with the action he took in Washington. Crew voted to approve new seniority system and AFL position on CAMU.

CLAIBORNE (Waterman), April 18—Chairman, C. Galt; Secretary, H. Copper-smith. Suggestion that repair lists from each department be submitted to ship's delegate and turned over to patrolman. Crewmembers were in 100 percent favor of adopting newly-established seniority system in SIU and supporting AFL action on CAMU issue.

CUBA (P & O), February 3—Chairman, E. Mooney; Secretary, A. Capote. Ship's delegate saw the port steward regarding the new equipment for the galley and also fans for crew quarters. Suggestion made that the crew give a vote of thanks to the stewardess for her good work and her excellent consideration toward the crew. All delegates were asked to make out repair lists before arrival in Tampa. Crewmembers suggested that a set of rules be made to govern the use of the ship's fund, and that a limit of \$200 be placed on same.

SEATRAN NEW JERSEY (Seatrains), February 27—Chairman, T. Beatty; Secretary, N. A. Kirk. Chief cook inquired why he can't get more supplies, particularly better grades of meat, and suggested that the patrolman and company



At the end of a six-week pineapple run to Hawaii, Seafarers on the Hurricane line up for their money.

PHOTOS ABOARD
 SS HURRICANE
 IN NEW ORLEANS
 and
 SS ALCOA
 RANGER
 IN NEW YORK

" All Beefs Set - Smooth Payo



HQ patrolmen (seated right) check membership books of Seafarers on Ranger and answer any requests for information they might have about Union developments such as the new family benefits under the Welfare Plan.



Crewmember on Ranger signs off articles while paymaster checks his discharge.



NO patrolman Troxclair (l.) sifts Hurricane beef with Co. reps, delegates.

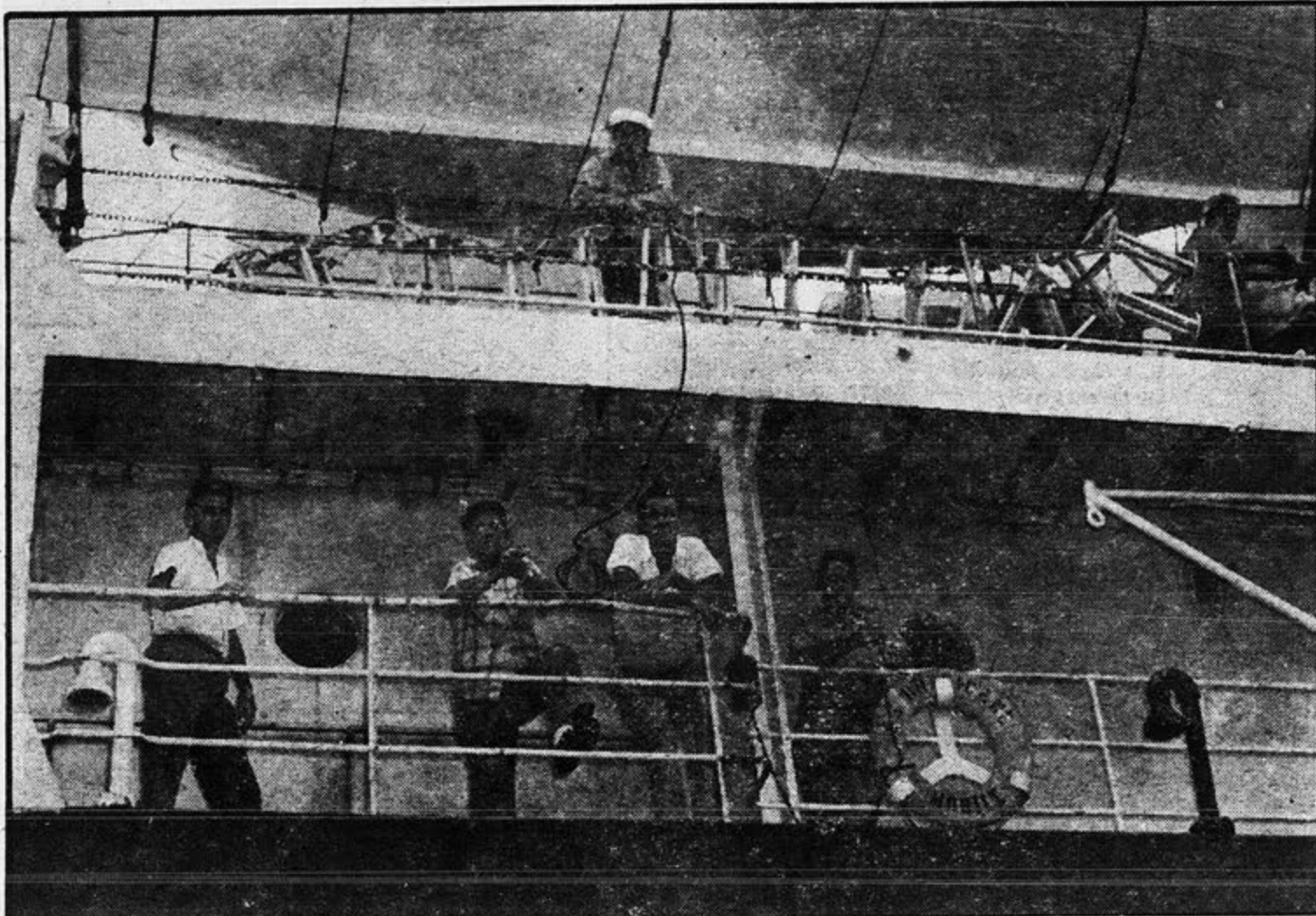


Alcoa Ranger's bosun Vernon Greef explains deck dep't beef to patrolman (not shown) while shipmates listen.



Catching up on latest Union news, Hurricane Seafarers John S. "Red" Burke, Leroy Gulley and S. J. Degreee read the SEAFARERS LOG in the crew messhall. Men were awaiting momentary arrival of shipping commissioner and company paymaster.

bled
ff "



Since ship was anchored off Algiers Point, SIU patrolman and others participating in payoff came aboard by launch. Here Seafarers line the rail of the Hurricane while waiting for the launch to come alongside.



William C. Daniels, saloon MM on Hurricane, is ready to head for home in Mobile.



Hurricane sailors (l-r) are J. Kennedy, B. Young, D. J. Nelson, R. E. Ward, G. Dean.



Payoff time runs smoothly on the Alcoa Ranger. Crewmember signs off articles in view of company paymaster while one of ship's officers has payroll vouchers on table ready to be picked up.

MEET THE SEAFARERS

FRED LaPLANT, FWT

(Ed. note: Material for the following was compiled by ship's reporter Sten T. Zetterman on the Cecil N. Bean.)

Seafarer Fred "Blackie" LaPlant, on the Cecil N. Bean, tipped off the attitude of the professional seaman while sweating out the terrible heat of Bombay. Fred was caustic in his opinions of the port, but on considering his future, declared, "As long as I'm able, I'll keep on sailing. Who knows, I might even go back to India."

In other words, whether he hits good ports or bad, LaPlant feels the genuine seaman is only satisfied if he's on a ship.

The veteran Seafarer was not always a deep sea man. In the early twenties he sailed deckhand on Mississippi River boats. In 1928 LaPlant was in Houston when someone asked him if he was an AB. Told that AB meant able-bodied, he agreed, and found himself at sea on the Mangore.



LaPlant

Fred was bitten by the deep-sea bug and sailed regularly out of Mobile for many years. He got an ISU book there in 1935, transferring over to the SIU when it began in 1938. He is rightfully proud of his SIU book which carries the old book number notation "G (for Gulf) 83."

Many of the oldtimers of that day, he recalls, have passed away and others lost their lives in World War II, but a number are still packing SIU books.

Blackie's been sailing about as steadily as a man possibly can. His longest lay-up was in 1953 when he had an operation in Durban, but he went right back to work as soon as he could.

Given the opportunity, LaPlant prefers intercoastal runs. Occasionally he grabs an offshore ship "to keep up with the rest of the world."

Thinking about the SIU's achievements LaPlant found it hard to single out any one item. "We've made such terrific progress," he said. "But I'd say that the various welfare benefits including the hospital-surgery plan for our wives and kids is certainly something outstanding."

PABLO LOPEZ, cook

Seafarer Pablo Lopez has been sailing with the SIU for a little under four years now, but already he has the distinction of helping another maritime union get started, the "SIU of Indonesia."

The fact that the Indonesian "SIU" is a going concern derives from a casual conversation two years ago between Lopez and the man who now heads Indonesia's newest union. Founded on October 24, 1954, the Serikat Palaut International, as reported in a recent issue of the SEAFARERS LOG, adopted the name, motto, emblem and constitution of the A&G District, in the hope of duplicating some of the SIU's successes.

The Indonesian union had its beginnings when its present top officer, J. B. Malakas, visited the Steel Maker in Djakarta in the hope of getting some information and help. Malakas struck up a conversation with Lopez, who is 3rd cook on the same ship right now, and received what must have been an extremely convincing description of the SIU and its operations.

As Lopez describes it, "I told him about the SIU constitution, the rights of the members, how SIU contracts worked, the system of handling beefs and wages and conditions on the ships. He listened very carefully and was much impressed."

Malakas left the ship loaded down with copies of the constitution, contracts and other literature. The next thing Lopez knew, the new union was in business.

Lopez keeps in touch now with the new union and is hopeful it will help Indonesian seamen the same way the SIU aided men on US ships.

A native of the now-historic Bataan peninsula in the Philippines, Lopez now has his home and family in Brooklyn. He first started going to sea in 1947 on MSTs ships. After four years with MSTs he began sailing with the SIU in September, 1951. For a while he was a crewmember of the passenger ship Puerto Rico, but now sticks closely to Isthmian Line vessels on the Far East run.



Lopez

'Drop That Club'



SEAFARERS IN ACTION

The man who fixes the ship's washing machine is sure to receive the grateful praise of his shipmates. On board the Lewis Emery Jr. (Victory Carriers) it was deck engineer Andrew J. Howard who put the suds-shaker back into working order, while the man of the hour on the Del Mundo (Mississippi) was Seafarer Sam Bailey. Their services certainly saved a lot of washboard blues.

Howard comes from Georgia originally but now lives in Georgiana, Alabama. He's 57 and got his Union book in Mobile back on June 10, 1944. Bailey is a Mississippi native from the town of Mendenhall. He also joined the Union in 1944 in the Port of New Orleans. He recently celebrated his 37th birthday.



Bailey

Also coming in for citation by his shipmates on the Emery was night cook and baker Joseph E. Caron. They noted that he had to struggle with a bad bake stove but turned out the work nonetheless. Caron is one of the oldest men still sailing actively with the SIU, since he passed his 77th birthday last January. He caught his first SIU ship out of Norfolk four years ago.

An interesting suggestion comes from Arthur F. Smith of the Wild Ranger (Waterman) to deal with the problem of ship's stores when the ship is out longer than expected. In the Wild Ranger's case, the ship was chartered to MSTs and had been stored for one trip,

but instead, MSTs kept it out on the Mediterranean shuttle. The result was that the steward had difficulties getting certain types of stores and equipment.

Purchase From Army
To deal with this Smith proposes setting up some kind of arrangement with MSTs whereby the skipper would be allowed to purchase stores and utensils through Army commissaries abroad. It sounds plausible; only purchasing stores this way would undoubtedly involve a few thousand yards of red tape.

Smith, who sails in the engine department, comes from Australia originally. He's been an SIU member since April 6, 1944, joining in the Port of New York.

Chairmen of the SIU port membership meetings of July 13 were L. Clark in Houston, R. F. Lyle in



Stokely

Lake Charles, M. M. Cross in Wilmington, M. M. Machel in San Francisco, H. Dukes in Mobile and A. H. Smith in Savannah. All these rank and file Seafarers were elected by the membership to the top meetings posts along with other Seafarers chosen as meeting officers.

The crew of the Portmar (Calmar) rallied around shoreside union brothers when they voted to go on record not to patronize any Horn and Hardart Restaurants on the East Coast because of their consistent opposition to the AFL Restaurant union.

Frank J. Albore is the delegate on this ship, with departmental

delegates being George L. Hayes, deck; C. W. Stokely, engine and John Niemiera, steward.

Ship's delegate E. E. Hunt on the Margaret Brown (Bloomfield) has been a busy man recently. In addition to his job as ship's delegate Hunt pinch-hit as ship's treasurer until a new one was elected and raised a few dollars for the ship's fund. He also took care of the ship's library when not busy with his other duties.

An Oklahoman by birth, Hunt sails in the engine department on SIU ships. He became a member of the Union in New York on May 2, 1952.

Chairmen of the SIU port membership meetings of July 13 were L. Clark in Houston, R. F. Lyle in

Speak Out At SIU Meetings

Under the Union constitution every member attending a Union meeting is entitled to nominate himself for the elected posts to be filled at the meeting—chairman, reading clerk and recording secretary. Your Union urges you to take an active part in meetings by taking these posts of service.

And, of course, all members have the right to take the floor and express their opinions on any officer's report or issue under discussion. Seafarers are urged to hit the deck at these meetings and let their shipmates know what's on their minds.

LABOR ROUND-UP

Another step toward US labor merger was completed with selection of a new name for the merged organizations. After much discussion the joint negotiating committee decided to give recognition to both AFL and CIO in the new name by calling the merged labor organization AFL-CIO. The next step will be the joint convention in New York on December 5.

A major test of union rights to express opinion through their own publications and broadcasts is now in progress. The United Auto Workers, CIO, has been indicted for spending money on its union-sponsored radio program for political purposes. The program, which is a year-round weekly broadcast had carried the union's opinions, on the 1954 Congressional campaign.

AFL Teamsters in New England

broke the back of an employer lockout in the area when they signed with several major companies for a 50 cent hourly increase over a three-year period. The number of hours worked will be reduced from 48 to 40 in the same period. The Teamsters had struck seven firms and employers retaliated by locking out men working for over 300 companies.

Another lengthy strike in progress is the walkout of 1,500 sugar refiners, members of the CIO United Packinghouse Workers, at two Louisiana sugar refineries. The refineries are in Reserve and Gramercy, Louisiana, about 40 miles south of New Orleans. The struck companies are paying 41 cents an hour less than refineries on the East Coast and have resorted to court injunctions in attempts to hamstring the strike.

Labor United

The marshalling of AFL forces in New Orleans on behalf of repeal of the Louisiana "right-to-work" law as well as the political education of union members in the area is a healthy sign.

This united front, which includes the SIU Atlantic and Gulf District and its affiliates in the forefront, bodes no good for lawmakers who helped put over this badly-misnamed piece of legislation. For, in Louisiana, at least, working men and women are not taking this lying down.

Certainly any so-called "right-to-work" measure which does not take into account the rights of union members to protect hard-won gains by means of a union shop is bad to the core. Once labor's case is brought out in the open, chances of repeal are that much brighter.

‡ ‡ ‡

Promises Aren't Enough

The unwillingness of the Senate Appropriations Committee to clear the way for funds which would speed the construction of prototype "roll on-roll off" trailerships again leaves the question of the future of the US merchant marine up in the air.

Pious declarations of the need for bold new schemes to revise US shipping accomplish nothing when on the first occasion that someone comes along with a workable idea for reviving the industry he finds the door slammed in his face.

The lack of action by the Senate group came at the very end of this year's session. It postpones the building of the projected trailerships at least until mid-1956. At a time when outmoded US ships badly need modern replacements in order to compete favorably, the committee stand is particularly unfortunate. The industry has long passed the point where it can nourish on promises.

‡ ‡ ‡

Rx For Seamen

Although its proposals have long been at a standstill, the dangers of the Coast Guard's plans for renewed controls over merchant seamen through a set of brain-body tests have never subsided.

Thus, the convincing demonstration by steamship companies like Alcoa that its medical examination program for seamen is and has been doing the job of protecting ships, cargoes and crews all along is important. In the absence of such safeguards, the Coast Guard would likely be quick to act.

Proposals for controls over seamen seem to be a popular diversion these days. The best way to block them is to show that industry and the unions can handle the problem on their own.

Face-Lift Boston Hall

BOSTON—The SIU hall in this port has just had itself a new paint job, and the transformation has everyone happy. Painters did the place over in fine style, making everything look bright and fresh all over again.

The only question now, according to James Sheehan, SIU port agent, "is that we hope will be able to keep the hall looking this spic and span in the future. We're sure we'll have the cooperation of the membership in this matter, however."

He noted also that the long-standing strike of AFL teamsters in Boston and all of Southern New England had just been settled, with the drivers winning hourly increases ranging from 37 to 50 cents. Boston teamsters came away with the 37-cent figure because its wages had always been higher.

Covers 3-Year Period

Drivers in the rest of the area netted the 50-cent boost which, like the lower figure, is calculated to be spread over a three-year period. The increases will provide all the drivers with a standard hourly wage of \$2.17 at the end

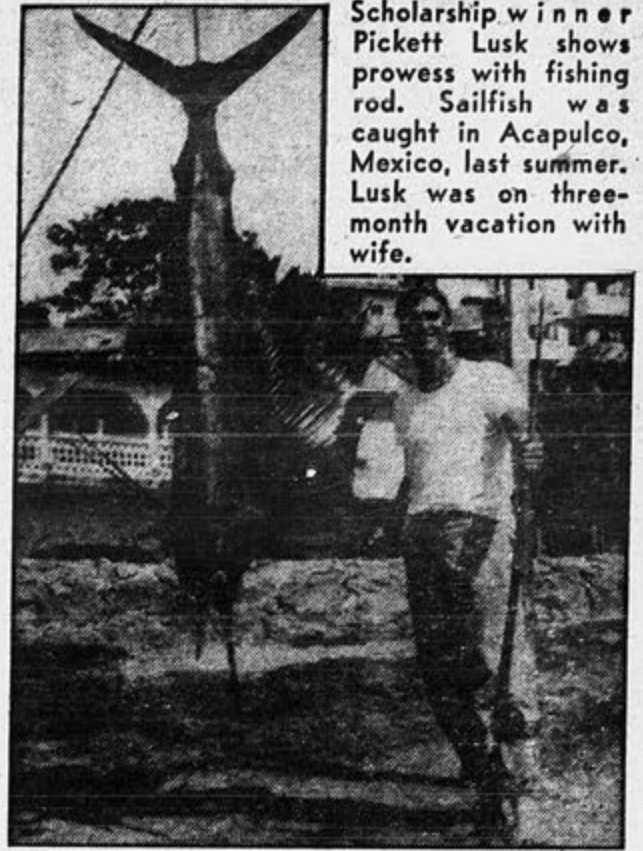
of the three-year period. Some 12,000 drivers were affected.

In other developments, the port was recently the scene of a visit from top Washington officials representing Government departments that handle the movement of Government freight overseas, who came into the area to inspect harbor facilities. After an extensive tour of key Boston installations both on land and by boat, the party was reported to be highly pleased with what it saw, and its availability for the movement of Government cargoes through this port.

It is now hoped that an increase in US cargo movements from here will result, thereby boosting shipping for the port which, as Sheehan assesses it, is "unpredictable." Activity for the past two weeks was only fair, as the relatively heavy business for the previous period dropped off completely.

AB Back To School Via SIU Award

With more than 12 years of seafaring behind him, Seafarer Pickett Lusk, 32, of Houston, Texas, is now looking forward to four years of uninterrupted study at the University of Houston, following a long lapse in his formal schooling. Lusk, one of three Seafarers to win one of the 1955 SIU scholarship awards, officially made the winner's circle this year after a near-miss in 1954, when he was chosen as an alternate. As an alternate, he would have had the opportunity to fill in for one of the regular four winners last year if any of them



Scholarship winner Pickett Lusk shows prowess with fishing rod. Sailfish was caught in Acapulco, Mexico, last summer. Lusk was on three-month vacation with wife.

This is the third in a series featuring the 1955 winners of the SIU scholarship awards.

defaulted or dropped out. The chance never presented itself, however, and now he's won the SIU award on his own.

As a matter of fact, he already has his nose to the grindstone, and has been attending summer school at the University to get the feel of things once again.

It hasn't been easy, but he's had the constant encouragement of his wife, who teaches school and has been urging him to finish his education. "I was determined to do this," he points out, "and the SIU scholarship will make it all possible. Needless to say, we're both overjoyed over the award."

The lanky 6' 7" Seafarer got in one year at the University of Alabama back in 1941, after he graduated from high school, but soon after World War II broke out, he began shipping out, and has been at it ever since.

Was School Athlete

Transplanted from San Francisco at the age of nine, he had most of his schooling in the South and, helped along by his size, took part in most high school sports. He played both end and tackle on the football team, was a natural center on the basketball squad and high jumped and ran hurdles on the track and field team. He modestly belittles these accomplishments, noting that "I was a mediocre ath-

lete, though, distinguishing myself more through size than ability."

His other after-class interests included the school newspaper, on which he wound up as feature editor. From early childhood he was also interested in saddle horses, and raised and trained several "promising" colts. He never pursued this hobby further, however.

In 1942, Lusk first shipped out as a purser on a Waterman ship, but after a couple of trips as "floating bookkeeper," he decided

he was better suited for outdoor work.

"Luckily, I was on an SIU ship, and the brothers took me to the hall in New Orleans, where I joined the SIU in July, 1943," he recalls. Eventually he sailed to all theaters during the war, shipping in all ratings in the deck department, mostly out of the Gulf. He prefers to sail unlicensed, although he holds a third mate's ticket also.

One of Lusk's friends and fishing companions, who is a professor at the University and lives near his home, was really astounded when he told him the size of the scholarship. "He said that the leniency in course requirements and the general stipulations make it the finest undergraduate scholarship he's ever heard of, and I can certainly agree with that wholeheartedly."

This fall, Lusk expects to return to school to major either in English or sociology "and if my grades hold up, I plan to go to graduate school afterwards. That's premature planning, of course. Meanwhile, thanks again to the SIU for this wonderful opportunity and to the many brothers with whom I have sailed through the years who helped make it all possible."

Inquiring Seafarer

Question: A Texas newspaper editor has said that unions are no longer necessary. What do you think would happen in the maritime industry if unions bowed out?

Louis Cirignano, wiper: The shipowners would have a picnic.



They would run everything their own way, which would mean the end of conditions we have today. Anyone who sailed before 1938 can tell you what it would be like. All the old barriers against seamen would go up again.

Clarence A. Collins, steward: Since we got all the conditions we have today



through the Union, not from the shipowners, we could expect all these things to go right out of the window. There would be lower wages, poorer conditions,

no vacations, no welfare plan, none of the benefits we have right now.

John Lucas, steward: That editor doesn't know what he's talking about if he thinks the unions can leave and things will remain the same. One thing's sure, if a war came, there wouldn't be an American seaman left on our ships. Cheap foreign labor would be manning all the jobs.



Shelley Lynn, wiper: I imagine everything would go back to the way they were in the 1920's. Nobody would pay any attention to beefs and the shipowners would be able to step all over us. The worse thing that could happen would be for the unions to close up shop.



Genero Gonzales, OS: The unions are needed all the time because they are the only thing stopping the shipping companies from cutting down our conditions. If the unions were kept out of the industry, it would be the end of the first square deal the seaman has ever had.



Leon Ryzop, cook: There wouldn't be any jobs for us, because the companies would give the jobs to whoever they wanted. We need a union in the shipping business. I remember what conditions were when I sailed back in 1932. Nobody could tell the shipowner where to draw the line.



Seattle Still Boosts Best Of Shipping

SEATTLE—This Northwest port still remains the fair-haired boy as far as shipping is concerned. The fine shipping that has been enjoyed here for weeks is due to continue with another vessel coming out of layup.

The Heywood Broun, a Liberty which has been inactive for 21 months will take a full crew out of here and load grain. Port agent Jeff Gillette has four other payoffs on tap for the next two-week period.

Just to add the whip cream topping to it all, Gillette reports beefs have been kept at a minimum. "Everyone seems to be doing a bang-up job," he commented.

Three payoffs, two sign-ons and ten in-transits made up the good shipping picture.

Seattle has always claimed its shipping was "best in the northwest" and present activity seems to back it up.

Hamill Humming On First Tour Of Orient

All appeared to be well on the Marie Hamill at the last count, as the ship headed out from Yokohama for points further east. Relieved from the Northern European run after a long stint traveling that lane, the vessel now seems due to make the Orient its home base for quite a while.

Helping to keep things humming aboard is the "smiling bosun," Mike Rossi, who already yearns for the night life of New York, but is learning to live without it for a spell.

Other nicknamed and misnamed working "passengers" are Jimmy "Mobile Ice Cream" Hicks, "Shamrock" Dugan, "Coffee Beans" Jones, John "Pizza Pie" Grassi, "Hot Cakes" Supinski, "Packing House" Hamm, Chuck "Egg Foo" Young, "El Toro" Castro, "Radio" Gonzales, "Silent" Wright, "Boat Drill" Rydon, "Potato Bug" Reyes, "Big Hoss" Groseclose, "Robert" "Cowboy" Davis, "Mr. Outside" Blanchard, Nick "Tequilla" Santos, "Banjo" Pentullo, "Blackie" Mancino, and "many others to numerous to mention," reports V. Wilkerson, ship's delegate.

Actually what probably happened is that Wilkerson ran out

of names to pin on the rest of the boys, and just gave out at that point.

Many Seafarers count among their varied talents the knack of pinning the right label on the right man in all communications to the LOG. Wilkerson wasn't a "quitter," he just got exhausted.

Through it all, however, he reports a good crew on board, and weather and food in the same category. Books and reading matter that were put aboard by the SIU Sea Chest in New Orleans "were and are very much appreciated and are being read by all."

It is really swell to get some modernistic reading on merchant ships, and not so much of that old long-hair literature," he adds. "Each and everyone of us sends our regards to our officials and brothers in the SIU."



Rossi

Seafarers In The Hospitals

USPHS HOSPITAL NEW ORLEANS, LA.

T. P. Barbour	Leo H. Lang
Julian B. Barrett	Tinerman J. Lee
Carol J. Bauman	Nils Lornsen
Merton Baxter	C. R. Nicholson
Charles Bradley	Alfonso Olaguibel
Charles E. Brady	George D. Olive
J. L. Buckelew	Arne V. Olsen
John L. Caldwell	R. A. Ratcliff
Lloyd T. Callaway	Leroy M. Roberson
Byron Chapman	James J. Russell
Calvin DeSilva	Thomas A. Scanlon
Peter Devries	Benjamin C. Seal
Leo Fontenot	Joseph Sintes
Louis Guarino	William E. Smith
Vernon Hall	Woodrow A. Snead
Earl T. Hardeman	Lonnie R. Tickle
E. G. Knapp	Dirk Visser
Duska Korolla	James E. Ward
Norman L. Krumm	David A. Wright

USPHS HOSPITAL BALTIMORE, MD.

Manuel Antonana	Norman T. Jackson
Curt Borman	A. E. Johansson
Carl E. Chandler	Earley Joyner
Charles Coburn	Pablo LaTorre
Baldo Coccia	Robert McCorkel
Antonio R. Colon	D. McCorkindale
Victor B. Cooper	Earl McKendree
A. L. Gaidikas	Robert C. McKnew
James J. Girolami	Mather Mullis
Gorman T. Glaze	Nick Mutin
Jack Howard	Fred Pittman
Daniel A. Hutto	C. N. Summerell

USPHS HOSPITAL BOSTON, MASS.

Peter King Arnfin A. Oyhus
George E. Murphy

USPHS HOSPITAL GALVESTON, TEXAS

James E. Hodges Harold D. Napier
Ernest L. Magers John E. Tillman
John E. Markopolo

USPHS HOSPITAL NORFOLK, VA.

E. A. Ainsworth Isaac P. Hancock
H. L. Hadley John H. Richardson
Frank Hall R. E. Waterfield

USPHS HOSPITAL SAN FRANCISCO, CALIF.

Marcelo B. Belen Raymond W. Frye
Max Byers K. E. Hansen
Roy W. Corns William P. Hunt
E. Donougher Nicholas Korsak

USPHS HOSPITAL SEATTLE, WASH.

Emery D. Crowell Roy O. Noack
Dominick DiMaio John Ratcliff
Sverre Johannessen Ernest T. Squire
V. K. Ming W. W. Wells

USPHS HOSPITAL SAVANNAH, GA.

L. U. Albritton Jimmie Littleton
Ronald Canady John L. Sikes
David Evans Jr. Ernest H. Webb
C. E. Foster

USPHS HOSPITAL DETROIT, MICH.

Tim Burke

USPHS HOSPITAL MEMPHIS, TENN.

Charles Burton

TRIPLER ARMY HOSP. HONOLULU, HAWAII

Frank T. Campbell

USPHS HOSPITAL FORT WORTH, TEXAS

B. F. Deibler Jose Santiago
Albert Kozina Rosendo Serrano

SAILORS SNUG HARBOR STATEN ISLAND, NY

Joseph Koslusk

USPHS HOSPITAL STATEN ISLAND, NY

Thomas R. Bach	D. Kaim
Dargan Coker	Manuel Landron
Thomas D. Dailey	Joseph J. Martus
Julio Figueroa	George A. Pease
Gerald Fitzmaurice	Perry Roberts
John F. French	G. H. Robinson
David Furman	Jose Rodriguez
William Gleesa	Matti Ruusukallio
Estell Godfrey	Kassim Samat
Emilio Isaac	Dominick Trevisano
G. W. Johnson	K. G. Wetterhorn

USPHS HOSPITAL MANHATTAN BEACH BROOKLYN, NY

Edmund Abualy	Kaarel Leetmaa
Fortunato Bacomo	James R. Lewis
Frank W. Benrick	Arthur Lomas
Claude F. Blanks	Francis F. Lynch
Robert L. Booker	Joseph D. McGraw
Joseph G. Carr	A. McGuigan
Gabriel Coloni	H. F. MacDonald
Mariano Cortez	Michael Machusky
Walter W. Denley	Vic Milazzo
John J. Driscoll	Eugene T. Nelson
Bart E. Guranick	Joseph Neubauer
Taib Hassen	James O'Hare
Joseph Ifsits	D. F. Ruggiano
Thomas Isaksen	G. E. Shumaker
John W. Keenan	Henry E. Smith
J. R. Klemowicz	Harry S. Tuttle
Ludwig Kristiansen	Virgil E. Wilmoth
Frederick Landry	Chee K. Zai
James J. Lawlor	



Seafarer Bill Nuckols and his wife Mickey show off some of the 40 fish they caught during his last trip home to Ansted, W. Va., Mrs. Nuckols figures she's "a jinx" though, because the week before Bill and his brother caught 130! Either way, it's an awful lot of fish.

Trip Stretches, Grits Run Out

To the Editor:

Just a few lines to say that everything is going smooth on the Wild Ranger. We left Mobile on the 13th of February with a load of ammo for Germany. We were supposed to pay off in New York on April 1, but you know MSTs ships.

We have made three shuttles in the Mediterranean and fi-

Letters to the Editor

nally have received our orders to go home.

We only had six weeks' stores when we left, and even though we bought stores in Italy, Spain and Greece a lot of things have run out. The thing we miss most of all is grits. But all in all everyone has had a fine trip.

We think we have the finest skipper of the Waterman fleet aboard here. He is Captain Emanuel (Pete) Patronas, so all of you fellows can be sure he is fair and just. He came up through the foc'sle and was a good SIU man during that time. So we say "hats off" to Captain Pete of the Wild Ranger.

Earl P. McCaskey
Ship's delegate

Feeding Plan Really Works

To the Editor:

Human nature being what it is, everything that was ever invented was derided when it was introduced. The crowds that came down to the riverbank to see "Fulton's Folly" came in derision, not acceptance. Our own Congress turned down the first armored battleship during the Civil War.

The Alcoa Ranger had a somewhat like experience when Brother Clifton C. Wilson came aboard for a trip with us. The smart ones were prone to haw-haw at the idea of introducing improvements in the steward department at no extra cost, but Cliff won us all over to his side. He proved to us that efficiency began at home by showing us how to do it.

Pays Dividends

Let me tell some of my fellow chief stewards that if you are lucky enough to have "Cliff" make a trip with you don't feel for one minute that he will make it a hard trip or that he will try to dominate your management of your department. You'll enjoy his company, and as he has been a darn good steward in his own right, an SIU steward to boot, if you open up and accept him you'll receive a bigger dividend than you expect.

You will differ with him on some things. He's not inviolate, he's human. But just take him as another friend, tell him where he's right and where you think he's wrong, at the proper time, proper place and when you're alone. He'll take both sides with a slide rule and before you are through, you've both learned something.

Don't worry about his office report. He's there to help you, that's the nature of the guy. He will make you feel that he's doing a job he dreamed of to better living conditions of seamen. It just doesn't mean his

own program but all your problems that he will try to help you with.

I'm stubborn myself, but my hat is off to a man that is doing a good job. He sort of made me feel like I have one more good friend that I can always ask for help in any emergency.

Notified Passengers

I thought so much of Cliff that I put out a bulletin to the passengers on board here introducing him and telling how he and his Union are attempting to improve standards of shipboard cooking and feeding for the men and the passengers.

Headquarters can give us more of this upgrading stuff. We're all for it.

Harry L. Franklin

(Ed. note: Brother Wilson has been making the rounds of the Alcoa ships as part of the SIU's program to improve standards of shipboard feeding and the work of the steward departments).

Oldtimer Misses SIU Shipmates

To the Editor:

Greetings from a former SIU brother now transplanted to the sunny South. I have been in various Government hospitals since 1947 when I left the Seatrains Texas. Before that I was aboard several Waterman ships, and during the latter part of World War II I sailed with Alcoa.

I'd sure like to get a copy of the LOG and see how the boys I used to know are doing.

I can honestly say that I never had it so good as when I was a fortunate member of the SIU, and I'm sure proud to have been a brother to the whitecapped men when we backed up our Union demands—and got them, too—through the fair dealing of our officials.

I hope to hear that old "Ropeyard" Charlie is stacked up with plenty of tobacco at Snug Harbor. I made my last trip with him sometime in 1945 or 1946 on a Waterman scow.

Also hope Carl Wayne, the oiler, is doing okay and riding fair weather. I'd like to hear from him or any of my old shipmates.

It sure is a far cry from the time I passed coal on the old SS America for \$60 per month and no overtime in 1919. Evans was chief engineer then, not Paddy Brennan.

Anyhow, I'll appreciate a copy of the LOG, as there are many men here who doubt my stories of the many benefits of the SIU, and I'd like to back them up and also read the very interesting news of far places our old gang gets around to.

Arthur "Pop" Wyler

(Ed. note: Your name has been added to the LOG mailing list so that you can receive the paper regularly.)

Pleased By Plan For Dependents

To the Editor:

I am enclosing my enrollment card for the Welfare Plan. My wife is the only dependent I have. It is really a great feeling to a fellow to know that his better half is taken care of in case anything should happen.

It is fortunate that we belong to an organization that has the interest of its membership so at heart.

Adrian J. Guns

Finds Grippers Not Real Seamen

To the Editor:

Since its inception in the good year of our Lord, 1938, the Seafarers International Union has been and always will be a progressive organization.

The Union's officials and members have always advocated better conditions for the working seaman.

There are among us, those who complain that conditions should be much better. If you should ever bother to inquire, you will undoubtedly find out that these complainers are the "Johnnie Come-Latelys" in the industry. About 95 percent of these characters have no intention of making the sea their livelihood.

Their favorite pastime is to complain about anything and everything and never do anything to improve their lot. One of their favorite "sing-songs" is; How come, so and so has a full membership?

If you had a mind to ask them, did you ever help organize Isthmian, Cities Service or any steamship company? Walk any picket lines? The invariable answer is always "no." They say they were busy visiting grandma, or going to Uncle Joe's funeral, or they didn't know about it—all poor excuses at best.

Sightseers

You will also find these men are the sightseers who are on a cruise as if they were just killing time until they get the \$50 million or the big job that is going to open up for them ashore. Or else they go back to school in the Fall and engage in some fabulous career that is going to put them far above such lowly creatures as seamen. These are your chronic complainers.

Without a doubt, upon entering some SIU hall within a year, I will run into one of these great men of the future, broke, hungry and looking for another SIU ship to get on and complain about.

Press Valuable

These poor saps do not seem to understand the value of SIU protection. Let them check with a reliable insurance company and inquire about a policy that will give them: A \$3,500 death benefit, \$200 (plus bond for baby) maternity benefit, \$35 a week for life in case of permanent injury or bad health, a guarantee of a job paying at least \$84 a week plus room and board, hospitalization and surgical care for members of the family and a representative to see that you get all that's coming to you on payday.

In addition, there's an office in each port equipped with showers, lockers, recreation rooms, libraries, cafeterias and a welfare department, all this and much more for \$80 per year.

I couldn't even begin to imagine the cost of such a policy but can safely say it's far more than 80 cents a year.

I am not trying to preach to anybody or tell them to go to sea all their lives. But while they are among us lowly creatures who roam the world for livelihood, they shouldn't condemn us, but leave us with an open heart.

We wish them "God speed" and the very best of good luck in all their glorious undertakings. If necessary, we will even give a helping hand along the way.

John V. (Saki Jack) Dolan

Smiles Tell The Sad (Or Glad) Tale



"I guess the smiles show who is winning," captions Seafarer Oscar Payne, secretary-reporter on the Barbara Frietchie, who sent in this photo of one of the major recreational activities for the ship on the Far East run. Pictured (l-r) are Al Verdon, Bert Winborne, John Allmon, Tony Lipari, Jess Winfield, Charles Frey.

Antinous Finds Old World New

The SS Antinous of Pan Atlantic, which has been hugging the East Coast of the US for as long as man can remember, wandered far off her course on the last trip. Whether by accident or design, the ship wound up in Yokohama and other Far East ports giving her home-lovin' crew a taste of the other side of the world.

All went fairly well on this adventure, according to Brother Maurice "Duke" Duet, except that some of the boys lost their watches to the thieving fingers of Korean sharpers and one brother was seriously injured by Pusan street urchins.

Of Japan, now, that was another story. But who among us can be properly eloquent about Japan?

"The one port the crew was 'most eloquent about,' he writes, 'was Osaka. Osaka had everything the boys were looking for. Sam (Davy Crockett) McNiel led most of the deck gang around since he

is a veteran of the Far East. For myself, I put on my dancing shoes and spotted a dance floor that I have never seen the equal in sumptuousness and elegance in my life. Yes, Osaka was THE port."

Korea was another side of the coin, "Duke" mournfully reports, he says, "is where the Antinous met its Waterloo. You could smell the town (Pusan) offshore. Going ashore no one got out of line but you had to watch yourself at all times."

Watches Missing

"I met some boys on the Beauregard and they too lost a few watches. I also met a few SIU boys in the Army who had dinner aboard with us. . . Brother Herman Webber, now first-class private in the Army, was the Antinous beach-comber. He was the wheel in Pusan—chief mate on an Army tug. Webber says he is ready to see the hall again and thanks all the SIU brothers for everything they have done for him."

"Duke" has a few compliments of import to hand out. The ship's captain, Dean K. Bruch, he reports, "has done everything in his power to make this trip a happy one. Every one on the Antinous can't find words enough to express how they respect him." The deck department he says, is a fine bunch

with "three of the best daymen a bosun could ever find in Jimmy Fuller, Glenn Petersen and Sam McNiel."

The only sad note in this account is that Duet is going from bosun to Pvt. He was due for induction into the Army upon arrival.

'Visits Royalty'



Recalling the visit of Britain's Princess Margaret to the West Indies last winter, Seafarer A. Danne of the Alcoa Pennant submits this photo of a shipmate, Allen, AB, standing at the gang-plank of the royal yacht at Port-of-Spain, Trinidad.

Sandcaptain Beef, Beer In Boil

A few weeks back the crew of the Steel Seafarer, sweltering in the Persian Gulf, was ready to do battle with a few sides of beef for "lebensraum" in the ship's reefer boxes. Now the beef on the Sandcaptain (steer beef, that is) has to contend with beer bottles for space.

Venezuela may not be the Persian Gulf when it comes to heat, but it can put on an impressive show of its own on that score. It appears that a few crewmembers, to beat the heat, have been setting themselves up for a

real cool one by putting their beer in the ship's meat box.

This practice is strongly objected to by the chief cook who requests that the meat box no longer be used for that purpose. There was no official reaction entered into the minutes from ship's

delegate Pete Cemashko or the rest of the crew.

Just what the cook's objections were are not specified, but it can be presumed that cooling beer in the meat box involved too many openings and closings of the doors, with consequent bad effect on the meat. Or maybe the cook didn't care for the idea of tripping over beer cans and bottles.

Come to think of it, it might not be a bad idea for a can of beer or two to be accidentally spilled on the meat. Meat cooked in beer can be on the tasty side, it's claimed.

One objection to this practice could come from the beer drinkers themselves. The temperature in the

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Aboard Sandcaptain, Seafarer Andy Messana shows off tonsorial handiwork on Pete Rivero, who's both cooler and minus all hair tonic problems now.

meat box is a wee bit too cool for beer which can freeze up into a syrupy consistency. Did you ever drink beer that's been frozen? Ugh!

LOG-A-RHYTHM:

Truth And The Young Man

By Thurston Lewis

With clean limb the proud youth
Supple as a sapling young and straight
Emerges new in an aged world, and Truth
Will gather her decorous folds and wait.

His eyes brown springs of Autumn water
View the world with wonder and with hope.
While empires rise and kingdoms totter
Truth flees this cheerful scope.

Bronze glints his close-cropped hair in the sun
His lips unopened rosebuds in Spring;
The warmth of his nature is one
With the warmth the early seasons bring.

His good sense and inherent learning rare
In a world of older more hardened men
Often lays their follies bare;
Enhances his greater worth within.

When man's estate boasts his full-fledged growth
And Truth esteems his shoulders strong,
She'll place her burden there and loath
He'll follow the inevitable road along
To lead men where the stream of Time will flow
Toward fields which assume, like hope, a brighter glow.

Burly

The McCoy

By Bernard Seaman



Seastar's Crew Rates Stewards Tops In Biz



The much-lauded members of the Seastar's steward department (front, l-r) include G. Reese, pantryman; D. Cristolas, saloon MM; D. Hill, crew MM; D. Gaskins, BR; rear, C. McDavies, night cook and baker; Ray Austria, chief cook; C. West, 3rd cook. Steward Young was not present at the time.

Returning from a long trip to Korea, the SIU crew of the Seastar have taken to prose and song to shout the praises of steward Wesley Young and his department.

Judging from the tributes rendered, Young and company kept the Seafarers aboard in fine spirits throughout the Far East voyage. Just as an army moves on its stomach, a letter on behalf of the crew noted, "so the merchant marine also sails better on a full stomach." Needless to say, those on the Seastar were both full and content at all times.

In addition to Young, the vote of

thanks was also extended to Ray (Syngman Rhee) Austria, chief cook; Ralph (Alibi) McDavies, night cook and baker; C. (South Atlantic) West, 3rd cook; D. (Fatman) Hill, crew messman; G. Reese, pantryman; D. (Loverboy) Cristolas, saloon messman, and D. (Taxicab) Gaskins, BR. As nicknames went on the Seastar, Young was known to his aficionados as "Louis the Greek."

The special praise for the steward also extended to chief cook Austria who "was always planning for something new, with the able assistance of 3rd cook West. We also always had plenty of assorted pastries for coffeetime and night lunch put out by McDavies, the night cook and baker, such as donuts, pie and such specialties as eggrolls and pizza pie.

"Our messmen were always on the ball, always polite and obliging. The good food and service to match kept grumbling of all kinds to a minimum. If there was any special dish that a crewmember liked especially well, all he had to do was ask for it and if it were possible, it would be on the menu soon enough.

"The gulls did not make out well at all this trip," the testimonial concluded.

Barber's Dream



Displaying the underbrush he's been growing since November, Seafarer Vincent Walrath relaxes in Los Angeles after paying off eight-month trip on the Sweetwater. Barbers won't touch it without extra overtime.



Young

ALCOA PIONEER (Alcoa), June 5—Chairman, G. Anthony; Secretary, J. Tilley. It looks like a good trip. To ask patrolman about the necessity of removing parthole scoops from gangway while in port.

CHOCTAW (Waterman), May 10—Chairman, J. Goude; Secretary, G. Johnson. Deck delegate saw mace about sougeeing and painting fo'c'sles. Motion made and carried 100 percent to back up Harry Lundberg on CAMU. List has been posted showing rotation of departments cleaning laundry.

WESTERN TRADER (Western Navigation), June 5—Chairman, E. Burton; Secretary, E. Conrad. Crew to hold on to customs slips so that things may be taken ashore without paying extra duty. Repair list posted. For-

Digest of ships' Meetings

mosa bonus will be discussed with patrolman at payoff.

HIGH POINT VICTORY (Bull), June 10—Chairman, R. Miller; Secretary, A. Carter. Motion made and carried to concur in headquarters communication. Everything running smooth.

ALCOA PILGRIM (Alcoa), June 16—Chairman, B. Locke; Secretary, E. Williams. San Juan agent said man must go to-USPHS for final word on unit for duty. Communications from headquarters read and accepted unanimously. Enrollment cards were already mailed in.

ALCOA POINTER (Alcoa), June 5—Chairman, J. Hannay; Secretary, C. Welch. The coffee urn aboard this ship is much too large therefore a new one will be installed this trip. All departments are running smooth. Crew likes the "New Look," except that tables seem to be too small. Motion made and carried to accept and concur with communications from headquarters. Vote of thanks given to steward and his department.

ALCOA ROAMER (Alcoa), June 23—Chairman, V. Smith; Secretary, E. Marsh. Motion made and carried to accept and concur unanimously with headquarters communication.

DEL AIRES (Mississippi), June 6—Chairman, A. Thompson; Secretary, H. Guenther. Headquarters communications accepted and concurred.

KATHRYN (Bull), June 23—Chairman, Martin; Secretary, Jones. Motion made and carried that headquarters communication be read, accepted, and concurred unanimously.

ROBIN GRAY (Seas Shipping), June 23—Chairman, Kline; Secretary, Macdonald. Motion made and carried that communication from headquarters be accepted and concurred unanimously.

STEEL TRAVELER (Isthmian), June 12—Chairman, W. Mitchell; Secretary, E. Auer. Vote of thanks to ship's delegate. Recent communications from headquarters accepted and concurred unanimously. Motion made and carried that air-conditioning be put on ships on tropical runs. Vote of thanks to steward department. Brother Mitchell, Chief Electrician, was given a vote of thanks for good care of the washing machine during the voyage.

ALCOA RANGER (Alcoa), May 14—Chairman, R. Clymer; Secretary, P. Robertson. A small beef in the black gang was squared away by the ship's delegate.

May 19—Chairman, T. Nawrocki; Secretary, R. Stahl. Discussion on Welfare Plan. Repair lists turned over to patrolman. Steward delegate reported that he is having trouble getting the chairs in the messhall painted.

COVER d'ALENE VICTORY (Victory Carriers), May 19—Chairman, W. Zaleski; Secretary, C. Taylor. Key for the pantry and passageway will be in the galley in daytime, and gangway watch will have the key at night. Ship's delegate talked to the captain about the draw for Yokohama.

ALCOA PLANTER (Alcoa), June 22—Chairman, C. Stambul; Secretary, L. Gunlis. Recent communication from headquarters read and accepted unanimously. Everything running smooth aboard this ship.

ARLYN (Bull), May 31—Chairman, L. Gillis; Secretary, K. Halgimisis. Ship's delegate elected. The mess-room is to be kept locked in Puerto Rico and more cooperation is to be given from crew to keep it clean.

DEL SUD (Delta Line), June 10—Chairman, J. Lae; Secretary, G. Metting. Various ways were suggested to raise funds for the Annual Del Sud picnic. Ship's fund \$209.46, annual picnic fund \$008.60. Motion made and carried to get new movie screen, speaker, and reel in New Orleans; and to continue with annual

picnic and make it more private for SIU brothers and their families. Librarian asked all brothers to return all books and magazines.

FRANCES (Bull), June 22—Chairman, V. Faoussi; Secretary, G. Wherity. Motion made and carried to accept and concur in headquarters communications unanimously. Everything running smooth.

WARRIOR (Pan-Atlantic), May 30—Chairman, D. Dees; Secretary, M. Elliott. Recent communications from headquarters accepted and concurred unanimously. Motion made and carried to give SIU Welfare Negotiating Committee a vote of thanks. Members are urged to take good care of washing machine and tables and chairs in crews messhall need replacement.

June 18—Chairman, C. Owens; Secretary, M. Elliott. Motion made to read, accept and concur unanimously with headquarters communication. Enrollment cards to be completed. Slopchest is still insufficient. Ship's delegate to see captain about same.

SEATRAN GEORGIA (Seatrains), June 19—Chairman, W. Newberg; Secretary, A. Lamber. No beefs. Ship's fund consists of \$30.50. Wringing for washing machine is broken, to be put on repair list.

June 23—Chairman, W. Morris; Secretary, J. DePonte. This is a real smooth trip—no beefs of any kind. Motion made and carried to accept headquarters report unanimously.

DEL SANTOS (Mississippi), June 12—Chairman, Wallberg; Secretary, D. Marine. Fifty-two dollars spent for crew party and \$29 left in ship's fund. One man missed the ship and one man became ill aboard it. Crews passageways and showers to be painted.

ROBIN LOCKSLEY (Seas Shipping), June 22—Chairman, F. Brodrik; Secretary, L. Karalemas. Motion made and carried that headquarters communications be accepted and concurred. Everything running smooth.

SEATRAN NEW YORK (Seatrains), June 20—Chairman, E. DeBautte; Secretary, E. DeBautte. New aerial for TV set bought. Ship's fund contains \$47.80. Steward asked to get variety of fruit. Washing machine to be kept clean.

ROBIN GOODFELLOW (Robin Line), May 12—Chairman, M. Brightwell; Secretary, W. Rackley. No beefs. Headquarters communications accepted and concurred. Ship's delegate elected. Discussion held on why the rolls are never hot, and the second cook will see that they are in the future. Steward requested crew to take all coats off deck while vessel is in port.

June 19—Chairman, J. Lippincott; Secretary, W. Rackley. Communication from headquarters read and accepted unanimously. Repair list to be turned in as soon as possible. Steward requested that crew turn in all linen and coats before arriving in the United States.

SOUTHSTAR (South Atlantic), July 12—Chairman, C. Rice; Secretary, J. Lapointe. No beefs. Motion made and carried to accept and concur in communications from headquarters. Ship's delegate elected. It was pointed out that something is to be done about the sun shacks which are erected by the winch drivers. It was suggested that it be brought to the attention of the ship's officers.

STEEL APPRENTICE (Isthmian), July 13—Chairman, A. Jones; Secretary, J. Vega. Ship is in good shape. Motion made and carried to accept and concur headquarters communications. There was a talk on the additional welfare benefits and crew was instructed to complete and mail enrollment cards.

SWEETWATER (Petrol), July 19—Chairman, C. Hill; Secretary, N. Sargent. Ship is in fair shape. Ship's fund—\$12. A few hours disputed overtime. Motion made and carried to accept and concur with recent communications from headquarters.

DEL MAR (Mississippi), July 14—Chairman, E. Bates; Secretary, T. McLees. Motion made and carried to accept and concur all communications from headquarters unanimously.

July 17—Chairman, R. E. Slough; Secretary, H. R. Ellis. Two men charges. Men are to be aboard at least one hour before sailing time. Each department to take one week to keep crew laundry clean. Enrollment cards to be mailed in. Ship's fund—\$292.25. Rotating ship's delegate from each department, for each trip.

DEL RIO (Mississippi), May 15—Chairman, G. Petusky; Secretary, A. Rudnicki. Motion made and carried to accept communication from headquarters. Speaker in crew mess to be repaired.

July 3—Chairman, D. Ramsey; Secretary, A. Rudnicki. Welfare enrollment cards to be completed and mailed. A collection in the amount of \$35 was made for a headstone for third mate who died this trip. Vote of thanks to steward department. Washing machine needs repair and crew needs a motor for ice cream machine.

July 12—Chairman, J. Geissler; Secretary, A. Rudnicki. This meeting was held to act on communications from headquarters. This was done and all communications were accepted as read and carried unanimously.

HURRICANE (Waterman), May 25—Chairman, J. Longfellow; Secretary, J. Burke. Repair lists are ready. This is a good trip. A vote of thanks to steward department.

JEAN LAFITTE (Waterman), July 19—Chairman, A. Brancini; Secretary, T. Rainey. It was pointed out to crew that linen would be distributed piece by piece. Motion made and carried to accept headquarters communication.

NEVA WEST (Bloomfield), June 12—Chairman, W. Jones; Secretary, J. Rielly. Ship's delegate spoke to port captain about draws and was told that they would be put out according to agreement. Motion made and carried to accept and concur headquarters communication.

SANTORE (Ore Navigation), July 1—Chairman, E. McNab; Secretary, H. Leiby. Ship's treasurer elected. Ship's fund \$6.82. Motion made and carried to accept headquarters communications unanimously. More eggs be used in french toast, menus to improve.

SEANAN (Stratford), June 11—Chairman, L. Barnes; Secretary, J. Carey. All repairs taken care of. Captain requested meeting with ship's committee every Saturday to thrash out differences. It has been agreed that steward department is to take care of recreation room and the engine and deck departments to take care of laundry.

July 10—Chairman, D. Butts; Secretary, E. Pappas. One man missed ship in Emden and caught it in Hamburg. Some disputed overtime. Motion made and carried to accept and concur headquarters communications.

ALCOA CLIPPER (Alcoa), May 29—Chairman, H. Patterson; Secretary, G. Annis. Anyone who wishes to bring pets aboard ship must inform the captain first. Balance in ship's fund \$91.68. Motion made and carried to accept and concur headquarters communications unanimously.

June 19—Chairman, Roberts; Secretary, Patterson. Food beefs to be taken up with patrolman. Total of ship's treasury \$163.18. Motion made and carried to accept and concur with communications. Air-conditioning beef to be taken up with patrolman. It was suggested that brothers accept various offices to familiarize themselves and others with Union work.

July 10—Chairman, R. Roberts; Secretary, L. Harnesheimer. Beef concerning air-conditioning is being taken care of. Ship's fund amounts to \$171.18. Recent communication from headquarters accepted unanimously. Motion made and carried that patrolman inspect gangway, and speak to captain to find out who is informing him of beefs that do not concern him.

ALCOA PILGRIM (Alcoa), July 10—Chairman, B. Locke; Secretary, W. Scott. Recent headquarters communication accepted and concurred.

ALCOA PLANTER (Alcoa), July 9—Chairman, J. DeFrancisco; Secretary, J. Kearns. \$1 donated to ship's fund. Motion made and carried to accept headquarters communications.

DEL CAMPO (Mississippi), June 20—Chairman, C. Gautreau; Secretary, L. Martindale. Ship's delegate suggested that all the delegates make up a repair list so that it can be worked on by the mate and chief engineer. A vote of thanks was given to the steward department for good services rendered to the crew. Motion made and carried that all bulletins be posted so that entire crew can read same.

SEA CLOUD (Seatraders), June 11—Chairman, E. Grotzky; Secretary, C. Hartmen. Performing on board ship at Panama and Honolulu must be stopped. Crewmembers were asked to be a little more quiet in the morning.

FORT HOSKINS (Cities Service), June 26—Chairman, Charles Martin; Secretary, B. Webb. Treasurer reported \$15 in the ship's fund. Ship's delegate will check the slopchest before ship sails foreign. Old mattresses have been replaced.

DEL CAMPO (Mississippi), April 24—Chairman, P. Taurast; Secretary, L. Martindale. Ship's delegate reported that everything is running in regular SIU style.

LONG VIEW VICTORY (Victory Carriers), May 30—Chairman, B. Toner; Secretary, M. Pappadakis. Keys for the cook's and messmen's quarters will be checked and extras will be made for those who haven't any.

BIENVILLE (Waterman), June 26—Chairman, Al Pontek; Secretary, M. Machel. One crewmember died in the Port of Yokohama and a special report was made up for New York. Vote of thanks given to the steward department.

MARYMAR (Calmar), June 30—Chairman, Snow; Secretary, Reasko. There is a balance of \$26.28 in the ship's fund. All communications and reports will be posted on the bulletin board so all crewmembers can read same.

EMILIA (Bull), June 19—Chairman, W. Cressman; Secretary, A. Campbell. The ship's delegate asked all hands to fill in their welfare cards as soon as possible and turn them in. Treasurer reported \$38 in the ship's fund. Communications have been posted on the bulletin board for the benefit of all.

BALTORE (Ore), June 16—Chairman, J. Mehalou; Secretary, L. Geraghty. A suggestion was made that a new radio be purchased for the recreation room from the Sea Chest and, if possible, secure a trade-in on present one. One man liable for a fine for leaving ship after signing articles.

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

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ALCOA CLIPPER (Alcoa), April 17— Chairman, R. Roberts; Secretary, G. Anis. There was a talk on the movie fund, for and against same. The ship's delegate will inquire about family insurance and report the results at the next meeting. Balance in the ship's fund \$39.51. Resolution on the newly-inaugurated hiring system read and a motion was made and passed to concur with same. Suggested that those members of the crew who do not understand fully the meaning to read the current LOG. Support of Lundeberg on CAMU issue approved. Motion made and passed to have treasurer post list of donations to movie fund.

BRADFORD ISLAND (Cites Service), April 25— Chairman, G. Fargo; Secretary, V. Ratcliff. The washing machine wringer will be sent ashore for repairs. There is a balance in the ship's fund of \$42.53. The steward department was thanked for the fine food they put out on voyage. Crewmembers will wear shirts in mess-hall during meal hours.

Digest of ships' Meetings

ALCOA PEGASUS (Alcoa), April 24— Chairman, G. Finkler; Secretary, W. Yarborough. Ship's treasurer reported that there is \$15.40 in the ship's fund. Screens should be put in crew messroom. Crew to find some place to store extra washing machine as it has to be moved from dry storeroom.

MARIE HAMILL (Bloomfield), April 23— Chairman, D. Jones; Secretary, H. Hunt. Ship's delegate reported on men being logged and what to do about those called before the Coast Guard in Antwerp. He asked crew's help in getting a repair list ready. There is a total of \$8 in the ship's fund. The steward department was given a vote of thanks for a job well done.

ROBIN DONCASTER (Seas Shipping), March 20— Chairman, A. Arnold; Secretary, K. Neumann. Repair lists turned in and taken care of. Launch service for entire trip has been inadequate. Top-side has been notified to stay out of crew quarters. Crewmembers made a resolution that the Robin Doncaster does not sail until all beefs are settled. April 10—Chairman, S. Yodris; Secretary, J. Byrne. A motion was made and carried to have medicine cabinets installed in crew's fo'c'sles with mirrors attached. Motion made to have company supply launch service as per agreement, otherwise reimburse crewmembers for the sum of \$2 per day. It was suggested that officers get their own washing machine and a place to do their own laundry instead of using crew's facilities. The steward was questioned on running short of fresh fruit and ice cream and he stated that the company sends the stores down at the last day and he does not have time to check same. The bosun stated that the messroom and PO mess have not been painted for over a year. May 5—Chairman, F. Bressi; Secretary, M. Whale. Patrolman reported all repairs squared away. Discussion and explanation on new SIU welfare plan additions. Crew was in favor of same 100 percent.

CUBORE (Ore), May 1— Chairman, A. Nickle; Secretary, R. Coyer. Wringer on washing machine needs fixing. The ship's delegate will see the chief engineer about this in addition to steampipes in wash-tubs. No beefs on board and everything running smoothly.

FRANCES (Bull), May 1— Chairman, H. Singleton; Secretary, E. O'Rourke. Crew requested a new ice box. Suggestion made that garbage be dumped aft. Messroom will be sprayed more often. The ship's delegate reported on the new form for ship's meetings. Contributions will be collected for the ship's fund.

DEL SUD (Mississippi), April 29— Chairman, T. James; Secretary, G. Metting. Motion made and carried that this crew send a telegram to Brother Lundeberg letting him know that we are behind him in the CAMU beef.

HASTINGS (Waterman), April 10— Chairman, S. Carlisle; Secretary, J. Wells. Crewmembers were asked to take care of the new washing machine; the old one will be used for work clothes. A new iron is needed for the crew. A vote of thanks was given to the steward department for the tasty salads put out. All hands were asked to bring coffee, cups back to the pantry and not leave them around deck.

SEASTAR—(Triton), April 17— Chairman, W. Young; Secretary, W. Stricklin. There will be plenty of money for draws in Korea. Logs will not be lifted. Crewmembers will sign for keys and pay for the ones lost. All repair lists will be turned over to the ship's delegate. A vote of thanks given to the steward department for a job well done.

MICHAEL (J. Carras), April 17— Chairman, F. Israel; Secretary, O. Nagy. Ship's delegate reported to crew about wire sent to Union asking that a representative meet ship in Miami as we are going to sign foreign articles. Wiper injured on way south was sent to the hospital in Cuba. Washing machine needs repairing. There is now a total of \$14.85 in the ship's fund.

NATIONAL LIBERTY (National Trade), no date— Chairman, R. Godwin; Secretary, none. Beefs will be referred to patrolman. Motion made and carried to hold steward responsible for shortages in stores if he does not report such shortages to ship's delegate before ship sails. Suggestion made that delegates send a letter to headquarters requesting infor-

mation regarding restriction to ship, monetary exchange in Korea and shore-side labor performing regular seamen's duties on deck and in engine room.

ROBIN SHERWOOD (Seas Shipping), March 26— Chairman, W. Kirby; Secretary, B. Johnson. There is \$14.38 in the ship's fund. Motion made that each department delegate pick up a repair list and turn same in to ship's delegate before arrival in Boston. Carried. Men getting off ship were asked to clean quarters and turn keys in to department delegates. Vote of thanks given to the steward department and Charles Cantwell, the baker. Suggestion made that each crewmember donate something to the ship's fund.

STONY CREEK (Tankship), March 22— Chairman, Gibbs; Secretary, Pavlos Vourderis. Crew agreed to go along with the company until ship gets to New York, about mattresses, springs, doors, etc. A new wringer is needed for black gang washer. April 10—Chairman, G. Brannan; Secretary, C. Gibbs. Motion made and carried that J. T. French be turned over to the patrolman. A vote of thanks was given to the steward department for a very good Easter dinner and previous service. The crew extended their appreciation to the officers on board for their cooperation. Discussion on keeping the washing machine clean.

STEEL WORKER (Isthmian), March 27— Chairman, W. Katarzynski; Secretary, G. Reyes. One man left behind in Djibouti for hospitalization. The deck department fo'c'sles need souging. Both engine and steward department personnel would like to have their fo'c'sles painted.

ALCOA PARTNER (Alcoa), March 21— Chairman, A. Aaron; Secretary, V. Quinn. Motion made and carried to see a patrolman about repairs. The lockers in the messman's fo'c'sle should be replaced. Suggestion made to honor the union rule that no man is to enter messhall or pantry in shorts.

April 10—Chairman, V. Quinn; Secretary, A. Aaron. Suggestion made to change brands of syrup in New York. Water fountain should be kept clean. A few minor disputes reported.

OCEAN LOTTE (Maritime Overseas), March 20— Chairman, T. Connell; Secretary, Kaznowsky. Ship's delegate will see the first assistant engineer in order to keep the engine department sailing on smooth level. Walking conditions from house to bow above deck cargo is unsafe and ship's delegate will see the chief mate or captain about same. April 8—Chairman, B. Fanovich; Secretary, Kaznowsky. Repair lists will be made out. The ship's delegate will see a patrolman to get a better understanding regarding the new Article 2, General Rules.

MARORE (Ore), April 25— Chairman, J. McLaughlin; Secretary, W. Dawley. Ship's delegate reported everything in good shape. Crewmembers were advised to return cots at the end of trip otherwise they would be charged for same. A motion was made and passed that a telegram be sent to Harry Lundeberg. Crew approved new SIU seniority system and AFL action in CAMU dispute 100 percent.

LAWRENCE VICTORY (Mississippi), April 24— Chairman, C. Kaust; Secretary, S. Rivera. Headquarters report was read and posted. Discussion on various matters for the welfare of all on board. Delegates elected.

MAIDEN CREEK (Waterman), April 20— Chairman, R. Ried; Secretary, L. Wing. Crew was told that the captain would give out the draw in American money. There was some discussion on the exchange rate on foreign currency in Korea. A motion was made and carried that crew of the SS Maiden Creek go on record to endorse resolutions on newly-established hiring hall set-up, and to support the position taken by the AFL unions withdrawing from CAMU. The steward department was given a vote of thanks for a job well done.

ANN MARIE (Bull), April 20— Chairman, Blondo; Secretary, Killigren. The ship's delegate reported that the laundry is not being cleaned properly. The chief mate will provide a hose for washing laundry room. Crewmembers were thanked by the ship's delegates for their cooperation on ship's business. A telegram was sent to Harry Lundeberg supporting him in the action he took concerning CAMU. A vote of thanks was given to the ship's delegate for a job well done.

DEL VALLE (Mississippi), April 17— Chairman, R. Jensen; Secretary, J. Wise. Ship's delegate reported that the biggest trouble is getting ship painted. Delegate is taking same up with patrolman or agent upon arrival in New Orleans. Report concerning hiring hall and seniority system discussed, and Brother Charles Johnson made a motion to postpone voting on same until clarification from agent upon arrival at Tampa. Motion carried that all SIU ships carrying penalty cargo regardless of amount should be paid penalty wages, as they still have to contend with bugs and flies. A new garbage chute to replace old one is needed. A vote of thanks was given to the steward department for a job well done.

April 25—Chairman, G. Muner; Secretary, J. Wise. Headquarters report clarified by patrolman per action from minutes of previous meeting. Motion made and carried to accept and concur. Carried unanimously. Crew voted full approval of new SIU hiring and AFL position on CAMU issue. A wire was sent to Brother Lundeberg extending to him a vote of confidence from the crewmembers aboard this ship.

YAKA (Waterman), April 24— Chairman, E. Czosnowski; Secretary, J. Craft. Discussion on sanitation. Crewmembers feel that more agreements should be placed aboard this ship. All repair lists should be turned in to the ship's delegate before arrival in Miami. Warning given to all by the delegates on the consequences of getting "gassed" and performing in next port. There is a balance in the ship's fund of \$2.40.

Ship's Reporter Speeds News

On the morning of June 24 the SIU-manned Steel Admiral rescued 186 Philippine passengers from the stricken steamer Neptuno which had been beached in a storm. A few days later, the SEAFARERS LOG office in New York received a full account of the incident with photographs and newspaper clippings so that the crew's experience could be fully reported in the LOG.

The LOG had this information thanks to ship's secretary-reporter Bill Besselievre who mailed in the story and pictures taken by Seafarer Francisco Alcain. Besselievre was elected to the secretary-reporter's post by his shipmates under the new shipboard committee system.

Of course, not every ship has as dramatic an incident to report as the Admiral did in this instance, but the Neptuno story is just one of several news and picture items sent to the LOG by the secretary-reporters on the various SIU ships.

As the name of the job implies, the secretary-reporter keeps a record of newsworthy occurrences during the voyage and forwards any information of interest to the LOG at headquarters.

The purpose of having a secretary-reporter on the ships is obvious. He helps keep the Union informed on what is going on on the ships and through the medium of the LOG informs other crews and Seafarers on the beach about what is happening on the ships.

All SIU ships are urged to elect



Besselievre

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:

David Braxton Bragg, born June 27, 1955. Parents, Mr. and Mrs. John S. Bragg, Thunderbolt, Ga.

Lisa Skulstad, born June 24, 1955. Parents, Mr. and Mrs. Otto Skulstad, New Milford, N. J.

Richard Joseph May, born June 22, 1955. Parents, Mr. and Mrs. Richard May, Brooklyn, N. Y.

Michael Gerald Kelly, born July 3, 1955. Parents, Mr. and Mrs. John Kelly, Jr., Mobile, Ala.

Theresa Ann Butts, born July 14, 1955. Parents, Mr. and Mrs. Hurmen Burnell Butts, Mobile, Ala.

Frank Edward Oetgen, Jr., born June 15, 1955. Parents, Mr. and Mrs. Frank E. Oetgen, Savannah, Ga.

Julie Anne Thrasher, born June 29, 1955. Parents, Mr. and Mrs. Julius Thrasher, Alexandria, La.

Lacy Dan Deason, born July 12, 1955. Parents, Mr. and Mrs. Lacy Deason, Jr., Jasper, Ala.

FINAL DISPATCH

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and the SIU death benefit is being paid to their beneficiaries:

Harvey Brown, 54: A heart attack proved fatal to Brother Brown who died on May 31, 1955, in the St. Marks Hotel in Oakland, California. Place of burial is not known. He had joined the Union in 1947 in Tampa and had been sailing in the engine department since that time. Brother Brown is survived by his mother, Mrs. Edith Brown of Tampa, Florida.



John C. MacInnes, 58: Brother MacInnes died of natural causes in the USPHS hospital in Staten Island, New York. Burial took place at the Rose Hill Cemetery in Linden, N. J. Brother MacInnes is survived by his brother, Mr. Donald A. MacInnes of Garrison, NY.

Robert Hostler, 45: On March 1, 1955, Brother Hostler died of acute poisoning aboard the Orfon Star at Manila Bay. Burial took place at the San Lazaro Crematory.

NMU Men Hit Vacation Rule

(Continued from page 5)

utes one crew spokesman said, "The Pilot said 'Victory' but we have won nothing . . . We are now forced to take vacations . . . Some time in 1956 if we are not working we may . . . be given \$4 a week if many other 'ifs' are settled.

"Instead of negotiating with the shipowners to force us to take our vacations . . . the time would have been more wisely spent increasing the length of the vacations" (i.e., more vacation money, which is exactly the position taken by the SIU).

The current difficulties between Curran and Stone, the latter Curran's right hand man and closest associate, obviously stem from Stone's critical attitude on the hiring hall issue.

When Curran proposed that the doors be opened instead of fighting the NLRB on the hiring issue, Stone declared:

(You are saying) "to the hundreds of thousands that have seamen's papers that we have 23,000 jobs here, come in boys, stand in line . . . these officials (Curran and Company) say, look, you are going to die anyway, so commit suicide . . ."

Stone's prediction was fulfilled, when the NMU was swamped with thousands upon thousands of registrants for jobs, leading in turn to the compulsory vacations and supplementary unemployment insurance.

Actually of course, the supplementary unemployment plan has not yet gone into effect since a one year interval remains between the signing of the contract and the effective date of the benefits, which means that NMU members receive no benefits at all this year.

Feeding Plan Popular Item

(Continued from page 2)

such items as sardines, boiled eggs, sliced leftover roasts, such as pork, beef and ham, potato salad and baked beans in addition to the customary cold cuts and cheese.

Standardization of menus also is avoided and hot bread and rolls are baked daily, weather permitting. Cakes or other pastries are served at coffee time as often as possible.

Also popular is the setting up of a special table reserved for men on watch so they can be served quickly.

The new rules, Reyes pointed out, all are designed to promote greater cleanliness, make food more attractive in appearance, quality and taste, and to do away with over-cooking and over-preparation which accounts for most shipboard waste.

PERSONALS

C. D. Anderson
The above-named man or anyone knowing his whereabouts are urged to contact his mother, Mrs. W. A. Londenberg, 5 Old Burnsville Hill Road, Asheville, NC.

Rudolph Cefaratti
Please contact S. C. Berenholtz, 1209 Court Square Building, Baltimore 2, Md.

Eric Madsen
Please get in touch with Mrs. A. H. Madsen, c/o Mrs. J. Buzlear, 205 Mott St., New York, NY.

William R. Dixon
Urgent you contact your wife at 150 Virginia Ave., Uniontown, Pa., or call Geneva 8-3957.

Francis A. Warren, Jr.
Please get in touch with your mother, at 276 East Ave., East Norwalk, Conn.

Ladislaus Ziemba
Please contact your niece, Mrs. Henry Olszewski, 97 Ridge Ave., Bridgeport, Conn., as soon as possible.

Russell E. Morrison
Get in touch with your mother at 84 Robey St., Uphams Corner, Dorchester, Mass.

Charles Achoy Seymour Savitt Angel Feliciano
Your gear is being held in the baggage room at SIU headquarters in Brooklyn.

Samuel Langham ex-bosun WW II
Get in touch with Miller Marshall, 1424 K Street, Washington, DC.

Sign Enrollment Cards

Seafarers are urged to make a careful double-check when they fill out their enrollment cards for the new family hospital-surgical benefits provided by the SIU Welfare Plan, because many of the cards filed so far lack the signature of the Seafarer involved to make everything official. The absence of a proper signature at the time of a claim can complicate or delay approval at the worst possible moment when aid of some kind is actually needed.



Seafarers Rate High With U S Customs

American seamen are more honest in their dealings with US Customs officers than any group of people who pass through inspection centers on the piers. Customs agents report that there are millionaires who smuggle for thrills and seamen on foreign vessels working for coolie wages who have to smuggle, but complaints registered against American seamen are extremely rare.

Officials connected with the Customs Collector's office also point to the fact that they collect daily in duty charges more from crewmembers as regular duty than from those who travel as passengers.

"You would be surprised at how little comes in compared to the number of persons who make foreign voyages and plane trips. The amount is negligible," said one official. "The seamen, however, realize that they must declare on the ship's curio list the real value of the articles they wish to bring ashore and that they cannot fool the Customs men on the piers."

These statements indicate a certain trust in Seafarers, though Customs men are no less vigilant when going aboard US-flag freighters and tankers.

Understaffed For Job

The present nationwide staff of 7,500 to 8,000 is doing a job that needs at least half again as many men. Recently the Customs staff received a strong assist in its work through a directive now posted in ports where US ships dock. Treasury Department officials are lavish in their praise of the results and ask Seafarers to assist in a campaign to wipe out the illicit trade in narcotics. The directive offers a reward of \$500 per kilogram for information leading to the seizure in a port in the United States of smuggled heroin.

Assisting in this campaign would not only be profitable, but it is the duty of every Seafarer to his family and his country. The SIU for many years has maintained a strong membership-adopted rule which calls for expulsion of any Seafarer found guilty of smuggling narcotics. The SIU has been commended in articles in national magazines for its work in this fight.

The vigilance of alert trade unions, Customs men and the directives posted in all ports of the world have noticeably cut down the smuggling of narcotics. "Too often, though," a Customs officer noted, "you get the messenger boy and not the actual smuggler. This could be some poor dupe to whom the lure of easy money is irresistible."

Squads Spot-Check Ships

A vigilant enforcement division of the Bureau of Customs is constantly sending out search squads to board ships on a "spot-check" basis or on information received from overseas, or from the ship's radiogram

as having been learned by the captain. Often these ships are selected because the port from which they sailed has been pinpointed as a known area from which narcotics are dispersed. This could be a Mediterranean port, an Oriental base, or the like. These search squads, called by one official "the greatest gang for finding things," are a yarn unto themselves.

The recently-developed baggage X-ray machine is proving invaluable both in what it seeks out and discovers and as a deterrent to anyone who wants to beat the tariff laws. This machine has not yet (nor is it expected to be) used on anyone's person. US Customs inspectors pride themselves on discovering suspicious bulges in pockets.

Hollow cigars, hollow canes and fake fountain pens containing many carats of illicit diamonds are spotted easily by eagle-eyed inspectors, and are items that are not even safe to carry if empty. A recent discovery was a man who wore a skintight vest under his shirt containing 96 little pockets, each just big enough to contain a watch movement.

Pets are not permitted ashore unless they come from a certified "clean" port, and even then you may have to pay for a veterinarian examination and an inoculation. Parakeets or parrots, frequently made pets by Seafarers, are not allowed ashore. You can take in one bottle of liquor, but make sure its a quart bottle if you want the maximum and not a fifth: one bottle only.

Other articles acquired abroad by Seafarers during a voyage and exclusively for use during a voyage or while on shore leave, such as necessary clothing, toiletries, cameras, watches, razors, and other purely personal effects may be landed. In addition, besides the quart of alcoholic beverage previously mentioned, the Seafarer can bring in tobacco products not in excess of 50 cigars or 300 cigarettes or 3 pounds of smoking tobacco or a proportionate amount of each.

Regulations regarding the landing of articles are necessarily long, boring, printed in small type that is hard on the eyes, and changing so constantly that only career men in the US Customs office keep up to date with them.

Items For Personal Use

It is sufficient for the Seafarer to realize that he can bring in "free of duty and internal revenue tax" articles that are usually taxable if he declares on the crew purchase manifest (curio list) they are strictly for personal or household use, or as gifts, and that these do not have a total value of more than \$10. This is in addition to the regular tobacco and alcoholic allowance under the law; but should this latter allowance be exceeded by even as little as \$1, or should the value of the gift item exceed the \$10 "then the \$10 exemp-

tion shall not be allowed and duty or tax shall be collected on ALL the articles."

If you are willing to pay all the fees prescribed by law, there is no limit on what you can bring in as long as every article is listed on the curio list and the duty paid.

A Seafarer is not eligible for treatment as a "returning resident" which would allow him \$500 worth of duty-free articles, unless he leaves the vessel without intention of reshipping on a ship touching on foreign ports.

There are hundreds of other regulations, but the new Seafarer and the old should have a pretty good idea of what he can or cannot do. Sometimes, though, a Seafarer does run into difficulty by forgetting to fill out a certificate of registration of effects taken aboard during a voyage.

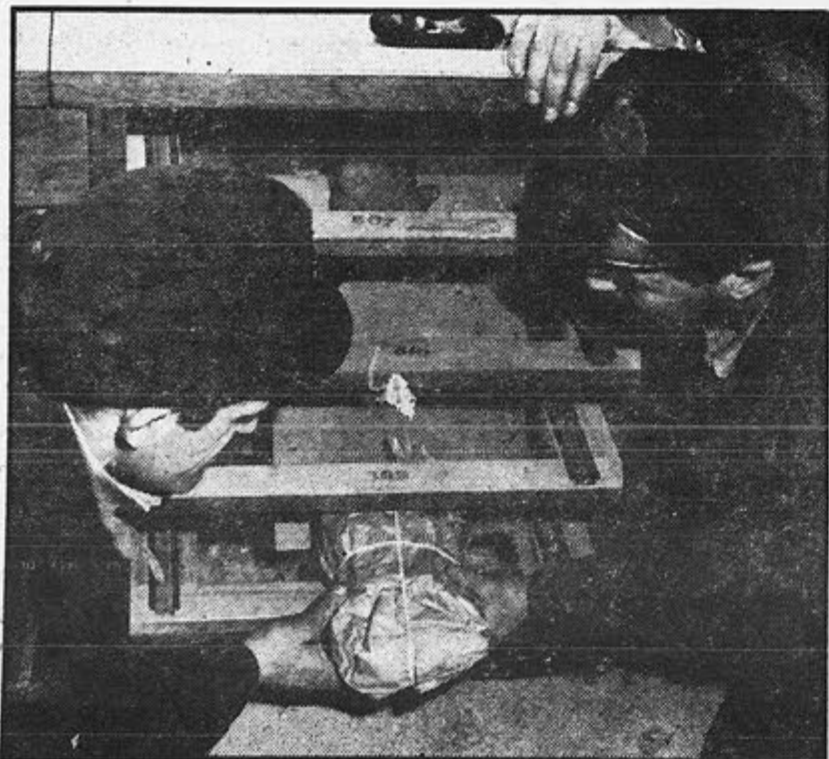
Protect Purchase of Foreign Items

Included in this could very well be that brand new watch or camera or binoculars somebody gave you as a gift and you didn't think of asking for a sales slip. If it is of foreign manufacture, and frequently they are, and is not listed on the certificate that is good for two years, you may very well lose the article and pay a fine. An official said, "We cannot be picayune. We don't have enough men to list every little thing. Seafarers just have to be careful."

There are thousands of articles like musical instruments and perfumes which are subject to objection by trade mark or copyright owners. Those who do have such objection to the entry of these articles charge fees ranging from \$1 to \$10 for a release to the customs officers. Many times they blame the customs officials for a "racket" they themselves are benefiting by. If you are charged what you consider an exorbitant fee for such a release, call it to the attention of US Customs personnel.

Under Section 584 of the Tariff Act of 1930 as amended, the master of a ship is responsible for everything on that ship being on the manifest. If a crewmember causes a master to be penalized, the master looks for that crewmember to make good the fine which is the appraised value of the merchandise plus penalties.

For the average Seafarer though, Customs is just one of the necessary routines to be gone through when his ship hits port. Today with good wages and conditions crewmembers have far too much at stake in their jobs to run the risk of a few illicit dollars. They have no desire to attempt to outwit the pros in the Customs office in a foolish game which would only get them into hot water.



Two customs agents located this package of narcotics in the back of a cabinet on a ship arriving in New York from a European voyage. Approximately two pounds of heroin were involved.



Gold bars were stowed inside car's door panels but agents spotted attempt. (Agent's faces masked.)



Familiar Snow Boy washing powder boxes carried unusual contents on one ship. Customs agents found the "soap powder" consisted of marijuana.