

UNION WINS NEW SHORE LEAVE RULE

Story on Page 3

US Studies 60-Ship-A-Year Plan

Story on Page 2

SIU 'Sweepstakes'.

"There it is!" said Edward R. Buckley, baker (left), as he found his name, good for \$2.02 on the Mississippi Steamship Company's \$58,000 unclaimed wage list. Cecil J. Kerrigan, waiter (center), was listed for \$13.41 and Guisepe Vaccaro, bartender, found he had \$35.87 coming to him. They and nearly 4,000 other Seafarers have back pay in amounts as high as \$602 coming to them from 1948-1953. The list appeared in the LOG two weeks ago. (Story on Page 5.)



St. Lawrence Seaway ...

- What it is.
- What effects it will have on ships and seamen.

(See story on Page 5.)

Ports like Chicago (left), 1,000 miles inland on the Great Lakes, will offer an all-water route to all parts of the world when the St. Lawrence Seaway is completed in 1960.

60 New Ships Yearly Is US M'time Program

The first top-level comprehensive statement setting forth a Government program for a strong merchant marine was issued last week by Secretary of Commerce Sinclair Weeks. Speaking at a New York Maritime Day ceremony, Weeks, who oversees the Maritime Administration, held forth the promise of construction of 60 new ocean-going ships a year to replace the existing ocean fleet as well as the promise of necessary subsidy money to keep a modern fleet operating. A bill calling for the 60 ship a year program has already been introduced in the House of Representatives.

Four-Point Program

For the immediate present, Weeks offered a four point program as follows:

Construction of 20 high-speed tankers with assurances of long-term US Navy charters.

A trade-in program in which 40 old T-2s would be turned over to the Government in exchange for

another 20 modern tankships.

Construction of four new combination passenger-cargo ships.

Conversion of several Liberty ships in the reserve fleet to increase their speed and improve their cargo handling—all this making them competitive with existing ocean-going cargo vessels.

Further, he pointed out, the US must import 29 of the 38 minerals and metals vital to US production and must have the ships with which to bring them in.

Another member of the Government, Maritime Administrator Louis Rothschild, indicated that tramp ship operators should come

in for assistance in the form of operating subsidies. This is a considerable change of attitude from his view, previously expressed, that the tramp ships should transfer to Panamanian or Liberian flags.

The most immediate impact on shipping will be the new tanker program, if approved by Congress. It has two aspects. The Navy part of the program is aimed at supplying the defense forces with modern high-speed tankers that would be

A new complication arose on the Navy tanker charters when the Senate passed the bill sponsored by Senator Saltonstall containing a provision for transfer of the tankers to foreign flags under certain circumstances. The bill would permit transfers after the ten year charter period is up, or during the time of the charter at the discretion of the Secretaries of the Navy and Commerce. Senator Warren Magnuson objected to passage of the bill in this form and it is expected that a fight will develop on the measure in the House.

owned by private business instead of by the Military Sea Transportation Service. The tankers would be built by private owners with the assurance of long-term charters from the Navy. In turn, MSTs would retire a large number of its present T-2s for reserve purposes. The "trade-in" policy would deal with tankers operating on commercial shipping runs. Here the tank-ship owner would sell his old T-2s to the Government in exchange for new ships. The old T-2s, like those from MSTs, would also go into the reserve fleet, giving the country a sizeable tanker reserve for the first time.

Dramatic Rescue Off Cape Hatteras



A crewmember of the grounded freighter Omar Babun is taken ashore in a breeches buoy by the Coast Guard. The Panamanian ship was driven ashore in one of the many gales that blow up in the Hatteras area.

Jail British Seamen In Canada \$ Beef

MONTREAL—Despite a beef on a strictly economic issue, 36 British seamen have been ordered to serve terms in a Canadian prison for breaking a 19th century English law and refusing to go to sea. An additional number may face similar punishment from new prosecutions.

The developments followed the arrest May 8 of 18 union crewmen on the British freighter Shell-drake and a sympathy work stoppage by the crewmembers on two other vessels, one here and another at nearby Sorel, Que. Eighteen men on a second ship here, the Cibou, also drew jail sentences.

The beef grew out of a protest by the British seamen that they cannot get along in Canadian ports on their British pay. The vessels are part of a fleet of 12 British-owned ships working Canadian coastal ports at this time, under charter to Dominion concerns.

Earn \$84 Monthly

Citing British wages as compared to Canadian seamen's pay scales, the strikers say that the highest-paid man on the lowest decks of a British collier gets about \$84 monthly, much less than half the

minimum Canadian wage of \$204.

"We just can't make out on the money we get," a spokesman for the men on one of the affected ships asserted. He said the Canadian cost of living was such that British wages never last while the men are in port.

Less than a week following the arrest of the men from the Shell-drake, a replacement crew was ferried by air from England and secretly took the vessel out to sea. The other ships, the Cibou and the Mont Alba docked at Sorel, are still tied up.

Food Cut Off

As a result of the work stoppage, no food is being put out on the ships and wages were cut off more than two weeks ago.

The criminal charges against the men, filed by the Shipping Federation of Canada, stemmed from their refusal to obey the orders of the captain that they make their ship ready to sail. They originated under a still-valid British imperial statute of 1894 which is part of Canadian maritime law.

Sentences of 21 days in prison were levied on the Shell-drake crewmembers for having been absent from the ship without leave from their captain. Fifteen days in jail and fines of six days' pay were given to the Cibou strikers. No other prosecutions have been started.

The situation, sharply reminiscent of the treatment accorded seamen in years past—with the men impossibly trying to make ends meet in a strange port—has already been the subject of debate in the Canadian Parliament, but no remedies were offered.

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: June 2, June 16, June 30.

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

Three Pro-Labor Men Win In Alabama Vote

MOBILE—Sponsors of anti-labor legislation in the last session of the Alabama Legislature were repudiated when Alabama voters nominated three key labor-supported candidates in the May Democratic primary.

All three—US Senator John Sparkman, seeking reelection; James E. Folsom, candidate for governor, and Garet Van Antwerp, candidate for the state senate from Mobile County—had the active support of the SIU in this port.

Van Antwerp's victory was particularly significant. A newcomer to politics, he defeated State Senator Tom Johnston by a big majority. Johnston sponsored Alabama's so-called "right to work" law which outlawed the union shop in this state.

Folsom, an outspoken champion

of the trade union movement, won over a big field of opponents by the biggest first primary majority in the history of the state in his campaign to regain the governorship he relinquished nearly four years ago.

Sparkman also won in the first primary despite a determined bid by two opponents. He has an outstanding record as a Southern liberal in the United States Senate.

Van Antwerp addressed an SIU membership meeting here to thank Seafarers in this port for their part in his victory. "The vote of the little people, the working man, the housewife, the Seafarers and the farmer elected me," he said. "I promise never to forget your help."

Folsom sent a telegram of appreciation from his home at Cullman, Ala., while Sparkman asked Albert Gaston, Mobile attorney and one of the leaders in his Mobile campaign committee, to convey his thanks to the SIU regular membership meeting.

Pass Stiff Bill On Dope Traffic

WASHINGTON—A bill that calls for automatic revocation of merchant marine documents for seamen convicted of certain narcotics violations has been passed by the House of Representatives. The bill strengthens present regulations which give the Coast Guard power to lift seamen's papers but do not make such action mandatory.

The bill received the fullest support from a spokesman of the Committee of American Maritime Unions, of which the SIU is a member, in hearings before the committee, who pointed out that American maritime unions want no junkies or dope peddlers on the ships.

The SIU's standing policy for several years as approved by the membership and written into the constitution, is to provide expulsion after due trial for any Seafarer found guilty of possession or use of narcotics.



Garet Van Antwerp, successful candidate for nomination to the Alabama State Senate from Mobile County, thanks Seafarers for their support. Harold Fischer (seated) served as reading clerk at the regular SIU membership meeting in Mobile.

SEAFARERS LOG

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US Limits Shore Leave Bans



The old ILA mob's link with the Communists was lampooned in this pre-election motorcade display of "Tony's Gorilla," escorted by two AFL men in Russian Cossack uniforms. Communist support of the old ILA had come to the forefront in recent weeks. The sign at the bottom reads: "ILA All The Way To Moscow."

Challenges Again Hold Balance In Dock Vote

The second election in five months among New York longshoremen ended on an inconclusive note as once again, a large number of challenged ballots held the key to the outcome. A margin of only 319 votes separated the old ILA and the AFL-ILA, with 1,797 challenges remaining to be disposed of

Two Killed In Chilore Mishap

Members of the SIU-crewed Chilore of the Ore Navigation Company were thanked for their thoughtfulness and sympathy following the death of the two Chileans who were killed while trying to dock the ship in Gruez Grande, Chile, recently.

Crew Donates \$216

Even though on the long offshore run, the officers and men of the Chilore took up a donation which totaled \$216.00 to send to the widows of these two men.

The two Chileans were on a pilot boat when it ran into the propeller of the Chilore which was docking.

At first it was believed in Baltimore that the two men were members of the crew of the Chilore. A further check with the ship gave details of the accident.

Put Number On Meeting Excuses

Seafarers sending telegrams or letters to the New York headquarters dispatcher asking to be excused from attending headquarters membership meetings must include the registration number of their shipping card in the message.

From now on, if the number is not included, the excuse cannot be accepted by the dispatcher.

WASHINGTON.—The SIU's fight against unfair shore leave restrictions on seamen at overseas bases was crowned with victory as the Department of Defense issued a new shore leave order to meet the Union's objections. The order makes it clear that official Defense Department policy calls for shore leave to be granted "whenever possible."

Further the order specifies that transportation of merchant seamen through military bases to nearby civilian areas should be permitted. Any future shore leave restrictions that are issued must carry a valid reason and copies of it must be forwarded to Assistant Secretary of Defense John A. Hannah within the next 60 days.

Standard Policy

Issuance of a standard policy on the question should put an end to arbitrary and unreasonable shore leave restrictions imposed at the whim of local military commanders without justification. As the SIU pointed out in meetings with Defense Department officials, many of these orders smacked of personal dislike of merchant seamen and added up to so much military "chicken." Particularly irksome were restrictions imposed in various Korean ports where fighting has long since stopped, and in other bases such as Subic Bay, Phillipine Islands; Goose Bay, Labrador, and the Ernest Harmon Air Force Base in Newfoundland.

As an SIU headquarters spokesman put it, "The Defense Department has come through as they promised us with the result that now we have a standard set of rules to go by. Any time we find that shore leave restrictions run counter to these instructions we can back the responsible parties right into a corner and get some action."

Still at stake in the shore leave issue is the question of overtime payment to the crewmembers of ships restricted at foreign ports without orders from the foreign government involved. The Union is pressing a test case on this question and is hopeful of getting favorable action on this point.

Two Washington Meetings

The Defense Department's policy order was the outgrowth of several written protests and two Washington meetings held by SIU representatives along with spokesmen for the operators and Defense Department officials. At these meetings the Union protested the unnecessary restrictions as well as the harsh treatment dished out to merchant seamen by military officials who seemed only too anxious

to trap them in some petty violation of local regulations.

At these meetings Government officials were compelled to admit that in some instances such as at St. Georges Bay, Newfoundland, there were no valid reasons for the restriction. Canadian police officials confirmed as much by declaring that American seamen, as well as those of other nations, are permitted to land anywhere in Canadian territory.

The pertinent paragraph of the Defense Department order reads

as follows: "It is the policy of the Department of Defense that shore leave for civilian crewmembers should be permitted whenever possible, and for that purpose the transit of civilian crewmembers through military bases should be permitted when necessary to reach civilian areas. Exceptions to the foregoing may be made in order to enforce agreements made at the request of local civilian authorities and restrictions required by considerations of immediate security for a local command."

Gov't Can't Touch Runaway Ship \$

WASHINGTON—Substantiating SIU charges that shipowners seeking foreign-flag transfers were ducking out from under ship mortgages, a bill has been reported out to the House of Representatives giving

the Government power to recover mortgage money on vessels sailing under foreign flags.

In the last issue of the SEAFARERS LOG the Union accused the Maritime Administration of permitting a majority of 81 American-flag Libertys seeking transfer to default on their mortgage payments in recent years. Once the transfers went through, the Union maintained, the shipowners would be free to thumb their noses at the mortgage bills which were the main reason why they wanted to junk the US flag.

No Way To Collect

This was confirmed directly by a witness before the House Merchant Marine Committee, John C. Prizer, chairman of the Maritime Law Association of the United States. After reporting that the US Government has sold 1,100 ships to foreign purchasers he declared that, "The mortgagees under those mortgages are at present without suitable remedies to enforce the mortgages even when the vessels can be found in this country . . ."

In other words up until now, the US Government or private citizens who held mortgages on foreign-flag ships had no way of foreclosing those mortgages.

An SIU headquarters spokesman, commenting on the bill, said, "It's

quite clear now that the Maritime Administration was trying to pull a fast one when it said that the reason it was transferring ships was to get mortgages paid off. The Maritime Administration knew at the time that it had no legal way of collecting the mortgages once the ships went foreign, a situation which still exists today."

Has To Catch Ship

Even if the present law passes, a mortgagee will still have to catch a transferred ship in a US port to have a chance to collect the mortgage money.

Of the 1,100 ships sold to foreign flags, the Government has outstanding 371 mortgages for a total of \$116,870,476.33. The remainder of the outstanding mortgages are held by private banks and individuals.

A companion bill, identical to the House measure, has already been passed in the Senate. The bill has the support of the Administration and is expected to go through the House without difficulty.

Meanwhile, no further action has been reported on the question of transfer applications by 81 American-flag Liberty ships. The transfers have been held up indefinitely pending thorough Congressional examination of the issues involved.

Welfare Plan Procedure Discussed



A point about the SIU Welfare Plan is explained by Welfare Administrator Robert T. Creasey to (left to right) Seafarers Thomas W. Atkins, E. M. Beasley, Charles W. Howard and Frank Bartlett during a recent visit by Creasey to the Mobile Hall.

RR Drawings Make Seafarer 'Celebrity' On Staten Island

A Seafarer from Staten Island, NY, became a "hometown celebrity" overnight as a result of a mention in the SEAFARERS LOG four weeks ago.

Seafarer James F. Byrne earned the distinction when the April 30th LOG reported that he had submitted two highly-imaginative drawings of railroad locomotives as entries in the SIU art contest ending this month. The result was a lengthy personal interview published in the "Staten Island Advance," along with a photograph of Byrne showing off a sample of his handiwork.

Now local bus drivers know him by name as the man "who had that story in the paper" and a New York group of model railroad enthusiasts has invited him to display his stuff before them. Although a seaman, with some tradition in the family leading to seafaring, Byrne is an oldtimer at railroading too.

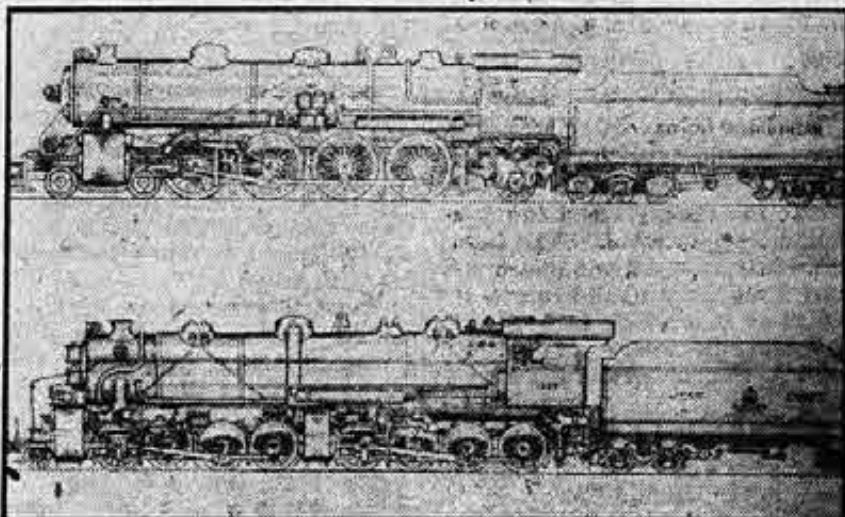
'Scotty' A Misnomer

Born in England, of Irish parents, he came to be called "Scotty" by his shipmates who were unfamiliar with his broad Yorkshire accent. His brother, it also develops, is one of leading model locomotive builders in England today.

At one time a fireman on steam locomotives, Byrne turned to the sea when an old eye injury from World War I made the job difficult. He sailed in the deck and engine departments after coming to the US in 1925, but when his damaged sight tripped him up, turned to the steward department. A member of the SIU for the past ten years, Byrne now sails messman or waiter. His last ship was the Robin Locksley (Robin).

The locomotive drawings are done from imagination mostly, and are draftsman-like composites of features of many engines, down to the last nut and bolt.

Pen and ink, a T-square and a straight edge are his tools and the end-product is amazingly real, since no one but a model railroader could spot the fact that there really isn't any locomotive



Here's two of Seafarer James Byrne's amazingly detailed drawings of wholly imaginary steam locomotives done with draftsman's precision.

running today which matches the drawings.

Big Collection At Home

In addition to the drawings, Byrne also has a roomful of old railroading magazines pictures and lithographs of oldtime locomotives at home that command a heavy price today. Some date back all the way to 1887, although Byrne, now 59, wasn't even around then.

His entries for the SIU art con-

test grew out of a bull-session in the NY hall when a fellow Seafarer challenged him on his artistic ability, especially with regard to drawing finely-detailed railroad engines. Byrne took up the challenge, and to top things off properly, decided to enter the results in the SIU competition. Now he's a celebrity at home on Staten Island and, at SIU headquarters, his drawing skill is no longer questioned.

MMP Backs Dock Union

MOBILE—Delegates from all major ports in the US and Panama Canal Zone strongly endorsed the new AFL-ILA at the 51st convention of the Masters, Mates and Pilots of America held here May 10-15.

The convention also reelected Capt. C. T. Atkins of New York City president of the union. He has been with the American

Federation of Labor group for 12 years.

Among major convention actions was a decision aimed at setting up an Atlantic and Gulf District to replace the present local union set-up. A referendum is planned on the issue.

Other re-elected officers were: Capt. J. M. Bishop, secretary-treasurer, Washington, D. C.; Capt. C. F. May, first vice president, San Francisco; Capt. R. D. Lurvey,

the engine department when on a ship. He joined the SIU in Tampa, Florida, in October, 1949, and makes his home in Wilmington, North Carolina. He's a native of that state and recently celebrated his 34th birthday. Beale, who sails steward, is one of a Tampa, Florida, family of Seafarers, and was born in that state 46 years ago. He joined the SIU in the headquarters port of New York on March 10, 1948. Pierce, who sails with the black gang, is a North Carolina native from Snead's Ferry. He got his membership book in the Port of Baltimore on November 29, 1947 and is 26 years of age.

Two other engine department men took charge of the Lake

Charles, Louisiana, port meeting, Ross F. Lyle of Mobile and Robert Rojem of Detroit, Michigan. Lyle, who was chairman, has been an SIU member just a short time, joining up in New York last summer. He's 39 years of age. Rojem, who is 24, got his membership book in Galveston on March 28, 1947, a little over seven years ago.



Captain C. T. Atkins

vice president, Boston, Mass.; Capt. H. M. Stegall, vice president, New Orleans, La.

Capt. Rolla Johnson, vice president, Great Lakes Region; Capt. J. A. Gannon, vice president, San Francisco; Capt. G. Haviland, apprentice vice president, New York City, and Capt. H. T. Longmore, district deputy of the Panama Canal, Balboa, C. Z.

Two new vice presidents were named at the convention. They were Morris Weinstein, Baltimore; and Thomas G. Kenny, Pittsburgh, Pa.

As I See It . . .

Paul Hall



AN INCIDENT THAT TOOK PLACE UP IN CANADA RECENTLY, although small in itself, goes a long way toward explaining the difference between conditions on board American ships and those operating foreign flags. In this instance, crews of two British colliers in the port of Montreal who went on strike in protest against the kind of wages they were receiving were promptly juggled under a 58-year-old British law and replacement crews flown in from England to take their place.

Here was a case where the bosuns on these ships were making \$85 a month and other crewmembers less in proportion. The ships are on a regular, coast-wise Canadian run and were docked in Montreal at the time, yet because these crews job-actioned their scows in an attempt to improve their conditions they were treated as if they had committed some kind of a crime. Although for all practical purposes these ships are based in Canada, it appears that as far as the British are concerned, the idea of seamen being permitted to leave their jobs when a ship is in port is giving the mariner a little too much freedom.

Obviously if the law is going to jump on the foreign seaman every time he tries to put up a beef, he isn't going to be able to do very much for himself, and conditions will continue pretty much as they have been over the years, and as they were in the US merchant marine before strong unions came into being.

In Opposite Corner

All of this brings up an interesting question on our relations with foreign nations and foreign-flag ships. Everytime people in Washington who are concerned about the well-being of this country's maritime industry try to do something to help it, they find the State Department boys in the opposite corner. This applies particularly to the "50-50" question, with the State Department always complaining that the bill will damage the well-being of foreign nations.

Now it appears when these foreign shipowners get a load of US Government cargo, they pass precious little of the money they receive on to the seamen who are going the work. It would seem that the State Department is slightly off base on this. It's not the well-being of the foreign nations and their people that is at stake, but the well being of the foreign-flag shipowner.

Here in this country, there is a law on the books, called the Walsh-Healey act, which says that any manufacturer doing business with Uncle Sam has to meet certain conditions as to minimum wages and maximum hours. It might not be a bad idea if the Walsh-Healey kind of set-up was extended to include crewmembers of all ships handling US Government cargo, whether US or foreign-flag operated.

SEAFARERS TAKING A RIDE THROUGH THE PANAMA CANAL, known familiarly as the "Big Ditch," in the near future will have a chance to watch construction gangs slicing the top off one of the big hills in the Gaillard Cut. This procedure, which will go on while ships are using the canal, is made necessary by the fact that the hill may slide down into the canal unless something is done to stop it.

There's not too many oldtimers still around who can remember going the long way around, via Cape Horn before the canal was built. As a matter of fact trips around that area these days are extremely rare. Certainly none of them are made by US merchant ships, which shows how important a factor the canal is in our shipping picture.

Certainly there is a great deal of concern in official quarters about the possibility of the canal being blocked, with many people suddenly discovering its significance to this country's well being. However, if the worst should happen and the Big Ditch was closed to traffic for any length of time, ships could still make it the long way around. And some of the men shipping off the East Coast could find out what it is that the Delta Line boys talk about when they rave about Buenos Aires.

THE LABOR MOVEMENT HAS BEEN HEARING A GOOD DEAL in recent months about state legislatures passing the so-called "right to work" laws. As Seafarers and other union members know, these laws are really aimed at the unions because they outlaw any form of the union shop and keep unions from presenting a strong front in their dealings with employers.

Spreading Rapidly

These laws have been spreading around the country at a rapid rate, with the state of Mississippi passing one just recently and the Louisiana state legislature having a similar law under consideration. It's encouraging then, to see that in Alabama, the labor movement roused up and helped defeat the sponsor of the "right to work" law in that state. In addition, the activity of union people helped nominate three clearly pro-labor candidates in that state's Democratic primaries—candidates for governor, US Senator and state senator from the Mobile area. A great many Seafarers were active in this drive along with members of other local unions.

All of the candidates who won with labor support are pledged to help fight the "right to work" law in the state. No doubt they will promote repeal of the statute. If they are successful in that move, it will be a big step forward for the labor movement all over the country as well as in Alabama. And in any case, it has been shown here that labor support is a factor to be reckoned with in a political campaign.

Perhaps with this in mind, legislators will think twice about enacting laws which strip unions and union members of security and protection. Those who worked so hard in Alabama toward this end are to be congratulated by the entire labor movement.

BROTHER CHAIRMAN!

The unofficial Seafarer-ambassador to Yokohama, Maxie Lipkin, has returned to the States temporarily at least for a look at home, but nobody would be surprised to see him heading back to Japan before long. While in San Francisco Lipkin took a flyer at the job of reading clerk in the SIU port meeting.

Lipkin settled down in Yokohama for an unexpectedly long stay when he suffered an injury on a previous trip. Like many a seaman and traveler before him, he found the surroundings congenial and much to his taste.

The 34-year-old Seafarer, who sails in the steward department, comes originally from way back east in New Jersey. He joined the SIU in New York on October 18, 1947, and has been sailing ever since.

A three-man Seafarer-team consisting of James McDonald, Lawton Beale and Rupert Pierce took charge of the last SIU meeting in the Port of Savannah. McDonald, who held the chairmanship, is in



Beale



Rojem





Map shows area affected by construction of St. Lawrence Seaway and present water depths of ports. Seaway construction area is indicated by box.

Seafarers Slow To Act On Unclaimed Wages

NEW ORLEANS—Less than 200 claims for back pay from the Mississippi Shipping Company have been put in for by Seafarers to date, with the result that over \$56,000 in unclaimed dough still awaits almost 4,000 Seafarers.

Publication of a special four-page supplement listing the names of 4,000 men and the money due them in retroactive pay and other unclaimed wages from the company raised quite a stir in this port, with smaller ripples up and down the coast. Some of the items in the original \$58,276.73 total have been on Mississippi's books since 1948.

The money due is accounted for in large part by the retroactive features of past SIU agreements, with negotiations on money items often completed weeks after the old pacts expired. Although additional money was paid out in previous personal or mail claims, the \$58,000 figure indicates a great many Seafarers neglected to file for their money—nearly 4,000 of them all told.



Zajanc

Early claims as a result of the publication of the list in the LOG total approximately \$1,650. Seventy-five Seafarers appeared at the company office the first week after the list was published.

Largest Check

The largest check paid to date went to Seafarer Walter C. Zajanc, wiper, for unclaimed wages from a trip on the Lawrence Victory. Zajanc came in for a \$79.67 bonanza out of the \$58,000 windfall.

Of the total owed by the company, several hundred amounts run into three figures, with the largest item one for \$602.87 due to Seafarer Frank L. Smith.

Seafarers whose names are on the list should contact the company directly, by applying to the Unclaimed Wage Department, Mississippi Shipping Company, 1300 Hibernia Building, New Orleans. Applications should include the Seafarer's Z-number, social security number, rating, name of the ship or ships worked on and the length of service on them as recorded on his discharges.

Seaway Poses Challenge To US Ship Operations

WASHINGTON—The signing into law of the controversial St. Lawrence Seaway bill two weeks ago poses a real challenge for the declining US shipping industry, which could be translated into a new era of maritime prosperity if the industry is equal to the opportunity.

Though fiercely opposed in many quarters, enactment of the measure by Congress set off a chain reaction of enthusiasm throughout a large portion of the US and Canada, in those areas where the waterway development had been long championed and debated pro and con since the administration of Woodrow Wilson.

Allied for once, shipping and railroad interests, among others, fought the idea of the Seaway to a standstill in every Congress since 1916, basing their opposition on the fear of competition by a cheap, all-water route to the Atlantic from deep within the interior of the US, via the Great Lakes.

Kill Major Ports?

East Coast ship operators, the segment of the industry principally affected by the realization of a Seaway project, believed—and still feel, in large part—that a Great Lakes route for ocean shipping to the rest of the world can kill off major ports like New York, Philadelphia and Boston in terms of the freight traffic which could be lost.

But the Seaway and its closely-linked power development projects needn't have this effect at all.

Basically, the Seaway will provide a 27-foot channel through a series of locks and dams along the 115-mile route between Ogdensburg, NY, and Montreal on the St. Lawrence. The construction, at an estimated cost of \$273 million, of which the US will pay about a third and Canada the remainder, is designed to get around the problem of a stretch of rapids on the river barring continuous passage by ocean-going shipping.

At present, Prescott, on the other side of the border from Ogdensburg, is the place where the big grain ships must transfer their cargoes to barges for passage through the existing 14-foot canal. Other cargoes by-pass the 46-mile stretch of the International Rapids by rail. The Seaway would do away with all that by the time it's completed in 1960, and bring to life the hope for a water route enabling ocean-going vessels to travel the 2,200 miles all the way from Duluth, Minn., on Lake Superior to the Atlantic. It will make Chicago, Cleveland, Toledo, Buffalo, Detroit and many other inland cities into seaports with a first-time direct passage to the sea.

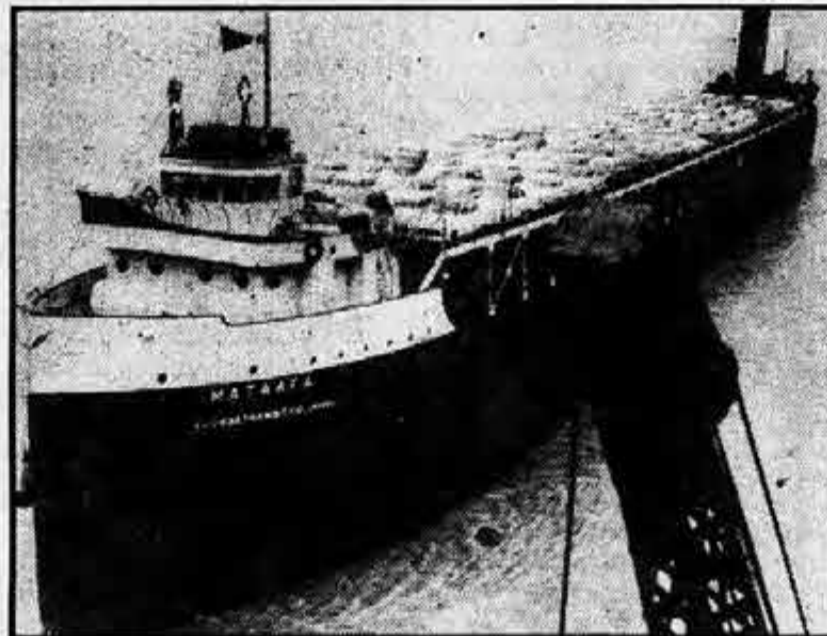
Ice on the Lakes is a factor, however, and will continue to block the way four to five months a year. Last to be closed by the ice in autumn and first to be free of it

in the spring, Toledo would appear to have a distinct advantage on this score over its neighbors.

The power aspects of the Seaway, with the vast water power potential in the area harnessed for the first time, would provide much-needed additional power for New

York, New Jersey, Pennsylvania, the New England states and adjacent parts of Canada. Power developments will cost about \$600 million, in addition to the bill for the Seaway itself.

In all, the combined navigation- (Continued on page 17)



Carferries, like the AFL-manned Mataafa (above) have thus far been limited to operations on the Lakes, but with a deep water channel ships like these could conceivably run to northern New England and to Europe.

Travelers Checks Now Sold In Baltimore

In an extension of the service previously offered only in New York, the SIU Sea Chest now offers the same travelers check service aboard ships in the Port of Baltimore, and expects to extend it to other ports shortly.

The service enables Seafarers to convert some or all of their payoff cash into travelers checks even before they leave the vessel to go ashore. Thus, they needn't encounter the risk of traveling ashore with large amounts of money, and can utilize the Bank of America checks either to send money home or to keep idle cash from wandering into the wrong hands.

Representatives of the SIU Sea Chest ordinarily meeting the ships with samples of Sea Chest merchandise or reorders for a vessel's slopchest, carry the standard Bank of America travelers check forms which can be obtained for a stipulated fee in amounts from \$10 to \$100. Fees are scaled on a graduated basis, with a 75-cent tab on each \$100.

Idea Well Received

Started in New York about a year ago, the service met with an enthusiastic reception from Seafarers unwilling to risk unnecessary losses of hard-earned dough. When the experimental program proved to be popular, negotiations were started to extend the service to other ports, but bogged down when the Sea Chest was unable to reach a satisfactory arrangement with the American Express Company, whose facilities were being used previously.

Eventually, the switch to the Bank of America was made, and the resultant extension of service to Baltimore followed. Travelers checks can be obtained either on

the ships in both ports, at SIU headquarters in Brooklyn or at the Sea Chest facilities in Baltimore. These are now separate from the hall, but will be moved into the new branch building there upon its completion.

Canada Deep Sea Fleet Down To 21

OTTAWA—The US flag merchant marine is not the only one facing a problem with respect to runaway operations. The latest report covering Canadian deep-sea shipping is that by June 30 there will be only 21 deep-sea ships left under the Canadian flag as compared to a peak of 147 ships in 1947.

The Canadian fleet has been dwindling year by year with ships transferring wholesale to Panamanian and Liberian flags without the slightest hindrance from the Government. Between 1947 and 1950 the fleet was cut down to 74 ships, and the advent of the Korean War failed to halt the decline. Last year there were 47 ships under the Canadian flag.

Canadian maritime authorities see no end to the decline. With the fleet now at a 35-year low, they see the possibility of eventual reduction to zero.

YOU and the SIU CONSTITUTION

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

From Article XIII, Section 6 "All reports by committees and the Secretary-Treasurer under this article, except those of the Polls committees, shall be entered in the minutes of the port where headquarters is located. Polls Committee reports shall be entered in the minutes of the Port where it functions."

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



Speak Your Mind 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 mind.

SIU NEWSLETTER from WASHINGTON

Page 51c

Seafarer-Inventor Dreams Up Wrinkle-Free Gear-Carrier

NEW ORLEANS—Leisure time aboard ship has been used by Seafarer Clifford A. Bellamy to turn out plans for two inventions which he hopes will prove to be useful and profitable.

"For years I have been getting ideas and I finally decided to try to do something about it," Bellamy said.

The result of his decision to translate imagination into action has been the filing of applications for patents on a "wrinkle proof" suitcase, which he calls a "Seacase," and a moveable bit for shipboard guys.

Metal Cylinder

The Seacase consists of a metal cylinder into which shirts, underwear, socks and other apparel are packed from one end by placing the cylinder in a vertical position. Jackets and slacks may be rolled around the cylinder in a wrinkle-free manner and the cylinder is then placed in a carrying case which provides an ingenious drawer for storing shoes and toilet articles.

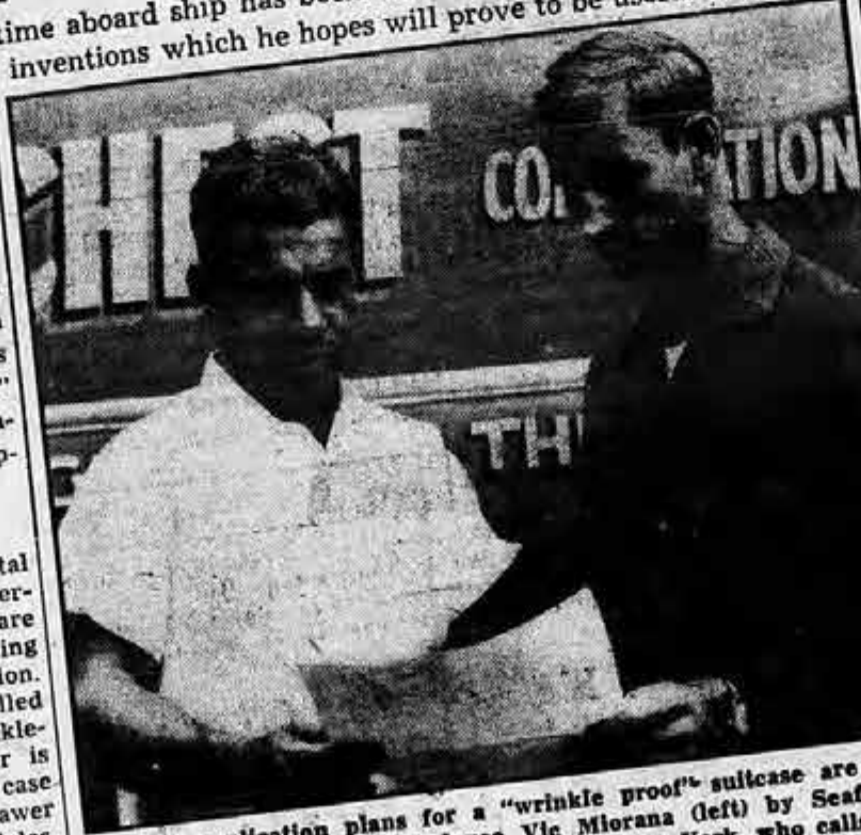
The "portable bit for shipboard guys" is described in Bellamy's patent application as relating "to a bit having means for securing a tag-line and off-shore guy upon a single bit, said bit being swingably mounted upon a pad-eye secured upon the deck of a ship."

Easier Handling

Bellamy believes this device will make it possible to handle booms with a great deal more ease and safety than by the conventional gear now used aboard ship. He hopes it will be adopted as a means of doing away with the hazardous and annoying binding which sometimes occurs in lines being used to work cargo booms.

One idea was generated by the desire for a more convenient way to carry personal gear and the other by a search for additional safety measures on the job, said Bellamy, DM on the Seatrain New York.

Bellamy said he has a couple of other ideas which he believes can be patented, but he is keeping the details secret until his patent applications have been filed.



Patent application plans for a "wrinkle proof" suitcase are explained to Sea Chest employee Vic Miorana (left) by Seafarer Clifford A. Bellamy, DM on the Seatrain New York, who calls his invention a "Seacase." Bellamy also has applied for a patent for a portable bit for shipboard guys.

Three Days Left For Art Contest Entries

With only three days left to submit entries, the SIU art contest began rolling into high gear this week. A committee was canvassing the field of possible awards for the prize-

winner, and a decision on winners and on the panel of experts who will judge the contest will be announced in the next issue of the SEAFARERS LOG.

Meanwhile, Seafarers took advantage of the one-month extension of the entry deadline to submit their handiwork. The deadline was originally moved up to May 31 in answer to requests from Seafarers for more time.

One Staten Island, NY, Seafarer who had brought in his entry for the contest earlier found himself

a local celebrity following a report on his art work in a previous issue of the LOG. (See separate story and photo on page 4).

From all indications, however, the work submitted by Seafarers for the 1954 contest is of uniformly good quality, so that the task of the judges will not be an easy one. In keeping with this condition, the number of entries is smaller than in the previous two contests, at the moment numbering slightly over 50, including all classifications. This is accounted for principally by the fact that each entrant this year is limited to five entries in any one category.

Four Categories

The contest is divided into four classifications: oils, drawings, watercolors and handicrafts. In previous Union-sponsored competitions, some Seafarers contributed over a dozen items in one class, thus swelling the total number of entries considerably. This occurred in several instances last year, when over 110 separate items were submitted. Oil paintings and handicrafts dominate this year's field.

Although no final decision on the prizes to be awarded has yet been made, it is certain that they will serve as a special remembrance to the prize-winners, as did the gold SIU rings presented last year, and the wrist watches given to the winners in 1952. Each award is inscribed with the individual's name and prize as a memento of the event. Up to three prizes will be awarded in each of the four contest categories this year.

The judges who, in previous years, have included well-known comic strip artists Ham Fisher and Walt Kelly, creators of "Joe Palooka" and "Pogo" respectively; radio-TV personality Staats Cotsworth, painting hobbyist, and officials of the Brooklyn Museum, in

(Continued on page 17)

SIU COMMITTEES AT WORK

Adherence both to Union rules as adopted by the membership and to contract obligations specified in the Union's agreements is required of crewmembers on SIU ships. Obviously if a crewmember goes out of his way to take overtime away from members of another department, or violates rules of procedure he is leaving himself open to charges against him.



Groseclose

In a recent instance which took place out in Seattle, the steward of a ship who was part of a standby crew while the vessel was in drydock was found painting cabinets in the crew messhall. As such he was doing deck department work and depriving men of overtime accordingly. Further, it was discovered that the same man had accepted transportation money

back to the port of engagement but had not gotten off the vessel as the rules specify.

Charges were filed against him by fellow crewmembers under two headings of Article 16 of the Union constitution. A rank and file trial committee was elected in the port consisting of R. B. Groseclose, F. W. Keeley, C. A. Gedra, L. A. Ciamboli, A. W. Tacey and J. Nicholson and was delegated to hear the case.



Gedra

After taking testimony from all parties involved, the committee decided that the steward was responsible as charged and penalties were in order. A 30-day suspension was recommended and a \$50 fine on each count. The fine was made payable before the man could register to ship out of the hall again.

The Eisenhower administration feels that a ship construction program of 60 seagoing vessels a year will be required to maintain a satisfactory shipyard labor nucleus. Further, that such a program, if approved by Congress, is well within the capacity of the 63 shipways now available, so that over a 20-year period, 1,200 ships would be constructed.

Under the plan of the Commerce Department, a building program of 60 ships a year is required to meet mobilization requirements. In addition, 60 ships a year, Commerce feels, would be absorbed as replacements of existing ships.

However, the rub is this. Shipowners take the position that a program of 60 ships a year in the foreseeable future is a bit more than they can handle, so that the Government must come forth with additional assistance to the merchant marine. The trouble here is that the minute that additional Government aid is proposed for merchant ships, there will be strong Congressional opposition because the merchant marine has not been accepted yet as the fourth arm of national defense, even though it is so described on numerous occasions.

For many years, American subsidized lines have been engaged in pooling or agency arrangements with certain foreign-flag steamship companies, so that, together, they can pretty much control the traffic on a given route. Such pools are now being frowned on by the Maritime Administration.

Under existing law, American lines are subsidized in order to meet foreign competition. Current probes are being undertaken to determine whether such pools or agency set-ups tend to diminish or eliminate competition on a route.

It is expected that many of the American subsidized lines will not be allowed to continue in such pools or agency arrangements.

Some shipbuilders recently asked Congress to appropriate \$150,000 to convert the new Mariner-type ships into Naval vessels for use by the Military Sea Transportation Service. This was requested in order to give work to American shipyards. However, there is absolutely no chance that Congress will go along with this idea.

The long-standing dispute between the United States Lines Company and the Government had come to an end. The controversy arose over what the steamship line should pay for the superliner United States Built a couple of years ago, the ship was originally sold to US Lines Company for \$28.9 million dollars, but the price was immediately questioned by the General Accounting Office.

During course of this controversy, strong words were had between the GAO and the former Secretary of Commerce, Charles Sawyer, with the latter defending the position of the US Lines Company. The dispute recently came to an end with the US Lines Company agreeing to pay \$4 million more for the superliner, making the total sales price to the company some \$32.9 million dollars.

However, the big question remains—who won in the controversy—the GAO or the US Lines Company? Former GAO chief Lindsay Warren claims he won the battle and states that the settlement should stand forever as a firm warning to administrative officials of the Government not to substitute their own views for the mandates of Congress.

On the other hand, the US Lines Company figures it was worth the extra money to end the controversy and keep the superliner in operation.

Recently a subcommittee of the House Merchant Marine Committee decided not to take favorable action on a bill which would have allowed the sale to Brazil of 12 American-built C-1 type vessels. These particular ships were built during World War II and were available for sale under the 1946 Ship Sales Act, which expired back in 1951. The House subcommittee tabled the bill because it did not want to open up the sales authority in the 1946 law.

However, strong pressure has been brought to bear upon the House subcommittee with the result that the bill is now being brought before the full Committee for further action. The measure, already passed by the Senate, still stands a chance of receiving approval on the House side of the Capitol.

Your SIU Washington Reporter

Top of the News

SCHOOL SEGREGATION OUTLAWED—The Supreme Court has ruled that the states of the nation do not have the right to separate Negro and white pupils in different public schools. By a unanimous 9-0 vote, the high court held that such segregation of the races is unconstitutional. The court has invited the Attorneys General of the states with segregation laws to submit briefs by next Oct. 1 on the course the court should take in composing a final decree stipulating the mechanics for carrying out the decision.

FRANK COSTELLO GETS STIFF SENTENCE—A federal judge threw the book at Frank Costello, giving the racketeer income tax cheat five years in prison and a \$30,000 fine on three counts of income tax evasion. Costello was denied further bail and put behind bars pending appeal to higher courts.

GUATEMALA ARMS SHIPMENTS REPORTED—The State Department announced that Russian controlled shipments of arms to Guatemala have been made. It said the arms were shipped from the Polish port of Stettin aboard the Swedish owned ship Alfhem. The Alfhem is chartered by an English concern identified as E. E. Dean. The State Department has indicated that the action might possibly be regarded as a threat to the security of the Americans under the terms of the Treaty of Rio de Janeiro.

HUK LEADER SURRENDERS SELF—Luis Taruc, Communist leader of the Hukbalahap rebels, has surrendered to the Government. The long-time leader of the terrorist organization that has kept the Philippines in armed conflict since the islands were liberated from Japan in 1945, came in alone. There had been a \$50,000 price on his head, dead or alive.

FRENCH PARLEY AT GENEVA—With the fall of Dienbienphu and the Communists now able to move east to the Red River delta or south to the states of Laos and Cambodia, the French are urgently negotiating at Geneva for a truce. The French truce proposal provides for: (1) In Vietnam, collection of troops on both sides in assigned areas, and national elections supervised by a commission of neutral nations. (2) In Laos and Cambodia, withdrawal of all Communist forces. (3) A guarantee of these terms by the Geneva powers. Meanwhile, the French are airlifting their wounded from the fallen fortress.

HEARINGS CONTINUE AFTER RECESS—Hearings in the McCarthy-Cohn vs. Stevens-Adams case were recessed for a week and began again Monday. The recess followed the so-called "gag" rule of President Eisenhower who has ordered Administration officials to refuse to testify on any matters involving confidential advice to the executive branch of the government. So far in the hearings charges of perjury, leaks and security risks were made, with hints that the White House may have maneuvered behind the scenes on behalf of Secretary of the Army Stevens. The Justice Department plans to study testimony given at the hearings for possible perjury and questions are being raised concerning the Army's security program.

BLAST ON CARRIER KILLS 91, INJURES 200—In one of the worst peacetime US naval disasters, explosions of unknown origin ripped the US aircraft carrier Bennington two days ago, bringing death to 91 men and injuries to at least 200 more. On her way to the Naval Air Station at Quonset Point, RI, the 41,000-ton vessel was rocked by the blasts about 75 miles south of Newport. While fires raged for about four hours on the ship, helicopters carried out their rescue missions, landing on the Bennington's deck to pick up the injured and transport them back to shore and waiting ambulances. The blasts occurred on the deck below the hangar deck about 6 AM Wednesday. A naval court of inquiry convened yesterday to determine the cause of the disaster.



View looking north (toward the Atlantic) at the Gaillard Cut, where the Panama Canal cuts through the hills of the Continental Divide. Contractor's Hill, at left, is where a huge crack threatens a landslide which could close the vital waterway. Some 2-3 million tons of dirt and rock will be removed from the top of the hill, which is 325 feet above the canal level.

Plan Excavation Of Huge Hill To Avert Landslide In Panama

BALBOA—A special board of consultants called in to investigate the possibilities of a landslide which could block the Panama Canal, have produced the verdict that a "potentially dangerous condition exists" at the site.

As a result, plans are going forward to remove some two or three million cubic yards of dirt and rock from the top of a 325-foot hill overlooking the Gaillard Cut of the canal. The monumental task of clearing away the rock which, at any moment, could spill right on ships traversing the vital waterway, is expected to take 15 months.

Ten-Month Hat Strike Ends; All 1,400 Strikers Rehired

NORWALK, Conn.—One of the nation's longest strikes in recent years came to an end last Monday after ten months as members of the United Hatters, Cap and Millinery Workers Union, AFL, voted approval of a new agreement with the Hat Corporation of America. The agreement, upheld the Union's fight for job security by specifying that Norwalk would remain the center of the company's manufacturing operations.

The strike began as an outcome of company moves to shift its manufacturing operations to another state where it could run away from the union contract and union conditions. When the company refused a job security clause during contract negotiations, 1,400 employees went out on strike last July 9. Aside from providing that it would continue operations in Norwalk, the company also agreed to give the strikers preference over 400 non-union workers who were hired during the strike. All of the 1,400 strikers will be rehired if they go back to work. In the course of the strike the union spent \$1,700,000 in benefits for the strikers and their families.

Second Highest Point—The trouble arises from a huge 600-foot crack in a rock ledge overhanging the face of Contractor's Hill, which has the second highest elevation of any point along the 50-mile canal route. Gold Hill, its opposite number on the other side of the canal, is 600 feet high. The level of the Canal is 85 feet above sea level at this point.

Although the board of consultants declared that "immediate steps are necessary" to avert the (Continued on page 17)

YOUR DOLLAR'S WORTH SEAFARERS GUIDE TO BETTER BUYING

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

What Car Ownership Costs

Price tags on cars take a tumble after July 4, which is the end of the big selling season. Prices of used cars have already taken a big drop in the past 15 months—they are down about 40 per cent. New cars have come down a little too, unofficially, since many dealers now cut list prices through over-allowance on trade-ins, or outright discounts if you haven't got a car to trade. The only open price cut so far has been on several Nash models.

The sharp drop on second-hand cars has increased the spread between new and used models back to prewar levels, and has made the used vehicles a more attractive value. Depreciation has become a bigger factor. In the first years after World War II, cars depreciated in value very little. Now, one large manufacturer estimates, the average car loses 2.4 per cent of its value each month, or almost 30 per cent a year. Thus, when you buy a new car costing \$2,000, you can figure it loses almost \$600 of value the first year. But on a used car for \$1,000, say one that's two or three years old, your first-year depreciation loss would be less than \$300. And on an older vehicle that might cost you \$500, your first-year loss in value would be under \$150, and your second year depreciation cost, about \$100.

Biggest Single Cost

Obviously, depreciation is the biggest single cost in car ownership. According to the American Automobile

Association, the motorist who drives his car 10,000 miles a year will spend about \$900 on it, in this manner:

- Depreciation: \$442.
- Insurance (fire, theft and \$15,000-\$30,000 liability protection): \$101.
- Gasoline and oil (at 2.23 cents a mile): \$223.
- Maintenance: \$74.
- Tires: \$51.

That's the cost for a family that buys a new car—one of the big three lowest-price full-size makes—and trades it in every two years.

Now that's a big bill. Nor does this list of expenses include some hidden costs of car ownership: financing, parking and garage expenses, toll fees, etc.

You really begin to cut the cost of ownership when a car is two or three years old. A car three years old has the biggest chunk of depreciation squeezed out of it, and the savings are less significant thereafter.

Buying Used Cars

Another money-saver in buying a used car is to pick a make that has medium trade-in value. In buying a new car, resale value is more important. But if you buy an older car you intend to keep for some time, the initial saving may be more important. Too, the lower the initial price, the greater your savings on financing the car.

Another tip: It's generally more economical to buy a late-model smaller car than an older big one which will require repairs sooner, and probably costlier repairs.

Customary risk in a used car is that you "inherit somebody else's headache." But if you select wisely and inspect carefully, it may be no more than the usual automotive headache. It's generally in the 40,000-60,000 mile range that major repairs arise. A car bought in a suburban area or small town is more likely to be in better condition at the same mileage than one bought in a city.

Small And Simple

It's all around economy to buy only as small and simple a make and model as you really need. Particularly beware buying a used car with automatic transmission. If the unit needs an overhaul, as it sometimes does after 25,000 miles, the cost may be as much as \$200. Even for a new-car buyer, automatic transmission probably adds to service and repair costs, especially in later years. Such automatic transmissions are generally most useful for city drivers, who continually stop and go.

You will also find some used cars equipped with overdrive. This is a fourth forward speed with a free-wheeling unit which operates at lower revolutions, thus reducing engine wear and saving gas. An overdrive is more useful for long-distance driving on fairly flat terrain. But if you don't have such driving conditions, it would not be worthwhile paying much extra for a car with overdrive.

As you see, a car can be a big eater at your table. You need to buy carefully and use it well to keep down that big depreciation cost especially.

MCS Plans For New Coast Steward Vote

SAN FRANCISCO—Bouncing back from the results of the West Coast steward vote, the MCS-AFL started the machinery moving for a new election after a majority of the steward department men voted for "no union." The open shop vote had been promoted openly by Harry Bridges' "Local 100" which was set up to take over Bridges' dying ally, the National Union of Marine Cooks and Stewards.

The National Labor Relations Board vote tally showed 1,285 votes for "neither," 743 votes for the MCS-AFL and only 14 votes for the Communist-dominated NUMC&S. The number of challenges and void votes was not sufficient to affect the outcome either way.

NUMC&S Suicide

Examination of the results shows without a doubt that the NUMC&S following was swung into line to vote "neither." In the process, the NUMC&S committed suicide just one jump ahead of the process server. A string of financial judgments against the Communist-dominated union and other legal action against its officers prompted the move.

The result is that steward department men on West Coast ships are left without union representation for the time being, since the shipowners are unable to sign a contract until a union has been certified by the Labor Board.

As International Organizer Ed Turner put it, "Bridges has suc-

ceeded in selling the steward department down the well-known river, and he has succeeded in helping the shipowners at the expense of every man who is sailing in the steward department... he knows full well that the steward department members are not going to get their retroactive pay because he has sold them out."

For the present, MCS-AFL remains the only union actually representing any segment of the steward department since "Local 100" is entirely the creature of the West Coast longshore union.

MCS-AFL has filed objections to the outcome of the election, which, if upheld, would make it possible for a new election to be held in three to six months. However, if the objections are not accepted by the Labor Board, the union could petition for a new vote within a year of the start of the old one.

Mexico Tells Of New 'Monster'

TAMPICO.—Was it "The Thing" or some prehistoric monster up from the deep? Mexican fishermen were at a loss as to the identity of the 550-pound "sea monster," with long sharp teeth and flippers on its back and belly.

The "monster" was dragged from the sea by the crew of the shrimp boat Xochitl Elena, which docked here recently.

The captain of the ship said it was a most rare beast, six feet thick and four feet long. It had flippers on both its back and belly and a half-moon shaped tail.

It took the combined efforts of his six-man crew to land the "monster," the captain said. Its teeth were long and sharp and its skin so thick harpoons bounced off it several times.

Whatever it is, none of the crew and no one in the port has been able to identify the unusual sea creature.

Keep Draft Board Posted

SIU headquarters urges all draft-eligible seamen to be sure they keep their local Selective Service boards posted on all changes of address through the use of the post cards furnished at all SIU halls and aboard ships.

Failure to keep your draft board informed of your whereabouts can cause you to be listed as a delinquent and be drafted into the services without a hearing. The Union in such cases can do nothing to aid Seafarers who fail to comply.



AT SIU HEADQUARTERS
4th Ave. & 20th St. - Brooklyn

Swap yarns or watch the fights on television with your old shipmates at the Port O' Call—YOUR union-owned and union-operated bar. Bring your friends—where you're always welcome. And the tab won't fracture that payoff.

OWNED AND OPERATED by the SEAFARERS INTERNATIONAL UNION ATLANTIC AND GULF DISTRICT A.F.L.

SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS

REPORT ON BENEFITS PAID

From 5/10/54 To 5/21/54

No. Seafarers Receiving Benefits this Period	799		
Average Benefits Paid Each Seafarer	88.44		
Total Benefits Paid this Period		70,660	24

WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	5565	00	
Death Benefits	9000	00	
Disability Benefits	1200	00	
Maternity Benefits	4400	00	
Vacation Benefits	50495	24	
Total		70,660	24

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950*	489230	00	
Death Benefits Paid Since July 1, 1950*	951680	63	
Disability Benefits Paid Since May 1, 1952*	42770	00	
Maternity Benefits Paid Since April 1, 1952*	249400	00	
Vacation Benefits Paid Since Feb. 11, 1952*	3348749	67	
Total		4,081,830	30

* Date Benefits Began

WELFARE, VACATION PLAN ASSETS

	Vacation	652595	76
Cash on Hand	Welfare	633822	96
Estimated Accounts Receivable	Vacation	213217	00
	Welfare	199023	00
US Government Bonds (Welfare)		1979713	82
Real Estate (Welfare)		655664	39
Other Assets - Training Ship (Welfare)		119060	97
TOTAL ASSETS		4,453,097	90

COMMENTS:
The Awards Committee composed of five college professors will meet on Tuesday, June 22nd, to select the winners of the scholarships to be given out under the Seafarers' Welfare Plan for the school year commencing September, 1954.
As of this writing, there is a total of 24 applicants for the scholarships, out of which 15 were eligible. Of the 15 eligibles, only 7 have sat for the written examination. The remaining 8 eligibles were sent applications to take the examination on May 22nd, the last examination date.

Al Kerr
Submitted 5/24/54 Al Kerr, Assistant Administrator

... and, remember this ...

All these are yours without contributing a single nickel on your part—Collecting SIU benefits is easy, whether it's for hospital, birth, disability or death—You get first-rate personal service immediately through your Union's representatives.

SIU Barbers Trim 100 Heads A Week

Opened for business a year ago next week, the barber shop on the second deck of SIU headquarters in Brooklyn is another Union-sponsored service which has proven to be extremely popular with Seafarers.

If the statistics mean anything, approximately 5,200 heads have been trimmed to the tune of the barber's shears and some 3,200 beards of assorted degrees of shagginess have received the ministrations of the old-fashioned straight-edged razor favored by tonsorial artists.

Above all, however, the convenience of the barber shop establishment in the Union hall, which is located just off the billiard room where novices with a cue-stick get a trimming of another variety, has been demonstrated over and over again.

No Time Lost

Seafarer-Casanovas no longer spend valuable time waiting to be groomed by barbers elsewhere around town; the time between job calls—with the hiring hall just hailing distance away—can usually be neatly utilized for a stint in the barber chair. Those coming off ships to register favor the place because they can get their heady growth of several weeks or months

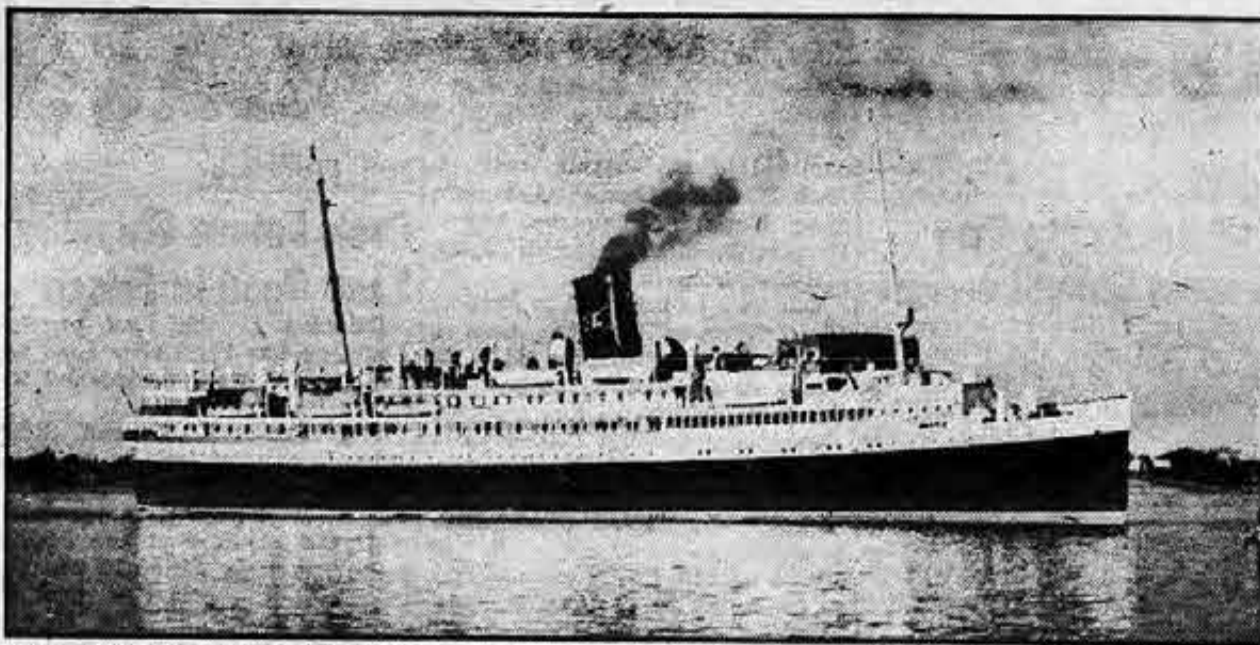
clipped off even before they venture out again to greet old shipmates with tales of the latest trip.

The only noticeable lack regarding the SIU shop is the customary barber pole. Unwilling to plant one outside the building and make it look like a barber college, the Union has had to dispense with this decoration because of the location of the shop on an upper floor.

Air-Conditioned Shop

One other unusual aspect of the SIU tonsorial parlor is the provision for air-conditioning during the summer months when everybody gets hot around the collar anyway, and even more so when trussed up in a barber chair in the traditional manner. In New York City at least, air-conditioning is rarely seen in the small shops and is a comfort usually found only in the larger establishments located in major hotels and rail terminals.

When that structure is completed, the SIU hall in Baltimore will also feature a built-in barber shop to service the Seafarers and branch officials in the port.



The cruise ship Yarmouth is shown on her former run to Nova Scotia for the Eastern Steamship Company. The vessel has been sold and will operate under foreign flag out of Miami to the Caribbean.

Yarmouth Sold, On Miami Run

That orphan of the storm, the liner Yarmouth, which has been sold and unsold a few times in the last few months, has been sold for good this time. The 5,000-ton passenger vessel has been peddled by Eastern Steamship to the McCormick Steamship Corporation of Miami and will enter the

cruise service under the Panamanian, not the Liberian, flag.

Meanwhile, the Yarmouth's sister ship, the Evangeline, is being whipped into shape by SIU shore gangs and will take on an SIU crew for Eastern Steamship's regular summer cruise run to Nova Scotia. The company had also planned to transfer the Evangeline to foreign flag but the transfer has been held up by the Maritime Administration along with other applications as a result of protests by the SIU and other maritime unions.

Heading For Florida

Present plans call for the ship to go to Florida about June 1. It would run between Miami and the Caribbean islands of Haiti, Jamaica and Cuba on nine-day cruises as well as shorter runs to Havana and Nassau. In addition the new company, owned by a Canadian industrialist, has another vessel scheduled for the same service, also under the Panamanian flag.

Previously, the Yarmouth's future plans had wavered back and forth from day to day. First the ship was supposed to go under bareboat charter to the P&O line. Then the company got approval to transfer it to the Liberian flag and announced it would run the vessel between Boston and Nova Scotia on its normal run.

This plan drew considerable fire

from the SIU and was dropped with the next rumor being that a West Coast outfit would buy the ship for use on a passenger run from San Francisco to Hawaii.

Now it appears the Yarmouth is going to Florida after all this time. The ship is scheduled to be turned over to her new owners some time today for the trip south.

Schedule Change Forces Crew To Call Off Del Sud Picnic

NEW ORLEANS—Rerouted unexpectedly to pick up cargo in Houston, the Del Sud (Mississippi) sailed foreign again this month, as the scheduled crew picnic became a casualty of the developments.

The cancelled affair, an annual outing sponsored by the SIU crewmembers of the vessel, with the crew, members of their families and Seafarers on the beach as guests, was rescheduled for July 3, when the Del Sud returns from her run to South America.

Sailed Early

It was originally set for Saturday, May 15, in Audubon Park, but the ship sailed for Houston a day earlier. This was the first time the ship has gone coastwise since September 9, 1951.

One of the highlights of the SIU "social season" in this port, the Del Sud picnic each year features plenty of food and drink for all

participants, plus a regular baseball game, dancing and other entertainment. The ballgame this year was to feature a Seafarers' aggregation against a squad fielded by a local brewery, and the dancing, as usual, paced by Papa Celestin's famed Dixieland jazzband.

The change in the sailing schedule which forced postponement of the festivities was a big disappointment for all hands. News of the shift came on the vessel's arrival here May 13, with the Seafarers set with an estimated outlay of \$1,000 from the crew's fund and a series of well-laid plans to really pour it on to make the 1954 picnic the biggest yet. They'll have their chance July 3 on their return here.

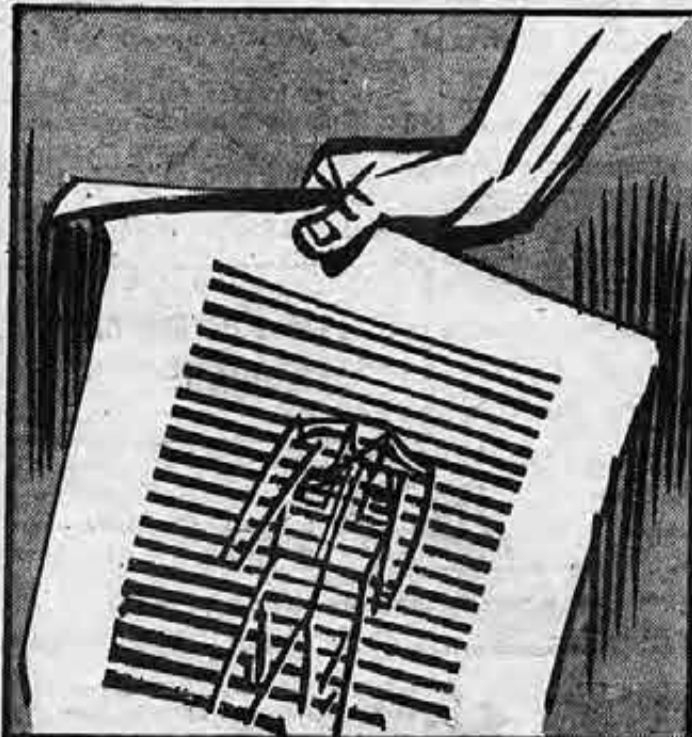


Seafarer R. Star, wiper, gets a fast shoe shine, while Bernard Friedman, AB, gets his hair clipped in the Union's modern barber shop on the second deck at headquarters.

Cartoon History Of The SIU

SIU Pay Hits New High

No. 64



Moving to affect a general pay increase for the membership, on June 16, 1949, the SIU notified all contracted operators of its desire to open talks on a \$7.50 clothing allowance for all ratings. The across-the-board boost headed the Union's agenda on contract items and had the membership's full support.



Within hours after they had received the Union telegram asking negotiations on the \$7.50 pay hike, 17 major companies had signed agreements approving the increase. Ten days later, all 50 SIU-contracted operators had okayed the proposal, which was put into effect retroactive to June 17.



The boost in take-home pay for all Seafarers brought the wages of average ratings, such as AB, oiler and fireman-watertender, to a new high of \$233.51 per month. The solid backing of the membership had won the increase without the necessity of even one bargaining session with the shipowners.

PORT REPORTS

Baltimore:

Hall Crews Up Two Vessels Going Foreign

Shipping is still very slow in the port of Baltimore and I am sure that it will stay that way for the next several weeks. We are getting a break, though, Saturday, as we are crewing up the Albion and the Catherine both Dry Trans vessels. The Albion is going to Greece and the Catherine is going to Israel. We do have a couple of tankers around here that we hope to crew up in a couple of weeks, but from a definite standpoint, the outlook doesn't look too bright. We have a lot of men on the beach, so that you fellows can readily understand that we have an over-abundance of manpower here. If you can see your way clear to ship out of some other port, I would advise you to do just this.



Thomas

Ships paying off here in the last two-week period were the Bethcoaster and Oremar of Calmar; Steel Worker, Steel Scientist and Steel Traveler of Isthmian; Potrero Hills of Phila Marine; Captain Nathaniel B. Palmer of American Waterways; Fairport of Waterman; Feltore, Marore, Santore, Chilore and Baltore of Ore; Carolyn of Bull and Winter Hill of Cities Service.

Ships signing on were the Steel Worker, Steel Scientist, Feltore, Fairport, Santore, Winter Hill, Chilore, Bethcoaster and Baltore.

In-transit vessels were the Ines and Kathryn of Bull; Iberville, Chickasaw, Topa Topa and Antinous of Waterman; Alcoa Pointer and Alcoa Roamer of Alcoa; Steel King of Isthmian; Sea Nan of Stratford and Robin Hood of Seas.

Port Gets Scare

We had quite a scare the other day. We received word that there were a couple of men killed on the Chilore of Ore. I am glad to report that after checking the ship we found out that they were not our men and I do want to express my sympathy for the two Chileans who were killed. It seems as though they were on a pilot boat when she ran into the propeller of the Chilore. I want to express my appreciation to the crewmembers who took up a donation for the widows of these two men. The collection amounted to the sum of \$216.00 which goes to prove that even though the boys were short of funds, they went all out in expressing their sympathy.

The Baltimore Federation of Labor political action committee, of which we are a member, has come out with a slate headed by Mr. Byrd for Governor. They have also endorsed Edward Garmatz, Samuel Friedel, George Fallon and Paul Menk for Congress. There are many more candidates that they have endorsed. There is no question in my mind that when these men are elected they will do everything in their power for the benefit of the maritime industry, which is our primary interest in conjunction with their welfare of labor in its entirety. Don't forget fellows, that those of you and your friends who have not registered to vote, do so at your first opportunity.

We have the following men in the hospital for the last week: Armando Vargas, John Botelho, Ralph Palmer, Michael Duco, George Pipinos, Linus Twite, Robert Scales, Robert L. Lambert, Walton Hudson, William Kunka, Carl E. Chandler, Jessie A. Clarke, Gorman Glaze, James Macanuchuck,

James Dodson, Warren Whitmer, Earl Brittain, Thomas Ankerson, Tony Mastantuno, Samuel Doyle, Herbert E. Grant, Hinrich Wiese and Joseph Michael.

Our man of the week is Brother Lloyd Thomas, who has been a member of the SIU since 1938. He is one of our oldtime bosuns. He has seen the benefits that we have gained over the last fifteen years and would not sail with any other outfit other than the SIU. He says, "I know of no other organization in the labor movement which has done so much for its membership as far as wages, welfare benefits, etc., that can remotely compare with the benefits the members of the SIU derive."

"I know at the present time that shipping is slow, but I am sure that once the waterfront beefs are squared away, shipping will be back to normal. At this time I would like to assure the younger members of our organization, that we have seen times a hundred percent worse than what they are now, and with the leadership that we have, they have nothing to fear."

Earl Sheppard
Baltimore Port Agent

Savannah:

Slow Shipping Seen In Georgia Seaport

Shipping in the port for the past two weeks has not been too good but we have hopes that it will pick up in the near future.

No ships were paid off or signed on at the port in the past two weeks.

Those in-transit were the Rosario of Bull, the Alcoa Planter of Alcoa, the Steel Surveyor of Isthmian, Seatrains New York and Savannah of Seatrain, the Robin Mowbray of Seas Shipping, the Steel Director of Isthmian and the Southern States of Southern.

In the Marine hospital are F. Paylor, P. Bland, J. Littleton, W. C. Bedgood, J. B. Sellers, M. Goins, H. C. Kemp, R. Carrolton, T. D. Adams, C. L. Middleton, S. N. Hurst, J. Daniels, I. M. Peacock, A. L. Fricks, J. Bush and R. L. Booker.

Oldtimers on the beach include John Henry Morris, Hoss Beale, "Pot Licker" Jones, Arthur Fricks and Jack Farrow.

That's about the picture of the port for the present.

Jeff Morrison
Savannah Port Agent

San Francisco:

Past, Future Shipping Seen Good In Frisco

Shipping in the Port of San Francisco has been very good for the past two-week period and the future looks very good.

The Marine Cooks and Stewards election, of interest to many brothers who have friends belonging to this organization, was held, with the result that the MC&S failed to win the election due to the fact that a majority number of votes was not cast for either union on the ballot. We cannot predict the future as we do not know what steps will be taken on the outcome of the election, so we must adopt the watch and wait policy.

Ships paying off in the port were the Orion Comet and Sea Monitor of Orion and the Sea Comet II of Ocean Carriers.

The Orion Comet of Orion was the only ship signing on for the past two-week period.

Those ships in-transit included the Afoundria, the J. B. Waterman, the Andrew Jackson and the Fairland, all of Waterman, the Pennmar, the Yorkmar and the Portmar of Calmar and the Coe Victory of Victory Carriers.

Oldtimers on the beach are J. McDonough, E. Griffin, D. Hutto, R. Davis, J. Smith, H. Hill, E. Shaffer, W. Brown, N. Wexler, P. Hudgins, J. Simons, C. Doroba and F. Wasmser

In the Marine Hospital are Salvatore Guilfrè, O. Gustavsen, J. Childs, C. Neumaier, Ho Yee Choe, P. S. Yuzon, F. Fondia, J. Perreira, A. M. Rosales, D. O'Rourke, S. Sue and Leo J. Kennedy.

Tom Banning
San Francisco Port Agent

New York:

All Depts. Benefit In Hq Shipping Surge

Business is continuing on the upgrade in the Port of New York and shipping has improved steadily in the last two-week period. Shipping was better for all three departments in the past two weeks. The greatest increase was in group one steward department ratings which had been moving very slowly for some time.

This increase in shipping does not mean, however, that everyone

should rush to New York to grab a ship, as we still have more than enough men on the beach to fill all available jobs, and some of them have been around for quite a spell. We had one ship go into temporary lay-up, the Hilton of the Bull Line, but we understand she will crew up again in a few days.

Ships Paying Off

Ships paying off were the Carolyn, Suzanne, Kathryn, Frances, Show Me Mariner, Angelina and Hilton of Bull; Steel King of Isthmian; Robin Hood of Seas; Northwestern Victory of Victory Carriers; Bents Fort, Royal Oak, French Creek, Chiwawa, Bradford Island and Paoli of Cities Service; Golden City of Waterman; Lawrence Victory of Mississippi, and the Bull Run of Petrol Tankers.

Ships signing on were the Steel Recorder of Isthmian; Robin Trent of Seas, and the Show Me Mariner, Royal Oak, French Creek, Golden City and Northwestern Victory.

In-transit vessels were the Mankato Victory of Victory Carriers; the Alcoa Runner and Partner of Alcoa; Steel Admiral, Steel Traveler, Steel Flyer and Steel Scientist of Isthmian; Alexandra of Caras; Seamar of Calmar; Topa Topa, Raphael Semmes, Antinous, Fairisle and De Soto of Waterman; Seatrains Savannah, Texas, New York, Georgia and New Jersey of Seatrain; Elizabeth of Bull and the Robin Locksley of Seas.

Claude Simmons
Asst. Sec. Treas.

Philadelphia:

Shipping Slows Down In Pennsylvania Port

Shipping for the Port of Philadelphia has taken a little reverse action in the past week and we find ourselves again on the feast or famine status, only this week it is famine. After a couple of months of a shipping boom in which we shipped just about all comers, we find ourselves with a beach well stacked with all ratings. We hope this slack is just temporary but at this writing, we have no information as to when the Arlyn, which is in idle status here, may call a crew. We do know that the skipper is still aboard which gives us some hope that she may call any day now.

Now for a little of the lighter side. Although the shipping has been a little slow the past week, the local boys are taking their try at the hay burners across the river at Garden State.

A. S. Cardullo
Philadelphia Port Agent

Lake Charles:

Politics And Parking Meters Enliven Port

From way down in the land of frog legs, cane brakes and good fishing, we report that things have been moving along slowly for the past few weeks with only a few jobs going out.

Calling into this area and each taking a man or so were the French Creek, Fort Hoskins, Bradford Island, Winter Hill, Government Camp, Cantigny, Council Grove and the Salem Maritime, all of Cities Service. A stranger called in, the Ponce of Puerto Rico, which ordinarily runs from Fla. to Puerto Rico. One of the brothers on her, Thomas Collins, was sick and had to enter the hospital here for a few days and was later transferred to another hospital. We hope that he is now fully recovered and back to work.

The Bull Run of Petrol Tankers reported in for payoff and the Del Campo of Mississippi came into Port Arthur and took four men.

In Hospital

The only brother reported in the hospital was Pete Karras who was on the Winter Hill of Cities Service and was injured while leaving the port. In the hospital for a few days, he was able to travel to his home in Beantown. We wish him a speedy recovery.

All is quiet on the labor front as far as beefs are concerned but the big issue of the so-called "right-to-work bill" is still in the concern of us all. The bill was introduced in the present session of the State Legislature on May 19.

On the local political front the chips are down and labor has lined up behind the people who can help us. It looks like a tight race for some of the jobs, but we are all pulling to get our people in office.

Meter Madness

Incidentally, this lovely city has gone hog wild over parking meters and the good city fathers are sticking meters up everywhere one looks. Pretty soon one will have to go to Texas to find room to park.

Among the oldtimers here are A. A. Hancock, E. Crowley, Sam Evans, H. J. Durney, R. A. Law, Dale Williams, Harvey Guenther, E. Foreman, P. Brady, B. Tolbert, B. G. Ladd, E. Anderson and M. Ward.

Sure am hungry for some frogs legs. Going out tonight to try and get some of these elusive creatures for the frying pan.

Leroy Clarke
Lake Charles Port Agent

SIU HALL DIRECTORY

SIU, A&G District	
BALTIMORE	14 North Gay St. Earl Sheppard, Agent Mulberry 4540
BOSTON	276 State St. James Sheehan, Agent Richmond 2-0149
GALVESTON	21st & Mechanic Keith Alsop, Agent Phone 2-8448
LAKE CHARLES, La.	1419 Ryan St. Leroy Clarke, Agent Phone 6-5744
MOBILE	1 South Lawrence St. Cal Tanner, Agent Phone 2-1754
NEW ORLEANS	523 Bienville St. Lindsey Williams, Agent Phone 6112-6113
NEW YORK	675 4th Ave., Brooklyn 127-129 Bank St. Hyacinth 9-6600
NORFOLK	127-129 Bank St. Phone 4-1083
PHILADELPHIA	337 Market St. S. Cardullo, Agent Market 7-1639
SAN FRANCISCO	450 Harrison St. J. Banning, Agent Douglas 2-9475
SAVANNAH	3 Abercorn St. Jeff Morrison, Agent Phone 3-1728
SEATTLE	2700 1st Ave. Phone 4-3334
TAMPA	1808 1811 N. Franklin St. Ray White, Agent Phone 3-1323
WILMINGTON, Calif.	505 Marine Ave. Ernest Tilley, Agent Terminal 4-2874
HEADQUARTERS	675 4th Ave., Bklyn. SECRETARY-TREASURER Paul Hall
ASST. SECRETARY-TREASURERS	Robert Matthews Joe Algina Claude Simmons Joe Volpian William Hall
SUP	
HONOLULU	16 Merchant St. Phone 5-8777
PORTLAND	522 N. W. Everett St. Beacon 4336
RICHMOND, CALIF.	237 5th St. Phone 2599
SAN FRANCISCO	450 Harrison St. Douglas 2-8363
SEATTLE	2505 1st Ave. Main 0290
WILMINGTON	505 Marine Ave. Terminal 4-3131
NEW YORK	675 4th Ave., Brooklyn Sterling 8-4671
Canadian District	
MONTREAL	424 St. James St. West Plateau 5161
HALIFAX, N.S.	123 1/2 Hollis St. Phone 3-8017
FORT WILLIAM, Ontario	118 1/2 Syndicate Ave. Phone: 3-3221
PORT COLBORNE, Ontario	103 Durham St. Phone: 5591
TORONTO, Ontario	272 King St. E. Empire 4-5719
VICTORIA, BC	617 1/2 Cormorant St. Empire 4531
VANCOUVER, BC	565 Hamilton St. Pacific 7824
SYDNEY, NS	304 Charlotte St. Phone 6346
BAGOTVILLE, Quebec	20 Elgin St. Phone: 545
THOROLD, Ontario	52 St. David St. Canal 7-3202
QUEBEC	113 Cote De La Montague Phone: 2-7078
SAINTE JOHN, NB	177 Prince William St. Phone: 2-5232
Great Lakes District	
ALPENA	133 W. Fletcher Phone: 1236W
BUFFALO, NY	180 Main St. Phone: Cleveland 7391
CLEVELAND	734 Lakeside Ave., NE Phone: Main 1-0147
DETROIT	1038 3rd St. Headquarters Phone: Woodward 1-8857
DULUTH	531 W. Michigan St. Phone: Melrose 2-4110
SOUTH CHICAGO	3261 E. 22nd St. Phone: Main 9-5415

The Patrolman Says...

I covered the Marymar, a Calmar scow, and who would have thought it, the boys were bragging about the way she feeds. More than that, the ship is the cleanest Calmar scow I have ever seen, and even then there were a few minor be. fs of small importance.

The crew was very happy over the situation and I find this real nice to write about. I hope that in the future other crews and other companies give me something along these lines to write about when I cover a ship on a payoff or sign-off.

Ernie Gonzalez

PORT REPORTS

Mobile:

Union's Hall To Get Face Lifting Soon

Shipping in the port for the past couple of weeks remained fairly good with about 136 men shipped to regular jobs and 107 shipped to various relief jobs in and around the harbor. We had a total of seven payoffs, five sign-ons, plus seven ships in transit during the two week period.

Ships paying off were the Wild Ranger of Waterman, which laid up due to lack of cargo, the Corsair, Pilgrim, Cavalier, Patriot, all of Alcoa, the Claiborne and Monarch of the Sea, of Waterman.

Signing on were the John C of Dover, Pilgrim and Patriot of Alcoa, Lafayette of Waterman, and Mary Adams of Bloomfield.

In transit were the John Kulukundis, Antinous, Mary Adams, Steel Director, Del Viento, Steel Flyer, and Iberville.

All payoffs, sign-ons, and in-transit jobs were in good shape with only run-of-the-mill minor beefs on any of them which were soon settled to the satisfaction of the crews concerned.

Shipping prospects for the coming two weeks look good with the following ships due to hit the port either for payoffs or in-transit: Warhawk, Chickasaw, Antinous, Maiden Creek, Lasalle, Bienville, Claiborne and Monarch of the Sea, of Waterman, and



Morris

Ranger, Clipper, Polaris, Runner, Puritan, Pennant and Corsair of Alcoa.

At this time we have only a couple of brothers in the Marine hospital, H. Longeynski and Willie Reynolds. Be sure and drop around or write these boys while over that way. A few of the oldtimers currently on the beach in Mobile now include R. Merritt, C. L. Norris, A. F. Wright, Sid Ghale, C. H. Fox, E. P. Bailey, A. Hammac, L. C. Morrow, J. Green, J. Fricarotta, A. Higham, W. C. Vandersall and F. Widegren.

In the near future the hall will get a face lifting with present plans calling for a complete painting of the entire hall and renovating and touching up where needed. This was proposed at the last meeting and we expect to get started around the first of the coming week. This is the first time since 1949 and it will be a big improvement.

Allied Unions Busy

The Marine Allied Workers various divisions around the port are in pretty good shape with enough work to keep most of the crafts busy. The pilot boats naturally keep busy all the time as even in slow shipping these boys are on the lookout for incoming ships all the time. The tugboats are doing fairly well with enough shipping in the harbor to keep most of the tugs busy. The shipyard workers are finding it spotty with a few ships this week and none the next, but all in all aren't doing too bad. The vacuum gang workers who clean the holds of the dust boats with gigantic vacuum machines are doing fairly well as Alcoa has a couple of dust ships coming in each week. The Alcoa shoregang and the ship storing gangs normally work a 40-hour week and everyone seems to be happy.

On the political scene around the port the runoff election is

scheduled for June 1st. These concern the candidates who failed to get a majority over their opponents in the May 4th primary, and while all our major candidates won with a clear majority in the primary, we are interested in a few of the candidates in the runoff who will be able to help us. All members are urged to get an absentee ballot if they expect to be out of the city during the election.

For our Seafarer of the week we nominate Brother John Paul Morris. Brother Morris joined the SIU in Norfolk, Virginia, in 1944, but has shipped out of the Mobile area since 1945 usually in the rating of deck maintenance or bosun. His last ship was the Alcoa Corsair where he served as bosun's mate. Brother Morris is married, no children, and while on the beach usually can be found fishing, his favorite sport. Morris also tried a few months in the shoregangs around the port.

When asked what he thought was the greatest advance made by our Welfare Plan, he said in his opinion the disability plan is tops as it gives oldtimers a feeling of security knowing that their Union will look after them when they are unable to work.

Cal Tanner
Mobile Port Agent

Wilmington:

Unclaimed Wage Lists Good News To Crews

Shipping from the fairest port in California is definitely on the slow bell and has been for the past two weeks with only the hope that things will improve.

There was only one payoff in the past two weeks. The Coe Victory of Victory Carriers was a clean ship to pay off with a good crew on her. The only drawback was that we were able to put only seven new men on her.

The Young America is expected in shortly and we hope we will have a few jobs on her.

The best news we have had in this port for the past few days came in with the last issue of the SEAFARERS LOG that had the list of names for men having unclaimed pay from the Mississippi Shipping Company. Several of the men have been in to find out how to write for the money.

Happy are we to report that there are no men in the hospital at the present time and we hope this will continue to be the case for some time to come.

E. B. Tilley
Wilmington Port Agent

Seattle:

Top Shipping Expected To Maintain Even Pace

Shipping has been very good for the past two weeks, keeping pace with the last five weeks. In that time we have shipped six full crews and we expect to ship three more crews to Libertys coming out of layup in the next couple of weeks.

The Tagalam of Seatrade paid off, while signing on were the Western Trader of Western Navigation, Cecil N. Bean of Dry Trans, Transatlantic of Pacific Waterways and Trojan Trader of Trojan.

Ships in transit were the Madaket and J. B. Waterman of Waterman; Pennmar of Calmar, and the Coe Victory of Victory Carriers.

George L. Hayes is one of the boys around the hall at this time.

George is 30 years old, married, and makes his home in Vancouver, Washington. He joined the SIU in New York in 1948 and sails in the deck department, preferring to ship from the West Coast.

George thinks all the services offered by the SIU through the Welfare Plan are splendid, especially the maternity benefits, which he had occasion to collect not so long ago. His last ship was the Ragmar Naess and he is itching to get out again soon.

Jeff Gillette
Seattle Port Agent



Hayes

Boston:

Orion Comet Hits US After 7-Month Voyage

Shipping has not been up to par the past two weeks, but we are hoping for more action in the coming period.

The Queenston Heights of Seatrade paid off and signed right on again, while in-transit vessels were the Antinous, Raphael Semmes, Topa Topa and De Soto of Waterman, and the Robin Locksley and Robin Sherwood of Seas.

The Orion Comet docked in San Francisco after a seven-month trip to the Far East and the fellows from Boston have been returning home. They are very glad to be back in Beantown. J. Donovan, one of the men aboard the Orion Comet, just reached home when his wife presented him with a baby boy.

For the past two weeks it has

been raining off and on, flooding many towns along the coast because of the excessive downpour. A large pond in Peabody, north of Boston, swelled 12 feet and crushed its floodgates, pouring two to six feet of water over large sections of the city.

James Sheehan
Boston Port Agent

Galveston:

Future Shipping Looks Promising In Texas

Shipping in the port has picked up a little in the past two weeks and the future looks promising.

Paying off were the Neva West of Bloomfield and the Republic of Trafalgar.

Signing on was the Mary Adams of Bloomfield, which also crewed up.

Ships in-transit were the Southern Districts of Southern Steamship, the Fairisle of Waterman, the Seacliff of Coral, the Del Campo and Del Valle of Mississippi, the Mae of Bull Line, the Alexandria of Carras, the Val Chem of Valentine Tankers and the Seatrains Texas, Georgia, Louisiana and New Jersey of Seatrain.

Old timers on the beach include M. V. Hoy, J. Haynes, A. Manuel, J. Rawlins, R. Sasseville, A. Adomaitis, R. James, W. Knapp, B. Luna, W. Vickers, A. Sandino, N. Magash, F. Pedraza, J. Paulette, B. C. Lynn, F. Fisher, W. R. Dixon, and J. Thompson.

Presently in the Marine hospital are A. T. Utterbeck, Earl McKendree, Virgil Bolton, Carl Jackson, J. Markopolo, Robert Brown, C. S. Dick, J. H. Dudley, L. Albritton, C. Barboza, F. E. Nelson, J. H. Brandon and J. Snell.

Keith Alsop
Galveston Port Agent



Sasseville

New Orleans:

City Looks Like Tanker Port As Molasses Runs

This port has taken on the aspects of a tanker port in the last two weeks with a half-dozen tankers calling here with molasses. Cities Service is operating four tankers on the molasses run, all of which helped the shipping situation considerably.

During this period the Del Valle and Del Sud (Mississippi), the Steel Director (Isthmian), the DeSoto, Iberville and Chickasaw (Waterman), and the Compass (Compass) paid off here.

Signed On

The Del Viento, Del Campo and Del Sud (Mississippi) and the Compass signed on.

Ships calling in transit included the Alcoa Clipper, Alcoa Pennant, Alcoa Corsair and Alcoa Pilgrim (Alcoa); the Steel Rover, Steel Surveyor and Steel Flyer (Isthmian); the Del Viento and Del Sud (Mississippi); the Fairisle, Alawaii, Mobilian, Claiborne and Monarch of the Sea (Waterman); Neva West (Bloomfield); Logans Fort, Council Grove, Salem Maritime and Lone Jack (Cities Service); Seacliff (Coral) and Edith (Bull).

Union Battle

The State Legislature is now in session in Baton Rouge and the anticipated battle between the would-be union busters and the trade union movement is on. As had been feared, a bill to outlaw the union shop in Louisiana was introduced under the sugar-coated title of a "right-to-work" law.

The phony name given to the bill is deliberately misleading since it actually guarantees no one's right to work, but instead is aimed at breaking down trade union agreements so anyone lucky enough to get a job will have to work at slave wages.

Seafarers who live in Louisiana and ship out of this port have been cooperating with other local unions in a letter-writing campaign to advise their parish legislators of their opposition to the bill. All bona fide labor organizations in the state have joined together in an organization known as United Labor Organization of Louisiana to fight the bill.

Again, we call upon all members to get behind labor in this battle to preserve union rights everywhere in the labor movement. This is important to all of us because it is important to the union movement as a whole.

Isthmian Steamship Company has completed moving its operation to a new site. Isthmian now is located at Public Commodity Warehouse Wharves 7 and 8 at the end of Napoleon Ave.

The new addition to New Orleans' port facilities was completed in January. It is 1,000 feet long and 248 feet wide and has facilities for loading and unloading direct from railroad car or truck to ship and from ship to dockside carrier.

Seafarers recently discharged from the USPHS hospital here and expecting to be ready to ship out soon include B. Foster, C. Cobb, S. Piner, Jr., and W. E. Swilley.

J. Latapie, R. Devirgileo, W. Gilbertson, J. Hull, F. Martin, F. Fields, D. Walker and P. Heulu were recently admitted to the hospital and are still undergoing treatment.



Devirgileo

Be Sure to Get Dues Receipts

Headquarters again wishes to remind all Seafarers that payments of funds, for whatever Union purpose, be made only to authorized A&G representatives and that an official Union receipt be gotten at that time. If no receipt is offered, be sure to protect yourself by immediately bringing the matter to the attention of the secretary-treasurer's office.

A & G SHIPPING RECORD

Shipping Figures May 5 to May 19

PORT	REG.			TOTAL REG.	SHIP.			SHIP. TOTAL
	DECK	ENGINE	STEW.		DECK	ENG.	STEW.	
Boston	24	14	19	57	9	3	3	15
New York	124	116	93	333	86	66	66	218
Philadelphia	65	55	44	164	38	39	32	109
Baltimore	77	62	46	185	46	46	30	122
Norfolk	9	17	10	36	3	5	5	13
Savannah	15	12	12	39	9	5	9	23
Tampa	10	17	16	43	5	4	5	14
Mobile	63	46	52	161	53	44	39	136
New Orleans	84	77	86	247	85	67	96	248
Galveston	30	17	19	66	26	28	26	80
Seattle	25	24	16	65	50	30	31	111
San Francisco	19	28	22	69	33	32	26	91
Wilmington	20	12	6	38	7	2	6	15
TOTAL	565	497	441	1,503	450	371	374	1,195

Lindsey J. Williams
New Orleans Port Agent

IN THE WAKE

In classical and Celtic legend, the Fortunate Isles or Isles of the Blest were islands in the Western (Atlantic) Ocean. There the souls of favored mortals were received by the gods and lived happily in a paradise. The belief in the islands long persisted, but eventually disappeared as explorers dared to sail to uncharted parts of the world and overturned the myth. The Canaries and the Madeira Islands were identified as the legendary islands for many centuries.

The Levant is the name for the eastern Mediterranean coastlands from Egypt to Greece, particularly those of Asia Minor and Syria, and is often applied to ships of that region, which are called Levantines to denote their origin. The word is derived from the French lever, which literally means rising, and is applied to mean sunrise as well, so that Levant refers to the place where the sun rises, the East or Orient. In the same way, throughout the Mediterranean region the east wind is sometimes called the Levant wind, or Levanter, and the west wind the Ponent wind. Ponent in this case stems from a Latin word meaning to set, and refers to the place where the sun sets, in the West or Occident.

The construction of Greek and Roman vessels required two rudders, one at either end, to maintain a course when the bow or stern moved up out of the water. Later, the Vikings placed the rudder not directly on the stern, but on the right side towards it. This change gave the name starboard (steerboard) to the right side of a ship, but by the 14th century the stern rudder had largely replaced the side rudder on sea-going vessels. Today's large liners have rudders that are six feet or more in height and weigh 100 tons.

Books about the sea frequently refer to flotsam and jetsam, but few people other than specialists in maritime law know what the words mean. Flotsam, jetsam and the even less-familiar ligan (or lagan) refer generally to goods lost at sea, as distinguished from wreck, referring to goods which come on shore. Goods which re-

main floating on the surface are called flotsam while jetsam refers to goods thrown overboard which sink and remain under water. Ligan designates those goods which go down with a vessel or which are sunk in the sea and have a buoy or floating object attached to them as a mark of ownership or in that order that they may be found again. When found, ligan must be returned to the owner, while the others must be returned only if the owner makes a proper claim.

The SIU-manned tanker Bent's Fort (Cities Service) got its name from an old mountain trading post in the southwest US, founded by William Bent and his partners about 1832. Located on the north bank of the Arkansas River, some seven miles east of present-day La Juanita, Col., Bent's Fort participated in both mountain fur trade and overland commerce to Santa Fe. The fort outfitted trappers and traders, sheltered early travelers and was a depot for military expeditions both before and during the Mexican War.

Making the 3,150-mile run from Liverpool to New York in 14 days and eight hours, the Britannia was the first Cunard liner to operate in trans-Atlantic service. The vessel made the trip in July, 1840. . . . Two years earlier, and 20 years before the launching of that unsuccessful ocean-going giant, the Great Eastern, another ship designed by the same man, the Great Western, had made the trip from England to New York in 15 days. She arrived in the US a few hours earlier than her rival the Sirius, which had left England four days before she had even started out.

The ancient Vikings, who undertook their explorations with the aid of only the most primitive maps of the limited area of the world then known to Europeans, often carried birds which were used to find land when no coast was visible. A bird would be released from the deck of a vessel and its flight watched carefully. The trick was that if the bird rose to a high altitude and sighted land it naturally would fly towards it.

THE INQUIRING SEAFARER

Question: How much gear do you take with you when you ship?

John Brady, oiler: I don't take too much gear with me usually, because I don't need or use too much. All I need is about three sets of work clothes for the runs, which come to about 35 pounds or one suitcase full of clothes. That is all I need except for one change of civilian clothes.

Andy Messana, galleyman: I take along plenty of dress clothes wherever I go. I would say it is a little more than the average Seafarer takes, most of the time. However, it would depend on the runs and where I am headed because I like to go out to the different places. You've got to be dressed most of the time.

Alonzo Bryant, cook: I don't take very much gear with me when I ship out because I don't think it is handy to have too much gear cluttering up the place. It is very inconvenient to have to ship it from one port to another and it takes time if you get off in a strange port. I take half a dozen sets of work clothes.

Joseph Borone, AB: I carry a lot of gear with me because I don't want to get caught short, especially on foreign runs and on Far Eastern trips. Most of my gear consists of civilian dress clothes so I can take in the better places in my free time. Also, you don't have to subject your clothes to poor cleaning.

Walter Newberg, steward: I take a lot of gear because I don't do any washing when I am aboard ship. I usually take about 25 shirts with me on a run, whether it is coastwise or foreign. The last time I was on a ship my gear weighed 168 pounds, for a coastwise run. I guess most stewards do about the same thing.

Thomas Ramirez, AB: When I am aboard ship I take some rain gear and some work gear with me, but never any dress clothes. I usually don't like to stray too far from the ship for sight-seeing, so I don't need that type of clothes. My work gear consists of about two complete sets of clothes that weigh only a few pounds.

MEET THE SEAFARER



WALTER MITCHELL, electrician

One of the young oldtimers of the SIU is Seafarer Walter Mitchell, who has spent 11 of his 34 years with the Union, sailing every ocean of the world and all seven of its seas.

Mitchell had an unusual combat career during World War II, seeing no action whatsoever while spending two years in service, but getting into plenty of it while sailing SIU ships during the latter part of the hostilities. After starting his maritime career in 1937, the Seafarer had his profession temporarily interrupted after four years by Uncle Sam's call to the Army. He was inducted in 1941 and spent the next two years in the Coast Artillery in Texas and Massachusetts. However, things really began to happen when he was discharged from service in 1943 and started shipping with the SIU.

Although he was out of the armed forces, there was plenty of shot and shell for him before the fighting was over.

Aerial Attack

Aboard the Simon Willard in 1944, part of a 60-ship American convoy heading from Chesapeake Bay, Md., to Italy, Mitchell was witness to his first aerial bombardment. Subject to attack by a group of a dozen planes, the Willard was not in an enviable position. However, though carrying tons of ammunition as well as other cargo, it escaped unscathed, as did Mitchell.

The convoy was attacked in the Mediterranean, off Oran, North Africa, with two of the ships going down before the German attackers. No one was lost, however, with the exception of one pilot and plane which went into the drink.

Carries Troops

That was in May, and it wasn't long thereafter that the Allies landed at Normandy Beach, France. Later in June of the same year the Willard and Mitchell were engaged in ferrying troops to Southern France backing up the invasion forces. That went on until August 1944, with Mitchell's only rest period coming when the ship was laid up in Naples, Italy, after the bombing attack in May.

At the tail end of the France run, the Willard brought prisoners

of war to Oran on one trip before heading back to the States. Mitchell, however, was off again and shipping on the Arthur Holbert, where he ran into some war in the Pacific. The ship was running alone a couple of days off the Philippines, carrying general cargo, munitions and trucks, when a pair of Jap Zeroes burst through a cloud cover and let go.

The only damage done was a three-foot hole in No. 1 hold and some battered cargo, with no one suffering a scratch as the planes were driven off.

Runs Aground

Mitchell has had a rather interesting seafaring life right from the beginning. His first maritime job was aboard the tug Nancy Moran in 1937, which was engaged in towing barges to Bermuda. Walt started as a fireman on that first job and has been in the engine room ever since.

His first job aboard an SIU ship proved even more eventful, when, on the Lucy C. Lamar in 1943, the vessel ran aground 30 miles off Bari, Italy. It sat on the rocks for seven days before being towed into a nearby port for repairs and heading back to the States.

The 34-year-old electrician was born in Philadelphia, Pa., in 1920, but many of his brothers and sisters were born in Norfolk, Va., a second home to the Mitchell family. Walt has two brothers and four sisters, all of whom are married.

Looking For House

Most of them live in Norfolk, but he has one sister living in Los Angeles, California. He says he goes to visit them every chance he gets. Walt is single now after taking a flyer at marriage, but right now all he's looking for, he says, is to buy himself a house and live there in peace and quiet.

His hobbies include hunting, fishing and Far East shipping with the SIU. Just last year, he says, he spent 45 days hunting deer in the company of four other Seafarers. The group got their legal limit of five deer, but, sad to relate, the biggest deer was brought down by one Seafarer's wife who came along for the shooting.

The Seafarers Puzzle

- | | | | | |
|--------|---------------------------------|-----------------------|-------------------------|-------------------------|
| ACROSS | 1. Direction to engine room | 5. Kind of metal | 19. Troubles | 35. Rock back and forth |
| | 2. Pep | 6. Girl's name | 22. Leg joints | 37. Steals: Ob. |
| | 3. Kind of duck | 7. Where Lisbon is | 23. Label | 39. Channel |
| | 4. Of aircraft | 8. Member of the crew | 24. River: Spanish | 41. Stations: Abbr. |
| | 12. Artificial language | 9. Ship's officer | 25. Heading toward port | 42. Voyage |
| | 14. Ancient home of Irish kings | 10. The Emerald Isle | 27. Any SIU member | 43. Impolite |
| | 15. Kind of wages we seek | 11. Women soldiers | 28. Ready | 44. Years of life |
| | 16. Drug | 17. The heart | 29. Plaything | 45. International |
| | 18. Antidote for poison | | 30. Boston 3rd baseman | 46. Killed |
| | 20. Symbols | | | 48. It catches fish |
| | 21. Nothing | | | |
| | 22. Large city on Honshu | | | |
| | 23. Adding up | | | |
| | 26. This makes work | | | |
| | 30. Exist | | | |
| | 31. King of thief | | | |
| | 33. New | | | |
| | 34. Deities | | | |
| | 36. Speed | | | |
| | 38. Self: pl. | | | |
| | 40. Durocher | | | |
| | 41. The Gulf | | | |
| | 44. Islands, Gulf of Bothnia | | | |
| | 47. Relying | | | |
| | 49. Small bottle | | | |
| | 50. Opera by Verdi | | | |
| | 51. Born | | | |
| | 52. Town in Italy | | | |
| | 53. Burst forth | | | |
| | 54. Great: Pl. abbr. | | | |
| | 55. It's made by cook | | | |

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TEN YEARS AGO

More than 20,000 Chinese troops crossed the Salween River in western Hunnan Province at a dozen points, opening China's first offensive in seven years of war. . . . President Roosevelt signed the simplified tax bill passed by Congress. The measure extended application of the withholding tax to provide for tax collection at the source from all wage and salary earners with income up to \$5,000. The wartime system is still in effect today.

President Carlos Arroyo del Rio of Ecuador and all members of his Cabinet resigned after a revolutionary junta had seized power in Guayaquil, Ecuador's main commercial city on the Pacific coast. . . . John Hawk, secretary-treasurer of the A&G District, requested that the Maritime Commission and the WSA allocate ships named for hero members of the SIU to lines under contract with the Union.

Through arrangements with the Government the A&G District of the SIU was able to send cigarettes and tobacco to Union brothers who

were prisoners of war in German camps. Shipments were made periodically and each brother received 1,000 cigarettes. . . . Casino, the scene of fierce fighting on the Italian front since January, was evacuated by the Germans, Berlin announced. The town had virtually been encircled by twin drives of the British and Polish troops. . . . United States-Chinese forces took the main Myitkyina airdrome in Burma as part of the campaign to win back the large southeast Asia area.

More than 1,000 passengers and members of the crew were rescued from the Henry Bergh, a Liberty ship bringing more Navy men back from the Pacific war zones, after she went aground in a heavy fog before dawn on the Farallon Islands, 30 miles west of San Francisco. . . . The Fifth US Army launched a terrific assault against the German lines surrounding the Anzio beachhead in Italy. Under air and naval cover the British drove north in the direction of Rome while American troops attacked in another direction.

SEAFARERS LOG

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Change Of Climate

The subject of the merchant marine's future is not exactly a brand new subject in this corner, but for the first time in a good while it can be reported that the arguments put forth by both labor and management in the maritime industry are beginning to have their effect in Washington. Announcement of a new Government maritime program plus introduction of several bills to put it into effect is revealing of a new climate of opinion in the nation's capital.

It's obvious that the current unstable international situation and the weaknesses showing in the Western world are important factors in that change of heart. It's beginning to be realized in Washington that this country is still in for a long and hard pull before peace, and not just an armed truce, can be established. In that long, hard pull ahead, it would be the worst kind of folly not to have an active and modern merchant fleet. Congress and the administration now are beginning to realize that it is unsafe under those circumstances to depend too heavily on the merchant fleets of friendly nations.

Of course the new maritime program is a long way from actuality. It is one thing to pass a bill authorizing construction of 60 ships a year. It's another thing to appropriate money for that construction and funds to keep the ships running actively. The sooner all parties realize that a modern merchant marine costs money, the closer it will be to that goal.

However, it would be a mistake for the maritime industry to sit back and let Uncle Sam do it all. The industry itself has to show some inventiveness in planning for the future, and that brings up the question of the . . .

~ ~ ~

St. Lawrence Seaway

Here is one place where the maritime industry itself has an opportunity to show its stuff. For a long time, the industry on the East Coast fought the Seaway. But as the saying goes, "if you can't lick 'em, join 'em." The Seaway will be built and big ocean-going ships will be going up the St. Lawrence to Great Lakes ports. The question is whether they will be foreign-flag ships or ships bearing the US flag.

This whole development promises a tremendous industrial boom in the area. It should be productive of many more cargoes that had been carried by overland routes or that had been undeveloped like the new ore finds in Canada. Autos, wheat, steel products, bulk ores, and a wide variety of other cargo that used to move by rail will now be able to go all the way by ship. It's up to the industry to plan for the kind of ships that will be most useful on this route and to develop water-borne trade of this immense inland area.

~ ~ ~

Victory On Shore Leave

Welcome news from the Pentagon is the publication of a brand-new set of rules by the Defense Department dealing with the matter of shore leave for merchant seamen in areas under military control. For the first time, the ground rules have been established at the top, and it's up to local area commanders to effect them accordingly.

The SIU has long fought the practice of individual local commanders deciding when and how civilian seamen can go ashore from their vessels, especially when no military urgency showed itself to justify a ban on shore leave altogether. The action in Washington recognizes the evils of this system, with seamen formerly left to the mercy of the local military on this score.

Declaring it to be the policy of the Department that seamen shall be allowed leave to go ashore at all times—except in instances of extreme military necessity, officials in the Pentagon have taken a long step forward. Future abuses of the ruling are now the direct responsibility of rear echelon commanders who have been waging war on seamen for lack of anything better to do.

LETTER of the WEEK

Union Boon To Seamen, He Says

To the Editor:

I am writing these few lines concerning myself and my present status which I would deeply appreciate having printed in the LOG. In this manner I will be sure that the people to whom I wish to express my thanks will be sure to realize my appreciation for all their efforts.

I was born in Norway on May 13, 1884, which makes me 70 years old. I first went to sea at the age of 14 on Norwegian square riggers, as deck boy, and landed in the United States in 1900. For eight years I shipped on yachts and dredges and in 1908 I joined the Atlantic Seamen's Union. Since that time I have sailed on all types of vessels both on the Great Lakes and offshore. In 1912, when the ASU was taken over by the International Seamen's Union, I became a member of that organization and remained in good standing until 1938, at which time I joined the SIU.



Johnson

At the present time I am receiving Seafarers Permanent Disability Benefits from the Seafarers Welfare Plan, which money together with my Social Security income leaves me quite free insofar as finances are concerned. As a matter of fact, I know I am receiving more money for my old age than some non-union workers in this city for their work. If it were not for the benefits I draw from the Welfare Plan, I most certainly would not feel very independent regarding my finances.

Free and Independent

This brings me to what I think is the most important part of my letter. When I first started sailing as a cabin boy on Norwegian ships, I am not even sure that the word "welfare" was in the dictionary. Even when I joined the ASU, if someone mentioned it to me I would think of someone on the corner looking for a handout for a meal.

I would like to thank the officials and the membership who worked so hard over the years to make this a reality. When I was 60 years old, I thought I would keep on sailing because all I had to look forward to was the Social Security benefits in five years. Shortly after my 65th birthday, however, the SIU established its Permanent Disability Plan as part of the Welfare Plan, and it was then, and only then, that I thought of retiring. Believe me, it is most reassuring to realize that my old age is provided for, and when I pass away there will be no Potter's Field for me.

In conclusion, I would again like to express my thanks and appreciation to all of those people who worked so hard to make the SIU what it is today, and I further urge each member to make it his duty to work for still greater unity and a greater SIU.

Harry Johnson

'Long Overdue'



LABOR ROUND-UP

A 17½-cents-an-hour wage increase package for 15,000 toy manufacturing workers in New York City's metropolitan area was announced by Local 223 of the AFL International Union of Doll and Toy Workers of the US and Canada. Contracts signed with the National Association of Doll Manufacturers and the Stuffed Toy Manufacturers Association run for three years from July 1 and include two wage raises. New wage negotiations are scheduled for July 1956.

Local 32 of the Cafeteria Employees Union, AFL, announced the settlement of a strike by 430 workers against 13 Exchange Buffet Corporation restaurants in Manhattan. The strike, which began April 1, was settled for a \$4 weekly wage increase and other benefits for the strikers.

After four months of negotiations, two locals in Atlantic City, NJ, won a five percent across-the-board wage increase, retroactive to May 1, for members employed by nine swank boardwalk hotels in the resort city, scene of many union conventions. The contract ending February 1, 1956, was ratified by members of Local 508 Hotel and Restaurant Employees and Local 491 Bartenders.

Members of Local 125 International Union of Electrical Workers staged a five-day strike at Scranton Battery, Archbald, Pa., and came up with a 24-cent package with wage increases up to 21 cents an hour and more, including incentive pay, retroactive to February 1. A clause covering paid holidays—seven a year—provides for pay for an employee when layoff comes within 30 days of any holiday.

A year ago the AFL United Automobile Workers lost, by a single vote, an NLRB election at the Michigan Arrow and Tiny Home Division of Michigan Central Airlines in Flint, Michigan. Recently the union made a second try—and won by a margin of 2½-1.

The first guaranteed annual wage in the West Coast garment industry was won by the ILGWU

in contracts with two coat and suit manufacturers. The three-year agreement covers guaranteed weeks of pay in a year, change-over from piece rates to hourly pay for one company and time and one-half for overtime and legal holidays.

The United Textile Workers of America, AFL, Local 720 of Atlanta, Ga., signed a contract with the Lane Cotton Mill Company covering 1,400 workers for a three-year period. The improved contract calls for an increase of two cents an hour. The UTWA wrestled bargaining rights from the CIO textile workers after the latter had represented the Lane workers for 13 years.

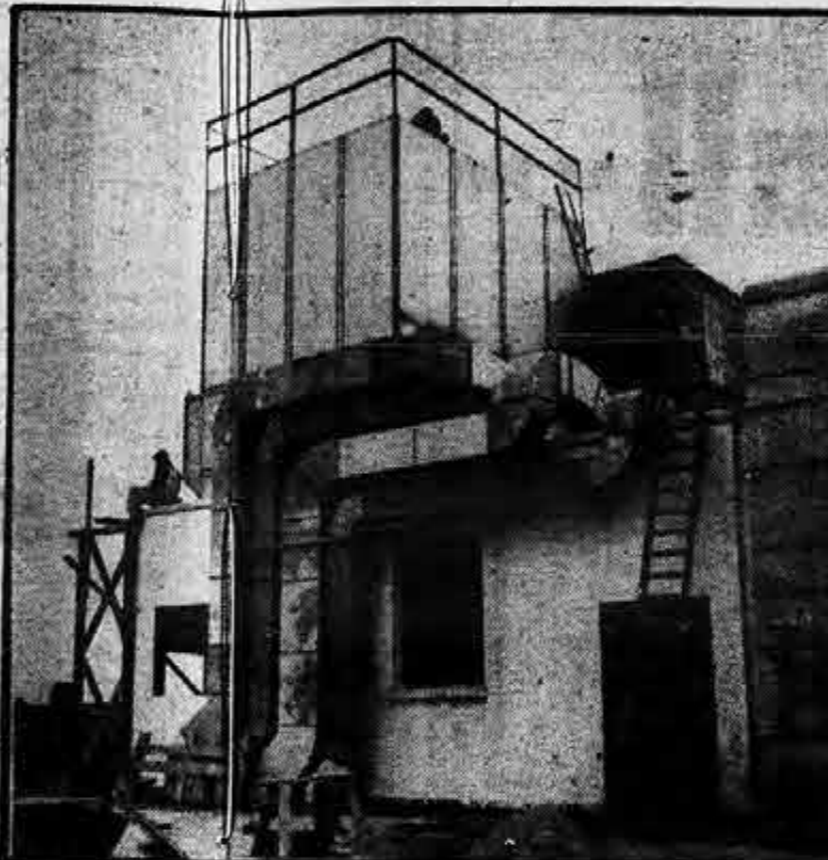
Union-sponsored work slowdowns, partial strikes and refusal to work overtime were ruled by the NLRB to be unfair labor practices. The board also said unfair labor practices were unauthorized extension of rest periods, refusal to work special hours and inducing employees of another concern not to perform work for the employer involved. The ruling involved the Textile Workers Union, CIO, and its Local 1172, and the Personal Products Corporation, Chicago, Ill.

Administrator William McCoub of the Wage and Hour and Public Contracts Division of the Labor Department announced that minimum wages for hosiery workers in Puerto Rico will be 50 cents an hour. The new rate replaces the 40 cent minimum and was recommended by a special industry committee acting under the Fair Labor Standards Act.

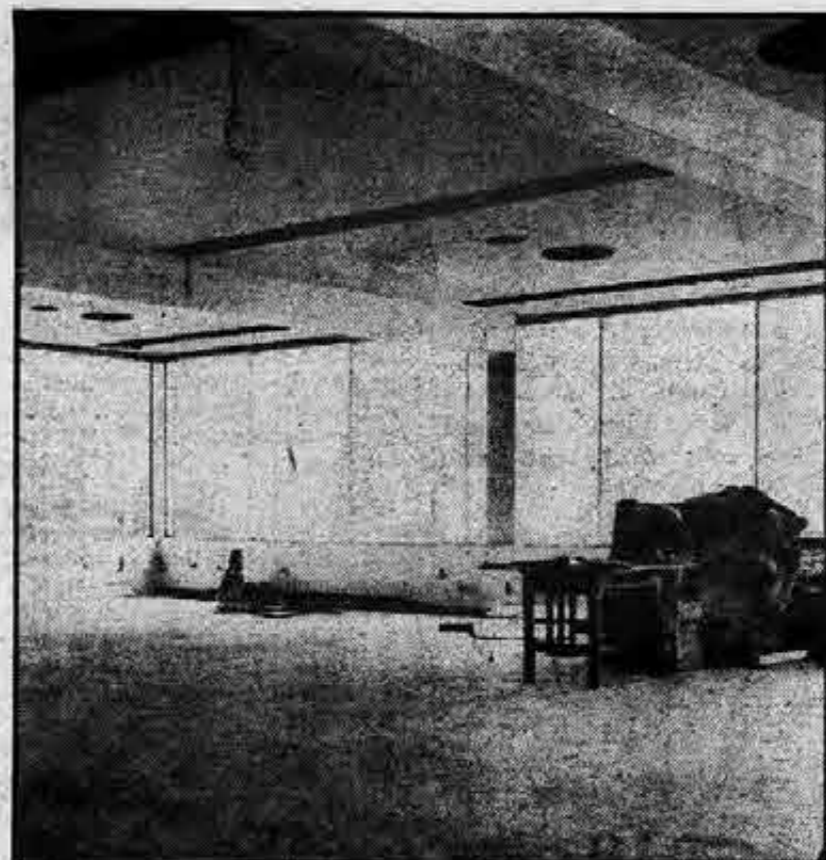
Secretary of Labor James Mitchell released a job guide prepared by the US Employment Service, listing 74 occupations employing large numbers of boys and girls under 21. It will be distributed to all local offices of the public employment service, to 27,000 high schools throughout the country, and national youth and guidance organizations. State employment service interviewers and job counselors in the high schools will use the publication in helping young people to locate jobs.

New Baltimore Hall--

GOING UP!!



Massive air-conditioning plant on roof will provide air-conditioning throughout the entire building to assure year-round comfort of membership.



Designed with a huge expanse of window space, the new hall will also have an all-glass-enclosed recreation-sun deck. Worker is checking blueprints.



Front end of shipping hall still looks primitive after wrecking work in auditorium of building formerly owned by a focal community group.

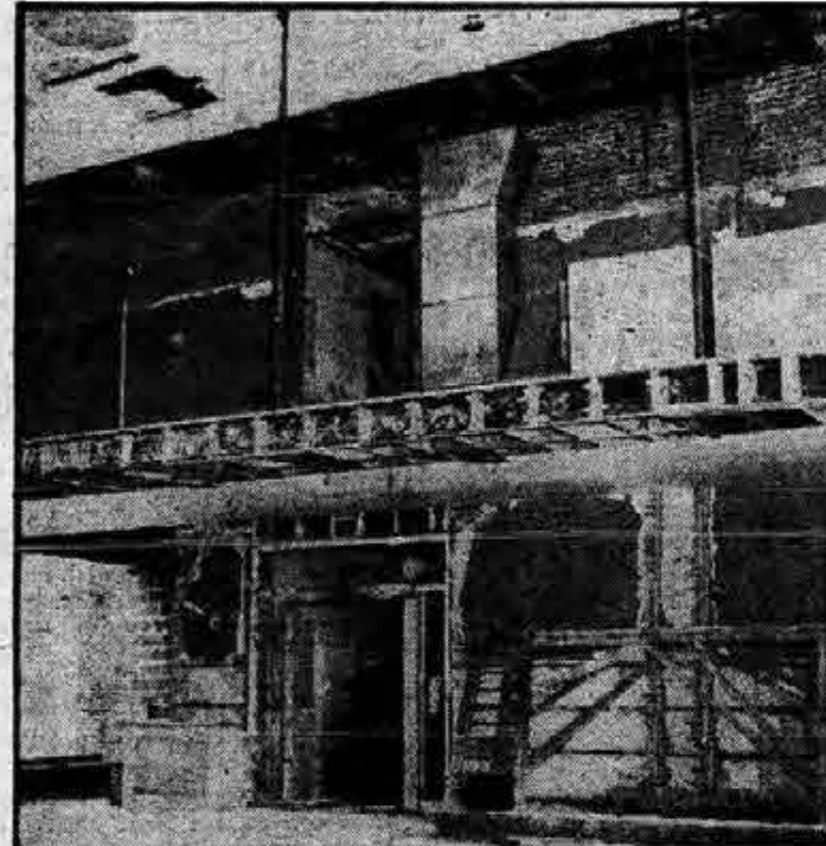


A new home for Seafarers in the Port of Baltimore is in the making, with every indication now that a major portion of the structure will be completed early in July.

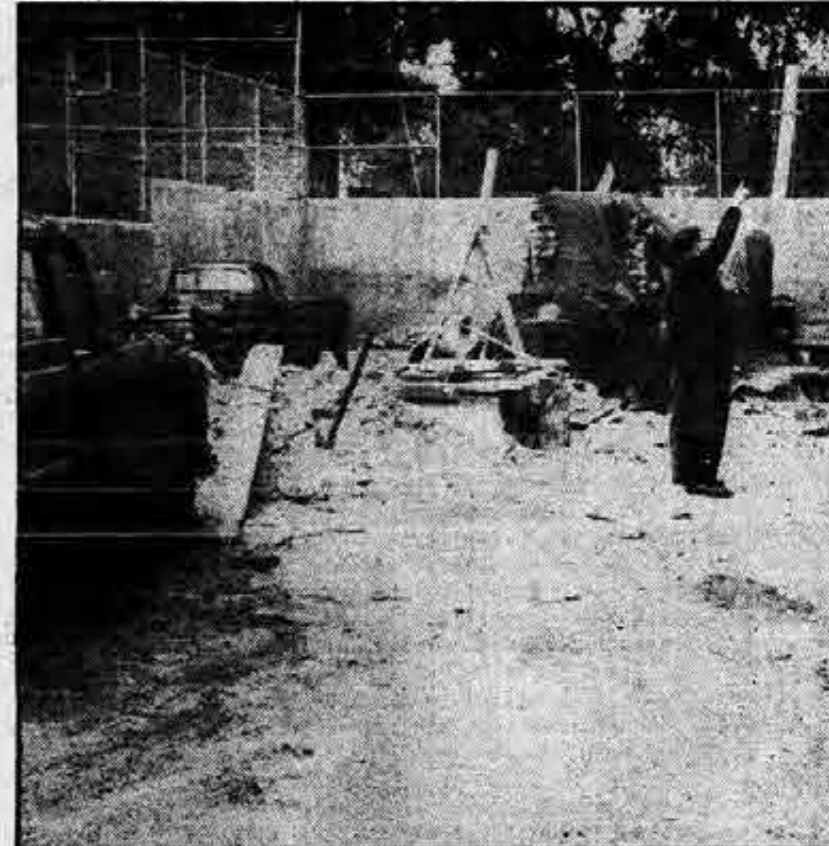
First authorized by a referendum poll of the membership as part of the SIU's building program, the Baltimore hall has now gone through several stages of preliminary construction, with finishing-of work on the main section now underway.

When completed in its entirety, the four-story building, with a glass-enclosed recreation deck on the roof, will boast all the features of SIU's modern Brooklyn headquarters plus a lot of built-in "extras" to make it one of the finest union halls in the US.

The photos on these pages show the progress of the construction so far on the main building and a new wing being added to the existing structure.



From the back, site of hiring-hall-to-be is inspected by Seafarers standing in doorway. It will double as meeting hall, with balcony added.



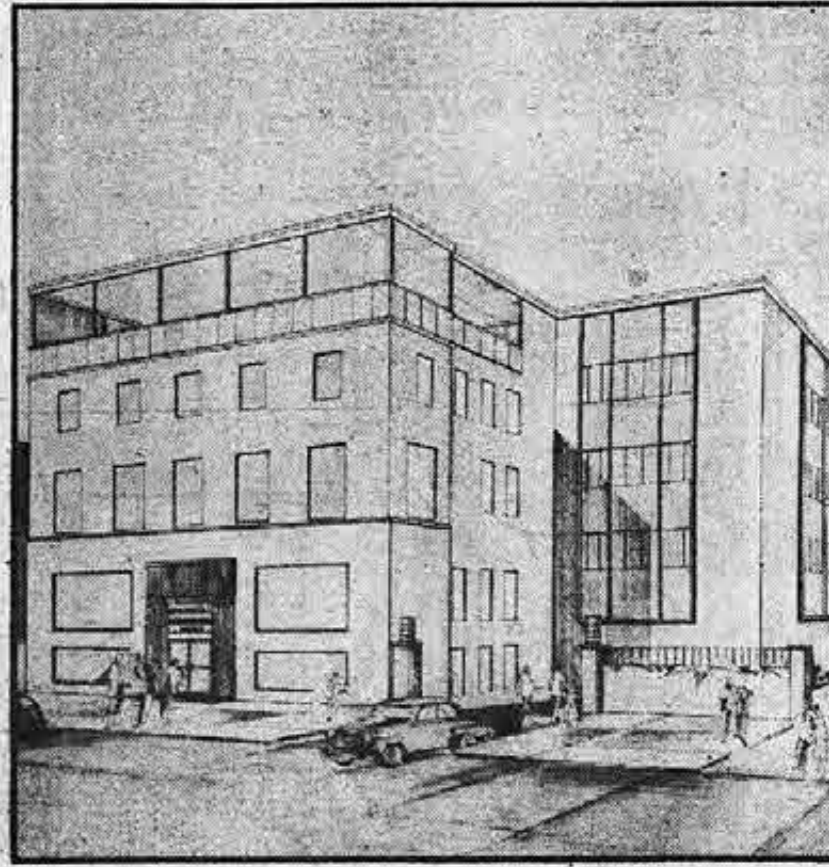
Parking lot on right side of building now serves as storage area for building materials and workers' cars. Hiring hall will overlook it.



Brickwork goes up on new wing being added on the left side of the present building. It will probably be the last section of the hall to be completed.



Interior of one of the several offices to be provided for various Union services which will be operated in the port, the same as at headquarters.



Artist's conception of the hall as it will appear when completed. New wing being added to existing structure is at the right.

Modeled somewhat after the design of SIU headquarters in Brooklyn, the Baltimore hall on that city's East Baltimore Street has similar outside facework and general appearance. Sea Chest and bar patterned after the headquarters Port 'O' Call will flank entranceway. Glass-enclosed sun deck on roof will afford a fine view of the city and its harbor.

MARITIME

The Belgian Line is now operating from one of the world's most modern ship terminals—a mile-long facility in the Port of Antwerp where ten ships can be berthed and worked simultaneously. Begun at the end of the war, the terminal was recently completed. The new facility is on the outskirts of Antwerp about seven miles from the heart of the city, making it comparatively free of traffic congestions. The quay-type berthing area is equipped with thirty-one miles of track as well as modern roads, making it easily accessible for freight by rail or truck.

Army Engineers may be asked to look into the feasibility of a twenty-seven foot canal linking the proposed St. Lawrence Seaway and the Hudson River. The canal, once planned as part of the Seaway authorized under legislation signed recently by President Eisenhower—would extend from the St. Lawrence, through the Richelieu River, Lake Champlain and into the Hudson. It would shorten the distance between New York City and the Great Lakes by as much as 1,500 miles.

Fourteen crewmen were rescued by breeches buoy from the Honduran freighter Omar Babon that went aground on North Carolina's treacherous outer banks twenty-five miles north of Cape Hatteras, "the graveyard of the Atlantic." Coast Guardsmen reported that all aboard the freighter were ashore safely less than twelve hours after the 194-foot vessel had been driven aground during a storm.

A two-stroke marine Diesel engine that permits a saving of 6 to 8 percent in fuel oil has been developed by the Burmeister & Wain Company of Denmark. The engine can be operated on ordinary bunker oil as well as on high-grade fuel and can be built in units that will develop up to 18,000 horsepower, as much as that of most large tankers. Knud Kalm, executive vice president of the company, has announced. In addition, the unit weighs 20 per cent less than other plants of the same power and occupies 20 per cent less space.

The Maritime Administration has announced that there were 1,356 seagoing ships in the active United States merchant fleet on May 1. That was four ships less than were in the active fleet on April 1. Under construction in American shipyards are nine merchant ships for Government account and 29 for private account. Of those being built for private account ten were for foreign-flag operation.

The 27,000-deadweight-ton tanker Flying-A-Delaware, third in a four-ship construction program of the Tide Water Associated Oil Company, was launched by the Newport News Shipbuilding and Dry Dock Company at Newport News, Va. The same shipyard completed a sister ship, Flying-A-New York, in March. A new Dutch freighter built especially for shallow-water operations made its appearance in New York on her maiden voyage. The 3,906-ton Charis, a diesel-powered ship, will be used in the West Indies and Venezuelan trades and will be able to enter small ports that are too shallow for conventional-sized ocean-going ships.

The Tanker, Transpet, which sank in the Gulf of St. Lawrence nearly three years ago with 1,500,000 gallons of gasoline and kerosene aboard, has been found by a new echo-sounding device. Transit Tankers and Terminals, Ltd., said a ship using "sea scanar," first demonstrated in October, found the Transpet in 120 feet of water 13 miles off Miscou Island.

The design for the machinery of the first ship to be driven entirely by gas turbines has been completed and its construction is expected to begin late this year, according to an Anglo-Saxon Petroleum Co. official. Keel laying ceremonies are planned for mid-1955 at the Birkenhead, England, yard of Cammell Laird & Co. The tanker will be fitted with two 4,150-horsepower gas turbo-alternators to be built by the British Thomson-Houston Co.

A five-month tanker reconstruction job—one of the largest ever undertaken on the West Coast—has just been completed by the Los Angeles Division of the Todd Shipyards Corporation. Forty-one feet were added to the original length of the T-2 type tanker Ticonderoga, which is owned and operated by the Keystone Tankship Corporation of Philadelphia. The hull had been nearly severed just aft of the mid-ship house last September off the California coast while she was inbound from Honolulu.

The US now stands seventh in the list of world shipbuilding nations as a result of a 25 percent decline in operations in the first quarter of 1954. Great Britain continued to lead the world with 505 vessels, or 434 million tons, on the ways. American President Lines got a \$255,000 settlement in its suit against the Government dealing with expenses it had been forced to pay for war brides who had been detained by Immigration officers before being cleared for admission to the US.

SEAFARERS in ACTION

One good way to build up a ship's fund a little bit was suggested aboard the Arlyn (Bull Lines) by Seafarer Pedro J. Erazo. He pointed out that when a ship pays off, everybody usually gets some small change in their envelope along with some of Uncle Sam's bigger bills. Accordingly, if everybody dumped all of the change into the fund, the incoming crew would have a few dollars to start with for the next round trip, and wouldn't have to start building up a fund from scratch again.

Money On Hand

Then if something happened, such as a crewmember getting sick, there would be money on hand for the emergency. And in any case, the ship's fund could be kept going from one trip to the next, because when a fund runs dry it's hard to get it started up again.

He proposed that this step be taken at a meeting on board the ship and the crew went on record in favor of the move.

Good Service

Another Arlyn crewmember, Stanley Fauntleroy, messman, was singled out of a very competent steward's department for a very good job of service to the crew. His shipmates went on record to give him a vote of thanks for his work.

Erazo, a member of the SIU since July, 1941, is a native of Puerto Rico and makes his home in San-turce. He joined the Union in the Port of Baltimore and is 38 years of age.

Fauntleroy, who is 33, has been sailing with the SIU for three years, starting in the Port of New York. He's a native of Maryland and makes his home in Baltimore.

Seafarer Ernest W. Cox has appeared in this corner before for his excellent services as ship's delegate. This time it was his Seafarer-shipmates on the Cities Service tanker Winter Hill who entered a vote of thanks for him.



Cox

They noted that he was doing "a very good job as ship's delegate" and regretted that he was leaving the ship at Lake Charles, Louisiana, the next stop on the way south.

Cox, who is 32 years of age, is a native of Mississippi. He joined the SIU in New Orleans on March 24, 1950, and makes his home at the coastal city of Pass Christian, Miss.

On the Job

Automatic Hatch Covers

One of the objectives that ship designers have set for themselves is reducing the amount of time a dry cargo vessel spends in port loading and unloading cargo. All parties agree that the only way to make freighters more efficient and better able to compete with US railroads is to speed up cargo handling.

Along these lines several varieties of automatic hatch covers have been designed, and one design has been installed on Mariner-class ships. Recently a new type, the Greer hydraulically-operated hatch cover has been installed aboard two MSTs ships and has been ordered for two Navy reefers. If successful, the covers will be found soon after on privately-owned vessels.

Accordion Fold

As presently designed, the Greer hatch cover consists of four hinged sections which can fold back accordion-like against one end of the hatch. Control stations are located on deck near the hatch. The steps in opening the hatch are simple. First, several ring-and-hook latches which dog the cover down are opened. Then a bar is turned which lifts the hatch cover by means of cams off of a sealing strip along the hatch coaming. The operator then turns a lever in the control station box which sets the hydraulic machinery going and folds up the hatch cover. It is then secured with chains until it has to be closed.

The hydraulic pressure is available at all times as long as the ship's plant is operating and even afterwards for a few more operations. In the event the hydraulic pressure is not available, the covers can be handled manually.

Covers of this type eliminate tarpaulins, wedges and other parts of hatch cover assembly. One man can operate the cover all by his lonesome.

Cargo Protection

Another advantage claimed for this type of hatch cover is that the rapid closing of the hatches made possible better protection of cargo in the event of sudden downpours during loading. Also, the covers could be kept closed when cargo was not actually being worked, such as during the longshoremen's lunch hours, reducing the danger of a common and exceedingly serious shipboard accident—a fall down an open hatch.

Self-Inflating Life Preserver

Most people are familiar with the self-inflating life rafts used by the Air Force and others for sea rescue work. The idea of a compact life-saving device that can be kept in a small area but is instantly inflatable, has now been adapted to individual use. One manufacturer puts out such a device, called "Floto" which can be carried in a man's pocket. All that has to be done to inflate it is to squeeze it with the hand. It then expands into a four-foot tube. If somebody goes overboard, the manufacturer claims it can be thrown like a ball to the person in distress.

It's unlikely that this kind of a device will replace the standard lifering, but if it works as claimed, it could be a valuable safety auxiliary for ship's crewmembers, and for that matter for passenger ships to serve in addition to the liferings and lifejackets carried as standard equipment.

Nickel-Cadmium Batteries

Up until now, the nickel-cadmium storage battery has been limited in use largely for the Armed Forces, which has been taking all the production, but apparently the new type battery is becoming available for civilian use on a limited scale. When large-scale output of nickel-cadmium devices begins, they will put the old-fashioned lead battery out of business because of their far longer life.

Ten-Year-Life

For example, nickel-cadmium batteries for cars and trucks have a life expectancy of at least ten years compared to the two or three-year expectancy that can be gotten out of the best of the lead batteries.

Obviously, there are a lot of shipboard uses for such batteries, and one outfit, the Dual-Lite Company, has a portable handlight on the market for maritime use. The company offers a firm ten-year guarantee on the product, and claims a life expectancy of 15-20 years for ordinary use which should be long enough to satisfy anybody.

Sealed Unit

The battery is a sealed unit which requires no additional water during use. It weighs seven ounces and can be charged by ordinary battery chargers. The manufacturer also claims that the battery is immune to freezing and can be left in sub-zero temperatures without damage.

Seafarers can expect to hear considerably more about these batteries which will become standard for a wide variety of shipboard and shore-side uses in a few years.

Burly

Trouser Trouble

By Bernard Seaman



Seaway Is Challenge To Offshore Shipping

(Continued from page 6)
power project means a boom for the midwest US and Great Lakes region as well as Canada. Originally proposed for joint construction and operation by both countries, the hesitation on the part of the US to go ahead with the plans eventually prompted Canada to go it alone on its side of the water and land areas involved. The bill passed will change these plans to the degree that the whole will be managed jointly, but built and financed separately.

Only obstacle to start of the construction is a case pending before the US Supreme Court by a group of Lake Ontario shore property owners protesting the power development plans. Even so, Canada, with several of the accessory links on the 2,200-mile route already under construction or completed, and eager to get the work on the rapids section underway, last week began calling for applications from engineers for the project.

Thus, with the Seaway due to be an accomplished fact by 1960, the question for the shipping industry, despite its general opposition to the project, is how to live with it.

It's estimated the Seaway will handle between 40-50 million tons of cargo a year, which is equal to what the Port of Hampton Roads, Va. (Norfolk and Newport News) handled in the pre-Korean year of 1948, and before the bulk of Marshall Plan and ECA coal shipments to Europe which inflated the port's activity began. Current figures are not available, and data for the years of the Korean War wouldn't reflect normal shipping traffic anyway.

The cargo, however, will still be moving on ships, and ships need seamen. What will likely develop is a shift, a new emphasis on Great Lakes ports and seamen in those places.

Coastwise Sailing

Yet even so, ships starting on the Lakes will move through the Seaway and head either for foreign ports or south to operate coastwise. Similarly, they will move from the West Coast through Panama and then head north, eventually arriving on the Lakes. Accordingly, seamen will be needed at the Lakes end of the line, whatever port happens to be involved, as well as at other ports on the coasts. The ships and jobs will be there all the time; just the emphasis on ports may be different.

One major element of concern is the effect of foreign-flag shipping. Because of the relatively shallow channel (27 feet), and the likelihood that smaller ships than the bulk of the US merchant fleet will gain favor for this trade, the low-wage foreign operators with their small tramps presently have the edge on working the Seaway ports.

What would seem to be needed is a shift to smaller vessels by US operators competing for this trade.

It's estimated that C-2s, which make up the bulk of US vessels trading with Europe, could maneuver the shallow channel with about 1,000 tons under a full load. But they couldn't travel with any sort of speed, which could only be increased by a proportionate cut in cargo.

Broad-beamed vessels with a shallow draft are an obvious need under these circumstances, although why the proposed channel couldn't be dredged to 29 or 30 feet to accommodate most present-day vessels is a puzzle. Since the dredging has to be done anyway, maritime observers argue, why not do the type of job which will make it easy all-around for ships to navigate the passage.

At any event, the Seaway is bound to provide a much-needed shot in the arm for the American shipbuilding program, if a well-balanced program is undertaken. The industry is in for hard times otherwise.

Furthermore, the several specialized types of cargo operations (ore, grain, automobiles) need specialized ships. Car-ferris will be able to make the trip around to the East Coast and to all parts of the world. The railroads and the trucking industry's car-carriers handled most of this trade before.

Passenger Service

While the channel being built will not accommodate the SS United States or the Cunard Queens, it will pave the way for through passenger service direct from the midwest both for vacationers to spots like New York and trans-Atlantic voyagers as well. Small, one-class passenger-tourist ships may be in for a windfall here.

Moreover, port facilities on the East Coast won't be standing idle. The power being brought into the northeast US by the Seaway project means greater expansion and production in that area as well. These manufacturers, in greater volume, will still move, as before, through major Atlantic ports.

All these conclusions and expectations are theorizing, of course. The Seaway will not be an actuality until 1960. They do indicate however, that the shipping industry is being put to a test. Previously prosperous only in times of disaster, it can utilize the Seaway development to create prosperity in relatively calm times. There are many possibilities to create trade and traffic volume, which in turn means ships with jobs to fill. Opposition of itself can prove nothing, except that there's no life left in the industry.



Circled area in white shows danger zone where landslide of Contractor's Hill could block the Panama Canal for an indefinite period. Government is planning to slice off top of hill to reduce the danger.

Permanent '50-50' Strongly Supported By Senate Leader

WASHINGTON—Important new support for the "50-50" principle has been offered by Senate majority leader William Knowland of California, in addition to that voiced by all US maritime unions and shipping

interests. Senator Knowland indicated a break with the administration on this issue in a speech at a Maritime Day dinner in Washington when he said that "our objective should be to carry 50 percent of the nation's overseas commerce."

Previously all of the opposition to a permanent "50-50" law had come from the administration, particularly from the State Department, which stated that the permanent legislation would adversely affect relations with foreign countries. Other Government agencies and administrative spokesmen had also chimed in with opposition to the bill.

Differs With State

Knowland took particular issue with the State Department's point of view by declaring that carriage of 50 percent of all cargo, commercial or otherwise, would in no way injure the well-being of foreign nations. He said that under the proposed law, which deals only with Government cargoes, the US would still be permitting foreign nations to carry the bulk of the nation's foreign commerce.

The Senator pointed out that

since 1945, only two dry cargo ships and three passenger ships had been built on private order in the US, while the contrary was true in foreign nations.

Maritime Unions Support

The "50-50" bill of course, has long been supported by the SIU and other maritime unions, and a spokesman for the Committee of American Maritime Unions made that clear in testimony before the Senate Water Transportation Subcommittee. He pointed out that under the terms of the bill foreign nations receiving US Government aid were actually favored since they got second preference on the handling of such cargoes, behind US-flag ships.

The permanent "50-50" bill, which has been introduced by Senator John Butler of Maryland, would write into law a practice that has been reaffirmed time and time again on individual aid programs by successive Congresses. Passage of the law would eliminate the annual battle the US Merchant Marine has to fight every time an aid bill is introduced. In addition to aiding shipping, shipbuilding, too, would prosper by demands for added tonnage.

Plan To Nip Canal Slide

(Continued from page 7)

danger of a rock slide toppling into the canal, the feeling is that the threat itself is not something immediate. However, because of the importance of the canal to national defense as well as shipping, no one is willing to discount the necessity for acting on the threat as soon as possible.

During the original construction of the canal, which lasted seven years from 1907 to 1914, its first "official opening" in October, 1913, had to be postponed because of an avalanche of some two million cubic yards of material into the channel. The first commercial passage through the completed canal took place in August, 1914. A total of 240 million cubic yards of dirt earth and rock was excavated from the site to build the actual canal.

No Interference

It is believed that the excavation work on Contractor's Hill can be carried out without any interference with canal traffic. Bids for the work were opened in Washington last week. The hill is about a dozen miles from here, on the Pacific side of the Isthmus of Panama. Gaillard Cut is more familiar by its former name, Culebra Cut.

Art Contest Deadline Near

(Continued from page 6)

addition to Bernard Seaman, LOG art editor, will be specialists in their field and are being contacted now for the judging sometime next month.

Exhibit at SIU Hall

During the week of the judging, all entries will be prominently displayed at SIU headquarters, where Seafarers and the general public will be able to view them. Some of the entries have already had one showcasing at an exhibit of work by New York union members, sponsored by the NY Public Library.

With only a few days remaining for entries, Seafarers who wish to enter their handiwork are urged to bring them into headquarters personally or send them immediately via registered or special delivery mail to the Art Editor, SEAFARERS LOG, 675 Fourth Avenue, Brooklyn 32, NY. Entries which are for sale should be clearly labelled with the selling price. All entries should be tagged with the name as well as the home address of the Seafarer involved.

Throw In For A Meeting Job

Under the rules of the SIU, any member can nominate himself for meeting chairman, reading clerk or any other post that may be up for election, before the membership, including committees, such as the tallying committees, financial committees, auditing committees and other groups named by the membership.

Since SIU membership meeting officers are elected at the start of each meeting, those who wish to run for those meeting offices can do so.

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Shipboard And Shoreside Fun With Seafarer Crews



Pete Gonzalez gets clipped aboard Wacosta by Diaz, bosun, doubling as ship's barber.



Frisky young passenger mounts the guard rail leading to lifeboat as she's ready for fun.



Ollers A. Kunnapas, left, and L. Saar take a blow in their foreheads after a hard day's work.



Members of two SIU crews relax at USS Club in Yokohama. They are, left to right, R. Corns, C. Beach, F. Wasmer and friend, R. Webb and J. Burton.



Seafarers Pablo and Harry pose with J. Reed and his children aboard Wacosta on way to Kobe, Japan. All photos were taken by Luis Ramirez.

Did You Know . . .

That absolutely pure water would be injurious to the human body and that a fish would immediately "drown" in it? All drinking water contains mineral elements and it is impossible to prepare any substance of such chemical purity that it is completely free of all foreign matter. Pure water has neither taste nor odor. The taste of drinking water is due to mineral elements and other substances in it.

That under the rules of the SIU, any member can nominate himself for meeting chairman, reading clerk or any other elective post including committee membership. Since SIU membership meeting officers are elected at the start of each meeting, those who wish to run for those meeting officers can do so.

That a dying person who suddenly dies while standing, whether from bullets, heart failure or other cause, almost invariably falls forward? The force of a bullet even when fired from the front, is not as a rule sufficient to overcome the natural tendency of a dying person to fall forward.

That according to scientists, the popular belief that milk is soured by thunderstorms has no foundation in fact? Thunderstorms fre-

quently occur toward the end of hot summer days. On such days milk is also likely to sour. This, so far as experiments show, is the only connection between the storm and the souring of milk.

That there is 1,679,615 to 1 chance against your throwing 4 double 6's when you are shooting dice? It's a good thing to remember the next time you make a throw of this kind.

That the last examination date for SIU scholarship benefits for the year 1954 was May 22, 1954? After that a committee of educators will select the winners of the \$1,500 annual awards.

That the word lonshoreman is a corruption of along-shore-man? Stevedores (from Spanish est vador, "packer") were called along-shore-men because they were employed about the wharves of seaports to load and unload vessels.

That a poker hand consisting of a pair of aces (some say jacks) and a pair of eights is known as a dead-man's hand? The expression comes from a report that James Butler Hickock (Wild Bill) held such a hand at the time he was shot to death during a card game in Deadwood, SD.

LOG-A-RHYTHM:

Listen, Merchant Seaman

By Ruth E. Samberg

Tarry here oh hearty seaman
Tis a place nigh good nor bad
Many men sit here together
Some so glad and some so sad.

List'n to yon strains of music
Played by men of other lands,
Were they ever once your favorite?
Does it give a lifting hand?

Push that little drink a' from you
T'will not bring you peace of mind,
Come, let's walk the land together,
Maybe there contentment find.

Look up yonder, squirrels in tree,
Seem so happy cause they're free,
They have neither care nor worry,
Why can't we that happy be?

Hark ye, listen, children's laughter,
Spunding up the street ahead,
Think ye not that they are happy?
They would never laugh if dead.

Stop, let's pick a bunch of flowers,
Daisies by the millions grow,
It will help to speed the hour,
Come on, stranger, come—let's go.

Let us sit and wait for shower,
Watch the birds that homeward fly,
Let's not lose the sun's last hour,
Another day we'll keep for cry.

There's your ship that sails at sun-
set,
And the captain, see him wave?
Come on seaman, climb that gang-
plank,
Come on son, don't miss this day.

Soon the night t'will be upon ye,
As the sun shuts down its rays,
How I'd like to travel with you,
We've had such a pleasant day.

Go sail the seas, oh Merchant
Seaman,
And the oceans far and wide,
I'll be waiting for you sweetheart,
And I'll see you bye and bye.

Seafarer Records Conversation After Too Many Nights Ashore

Writing to the LOG, Seafarer Spider Korolla reports that an old seaman, after spending many years at sea, feels ill at ease when on the land for an extended period. He even hears the sea in his ears at night, Spider claims, and he is often subject to hallucinations when too long confined to land. Of course, Spider doesn't believe this could ever happen to him for one moment, but he sends along some notes of a recent conversation he had with a USPHS psychiatrist after a long bout with shoreside duty. That which follows, he says, with a wink, is a "true account" of his dialogue with the head shrinker:

"Upon my arrival at the doctor's office, I saw he had several couches so there would be no waiting for his patients. He asked me what brought me there, and I said I had been nervous for the past six months. He replied that I had come to the right place, and right then I wondered who was going to help whom.



Korolla

Series Of Questions

"Do you drink whiskey?" the doctor asked, the first of a battery of questions he fired at me.
"Not much," I said, "about three quarts a day."
"Do you smoke and how much coffee do you drink daily?" he asked.
"About four packs and 25 cups a day," I said.
"What is the last thing you do

at night before getting into bed?" the doctor asked, worried.

"Take my feet off the floor," I said, not caught napping.

"What do you think about this hot weather?" he asked, trying to catch me off guard.

"Aw, doc, that's nothing. I been in the Persian Gulf when it was so hot the crew was afraid to talk to one another."

"How come?"
"Because every time you opened your mouth sparks came out and we were afraid we'd blow up the whole ship."

Cats And Dogs

"What do you think about this rain we've been having for the past two weeks? It's been raining cats and dogs," he said.

"That's nothing, Doc," I said, "I've been in Chicago when it was hailing taxi cabs."

"All right, Mr. Korolla," he said, "just how fast can you run and how much do you weigh?"

"About 60 seconds to the minute and 16 ounces to the pound," I said, stunning him. Switching tactics, I started to ask him one question which he is still mulling over.

"Doc," I said, "let me ask you just one question."
"Shoot."

"Name five days of the weeks not counting Monday, Tuesday, Wednesday, Thursday, Friday, Saturday or Sunday."

"I give up," he said, "It can't be done."

"Oh, yeah, listen to this: Today, tomorrow, day after tomorrow, yesterday and the day before yesterday."

"Move over," the doctor said, "I need this more than you do."

Eager Beavers On Western Trader



Sporting beards aboard the Western Trader on a recent run to the Far East are Edward Mastriani, fireman, left, and "Moon" Mullins, deck engineer. Eager beaver-growing crewmen were snapped in a moment of leisure, during coffee break by shipmate Paul Oakley.

Pick Up 'Shot' Card At Payoff

Seafarers who have taken the series of inoculations required for certain foreign voyages are reminded to be sure to pick up their inoculation cards from the captain or the purser when they pay off at the end of a voyage.

The card should be picked up by the Seafarer and held so that it can be presented when signing on for another voyage where the "shots" are required. The inoculation card is your only proof of having taken the required shots.

Those men who forget to pick up their inoculation card when they pay off may find that they are required to take all the "shots" again when they want to sign on for another such voyage.

The FOC'SLE FOTOGRAPHER

By SEAFARERS LOG Photo Editor

The new Leica M3 represents without doubt one of the most important advances in the 35mm field in many years. The M3 is a completely new camera and bears little resemblance to other Leica models. The most important feature is the unique combined rangefinder-viewfinder optical system. This is the first Leica to combine viewer and rangefinder in a single window. When looking through the combined range and viewfinder of most 35mm cameras, the field of view is framed by the area seen in the entire viewfinder. The image size is usually quite small. Not so in the Leica M3. Instead you see an almost life-sized image. Projected onto the field of view are bright white frames which outline negative areas for different lenses. Separate frames are provided for the 50, 90 and 135mm lenses. As each lens is installed in the camera, the frame for that particular focal length appears. ●

Speeds To 1/1000

The focal plane shutter incorporates speeds from one second to 1/1000 and bulb. These are set by a dial atop the camera. The dial does not revolve as on other models of the Leica. Speeds can be set before or after winding the shutter. There's a delayed action release on the front of the M3. Film is wound by means of a short lever located at the top right of the camera. Two rapid throws advance the film and wind the shutter. The lever folds flat against the camera body when not in use. The frame counter is located in a small window at the top right of the camera. It is set automatically when the camera is loaded.

Unlike any other Leica the M3 has a hinged back plate. This can be swung upwards after the base plate is removed, so that the film may be inspected during loading and the camera cleaned when necessary. A new pressure plate and film channel guides assure flat positioning of film without scratching.

The Leica M3 lens mount is not of the screw type as are all other interchangeable Leitz lenses. Instead it has a bayonet. To remove a lens, you depress a small button to the side of the lens. The lens can then be removed, after rotating the lens less than a quarter turn.

Two Flash Outlets

There are two flash outlets on the back of the Leica M3 which hold flash connecting cords under spring tension. To avoid confusion often caused by letters M, X or F this Leica is marked in symbols. The electronic flash contact has a streak of lightning and the contact for flashbulbs has a bulb engraved nearby.

The M3 is a bit larger and heavier than the 111F. The standard lens for the new Leica M3 is the 50mm f-2 Summicron, recently introduced for the Leica 111F. The 35mm f-3.5 Summaron, 50mm Summicron, 90mm f-4 Elmar and the 135mm f-4.5 Hektor all have the same outside lens mount diameter and take the same screw in accessories. All lenses are supplied with click stops. None of the lenses revolve in their mounts while being focused. The 90mm Elmar f-4 lens is in a collapsible mount. When collapsed it can be carried in the camera case.

Owners of earlier model Leicas will be able to have their screw-type lenses fitted in new bayonet mounts, but charges for this service have not yet been established. The new Leica M3 is a great step forward. It's the de luxe member of the Leica family and does not replace the present models which will remain in production. But the M3 will certainly become an important instrument in the hands of the advanced amateur and professional photographer.

OS Would Like Ladder For Mounting

A not unusual request in this day of pampered living comes from aboard the Show Me Mariner, Bull, according to a report in the ship's minutes of April 24, 1954, as recorded by Seafarer John Stanko, secretary of the meeting.

Stanko only reports the request, he is quick to add, and is not father of the thought. It was authored by an ordinary seaman, who, it seems, is slightly dissatisfied with accommodations aboard the super freighter, the fastest in modern design for modern ship life.

What the OS wants is a ladder so he can get into his upper bunk easily, but the request is not so simple as it seems. There is the question for company filberts to

figure out, if the request is granted, whether it shall be a fixed or movable ladder. And then there are other ramifications of the request, some of which cannot even be foretold.

The OS might conceivably argue that such a ladder is necessary because every time he mounts the



Stanko

lower bunk he sticks his foot in a shipmate's mouth when the bunk is occupied, whether or not the man is under protective covering. It is laughingly referred to on ship as a hoof-and-mouth device. Once, it is rumored, he stuck his foot on his roommate's dentures even when the man wasn't in the room, modern dentistry being what it is.

However, the ladder problem brings out others, the company might argue convincingly. Suppose the bosun wants an escalator rather than the bosun's chair to take him aloft in the rigging? It would ruin the dignity of the vessel, and tend to make the bosun soft. What's more, they say, once an escalator goes up, what is to prevent it from going down between decks and eliminating all gangways? Nothing, and the feeling is that escala-

tors are not feasible for the health of the men. What's more the cook might ask for pre-cooked meals and the carpenter for prefabricated jobs. Then where would initiative be?

All those arguments notwithstanding, the OS still wants to know whether he's going to get his ladder, because he's got an awful crick in his back from climbing up and down without one.

Takes A Breather



His own bulldozer, "Buckshot" Alverson takes a breather while working on a pipeline job around his own backyard.

'Benevolent Benny' Is Anything But To Andrew Jackson Crewmen

When Seafarer Milburne (Red) Darley paid off in the port of New York recently, he writes to the LOG, it brought back memories of his last payoff in the nation's largest city. That was in 1949, he says, when he was much younger and not as wise in the ways of the world.

Back in 1949, Darley relates, he was a crewmember aboard the Andrew Jackson when a waterfront merchant, named Benny, came aboard the ship soliciting business. He opened his

line of chatter with the fact that he sold the best gear in the world at the lowest prices and he catered exclusively to seamen. He was even willing, he said, for the men to

pick up the gear at his store anytime that day and not have to pay until the payoff the next day. No one bit at the offer, so he seemingly dropped the subject. However, he offered to drop the boys off anywhere they wanted to go, since he had his car parked at the end of the dock.

Several of the crew accepted his generous offer. During the course of the day and evening, this little group made several Brooklyn taverns. The amiable merchant always sprang when his turn came. Just by coincidence, Darley recalls, the merrymakers wound up at the business establishment of their Samaritan-guide. Benny broke out some liquid merchandise, and after the boys had reached their saturation point he began to display his wares. This time they bit.



Darley

Sad Sacks Aboard
There were some sad sacks on the ship the following morning, Darley says, when some of the crew started trying on the new wardrobes they had bought. The moaning was heard from one end of Bush Terminal to the other. They had clothing of all description and style, mostly too large or too small, however.

Crowning Blow
The quality of the garments was of a type highly respected by manufacturers—of cheese. The colors and composition would have put Salvador Dali to shame. The crowning blow came when Benny showed up at the payoff with a big fat bill all properly signed by his customers. He had a couple of tough-looking friends along who made Al Capone look like a boy scout. The boys paid off to "Benevolent Benny," which name the crew stuck him with to this day. Needless to say, those who came off second best on the deal were kidded unmercifully by the other crewmembers.

Darley claims to know much and rue more of the incident, he says, because he was one of the Jackson boys who got stuck. However, says he, all was not a total loss as he sold the overcoat to a circus clown in Philadelphia. After the suit stopped shrinking he gave the coat to a midget friend and turned the trousers into a bathing suit.

LOG-A-RHYTHM: How Can They Forget Us?

By Tony Parker

*Why do some folks say
We seamen are just scum
Who hang around bars
And are always on the bum?

They say we aren't human
Just a tool that's up for hire
And all the livin' seamen
Should be roasted in Hell's fire.*

*They don't remember back in 1941
When the US was at war
A war that must be won
They don't remember how
We gave our lives so free
So they could live secure
In our land of liberty.*

*They forget about the ships
That make a sailor's grave
They forget about the price
That he for victory paid.*

*They don't remember now
That the battle's fought and won
How some old gray-haired mother
Lost her only son.*

*And they can't hear the prayer
To God she says each night
For Him to bless all seamen
And give them guiding light
To let the seas be calm
To let the winds be fair
And safely them return
To someone who does care.*

Quiz Corner

- (1) A man left Baltimore at 10 AM and drove a total of 374 miles, with a 30-minute stopover in between for lunch. He arrived at his destination just in time for a 7 PM appointment the same day. What was his average speed?
- (2) After New York City, which ranks first, which US cities rank 2nd, 3rd, 4th and 5th in terms of population? In what order?
- (3) The Shetland Islands, famous for their ponies, are located off the coast of: (a) Argentina, (b) Morocco, (c) Scotland, (d) Australia.
- (4) What weight division would an English boxer weighing 10 stone be eligible for: (a) flyweight, (b) welterweight, (c) middleweight, (d) heavyweight?
- (5) Does macerate mean: (a) cut, (b) pray, (c) honor, (d) soften.
- (6) The highest mountain in North America is: (a) Mount Whitney, (b) Mount McKinley, (c) Mount Rainier, (d) Pike's Peak.
- (7) Which were the only two states to go Republican in the 1936 Presidential election between Franklin D. Roosevelt and Alfred M. Landon?
- (8) The sum of two numbers is 180. When the larger of the two numbers is divided by the smaller one, the result is 9. What are the numbers?
- (9) In what two consecutive months will the 15th of the month come out on the same day of the week three years out of every four?
- (10) Who is the writer who is said to have acutely written Shakespeare's plays? Was it: (a) Thomas Carlyle, (b) Francis Bacon, (c) Daniel Defoe, (d) Alexander Pope?

(Quiz Answers on Page 25)

Use Only One Mail Address

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

Warhawk Has Own Private Wars With Sea, Ships And Weather

When it comes to hard-luck ships, writes Cecil Strickland, there is nothing in the annals of the SIU to match the Warhawk, a Waterman scow plying the trade routes to Europe. However, he writes, it was no cut-and-dried trip the Warhawk made the last time across the big pond. There were enough unusual incidents to fill a book, log book that is.

The Warhawk had plenty of luck, Strickland is quick to note, but it was all bad, starting in the States

'Reaches' Ship By Drink

There may be many things to delight the eyes and hearts of seamen in the Canal Zone, the last minutes of the ship's meeting reported aboard the Portmar, but none so enticing nor intriguing, no doubt, as that which kept one of the crewmembers ashore for five minutes too long on the vessel's last trip through the canal.

No names are mentioned in the minutes, nor are the pleasures classified, but the cynosure of all eyes aboard the ship is one Seafarer who tried to make the ship the hard way after missing it at the dock. It seems as if this intrepid seaman over extended his leave one day in the Canal Zone, miscalculating the time it would take him to get back to the ship from whatever was occupying him at the time. Seamen, of course, have missed ships before, but none caught up to his in so dramatic a

fashion as this daring young man in the drink.

The drink, in this instance, was no form of hard liquor, but the briny deep itself, of what passes for it within the guarded locks of the Panama Canal. The sailor in question, seeing the Portmar leaving more and more open water between the two of them with each turn of the screw, took the only step he could to master the situation. Casting away all doubts and fears, the intrepid adventurer leaped into the waters of the canal and made rapid headway for the ship by dint of Australian crawl. There was no report as to his fate but presumably the ship heartlessly pulled away without him.

and extending across the Atlantic and back again. It all began in Norfolk, Va., he relates, when a generator went out on the ship and much time was lost before it was repaired and returned to action.

The hard luck took on a tragic note in Cherbourg, France, when a stevedore, helping to unload the vessel, was felled by a pontoon, suffering fatal injuries. It really put a damper on the trip. Strickland says, but men kept a wary eye on the future.

Rams British Ship

Things came to a rather unpretty pass in the harbor outside Antwerp, Belgium, the correspondent reports, when the Warhawk came into pretty close relations with the British. While the vessel was making its way about in the harbor, suddenly, another ship, the St. Thomas, a British passenger ship, came into sight off the port bow. Before any orders could be carried out to prevent a crash, the two ships met in an ear-splitting collision, rending the bow of the British liner. A long gash was put in the side of the English ship, while the Warhawk, feeling its oats, suffered relatively little damage except to the frayed nerves of the crew.

That wasn't the end of the ill-luck on the trip however, although Strickland notes that from there on in things seemed like a breeze after what the ship and the crew had been through. The next stop on the tough luck list was again in the harbor of Antwerp, where the ship hit such rough weather that the beams screeched with each thrust from the waves and old sailors thought they lost their sea legs for a while.

Sick Man, Sick Ship

About half-way across the ocean one of the men got sick and the vessel was detoured from its appointed path and had to head for the Azores. On the way there, the ship, not to be outdone by one of its crew, threw a tantrum and sprung a leak in one of its boilers. More time was spent in fixing the defective boiler and once that was done, the ship shoved off on the final leg of its voyage, with the men secure in the knowledge that not much more could happen to them than had already happened on that single voyage.

Night Lunch In Yugoslavia



Some of the homesteaders aboard the Trojan Seaman take a little time off for night lunch in Split, Yugoslavia. They are, left to right, G. Schmidt, N. Carver, J. Ferriera and G. Campbell.

Seafarer Sam Says

UPGRADING BOOKLETS AVAILABLE!

THE UNION NOW HAS AVAILABLE BOOKLETS WITH QUESTIONS AND ANSWERS FOR SEAFARERS SEEKING TO UPGRADE THEMSELVES ON THE JOB:

BOOKLETS FOR THE FOLLOWING CAN BE PICKED UP AT ANY SIU HALL: ELECTRICIANS, FIREMEN, OILERS, AND WATER-TENDERS.

LOG Welcomes Stories, Pics

With the LOG now containing 28 pages in all regular editions, there is plenty of room for stories, photos and letters sent in by the Seafarers. Several pages of each issue are devoted to the experiences of Seafarers and the ships they sail as they describe them themselves.

If you run across anything of interest on your voyages, or just want to let your friends know how you're getting along, drop a few lines to the LOG. Don't worry too much about literary style. We'll patch it up if it needs patching. And of course, photos illustrating the incidents you describe make them more interesting for the readers.

Send your stuff to the LOG at 675 Fourth Avenue, Brooklyn, N.Y. If you want anything returned after we use it, we'll do that too.

The SPORTS LINE

By Spike Marlin

One of the things that gets people excited about any sport is the unexpected—the upset of the form chart. While the horses charts are followed with greater fervor than any other, all sports have their form charts. In baseball, its batting, fielding and pitching averages over previous years, in boxing a fighter's won and lost record and who he has stacked up against and so on.

In theory, after following the charts, you are supposed to know what will happen. But people being as perverse as they are, stubbornly refuse to stay put whether they are the athletes or spectators—or for that matter, the horses.

Look For The Upset

If everything ran according to form, very few customers would ever show at a sporting event. When they go to see Notre Dame play they get a lot more excited if they lose than if they win. If Ezzard Charles knocks out Rocky Marciano everybody will be buzzing about it for days, but if Marciano does the expected, then it will hardly attract more than a loud yawn. And just consider the

excitement if the Yankees don't win the pennant this year. It would be baseball's biggest shot in the arm since Babe Ruth.

Remember Bobo?

Form is one thing when you got it down on paper, and its another when the actual performance comes up. The form said that Bobo Holloman had no business in the major leagues (which he didn't) yet he threw a no hitter against Philadelphia a year ago May 6. He wound up with three wins on the season against seven losses and a one-way ticket back to the bushes.

On the other hand, form may dictate that Robin Roberts is the best pitcher around, yet on any given afternoon he could be treated like a batting practice pitcher.

When a really big form upset takes place, people talk about it for years, like Tunney's win over Dempsey; Bobby Thompson's pennant-winning home-run over Brooklyn in 1951, or Gallahadion winning the Kentucky Derby. It's just that people enjoy seeing the top dog knocked down because they share personally in the victory over a superior being.

Koreans Swarm Aboard The Bland



Not exactly spot news is this picture which shows Korean kids aboard the Schuyler Otis Bland for a Christmas party last year's end. Despite the timing, rumor has it that they had a good time anyway. Shown with them are, left to right, Bob Oriole, Captain H. R. Anderson and Stanley Barras. Photo by Jimmy James.

GALLEY CLEANINGS

The LOG opens this column as an exchange for stewards, cooks, bakers and others who'd like to share favored recipes, little-known cooking and baking hints, dishes with a national flavor and the like, suitable for shipboard and/or home use. Here's Jose Pacheco's recipe for steak casserole.

The sauce is the thing. We have Jose's word on it. Whether it's spaghetti and meat balls or the gravy for a roast, many a meal hinges on the proper preparation of the all important sauce.

To make steak casserole, the meat is no problem. Cooked steak or a left-over roast of beef cut into quarter inch cubes will do. With the proper treatment these meats, "from the day before" can be fashioned into a tasty dish with a considerably different kind of flavor. All that's needed to make the dish are onions, green peppers, chicken or beef stock, tomato paste, tomato puree and garlic.

Cut several large onions into regular rings and slice your peppers lengthwise into about six slices, combining them both with squares of the tender hearts of celery.



Pacheco

These ingredients are added to a stock or light gravy of chicken or beef, first

making sure that all grease has been removed. Equal parts of tomato paste and tomato puree are added to the stock and the mixture seasoned with finely chopped garlic and salt and pepper.

Now you are ready to cook. Take a well buttered saucepan that may be fitted with a lid and add in alternate layers the sauce and the beef.

The dish is then tightly covered and allowed to cook slowly for about three quarters of an hour. Keep prying eyes from the pot, for the cover must be kept tightly on so that none of the flavor escapes.

The slow cooking allows the flavor of the sauce to penetrate the pre-cooked cubes of beef and makes for a truly delicious dish.

The dish is useful as a second choice on a main course or as a change from the standard pot roast or beef stew.

Thanks Union For Aiding Her

To the Editor:
I should like, through the LOG, to express my great thanks and appreciation to the Union for the assistance given me on the death of my brother, Daniel Kelleher, late member of the SIU who died suddenly, away from home, in Philadelphia.

I don't know what I would have done without the advice, assistance and wonderful co-operation of Jim Sheehan, Boston port agent, A. S. Cardullo, Philadelphia port agent, the Welfare Services Department and the boys who acted as pallbearers for the funeral. Also many thanks for the beautiful floral tribute sent by the boys.



Kelleher

Everything, from making reservations for my hotel room in Philadelphia to arrangements of the funeral itself, was done by these people and I will never forget the courtesy extended to me both in Boston and on my trip to Philadelphia. No wonder my brother loved the SIU. Nowhere in the world is the meaning of "brother" more truly lived than among the members of the SIU.

I'll continue to get the LOG and to enjoy every page of it, just as Danny did. Again, many thanks.

Anne M. Breagy

He's Grateful For SIU Help

To the Editor:
I wish to thank the Union for the help it gave me when I needed it. I think there is no better Union than the SIU, and if there is anything I can do for the Union I sure will, because I will never forget it. My mother and dad add their thanks to mine.

William Roesch

Waiting Buses Seamen's Wives

To the Editor:
I am the wife of a Seafarer who has been going to sea for many years. It is so much a part of his life that I think he loves the sea more than land.

Right now he is bound for Bombay, India, and has been gone for over a month and a half. He still has another six weeks to go before he comes home. He is away from home a lot, but as a wife you have to get used to it and make it a part of your life. While he is away it makes the heart grow fonder.

I also wanted to note I have been getting the SEAFARERS LOG for two and one half years and never miss an issue. It has many interesting features in it, and I hope everyone connected with it keeps up the good work.

Mrs. Clarence Brockett

Welfare Service Rep. Is Lauded

To the Editor:
While reading the last few issues of the LOG it came to mind that by now all of our brothers must know quite well the top benefits we receive from the fine work being done by the Union in every endeavor.

However, there is one instance of service which the brothers might not all be aware of. That is the work of our "good will ambassador," Toby Flynn, the "hospital patrolman" who happens to take excellent care of us fellows out here in the Staten Island hospital. He is more than a patrolman, especially to a lot of us who don't have people coming to see us. It sure is good to see his face coming in the ward with a big smile on it. You can see some of the guys working

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Brother Crosses Bar In Italy

To the Editor:
This is to inform you further concerning the death of our brother, Ralph J. Moisant.

Our departed brother was ill most of the time from New York to Casablanca and stayed in his room most of the voyage. The second mate was caring for him and tried to persuade him to get off at Casablanca for hospitalization, which he refused. He only wanted to see the doctor, but the doctor declared him fit for duty.



Schmiedel

He was still quite ill, however, and stayed in his bed until arrival in Leghorn, Italy. There was a doctor waiting for him and his diagnosis was a "bad heart." He was hospitalized the next morning when the ambulance came, but he passed away the same day.

Moisant left the ship with all his personal effects when he rode off in the ambulance, refusing to leave the ship unless he took everything with him. At the end, the last rites were said over him by a priest and, according to his last wish, his Union book was buried with him. Money was taken from the ship's fund for a floral wreath and Captain H. O. Peterson arranged for them with the local agent.

Frank Schmiedel

Offers Lots For Sale In LOG

To the Editor:
I have some valuable properties for sale and I would like to offer them to some Seafarer rather than put them on the open market.

I have two lots in Westbury, LI, Nos. 21 and 22, block 118, section 11-SD1, 50 foot front and 100 foot back. I am asking \$2,000 for it and it is a very good buy. All those interested can contact me by writing to me at 2321 N. Sydenham Street, Philadelphia, Pa., or telephoning me at SA 2-4307. Or, by writing me in care of the Ines, Bull Line Steamship Company, Pier 16, South Philadelphia, Pa. Thanks very much.

Virgil L. Svanson

Food And Wage Trouble Solved

To the Editor:
Last summer I shipped out as steward on the Sea Legion on a Far East run, starting July 1. On the way over and all the time we were on the shuttle we had a lot of trouble with the captain who hard-timed the crew. When we got to

Yokohama we had a problem concerning spoilage of meat on which I got no cooperation from the skipper as he would not buy ice. Further, he insisted on cutting the food requisitions.

While in Japan I became ill and had to go to a hospital for treatment. I returned to the ship after a while but was unable to do much in the way of work.

The ship went out to Korea and when it came back to Japan I had to get off again to go to the hospital for stomach trouble. The captain, who was on pretty poor relations with me by now, claimed that I was drunk and as a result the company held up my wages.

Welfare Steps In

However, when I got back to the States in December I took up my problem with the Union's Welfare Services Department, and through the Union was able to get the money that was due me. If it were not for the Union not only would I have lost out on the money, but I would have had a blot on my record.

I've been sailing as chief steward for 11 years, and take pride in my work. No other company or skipper ever did anything but praise the way I've handled my job in a responsible fashion. My thanks go to the Welfare Services Department for the substantial help they gave me on my personal beef.

Frank Gardner

Men Got Raw Deal, He Says

To the Editor:
I am writing this in regard to the story in the May 14 issue of the LOG concerning the captain of the Tagalam having the crew "mugged" by Navy photographers for the benefit of the Navy CID. The men were handled like a bunch of criminals and accused of taking the butterworth machines, which later was proven to be incorrect.

As for the butter being taken, it is probably one of the rotten tricks of the company to save money.

I am the ex-deck delegate, but I was hospitalized in Singapore when the rust bucket broke down. I was hospitalized with stomach trouble more than likely from the rotten grub and water. For quite some time there was no water at all, and I am still being treated for stomach trouble. I think the men got a raw deal.

Tim McCarthy

Speaks Out For Accident Forms

To the Editor:
I am writing this letter in reference to having accident reports placed on board all SIU-contracted ships.

If a seaman is sick or injured to the extent where hospitalization is required, especially aboard, the delegate can then fill out the accident report with all the necessary information as to what happened,



Cantoral

what sort of medical treatment he received and where he was hospitalized. He then forwards all the information to the Union. The Union will file this record, knowing that it has first-hand information because it was sent in by one of the Union members and not a company representative.

Last trip we picked up two of our members in Capetown, South Africa, who were being repatriated back to the States and were being accompanied by a doctor all the way back to New York. That's how sick they were. I asked them if the Union knew anything about their case and they informed me that it did not know. I wrote a letter to the Welfare Services Department requesting some one to meet the ship on its arrival in New York, because the men were very sick. If these reports had been on board, it would have been different.

My personal belief is that these reports would be a very progressive thing, because it would mean another step gained by the Union for the benefit of its entire membership.

Edward Cantoral

Recalls Days Of Old On Vessels

To the Editor:
Just went through the Panama Canal heading for good old Japan once again. I joined this scow, the Afoundria, down yonder in New Orleans and the next day I was ordered to do some chipping. I asked the bosun, an oldtimer, for some goggles. What's the matter, he said, don't you carry any?

Right then that reminded me of my old shipmate Louis Goffin who used to sail with me on ships in the late '20's. We had to have our own chipping hammers and scrapers in order to get an AB's job.

After all is said and done we have a fine crew top to bottom and it should be a pleasant voyage.

Percy Boyer



Seaman's Club in Pusan, Korea, provides top service and pleasure for Seafarers above. Left to right, they are Raymond Spark, Ramon Encarnacion, E. S. Ingelbrigtsen, Ernst Ohlsson, J. A. McIntosh (standing) and Gilbert Parker.

Come and get it!

EAT DELICIOUSLY PREPARED FOOD AT THE SIU CAFETERIA...

In Italy, Asks For SIU LOG

To the Editor:
I'm presently in Italy to see my sick parents, and I plan to be back in New York by August.
Before leaving the States I filed an application to have the SEAFARERS LOG mailed to me in Italy. So far I haven't received any papers. Please send me a LOG because I'm dying to read one. Don't forget, please.

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

Seafarer Sees Son In Korea

To the Editor:
This is your old friend Zygie the bellyrobber on the Seamonitor. A few months back I wrote a letter about my son who is in the Army with the Third Division at Seoul, Korea. I saw him again this time while the ship was in Inchon. He still has six months more to do in the Army, and after that his ambition is to get into the SIU.

I met some of our former SIU members who are now in the armed forces in Pusan, Korea. They are Jimmy James, Jack Anderson and Herbert Ehmson. Ehmson is an MP in Tokyo. They asked me to send everyone their regards through the LOG, and that they hope to be back with the SIU real soon. Joe Pendleton, who is on board, sends his regards also.

Says Sea Chest Is Just Great

To the Editor:
Today I paid a visit to the Sea Chest supplies warehouse in New York and I was shown around the place by Sid Selzer. The neat rows of merchandise, stowed in racks and bins, are easily accessible for prompt preparation and dispatch to our ships, in order that their slopcheests might be replenished.

Almost any item requested can be purchased by our members at the very lowest price anywhere, from a razor to an elephant. Another feature worth noting is that that all merchandise carried is

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name-brand material and that additional brands will be carried upon request.

While I was visiting, slopcheests were being assembled for the Steel Fabricator, Jefferson City Victory, Robin Goodfellow and others according to their requirements. I am informed by Selzer upon joining a ship a member may secure any article of clothing or otherwise which he may need merely by notifying the Sea Chest and having such bill attached to his account on the ship.

I am sure this will benefit all of us. It is another example of service and efficiency that all members of the SIU enjoy.

John Jellette Asks That LOG Be Sent Home

To the Editor:
Would you please send me the LOG at my home address? I like to keep up with the doings of the Union and I can't always read all the papers while at sea. I sure do enjoy reading the LOG and keeping up with the news. I know the paper has received many compliments, but in my opinion it is the best paper that is put out. Keep up the good work.

Gilbert Eller
(Ed. note: Your name has been added to the LOG mailing list and you will receive the paper every two weeks, as published.)

Finds Mexico To His Liking

To the Editor:
Just a line to let you know how things are way down south of the border. When I left New York the weather was on the cold and rainy side, but now there is no complaint in that department. A couple of days down here in Mexico was enough for me to forget about gloomy northern weather.

A Seafarer can really see a good deal of this wonderful country, with its many picturesque sights and historical sites. There are tours to be had and many interesting guide books on the subject.

One of the bulletins says that the water down here should be avoided because of impurities. I haven't tasted any, so I don't know. The scotch is good though.

Jack Darrell

Army Is Tops, Seafarer Says

To the Editor:
It is very seldom that we Seafarers have much good to say about the US Army, but nevertheless it is only fair and fitting to give credit where it is due.

Last Saturday I spent the afternoon at the Presidio in San Francisco. The occasion was Armed Forces Day and it was with great pride that I saw the facilities for the protection of the people of the Bay Area. Thousands of people were present at a program of events that included everything from a softball game to the first public showing of the Army's new radar-controlled defense weapon, the Nike.

The day was brought to a climax by a parade review and the awarding of the Distinguished Service Cross to a GI who lost both legs in Korea. All in all it was a thrill-filled afternoon, a demonstration of armed strength for peace that swelled the hearts of all present with pride at the ability of our country to defend itself.

The Army can make it awful tough for guys who go to sea when it comes to shore leave restriction and all that. Still, when you settle down and reason things out, one concrete conclusion is inevitable. It is an Army that is the best in the world and one to be proud of. Even if they won't let me go ashore in Greenland or Korea, I'm still proud of them and happy that they stand ready at all times and in all places to defend liberty.

Max Lipkin

Wants LOG Sent Home To Wife

To the Editor:
I am thanking you and all the SIU members for the opportunity to ask that the SEAFARERS LOG be sent to my home. My wife has asked me to request that it be sent to her. I have read it in the past and I find that it is one of the best papers I have ever read. I also like to see some of my friends pictures in it.

I am on the Winter Hill of Cities Service. I have found the men to be good members and, most of all, good friends. They have been very eager to help and to assist me in every way.

I was in the marine hospital in

New Orleans in March and the Welfare Services Department visited me twice. The money came in very handy. I have been sailing since Oct. '53. After spending two months on the Salem Maritime I was injured and taken off, and now I am on the Winter Hill. I hope to keep sailing with the SIU. Thanks for sending the LOG home.

W. D. Austin
(Ed. note: Your wife will receive the LOG every two weeks, as published.)

Union Welfare Services Help

To the Editor:
Any of the men who has missed a ship and left all his gear on board knows how it feels. I had that misfortune while aboard the Bents Fort of the Cities Service Oil Company as 2nd pumpman when I missed her in Linden, New Jersey.

The ship was headed back to Lake Charles on a coastwise run, so I got in touch with Welfare Services in New York and asked them if they could locate my gear for me. They took over from there and before long my gear was shipped up to New York safe and sound.

Naturally if the gear had been lost it would have meant spending quite a few bucks to replace it, so I certainly appreciate what was done for me by the Welfare Services Department.

Paul De Witte

Is Thankful For SIU Conditions

To the Editor:
I have been going to sea for quite a few years, 23 to be exact, for my livelihood. I have seen some of the worst conditions a seaman could live under and had rammed down his neck. If you complained, you would get jerked off the ship as a troublemaker.

The majority of the officials of the ISU were the biggest phonies on the waterfront. So, today I am thankful to say that I belong to a Union that is run according to the membership's wishes, and am glad that we have elected, in the past, solid Union men as our officials in the SIU.

So, let's take care of what we have by living up to the Union constitution, on and off the ship.

Joseph Touart

Says Service Is Fine In Hospital

To the Editor:
I am off the Steel Rover of Isthman with a bum leg. However, I hope to be out of this hospital



soon and back on the ship. We had a fine crew and I would sort of like to stick with the ship and the boys. I was reefer engineer.

Another one of our crewmembers came in here today. His name is L. A. Marsh, but I don't know what's ailing him.

I would like to get the LOG sent here in care of Vaughn Headley, Colon Hospital, Cristobal, Canal Zone. I would also like to add that the service here in this hospital is very good. It couldn't be better.

Ray Ellison
(Ed. Note: The address has been added to the LOG mailing list; the LOG will be sent there every two weeks, as published.)

Hails SIU Awards For Scholarships

To the Editor:
There are a lot of advantages to our Welfare Plan, which tops all others in the variety of benefits and ease in collecting same, but one benefit little is said about is the whole SIU scholarship program.

Few brothers realize it, but the SIU scholarship awards of \$1,500 a year for four years to any college you choose far surpasses anything most union or private awards offer. It will generally be more than enough to pay all expenses for a student and still leave a little something over.

The fact that the Union scholarship stipulates that the scholarship winner can go to any school he wants and study any subject he pleases is a tremendous advantage over other plans. Most of them specify a particular college or university and some go further in limiting the course of study. If the award happens to fit the wishes of the applicant in those cases, he's most fortunate.

The no-strings-attached policy for the SIU award is typical of all our benefits, which are simple to collect and regular in arriving. The Welfare Plan was a great advance for the SIU. Few oldtimers around today ever had visions of such a step forward in the years gone by.

C. Williams

Dishing Out The Victory Smiles



Galley crew dishing out the smiles belongs to the Longview Victory. Steward department just got through dishing out the goodies when it went before camera. Left to right, top, are Thompson, Bonet, Tuthice and Moore. Men crouching are unidentified.

Weary Wacostans Take Break



Taking time out for a picture during moment of leisure aboard the Wacosta is this quintet of Seafarers. They are, left to right, Jurkowski, Hansen, Suall, Lane and McQuage. Most of the Seafarers seem to be pretty happy about the idea, too.

Don't Send Your Baggage COD

Seafarers have again been warned not to send their baggage COD to any Union hall. No Union hall can accept delivery of any baggage where express charges have not been prepaid.

Men who send baggage COD to Union halls face the prospect of having to go to a lot of trouble and red tape with the Railway Express Co. All COD baggage—regardless of the port—goes to the local express office, where it is held by the express company until claimed.

Seafarers who want to be sure of getting their baggage when they want it, can send it to any Union hall provided they prepay the shipping charges.

The 'Unsinkable' Ship Goes Down

The prototype of "the ship that couldn't sink," designed by world-famed speedboat racer Gar Wood, broke apart and went down in the Bahamas two weeks ago, once again blowing up the myth about a man-made vessel incapable of being famed by the sea.

Wrecked in the stormy Atlantic about 65 miles off the lower east coast of Florida, the twin-hulled Venturi was a 188-foot wooden vessel like nothing else afloat. Basically an oversize South Seas catamaran, its deck and cabins were perched 22 feet above the parallel, pontoon-like hulls in a design which Wood said would ultimately become the model for future ocean liners, guaranteeing a smooth passage through all kinds of weather.

No Lives Lost

With no loss other than the ship itself in the disaster, the speedboat king indicated he still felt that the design was basically "unsinkable" and that if he ever built another one it would be made of iron. The elderly sportsman, 73, wouldn't say whether he planned to build another one, however.

Wood's radical design for the Venturi developed years ago, when between 1920 and 1933 he monopolized world speedboat records with his Miss America boats. The experimental craft was actually launched in 1944, and had sailed through all kinds of weather during the ten-year period.

"I guess maybe she'd become brittle," he admitted after the wreck. "The waves kept pounding the port side and she began to settle down in the water. There are 20 bulkheads in each of the twin hulls and they held a long time," he noted.

Powered by four diesel engines, the twin hulls, each carrying two propellers, enabled the ill-fated

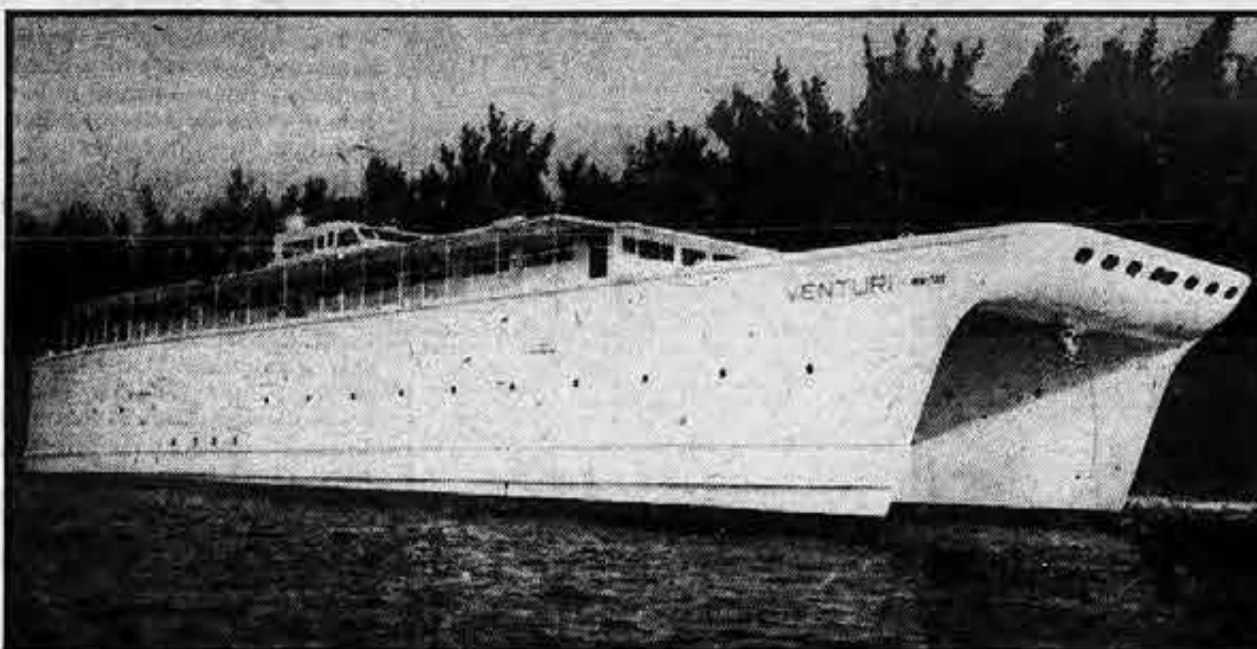
Venturi to slice through the waves instead of riding over them, eliminating most of the pitching and rolling that often makes ocean travel a nightmare for the land-lubber. The controls of the experimental vessel were so simple one man could operate them. A hand lever controlled the rudder.

Further, the 120-ton vessel had considerable speed, since the camber to the leading edge of the top deck gave the craft lift like an airplane wing and air funnels between the hulls pressed it upward and reduced draft. In addition to breaking the drag of water under the hull. These innovations in the design, coupled with the four Diesels turning out 4,800 horsepower, enabled it to make over 20 knots without difficulty.

But Wood's claim that his design could be adapted to large passenger ships and be cheaper than conventional designs overlooked one big drawback. The major disadvantage to the twin-hulled idea is that it leaves little or no room for cargo space to make the vessel pay. For passengers alone, however, it would probably be a highly desirable change in ship design, making for a really smooth ride.

Making 22 Knots

On its final voyage, the Venturi was "making 22 to 23 knots in deep water when we ran into a bad storm," according to Wood. The same storm front earlier had whipped Miami with 60-mile-an-hour winds and the Coast Guard had reported "very rough seas" in the area. "The waves were high,"



The ill-fated Venturi as she looked before her final trip to the Bahamas. Claimed to be a suitable design for a ship of the future by owner-sportsman Gar Wood, the twin-hulled vessel did better than 20 knots and was said to offer a passage smooth enough to please the most squeamish sea-goer.

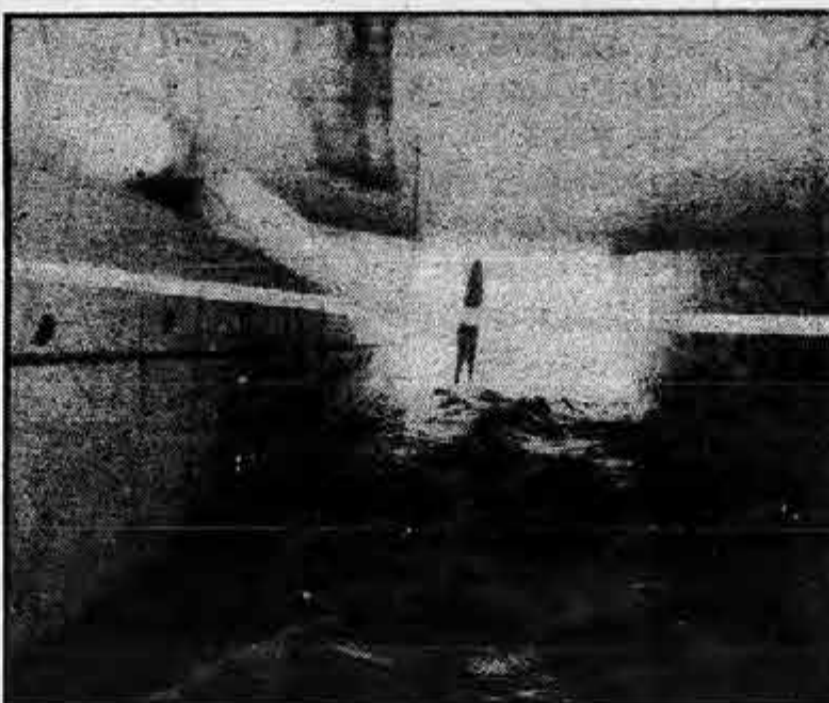
Wood pointed out, "ten feet or more, and we came into it so suddenly we didn't have time to slow down."

"A valve opened on the port side and then another one gave on the starboard side and we began taking water . . . When this extremely big wave hit, some of the front streamlining on the bow, sort of an airlift, broke off and I knew we were in trouble."

They were, indeed. Three hours later, the Venturi was only five feet above water and the order to abandon ship was given. The vessel carried a captain and five-man crew, in addition to Wood and two aides. Coast Guard air and sea rescue craft picked them up near the wreck scene, at Great Isaac Light, 65 miles east of Fort Lauderdale, Fla.



On the way down (top photo), near Great Isaac Light in the Bahamas, about 65 miles due east of Fort Lauderdale, Fla., the wreckage of the Venturi is shown floating on the surface after breaking up in an Atlantic storm. The ten-year-old vessel was on a routine cruise in the Bahamas with Wood, its six-man crew and two others aboard. No loss of life was suffered. Below, a view taken between the twin hulls of the vessel in better days, showing the adjustable bow propeller which can be raised or lowered and swung in any direction. It was used for tight maneuvers and docking. The deck of the Venturi was normally 22 feet above the waterline.

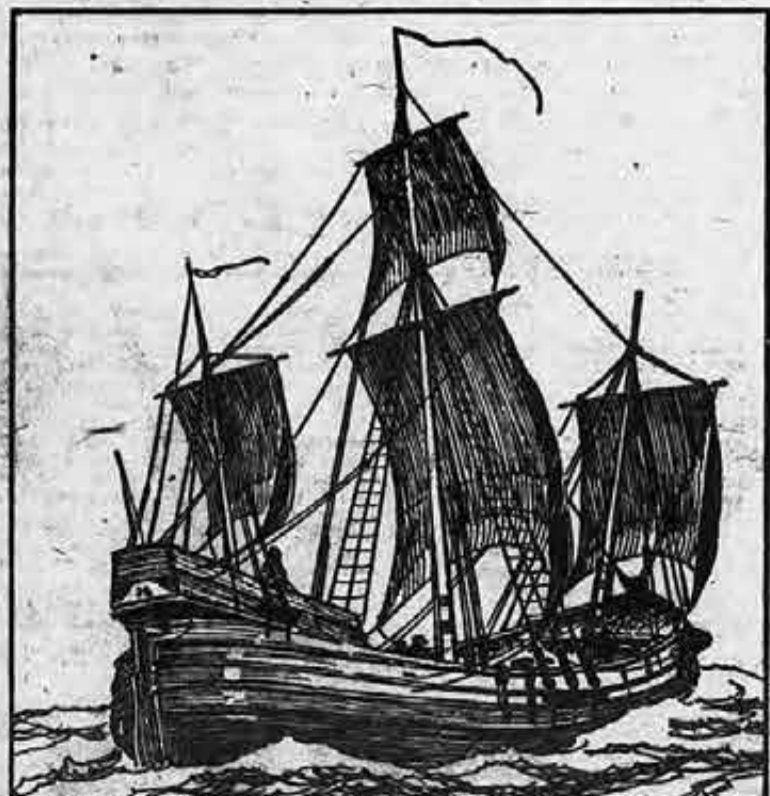


Designer-owner Gar Wood (left) points out features of the vessel to a visitor. Two propellers were mounted on each of the hulls, one behind the other. Wood was said to be considering use of larger propellers prior to the wreck two weeks ago. The vessel was powered by four 4,800 hp diesels.

SHIPS OF THE PAST

"The Buss"

Round and curved in almost every detail, the buss was used principally in the European herring-fishing industry, and was a small vessel averaging from 50 to 70 tons in size, although a few were built as large as 200 tons. The bow of the ship was rather high and the stern piece much like a segment of a circle; the poop narrow, with bulging quarters, and she had a full sweeping steer. Her rig usually consisted of three masts, the after one short and fitted with a sail employed mainly for riding with her head to the



(From "The Book of Old Ships" (Doubleday), by Grant and Culver.)

wind. The fore and main masts were so equipped that they could be lowered, thus offering less resistance to the wind when the vessel was riding on its nets. Usually a square sail was carried on each of the two larger masts although sometimes there was a square main topsail. In England during the 17th century the maximum cost of such a ship is said to have been about £260 (approximately \$1,300).

... DIGEST of SHIPS' MEETINGS ...

ROYAL OAK (Cities Service), May 2—Chairman, John J. Paquette; Secretary, Jack Sommers. Delegates reported no new business.

May 11—Chairman, John J. Paquette; Secretary, Jack Sommers. Machinist stated that the Philadelphia agent promised to supply a new washing machine for the ship. On the suggestion that we check to find out what happened to the ship's fund, it was discovered that it was spent on flowers to be sent to the various Union halls. Motion was passed to start a ship's fund. Two hours delayed sailing will be referred to the patrolman. Each delegate will collect money for the ship's fund from his department and turn it over to the ship's delegate. Patrolman will be told about the salt washing water that was used for two days. Ship's delegate will tell him of this.

SHOW ME MARINER (Bull), May 16—Chairman, John A. Buzelawski; Secretary, John C. Reed. Ship's delegate reported that topside was not very happy about

the way the crew waited until the last moment to come aboard before sailing. One man went to the hospital in Germany, and \$33 was given to him before the ship sailed. There were several thefts in Bremerhaven. Patrolman will see the port steward about getting cots for the next trip. Everyone is to turn in dirty linen before getting a fresh supply so it can be counted to go ashore.

LAWRENCE VICTORY (Mississippi), May 9—Chairman, Nick Bathis; Secretary, Charles J. Scofield. Washing machine motor is burnt out and the wringer is broken. Request for a new washing machine was made last voyage but nothing was received. Delayed sailing for Port of New York and Iskendrun is disputed. Repairs are being made by the crew. Bosun and daymen were refused overtime by the captain for this weekend. Bosun's OT is not nearly equal to the high man for the trip. Captain rationed the crew to three cartons of cigarettes every two weeks, using Sea Chest letter

'Can-Shakers' Have No OK

The membership is again cautioned to beware of persons soliciting funds on ships in behalf of memorials or any other so-called "worthy causes."

No "can-shakers" or solicitors have received authorization from SIU headquarters to collect funds. The National Foundation for Infantile Paralysis is the only charitable organization which has received membership endorsement. Funds for this cause are collected through normal Union channels at the pay-off. Receipts are issued on the spot.

which sanitary man cleans the recreation room and the laundry. Members were advised to help-keep the messroom and pantry clean and wash cups after use.

CHICKASAW (Waterman), May 14—Chairman, Ralph Burnsed; Secretary, A. Danne. T. D. York was elected ship's delegate. Motion was passed to give the steward department a vote of thanks for fine food and good service rendered. Chief cook thanked the crew for cooperation on coles. Brother Darley explained the facilities of the Sea Chest in New York. Messroom will be sougeed and blackboard painted. Ship's delegate will write the Mobile branch about procuring a new ice box and water cooking system. Repair list will be sent in from Miami. Word will be given when a draw is being put out.

PELICAN MARINER (Bloomfield), May 4—Chairman, M. Larsen; Secretary, Paul Gladden. We have one brother who has taken the load of the ship on his shoulders; let's all have our say and not have our beefs outside the meeting. One man was called before the Coast Guard because a bottle of cognac was found in his locker. Steward paid off in Yokohama on account of medical reasons. Each department delegates. Ship is short of some stores and new stores have been brought aboard. This ship will be operated in true SIU fashion without any foul-ups. Department delegates will work and cooperate with the ship's delegate. Mess-hall should be kept a little cleaner by the crew at night. Vote of thanks went to the steward department for fine grub.

ROSARIO (Bull), May 9—Chairman, J. Risbeck; Secretary, M. Kaminski. Bosun who missed ship in Baltimore has been reported to the Baltimore hall. One man missed ship overnight from San Juan to Mayaguez. Remainder of repairs will be brought before the patrolman. Ship's fund will be started until it reaches \$27. If the ship lays up the money will be donated to the LOG. Delegates will make out a repair list. Baker was asked to be careful while making bread, dough and pastries, so that he doesn't get any perspiration in his products as he perspires quite freely. Crew was told to tell the chief cook if they want any special dishes prepared and if it is possible he will gladly make them. There was a beef about the washing machine being left dirty.

BULL RUN (Petrol Tankers), May 10—Chairman, William Glick; Secretary, L. P. Hagmann. Ship's delegate advised that the captain will drop any logs. An explanation was asked of the steward, as to how frankfurters were served once that were off color. This was answered to the satisfaction of the crew. Some cots on deck should be brought back to the rooms. Crew was reminded that anyone getting off should strip their bunks and bring the linen to the steward and leave their lockers clean for the next man. Repair lists will be prepared and turned in at the payoff to the proper people.

COE VICTORY (Victory Carriers), April 4—Chairman, A. Anderson; Secretary, Pat Ryan. Discussion was held on fund for bookcases; they will be bought in Yokohama. Donations will be given to the ship's delegate. Members will give department delegates repairs as we go along. Bob Johnson was elected ship's delegate by acclamation. All rooms and toilets will be painted out this trip; delegate will see and contact the captain and first mate on this. One brother volunteered to go ashore and select a bookcase in Yokohama. Discussion was held on the use of the washing machine and laundry and the cleaning of the recreation room.

May 9—Chairman, Sigurd Anderson; Secretary, Bob Johnson. The two brothers who volunteered to get the bookcase in Japan were thanked. There were a few disputes on OT, launch service in Korea and restriction to ship. This will be thrashed out with the patrolman. Hall will be contacted for a new washing machine for the crew before we sign on. Repair list will be handed over to the patrolman. Ship's delegate only will explain the situation to the patrolman to save time and avoid confusion. We will try to get some sort of clarification on this restriction to ship in Korea. Patrolman and delegate will speak to the captain about men off watch getting their draw early. Vote of thanks went to the deck men for getting and installing bookcases. Vote of thanks went to Steward Walter Brown and his department for a job well done.

ORION COMET (Oil Carriers), February 5—Chairman, W. J. Reidy; Secretary, R. S. R. Lee. Ship's delegate gave the captain a launch schedule to ask if it is possible to get replacements from Yokohama. Everything is running smoothly as can be expected. Men who cannot get their sizes in the slopchest will try to get what they need in the PX. Washing machine pump should not be used until it has been repaired. After hatch on poop deck needs to be secured. Please take care not to bang doors as men are trying to get some rest. Vote of thanks went to the steward department.

March—Chairman, J. Herels; Secretary, R. S. R. Lee. Sick man will see the doctor on arrival. Replacements will be ordered; disputed OT will be given to the patrolman. Both bosuns are tops to work with despite the obstacles that were involved by interference by topside. Vote of thanks went to the steward department. There was much discussion on launch service. A satisfactory schedule was arrived at.

March 15—Chairman, John "Bananas" Zieris; Secretary, R. S. R. Lee. At the present time we have no major beefs; everything is running smoothly and all the department delegates are doing good jobs. We are commending the SUP

hall in Yokohama for three replacements and will see the agent if our orders are still in effect. There was much discussion regarding repairs to be made in the shipyard. Launch schedule will be posted on the board.

No date—Chairman, W. J. Reidy; Secretary, R. S. R. Lee. Missing men will be replaced if possible. SUP will be wired for replacements when we get in. Pump switch should not be used, as pump doesn't work. All hatch is in a dangerous position and should be fixed. There should be a little consideration for men off watch and door slamming and loud talking should be cut out.

April 4—Chairman, William Biskely; Secretary, R. S. R. Lee. Washing machine was repaired. It should be used in moderation. Bosun left sick, and was replaced by the DM. Steward department should do their own painting, since the deck department has all the OT work they can possibly do. Complete repair list will be made on arrival in drydock. Electric iron and board will be raffled off on ship. Vote of thanks went to the steward department. Buckets and not tubs should be used for soaking dirty clothes.

May 9—Chairman, W. J. Reidy; Secretary, R. S. R. Lee. San Francisco hall will be contacted about medical attention, proper sailing board, improper handling of mail and clarification of draws while awaiting payoff. Also, boots, while cleaning tanks and reimbursement for damaged gear. Disputed OT will be referred to the San Francisco agent. Repair list was turned over to the ship's delegate. Entire crew was thanked by the delegates for their cooperation in making this a pleasant trip. Steward department was thanked for the fine meals, delicious pastries and excellent service. Foc'les should be left clean; cots and blankets should be returned and keys turned over to department heads. Ship's delegate read two letters from headquarters and thanked all the officials for the prompt action in replying to a few beefs we had with this skipper. It really did some good.

CITRUS PACKER (Waterman), April 18—Chairman, Henry MacGinness; Secretary, Roy Guild. A committee of three will check store orders with the steward and captain. One man will be picked from each department, in case the captain makes further cuts in what the steward orders. SUP patrolman will be contacted in Yokohama, Japan. Steward was asked to vary the meats in the menu. Steward store list was cancelled by a total of 40 quarts of milk by the captain. Water pressure in wash basins will be increased.

STEEL SURVEYOR (Isthmian), May 1—Chairman, Earl Fancher; Secretary, Alfred Ridings. Motion was made and seconded to get clarification about work done in foreign ports by shore gangs as painters. As it is now, shore painters are doing ship's painting outside as well as inside quarters. Agreement should specify which parts of the ship they are allowed to paint, if any. Chief electrician and the chief engineer had a beef, while the ship was in Calcutta and this matter will be brought to the patrolman's attention, as on this ship chief electricians have been changed once or twice a trip. Vote of thanks went to the steward department for the good food during the trip; special thanks went to the baker.

PENINSULAR MARINER (Waterman), May 8—Chairman, Jency Johnson; Secretary, Clarence J. Nail. Tanner was elected ship's delegate by acclamation. Each department will clean the laundry for a week at a time and department delegates are to check on this work. A key will be made to keep the laundry and messhall locked up in foreign ports. Each member is responsible for his inner-spring mattress and for placing cups in the sink in the pantry, not leaving them in the messhall and on the serving shelf in the serving window where they can be broken if the ship rolls. Fans were put aboard.

SHOW ME MARINER (Bull), April 24—Chairman, John J. Carroll; Secretary, John Stanko. J. Carroll was elected ship's delegate by acclamation. He requested that pantry key be returned so pantry can be kept locked in port. Steward will have keys made. One man requested a new library. Longshoremen should be kept out of crew's quarters and messhalls. Chief steward asked for cooperation in keeping the garbage room clean.

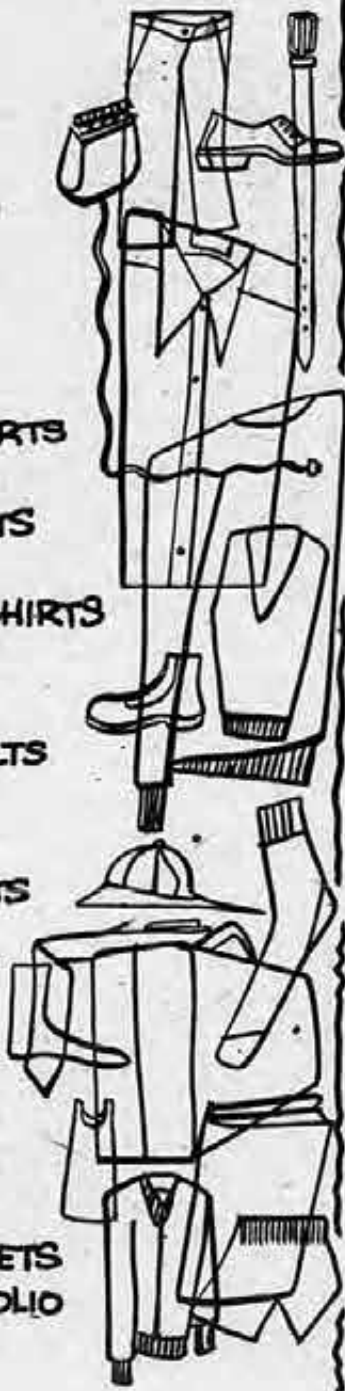
IBERVILLE (Waterman), May 9—Chairman, H. C. Randall; Secretary, Tommy Sanchez. Patrolman will be asked to see if the captain will pay off men in Mobile who joined in Mobile. There is a balance of \$14.91 in the ship's fund. Suggestion was made to donate whatever you can afford to the ship's fund, in order to build it up.

STEEL KING (Isthmian), December 5—Chairman, Karmman; Secretary, Giacchetti. John Mastropavlos was elected ship's delegate. Vote of thanks went to the last ship's delegate, Henry P. Hernandez. Defective locks should be fixed. Heating units should be properly regulated. Medical chest and slopchest are lacking many supplies. Before shipping out for foreign articles in New York, the crew requested a patrolman to examine the meat box and hands in No. 2. More dishes and kitchenware should be ordered. A new library will be gotten for the old one in New Orleans.

December 27—Chairman, S. C. Scott; Secretary, Alberta Bouton. Messhall and (Continued on page 25)

What do you need?

- SUITS
- SPORT COATS
- SLACKS
- TOPCOATS
- DRESS SHOES
- WORK SHOES
- DUNGAREES
- KHAKI PANTS
- KHAKI SHIRTS
- BLUE WORK SHIRTS
- FRISKO JEENS
- HICKORY SHIRTS
- C.P.O. SHIRTS
- WHITE DRESS SHIRTS
- SPORT SHIRTS
- DRESS BELTS
- KHAKI WEB BELTS
- TIES
- SWEAT SHIRTS
- ATHLETIC SHIRTS
- T-SHIRTS
- SHORTS
- BRIEFS
- SWEATERS
- LUGGAGE
- WORK SOCKS
- DRESS SOCKS
- LEATHER JACKETS
- WRITING PORTFOLIO
- SOU'WESTERS
- RAIN GEAR



● ALL YOUR NEEDS CAN BE FILLED FROM YOUR **Sea Chest** - FROM A SOU'WESTER TO AN ELECTRIC RAZOR. WHATEVER YOU BUY FROM THE SEA CHEST, YOU CAN BE SURE YOU'RE GETTING TOP QUALITY GEAR AT SUBSTANTIAL SAVINGS.

The Sea Chest

● UNION-OWNED AND UNION-OPERATED ... FOR THE BENEFIT OF THE MEMBERSHIP.

as authority for this action. We recommend that our smoking supply be unlimited as promised in the LOG.

ANGELINA (Bull), May 8—Chairman, W. Kehut; Secretary, W. H. Ludlam. Men who missed watch and ship were cleared. Water fountain needs fixing. Discussion was held on the variety of food and the question of whether there was sufficient linen for the entire trip. Laundry room should be kept clean.

FRANCES (Bull), May 7—Chairman, Francisco Celis; Secretary, Jimmy Jones. Conditions aboard ship are considerably improved. No communication was received from the brother who missed ship in New York on sailing day. Motion was passed to ask for a hot plate in the mess-hall. An air hole should be made through the captain. Ship's delegate will try to get the engine room bulkhead. Discussion was held on the cleanliness that should be maintained in the laundry. Entire crew should cooperate. Discussion was held on night lunch being eaten by men not on watch in port. All beefs should be taken to department delegates. Cots should be available to all crewmembers in hot weather around the Islands and the Dominican Republic.

GOLDEN CITY (Waterman), May 8—Chairman, R. Cantor; Secretary, Jim Golder. Repair lists have been turned over to the ship's officers and some of the items have already been repaired; others have parts that have been put in order. Vote of thanks went to the steward department for their cooperation with the crew and their cooperation among themselves and the manner in which they worked. Vote of thanks went for the good chow served on board. Safety suggestions should be referred to obtain a customs manual from the customs house which may be of use to the crew. Matter of the payoff will be left up to the patrolman or the Norfolk agent.

FRENCH CREEK (Cities Service), March 26—Chairman, Harry Jaynes; Secretary, Dan Beard. Crew thanked Charles Kimball, the Galveston patrolman, for a job well done at the Houston payoff. There is a question of longshoreman's overtime for the deck department in unloading oil drums. Steward department submitted a letter of thanks for the support of the crew and the patrolman in the beef between the old man and "Hungry" Hoover. Washing machine and the crew's refrigerator were added to the repair list.

April 24—Chairman, Mont McNabb, Jr., Secretary, Dan Beard. Floyd Pence was elected ship's delegate by acclamation. Men washing oily clothes leave the washing machine greasy. There was discussion on the proper use of the washing machine. Additional fans are needed in some foc'les. Dishes and mugs should be placed in the sink at night. Tables should be left clean for the next watch. Minor repairs should be turned in to department delegates. Anthony McGee was elected engine delegate; Carl Carlson, deck delegate.

PAOLI (Cities Service), April 4—Chairman, L. Reithchuck; Secretary, A. J. Valente. Captain said that articles will not be broken at the final port of discharge and that no member of the crew will be paid off under mutual consent. One man was left in the hospital in Yokohama; one ordinary and one AB were taken as replacements in Yokohama last month. Mate says deck foc'les will be sougeed and painted between Pedro and the Gulf. All disputed OT has been straightened out and everything is running smoothly. Ship's delegate will add up total of all OT before the deck in the crew's messhall. Delegates will add up total of all OT before the payoff. Ship's delegate will find out how many days the ship spent in the old mine bonus area. One delegate will see the port agent about payment of bonus, since we signed articles while the bonus was still in effect. Discussion was held on the crew's behaviour in foreign ports—missing watches, etc. Crewmembers were advised to do their part in keeping the messhall and recreation room clean, and cleaning the washing machine after use. Machinist volunteered to get the crew's phonograph repaired in Seattle. Collection will be taken up to buy records.

May 15—Chairman, Mike Rossi; Secretary, Leroy D. Pierson. Brother F. Reese was elected ship's delegate; J. W. Girvan was elected ship's treasurer. Each man should donate \$2 to the ship's fund toward a record player. Sanitary men should keep out of the messhall during sanitary hours. List should be made of



... DIGEST of SHIPS' MEETINGS ...

(Continued from page 24)

heads will be locked in port. Gangway watch will keep the key to the messhall. Shore-side persons should be kept out of passageways by all crewmembers. Checkers are to eat after the crew. New shower nozzle is needed for the steward's basin. A basket is needed for the laundry. Washing machine should be secured

PERSONALS

Charles Kinnke
Please contact J. T. Cassell, general manager, Douglas Hotel, 16 Hill Street, Newark, N. J.

Samuel A. Bailey
Please contact your daughter, Betty Bailey, at Box 95, Mendenhall, Miss.

Mike Magal
Please contact J. Bednar, 90 Fitch Street, Carteret, NJ, who has your Union book.

John Sheldon Stanley
Please contact your sister, Mrs. Otis Parter, at 1175 Gordon Street S. W., Atlanta, Ga., RA 1292.

Robert Elle
Please contact Herbert Resner, Tishman Bldg., 3480 Wilshire Boulevard, Los Angeles 5, Calif.

George Cullen
Please note the following writ and petition served in Brisbane, Queensland:

IN THE SUPREME COURT OF QUEENSLAND — To **GEORGE CULLEN** formerly of 1216 Linden Avenue, Third Floor Rear, Apartment 6, Baltimore 17, Maryland, in the United States of America, but whose present whereabouts are unknown, Marine Engineer.

TAKE NOTICE that **JUNE HAZEL CULLEN** has commenced an Action against you for dissolution of marriage Number 1425 of 1952, on the ground of desertion without cause for three years and upwards. If you wish to defend you may enter an Appearance in the Registry of the Supreme Court of Queensland at Brisbane within Seventy-six days from the date of publication hereof. You may obtain without charge a copy of the Writ of Summons and Petition from **FRANK ROBERTS & KANE**, Solicitors, 21 Adelaide Street, Brisbane. DATED at Brisbane this Eleventh day of August 1953.

SECOND DEPUTY REGISTRAR
L.S. E. J. Russell

W. Wesley Ethy
The baby has been born—a girl. Please contact your sister-in-law as soon as possible. Mabel Jompay, 419 S. 12th Street, Philadelphia, Pa.

Donato Dorrell
Please contact your home.

Howard Webber
Please contact Jeanie Dru, 809 North Gaffy Place, San Pedro, Calif.

Kay Press Hansen
Please contact your daughter, Jewel H. King, at 2148 North West 85th St., Miami 47, Fla.

Charles Murrath
Please contact Mary Ferrara, c/o St. Paul Fire & Insurance Co., 90 John Street, New York City.

Martin Larsen
Please Note: Your gear was shipped prepaid to New York by O. M. Jones. Wiper Donovan has your radio.

E. W. Darwood
L. Hoke
Will the above men contact or write the Philadelphia Marine Corporation, 44 Whitehall Street, New York City, to collect their overtime due them while aboard the Potrero Hills.

in one place. Library books should be returned after they have been read, and not left all over the ship.

January 8—Chairman, S. C. Scott; Secretary, Albert W. Bouton. Ship's delegate asked the captain if he would let the crew know the amount of time we would be in various ports and if, when leaving port we had large amounts of money left from the port, he would take it back. Men come back from shore should not make noise in passageways; men who must get up early in the morning need their sleep. They will close the messhall door. 4-8 watch should be fed early so he can relieve the lookout. Men going on watch should be fed first.

May 1—Chairman, not listed; Secretary, Albert W. Bouton. Repair list was made out and given to the mate. Inspection was made by the captain. Three rooms were painted and the rest will be done when the ship leaves the shipyard. Slop chest will be checked before leaving the next trip; ship's stores will be checked. Patrolman will be asked about all the clarifications about Isthmian. Library books should be returned after use. A juice squeezer is needed for the crew's mess. Cooler should be put into PO mess. Checkers should be moved from the room they now use and be put somewhere other than on the crew's deck. Hospital should be used as a hospital and not for checkers, guards, etc.

CANTIGNY (Cities Service), May 8—Chairman, H. Buckner; Secretary, H. Conell. There are no beefs and no repairs at the present time; everything is running smoothly. Brother R. Frye was elected new ship's delegate by acclamation. Vote of thanks went to Thompson, the chief cook, for his time spent in securing a new radio and TV antenna for the crew's use. Suggestion was made that all hands donate what they can spare at the payoff to build up the ship's fund again. Treasurer reported \$3 left in the ship's fund.

ORION STAR (Oil Carriers), April 25—Chairman, W. L. Mason; Secretary, J. G. Lakwyk. There are no beefs and everything aboard is OK; we hope to get LOGS in Yokosuka.

TAGALAM (Seatrader), May 2—Chairman, F. Gasper; Secretary, S. Dornelles. Crew is well satisfied with stores, vegetables and meats bought in Japan by chief steward, also with the amount of fresh milk on board at sailing time. One man was taken off at Singapore for hospitalization. \$18 in the ship's fund will be turned over to the LOG as a contribution from the crew. An additional \$83, won at the arrival pool, will also be turned over to the LOG. No one is to pay off without the consent of the boarding patrolman. Vote of thanks went to the steward department for their cooperation in making it a pleasant trip. It was stressed by the ship's delegate that all members be in a sober condition for the good of the Union, also for your own personal reasons. We will not have quite an amount of cash that will need all our attention to watch over.

DEL ORO (Mississippi), April 25—Chairman, Keith Winsley; Secretary, J. L. Diisco. There was a shortage of steward stores; stores were later taken on board. Jo Jo Touart was elected ship's delegate by acclamation. Time of the meetings will be alternated. Laundry should be kept clean. In case a man must leave the ship due to illness, three delegates will be present when his gear is packed, in addition to the officer in charge. Deck department offered to let the steward department and black gang use their electric iron. Steward has been running out of stores and when we returned to New Orleans the steward said the company would not give him rye bread, fresh meats, crackers, etc. Upon returning to the States we will see the New Orleans port agent on this.

ALAWAI (Waterman), May 5—Chairman, William Millison; Secretary, Nicholas Hatgisimos. Thomas Richardson was elected ship's delegate; he will see if we can put an SIU slopchest aboard. Crew will keep messhall and pantry and laundry clean. Ship's delegate will see if heat can be shut off. Repair lists will be made out before leaving the States. Ship's delegate will see if rooms can be painted. Each member will donate \$.50 to the ship's fund for anything that comes up during the trip.

COMPASS (Compass), April 3—Chairman, J. Doris; Secretary, P. Plascik. J. Doris was elected ship's delegate by acclamation. All hands were asked to refrain from flushing the toilets by using the feet. Upon inquiring the reason why oil was in the sanitary lines, it was found that due to the bilge pump out of order the sanitary pump was being used during

How To Get Disabled Pay

Any totally disabled Seafarer, regardless of age, who has been employed for seven years on SIU-contracted ships is eligible for the \$25 weekly disability benefit for as long as he is unable to work. Applications and queries on unusual situations should be sent to the **Union Welfare Trustees, c/o SIU Headquarters, 675 Fourth Avenue, Brooklyn 32, NY.**

the emergency. Ship's delegate asked the membership to turn over to each department delegate all mail going ashore at a certain time, and it would be turned over to the captain for mailing when he cleared the ship. The cost will be charged to each man's slopchest account. To prevent anyone from getting hurt in the future, glasses should not be put in the sink but left on the counter, where they can be handled without being broken. Vote of thanks went to the patrolman of the port of Philadelphia for the splendid job they did in straightening out the various beefs brought in from the last trip, plus squaring away the many items of repairs. Frenchy, the deck delegate and Pete the steward were also thanked for their efforts in getting the owners to renew and replace old and worn out equipment necessary to make any ship a happy one.

May 9—Chairman, J. E. Smith; Secretary, P. Plascik. Department delegates were requested to turn in repair lists. Ship's delegate explained that the captain requested a replacement list in order to expedite the payoff. Subject of alien permitmen will be taken up on arrival by the boarding patrolman. There was a discussion on various items on the repair list. Engine delegate was promised that his department's heads and showers would be cleaned and painted. Ship's delegate was asked to speak to the captain about other heads and showers that need painting. Steward department was given a vote of thanks for its efforts during this trip.

STEEL ARTISAN (Isthmian), May 11—Chairman, Edward McInnis; Secretary, Roy Poole. Clarence Owens was elected ship's delegate by acclamation. All hands were asked to keep screen doors closed at all times while in port. Ship's delegate will contact the chief engineer about supplying drinking water to natives in various ports, so as not to interfere with the crew's watercooler. Electrician spoke of the care of the electric toaster. Suggestion was made to see the mate about keeping peddlers out of the passages in port.

STONY CREEK (Mar Trade), May 9—Chairman, Elmer Black; Secretary, Joe Barron. Letter received from headquarters explained to the membership procedure on taking the ship back to the States if articles expire on the next shuttle. One man missed ship in Japan; three replacements were secured. Motion was passed to contact headquarters welfare department about getting from the company W-2 forms at the payoff with a voucher for money earned from June to December of last year, for Federal income tax purposes. Motion was passed to find out the standing of non-Union men signed on in foreign ports, as to vacation money, etc. Delegates will call the New York hall to notify the company about a bonus if the ship makes another shuttle; call will be charged to the ship's fund. Some call signal from the hospital to the bridge should be installed, so that men in the hospital can attract attention; this would save them from getting cussed out for slamming doors. There should be a little more cooperation with the messman at meal times, as he is doing a fine job. Washing machine is still being left dirty and not shut off after use for long periods of time. Further abuse of this may lead to serious trouble of this nature.

BALTORE (Ore), May 15—Chairman, Samuel Mills; Secretary, George Profs. Ship's library should be obtained; there has only been no one here since the program was instituted. Steward has promised to supply more coffee to the engine department and to chill all canned desserts before serving them in orrid zones. There was a discussion on a member who threw away a quarter of a

three-pound can of coffee because he wanted to use the can for his own purposes.

GREMAR (Ore), May 9—Chairman, Frank Holland; Secretary, F. H. Houck. All OT should be checked and turned into the bosun or deck delegate immediately after knocking off, and then turned in to mate. By doing this, arguments at the payoff may be avoided. Men were thanked for keeping the ship clean. Man on sanitary work was complimented. There was a report on the faulty strainer in No. 2 lifeboat and a suggestion that the ship's delegate see the mate about repairing it. There was a lengthy discussion on the washing of cups in the pantry, the disappearance of soap and sink stoppers. Steward department got a vote of thanks for continued good feeding.

SANTORE (Ore), May 8—Chairman, V. A. Reid; Secretary, M. G. Ohstrom. Steward reported that 12 cots had been received. Ship's delegate was directed to inventory cots now on board so enough additional cots can be requisitioned to supply the whole crew. Fans in messhalls and recreation room are now being repaired. There was general discussion on delayed sailing, and it was urged that all brothers be aboard an hour before sailing so that this OT can be collected. Ship's delegate will see about having the messhalls and lockers sougeed out where needed. Each department delegate will make out a repair list before the end of the voyage.

WINTER HILL (Cities Service), May 20—Chairman, R. L. Abbey; Secretary, Jesse W. Meloney. Hamaty was elected deck delegate; Danny Sheehan, ship's delegate. One man's gear was taken out of his locker and thrown out on deck. This must stop immediately. Anyone caught breaking into lockers will be brought up on charges and thrown out of the Union. There was a discussion on wind chutes and portholes and screens. Ship's delegate will see the patrolman. Repair list will be completed and patrolman will take action on this.

STRATHBAY (Strathmore), May 23—Chairman, C. Bedell; Secretary, G. A. Masterson. Repair list submitted from last trip will be taken care of. No major beefs or disputed OT has been reported. Ship is in good shape. William Davey was elected ship's delegate; James Lee was elected deck delegate; Daniel J. Biedrinski was elected engine delegate. There was discussion on members coming in for meals later than necessary. There was some debate on the new wringer. It was decided to contact the port captain on return to the States and try and get a new washer and wringer; keys for deck department toilet and shower will be purchased in the States. If not, patrolman will be contacted before payoff and signon.

WESTERN RANCHER (Western Navigation), April 25—Chairman, M. A. Mooney; Secretary, W. Posen. Laundry is to be cleaned after use. The crew will help keep the messhall clean and put cups in the sink after use. Ship's delegate will make out a cleaning schedule for the laundry and recreation hall.

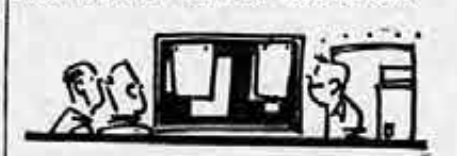
SEAMONITOR (Excelstor), March 13—Chairman, T. M. Morlarity; Secretary, S. Zysarowski. R. Niedermeyer was elected ship's delegate. All hands are to clean the washing machine after using it. Ship's delegate will see the chief engineer about getting the washing machine in good working order as it was not repaired from the last trip. Two men from the crew are to wash and clean the wash room; one will do it the first week and one the next. BR will clean the crew passageways. Vote of thanks went to the steward and the steward department for good food and service to the crew.

MONARCH OF THE SEAS (Waterman), May 14—Chairman, Johnnie Roberts; Secretary, Charles E. Spencer. Kessman Roy Steele was left in the hospital in Puerto Rico with pneumonia. Request for new mattresses will be taken up with the patrolman in Mobile. Gangway watches will be stood in all ports in Puerto Rico. Formerly they were stood by company watchmen. Thanks went to the steward

department personnel for a job well done. This is a good feeding ship with oldtimer Johnnie Roberts, formerly chief steward on Alcoa passenger ships, heading the gang. It is getting real hot now on this run and some of the gang will be looking for cooler runs for the summer. We hate to see a good gang bust up.

ALCOA POINTER (Alcoa), May 14—Chairman, Clyde Garner; Secretary, F. Fullbright. Repair list was pretty well taken care of. Washing machine will be repaired tomorrow. Captain stated that he is available for slopchest needs at any time. Steward stated that he did not see the man he relieved and so cannot be responsible for anything before he came aboard. The OT is fouled up and the ship is inadequately stored. Request was made that the crewmembers not overload the washing machine, and also that they please refrain from putting buttered bread in the toaster. Toast dry bread only.

PORTMAR (Calmar), May 4—Chairman, H. Pierce; Secretary, M. Kluber. H. K. Pierce was elected ship's delegate. There is a shortage of proper food. After a discussion by all hands it was decided to order stores and consult the patrolman in Long Beach. New wringer will be obtained when the ship reaches port of payoff. New light bulbs are needed; deck engineer will take care of this.



ALCOA PILGRIM (Alcoa), May 7—Chairman, Robert C. Drain; Secretary, R. M. Graham. Parker was elected ship's delegate. There was a discussion on the baker's incompetence and untidiness in the galley. Wiper should be talked to about his work.

QUEENSTON HEIGHTS (Seatrader), May 2—Chairman, Bill McKenna; Secretary, K. P. Goldman. There is \$11.02 in the ship's fund. Suggestion was made that each man mark his suitcases and handbags, in case of emergencies like going to the hospital, or missing ship. Galley and oven doors were fixed.

May 16—Chairman, Robert Murphy; Secretary, W. Prince. There is a balance of \$11.02 in the ship's fund. There was a discussion on the ship going to Montreal and on paying off there. Vote of thanks went to the steward department for a job well done.

GOVERNMENT CAMP (Cities Service), May 5—Chairman, Thomas T. Nichols; Secretary, Estel Robertson. Ship's delegate reported favorably on his talk with the mate on repairing the portholes. He got no satisfaction from the port steward on better jams and jellies. Talk was given on loyalty to fellow members. This was in regard to someone who likes to run to company men with everything that is said and done in the galley.

No date—Chairman, E. Robertson; Secretary, B. Friedman. One man missed ship in Baltimore. F. F. Nichols was elected ship's delegate. Suggestion was made that ship's delegate talk to the patrolman and port steward about an inferior brand of milk being brought aboard in Lake Charles. This suggestion was clarified to mean that the crew wants homogenized milk. Steward should also get a better supply of jams and jellies. Suggestion was made that new men donate \$2 to the ship's fund.

ALCOA PATRIOT (Alcoa), May 1—Chairman, E. A. Grady; Secretary, O. W. Trawick. One man missed ship in New Orleans, and there was no time to get a replacement. Mobile patrolman will be notified by air mail from San Juan. Wiper was promoted to oiler to replace man who missed the ship. Motion was passed to purchase a bingo set from the ship's fund in San Juan. Discussion was held on putting up curtains in the messhall and recreation room. Condition of the messroom in port was discussed. Ship's treasurer collected \$18.20 at the last payoff. A crystal for the record player was purchased for \$6.59 leaving a balance of \$11.61.

May 15—Chairman, Leon Kyser; Secretary, C. A. Crabtree. There is \$7.76 in the ship's fund; fund will be used only for ship's recreation. Vote of thanks went to the steward department for fine meals and service.

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

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

NAME

STREET ADDRESS

CITY ZONE STATE

Signed

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ADDRESS

CITY ZONE STATE

Quiz Answers

- (1) 44 miles per hour.
- (2) New York, Chicago, Los Angeles, Philadelphia and Detroit, in that order.
- (3) Scotland.
- (4) (b) welterweight. He would tip the scales at 140 pounds, 7 pounds below the welterweight limit. A stone is a unit of 14 pounds.
- (5) soften (by soaking).
- (6) (b) Mount McKinley, in Alaska.
- (7) Maine and Vermont.
- (8) 162 and 18.
- (9) February and March. The exception is on leap years, when February has 29 instead of 28 days.
- (10) (b) Francis Bacon.

Puzzle Answer

S	T	O	P	Z	I	P	S	M	E	W		
A	E	R	O	I	D	O	T	A	R	A		
F	A	I	R	N	A	R	C	O	T	I	C	
E	M	E	T	I	C	T	O	K	E	N	S	
N	I	L	K	U	R	E						
T	O	T	A	L	I	N	G	R	U	S	T	
A	R	E	S	N	E	A	K	N	E	O		
G	O	D	S	C	E	L	E	R	I	T	Y	
E	G	O	S	L	E	O						
S	T	R	E	A	M	A	N	D	S			
T	R	U	S	T	R	I	N	G	V	I	A	L
A	I	D	A	N	E	E	S	T	E			
S	P	E	W	G	T	S	S	T	E			

Seafarers Show Wide Interest In Idea Of Ship Injury Report

A growing demand from the crewmembers on SIU ships for duplicate reports covering injuries and illnesses aboard ship has been felt in recent weeks with a considerable number of Seafarers writing the Union on that score. In addition, several ships' crews have gone on record calling for the procedure as the proper way to protect the rights of injured men.

The request for duplicate reports was first voiced by Seafarer Stewart Hanks in a letter to the SEAFARERS LOG. As Hanks, and others since, have pointed out, the Seafarer up until now had to depend on the chance that a full and fair report would be filed by the ship's officers.

In some instances, such reports have been completely lacking, with the result that the Union and the Welfare Services Department often had no knowledge of the Seafarer's plight or his whereabouts. Just recently one such mix-up occurred

when a Seafarer was shifted from one port to another. It took an exchange of cablegrams between Beirut, Port Said, Alexandria and New York to locate the man finally.

As proposed by Hanks, the forms would be forwarded to Welfare Services by the ship's delegate and would make possible repatriation of the ill or injured Seafarer as soon as he could be moved. Welfare Services would be able to keep tabs on his movements all the way,

and could see to it that he was met at the dock when he arrived in the States and got proper medical attention immediately, if he needed it.

Record Always Available

From there on, the Seafarer would have a record of what happened to him so that he could collect his maintenance and cure, and any other funds that might be coming to him, without difficulty.

Several men in the hospital, who had been victims of the hit or miss system that prevails under company auspices, have written their strong approval of the idea. Further reaction by the membership to the subject is awaited.



Hanks

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.

Gustav Kvaale Pedersen, born April 17, 1954. Parents, Mr. and Mrs. Peter J. Pedersen, 271 86th Street, Brooklyn, NY.

Catherine Castronover, born April 12, 1954. Parents, Mr. and Mrs. John F. Castronover, 1739 Ohio Avenue, Long Beach 4, Cal.

Jack Angel Jacobs, born April 17, 1954. Parents, Mr. and Mrs.

Jack Jacobs, 605 East 11th Street, New York, NY.

George Leonard Tolliver, Jr., born April 11, 1954. Parents, Mr. and Mrs. George L. Tolliver, 129 North Roman Street, New Orleans, La.

Merissa Louise Muenster, born November 2, 1954. Parents, Mr. and Mrs. Joe H. Muenster, Wickliffe, Ky.

Albert Mosher, Jr., born April 28, 1954. Parents, Mr. and Mrs.

Albert Mosher, 41 Clarke Avenue, Jersey City, NJ.

Ines Matilde Miranda, born March 3, 1954. Parents, Mr. and Mrs. Augusto Miranda, 121 Herzl Street, Brooklyn, NY.

Janet Babb, born November 1, 1953. Parents, Mr. and Mrs. Otho Babb, 442 Washington Avenue, Brooklyn, NY.

Teddy Felton Jernigan, Jr., born March 8, 1954. Parents, Mr. and Mrs. Teddy F. Jernigan, 822 Viers Mill Road, Rockville, Md.

Ronnie Keith Heaton, born April 27, 1954. Parents, Mr. and Mrs. Milton Heaton, 515 St. Andrew Street, New Orleans, La.

Kathy Jane Hayes, born April 1, 1954. Parents, Mr. and Mrs. Benjamin E. Hayes, 224 South 14th Avenue, Hopewell, Va.

Aaron Brahim Androh, born March 22, 1954. Parents, Mr. and Mrs. Allie Androh, 39 Lewis Avenue, Brooklyn, NY.

Maria Cabrera, born March 18, 1954. Parents, Mr. and Mrs. Angel Cabrera, Playa De Ponce, Ponce, Puerto Rico.

Susan Marlene True, born April 18, 1954. Parents, Mr. and Mrs. Walter N. True, 4101 Audrey Avenue, Baltimore 25, Md.

Peter Raymond Lego, born March 6, 1954. Parents, Mr. and Mrs. Andy L. Lego, 410 Bourbon Street, New Orleans, La.

John David Struller, Jr., born April 9, 1954. Parents, Mr. and Mrs. John David Struller, 265 Passaic Street, Passaic, NJ.

Kerry Lee Winget, born April 16, 1954. Parents, Mr. and Mrs. James A. Winget, 1910 Avenue Galveston, Tex.

George Hamilton Cuenca, born April 3, 1954. Parents, Mr. and Mrs. Benito R. Cuenca, 6433 Bacich Street, New Orleans, La.

Michael Anthony Turner, born April 25, 1954. Parents, Mr. and Mrs. Paul R. Turner, 1235 Leonides Street, New Orleans, La.

Stephen Patrick Meloon, born April 24, 1954. Parents, Mr. and Mrs. Charles W. Meloon, 77 Massachusetts Avenue, Arlington, Mass.

in the HOSPITALS

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

- | | | |
|--|--|---|
| <p>USPHS HOSPITAL GALVESTON, TEX.</p> <p>Lonzie V. Albritton
C. Barboza
William Bargone
John J. Bokst
James H. Brandon
C. S. Dick
Joseph H. Dudley
G. E. Ekelund</p> <p>USPHS HOSPITAL SAVANNAH, GA.</p> <p>Terrell Adams
William C. Bedgood
Paul B. Bland
Robert L. Booker
James Bush
R. Carrollton
John Daniels
J. P. Douglas
Arthur L. Fricks
Mike Goins</p> <p>USPHS HOSPITAL BRIGHTON, MASS.</p> <p>Frank Alasavich
Joseph S. Cash
Theodore Mastaler</p> <p>USPHS HOSPITAL NORFOLK, VA.</p> <p>Ernest C. Bell
Greth L. Harrod</p> <p>USPHS HOSPITAL SEATTLE, WASH.</p> <p>Clarence S. Baker
R. B. Barnes
Luke A. Ciamboll
Henry Delloriano
Kung Yu Fah
James J. Fontes
Sverre Johannessen</p> <p>USPHS HOSPITAL SAN FRANCISCO, CAL.</p> <p>Henry J. Childs
Ho Yee Choe
Thomas D. Dalley
Raymond E. Davis
F. Fondila
Salvatore Guiffre
Olav Gustausen
Leo J. Kennedy
Edward H. Murar</p> <p>USPHS HOSPITAL DETROIT, MICH.</p> <p>Tim Burke</p> <p>VA HOSPITAL BALTIMORE, MD.</p> <p>Leonard J. Franks</p> <p>USPHS HOSPITAL NEW ORLEANS, LA.</p> <p>Anthony Benedict
John Bilzard
Paul Boudreaux
Charles E. Brady
William R. Burch
O. Butler
McKenley Campbell
S. J. Canales
S. C. Carregal
Clarence W. Cobb
F. B. Cogley
S. Cope
Adon Cox
Clarence Grevier
William J. Davis
Romolo DeVirgilio
Gordon R. Dolan
K. Esell
Leo Fontenot
E. D. Foster
Nathan L. Gardner
Allen W. George
W. H. Gilbertson
Jack J. Gleason
Peter Heuleu
John L. Ginton
Lyle Higo
Gustav Hoyzram
John N. Hull
E. G. Knapp</p> <p>USPHS HOSPITAL STATEN ISLAND, NY</p> <p>Hilarion Aquilo
James Bentley
John E. Brady
Camel Caus</p> | <p>Oliver S. Flynn
Earl McKendree
John E. Markopolo
Frank E. Nelson
James M. Snell
A. Villarreal
J. L. Williams</p> <p>Samuel N. Hurst
Paul Jakubcsak
Herman C. Kemp
Jimmie Littleton
C. L. Middleton
F. S. Paylor
Ivey M. Peacock
James B. Sellers
J. C. Whatley</p> <p>James Penswick
Robert A. Rogers</p> <p>K. Korneliusen
Lorenzo J. Love</p> <p>Carl R. Johnson
Stephen B. Kutzer
Vernon Mayo
V. K. Ming
W. J. Moran
Herbert Parks
Westcoat</p> <p>C. J. Neumaler
Daniel O'Rourke
Joe Perreira
Anthony M. Rosales
W. S. Singleton
Sing Ah Sue
Ding Hai Woo
P. S. Yuzon</p> <p>Harry J. Cronin</p> <p>D. Korolia
Leo H. Lang
Jean Latapie
Joseph C. Lucas
James M. Lucky
Frank Martin
Edwin G. Mitchell
William G. Moore
Arthur I. Nelson
Hugh W. O'Donnell
C. Osborne
Eddie A. Patterson
Sherwood Piner
Edward N. Powell
A. Quinones
W. E. Reynolds
M. J. Rodriguez
Allan S. Ritchie
William Rochell
James J. Ruth
Edward Samrock
William E. Swilley
Clayton Thompson
Jack F. Thornburg
Lonnie R. Tickle
J. Tramonant
Arthur Valiente
Dolphus D. Walker
J. E. Ward</p> <p>Jose Cortes
Eddie Driggers
Estell Godfrey
Edwin F. Growe</p> | <p>John B. Hass
Flemming Jensen
L. Kristiansen
Lai Choo Chang
Lawrence Franklin
Karl Larsen
Tim McCarthy
Lloyd McGee
John MacInnes
N. Mayrantonis
Haakon Moutm
R. W. Mulholland
Francis R. Napoli
Sigurd Odesaad</p> <p>Charles Olesby
T. Papoutsoglov
Donald Peterson
Thomas W. Ritson
Sidney Rivers
Edwin T. Rushton
Stanley A. Sargeant
Jose Sousa
Thomas Thompson
Jose J. Valenruela
Robert F. Welker
Clifford Womack
John Zuzov</p> <p>NATIONAL INSTITUTE OF HEALTH HOSPITAL BETHESDA, MD.</p> <p>James H. Harker
SAILOR'S SNUG HARBOR STATEN ISLAND, NY</p> <p>Joseph Kostusky
USPHS HOSPITAL PONCE, PUERTO RICO</p> <p>Arthur I. Nelson
USPHS HOSPITAL BALTIMORE, MD.</p> <p>Thomas Ankerson
John Berkenkemper
Algot Bogren
John Botelho
Earl L. Brittain
Carl E. Chandler
Jessie A. Clarke
Albert Colditz
James R. Dodson
Samuel Doyle
Michael Duco
Lucien R. Ellis
Jacob R. Gnagey
Gorman T. Glaze
Herbert Grant
James E. Hillary
Walton Hudson
Karl Kristensen</p> <p>William Kunak
Robert Lambert
James Macunchuck
Tony Mastantino
Joseph Michael
Lloyd Miller
Ralph J. Palmer
Claude Patton
Oscar Pearson
George Pipinos
Donald L. Rood
Robert W. Scales
Gustav V. Svensson
Joseph Traxler
Linus E. Twite
Armando Vargas
Warren Whitmer
Henrich Wiese</p> <p>VA HOSPITAL LONG BEACH, CAL.</p> <p>Walter R. Sylvis
HARBOR GENERAL HOSPITAL WILMINGTON, CAL.</p> <p>Eugene G. Plaha
ST. BARNABAS HOSPITAL NEWARK, NJ</p> <p>Rocco Albanese
PRESBYTERIAN HOSPITAL SAN JUAN, PUERTO RICO</p> <p>Charles Cantwell
ST. LUKE'S HOSPITAL NEW YORK, NY</p> <p>Luis Williams
USPHS HOSPITAL MANHATTAN BEACH, NY</p> <p>Eugene T. Nelson
Percy Alfred
Fortunato Bacomo
Thomas Bryant
Jose G. Carr
Jar Chong
Emilio Delgado
Antonio Diaz
John Driacoll
Matthew Gardiner
Bart Guranick
Thomas Isaksen
William Keenan
Ludwig Kristian
Frederick Landry
James Lawlor</p> <p>Kaarel Leetmaa
James R. Lewis
Francis F. Lynch
Joseph McCraw
Archibald McGuigan
David McIlreath
Frank Mackey
Vic Millazo
Eugene T. Nelson
Arthur Rudnicki
George Shumaker
Robert Sizemore
Ernest Smallwood
Henry Smith
Renato Villata
Virgil Wilmoth</p> |
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Baltimore Newcomers At Home



Two newcomers to the Port of Baltimore whose birth netted their parents a \$200 SIU maternity benefit plus a \$25 US bond for themselves are shown in the photos above. At top, John Henry Emerick, Jr., born January 20, 1954, at home with his parents, Mr. and Mrs. J. H. Emerick. At bottom, Wanda Lee Ledo Vargas, who arrived on March 30, 1954, at home with mom and dad, Mr. and Mrs. Bienvenido Ledo Vargas. Delivery of the benefits was handled by the SIU Welfare Services branch in Baltimore.

How to Apply For Birth Pay

Applications for the maternity benefit must be supported by the following documents:

- Your marriage certificate.
- Baby's birth certificate dating birth after April 1, 1952.
- The discharge from the last ship you sailed on before the baby was born.

FINAL DISPATCH

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

Jose Cortes Villar, 59: On April 14, 1954, Brother Villar died of a heart ailment at the Veterans' Administration Hospital at Coral Gables, Fla. He was buried at Flagler Memorial Cemetery, Miami, Fla. Brother Villar sailed in the steward department, and joined the SIU in Tampa in 1940. He leaves his wife, Gloria Villar, 430 SW First Street, Miami, Fla.

Henry Beckman, 48: On August 1, 1950, Brother Beckman died of bronchial pneumonia at the US Marine Hospital, Chicago, Ill. A

member of the engine department, he joined the SIU in 1942 in the Port of New York. Brother Beckman was buried at St. Joseph Cemetery, River Grove, Ill. Surviving is his wife, Elizabeth Rankin Gilston Beckman, of 1 Mersey Street, Parr St. Helms, Lancashire, England.

Edward W. Parsons: While the Alawai was enroute from San Francisco to Honolulu Brother Parsons was lost at sea—latitude 32 degrees 15 minutes; longitude 144 degrees 36 minutes. An SIU member since 1948, when he joined the SIU in the Port of New York, Brother Parsons sailed as an oiler in the engine department. Surviving is his mother, Chlorea M. Parsons, 1815 Live Oak Street, Beaumont, Tex.

SEEIN' THE SEAFARERS

With WALTER SIEKMANN



(News about men in the hospitals and Seafarers receiving SIU Welfare Benefits will be carried in this column. It is written by Seafarer Walter Siekmann based on items of interest turned up while he makes his rounds in his post as Director of Welfare Services.)

Some of the boys who have been out in the Staten Island hospital for a while are waiting for us to put something in the LOG about them. This column should catch up with all of our drydocked brothers.

James McLeod was drydocked in the hospital for some time with what was reported to be stomach trouble. He got out earlier this month after being in since April 22. His last ship was the Robin Goodfellow.



McLeod

Isthmian.

Off the Steel Executive is Jesse Bentley, AB, who has been in the hospital since April 6. He hails from North Carolina and is in there for observation. He's hoping to be out real soon and on his way home to the south.

Also in for observation are Robert Welker and Arsenio Fernandez. Welker was chief electrician aboard the Ponce before he entered the hospital on April 27, while Fernandez, a New Yorker, entered on the 19th. His last ship was the Steel Age of

Union Got Him Transferred

Seafarer Clifford Womack of Baltimore is a bit removed from home in the hospital on the Island. His last ship was the Robin Goodfellow which he shipped on as messman. He was taken off with a strangulation hernia and entered St. Clair's hospital in New York City on April 25. Five days later the Welfare Services Department arranged for his transfer to the USPHS hospital.

In the hospital in order to correct a stomach disorder is Seafarer Vincent Jones of New York. Jones was last on the Lawrence Victory as chief electrician. He's been drydocked for about two weeks now and he hopes to be up and about real soon.

Marius De Jonge is hospitalized for observation. The New Yorker's last job was deck maintenance aboard the Steel King. He entered the hospital on May 12, one day after Robert Mulholland, OS on the Bienville, entered the hospital for observation, also.

Broke Leg On Elizabeth

Chief steward aboard the Elizabeth last time out, Charles Cantwell broke his leg on the ship and entered the local hospital on May 18. He had some trouble before that though, but it was all straightened out by the Welfare Services Department. At first, Cantwell entered a local hospital in San Juan, PR, but 10 days later was repatriated back to the states by air. He contacted Welfare and the Union took care of him, seeing that he was admitted to the hospital on the Island. He's doing fine now and resting comfortably.



Cantwell

John Brady is back in the hospital again after being out for awhile. Last on the Chiwawa as an oiler, the New Yorker is in the boneyard for treatment of a skin disease.

Another brother in for observation is Tom Liles, who hails from down in the Bayou country of New Orleans. He was last on the Warhawk as utility messman and entered the hospital on May 12. David Salado, hailing from Brooklyn, is right at home in the Staten Island hospital, where the utility messman went after injuring himself aboard the Seatrain New Jersey. He's also in for a hernia operation and hopes to be getting out as soon as possible.

Agnar Anderson, another New York boy, is in the hospital for an operation on his legs to clear up a varicose veins condition. His last job was AB aboard the Shinnecock Bay. Sid Rivers, representative of the Bronx, NY, was injured aboard the Steel Flyer where he was AB. He's just had an elbow operation and is doing very nicely, expecting to be out real soon.

Final Rites For A Seafarer



Funeral services for Seafarer Joseph McNulty at Golden Gate National Cemetery in San Francisco on April 15, 1954 were attended by several Seafarers in the port as honorary pallbearers (left) and an Army guard of honor. McNulty, who died three days earlier, was a veteran of World War I. His last trip was on the Nicholas C.H. (Trident) as utility messman. He was 55.

SIU Balks Company M&C Dodge

A new company gimmick to forestall payment of maintenance and cure benefits bit the dust in a hurry, thanks to prompt action by the Welfare Services Baltimore representative, John Arabasz, and the Union's legal representative in that city. As a result the company, Robin Lane, had to back down on its demand and pay the Seafarer in question the money that was due him.

The gimmick involved a company request to men who became

ill on their ships for releases on their medical history. If the man signed the release it gave the company permission to go to the US Public Health Service and ask for

all medical records dealing with the seaman for as far back as the company cared to go.

If the men didn't sign the release the company said it would hold payment of maintenance and cure.

Could Be Tried Later

Obviously, once the company had a full medical history on a crewmember, it could attempt to tie in any future ailment he might suffer to something that happened to him in the past and try to deny him maintenance and other financial benefits he would otherwise be entitled to receive.

One stubborn Seafarer in the port of Baltimore quickly exploded the whole scheme. The man had been off the ship for just a couple of days with a minor illness and didn't see why he should have to sign a release dealing with his whole medical history to collect the few dollars due him. He brought his complaint to Arabasz, who immediately consulted legal counsel on the question.

The company was then notified that if it didn't pay the man's just claim, legal action would be taken in small claims court to see that its contractual obligations to pay maintenance were fulfilled. As a result, a check is waiting for the Seafarer to pick up in the Baltimore branch hall.

The case again points up the importance of contacting the Union on these matters to assure all benefits due are paid at the proper time.

Staten Island USPHS Chief Assigned To San Francisco

Familiar to Seafarers at the Staten Island US Public Health Service hospital for the past three years, Dr. Kenneth R. Nelson, medical officer in charge, is expected to be leaving shortly for a new assignment at the USPHS hospital in San Francisco.

Dr. John Wilson, medical officer in charge at the USPHS hospital at Manhattan Beach, Brooklyn, is taking over the Staten Island assignment. Well-known to the long-term Seafarer-patients at the Brooklyn institution, Dr. Wilson has been at Manhattan Beach for the past two years, originally coming from Baltimore. His successor at Manhattan Beach has not been named.

With USPHS 25 Years

A veteran of the Public Health Service for the past 25 years, Dr. Nelson has served at USPHS facilities in New Orleans, where he originally completed his internship, as well as Baltimore, Buffalo, Savannah and Boston, where he served from 1947 through 1951, before coming to Staten Island.

He also had a previous assignment in San Francisco (1934-37) and did a stint as chief medical officer at the Federal Penitentiary at Leavenworth, Kansas, for a period of two years. He was also at Manhattan Beach as medical officer in charge from 1943 through 1945.

Cooperative in all efforts by the

SIU to assure the comfort of Seafarers hospitalized at Staten Island, he has proven to be a good



Dr. Kenneth R. Nelson

friend to the Union. Seafarers and SIU Welfare Services representatives in New York wish him well on his new assignment.

Hospital Benefits Help Bring Comforts Of Home To Seafarers

Making life more comfortable for the men in the hospitals is a normal, everyday Welfare Services function. Sometimes, however, it takes unusual turns.

For example, this week, the Welfare Services hospital representative was seen lugging a TV set to Manhattan Beach hospital for the benefit of a Seafarer there who decided he would like to have his own channel to tune on or off as he chose. The luxury of owning his own TV set in the hospital was made possible through the hospital benefits he receives and the discounts arranged through the Sea Chest.

Seafarer John Keenan is the fortunate owner of the TV set, while several other Seafarers at the hospital, including Emilio Delgado, have ordered radio and record player combinations or other appliances.

Welfare Services, with an assist from the Sea Chest, made it possible for Keenan to get his own 17-inch TV set on the basis of a very small down payment and time payments every other week geared to the amount he receives in the form of hospital benefits. A substantial reduction off list price was arranged for and no charge was made for the installment financing of the set.

On Delgado's record player-radio

combination the procedure was much the same, with a sizeable price discount also arranged for by the Union.

Since the men at Manhattan



Seafarer John Keenan passes time at Manhattan Beach USPHS hospital reading in the library. Now he's got his own TV set.

Beach are all long-term patients, the availability of entertainment and recreation for them makes a big difference in helping pass the time of day. Other Seafarers at the hospital have indicated a keen interest in this procedure as a means of making their lengthy stay at the hospital a more comfortable one.



Still A Basic US Need-- A MODERN MERCHANT MARINE

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and Richard Q. Yardley.

Brief History Of The U.S. Merchant Marine



More and more today, the cause of a modern US merchant fleet commands support from quarters outside the maritime industry. Concern is felt in many places, at reports that shipyards are laying off thousands of workers or shutting down altogether because there are no orders for new merchant vessels. The SIU has long stressed the necessity of a strong, modern merchant marine, for when new ships never get past the drawing board both shipyards and the shipping industry itself suffer. A new ship program is one supremely important part of a merchant marine revival.