



# WIN PAY GAINS IN SIU PACT

Story on Page 3

## *16 Vying For SIU College Scholarships*

Story on Page 2

## Hospital Budget Survives First Hurdle In Congress

Story on Page 3

**Wrapping It Up.** SIU headquarters officials and employees tie up loose ends on new freight pact, after it was approved by operators' committee. Assistant Secretary-Treasurers Claude Simmons (front) and Joe Algina look on as copies of the proposed contract are mailed out to freight outfits. The pact features increases of four and six percent for all but entry ratings, retroactive to last October 1, plus reopener on welfare, vacation and other items at any time. It must still be ratified by the membership. (Story on Page 3.)





Seafarers view some of the oil paintings on display in a corner of the SIU art exhibit at headquarters. Judging will be next week.

# SIU Art Works Go On Display

Seafarers' entries for the Third Annual SIU Art Contest went on display at headquarters this week, with all viewers, both Seafarers and visitors to the hall, near-unanimous in their praise of the creative work submitted for the Union-sponsored competition. Judging of all entries will be held on Tuesday, June 15.

The exhibition, opened two days ago, on Wednesday, and will continue for a full week. Awards for the winning entries will be made at the regularly-scheduled headquarters membership meeting next Wednesday night.

Oil paintings and handcraft items dominate the entries in the current contest, with water-colors and drawings running third and fourth. The number of entries is much smaller than in the past, however, principally due to the fact that the competition this year is limited to five entries in any one contest classification.

### Dozen Or More Entries

Earlier contests had some Seafarers submitting a dozen or more items in one class, thus swelling the total number of entries considerably. Few have submitted more than one or two items this year.

The prizes which will be awarded

June 16 are sterling silver cigarette lighters emblazoned with an SIU lapel crest emblem. Each will be engraved with the winner's name, plus the date and title of the award. Up to three prizes will be awarded in each contest category, and it is hoped several of the winning Seafarers will be on hand at the Wednesday night meeting to receive their prizes in person. Listing at \$15 plus tax, the valuable prizes will be a lasting reminder of

(Continued on Page 17)

# 5 Seafarers, 11 SIU Children Bid For Union Scholarships

Five Seafarers are among the 16 eligible candidates for the four \$6,000 four-year scholarships to be awarded under the SIU Scholarship Plan this year. The Scholarship Advisory Committee, made up of five prominent educators, will select the winners when they meet Tuesday, June 22nd.

Seafarers eligible this year are Elliot Williams, 27, of Galveston, Texas; Picket W. Lusk, 30, of Houston, Texas; Wallace M. Simpson, 23, of Riverbank, Calif.; Edmund C. Larkin, 28, of Ithaca, NY; and Seymour Wallace, 24, of New York City.

There were a total of 25 applicants for the scholarships, of which 16 were judged eligible. Besides the five Seafarers there were five seamen's daughters and six sons of SIU members.

The advisory committee will study all of the material submitted by the applicants. A complete study will be made of each applicant's high school record, his references, college entrance exam score and other data.

The committee will then make preliminary selections for recommendation to the trustees of the Seafarer Welfare Plan. Final decision and announcement of the awards will be made by the trustees.

### Free Choice

Seafarers and the families of Seafarers who meet the other qualifications may apply and compete for the scholarships. The winners may choose the college of their choice, and will continue to get the scholarship for a four-year period providing their grades meet the requirements.

Each scholarship pays \$1,500 per year for four years, which is enough to pay all tuition, fees books and room and board in almost any college in the country.

The Welfare Plan has stated that

financial aid will be given those winners who show ability to continue into graduate work.

It is emphasized that those applicants who do not win the scholarships this year are eligible to compete again for the scholarships.

This year's SIU Scholarship Advisory Committee is the same that judged the winners last year. They

are: Bernard Ireland, assistant director of admissions of Columbia College of Columbia University; Elwood C. Kastner, registrar of New York University; Miss Edna M. Newby, director of admissions of New Jersey College for Women of Rutgers University, and F. D. Wilkinson, registrar of Howard University.

# 20-Tanker Proposal Hits Snag In House

WASHINGTON.—The Navy's proposal for long-term charters for private operators on 20 new tankers struck a temporary snag, when a House Armed Services Committee suggested that the Government build and own the tankers itself. Representative Carl Vinson of the House Armed Services Committee said that Government ownership would assure the Navy a full 20 years' use of the ships.

Under the original plan, as proposed by the Military Sea Transportation Service, the tankers would be built privately and time-chartered to MSTs for a period of ten years. After ten years, or before that in some circumstances, the owners would be permitted to transfer the ships to foreign flags.

### Manned Privately

In any case, it was agreed that whatever proposal was adopted, the ships would be built in private yards and manned by seamen who

are in the employ of private companies.

The one drawback seen in the Vinson proposal is that it would require the Defense Department to make a special appropriations request at this session of Congress for the funds with which to build the new tankers.

At present, MSTs operates 47 T-2s of its own, in addition to charters of privately owned vessels. The 20-tanker plan would make it possible for MSTs to place 37 of its own T-2s in the reserve fleet. Then it would operate on the basis of ten Government-owned T-2s, 20 new supertankers to be built and four supertankers under time charter from the Orion Shipping Company.

# Seamen Played Leading Roles At Normandy Ten Years Ago

Last Sunday, June 6, was the 10th anniversary of D-Day—the start of the Allied invasion of Adolph Hitler's "fortress Europe" and the beginning of the end of the Nazi dream of world conquest.

For many Seafarers, last Sunday was a day of quiet remembrance. It was a day during which they could recall their own role in this history-shaping operation and to pause to observe—with special emphasis—the traditional "one minute of silence" in memory of their shipmates who died to maintain the lifelines to Europe intact.

More than 1,200 Seafarers gave their lives both during the war, and many met their end in the channel waters off the Normandy beaches.

### Vital Ships

Tales of heroism and courage on the part of Seafarer crews were commonplace during World War II. But at no stage of the war were merchant ships and the seamen that manned them more vital than in the Normandy beachhead days when men and material were delivered in the greatest concentration in military and in shipping history.

Thousands of SIU and SUP seamen took part in establishing the beachheads and later in maintaining the lines of supply which were so necessary in order to bring the Nazis to heel.

### Millions Of Tons

These Seafarers played an important role in landing the 2½-million troops, the ½-million trucks and tanks, and the 17 million tons of ammunition and supplies that were put on the beaches of Nazi Europe during the first 109 days after D-Day.

Many Seafarers were also among the 1,000 merchant seamen who volunteered to sail the 32 Ameri-

can ships that were scuttled to make the emergency breakwater—the "miracle harbor" that made the

successful invasion of the Normandy coast possible.

Among these 32 ships were three

SIU Libertys which had all seen plenty of action and were con-

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A line of Liberty ships (dark chain running through center of photo) form a man-made breakwater off the Normandy Coast shortly after D-Day, 10 years ago. Ships were scuttled to afford calm surf

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# Dry Cargo Pact Ups Wages

A new SIU contract calling for a two to six percent increase in wages and overtime for all ratings has been completed with the major dry cargo companies and will be presented to the membership for ratification. The contract's money



Seafarer B. H. Meade writes letter to the Mississippi Steamship Company claiming back wages which are due him. Union member found out about money he is entitled to when his name was published, along with many others, in recent issue of the LOG.

## 50G's Still Await Claim By Seafarers

NEW ORLEANS.—It's four weeks since the publication of a special four-page SEAFARERS LOG supplement on back wages owed by the Mississippi Shipping Company, and there's still over \$50,000 lying around idle waiting for Seafarers to claim assorted chunks of it. Only \$7,365 of the \$58,276.73 bonanza has found an owner so far.

The money listed as retroactive pay and other unclaimed wages which has been on Mississippi's books since as far back as 1948, belongs to 4,000 Seafarers who have sailed the company's vessels since that time.

Following an early spurt of claims the first week after the list was originally published, the rate of applications for the dough has levelled off at a little under 100 a week. All told, 220 applications have been handled through the mails and another 135 through telephone calls. In addition, there are others still not processed.

Highest amount paid to date went to Seafarer William P. Dunn Jr., who served as steward on the first voyage of the SS David Starr Jordan in 1951. Dunn's slice of the \$58,000 came to \$125.99. A member of the SIU since 1943, he hails from Sanford, NC.

His share of the total is far from being the highest amount on the

list, however. Several hundred Seafarers have amounts running into three figures coming to them. The largest amount on the list, \$602.87, is still an unclaimed windfall belonging to Seafarer Frank L. Smith. Thirty men have a penny each coming to them.

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.

## Report Dues Receipts Lost

Loss of a Union receipt book containing 50 receipts numbered 65400-65450 was reported last week by a New York headquarters patrolman. Receipts out of the book had been issued while the patrolman was paying off the Val Chem (Valentine); Bradford Island and Lone Jack (Cities Service).

All moneys collected on the receipts have been deposited with headquarters, but the Union has no way of crediting payments to the Seafarers in question in the headquarters file. The men, of course, have their own receipts and the dues record stamped on their own cards.

Consequently, crewmembers of these ships who have made payments on these receipt numbers are advised to contact headquarters at the earliest opportunity. In that way, their payments can be credited and the money properly accounted for.

increases are also retroactive to October 1, 1953. Increases on standby, longshore work and tank clearing, as well as changes in the working rules and

changes in general rules is the provision made for money draws in foreign ports. The old contract called for draws in US currency all over the world, but this

caused considerable difficulty with shipowners claiming that in many instances, US currency was not available. As a result, a new

### Retroactive Pay:

Under the new agreement, retroactive pay will run back to October 1, 1953, for all ratings. This includes both base wages and overtime rates. Some typical retroactive pay due would be as follows:

**Chief steward:** \$22.09 a month for nine months on base wages, or \$200 plus additional overtime on the basis of another 11 cents for each hour's overtime.

**AB:** \$12.09 a month for the same period or close to \$110 plus the additional retroactive pay on overtime on the basis of another seven cents an hour.

**Wiper:** \$5.77 a month for the same period or close to \$51 plus additional overtime, on the basis of another three cents an hour.

general rules will go into effect as of the completion of a ship's present articles and the signing of new ones.

Of particular interest in the

caused considerable difficulty with shipowners claiming that in many instances, US currency was not available. As a result, a new (Continued on page 17)

## House Body Votes PHS \$\$ With Cut

WASHINGTON.—The US Public Health Service budget survived its first hurdle, but not without damage, as the House Appropriations Committee voted to cut \$40,000 off the Administration's request. The committee's action reduces the budget to \$33 million, \$110,000

less than last year and over a million less than two years ago.

The next major step will probably be forthcoming from the Senate Appropriations Committee, and then on the floor of both Houses. Union representatives in Washington, are hopeful that the Senate will restore the cut. In any case, a fight will be made for restoration on the floor of the House and if necessary, in the Senate-House conference.

The \$33 million figure, while enabling the hospitals to continue operation, represents a further cut-back in some of the hospital services, which have been under fire from Government economizers.

Meanwhile both the Union and the Seafarers themselves have been pressing hard for Congressional approval of the budget, which is considered the minimum that would be sufficient to keep the hospitals operating at their present level.

### Won Reversal

Earlier in the year, the SIU and other maritime unions won a reversal of an administration decision to abandon the hospitals altogether. The proposals, first put forth by the Budget Bureau, aroused such an outcry that the Government reversed itself on the attempt to scuttle the program which was first originated in George Washington's time.

In recent years, the hospitals have been the targets of Government economizers with the result that each year has seen the number of hospitals in operation reduced.

Several Senators, including Harley Kilgore of West Virginia, Lister Hill of Alabama, Dennis Chavez of New Mexico and Warren Magnuson of Washington, have written the Union emphasizing their support of the USPHS program. Similar sentiments have been reported from the House side of Congress.

## New Dry Cargo Wage Scale

### DECK DEPARTMENT

Rating	Old Scale	New Scale	Increase	New Overtime
Bosun (Mariner)	\$378.00	\$447.00	\$69.00	\$1.98
Bosun	378.00	400.68	22.68	1.98
Carpenter (Mariner)	353.85	+386.00	32.15	1.98
Carpenter	353.85	*375.08	21.23	1.98
AB Maintenance	330.75	343.98	13.23	1.98
Quartermaster	302.32	314.41	12.09	1.94
Able Seaman	302.32	314.41	12.09	1.94
Ordinary Seaman	239.40	244.19	4.79	1.51

### ENGINE DEPARTMENT

Chief Electrician (Mariner)	470.99	518.09	47.10	1.98
Chief Electrician	470.99	499.25	28.26	1.98
2d Electrician	438.76	465.09	26.33	1.98
Unlicensed Jr. Eng. (Day)	380.97	403.83	22.86	1.98
Unlicensed Jr. Eng. (Watch)	340.74	361.18	20.44	1.98
Plumber-Machinist	390.96	414.42	23.46	1.98
Deck Engineer	359.32	380.88	21.56	1.98
Engine, Utility	345.96	366.72	20.76	1.98
Evaporator Maintenance	321.46	334.32	12.86	1.94
Oiler	302.32	314.41	12.09	1.94
Oiler-Diesel	327.13	340.22	13.09	1.94
Watertender	302.32	314.41	12.09	1.94
Fireman-Watertender	302.32	314.41	12.09	1.94
Fireman	286.99	314.41	27.42	1.94
Wiper	288.53	294.30	5.77	1.51
Reefer Engineer (When 1 carried)	438.76	465.09	26.33	1.98
Reefer Engineer (When 3 carried)				
Chief	404.69	428.97	24.28	1.98
First Assistant	359.94	381.54	21.60	1.98
Second Assistant	333.37	346.70	13.33	1.98

### STEWARD DEPARTMENT

Chief Steward (Mariner)	368.16	390.25	22.09	1.98
Chief Steward	368.16	390.25	22.09	1.98
Chief Cook	340.74	361.18	20.44	1.98
Night Cook & Baker	340.74	361.18	20.44	1.98
Second Cook	312.76	325.27	12.51	1.94
**Third Cook	298.49	310.43	11.94	1.94
Messman	237.57	242.32	4.75	1.51
Utilityman	237.57	242.32	4.75	1.51

\* Receives \$20 additional a month if required to provide own tools.  
\*\* When passengers are carried will be rated as Second Cook and be paid wage of \$325.27 per month.

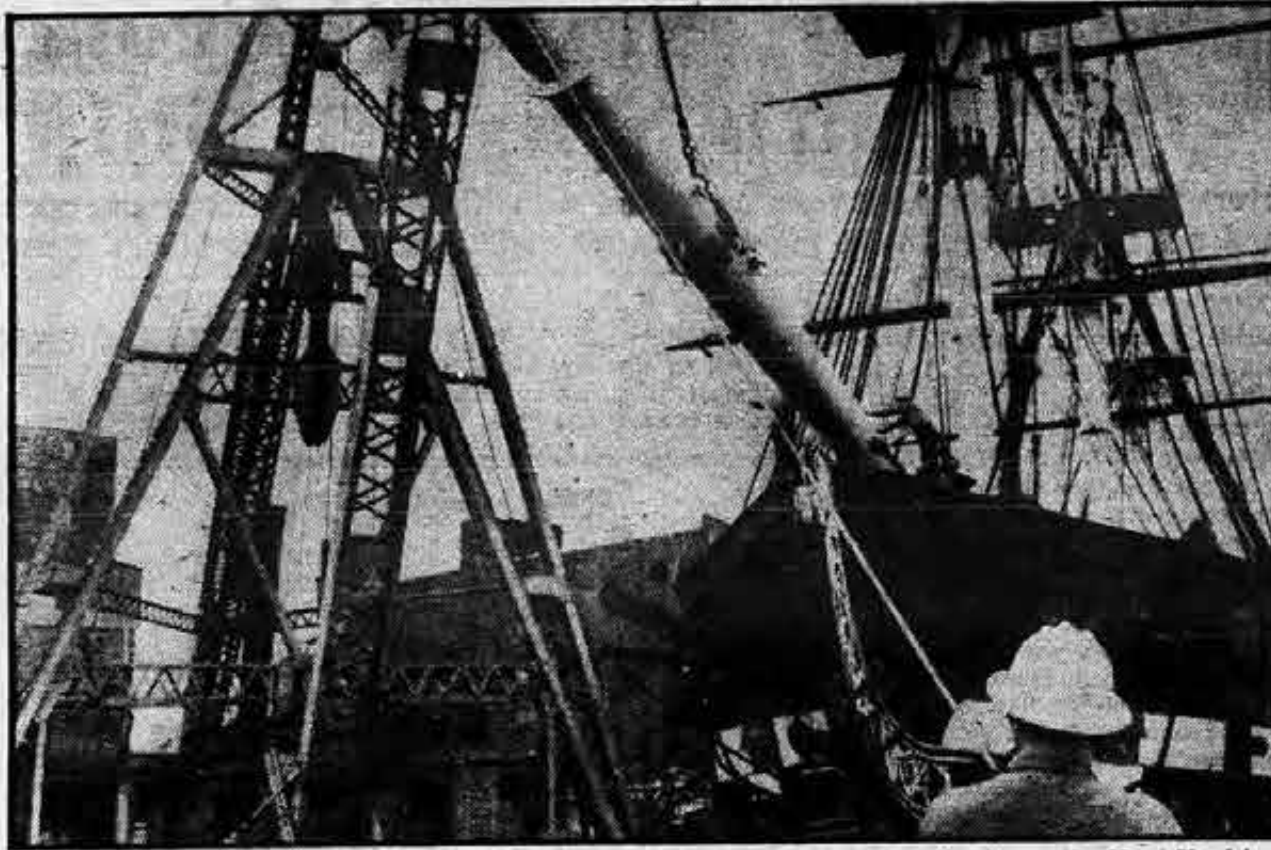
## Meeting Night Every 2 Weeks

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 16, June 30 and July 14.

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



### 'Old Ironsides' Gets Another Facelifting



Workmen lower 70-foot Oregon pine bowsprit into place on the USS Constitution at the Navy Yard in Boston early in the month. The bowsprit had to be removed in order to replace a 20-foot bitt designed to hold spar in place. The Constitution, known as "Old Ironsides," is believed to be the oldest warship in the world still in commission.

## As I See It . . .

Paul Hall



A RECENT ARTICLE IN THE SEAFARERS LOG DEALING WITH the mortgage indebtedness of shipowners looking for a fast transfer to a foreign flag has attracted a considerable amount of attention in many quarters. Headquarters has received a considerable number of requests for copies of the article and many letters of comment from people in the industry and on the outside who are interested in the subject.

It appears that the article has had a beneficial effect in that for the time being those who were attempting to get out from under are not pushing their proposals. Certainly, through the medium of your Union newspaper, the Union was able to attract a good deal of public attention to the problem of foreign ship transfers.



It's interesting to note further on this subject, that the Maritime Administration, acting for the US Government, had 371 mortgages outstanding on foreign ships of all nations for a total of \$116,870,476 as of the first of this year. These are ships that were sold to foreign flags under the 1946 ship sales act to 13 different countries. Of course, they are in addition to mortgages outstanding on American flag ships.

#### Responsible To Congress

Obviously then, the Maritime Administration has a stake in foreign flag operations because it is responsible to the Government and Congress for collecting this money, just as it is responsible for mortgage money on American flag ships.

This puts the Government in the peculiar position of being directly involved in the well-being of shipping of several other nations as well as the United States, and may serve in part to explain the concern displayed in Washington quarters, particularly by the State Department, for foreign-flag ships.

It would be a more wholesome situation all around if those in charge of our maritime policy were not put in the unpleasant position of having to worry about how well an individual foreign shipowner is doing and whether or not he will be able to pay the cash he owes.

WITH JUNE 30TH FAST APPROACHING, THE END OF THE fiscal year as far as Government appropriations are concerned, Seafarers will know pretty soon just how matters stand on the Public Health Service Hospitals. The Congressional Committees involved are making their reports and at this writing the latest word is that the House Appropriations Committee has recommended that the hospitals be continued but that an additional \$40,000 not be taken in the money available for their operations.

Originally, some people down in Washington who think that hospitals are a fine place to begin saving money were all for shutting them down. As you know, that roused up quite a protest from the SIU and other maritime unions, to say nothing of the hundreds of letters that Seafarers sent the White House and their Congressmen on the subject.

Evidently these letters have had quite an effect, because the Administration changed its mind and decided to keep the hospitals open on a reduced scale. However, there is still a possibility that the members of Congress will act to restore the full amount that these hospitals need to operate properly. Certainly your Union is doing everything it can to acquaint members of Congress with the facts of the situation, and has received assurances from many quarters indicating that we have strong friends on this issue.



BY THE TIME THE NEXT ISSUE OF THIS PAPER APPEARS, the winners of the four SIU scholarship awards for the coming year will be known. The board of college administrators that has been selected by the trustees of your Welfare Plan will make its recommendations on June 22, and the trustees will act accordingly.

This is the second year that the awards are being made, and at the same time, the trustees will have to decide shortly whether or not to continue the funds for last year's winners. According to the terms of the award, all of the winners have to maintain a certain level of performance to be entitled to a second year's grant from the Welfare Plan.

#### Five Seafarers

One point of interest about this year's awards is that five Seafarers are among the group that has qualified for these awards. The Scholarship Plan was designed originally to benefit both the Seafarers themselves and the children of Seafarers, and it appears that several members of the Union have taken advantage of the opportunity.

In any case, four of the people involved will be receiving \$1,500 a year for whatever college studies they might care to undertake. And those who are unsuccessful in their pursuit of this year's award can always come back again 12 months later for another crack at the prize.

THERE APPEARS TO HAVE BEEN A LITTLE JAM-UP IN THE program put forth by the administration to modernize the merchant marine. At present, the proposal to build 20 tankers for Navy charters is tied up in one House Committee, while another proposal to provide for trade-in of over-age tankers is not making much headway either.

These bills, while important, are subsidiary to the main proposal to build 60 new ships each year for the US merchant marine. Up until now there hasn't been too much action on the question although the bills have been dropped in the hopper.



It would appear desirable for the Congressional committees involved to make this an early order of business, since it can be expected that before long Congress will be looking to adjourn for the summer. Taking action now would make it possible to whip some kind of proposal into shape that could be translated into contracts for new ships early next year.

## Ask New Mariner Ch. Elect. Rule

The method of filling chief electrician's jobs on Mariner type ships was taken up at last week headquarters branch meeting, with passage of a motion recommending a new policy on those jobs. If approved by the membership in all ports, the chief's job will be posted on the board in the regular manner, but the man shipping as chief will have to pass scrutiny, by a committee of electricians plus the engine department patrolman on the question of his Mariner or AC experience.

New York new business at the June 2 headquarters meeting featured a discussion by several electricians on the question of jobs as chief electrician on the Mariners. As a result of the extreme complexity of the Mariners electrical installations, the chief electrician's job is the key to the operation of the \$10 million ship, being even more important in some respects than that of the licensed engineers.

#### Qualification Basis

Accordingly when the AC system Mariners started coming out two years ago the Union had

agreed, with the approval of the membership, that the key rating of chief electrician for these particular ships should be selected on the basis of qualification rather than in the accepted rotary fashion. This same policy has been followed on other experimental ships and special types, such as the Schuyler Otis Bland. Second electricians, on the other hand, were shipped off the board.

#### Special Course

As a matter of fact, so complex are the Mariners that at first it was necessary for the chief electricians to undergo a "training course" with the ship in the shipyard before taking it out.

At stake at the time the Mariners were first being allocated were several hundred jobs on

these vessels, since the shipowners had indicated a lack of interest in operating the ships altogether, because of their size and complexity.

Since most electricians have limited AC experience—with few except some of the new tankers offering this type of experience—the Union contended it would guarantee the most experienced men available for the jobs, in order to assure the membership the nearly 40 other jobs which each SIU Mariner calls for.

The policy was affected with the Keystone and the eight other Mariners since allocated to SIU companies (four are still active)—and proven successful.

A similar rule governs these jobs on West Coast ships manned by the SIU-affiliated Marine Firemen, Oilers and Watertenders, with the union requiring men taking the job of chief electrician on a Mariner to have at least a year's AC experience.

# BROTHER CHAIRMAN!

The black gang was very much in evidence at the last Lake Charles, Louisiana, port meeting with two engine department representatives taking charge of the meeting. Seafarer John S. Capps was chairman of the meeting while Warren J. Burbine was the recording secretary.



Burbine

Capps comes to the SIU via the Bluegrass State, Kentucky. He's been an SIU member since July 13, 1947, when he joined in the port of Galveston, Texas. He's 53 years old, married and makes his home in the Texas port.

Burbine is a Massachusetts man who calls Melrose, Mass., his home town. He's 26 years of age and joined the Union in the tanker port of Marcus Hook on April 8, 1947.

Savannah, Georgia's port meeting, was taken in hand by Seafarer Ernest M. Bryant as chairman. Bryant, a steward department man is a native of Georgia and a resi-

dent of the port. He has been in the SIU since May, 1943. Bryant is 35 years old and married.

The port of Seattle "busted out all over" the last couple of weeks with plenty of ships to keep all hands happy. On the beach for the time being to help conduct the port meeting there was veteran Seafarer Carroll Quintt Jr. Quintt held the job of reading clerk for that occasion.



Quinnt

A deck department man, Quintt has been with the SIU since way back, joining in Baltimore on June 28, 1940. He's a native of Maryland, 33 years of age.

Seafarer George E. Odom of Whistler, Alabama, served as recording secretary at the last Mobile port meeting. Odom, who sails in the deck department, has been an SIU member since February 23, 1946, when he joined in the Alabama port. He's 25 years old.

## Study Bids On Gas Turbine In Liberty

WASHINGTON.—Plans to install a complete gas turbine propulsion power plant in a reserve fleet Liberty moved forward as the Maritime Administration reported that 11 companies have submitted 17 different proposals for the experimental installation. All proposals are currently being studied.

The use of a gas turbine is part of an MA-sponsored program to attempt to re-engine the Liberties to make them capable of 18-19 knots as compared with the ten knots they can produce with their present low-pressure plants. In addition to the one ship which will have the gas turbine installation, three others will be fitted with steam turbines, geared diesels and diesel-electric drive.

Tests will determine which type of plant is most effective to bring the speed of the Liberties up to the desirable 18-19 knot standard.





Admiral J. A. Hirshfield



Admiral A. C. Richmond

## Coast Guard Names New Top Officers

The appointments of a new commandant and assistant commandant of the US Coast Guard for the next four years were announced recently.

Rear Admiral Alfred C. Richmond, former assistant

commandant and Chief of Staff at Coast Guard Headquarters, Washington, DC, was named commandant with the rank of vice-admiral.

Rear Admiral James A. Hirshfield, former Chief of Personnel at US Coast Guard Headquarters, Washington, DC, was named assistant commandant.

A native of Waterloo, Iowa, Vice-Admiral Richmond studied engineering at George Washington University prior to his acceptance as a cadet at the Coast Guard Academy, New London, Conn. Commissioned an ensign in 1924, he first served as an aide to the Commandant at Coast Guard Headquarters in Washington, DC, and later served with the Special Patrol Force and Special Patrol Squadron operating against rum runners off New York and the Massachusetts coast.

### Texas Schooling

Rear Admiral Hirshfield is a native of Cincinnati, Ohio, and attended the University of Texas before being appointed a cadet in the Coast Guard in 1922. Graduated and commissioned an ensign in 1924, he spent the first five years of his career on destroyers based at New London, Conn.

Former commandant is Vice Admiral Merlin O'Neill, who retired June 1.

## Century-Old Corn-Likker Cargo Found

DETROIT—A diver clumsily rose from the waters of Lake Michigan recently, staggered across the deck in his heavy suit and after his helmet was removed, smilingly announced that he had discovered "enough whiskey to swim in," some 350 barrels, in a wreck 75 feet underwater off Frankfort, Mich.

Julius Roth, salvage operator, says that the wreck is that of the package freighter West Moreland, which floundered in a gale on the lake in December, 1854.

Roth, who lacks funds to begin salvage operations, named Capt. John Waters of Frankfort, who died recently at the age of 100, as the man who told him the location of the wreck.

Not content with the discovery of the 100-year-old bourbon, a diver is now probing the wreck for some \$100,000 worth of gold bullion believed to have been on board.

The state liquor commission said if the whiskey were in good condition it might be worth much money.

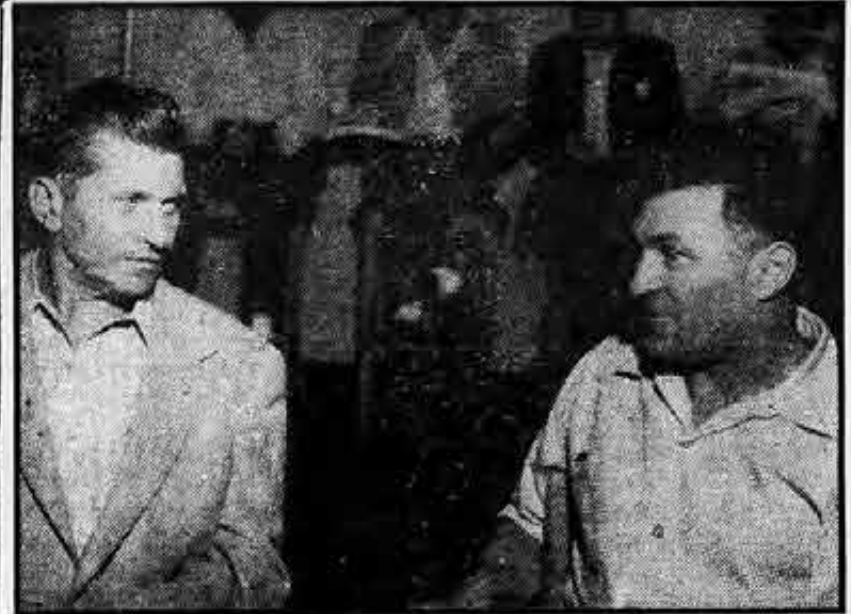
# Seafarer 'Sprung' From 18-Month Stay On Ship

A Seafarer who has a record of 32 years' residence in the United States has finally been permitted by Immigration to come ashore after a harrowing 18-months of "imprisonment" on a ship. Seafarer Charles Slanina, a member of the SIU since 1946, touched US soil on April 22, 1954 after he had successfully fought both McCarran Act red tape and the attempts of the skipper of the Trojan Seaman to dump him ashore in any one of a half dozen foreign countries.

Slanina, like a number of other alien seamen, was the victim of a peculiar quirk in the McCarran Act which made no allowance for so-called "stateless persons," particularly men who were born in countries that have since been swallowed up by the Communists. Among such countries are Czechoslovakia, Poland, Lithuania, Latvia, Estonia, Rumania and the other Russian satellites. Since Slanina could not produce a passport from the Red government of his native Czechoslovakia, he was condemned under the law to ride his ship indefinitely until the company could get rid of him somewhere. Under the law he was a national of a Communist country and consequently could not be admitted to shore leave in the US, let alone residence.

### Member Of Czech Legion

Ironically enough, way back in the first World War, Slanina was a member of the first anti-Communist fighting group ever formed, the famed Czech Legion. This



Back on shore after 18 months enforced stay on a ship, Seafarer Charles Slanina (left) tells old shipmate Joe Clurman of his experiences.

group consisted of exiled Czechs who formed an army in pre-Communist Russia to help liberate their homeland from Austrian control. Subsequently, when the Communists took control of the Russian empire, the Czech legion literally fought its way out of Russia several thousand miles all the way to

Vladivostok where it linked up with a British-American expeditionary force and was evacuated.

In 1922, Slanina emigrated to the United States on a passport from the Czechoslovak Republic. He was 24 years old at the time and spent the next 20 years working on shoreside jobs as a machinist and mechanic. During that period he once took out his first papers but never followed up his citizenship application—something he had cause to regret later on.

When the US entered the war, Slanina, at 44, went out to sea again and spent the war years on US-flag ships, and after the war ended, he continued going to sea.

Meanwhile he was regularly renewing his passport from the Czechoslovak government.

### Sailed On Affidavit

His troubles began after the post-war coup in Czechoslovakia by the Communists. When Slanina's passport expired in 1950, he had no way of getting renewal without swearing allegiance to the Communist government of Czechoslovakia. He took his problem to the Immigration people who advised him to sail on an affidavit as a "stateless person."

He sailed on the affidavit satisfactorily for two years until December, 1952, and then the new

(Continued on page 17)

## Plan To Admit 15 New Members Each Month

Acting in accordance with the decision of district-wide membership meetings, the SIU has opened its membership books for the admission of a limited number of permit card

holders each month. Applications have been sent to all ports for those permits who wish to apply for membership.

The present plan calls for the admission of new members at the rate of 15 per month, five each from the deck, engine and steward department. The new members will not add to the total membership rolls of the SIU, since they will merely replace the normal loss of membership through death, resignations and withdrawals from the industry. Consequently, the Union policy of maintaining membership figures in proportion to the number of jobs available will be continued. In the near future, a six-man membership committee will be selected at headquarters to screen the applications. Membership will be awarded on the basis of several factors including length of time on the permit, participation in Union beefs and in organization work. Records of work on shipboard and similar factors that would have a bearing on a man's ability and quality will be considered.

The membership committee's report will be made once a month

at which time 15 men will be admitted to the union. The report will list all men who have made application whether or not they are accepted for membership. And the fact that a man is not accepted the first time around does not in any way affect his future eligibility for a membership book.

Since the committee's work will continue over a lengthy period of time, its membership will change from month to month, but the basic structure will still consist of two men from each shipboard department.



Permits applying for membership get applications checked at dispatch counter in headquarters to make sure forms are properly filled out.

## YOU and the SIU CONSTITUTION

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

From Article X, Section 7  
"In no event shall the Negotiations and Strike Committee obligate this Union or any Port thereof, in any manner, without the approval of the membership of the Union."



Only upon membership approval can the Union's Negotiations and Strike Committee call a strike, break off negotiations or agree upon a contract.

## Union Has Cable Address

Seafarers overseas who want to get in touch with headquarters in a hurry can do so by cabling the Union at its cable address, SEAFARERS NEW YORK.

Use of this address will assure speedy transmission on all messages and faster service for the men involved.





Showing solidarity between stewards aboard West Coast ships and members of the SUP deck and engine crews is this group above on the George C. Long. They are left to right, back row: D. E. Hamalamin, engine delegate; Joe Kaplan, deck delegate; Phil Pino, bosun, and James Wooten. In front row, same order, are Thomas Kaye, steward department delegate, and Smokey Dunham, steward.

# SIU NEWSLETTER from WASHINGTON

The American merchant marine is renewing its efforts to have at least two representatives of the steamship industry on the Board of Directors of the Panama Canal Company. The industry is ready to put on a big campaign before Congressional Committees in an effort to keep Panama Canal tolls from going any higher.

American steamship lines are the principal users of the Panama Canal and, therefore, contribute the most through tolls to the upkeep of the Canal Zone government. However, the industry is not satisfied with the accounting system used to determine canal tolls, and will attempt to have the Defense Department share equally in the operating costs of the Zone government.

Following up the thinking of the Department of Commerce, a bill has been introduced in Congress providing for a program of construction of 60 merchant ships a year. Although an immediate ship construction program is vital to the defense of the United States, as reported earlier in the LOG a program of such a size will not be attained for quite a long time.

The reason for this is that US-flag operators take the view that the construction of 60 ships a year is like putting the cart before the horse. They feel that the Government, before initiating such a building program, should first provide a better economic environment for the operators, and that after this is done, the operators, in the normal course of events, would begin to replace their fleets.

In any event, pressure is being applied to Congress to see to it that we do not make the same mistake as in the past through neglect of our merchant marine.

During World War II the Axis powers sank 36 million tons of allied shipping. It is reported that the Russians have six times as many subs as did the Germans at the start of World War II. The US Navy estimates that the Russians have 350 ready-to-go submarines.

Red arms and ammunition being presently sent to Central America point up the vulnerability of the Panama Canal, and this is being increasingly recognized in Washington. Members of Congress interested in this subject point out that if anything should happen to the Canal, our need for modern, fast ships to serve the three coasts of the US would be multiplied.

Here's how obsolete ships are removed from this country's national defense reserve fleets scattered on the three coasts of the nation. The fleets are surveyed each year by a team of expert Government men and, after consultation with the Navy to make sure that there is no more use in the ships from a defense point of view, they are scrapped.

Two administration-sponsored bills dealing with new tankers will have a hard time getting through Congress this session. One has to do with allowing tanker companies to trade in old tonnage in consideration of their building newer and faster tankers, while the other would encourage private companies to build tankers and then have the Military Sea Transportation Service charter the new tankers for a ten-year period.

Each of these bills started out in Congress with smooth sailing, but now are being opposed by a substantial number of Congressmen on the ground that if new tankers are needed for national defense, the Government itself should construct them, not private industry.

On the MSTs-tanker charter bill, this would involve the construction of tankers between 25,000 and 32,000 deadweight tons, with a speed of at least 18 knots. When this proposal came up on the Senate floor for consideration recently, the Senate amended the proposal to prohibit award of contracts to American owners who own or operate foreign-flag ships, this course being followed after the recommendation of maritime unions. The Senate also adopted a proviso requiring the Commerce Department to determine that transfer foreign would be in the national interest, before such transfers are allowed.

In the meantime, on the tanker-trade-in-build proposal, the General Accounting Office, which swings quite a bit of weight on Capitol Hill, has recommended that the new tankers that would be constructed here be documented under US law for at least 20 years. The tanker companies will fight this proposal and will urge that the Maritime Administration retain discretion on the subject of foreign transfers.

It is estimated that if tanker companies trade in their T-2s under this proposal, the estimated cost of new construction would be \$6,900,000; that the Government would allow the owners around \$1,915,000 on the tankers traded in; so that the net additional cost to the owners of the new construction would be around \$4,985,000 per vessel.

Fulfillment of the emergency ship repair program, designed to give aid to American repair yards, is a bare possibility at this session of Congress. This is so because the Eisenhower administration, through the Bureau of the Budget, has given a semi-blessing to the projected program, which calls for the repair of some 205 ships in the reserve fleets at a cost in the neighborhood of \$45 million.

Although identical bills have been put in the hopper in both the Senate and House, the stumbling block will be just how soon, if at all, Congress approves an appropriation to consummate the transaction.

One measure that is expected to clear Congress this session is the one extending old-age and survivors coverage to certain US seamen, employed by American employers on foreign-flag vessels. Individuals employed on foreign-flag vessels are now excluded from coverage under old-age and survivors insurance both as to service performed outside the US and in this country. The bill now clearing Congress would make this apply only if the individual is not an American citizen or the employer is not an American employer, so that if the individual is an American and the employer is an American, the services of the individual on foreign-flag ships will be covered whether performed here or abroad.

*Your S.I.U. Washington Reporter*

## MCS-AFL Charges Vote Mix-up

SAN FRANCISCO—Charging several serious irregularities in the course of the 90-day election on West Coast ships, the Marine Cooks and Stewards, AFL, has challenged the vote in formal proceedings before the National Labor Relations Board. The MCS-AFL tallied 743 votes against only 14 votes

for the Communist-dominated NUMC&S, but the majority of ballots, 1,285, went in the "neither" column under the urging of Harry Bridges' "Local 100."

The charges requested that the election be set aside and a new vote ordered on the grounds that employers had taken five specific courses of action to assist Bridges' Longshore Union in its drive for a "neither" vote.

### Organizers On Ships

Although "Local 100" was not on the ballot and had no official role in the proceedings, the MCS-AFL pointed out that the shipowners had permitted "Local 100" organizers to board the ships before, after and during the election and electioneer on the ships, and had officially included "Local 100" under the Welfare Plan set-up, providing for a paid "Local 100" director.

Further, the SIU affiliate said, "Local 100" representatives were permitted to act as observers and to participate in the conduct of the balloting although under the terms of the election they had no place on the ballot and no recognition as

a contesting party. These irregularities took place on at least 16 ships specified in the charges.

In some instances, the union said, MCS-AFL men working on the ships were not permitted to be observers while "Local 100" representatives who were not crewmembers were allowed to take part.

In petitioning for a new vote, the MCS-AFL asked that the Communist-dominated NUMC&S be barred from the ballot on the

grounds that it is obviously defunct and not in compliance with the Labor Relations Act at any time during the course of the election.

For example, the AFL said that NUMC&S had falsely stated it had distributed financial statements to its members, and that Hugh Bryson and other NUMC&S officials were under indictment for falsely taking a non-Communist oath as required before any union can use NLRB machinery.

## Congressman Offers Bill For 'West Point' Of Maritime

WASHINGTON.—A bill to place the Merchant Marine Academy at Kings Point, New York, on a par with West Point, Annapolis and the proposed Air Force Academy, introduced

in the House by Rep. William K. Van Pelt of Wisconsin, is likely to face considerable crossfire from many segments of the maritime industry.

Most sea unions, including officers' groups, testified at recent hearings in opposition to the idea of continuing the operation of the

Government training school. They pointed to the present overmanning in the industry, among both officers and unlicensed seamen, and the fact that many Point graduates failed to enter the merchant marine anyway.

Nevertheless, the opposite view, strongly backed by the influential Kings Point alumni groups and Congressmen from that area, and some industry groups as well, prevailed. Rep. Van Pelt who, as chairman of a subcommittee of the House Merchant Marine Committee, conducted the hearings, introduced the bill soon after they ended.

### Annual Fight

The annual appropriations bill for Kings Point has traditionally raised a storm of controversy between supporters and opponents of the institution.

There was speculation again this year that the school might be forced to close, as the Maritime Administration shuttered the training station and upgrading school at Sheepshead Bay, Brooklyn, and in Alameda, California, as well as ending the correspondence course program.

The bill introduced by the Wisconsin lawmaker would amend the Merchant Marine Act of 1936 which has provided the authority under which Kings Point has been operating since 1942. It provides for competitive examinations to be offered annually to men nominated by members of the Senate and the House, on the same basis as is followed with respect to appointments to West Point and Annapolis.

The bill also makes a specific requirement that each candidate obligate himself to serve four years as a merchant marine officer if his services are required.

## SIU COMMITTEES

### AT WORK

A chief steward who had difficulties with members of his own department as well as with other Seafarers in the crew was brought up on a variety of charges in the port of Seattle recently. Several crew members filed the charges which dealt mainly with the steward's treatment of other members of the crew.



McManus

Actually charges were filed under four separate headings. One dealt with the chief steward's order to the BR not to do sanitary work for the engineers because the steward happened to be peeved at them. The steward was also accused of ordering the chief cook and 3rd cook to scrap all leftovers.

In addition, his accusers said that the steward more often than not was found carrying stories topside, threatening crewmembers that they would lose their right to

sail when he got through with them and making himself obnoxious in other ways.

When the entire beef was taken up at a shipboard meeting, the accusers concluded the steward refused to answer questions put to him or cooperate in resolving the beef in any way. The charges were heard by a committee consisting of Richard D. McManus, Herbert D. Braunstein, C. A. Gardner, Thomas Bolton and Dan Butts. The committee heard testimony from several of the crewmembers both under direct examination and cross examination. After all sides had their say, the committee on due deliberation, found the man guilty as charged.

As penalty, the committee said that he was not to sail chief steward for a period of one year and was to pay a \$100 fine.



Butts



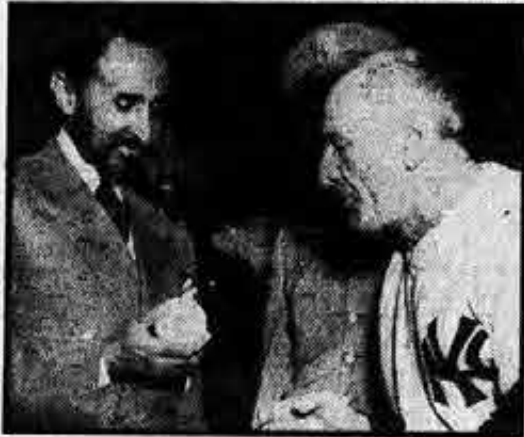
# Top of the News

**MCCARTHY'S FIRST WITNESS SWORN IN**—The McCarthy-Cohn vs. Stevens-Adams case drones on and on with rapid-fire exchanges over political issues overshadowing other developments in the Army-McCarthy charges. An important milestone was reached when the Senator's first witness, Roy Cohn, was sworn in after 21 days and eleven witnesses for the Army. Cohn's testimony was an attempt to prove that Secretary of the Army Stevens used Pvt. Schine as a hostage in order to "blackmail" the Senator into dropping the investigation of the Army.

**FUNERAL SHIP OF KING CHEOPS UNCOVERED IN EGYPT**—Archaeologists working near the base of the Great Pyramid of Egypt announced the discovery of a "funeral ship" of Cheops, the Egyptian king who is believed to have had the pyramid built as a monument to himself. The discovery was described as the most important find in Egyptian archaeology since the discovery of the tomb of Tutankhamen in 1922.

**TRUCE PLANS DRAG WHILE FIGHTING CONTINUES NEAR HANOI**—Efforts to negotiate a truce in Indo China continue on at Geneva without any definite plan taking shape. Meanwhile Communist rebel troops and French loyal Indo-Chinese defenders are engaged in furious fighting around Hanoi. The Communists are attempting to choke off the city in an ever-tightening ring. President Eisenhower announced at a press conference that he does not now plan to ask Congress for intervention in Indo-China although the point had been discussed.

**EMPEROR HAILE SELASSIE ON VISIT HERE**—Emperor Haile Selassie of Ethiopia, on a visit to this country, was officially greeted in New York with the traditional ticker tape parade. In an address to Congress, he made a plea for collective action against aggressors. He plans a tour of this country, Canada and Mexico and will sign an agreement for United States military bases in Ethiopia.



Emperor Haile Selassie (left) gets autographed baseball from Yankee Manager, Casey Stengel, during stop-over at Yankee Stadium.

**QUESTION SCIENTIST AND UN OFFICIAL ON LOYALTY**—Dr. Ralph Bunche of the United Nations, appearing before the Federal International Organizations' Employee Loyalty Board, received a clean bill of health, with the board ruling that there was no doubt as to his loyalty to this country. The action was taken in accordance with the procedures established last year by the President for screening all US citizens employed by the UN. Another prominent citizen, an H-Bomb scientist, figured in a loyalty decision. A special Atomic Energy Commission personnel board voted 2-1 that Dr. J. Robert Oppenheimer is a "security risk." The board unanimously found the 50-year-old scientist "loyal" and "discreet" but by the 2-1 division, ruled him ineligible to work on the H-bomb because of "disturbing" conduct. This disturbing conduct issue in the board's decision centered on the charge that Oppenheimer, as did many other scientists, opposed concentrating on the H-bomb on the grounds that it was unnecessary, too expensive and immoral and continued his opposition even after President Truman ordered the go-ahead on the bomb in January of 1950.

## SIU Crew Entertains At Okinawa Club



Fred Costello, wiper on the Sea Comet II, was one of crewmembers who helped entertain at an Easter party given for Okinawan children at the United Seamen's Service Club in Naha.

## AFL-ILA Convention Planned

With the National Labor Relations Board beginning its count of disputed ballots in the recent New York dock election, the trustees of the AFL-ILA have announced plans for future action by the new union. A meeting of the trustees in Washington has agreed on a convention call for the new union, at which time it will receive its autonomy, draft its constitution and elect permanent officers.

Meanwhile, the trustees agreed that the AFL would continue its efforts to win allegiance of all New York longshoremen, whatever the outcome of the vote count might be. At present the old ILA has 9,110 votes to its credit with the AFL-ILA receiving 8,791 and 1,752 challenged ballots holding the balance.

The constitutional convention will be held sometime in July in Chicago. The exact date will be announced by AFL headquarters in Washington.

In making its announcement, the board of trustees declared "If the AFL-ILA wins, we will press for a complete clean-up of the waterfront rackets. If the old ILA is given a majority of the votes, we will consider it merely the first round of this fight."

Trustees of the union are: George Meany, AFL president; Dave Beck, president Teamsters Union; Paul Hall, secretary-treasurer SIU A&G District; William C. Doherty, president, National Association of Let-

ter Carriers; Al Hayes, president, Machinists Union.

As soon as the new union gets its

autonomy, the board of trustees will automatically cease to function.

## Gt. Lakes Crew Fights Two Fires On Carferry Voyage

**DETROIT**—Crewmembers of the SIU-manned Great Lakes carferry, Mataafa, had a hot time of it on a recent voyage when fire twice broke out in the cargo on a round trip between Detroit and Buffalo.

The first and most serious fire was of seven hours' duration, but the second one lasted only 20 minutes. Both fires were put out by the crew, with their efficient firefighting drawing high praise from the company.

The fire on the ship, manned by the SIU Great Lakes District, apparently broke out in defective wiring in one of the new autos being carried on board. It raged nearly out of control for a while and a Coast Guard cutter pulled alongside for possible rescue work. However, crewmembers steadily manning fire hoses kept pouring water on the cargo and finally succeeded in dousing the flames

seven hours later. No one was injured in the fire-fighting operation.

In Buffalo, insurance company representatives and the Coast Guard conducted a thorough investigation, but that didn't stop another fire from breaking out on the return trip. This time the crew put it out in a few minutes. As a result of the successful fire-fighting, damage in both instances was confined to cargo.

Company shoreside officials and representatives of the Great Lakes District congratulated the crews for their courageous and efficient action under trying conditions.

# YOUR DOLLAR'S WORTH

## SEAFARERS GUIDE TO BETTER BUYING

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

### Fakes And Facts On Toiletries

Despite policing by the Federal Trade Commission, there is no limit to the ingenuity of toiletries and cosmetics manufacturers in the claims they make and the prices they charge. The public pays over a billion dollars a year for ordinary chemicals with a little perfume added, and put up in handsome packages. Sometimes these products have no value whatsoever. Undoubtedly you and your family also chip in a batch of hard-earned dollars for these products, which are gotten up for men as well as women.

#### Just Kerosene

One of the most revealing cases occurred some years ago. A certain massage cream was being sold for removing wrinkles and freckles, for curing eczema and scalp disorders, and developing the female bust. When the Government's chemists analyzed this preparation, they found it consisted basically of odorless kerosene and perfume.

An even bigger promotion is the type of cream and lotion claimed to "nourish" the skin. One famous cosmetician was ordered to stop claiming that any of her preparations would nourish skin muscles or tissues, or dissolve fatty tissue, or prevent crows feet and wrinkles, or restore youth to dry, wrinkled skin. Other big manufacturers were ordered to quit making exaggerated claims for vitamin-containing creams.

Now that skin-food and vitamin-cream claims have been somewhat cleaned up, the cosmetics manufacturers are

busy selling hormone creams. The American Medical Association says that it is very dubious that such creams can reduce wrinkles and improve the tone of the skin as claimed. Some doctors go so far as to say that hormone creams are no more effective than the old "cure" for baldness, which was a mixture of bear's blood and hazel nuts. Cancer experts have also warned that indiscriminate use of hormone creams might precipitate cancer of the breast and uterus in a woman already predisposed to cancer.

So when you see those little bottles of hormone creams in the department stores and five-and-tens, beware.

One cosmetics manufacturer sells 32 different kinds of cream and oils, a different one for almost every part of the body. There's a special neck cream, another for hands, another for the face, etc. The only benefit of such creams is the massage you give yourself when you rub them on. That promotes local circulation which nourishes the skin. The cream does soak into the top layer if your skin is very dry, and seems to smooth out wrinkles, but the effect is very temporary. The cheapest cold cream you can buy in a large jar at the five-and-ten or department store will do that much for you.

#### 'Wind and Weather'

Another widely-sold preparation at this time of year is "wind and weather" lotion. You can get the same results from any inexpensive vanishing cream. It will leave a protective film over your face. Nor is it necessary to pay high prices for astringent lotions sold as wrinkle re-

movers. No cosmetic can actually remove wrinkles. All they may do is close the pores or shrink the skin superficially and temporarily. You can easily make a lotion yourself for that purpose. Just mix two ounces of witch hazel, one-half ounce of glycerine, one teaspoon of borax, and add three or four ounces of rose water or orange water, purchasable at any drug store.

#### 'Especially for Men'

This department has previously pointed out that many hair dressings which men buy in great quantities, are primarily mineral oil. You can simply buy light mineral oil and add a couple of drops of after-shave lotion to perfume it.

There are many special hand cleaners sold for use after dirty work. But most are hard on the skin because they contain either chemicals or abrasives. Experts suggest simply greasing hands well with cold cream, wipe it off, and then wash with ordinary soap and water.

But perhaps the biggest waste of money for men is the constant purchase of shave creams, which add up to quite a bill at the end of a year. Shaving creams contain a high proportion of water, which makes them expensive to use. But brushless shaving cream especially has a lot of water, which is why you don't have to use a brush. But that makes it costly for what you get, even if the jar looks big. Cake shaving soap has much the same ingredients except that you simply add the water with your brush. Why buy water? Shaving sticks, bowls, etc., are simply more expensive variations of cake shaving soap.



# Study NY-Canada Deepwater Thruway

WASHINGTON—On the heels of the approval of the St. Lawrence Seaway, the long-urged combination navigation and power project to bring deep-sea shipping to the Great Lakes region, Senator George D. Aiken of Vermont has reported that a brand-new study of an additional inland waterway to link New York City and Canada is already underway.

### Studied Twice

The Vermonter noted that the US embassy in Ottawa has been exploring the subject with Canadian officials for some time. The idea has been studied twice before; however, the recent green light given to the Seaway plan has revived it once again.

The NYC-Canada link, which would involve dredging of 20 feet or more in existing canals plus deepening of the existing 27-foot channel in the Hudson River up to Albany, would, upon the scheduled completion of the Seaway in 1960, enable deep-sea shipping from the Great Lakes to bypass the long ocean journey through the St. Lawrence River and around Nova Scotia to reach Atlantic coast ports like New York. Ships on the Lakes with cargo for Europe and elsewhere would have little use for the additional waterway, however.

### Very Costly

The Army Corps of Engineers, which has the responsibility for dredging US waters, has indicated that the project would be an even more complex and costly undertaking than the Seaway. Pending before Congress right now is a bill to provide funds for dredging the Hudson up to Albany into a 32-34-foot channel. The Hudson already provides passage from New York to Albany for deep-sea vessels. The additional depth would provide access to the interior of the state and into Canada for virtually all existing types of ocean-going merchant vessels.

The proposed deep-sea waterway utilizing the Hudson would be an extension of existing facilities

which wind all the way up to Montreal over the Canadian border. Part of the New York State canal system, the Champlain Canal extends from the furthest point on the cross-state Erie Canal at Waterford, a dozen miles above Albany, then north to Lake Champlain and Whitehall near the NY-Vermont border. The canal is formed by the canalized Hudson River from Waterford to Fort Edward, about 34 miles further north, and an artificial channel from Fort Edward to Whitehall. Lake Champlain connects with the St. Lawrence via the Richelieu River and the Chambly Canal on the Canadian side.

At present, ships going into Albany transfer their cargo to barges which can maneuver the shallow



Map shows route of proposed Albany to St. Lawrence River deepwater route.

channels now available. Under the proposed development, the ships would move directly into the St. Lawrence.

One inquiry into the possibilities of such an inland waterway for deep-sea vessels, in the late 1930's, recommended against it on the basis that there was not enough potential traffic to warrant the expense of the project.

### Deepening Locks

A second survey of the idea, in 1947, was keyed to improvements in the Champlain Canal, which was originally opened in 1916. A proposal for deepening the 12-foot barge canal to 14 feet and adding one foot to the locks to make them comparable to the Erie Canal likewise received a negative recommendation, with the result that the idea was again shelved.

Right now, on the Canadian side, Chambly Canal has a series of seven locks that are only six and a half feet deep. Thus, the combined US-Canadian project would be a monumental undertaking, necessitating an enormous amount of dredging of all the connecting links on both sides of the border to make a single-depth channel usable for ocean-going vessels. The length of the proposed waterway, with one key link, Lake Champlain, 107 miles long, would be many times that of the seaway navigation project approved.

Accordingly, the likelihood of such a project becoming an actuality appears far-fetched at this time.

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# SEAFARERS CASH BENEFITS

## SEAFARERS WELFARE, VACATION PLANS

### REPORT ON BENEFITS PAID

From 5-24-54 To 6-4-54

No. Seafarers Receiving Benefits this Period	953
Average Benefits Paid Each Seafarer	59.34
Total Benefits Paid this Period	56,551.90

### WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	56,250.00
Death Benefits	16,167.80
Disability Benefits	1,575.00
Maternity Benefits	2,800.00
Vacation Benefits	30,384.10
Total	56,551.90

### WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950*	494,855.00
Death Benefits Paid Since July 1, 1950*	967,848.43
Disability Benefits Paid Since May 1, 1952*	44,245.00
Maternity Benefits Paid Since April 1, 1952*	252,200.00
Vacation Benefits Paid Since Feb. 11, 1952*	3,379,133.77
Total	5,138,382.20

\* Date Benefits Began

### WELFARE, VACATION PLAN ASSETS

Cash on Hand	Vacation	627,875.28
	Welfare	65,678.79
Estimated Accounts Receivable	Vacation	213,217.00
	Welfare	199,023.00
US Government Bonds (Welfare)		1,979,981.82
Real Estate (Welfare)		734,572.89
Other Assets - Training Ship (Welfare)		119,060.97
TOTAL ASSETS		4,536,409.75

### COMMENTS:

During the month of April the Plan paid out 18 Death Benefits, making a total for the year so far of 78. The Plan also paid out 946 Hospital Benefits during the month of April, making a year to date total of 3,716. The amount of Maternity Benefits paid for the month was 39, which gives the Plan a year to date total of 192.

The Scholarship Awards Committee, composed of five college professors, will meet on Tuesday, June 22nd, to assist the Trustees in selecting the winners of the Seafarers scholarships for the year 1954.

*Al Kerr*

Submitted June 7, 1954

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 Electrician Sparks Vote Campaign of Doctor Friend

BALTIMORE.—Seafarer Douglas Reynolds, chief electrician, is now serving as campaign manager for the doctor that helped him regain the use of his arm after it was severely burned in an accident ashore.

Dr. Leonard S. McGlothlin, a former seaman and an AFL Hodcarriers union member, is seeking the Democratic nomination for the Maryland House of Delegates in the Third Legislative

District. His campaign activities are being handled by Reynolds, who is beating the drums on behalf of the doctor.

Dr. McGlothlin has been a personal friend of the Seafarer for a number of years and attended him when he was badly burned while working ashore on a high voltage line about a year and a half ago.

After nearly 200 treatments, Dr. McGlothlin was able to restore almost full use to Reynolds' right arm. The accident forced the temporary retirement of the SIU book-member from sailing.

Reynolds is presently working as an electrician for the Baltimore News-Post but plans to take his book out of retirement shortly.

Dr. McGlothlin, along with State Senate candidate A. LaMar Benson and Legislative candidate Louis C. Breil, Jr., were principals at a rally held recently at the Seafarer's home in Baltimore. All three candidates are endorsed by the AFL Labor League and the United Labor Policy Committee.

## '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.



Saying goodbye to New York City on a recent visit to headquarters, SUP member Walter W. Richardson and his pups get set to leave the SIU parking lot on their way up to New England. Richardson hails from Oregon, but he's been traveling quite a bit around the country since his retirement.

## Retired, His Home's On Wheels

Having traveled all over the oceans of the world in the course of his 44 years at sea, Walter W. Richardson, retired ship's carpenter and SUP member, is on a kind of reverse seaman's holiday—traveling overland. Now retired from the sea, Richardson has been touring the United States in his home-made house on wheels, "Rich's Poop Deck Cabin."

The portable house, which Richardson built himself by remodeling the back of an ordinary light delivery truck, contains all the comforts of home. It's fully equipped with a davenport-type bed, a stove, an ice box, a typewriter, a couple of chairs and even the last refinement, a portable television set. Richardson also added the homey touch by decorating the walls with pictures and putting curtains on the windows which he cut into the sides of the truck for added ventilation.

### Two Pet Dogs

In this rig, Richardson has been traveling around the US with a pair of pet Mexican Chihuahua dogs as company. Moving at a leisurely pace, he went from San Francisco to New York in six weeks, stopping off at SIU headquarters in New York for a look around and a chat with some of his old shipmates here. Then he took off for the cool breezes of northern New England.

Richardson, who is from Port-



Holding one of his two Chihuahuas, the world's smallest dogs, Richardson sits in "Rich's Poop Deck Cabin" and views a program on the television set which he installed in his shipmobile.

land, Oregon, started going to sea on the old Roosevelt Line. He worked steadily off the East Coast until about 1932 or 1933, when he headed west to try his luck on Pacific Coast ships. He stayed there ever since until his recent retirement.



Richardson relaxes for a moment on the steps of his mobile "land cabin" on a recent visit to New York City. He built the "cabin" himself after he retired from the sea.

## Cartoon History Of The SIU

Passing The Word

No. 65



Seeking to end the news blackout concerning Union activities at home on SIU ships in far-off corners of the world, in July, 1949, the SIU issued the first "Seafarers Bulletin," a bi-weekly condensation of news from the SEAFARERS LOG which was air-mailed to all vessels at their next port of call.



Since the LOG was then available daily in US ports and at a limited number of places overseas, the bulletin was an instant success. Crews which were out of touch with the Union for long periods were no longer easy prey for the rumors which spread in foreign ports when no one really knew what was going on.



By the end of the year, the "Seafarers Bulletin" was an established SIU feature, keeping the membership advised of Union activities at all times. With the LOG, which was being published every other week as a 12-page tabloid newspaper, Seafarers were among the best-informed union members in the world.



# PORT REPORTS

### Mobile:

## Work On New Ammo Depot May Begin Soon

Shipping in the port for the last couple of weeks held steady with about 35 members shipped to regular jobs and 78 to various relief jobs in and around the harbor. We had a total of 12 payoffs, seven sign ons, and four ships in transit.

Ships paying off were the Ranger, Clipper, Puritan, Polaris, Corsair, Pennant and Runner, all of Alcoa; Warhawk, Maiden Creek, Claiborne, LaSalle and Monarch of the Sea, all of Waterman.

Ships signing on were Ranger, Maiden Creek, Puritan, Polaris, LaSalle, Pennant and Runner. Ships in transit were the Chickasaw, Antinous, Wild Ranger and Maiden Creek.

Prospects for the coming two weeks don't look bad with the following ships due to hit the port either for payoff or in transit:



Kasprzyk

Warrior, Arizpa, Claiborne, Monarch of the Sea, De Soto, Cavalier, Pointer, Pilgrim, Patriot, Clipper and Roamer. In addition to these

there is also a possibility that Isthmian will have a couple of C-3s in transit during the coming two weeks and the Warhawk of Waterman, which has been in idle status, will take a crew.

### Runoff Vote

On the political side we did right well in the runoff elections with both labor-backed candidates winning victories. These candidates were Otto Simon for state representative and Bert Thomas for tax assessor. Both these men are favorable to labor and both have assured us of their cooperation in any problems that we might have.

In our report of a couple of meetings ago we stated that the Government was planning on starting a new ammunition depot in the Theodore area and we understand now that all the legal red tape has been cleared away and the money appropriated. We expect work to commence in the very near future on the new depot that the Mobile hall will serve, which is to be located in Grand Bay, approximately 25 miles from Mobile. In the meantime the old ammunition depot is still functioning at Theodore, Alabama, a few miles out of the city limits.

### Passed On

The Mobile branch wishes to extend its sympathy to the family of Brother Ephraim M. Adkins who died recently aboard the Alcoa Pilgrim at sea. Brother Adkins is believed to have died of a heart attack. He was a member of the engine department and was serving as oiler aboard the Pilgrim at the time of his death. He is survived by a brother of this city and a daughter in Connecticut and his body is being returned aboard the Alcoa Roamer on or around the 14th of this month. Funeral plans are uncertain due to arrival date not being definite.

A few of the oldtimers on the beach in Mobile now include the following: Louis Holliday, E. Hurlstone, Andy George, Jimmie Hassell, Fred Hazard, R. Thomas, A. Rankin, A. Garcia, H. Carmichael, H. Higginbotham, E. Ardoin, H. Hallman and M. Willis.

### Getting Hot

Well, the weather is getting hotter than a six shooter down this way and the air conditioning sure

makes the hall a comfortable place to spend the time while waiting to ship. Our recreation deck is going full blast all day with the pool tables and television coming in for a big play. When the painting and renovating going on is completed we will have the finest, coolest labor hall in the city.

Around the hall is Brother George Kasprzyk who joined the SIU in 1946 transferring over from the AFL Marine Electricians and has been sailing as chief electrician usually out of the East Coast area. However, since coming to Mobile, he has decided to make this his home and ship from this area. Brother Kasprzyk states that he has been in the AFL for 26 years in various locals and never has he seen any organization make the gains that the SIU has as far as welfare for members is concerned. Out of the main welfare benefits he thinks its hard to pick an outstanding benefit but if pressed for top choice would take disability as he believes that gives the most when needed the worst.

Cal Tanner  
Mobile Port Agent

### Wilmington:

## Urges Men To Be In Hall To Ship Out

For the last two weeks shipping has picked up somewhat for this port, and from the looks of the ships expected in we may have good shipping for the next, two weeks. At least we hope so.

I want to let the membership know that to ship they will have to be in the hall when we have ships in port. In the last two weeks we had one ship sail short one oiler out of this port for San Francisco because none was around the hall at the time. Why not get on the ball and take these jobs so that we will not have ships sailing short? As you know most of the jobs in this port are from in-transits and if we have a few more ships leaving short it will get to the point where there won't be any more payoffs in the port at all.

The Young America of Waterman was the only ship to payoff and sign on in the last period, while in-transit ships included the Alamar and Calmar of Calmar; Azalea City, Fairland and John B. Waterman of Waterman; Orion Comet of Oil Carriers; John C of Atlantic Carriers; Steel Admiral of Isthmian; Alcoa Pioneer of Alcoa; Liberty Flag of Gulf Cargo; John Kulukundis of Martis and George A. Lawson of Pan Oceanic.

E. B. Tilley  
Wilmington Port Agent

### New Orleans:

## 'Right To Work' Bill Advances In Senate

New Orleans was surely on the short end of payoffs and sign ons in the past two weeks with only two and three, respectively, also very short on the shipping figures with a low for this port in a two-week period. It was not because we did not have any ships hitting here as there were over 20 ships hitting here in-transit for that period. It was just that the men who were on board the ships stuck by their jobs.

Although the shipping figures were low, bookmen could have shipped without too much trouble as around half of the total shipped were permitmen. The outlook for the coming two weeks should be good and especially so for the boys on the Mississippi runs with the Del Monte, Del Mar, Del Rio and the Del Mundo due in here and the Del Aires crewing up out of layup. Should just about clean out those who are waiting for Mississippi runs, also have the Tainaron and the Steel Executive due in shortly from long runs and are due to pay off here.



Wise

### In Fine Shape

Coming in for payoff from South America was the Del Mar and in truly fine shape. The ship had but very few minor beefs and the ship's delegate, Joe Wise, should be complimented on a bang-up job. Joe can be remembered by some of the men who organized Isthmian as that is how he got his book in 1945 and stuck with the company until a contract was signed. When the strike came off Joe was a picket captain in New York and did his part.

Recently shipping after being in the hospital around three years, Joe said he will stick to the South American run, where he can enjoy the weather, make up for lost time and replenish a much depleted pocket book after being in drydock three years. To him shipping thru the SIU is tops. An SIU book can really be enjoyed by a holder of one and especially when you get it thru being a volunteer organizer in companies like Isthmian, then you can really enjoy the conditions that prevail after knowing what some poor unorganized suckers put up with, says Joe.

The Senate Industrial relations

committee decided here, five to four, to give a favorable report on proposed "right-to-work" legislation. The decision was reported by Senator Guy W. Sockrider, Lake Charles, committee Chairman, after more than 26 hours of public hearings on the measure. Senator Sockrider, a strong opponent of the bill, reported that the vote was acquired by a secret vote.

### Goes To Senate

The legislation now goes to the Senate for a vote by all the Senators, probably next week. Here there will be no secret vote and they will have to stand up to be counted. It is here where we will see our true friends and also be able to see our enemies.

Ships paying off were the Del Rio of Mississippi and the Antinous of Waterman, while sign ons were aboard the Del Valle of Mississippi, Fort Hoskins of Cities Service, and the Lucile Bloomfield of Bloomfield.

Ships in transit were the Cavalier, Patriot, Clipper and Polaris of Alcoa; Steel Surveyor and Steel Traveler of Isthmian; Del Valle and Del Rio of Mississippi; Seatrain New York and Savannah of Seatrain; Maiden Creek, Claiborne, Bienville, Wild Ranger and Monarch of the Sea of Waterman; Neva West and Lucile Bloomfield of Bloomfield; Logans Fort, Fort Hoskins, Paoli and Lone Jack of Cities Service.

Lindsey Williams  
New Orleans Port Agent

### Galveston:

## Hot Weather And Fair Shipping In Galveston

Shipping was fair the past two weeks. Now that the grain has started we expect it to pick up quite a bit. Also, Bloomfield expects to bring out two of her ships and crew them up. They have been in idle status for some time, but they are expected out soon.

Ships paying off were the Steel Surveyor of Isthmian and the Lucile Bloomfield and Margaret Brown of Bloomfield. The Council Grove of Cities Service signed on.

In-transit vessels were the Southern Cities of Southern; Alexandra of Carras; Cantigny of Cities Service; Wild Ranger of Waterman; Republic of Trafalgar; and the Seatrain New York, New Jersey, Texas and Savannah of Seatrain.

Summer is finally here in Galveston, with the temperatures in the 80's all of the time.

Keith Alsop  
Galveston Port Agent

### Seattle:

## Calmar Food Beef Is A Puzzling One

In Seattle shipping has been very good for the past two weeks and the future for the port looks very good for the next two-week period.

Paying off were the Alcoa Pegasus and the Alcoa Planter of Alcoa.

The Seamonitor of Excelsior signed on as did the Mother ML of Eagle Ocean and the Trojan Trader of Trojan.

Ships in transit were the Yorkmar, the Pennmar, the Calmar and the Portmar, all of Calmar; Coe Victory of Victory Carriers, the Seacomet of Colonial and the Liberty Flag of Gulf Cargo.

An important and aggravating food beef is reported about Calmar ships on the intercoastal run. About once a month the delegates or steward phone or appear at the hall complaining of a shortage of stores. So far we have been successful in getting requisitions



Braunstein

filled in Seattle, Aberdeen and Portland. However, the puzzling question, knowing Calmar's reputation, is why these shortages of food come about on a few ships and not on all of them.

### Some Fully-Stored

It seems that if a few ships are stored properly and no supplementary requisitions are turned in on this coast, why are all of them stored properly. Is it perhaps that Calmar chooses the ships to chisel and understore, or is it the fault of the stewards in making inventories and requisitions?

No matter how you look at this situation it is a headache for the crews and officials, and I would suggest that the Calmar ships be properly stored before the signing on for the voyage.

Let me say that if I were a delegate on these ships, I would hold the steward responsible for not informing them and the Union of the improperly stored ship prior to signing on. In other words "don't sign articles for any voyage on an improperly stored ship."

Our Seafarer of the week is Brother Herbert Braunstein, 31, who sails in the deck department. Brother Braunstein is married and has a family and has been on the beach for a while but hopes to get out very shortly.

### Active In '46

He got his book in New York in May of 1943 and was active in the 1946 general strike. Since his home and family are in Los Angeles, he prefers to ship from the West Coast. His last ship was the Longview Victory of Victory Carriers which paid off in Seattle.

Brother Braunstein thinks all of the services of the Welfare Department are tops and smoothly rendered without a hitch. Since he is married, he particularly admires the \$200 Maternity Benefit. It is certainly a big help when you need it most.

Oldtimers on the beach include J. S. Walker, W. M. Westcott, H. Parks and H. D. Braunstein.

In the marine hospitals are V. K. Ming, V. Tocco, S. Johannesen and C. R. Johnson.

Jeff Gillette  
Seattle Port Agent

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# PORT REPORTS

## Baltimore:

### Two Drytrans Vessels Got Full SIU Crows

Business in the Port of Baltimore for the past two weeks has picked up quite a bit due to the fact that we crewed up the Albion and the Catherine (Drytrans) with full crews. We also crewed up the Hastings (Waterman) with a full crew, which certainly went a long way in relieving the pressure in this port. Don't use this as a barometer, because as far as we can ascertain, shipping in the next two weeks will probably be on the slow bell again. There are rumors, though, that Bull Line will be pulling the Carolyn out in the future, and also the Topa Topa (Waterman). We certainly hope to get a tanker or two in the next month that is in idle status.

Ships paying off in this port for the last couple of weeks were the



Sterner

Ines and Mae of Bull; Venore, Cubore, Santore and Baltore of Ore; Robin Locksley and Robin Sherwood of Seas; Yaka and Topa Topa of Waterman; Massmar and Bethcoaster of Calmar; Stony Creek of Amer-Tramp; and Wm. H. Carruth of Transfuel.

Signing on were the Albion and Catherine of Drytrans; Baltore, Venore, Marore, Cubore and Santore of Ore; Hastings and Yaka of Waterman; Steel Designer of Isthmian; and the Massmar and Oremar of Calmar.

Ships in transit were the Steel Worker, Steel Designer and Steel Director of Isthmian; Alcoa Partner and Alcoa Ranger of Alcoa; Ocean Betty of Ocean Trans; Gateway City and De Soto of Waterman; Kathryn and Evelyn of Bull; and Bethcoaster of Calmar.

We had a very distinguished guest at our regular membership meeting last night, Dr. H. C. (Curly) Byrd, who we are all sure will be our next Governor. He assured us that he definitely was against the "right to work" law and for the improvement of the port facilities, and various other benefits that pertained to the maritime industry in its entirety. At this time, he is the only candidate as far as we can ascertain who has openly committed himself on benefits that pertain to labor. There is no question in our mind as to whom the voters will vote for when they go to the polls. We had an audience with Mr. Byrd and ex-Governor Lane and as you all know, regardless of what has been done in this present administration concerning roads, Bay Bridge, etc., this program was originally started by ex-Governor Lane and will continue after Mr. Byrd takes office. I know that all of the men who have been eligible to register have done so and they will take advantage of their rights and obligations and will all go to the polls and vote.

As the membership is probably aware, the SIU, SUP, BME, MFOV and the MM&P are affiliated with the Maryland District of Columbia Federation of Labor, AFL, which held its convention at the Southern Hotel, Baltimore, last week. The Convention in itself was quite a success. Even though the SIU didn't win all its points, it certainly let the other delegates know that it was there. I am sure next year, we will be able to report to you that we will get more of our program endorsed. Of one thing I

am certain, this Convention has made labor more conscious of what it means to be unified, because there were approximately 100 more delegates at this convention than at any previous one.

Our man of the week is Brother Kenneth E. Sterner who has been a member since 1944. He is one of our more progressive members who started as an ordinary seaman and now sails as bosun. At various times he has acted as deck delegate and ship's delegate and has always been able to interpret the agreement as written. Whenever Ken is on a ship, in this capacity, it is always a pleasure for the deck patrolman to pay off his ship. In conclusion, any of the youngsters who may come in contact with him would have a very able teacher in so far as the SIU policies are concerned.

Members receiving hospital benefits this past week were Walton Hudson, Joseph Michael, Cornelius Palmer, Carl Chandler, Hinrich Wiese, Michael Duco, Warren Whitmer, Thomas Ankerson, Tony Mastantuno, Samuel Doyle, Ben Lawson, Robert Scales, Walter Hartman, David Rivers, James Dodson, Jessie Clarke, Russell Wright, Gilbert Wright, Hinrich Wiese and Albert Willie.

Earl Sheppard  
Baltimore Port Agent  
⚡ ⚡ ⚡

## Boston:

### AFL Unions Petition Against Red China

Shipping is still very low in the port but there is hope that things will improve shortly.

The Queenston Heights of Seatrains paid off as did the Government Camp and Salem Maritime of Cities Service.

Ships in transit were the Steel Director of Isthmian and the Iberville, Chickasaw and Gateway City of Waterman.

The standbys on the Evangeline of Eastern will finish up the night of the 14th and the ship is expected to sign-on the 15th. She will sail for her first trip to Yarmouth on the 18th of June.

The brothers in the hall as well as all AFL Unions in Greater Boston have signed petitions asking that Red China be kept out of the United Nations.

James Sheehan  
Boston Port Agent

## San Francisco:

### Men Urged To Settle Beefs Via Delegates

Shipping has been very good in this port and the future looks bright along the same lines.

The Greece Victory of South Atlantic paid off, while sign ons were aboard the Sea Comet II of Ocean Carriers, Alcoa Pegasus of Alcoa, and the Liberty Flag of Gulf Cargo. In-transit vessels were the Beaugard, Young America, Alawal and Wacosta of Waterman; Calmar of Calmar; Steel Admiral of Isthmian, and the Alcoa Pioneer of Alcoa.

Some of our brothers are trying



Chadburn

to settle their own beefs aboard ships while they are out at sea. This is not the practice and it should not be done this way. You have elected delegates aboard the ship to represent you to the master, and if they can reach an agreement to settle overtime before the payoff it is up to them to do so. However, it is not up to the individual to go ahead and settle his own overtime beef or any other that he may have individually.

#### Department Delegate

Make sure you brothers go to the department delegate and that he in turn goes to the ship delegate. If it cannot be settled in a peaceful manner, then you can bring it to the attention of your shoreside patrolman at the payoff. When you try to settle your own beef on a ship it usually makes trouble between the individual and the captain, and in a lot of cases it develops into a serious situation which could have been avoided if you followed the Union policy of settling beefs aboard a ship.

The AFL Bakers Union went on strike today against major bakeries in San Francisco, Oakland, San Jose and Sacramento. So far we have not been asked to help. They negotiated for higher wages, but negotiations fell through at the last moment.

We have been watching the waterfront here in regard to the ILWU and Bridges on their contract and how it will affect the AFL seafaring unions. So far there has not been any demand by Bridges for a contract for the stewards, but last week he signed

a two-year contract for the long-shoremen.

Oldtimers on the beach include S. Frankewicz, J. Collins, R. Schlager, P. Senior, F. Fondala, H. Hill, F. Sylvia, C. Cipiano, G. Nance, J. Ramos, W. Chadburn and R. Charroin.

Men in the marine hospital are L. J. Kennedy, O. Gustavesen, P. S. Yuzon, J. Childs, C. Neumaier, H. Y. Choe, W. Singleton, T. Dailey, J. Perreira and A. M. Rosales.

Tom Banning  
San Francisco Port Agent  
⚡ ⚡ ⚡

## New York:

### Shipping Holding Own; So Are The Ponies

Shipping in the Port of New York is still holding its own. We paid off 21 ships, signed on two and had 13 in-transits. During the same period we had four ships lay up, the Lawrence Victory of Mississippi, Raphael Semmes of Waterman, Badger Mariner of South Atlantic and Western Rancher of Western Navigation.

This is no invitation for everyone to come to New York to ship, but we might add that they are off and running at Belmont. Also, the fishing season has opened and the boys are getting in what fishing they can.

Ships paying off were the Seatrains Louisiana, Savannah, Texas, Georgia, New York and New Jersey of Seatrains; Beatrice, Edith and Elizabeth of Bull; Steel Designer of Isthmian; Raphael Semmes of Waterman; Alexandra of Carras; Council Grove, Royal Oak, Chiwawa and Logans Fort of Cities Service; Val Chem of Valentine; The Cabins of Cabins; Western Rancher of Western Navigation; Ocean Ulp of Ocean Maritime and Robin Doncaster of Seas.

Ships signing on were the Steel King of Isthmian and Robin Hood of Seas, while in-transits were the Robin Sherwood of Seas; Alcoa Roamer and Alcoa Partner of Alcoa; De Soto, Iberville, Gateway City and Hastings of Waterman; Suzanne and Frances of Bull, Salem Maritime of Cities Service, Marymar of Calmar, Steel Director of Isthmian and the Seaciff of Coral.

We would like to thank the membership for their splendid support in helping on the AFL-ILA beef for the past nine months. It was a real hard fight and as it now stands the ILA Independent union now leads by 319 votes with 1,797 challenged ballots still to be counted.

Claude Simmons  
Asst. Sec.-Treas.

## Lake Charles:

### All's Quiet Here On Shipping Front

Things down this way are very slow at this moment with only a few ships coming in and not many of the boys getting off.

Looks like the days of fast shipping around these parts are gone for a while, but as Stonewall Jackson once said, "we live in hope and die hungry."

Calling in here were the Winter Hill, Bradford Island, Logans Fort, Government Camp, Bradford Island, and the Bents Fort, all of Cities Service. The Winter Hill called back again.

At Beaumont, we had the Bienville of Waterman and the Lucile Bloomfield of Bloomfield. In Port Arthur we had the Val Chem of Valentine Tankers. Each took a few men giving the boys something to compete for, at any rate.



Coe

On the labor front, the so called right to work bill finally got out of committee by a 5-4 vote. Our men tried to stop it in committee but lost out. However, it will not come to a vote on the floor for some time yet and we are building up support in our fight against the bill. Things look promising on our beating the bill.

On the local political front things are moving into the final stages before the voting and our chances look good.

Locally on the labor front, the building trades are still in dispute over contract matters after having been out on strike for nearly three months. However, there has been no tie-up as yet, but anything can happen since they have gone back to work on a partial contract.

The Metal Trades Council has a dispute with some of their contracted companies but things look good for them to win out.

We have no men in the hospital since our last report. On the beach here we find J. Mitchell, W. Pritchett, R. E. Coe, L. Hartline, H. Romero, A. Anderson and others.

Fishing is still good around these parts with big catches being reported every day, including the ones that got away.

Leroy Clarke  
Lake Charles Port Agent  
⚡ ⚡ ⚡

## Savannah:

### Shipping On Upgrade In Georgia Port City

Shipping has picked up a bit over the previous two weeks, and we hope it will continue that way for some time.

Ships paying off in the two-week period were the Southwind and Southland of South Atlantic. Both signed on again.

Ships in transit were the Southern District and Southern States of Southern; Robin Trent, Robin Locksley and Robin Hood of Seas; Steel Director of Isthmian; Fairport of Waterman; Seatrains Louisiana and Georgia; and the Bents Fort of Cities Service.

Oldtimers on the beach are R. C. Shedd, C. H. Moss, R. Pierce, H. T. Glisson, J. B. Farrow, E. M. Bryant and B. B. Tippins. In the hospital are H. Kemp, M. Goins, J. Sellers, W. Bedgood, J. Littleton, P. Bland, A. Fricks, L. Dewitt and I. Peacock.

Jeff Morrison  
Savannah Port Agent

## A & G SHIPPING RECORD

### Shipping Figures May 19 to June 2

PORT	REG.			TOTAL REG.	SHIP.			TOTAL SHIPPED
	DECK	ENGINE	STEW.		DECK	ENG.	STEW.	
Boston	19	17	16	52	3	6	4	13
New York	117	92	112	321	81	74	54	209
Philadelphia	36	32	25	93	16	15	21	52
Baltimore	77	62	55	194	78	72	60	210
Norfolk	13	13	7	33	23	21	20	64
Savannah	12	14	16	42	16	13	16	45
Tampa	15	18	22	55	5	5	6	16
Mobile	50	62	51	163	45	51	39	135
New Orleans	69	68	55	192	38	41	45	124
Galveston	43	26	16	85	21	19	15	55
Seattle	36	29	22	87	58	43	40	141
San Francisco	41	36	32	109	45	37	33	115
Wilmington	5	10	18	33	15	8	11	34
<b>TOTAL</b>	<b>583</b>	<b>479</b>	<b>447</b>	<b>1,459</b>	<b>444</b>	<b>405</b>	<b>364</b>	<b>1,213</b>



# IN THE WAKE

The word "soundings" for describing the job of determining the ocean depth with line and lead has no connection at all with the word sound meaning the noises we hear. When it refers to a nautical measurement of depth, sound stems from old words-meaning water, sea or swimming. In the same way, sound in the sense of an inlet of the sea, such as Long Island or Puget Sound, also comes from the same source, and really means a channel. Today, however, the most modern method of taking soundings, by use of a gadget called a fathometer, does depend on audible sound, since it gauges water depth by means of radio waves which bounce back from the ocean floor.

In the 17th century, the Royal Mint of England actually issued a special gold coin for the use of seamen and merchants trading with Africa and, for 150 years afterward, the guinea was in general use in Great Britain and all over the world. The original 20-shilling gold pieces were minted in 1663 "in the name and for the use of the Company of Royal Adventurers of England trading with Africa." They came to be called guineas because the "Royal Adventurers" actually traded along the coast of Guinea on the western side of the African continent. Eventually, the value was revised and fixed at 21 shillings, but after the establishment of the gold standard in 1816, no more guineas were coined.

Debunking the theory that a link existed between Australia and an unknown polar continent, in 1642, Abel Janszoon Tasman circumnavigated Australia and discovered Tasmania and New Zealand in the process. Commemorated in the names of many places on New Zealand as well as in Tasmania itself and the adjacent Tasman Sea in the South Pacific, Tasman was a Dutch navigator who made several voyages of exploration in the Pacific and Indian Oceans in the service of the Dutch East India Company from 1632 to 1653. Tasmania, located to the south of Australia and one of the states in the Commonwealth, became an

English possession in 1803 when a penal colony was established.

The idea of pouring oil on troubled waters refers to the fact that oil will lessen the violence of waves. The ancients believed it, and Benjamin Franklin, renowned for several more important scientific discoveries, demonstrated it in the form of a practical joke. In 1772, while he was a guest in England, Franklin told friends he could quiet the waters on a pond in the park. He walked to the edge of the pond, "magically" waved his cane around and soon after the water gradually subsided. He explained his "miracle" by saying he had calmed the water with oil carried in a hollow of his bamboo cane.

Superstitions about turtles and tortoises are generally related to health and longevity, probably because these hard-shelled creatures are long-lived, but these animals are also looked upon as weather prophets. Rain is likely, for example, if the turtle is on land and its shell is moist. On the other hand, if a turtle is taken out of the water during a fog and placed on the ground face down, the fog is supposed to disappear. Actually, there are three distinct types of these animals. Turtles are a salt-water marine species which are also found on land; tortoises are strictly land animals, and terrapins are a hard-shelled, edible freshwater species which have a recognized market value.

A nautical measure of length, the cable-length is defined today as being equal to 120 fathoms, or 720 feet. The term was derived originally from the length of a ship's cable, but it now bears no relation to the length of any present-day cable. Most authorities differ on the reason for the cable-length being figured as 120 fathoms and no more, but one likely explanation is that custom and the early size of ships limited the length of a cable because the rope walks of early times simply weren't long enough to lay up strands of greater length. Accordingly, the arbitrary 120-fathom figure was fixed and became the standard.

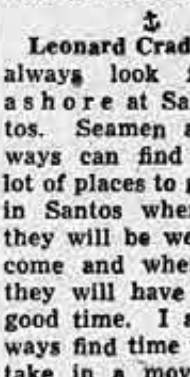
# THE INQUIRING SEAFARER

Question: Where in South America do you find seamen can have the best time? (Question asked in New Orleans hall.)

C. P. Moore, bosun: I like Buenos Aires best. Recreational facilities are better there than in any other South American port. I also would like to put in a good word for the Seamen's mission in "BA." Anytime you go ashore and find time on your always something interesting to do at the mission.



Leonard Craddock, electrician: I always look forward to going ashore at Santos. Seamen always can find a lot of places to go in Santos where they will be welcome and where they will have a good time. I always find time to take in a movie or two in Santos.



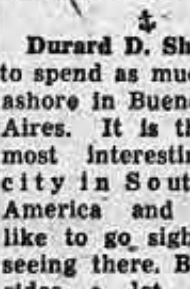
Arnold Crawford, wiper: Santos is tops as far as I am concerned. Prices are reasonable. The people are friendly and there are plenty of good night spots. Things in the entertainment line are a great deal like the things we enjoy doing in the good restaurants.



H. Nichols, FOW: I haven't made a South American run in some time, but Buenos Aires used to be my favorite spot. I hear conditions are not as good there as they were a few years back, however. Santos was pretty good the last time I was down there, too. In both these ports they have some fine beer.



Henrik Hansen, steward: Buenos Aires is my favorite port. It is a big city and a clean one. Whatever you want to do, you can have a good time in "BA" without spending a lot of money. They have a lot of good restaurants and bars. Their theatres and movies are the best.



Durard D. Shaw, steward: I like to spend as much time as possible ashore in Buenos Aires. It is the most interesting city in South America and I like to go sight-seeing there. Besides a lot of beautiful scenic spots around the city Buenos Aires has some of the world's most beautiful and interesting architecture.

# MEET THE SEAFARER



FRANK LIVINGSTON, AB

Whether it's wrestling lines on a ship or an opponent in the ring, Seafarer Frank "Duke" Livingston finds work equally satisfying and rewarding.

Sailing for the past 20 years in the deck department, "Duke" has spent a good deal of time ashore wrestling at the various arenas. He has been wrestling on and off for the past 12 years and has wrestled with almost every name star throughout the country.

Asked why he liked the rugged sport, "Duke" answered that he liked it for the sport and of course, for the purses. "Another thing about wrestling," he informs us, "there doesn't seem to be any age limit." I once wrestled a man who was 71 years old and whose physical condition was one of a man half his age.

### Started in Navy

An early hitch in the Navy served as a springboard for his joint seafaring and wrestling career.

He wrestled while aboard ship and he is the former US Navy Scouting Force light-heavyweight champion. At present he holds the New Jersey heavyweight tag team title.

While on the USS Indianapolis, "Duke" had occasion to wrestle for the late President Franklin D. Roosevelt. During his first term of office, the President was on board the ship enroute to Buenos Aires to attend the Pan American Peace Conference when "Duke" represented him in a match.

### Tanker Torpedoed

During World War II the "Duke" sailed mostly aboard tankers, but he said for the most part his share in the war was unexciting despite frequent long trips to and from the war zone.

He wasn't the one to complain about the lack of action, however. On March 10, 1944, while in the Caribbean enroute to Venezuela, the tanker he was on was torpedoed and he spent several hours in the briny with the rest of the crew before being picked up by a US destroyer that happened to be in the vicinity. All and all the "Duke" says it was a quiet war for him.

"Duke" has sailed under the SIU

banner for the past seven years, having joined during the Cities Service drive. He helped assist in the Union's Atlantic drive also.

He has always been interested in physical culture and has been a physical instructor for a time in the Portland, Me., and Hoboken, NJ, Young Men's Christian Associations as well as serving as a masseur and swimming instructor at various private gyms.

When not ashore filling wrestling engagements, "Duke" favors the northern Europe runs. He finds European cities interesting and to his liking, especially when he can try his hand at his favorite sport.

### Wilder Fans

"Duke" says that European wrestling fans are more numerous and at times wilder than their American counterparts. The rules, however, as the same as those in the States.

One of the highlights of his shoreside hobby was the making of a motion picture in New York. The picture, "Mr. Universe," starring Jack Carson and Janis Paige, was an expose of the professional wrestling. "Duke" appeared in the ring with another wrestler in several of the wrestling sequences.

### May Get Gym

"Duke," as other Seafarers, thinks of that day when he will no longer ship out, but stay shoreside. Saving all he can, he's considering buying a gym some day to help train youngsters for the sport or just to help them enjoy the feeling of physical well being.

Although a young man as far as the wrestling game goes, he hopes to enter the management field and help erase some of the abuses now marring the sport which he believes has a great future and an ever increasing interest.

He cites the example that TV has given wrestling a tremendous boost in the arm and made whole new host of devotees.

Explaining why he likes the "grunt and groan" profession, the Duke says he likes wrestling as a sport and then, too, there is the purse. As for professional wrestling as we see it on TV, "Duke" had no comment.

# The Seafarers Puzzle

ACROSS

- hitch
- Place to eat
- Alba (Miss.)
- Capital of Samoa
- Island in Galway Bay
- Compass direction
- Transmit, as a message
- Put in a new place
- What a girl should be
- Price of canal trip
- Long fish
- Port in Florida
- Something to climb
- Chow
- Governor of Kansas
- Finished
- Man's name
- Old way to travel
- One who stops another
- Kind of sailboat
- What a fish does
- The mouth of Thames
- Fish hawk
- Hinderer
- Opera by Verdi
- Alabama: Abbr.
- Go to bottom
- Newspaper paragraph
- Members of crew
- Groups of things

DOWN

- Part of a lock
- Copier
- Rope
- Take on pounds
- Its capital is Dover
- Before
- Old sailor
- Face: Slang
- Request to enter card
- game: Phrase
- Eastern Standard Time: Abbr.
- Sheltered side
- Mollusk
- Head: Fr.
- Flanks
- Peel
- Winged
- Church service
- Spoken
- Member of the SIU
- Radio chains
- Speaker's platform form
- Noose
- Damage
- Push
- Cleveland's lake
- Ceremony
- British statesman
- Sweet potatoes
- Amateur radio operator
- Strong beer
- Adjective suffix

(Puzzle Answer On Page 25)

1	2	3	4	5	6	7	8	9	10	11
12				13					14	
15				16					17	
18				19			20			
21			21			22		23		24 25
26	27	28					29		30	
31				32				33		34
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45	46	47								
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52										54
55										57

# TEN YEARS AGO

A Yugoslav Partisan bulletin disclosed that on May 25 German paratroopers alighted at the Bosnian headquarters of Marshal Tito, but Tito escaped to the mountains along with Major Randolph Churchill, son of the British Prime Minister, and Allied officers attached to Tito's staff. President Roosevelt signed the bill raising the national debt limit to \$260 billion.

A new hiring hall was opened up under the auspices of the SIU of North America, A&G District, at 339 Chartres Street, New Orleans, La. . . . Loss of the US escort carrier Block Island, in the Atlantic, by enemy action in May, was disclosed. . . . The British Government protested to Turkey against the use of the Dardanelles by German warships recently employed in Black Sea operations.

On June 6, the Allied invasion of Continental Europe was begun by the landing in northwestern France (Normandy) of thousands of troops from an armada of war ships and parachutes. The ships and planes had actually commenced late on June 5 to move toward the

invasion coast which Berlin said, covered a stretch of more than 100 miles of beaches from Le Harve to Cherbourg. The great invasion was supported by a massive fleet of merchant and Navy ships of several nations with hundreds of Liberties moving in to the beaches to land supplies.

Supporting the movement to reward alien seamen serving American ships during the war, the Mobile Central Council of the American Federation of Labor has joined with the AFL seamen's unions in demanding American citizenship for aliens sailing American vessels. The SIU adopted a resolution favoring this demand at its New Orleans convention. Subsequently, a provision was written into law giving aliens citizenship for five years' sea time.

The Vatican officially announced its determination to maintain its neutrality, "whoever may be the military authorities actually having control of the city of Rome," and expected to continue its activities in all parts of the world and its contacts with the episcopacy in every country.



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## Books Open

The decision of the membership to open the books is one which will be of benefit both to the present membership and the new men coming in. A careful procedure has been established to assure the selection of new members on their merits as seamen and Union men.

As a result, the membership will gain considerably by the addition to the ranks of men who are fully deserving of an SIU book. And the newcomers, in turn, will obtain the numerous benefits that SIU membership provides.

In the near future, a membership committee will be selected to pass on the qualifications of the applicants. Those who are successful the first time around will be welcomed into the membership by all hands. And those who are passed over have the comfort of knowing they will have more opportunities the next month and in months to come.

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## D-Day Plus Ten

Many times in the past attention has been called to the losses suffered by merchant seamen during World War II. This is a story that should be well known to all Americans, although there are times when it appears that some people have conveniently forgotten the facts.

However, last Sunday offered as good occasion as any to remind Americans once again of the role of merchant seamen. It was the tenth anniversary of D-Day, a day when a mighty armada of several hundred US Libertys, in addition to ships of other nations, steamed into the teeth of the enemy's fortifications and helped make possible the invasion of Europe.

Nobody would like to predict what the outcome would have been if there weren't enough ships and men to sail them. That thought should be kept in mind by all who pass on the future of the maritime industry.

~ ~ ~

## Loosen It Up

Another case of a Seafarer who was detained on board ship for 18 months by the quirks of the McCarran Immigration Act is reported in this issue of the LOG. Seafarer Charles Slanina is one of many alien seamen who have been caught in the tangled web of regulation because they were born in a country now governed by the Communists.

It made no difference that Slanina was a resident of the US for 32 years, that he had been a member of the Czech legion which fought Red armies in Russia in the first World War, or that he had been sailing on US ships since 1942. He didn't have a little piece of paper known as a "valid passport" so he couldn't go ashore at any US port.

Nobody disputes the need for regulation of entries into the US. But it certainly appears that the law could be made a little more flexible to avoid such obvious miscarriages of justice.

~ ~ ~

## Kings Point Again

A proposal has been submitted by a Wisconsin Congressman calling for a merchant marine academy at Kings Point that would be on a par with West Point or Annapolis. Under the plan Kings Point would become a permanent government function and would turn out merchant marine officers for years to come.

The plan also calls for the graduates to serve a compulsory period of time in the merchant marine. What it doesn't explain is where their jobs will come from.

Offhand it appears that there are more than enough officers to man any number of ships that Uncle Sam might put in operation. And as a matter of fact there are a great many men sailing unlicensed who hold a mate or engineer's ticket.

As has been said many times before, the US merchant marine has professional seamen of high quality to man the ships. The need is for ships and cargoes and not for a more elaborate training school.

# LETTER of the WEEK

## Protests Alien Flag Transfers

To the Editor:

Since it is the right of every American citizen and since we have the experience and knowledge gained by being members of the greatest seamen's union in the world, the SIU, I firmly believe a letter of individual protest should be mailed by every Seafarer to his respective Congressman, regardless of party politics, to express his wrath at the continued practice of transferring American ships to foreign registry. Also a complaint should be added to stop American oil companies from building ships in this country, with the aid of American capital, then registering them under a foreign flag for the sole purpose of hauling cargoes back here from distant shores and having the American taxpayer pay the bill.

### Height Of Audacity

An example of this height of audacity was shown when Cities Service launched the second of their four super-tankers, "Statue of Liberty," at Newport News on June 2. This ship, costing \$9,500,000, financed by American investors, will sail under the Grand Bassa Tankers house flag, a subsidiary of Cities Service, and fly a Liberian flag with a foreign crew. The "Statue of Liberty" will be delivered about July 31 and the port of New York, according to Cities Service officials, will be one of her first stops, where she will be displayed with the national monument for which she is named, as a backdrop.

Imagine the nerve of this financially sound company, trying to compare the shrine which means, "This is America," with the name of their ship and policy of operation. It's like saying to the American public, "We build the ship with your money and brains. We named it after your greatest monument. She will service you well and make millions for us. But, we are so sorry! We just have to use a foreign flag and crew because we can save a few paltry dollars on foreign safety regulations and crew wages. Also, one of these super-tankers with a foreign crew will replace three medium-sized American ships and crews."

True, Cities Service is not the only US company doing this; the rub is in the name given to this ship.

### Must Survive

If the American merchant marine is to survive and to regain its preeminence of the seas, this attitude must be scored and done away with. We cannot let the merchant marine be sold down the river again as it has been so often in the past. All of us, seaman and land-lubber alike, must unite in a drive to keep American ships for American flags.

Yes, it's certainly time we had another "Boston Tea Party" to let the good people of this country know what's happening along the waterfront. A protest now by everyone connected with the shipping industry to his Congressmen will mean the end of that slogan, "Too little, too late."

Edwin T. Rushton

## 'For The Record'



## LABOR ROUND-UP

A new four-year contract providing a wage increase of \$2.50 a week for 11,000 building service employees in New York City was announced by Local 32B of the Building Service Employees International Union, AFL. The wage hike is retroactive to April 21. The contract also calls for improved vacation, increased welfare benefits, severance pay and unemployment insurance for those not previously covered.

~ ~ ~

Labor and management representatives unanimously agreed on a voluntary program for mobilizing civilian manpower in a national emergency. The program contains recommendations to the National Security Council on manpower for the armed forces, and agriculture training facilities, government procurement policies, and employment stabilization plans. The committee opposed any laws that would require a man to work at a specific job. Representatives of all the major labor federations took part in the discussions.

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Eight thousand strikers at the plants of the Philco Corp. in Philadelphia and Sandusky unanimously rejected the company's offer of a 5-cent pay hike. The action was taken at membership meetings of Locals 101, 102, and 701 of the International Union of Electrical Workers, CIO. The union charged that this was just the latest strike-breaking move made by the company since the strike began May 1. IUE-CIO said Philco had tried to wreck the pension plan by canceling all health and welfare protection, had gotten an injunction against mass picketing, and had waited three weeks before meeting with the union.

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Gains of more than 9 cents an hour have been won by the International Brotherhood of Electrical Workers, AFL, for 17,000 factory employees of the Radio Corporation of America.

~ ~ ~

Effective June 7, workers at the Botany Mills plant in Passaic, N.J. will take home 9½ cents an hour less. The wage cut, which affects 1,500 members of the Textile Workers Union of America, CIO, was ordered by an arbitrator. As a

result of the award, average pay at Botany dropped to \$1.59½. The company, long a wage leader in the industry, had sought a cut of 16½ cents an hour, while the union argued for continuance of the former scale.

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Under a new 2-year agreement, about half the 35,000 employees represented by the Commercial Telegraphers Union, AFL, gained a 20 percent pay boost, the first 16 percent effective June 1, 1955, and the rest by June 1, 1956. In addition all hourly rated employees won wage increases of from 5 to 21 cents an hour and monthly rated workers a minimum of \$8 a month.

~ ~ ~

The National Labor Relations Board barred the Fur and Leather Workers Union from use of its services because it is Communist-led. The order means the union cannot be on election ballots in representation contests with another union and will be unable to present unfair labor practices complaints. The ruling marked the first time in history that the Labor Board had taken such an action.

~ ~ ~

The health, welfare and old age of members of the International Ladies' Garment Workers Union, AFL, are secured by \$129.6 million, according to a report covering the 1953 calendar year. Health and welfare benefits are provided for 416,000 members, six percent more than in 1953. Members covered by retirement totaled 368,000, or 10 percent more than a year ago.

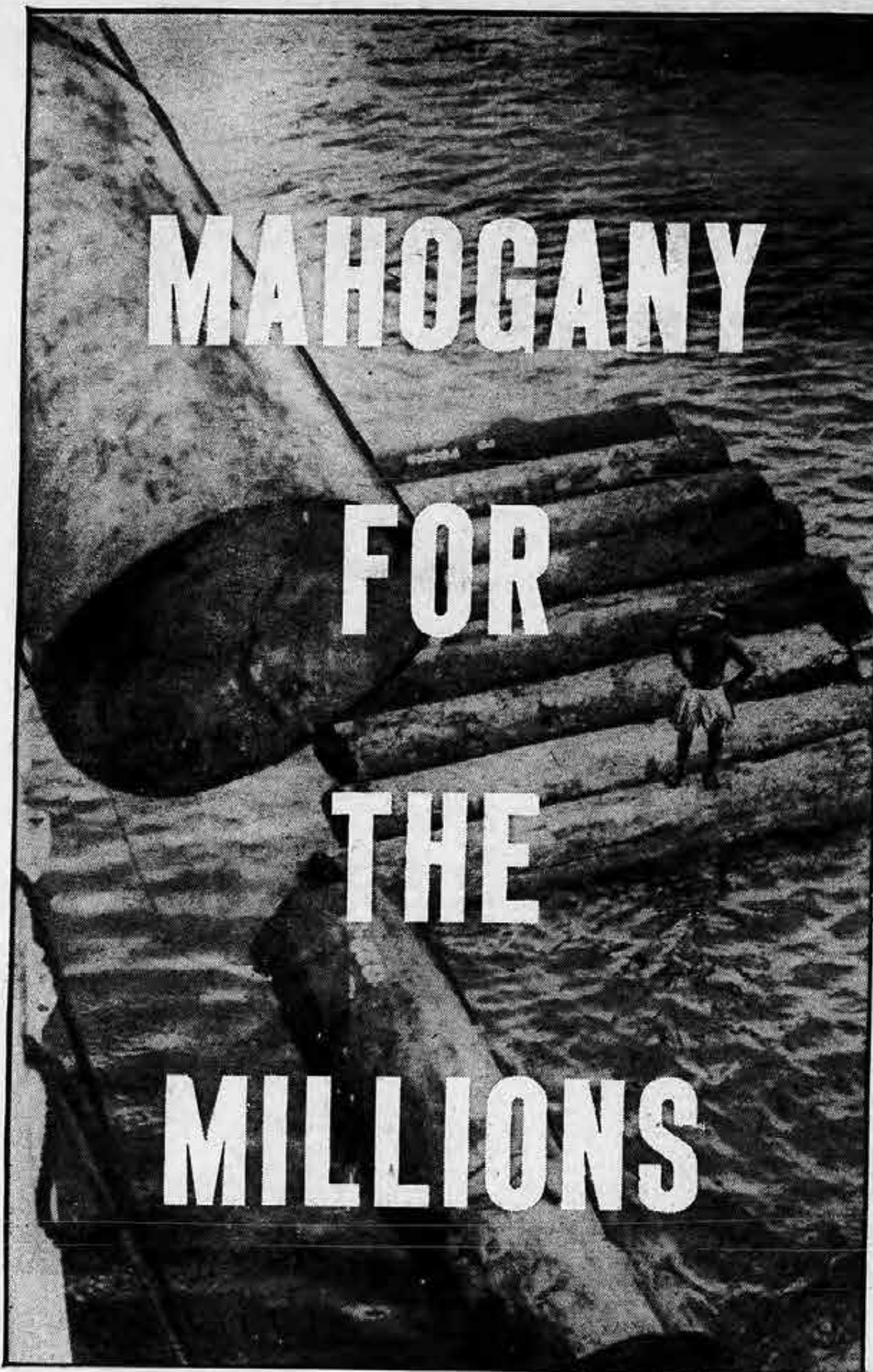
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Educational establishments were closed throughout Chile by a strike of 15,000 school teachers and 4,000 college professors who demanded a 20 percent salary increase. They rejected a government offer of a 10 percent raise.

~ ~ ~

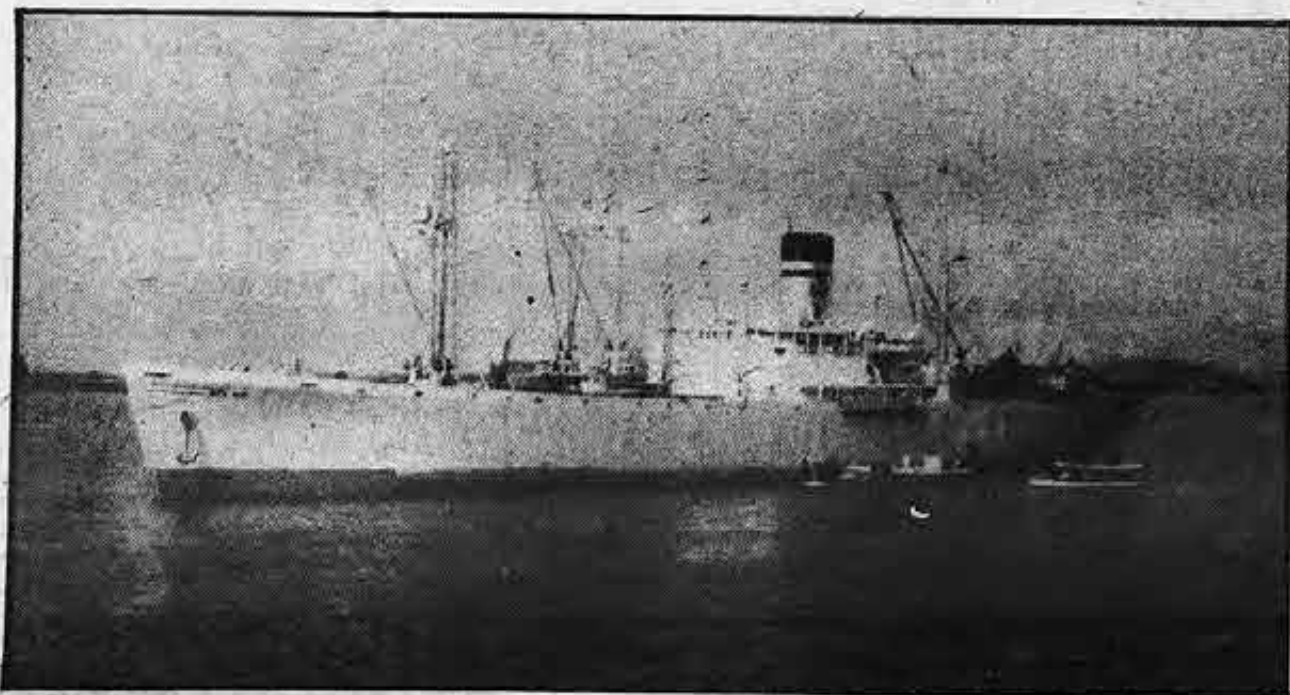
With the deadline for a New York City transit strike set for next Monday, city officials were preparing to maintain essential services. The strike call has been set by the Transport Workers Union (CIO) in a dispute with the City Transit Authority, and would affect all subways and city-owned bus lines. Possibilities of a settlement are still in sight as negotiations are continuing.





# MAHOGANY FOR THE MILLIONS

Floated from jungle out to sea, logs are swung aboard Del Sol during African mahogany run of Mississippi Shipping Co. Major mahogany ports on Gold Coast and Ivory Coast are surf ports and have no pier facilities.



Del Rio, here anchored off West African coast, is one of four Mississippi C-1s on mahogany run. Others are Del Campo, Del Oro and Del Sol. Run is one of most unusual of those made by SIU-contracted vessels.



At chow time, "Kroo boys" on Del Sol dig into their fish and rice in common pots on open deck.



During visit to Del Sol chief poses with chief of police.

Mahogany furniture has long been a symbol of personal prosperity and for the millions of less-affluent citizens mahogany veneers on top of lesser breeds of lumber have satisfied the desire for rich-looking furniture woods. To meet the demand the US imports a considerable amount of West African mahogany from the Gold Coast and Ivory Coast, and four C-1s operated by the SIU-contracted Mississippi Shipping Company make regular sailings for the African mahogany logs.

#### Converted To Veneers

In contrast to the more expensive and rarer mahoganies from Latin America, about 75 percent of all mahogany logs from Africa are "fitted" for conversion into face veneers. They are then mounted on the chests, dressers, chairs, tables and other pieces found most often in the average American home.

Most mahogany from Africa goes into Norfolk, Virginia, but a good deal of it is handled in any of a half a dozen Atlantic and Gulf ports. In many respects, Mississippi's mahogany run between West Africa and New Orleans is one of the most unusual of any traveled by SIU-contracted ships.

The four ships on the run, the Del Sol, Del Campo, Del Rio and Del Oro, make regular sailings of about 70 to 80 days. One feature of the run that is unique insofar as SIU ships are concerned is the use of seagoing, native longshoremen who live aboard ship and work cargo at the ports called upon during the six-weeks' run along the African coast. A normal cargo-handling contingent numbers about 68 "Kroo boys" from the Kroo tribe which supplies the manpower for this operation. They stay with the ship throughout the coastwise run, sleeping in the holds and eating their daily diet of fish and rice from common pots on the open deck.

#### No Pier Facilities

The major mahogany ports on the Gold Coast and Ivory Coast are surf ports with no pier facilities. The cargo, consisting of logs which run from two tons each to as high as 13 to 14 tons, is loaded and discharged to and from lighters while the ship rides at anchor off the coast with the teeming jungle for a backdrop. Other ports, including some Congo River ports in the Belgian Congo, have modern dockside facilities. The voyage takes ships on this run as far inland as 85 miles into the jungle of the Belgian Congo.

On the outgoing voyage, a wide variety of general cargo is carried by the Mississippi freight-

ships. For example, nine included in the Del Campo. On another occasion, eight transported to West Africa locomotive trucks being of the cabs and working parts. Heavy machinery items present knotty cargo handling bulky loads must be dispersed Africa's rapidly expanding economy.

The principal homeward logs, floated from the jungle, they are swung aboard ocean. The logs are loaded in manner wherever pier facilities, meal, cocoa and some mahogany often are included in the cargo.

From New Orleans, the US manufacturers of mahogany veneer.

Typical West African ports run are Dakar, Conakry, Port Gentil, Pointe-Noire, Lobito, Takoradi and Abidjan.

#### No Shore Leave

"In some ways, this is a man," said Lee DeParlier, Del Sol, who made the ship photographs reproduced here can expect to spend most of the ship. There is just no shore leave, and at many of the ports, we don't even go ashore. It is a good 'money' run, spend your money, so you pay-off at the end of the voyage.

For the seafarers, West Africa is a stimulating shipping in the limits of the mahogany trade.

#### Rising Industry

Capt. J. W. Clark, M. returned from a recent voyage signs of rapid industrialization on the West African coast. A manganese plant, a new flour mill, and fast-developing cocoa among developments which can be expected to stimulate shipping to this area.

Construction is to start a water harbor and an airport on the Gold Coast, which is a great deal of American investment, he said.





at Takoradi, tribal aide (left) and na-



Belgian Congo ports are among few on mahogany run which have deckside facilities for loading logs.



Raising pet monkey helps Willie Cameron, night cook and baker, while away spare hours aboard Del Sol.



Back from run, steward W.H. (Red) Simmons and Claude Rayfuse, FOW, pose for photos in New Orleans.

registered bulls were b's deck cargo recently. Diesel locomotives were two to a ship, with the tried in the holds while were secured on deck. lighing many tons often ing problems when the rged at surf ports to anding industry.

bound cargo is mahogany e out to the ships where om the surface of the in a more conventional ities are provided. Fish gany lumber and veneer inbound cargo.

logs move by rail to hogany furniture and

ts of call on the mahog- y, Monrovia, Cape Pal- Noire, Matadi, Launda, Jan.

**Facilities**

a rough run for a sea- passenger utility on the board and West African re. "On this run, a guy of his port time aboard lace to go in most Afri- hem, especially the surf- ore. On the other hand, There is no place to look for a worthwhile rip."

Africa holds promise of near future beyond the le.

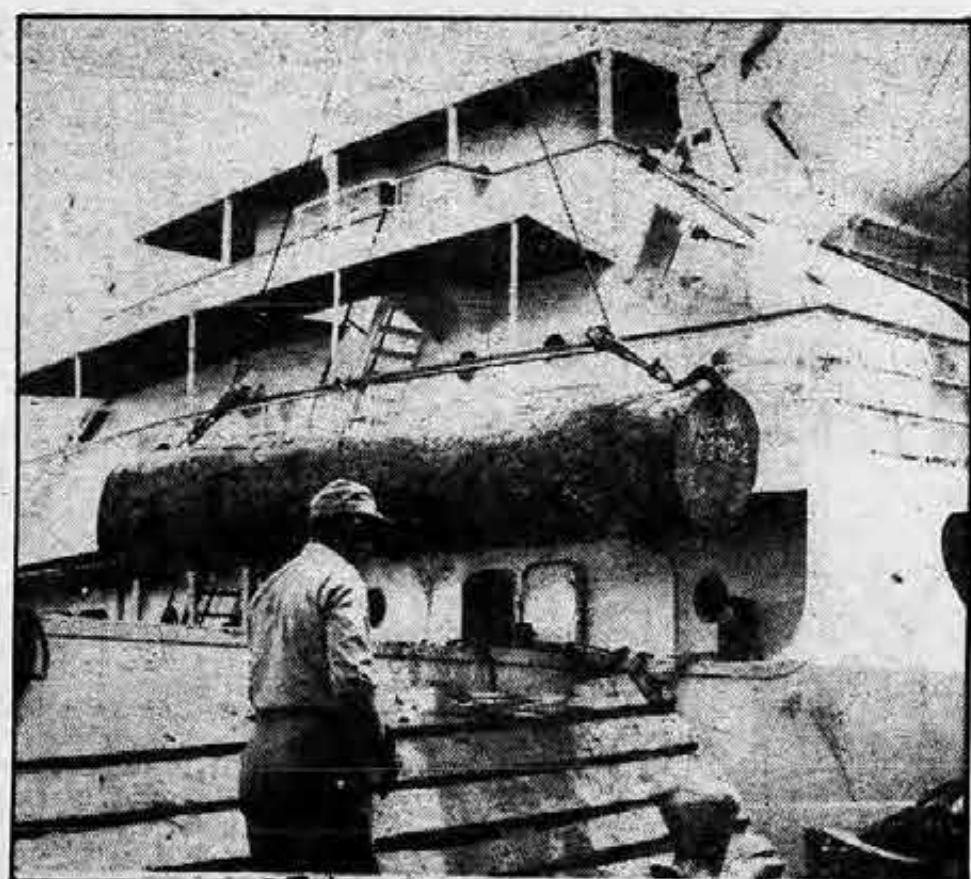
**rialization**

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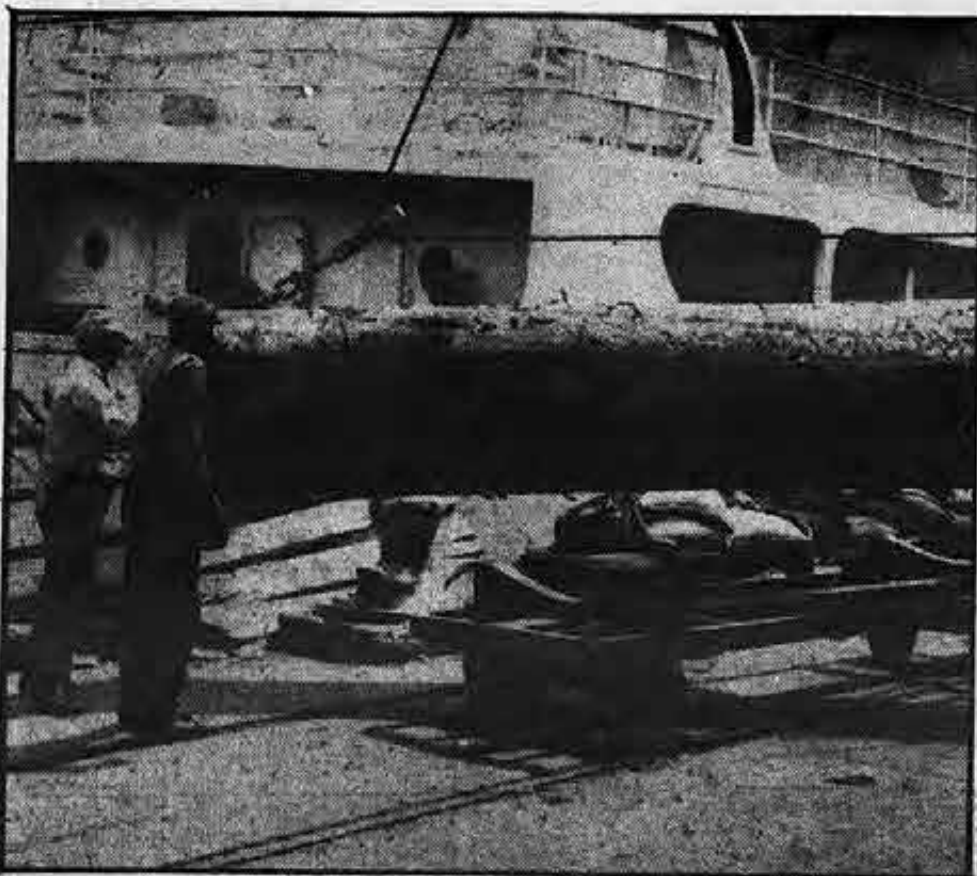
soon on a new deep- new city at Tema, in require the use of a quipment and material,



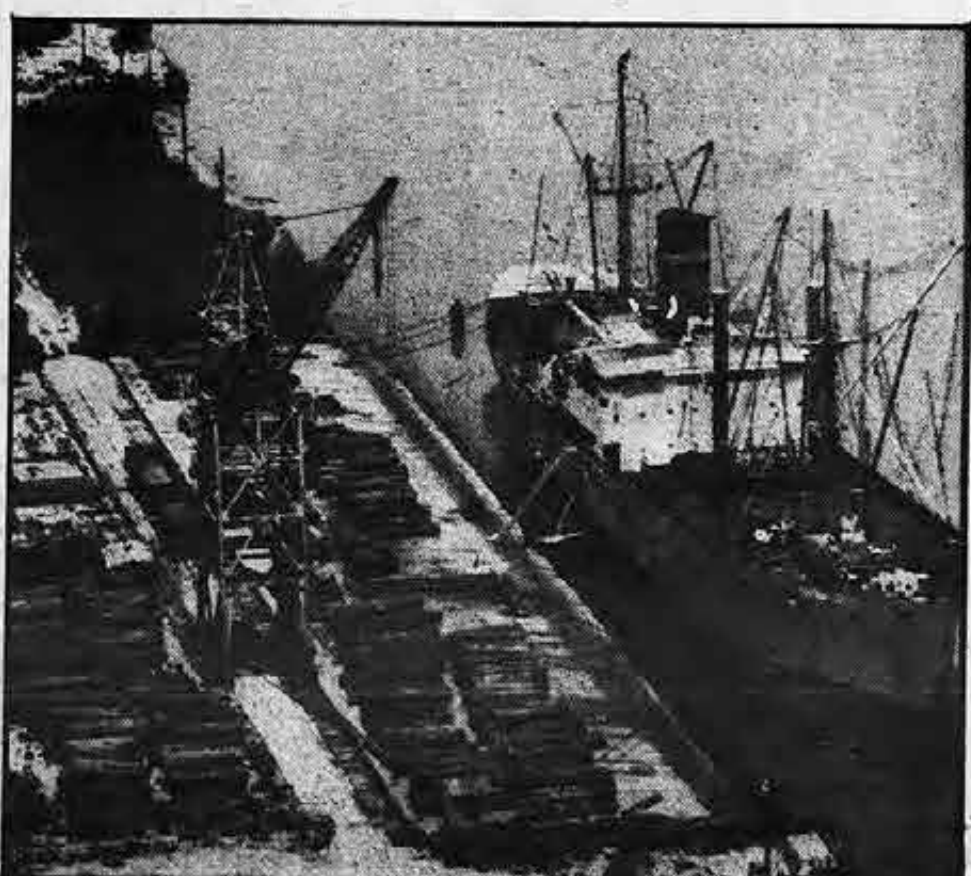
Enjoying coffee time in New Orleans are Del Sol crewmembers (l-r) Johnny Favis, Dick Johnson, H. Laumann. Mahogany run is also good money run.



Three-fourths of African mahogany—here being unloaded from Del Sol in New Orleans—goes into veneers. Better-grade mahogany comes from Latin America.



From New Orleans, logs will move by rail, primarily to furniture manufacturers. Logs taken from Africa run in size from two tons each to 13 or 14 tons.



Del Oro is another of four Mississippi C-1s on regular mahogany run. Here she discharges at Industrial Canal in New Orleans. Runs are generally 70-80 days.



# MARITIME

The presence of icebergs at points further south than they have been since the war forced the Queen Elizabeth to alter course on its recent crossing from the Channel ports. The ship swung nearly forty miles off track A, passing within thirty-five miles of the nearest iceberg. Merchant shipping has been diverted from track C since February 26. The captured German submarine U-505 will soon arrive in Chicago, where it will become a permanent exhibit as a memorial to Americans who lost their lives at sea in World War II.

Effective soon, the Isbrandtsen Steamship Company will open an eastbound run in intercoastal trade between Pacific and Atlantic Coast Ports. The go-ahead signal in the disputed matter came recently, when the Supreme Court upheld a certificate granted by the Interstate Commerce Commission authorizing the operation. The certificate had been attacked by the Luckenbach Steamship Company, which charged that Isbrandtsen could use its position in unregulated around-the-world trade to give preferential rates to large shippers of foreign cargoes to obtain their intercoastal business.

Since 1951 West Germany's bustling new shipyards have produced more than 2,000,000 tons—equivalent to Soviet Russia's present merchant shipping power. Output rose from 302,051 gross registered tons in 1951 to an all time high last year of 724,354 tons. During the first quarter of 1954, West German yards built and delivered sixty vessels totaling 245,989 tons, leading experts to believe this year's production may exceed 1,000,000 tons—more than double Nazi Germany's pre-war production record.

The New York and Cuba Mail Steamship Company, the oldest operator of American-flag cargo ship tonnage between East Coast ports and the East Coast of Mexico, has now turned to foreign bottoms in this service. It has replaced four American C-1 type cargo vessels with an equal number of cargo ships flying the British, Norwegian, Swedish, and German flags. There is also a possibility that the line's service to Cuba, maintained with two American-flag C-2 type cargo ships, may be operated with foreign-flag tonnage. The company, which refused to accept the Government's subsidy conditions, found the service unprofitable.

The American Merchant Marine Institute predicts that when shipping in various stages of construction joins the fleet now afloat, total world shipping will amount to 116,249,000 deadweight tons. That is 47 per cent more than the 79,231,000 tons of shipping listed in 1939. The greatest increases are in tankers and freighters.

The Federal Maritime Board has approved the transfer of six Liberty-type tankers to Liberian colors. The ships and their American owners are the Eugene W. Hilgard of the Hilgard Tanker Corp.; the Charles A. Wickliffe of the Wickliffe Tanker Corp.; the Albert G. Brown of the Bernut, Lembcke Company; the David T. Wilentz, the Morris Hess and the Hess Bunker, all of Hess Inc. The board stipulated that no change shall be made in the foreign corporation without approval, that the ships shall be available to this country if needed, and that mortgage obligations owed the US must be paid before transfer.

Four shipping companies have sent representatives to Haiti to discuss the possibility of arranging more passenger ship calls at Haitian ports. Companies interested in the run are Holland-America, Swedish American, Home Lines and the Clipper Line. Shipping volume through the port of New York showed a decline in the first five months of 1954 as compared to the previous year. The Maritime Association of the Port of New York reported 4,796 arrivals and 4,746 departures up to June 1, as against 5,303 arrivals and 5,309 departures a year ago. The Coast Guard is holding hearings over the sudden and mysterious sinking of the tugboat Brooklyn off the Battery. The tug was hauling a car float from Weehawken, NJ, when she suddenly lurched and went down. One man was trapped in the engine room and lost his life.

The Immigration and Naturalization Service is considering the Sheepshead Bay training depot as a possible site for a new Immigration center to replace Ellis Island. Present installations on Ellis Island, providing for some 1,500 persons, are far too large for the 200 to 300 people on the grounds at any one time. Very few immigrants actually pass through the island now as it is used mostly for those whose papers are not in order or for aliens who are awaiting deportation.

By the end of the year, no US shipyard will have any dry cargo ships building as the last of the five Mariner-class ships still due will have been delivered. Bull Line executive Arthur Kennedy reported after an overseas trip that trade possibilities with Spain looked promising. A Federal Court continued to take testimony on the suit filed by Arnold Bernstein, shipping magnate, against the Holland-America line for \$11 million.

# SEAFARERS in ACTION

"Who cleans the recreation room this week?" is a popular question aboard ship particularly when the subject comes up at shipboard meetings. The state of the recreation room, along with the laundry room, is often a subject of complaint and much discussion and heat is expended to solve the question.

### Type Up List

Glenwood A. Masterson of the Strathbay (Strathmore Shipping) has come up with a simple proposal that offers an easy solution to the problem. Just type up a weekly work list, he says, and each department will know when its turn comes up. The same thing could go for other work details that are shared around by members of all three shipboard departments.



Masterson

Masterson, who sails in the engine department, has been an SIU member since joining in Baltimore on August 6, 1941. He comes originally from Missouri, but now has his family in Dundalk, Maryland. He is 52 years old.

Occasionally, a seaman, or anybody else for that matter, gets a yearning for something different in the way of meal time tastes. Steward Wesley Young of the Rosario (Bull Line) recognized the mood and took steps to accommodate it accordingly. He informed the crew that if they wanted anything special to notify the chief cook sufficiently in advance and the dish would be prepared accordingly.

Young is another Seafarer who lives in the Baltimore area and joined the Union in that port. He's been an SIU member since 1942 and is 40 years of age.

Ship's delegate Homer Ringo of another Bull Line ship, the Suzanne, got a really ringing vote of confidence from his shipmates. According to the ship's minutes, the crew gave him a vote of thanks for the fine job he was doing and went on record as backing him 100 per cent.

Ringo, who sails in the steward department, is a native of Kentucky who was born in the bluegrass state on August 16, 1910. He joined the SIU in New York on March 10, 1945, and has been sailing regularly since then.



Ringo

Ringo, who sails in the steward department, is a native of Kentucky who was born in the bluegrass state on August 16, 1910. He joined the SIU in New York on March 10, 1945, and has been sailing regularly since then.

# On the Job

## Hazards Of Handling Paint

One of the more familiar sights to anybody who has been on a ship is that of a crewmember handling a brush or roller in the endless battle to keep corrosion under control. Since painting is, or should be, a constant task on a ship and virtually all sections of the vessel have to be painted regularly, it means that certain paint hazards exist at all times which have to be recognized and dealt with by members of the crew.

Three hazards are usually present in handling almost any kind of marine paint. The first and most obvious one is the danger of fire. Since marine paints are made to be quick dryers and to go on smoothly they generally contain a volatile paint thinner.

These thinners are usually highly flammable, some of them being turpentine and others coal tar distillates such as naphtha or benzol. Under certain conditions the thinners can be explosive. And of course the paint itself can burn very readily after it has dried on the bulkheads.

In one instance reported in the SEAFARERS LOG crewmembers in the engine department were spray painting in the confined spaces of the engine room. A minor explosion was touched off either from lack of ventilation or from the heat of the surfaces being painted. And since spray painting produces a considerable amount of fine vapor and droplets, the entire spray ignited in one sheet of flame. Fortunately, the men doing the painting were able to get out in a hurry and the whole fire was put out in short order. While nobody was hurt in this particular case, it did point out the importance of having an enclosed area properly ventilated, particularly when working with a spray gun.

### 'Painter's Colic'

A less spectacular but equally dangerous major hazard is poisoning resulting from too much contact with certain paint vapors or poisoning from paint ingredients themselves. The commonest form which this takes is lead poisoning, or "painter's colic" as it is popularly known. The poisoning results from the absorption of lead either through breathing vapors or through the mouth if paint has gotten on cigarettes or food from painty hands. It is an insidious, slowly progressing disease which leads to gradual weakness, anemia, a variety of digestive troubles and sometimes paralysis of the wrists and the ankles.

All paints will carry instructions as to their safe and proper use which should be followed by the crew. In general, the following procedures should be taken as a matter of course:

### Ventilation Problem

A) When painting in close quarters, adequate ventilation should be assured. The object of the method of ventilation, no matter what method is used, should be to remove all poisonous and flammable paint vapors from the immediate area. It's important that in providing ventilation, to make sure that the vapors are not permitted to settle in passageways, bilges and other spots where they can be a source of danger. Most of these vapors are heavier than air and will tend to settle accordingly where they can stay for an indefinite period of time.

B) Fire-fighting equipment should be kept on hand, ready for use near the area that's being painted. Entrances and exits should be kept clear at all times and a minimum of equipment kept around. Certainly any equipment that could add to the fire danger should be kept out of the area.

### Wipe Up Spills

C) The job should be kept as orderly as possible. All spills should be wiped up and clutter kept down to a minimum. Painty rags or waste should be kept in a covered metal container for disposal when the job is completed. All this is the kind of good housekeeping that goes with any job.

D) The painter himself should dress properly for the job even though it might not be too comfortable in the hot weather. That means wearing a cap at all times and enough clothes to protect skin from coming into contact with the paint. A lot of Seafarers find it more comfortable to work in a short-sleeved shirt, but long sleeves are definitely preferable. Some paints also require special respirators to protect the painter from breathing in the vapors.

### Clean Hands And Face

E) When the paint job is over, the painter should make sure to give himself a thorough cleaning, particularly around the hands and face. Paint on the hands can get on cigarettes or food and from there into a painter's mouth. The safest thing to do is not even carry cigarettes on your person if you are painting and to smoke only after the hands have been cleaned off. If an area has been freshly painted no food should be stored in it, because some foods have a tendency to absorb the vapors which are toxic in effect.

A lot of paint gets on the hands because the palm gets tired or sore and the painter holds the brush by the metal band. There's nothing wrong with this as long as the band is clean, but in most cases the band has become well-congealed with wet paint with the result that the painter's hands get an extra heavy coating and the hands can suffer from the toxic effects of the paint.

## Burly



## Happy-Go-Lucky

By Bernard Seaman





Copies of contract are run off press in mailing room at headquarters in New York by Union employee. They are being mailed to all SIU-contracted dry cargo companies.

## Seafarer 'Released' After 18 Months

(Continued from page 5)

McCarran Immigration Act went into effect. It was at that time that Slanina's troubles began.

Slanina was on the Trojan Seamen at the time. When the ship paid off in Norfolk in February, 1953, Immigration authorities would not let him land in the

country he had lived in for 31 of his 55 years. He had no passport and as far as Immigration was concerned he was a citizen of an Iron Curtain country.

### Seven Round Trips

It was then that Slanina's ordeal began. I made seven round trip voyages back and forth on that ship, and wherever we went the captain tried to get rid of me. But every place we went to the local Government would not accept me for as far as they were concerned I had no legal way of landing in their countries either."

That didn't stop the skipper from trying. He tried to put Slanina ashore in Bombay, in Algiers, Spanish Morocco, Italy, and Yugoslavia. On the third voyage around when the ship laid up temporarily for a two week period, he tried to put Slanina on a Panamanian scow heading for South America, and on another occasion tried to turn him over to Czechoslovakian authorities.

Finally though, after Slanina's case had become the subject of a Baltimore newspaper series, his attorney was successful in winning permission for him to land on parole. Immigration has agreed to admit him for permanent residence in the United States—after he has been living here for 32 years.

## SIU Art Work Goes On Display

(Continued on page 17)

the event for the lucky winners. Although the panel of judges is still incomplete, pending confirmation of the availability of several potential judges on Tuesday, it is expected no difficulty will be encountered on this score. The judging will be held on Tuesday afternoon.

### Favorable Reaction

Early reaction to the display in the shipping hall was highly favorable to the entries, particularly in the case of several oil paintings of early types of ships. Interest also centered on two gyroscopes machine-tooled out of bronze by one Seafarer.

# Pact Wage Gains Retroactive; Can Reopen On Welfare Items

(Continued from page 3)

clause has been written calling for carriage of US travelers checks in the event US currency is not available. These travelers checks, which are the equivalent of US currency, will be supplied crewmembers at company expense.

Another thorny point, the question of continuing allotments when a man has been taken off a ship because of illness or injury, has been dealt with by providing that allotments to the family are to be continued during repatriation for as long as a man has money coming to him in the form of wages.

Two important provisions dealing with the comfort of the crew have been added. One calls for replacement of all present mattresses with innersprings when the old ones wear out. Another specifies installation of two 12-inch fans in every foc'sle where there are two or more men sleeping, and one 16-inch fan in individual foc'sles.

### Transportation

In a tightening up of the transportation procedure, the contract specifies prompt payment of wages and subsistence when a seaman who accepted transportation presents himself to the company at the port of engagement within 30 days of signing off articles.

In the event a ship is wrecked, sold or laid up, the transportation clause in this instance has been strengthened to call for first-class air transportation if the crew travels by air, or the difference in cash if only irregular airplane

service is available. Compensation for lost gear under war risk insurance provisions is increased from \$300 to \$500.

A change in the deck department working rules provides overtime for carpenters required to re-

## Money Draws . . .

Resolving the issue of the lack of US currency in some foreign ports, the new pact features a clause calling for the issue of travelers' checks in lieu of US currency for the purpose of draws in foreign ports. The full cost of the checks will be borne by the shipping companies.

## Firemen's Pay . . .

Firmen will enjoy parity with oilers, watertenders and firemen-watertenders on wages and overtime as a result of a clause in the new agreement scaling firemen's wages up to \$302.32 back to October 1, 1953. Thus, firemen received a four percent increase on wages and overtime the same as the other engine ratings mentioned. The new base pay rate for firemen is \$314.41.

move old paint or varnish and repaint same. Section 29 on garbage has been amended to specify that garbage shall be stowed away from crews quarters.

Another important provision un-

der deck department rules calls for no foreign shore gang work in quarters, storerooms, passageways and other interior sections of the ship unless the shore gangs are regularly maintained by the company. This will eliminate the practice of hiring irregular foreign labor on the spot to do interior painting and other work and depriving deck department men of overtime accordingly.

Changes in the engine department call for the oiler to get one hour overtime on each watch for taking reefer box temperatures.

To expedite the huge task of handling retroactive pay the companies are to furnish the Union with a list of seamen entitled to retroactivity. The contract will run until September 30, 1955.

## Seamen Were In Forefront On D-Day

(Continued from page 3)

signed to operation scuttle as unfit for further service.

Those three ships were the Matt W. Ransom, the Benjamin Contee and the James W. Marshall. The Marshall had been bombed and gutted by fire at Salerno. The Matt Ransom had been torpedoed and then brought into port by her heroic crew. And the Benjamin Contee, while sailing as a prison ship in the Mediterranean, had been torpedoed by a bomber with a large loss of life among the Italian POWs.

These three Libertys were not the only SIU ships lost in the invasion. There were also a number well known to oldtimers — ships that had been sailed for many years by men of the SIU and SUP.

Among these was the old Keofresi, which had been in the Island trade, and which had been named after a Puerto Rican rum. There was also the West Nilus, the Illinolan, the Kentuckian, the Pennsylvanian, the old Alcoa Leader and the old Robin Gray.

### Kept Lines Open

After the beachheads were established, and as Allied troops fought their way through the hedgerows of Normandy and toward the heart of Germany, Seafarer-crewed ships continued to keep the supply lines open, and many Seafarers retain vivid memories of this routine but far-from-placid shuttle run.

Later, as the invasion progressed, the shuttle run was extended to other French and Belgian ports, and it was an SIU ship—the Bayou Chico—which was the second ship to carry Army supplies up the canal into the old city of Ghent in Belgium.

Other SIU ships braved the buzzbomb barrage with supplies for Antwerp, where at times a buzzbomb fell every 10 minutes.

Many Seafarers recall seeing these eerie, crewless missiles sailing through the sky over Belgium, trailing flame from their tails and droning like a huge swarm of bees while the ack-acks tried to knock them down.

Now, 10 years have passed since those buzzbombs fell, but those Seafarers who saw and heard them have not forgotten them. Neither have they forgotten the 1,154 American-flag ships that went to the bottom between the outbreak of the European war and Germany's surrender, nor the 8,066 American merchant seamen who were killed or captured during that phase of the fighting.

## Maintenance And Cure Rights Aided By High Court Ruling

WASHINGTON.—A seaman whose maintenance and cure beef wound up in the US Supreme Court emerged the victor last week, when the high court refused to upset a ruling in his favor by the lower courts.

The case involved a man who suffered illness while sailing in the deck department aboard a ship in 1951.

### Ulcer Attack

According to the facts brought out in court, the man suffered an acute ulcer attack while the ship was in Buenos Aires, and was later repatriated to his home in Philadelphia at which time he received treatment at the US. Public Health Service facility in that city. He

was later certified "fit for duty."

He then shipped again, but shortly afterwards found he was suffering from hernia. Although advised to submit to corrective surgery for this condition, he refused to do so when the first company was unwilling to guarantee him maintenance and cure payments following the proposed operation. Instead, he shipped out and, after signing off that vessel, went to work ashore.

Meanwhile, he filed suit to recover unearned wages from August 2-31, 1951, when the voyage for which he'd originally signed on was terminated, plus maintenance for the entire period from October 17, 1951, until February 3, 1953, when his case came up in court, less any outside earnings during that time.

The US District Court for the Eastern District of Pennsylvania entered a judgment in the seaman's favor, which was later upheld by the US Circuit Court of Appeals for the Third Circuit.

Although the company had made an award to him consisting of unearned wages and maintenance from October 17 through December 21, 1951, it denied his right to recover further maintenance after he had received a "fit for duty" certificate and returned to work.

The seaman, on the other hand, contended that the disability he suffered as a result of the original gastric condition, followed several months later by the hernia, made his request for guaranteed maintenance following the prescribed surgery a reasonable request of his former employer.

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Seafarers posing for the camera on deck aboard the Steel Apprentice are, left to right, King, utility; Red, OS; Slim and Tex, ABs, on Far Eastern run.



Seafarer Warren Messenger, known to his shipmates as the "Son of the Sheik" after this episode, relaxes after a bout with the hookah, an Oriental water-pipe.



A Malayan civet cat perches menacingly on the shoulder of Seafarer Bob Mitchell, who bought the feline aboard ship.

Seafarers aboard the Steel Apprentice on a recent Far East run did quite a bit of picture-taking as well as engage in usual pursuits, as these pictures attest. The photos, submitted by Jacob Malenke, crew messman, depict the doings aboard the Isthmian vessel on its run to a danger zone.

Shown here are such pursuits as touring on a motor scooter, which drew hundreds of people in some countries where the Seafarer involved revealed the scooter to prying native eyes, relaxing in a "harem" after smoking a hookah, a sleepy troubador and a military man at the ready in the performance of his duties. There was a little bit of something for all on the trip.



Seafarer Jacob Malenke, above, caused quite a stir in several countries with his motor scooter.



"Be Bop," passenger messman, takes time out for a siesta, dressed as a gaucho. He was the singing troubador of the vessel, good for a funny story at all times.



A French Marine machine gunner is alert as the ship goes up river to Saigon. No incidents ensued, but the crew felt better with him aboard while they were in the trouble zone.

## Hurricane Blows Up Newsworthy Events Aboard On Far East Run

Many things are happening aboard the Waterman ship Hurricane as it runs along in the Far Eastern trade, according to reports received from the vessel. Some are worth writing home about, and some are just clean fun, but they all add up to life aboard the ship.

First in a list of instances coming to the fore is one concerning Eddie Morris, Jr., son of a former Boston Red Sox pitcher of several decades ago. This Morris, however, was on the receiving end, not the pitching end.

Morris, it turned out, was asked to referee a few bouts in a local fistie arena in Pusan, Korea. He did all right until the main event when his emotions got the better of him. Then, there turned out to be three instead of two pugilists in the ring, with Morris flailing away as the melee turned into a fiasco.

When the bout was finally over, the judges asked for Morris' decision. "One black eye, one bloody nose, two injured hands and a sprained ankle for me," he replied, "and I guess it's a draw for those



Morris

other two guys. They're not even sweating."

The bosun on the vessel, Chico Troche, decided to open an insurance business on the side in addition to sailing for a living. However, there are some special requirements to be met before he'll insure anyone against anything. First of all, he won't insure the property of anyone smoking non-union-made cigarettes—in bed. You're also out if you burn garbage on the front lawn of your property. He'll insure bomb shelters, too, but only if they're 90 or more feet underground and the applicant, who must be past 86 years of age, is accompanied to Troche's insurance office by his grandparents.

### Gay Lotharios

The report from the Hurricane goes on to say that things, as far as the Casanovas and Lotharios aboard are concerned, are settling down to normal now that the ship has been out several months. The ship hit three spots in Okinawa,

Indochina, Korea, Japan and the Smoggy City, Los Angeles, where the crew hit the beach in search of womanly wiles. It seems the boys did all right in most of the places mentioned, but after a while they just had to rest to give themselves and their pocketbooks a break.

### Bowling Brawl

There's a slight difference between two of the crewmembers aboard the ship, who travel by the names of "Papa Gray" and "Grandpa" Jones. They're old timers and have decided to retire from the sea to open up a bowling alley and billiard parlor where they can pool their resources in Arkansas or Mississippi. "Grandpa" insists that all of the equipment be made of Mississippi long leaf yellow pine, and "Papa" demands that it be made of Arkansas oak and bauxite. At the last report no agreement had been reached and the crew was thinking of throwing open the beef to arbitration by the United Nations.

## Did You Know . . .

That horses have the power of sleeping while standing? Their legs are provided with muscular mechanism which cause them to lock, as it were, and permit the animals to rest somewhat as if they were standing on stilts. Horses sometimes go for months without lying down.

That strictly speaking, steam is invisible? The term is properly applied to the transparent gas or vapor into which water is converted when heated to the boiling point. The visible mist commonly called steam, which consists of minute droplets of water in the air, is not formed until the water vapor has cooled and condensed.

That applications for SIU maternity benefits must be supported by the following documents: (1) your marriage certificate, (2) baby's birth certificate dating birth after April 1, 1952 and (3) the discharge from the last ship you sailed on before the baby was born? Processing of all applications can be speeded up by at least three days if photostatic copies of the three documents are sent in. Applica-

tions should be made to Union Welfare Trustees, c/o SIU headquarters, 675 Fourth Avenue, Brooklyn 32, NY.

That so-called tin cans used in preserving foods are not made of pure tin? They are composed of the material known as tin plate, which consists of thin sheet iron coated with tin. The element tin in its pure state is little affected by the air and will not rust, being for that reason used to cover other metals to protect them from rusting and corroding.

That bees do not produce any sound with their mouths, as is often supposed? Bees make the characteristic monotonous noise known as humming as well as the louder buzzing sound entirely by vibrating the wings rapidly.

That Maine is the only State in the Union that adjoins only one other State? It is cut off entirely from the rest of the Union by New Hampshire. The honor of being bounded by the greatest number of other States is divided between Tennessee and Missouri, each being touched by eight other States.

## San Francisco Turns To Pearl At Night

Seafarer Harry Kronmel, working his way around the world once again, reports to the LOG about his recent discoveries in San Francisco, which he likens to a gem set in the shoreline of the West Coast.

Kronmel, who often reports on the activities along the African coastline, now switches his line of reporting fire and aims it at a new target.

"I have discovered a new pearl," he begins, "a thing of excitement and rare beauty—San Francisco.

"It is the most heterogeneous city in the United States, with a greater mixture of people than even New York can beget. Spanish town, where nationals of Cuba, Puerto Rico, Santo Domingo, Mexico, Peru and Ecuador are to be found, excites the blood with latin living.

"I was invited to a feast where I partook of food and wine in generous portions, and where, along with the combustibles, Spanish humor was the highlight of the night. I ate and I drank with abandon, laughing heartily at jokes which were 98 percent Spanish and two percent in the English

tongue. My knowledge of Spanish is severely limited, so my performance should have rated an Oscar.

### Other Points of Interest

"There are other intriguing aspects of this sprawling city on the Pacific. Chinatown stands out in its Oriental beauty and array, matched by nothing this side of New York and Cathay. Fisherman's Wharf, another point of interest, features fine seafood at reasonable prices, as well as the lore of the sea. These are Joe DiMaggio's hunting grounds.

"Market Street, the center of the pearl, has everything to attract the eye of the tourist, with Cinerama the big gimmick these days to lure the city slicker and the country bumpkin. The streets of this town are laid out uncompromisingly, taking no back-talk from the city's hills as the avenues defy gravity and steep grades, feeding, vein-like, the city's traffic needs.

### Magic of The Night

"Higher up in the mountains you can see the bay, one of the most beautiful in the world. The Golden Gate Bridge and the Oakland Bridge stand out sharply against the background of the city's skyscrapers and the blue Pacific. Night comes and everything turns to pin-point magic; everything turns into a beautiful pearl."

## Rossi-Roasted



Frank Rossi, former chief cook aboard the Seatrail Georgia, gets set to cut up a roast turkey on a recent run. Photo was taken by Anderson, engine utility.

## Report Lost Baggage Check

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



# The FOC'SLE FOTOGRAPHER

By SEAFARERS LOG Photo Editor

A ray of light coming from the sun or from a lamp vibrates in all directions at right angles to itself. When a ray of light hits certain objects or passes through certain materials which cut out all these right angle vibrations except those going in only one direction, the light is spoken of as "polarized." In nature, light is most often polarized in two ways:

1. Sunlight in a clear, blue sky, coming toward us in a direction which is at right angles to the sun itself, is polarized light.
2. Light bouncing off non-metallic objects, when both the line of sight (reflection) and the direction of illumination are near an angle of 32 degrees to the surface, is also polarized.

Polarized light that bounces off non-metallic surfaces tends to obscure the true color and tonality of objects behind what we usually refer to as "glare." The glare is caused by the mirror-like reflection of the light source, the surface of the object "having the quality of a mirror." For example, a very slick non-metallic surface like that on a sheet of glass or on still water will reflect polarized light in an even "tone" of white and hide any detail behind it. Other surfaces, such as that of a sheet of lustre-type photographic paper, give off a sheen of polarized light which obscures the actual tone and color of the object. In photography, the light which is most generally useful to us is "unpolarized" light. It carries mirror-like reflections but diffusely reflects the color and tonality of the scene.

### Use Of Polarizing Filter

Naturally, not all the light coming from an object, as described above, is polarized light which the polarizing filter has any control over or can eliminate completely. This is accomplished by the filter acting as a directional grid, selectively permitting the diffused reflection to pass, and blocking out the surface reflection. Because all surface reflection has direction, that is, has a certain axis, the trick is to rotate the grid or filter to an axis which is perpendicular to the axis of the surface reflection light, light which is polarized and has glare.

In actual use on a camera, the polarizing filter requires increase in exposure—for two reasons:

1. The density of the filter itself requires an increase.
2. The greater the brightness of the polarized light in proportion to the brightness of the scene in unpolarized light, the greater the increase needed for normal reproduction.

The actual amount of increase is dependent upon the polarizing filter used and the conditions under which it is used.

The polarizing filter has an infinite number of uses in the control and elimination of reflections because all types of light, coming from many sources, can be polarized light. The following list of fundamental uses will give you an idea of how often you may find a need for this filter.

1. To eliminate or diminish oblique reflection or glare from a surface of glass, water, varnished wood, concrete, and other non metallic objects:

### Used In Color Photography

To reveal texture or surface detail which is hidden by polarized light from such surfaces. In color photography, cutting through surface reflection is the only way to get maximum color saturation, and the only way to cut through this reflection is with a polarizing filter.

2. To photograph through glass or water which is reflecting polarized light when the camera axis is around 32 degrees to the surface.
3. To reduce polarized haze in the sky areas of a landscape and render the sky darker without changing the tonality or color of the foreground, as would be impossible when using colored filters. This technique is also especially valuable in color photography.
4. As a neutral density filter to simply cut down overall brilliance.
5. In combination with a colored filter to achieve special effects.
6. To control contrast in scenes which are "flattened" by polarized glare or haze.

## LOG-A-RHYTHM:

### Sailing Round The Coast Of Africa

By Harry French

The Robin Doncaster was none the faster  
Than all the ships at sea,  
From New York she bound to a place called Cape-  
town:  
The harbor looked beautiful to me.

The gangway went down, the crew went to town  
To see sights we did not care,  
The ladies came fast, the drinks didn't last  
It was time to go to our lair.

Durban was aft, and how the crew laughed  
When they found out a man missed the ship  
But it all turned out good, 'cause he made the  
Hood,  
Now he can continue the trip.

There's a few jungle bunnies who go see their  
honeys  
Near Beira away from the lights,  
In a bar called Fernandos' you'll find the Com-  
mandos  
In a dance, with a drink or a fight.

When a safari began to fly way inland  
The officers took to the air  
Their cameras in hand, they thought it was grand,  
Fifteen pounds they gave for the fare.

Nacala is small but the bushes are tall,  
The leopards come in town at night

With a skin on my back, in the bush I lay flat,  
Causing the bosun to 'most die of fright

I thought he would run, but I saw a gun,  
I started to leap and bound,  
When he saw it was me, he laughed eerily,  
It was time for me to leave town.

In Mombasa Bay I heard someone say,  
John Masters fell off the ship,  
He started to swim, but wouldn't give in  
To the tide for a one-way trip.

Back down the coast to the port we like most  
The trip was very fast,  
In the Navigator's Den we wouldn't give in,  
To the English we fought to the last.

In Luderitz Bay, some people say,  
Thar's diamonds in them thar hills,  
But take my advice, stay away from the ice  
Or the guards will fill you with pills.

The States wouldn't seem far, were we traveling  
by car,  
But by ship it's as far as the moon  
It will surely feel grand to set foot on land  
Still it's true it all ended too soon.

The voyage will be over, we'll be one trip older,  
We'll part in a friendly way,  
But we'll meet again, maybe in LM  
In Durban or Luderitz Bay.

## Seafarer In Double Celebration



Seafarer George E. Dunn's mother and father, soon to celebrate their 50th wedding anniversary, pose in Boston, Mass., home.

June 29, 1954, is rather a special day for Seafarer George E. Dunn, now steward aboard the Coe Victory in Yokohama, Japan. Right now Dunn is in the land of the lotus blossoms, but he assures the LOG in a letter that come that notable day, he'll be in Boston, Mass., for a very notable occasion.

Dunn is proud to write that the aforementioned date bears a dual significance in his life and those dear to him. First and foremost, he states, is that on the next-to-the-last day of the month his

mother and father will celebrate their 50th or "Golden Wedding" Anniversary together. Moreover, he adds, the same day of the month marks the date of his birth.

Dunn is one of five sons born

to his mother and father in the early years of their wedded bliss. A brother John, a lieutenant, was killed at Iwo Jima on invasion day on that bloody Pacific Isle, while another brother, Bill, was killed in a construction job accident. However, for the most part, Dunn says his folks have led a happy life, even with the double tragedy a heavy burden upon their shoulders.

### Faithful Readers

Avid readers of the LOG, his parents are well up on the doings of the Union, says Dunn, adding that they read every issue from cover to cover. His father is close to 80 years of age and still active, going to work everyday as a means of keeping his agile mind and body alert.

His mother, in her 70's, still keeps the home fires burning with home-cooked meals, insisting on doing all of it. Dunn will be around for some of her cooking on June 29.

## Chowtime: Steaks And Slops



## Quiz Corner

- (1) From what country did the US buy Alaska: (a) England, (b) France, (c) Russia, (d) Spain?
- (2) A man has three times as many nickels as he has dimes, for a total of \$7.75. How many of each coin does he have?
- (3) Which of the following countries has the most dense population per square mile: (a) Japan, (b) Italy, (c) Netherlands, (d) India?
- (4) Who was the President of the US 100 years ago, in 1844? Was it: (a) William Henry Harrison, (b) John Tyler, (c) Andrew Jackson, (d) Martin Van Buren?
- (5) Texas and California are the largest and second largest states in the Union. Which of the following states is third largest in the US: (a) New York, (b) Colorado, (c) Montana, (d) Kansas?
- (6) Which is the only major league baseball team that has won every World Series it played in: (a) Cleveland, (b) New York (American), (c) Boston (American), (d) St. Louis (National)?
- (7) How large would a drawing be of a field 16 yards long and 18 yards wide, if the scale used was one-quarter inch to the foot?
- (8) What is the meaning of the word Iniquity: (a) persecution, (b) wickedness, (c) inequality, (d) honesty?
- (9) How many members of the US Senate will be elected this year: (a) 16, (b) 48, (c) 32, (d) 96?
- (10) One-sixth of a number plus three-fifths of the number amounts to seven less than the missing number. What is it?

(Quiz Answers On Page 25)



# Yokohama USSC At New Location



Starring in the floor show at the United Seamen's Service Club in Yokohama, Japan, is this trio of dancers billed as "The Dark Team." They spark two floor shows held nightly at 7:30 and 9:30 PM. There is dancing and other entertainment for Seafarers before and after the shows.

Decked out in new array, according to Seafarer Luis Ramirez who writes from Japan, is the new United Seamen's Service Club in Yokohama. What's more, he adds, everyone is ready to wait on the entertainment-seeking Seafarer in this home away from home.

It is even better than the original building, he goes on to say, though the latter was designed by America's foremost architect, Frank Lloyd Wright, who also drew up the plans for the Imperial Hotel in Tokyo. The new building is a completely reconditioned one, refurbished especially with the needs of the club in mind. In addition to having all the old facilities, Ramirez notes, the new plans call for a hotel annex, to be ready sometime in the future for the convenience of seafarers during their stay in the city.

These pictures show a highlight of the activities of the new building, two nightly floor shows. In addition to the regular professional entertainers, seamen are invited to display their talents before the friendly audiences. All in all, everybody has a good time at the USSC.



Playing a hot tune on his harmonica is Seafarer Reginald Croise, AB, on the Seacomet II, with the Jamboliers accompanying him.

Seafarer R. Burton is singing a new number at the Yokohama USSC, while Pepin Aguilar keeps time to his rhythm. Both are on Wacosta.

## Whale Makes Whale Of Tale

To quote a song title of an earlier day, "strange things are happening" concerning the good ship Calmar of the company of the same name. At least that is what is reported to the

LOG via recent minutes of a shipboard meeting. These strange things concern whales.

Seafarer Thomas Lowe, ship's delegate and secretary of the last meeting, reports it in first-hand, eye-witness fashion, because, he claims, it happened while he was at the wheel. At about 9:30 AM on the morning of May 19, Lowe took the wheel and the old man and third mate were on the bridge. Suddenly, from out of the vastnesses of the deep, half a dozen black, killer whales broke the surface of the ocean and started swimming lazily around the vessel. In no time at all they were on all sides, surrounding it, as if they meant to hurl an onslaught against the hull with one fell swoop.

From out of the pack there rose one fierce-headed monster intent on doing damage to the ship. He wheeled about from his circular path around the ship, and headed straight for the side of the vessel. He came at the ship like a runaway locomotive, awesome, powerful, spouting spume through his blowhole.

When he was 20 feet from the hull, the maddened whale changed his mind. He hurled himself about six feet above the surface of the water, turned, and raced away full throttle. There was no truth to the rumor circulating about the ship that he got "chicken" after reading its name.

# The SPORTS LINE

By Spike Marlin

Two of baseball's most noted relief pitchers both hit the long, long trail back to the minor leagues recently, Joe Page and Joe Black. Neither of them figure among baseball's great pitchers, but both of them, while they had it, were, as the saying goes, "instrumental."

At their best they both had two major assets—a fast ball and excellent control. They weren't of the tricky breed. They would come in for a few innings and simply fire the ball past the hitters.

When last seen, Page was attempting a comeback with the lowly Pittsburgh Pirates. His last appearance was at the Polo Grounds when he came out of the bullpen in a typical Page-ean situation—runners on second and third and nobody out. He loaded the bases with an intentional pass and then struck out the pitcher.

### No Double Play Ball

The young Page would have followed this up by throwing a double play ball at the next hitter. The old Page didn't. His faint facsimile of a fast ball was deposited by Whitey Lockman into the Polo Grounds' inviting right field sector.

Before Page finished he had gotten three men out, but also given up seven runs. A day or two later he had his free pass to the outside world.

Black's going-away suit was cut out of the same cloth. His final appearance was an attempt to hold Philadelphia at bay. Instead he gave up a home run which proved

to be the deciding blow of the contest.

Page's career was notable for its previous ups and downs. It's a well-authenticated fact that he was within one pitch of being fired early in 1947 when he was on the verge of forcing in a run with a walk. He recovered from that situation and went on to feats to sew up the pennant almost single-handed. In 1948, the success went to his head and his waistline.

The Yankee manager, Bucky Harris, got fired, and the Yankees did not win the flag seven years in a row as they might have otherwise.

In 1949 Page was up again like a pogo stick, climaxed by another stellar World Series performance.

You could argue that when Page had it, he could throw harder than any modern pitcher for a short span. On one occasion he came in in the eighth inning against the Red Sox, then the Yankees' arch-rivals, with a runner on third and one man out. The next five men in a row struck out on 18 pitches with a feeble foul tip being the best that any of them could do.

Black's case is, if anything, a sadder one. He had one brilliant season as a freshman in 1952 when he nearly succeeded in upending the Yankees in the World Series. Since then, although he still has youth and speed, his ability deserted him in a mysterious way known only to unsuccessful ball-players.

## Crewmen Discuss Bailey Board



Seafarers W. D. Johns, left; FWT, and T. C. Deale, oiler, aboard the Alcoa Partner, discuss the workings of the Bailey combustion control panel board as the ship gets underway on a recent voyage.

## Seafarer Sam Says

### SAFEGUARD YOUR BOOK!

THE UNION IS NOW SPENDING TIME AND MONEY TO ISSUE TO EVERY MEMBER THE NEW DE LUXE UNION BOOK AT NO COST.



PROTECT YOURSELF AND THE UNION BY NOT LOSING IT. YOUR UNION BOOK IS THE MOST PRIZED POSSESSION IN THE MARITIME INDUSTRY.

## 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 Alonzo "Tiny" Milefski's recipe for Boston cream pie.

Despite all that may be said about French cooking in general and their pastries in particular, this country boasts some traditional dishes that are original and truly good eating. Certainly Boston cream pie is in this category.

It is simply made, perhaps the end results of some housewife who tangled with the problem of something different for dessert. Just bake a cake, split in half sandwich filling between the layers and top the whole with chocolate icing.

Here's "Tiny" Milefski's recipe for the cake. Two cups of shortening, 4 cups of sugar, 2 teaspoons of vanilla, 2 teaspoons of salt, 2 cups of milk and two-thirds teaspoon of baking powder.

First you beat the shortening until it is white and creamy and slowly add the sugar, eggs and extract. Then you alternately add

one-third of the milk and one-half of the dry ingredients.

The mixture should be put in a shallow baking pan and slipped into a 400 degree oven for about 23 or 30 minutes.

The recipe for the vanilla cream filling for the pie is as follows: Take 8 cups of milk, 1½ cups of cornstarch, 2 cups of sugar, 1 teaspoon of salt, 8 well beaten eggs, 4 tablespoons of butter and 1 tablespoon of vanilla.

### Mix Together

You mix the cornstarch and sugar together and add to the scalded milk. Then you pour the mixture over the beaten eggs, adding butter and the vanilla extract.

When the cake is done, it is allowed to cool and then split and the vanilla cream filling put between the layers.



Milefski



### Thinks Labor Has Part In Politics

To The Editor:

At a recent SIU branch meeting, which I attended, the port agent explained the state political situation, and asked all members to vote the slate endorsed by the State Federation of Labor. I observed that the speech was having little effect on some of the members present. After the meeting I overheard one brother saying that a Union shouldn't become involved in politics.

Now, I am forced to take issue on this matter. The right to vote is one of the basic fundamentals of any democracy. The SIU has never gone overboard in politics, nor has the membership ever been "used" politically, but as Samuel Gompers once said, "Our enemies must be punished and our friends rewarded." Naturally, he was referring to political enemies and friends.



Darley

#### No Hands-Off Policy

Can anyone be so naive as to think that any of the pro-labor laws that we now enjoy were enacted through the goodness of the politicians? Never! The US government has never adopted a hands-off attitude towards labor; the different administrations have either been pro or anti-labor. Let us review the record and we will see why it is impossible to follow a non-partisan policy in the field of politics.

As time and history have proven, a labor union can only stand up under so much anti-labor legislation. During the first 150 years of American history, Congress and state legislatures either avoided the subject of labor unions or treated them with kid gloves, and the laws they did pass were so written that the judges could interpret them as they wished. One of the earliest anti-labor laws, and probably the greatest cross that organized labor has had to bear, was the Sherman Antitrust Act of 1890, which supposedly originated for the purpose of breaking up the big corporations and trusts, but was used as an anti-labor weapon more than anything else, even though labor unions were not even mentioned in the Act. The Supreme Court ruled that labor unions were a conspiracy in restraint of free trade, which is a violation of one of the statutes of the act.

#### Three Sanctions

Under the infamous Sherman Act there were three types of sanctions: (1) criminal penalties of fines and imprisonment (2) restraining orders and injunctions, and (3) civil suits for triple damages. Labor felt the full impact of the Act for the first time in the Pullman Strike of 1894. Strikers refused to handle Pullman cars; therefore train service was interfered with and the mails were held up. On these grounds an injunction was issued. Eugene V. Debs, who led the strike, was jailed and the strike was broken. The injunction was used freely until the Clayton Amendment to the Sherman Antitrust Act was passed under the administration of President Wilson. The amendment stated specifically that trade unions were not "combinations or conspiracies in restraint of free trade" as the courts had found in the Sherman Act decisions, and that the law was not to be construed as to forbid their existence or activities. The president of the AFL was so elated that he publicly called the Clayton Amendment labor's "Magna Carta." He had not reckoned with the anti-labor Supreme Court, who repealed the amendment by interpretation. Three years after the passage of the Clayton Amendment this same

# LETTERS

### Lots of Action On Far East Run

To the Editor:

A word of greeting to all from the crew of the Hurricane, now known as the "Big Oriental Mystery Ship" of the Waterman fleet and all because neither the company nor the military authorities know to where, or why or when this vessel is going to depart and where she will go once she leaves the dock. In fact, one brother called his wife at his home in Mobile, Alabama, on April 28, and she informed him that the company officials had informed her that the Hurricane was due on the West Coast on April 28th. Same date, same ship and the same baloney from the higher-ups. So if a C-2 can travel that fast, then something new in jet or atomic power has been added. Perhaps the company meant April 28th, 1955.

#### Case Of Grits

We have one of our brothers who hails from north of the Mason-Dixon Line to thank for obtaining one-half case of grits after the supply on this tub had been exhausted, and do not think that the boys from deep Alabama did not grin like a toothpaste advertisement when they received the news.

There are many debates going on, both pro and con as to whether the 100 percent bonus, the \$5.00 per day or both apply to the Haiphong, Tonkin, French Indochina area. The writer is checking and investigating the same but I have informed all the brothers that the patrolman on the payoff will give us the verdict on same.

Frank Ballard has really been singing the "Home Again Blues" and Sam, you made the trip too long. Early this morning he went into action and started packing his gear, telling the delegate to call headquarters for a replacement and to get him reservations on the first plane leaving for Mobile, Alabama, for he would not stay on a ship that runs out of Mobile Ice Cream.

#### Who Conquered

The trip has been uneventful so far with smooth weather and smooth relations all around, and though, we hit French Indochina, nothing out of the ordinary occurred, except that some of the Hurricane Lotharios made their usual feminine conquests. Yet, I am afraid that when the draw sheet is published, we will all find out who was really conquered.

Henry (Haiphong) Laird, God's gift to the femme fatale, and the lightning crew pantryman has the terra firma symptoms, for the only thing that beats him ashore are the mooring lines and the gangway, and oftentimes, he and the gangway run a deadheat.

Ray (Rice & Gravy) Hodges, one

of the "deck maniacs," states that the reason that he is so anxious to get home is that he is going to use some of his acreage to develop a new breed of corn and also watermelon. According to the crew messman, he is really the guy that can do it, for he has plenty of corn and not the planted kind, and the rice and gravy is making him as fat as a Tom Watson melon.

Charlie (Chuck-a-Luck) Jensen, another "deck maniac," has written to a well-known music company for the ten easy lessons on how to play the guitar, so that he can emulate a real steel guitar player and have his own orchestra. Good luck, Charlie, but with those big hands of yours, you should have written for tuba lessons.

#### Awaiting Orders

According to rumors and the famous Waterman scuttlebutt wireless, it seems that we may be on the Japan-Korea shuttle run for some time to come. Yet when you ask some of the brass what's the dope, they merely reply: "It's Kismet and Manana, for we are awaiting orders." Hang up that homeward bound pennant, skipper.

To get down to more serious matters, please allow me to state that this is an above the average crew, and as of now, we have had no major beefs and darned few minor ones. Just a peace-loving gang with no bouts so far and from the aspects of things, none are scheduled for the future.

We all like the photos in the early April LOG, showing a Mardi Gras float passing the Union Hall in Mobile, and it was also a good picture of the Hall in the background. The Mobile boys were quite puffed up about the article that accompanied same, for it was a boost for Mobile.

S. Zuberick

### Southerners Go Southerner

To the Editor:

My wife and I enjoy the LOG very much, and I don't think my wife misses one word in any copy.

Savannah wasn't far enough into the deep south for us, so we have moved to the Crescent City. And, amazing as it seems, my wife hails from the northern part of Ireland. I'm still wondering if it was me or that good old southern sunshine that took her away from the land of the shamrock.

I am enclosing my new address here in New Orleans; please send the LOG to me here instead of to Savannah.

Edgar L. Baker

(Ed. note: The LOG will be sent to your New Orleans address, from now on.)

### Hopes Men Not Lonesome At Sea

To the Editor:

First, I want to thank you and also tell you how much I enjoy the SEAFARERS LOG. With my husband at sea continually, sailing for Cities Service on the Cantigny, tryin to save for our first baby, due in August, makes my days all the longer and fuller with longing to see my husband climb down the gangplank and come across the dock to me.

I've read the poems in the paper, written by Seafarers telling how lonesome it is at sea. I hope this loneliness for seeing that certain ship isn't shared by them for seeing the docks. Although I know it in my heart, it makes me feel all the bluer to know he's lonesome too.

Keep our chins up with those swell articles from the Seafarers themselves.

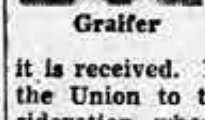
Mrs. Anthony Phillips

### Asks For More Papers Aboard

To The Editor:

We have just received the latest copy of the LOG aboard the Steel Apprentice, and I would like to go on record as saying that one copy of the LOG for each department delegate is not enough for ship-board consumption on a foreign trip.

It would be better for all concerned if more copies could be forwarded, as we have some brothers aboard who keep the paper to themselves when it is received. As for myself, I don't like to act like a detective in tracing down the current issue of the LOG when it is received. I am hereby asking the Union to take this into consideration when LOGS are sent out. I am not the only one who feels this way. I think that more copies of the LOG aboard ship would lead to better unionism.



Graifer

Seymour (Lefty) Graifer

### Back To Sailing, Asks For Movie

To the Editor:

I'm now on the Del Mar, after spending a good vacation in Mexico, well, and still sailing.

As you know, we show movies aboard this vessel, and I was surprised to learn that many of our members haven't seen "This Is the SIU" yet. I thought it would be a good idea to have the film, which was recently taken in Brooklyn. If possible, we may be able to show it in the Buenos Aires Seamen's Union hall. I don't have to tell you why.



Martinez

If possible, will you please send it to me at the New Orleans hall; we will be there about the middle of June. I would also appreciate receiving some Union reading material.

Dick Martinez

(Ed. note: The film and reading material are on their way to New Orleans.)

### Keeps Up With SIU Overseas

To the Editor:

I am writing this letter from the land of frauleins and gasthaus's (beer joints). I used to enjoy this particular run, when I was shipping out, but now—ugh! We have about four former SIU men in our outfit, including one called Carmine Mancino, and another called Ulm, who ships out of Baltimore. Mancino ships out of New York, so all in all we have a good time amusing the morons (excuse me, sergeants) with sea stories.

While stationed in the States I received the LOG regularly, but since coming here in such a hurry I neglected to change my mailing address. Would you please have the LOG sent to me here; I like to feel that I am part of the SIU, even though they call me PFC.

Samuel "Scotty" Beattie

(Ed. note: We are sending the LOG to you in Germany, as you requested.)

### Fill That Berth

If a crewmember quits while a ship is in port, delegates are asked to contact the hall immediately for a replacement. Fast action on their part will keep all jobs aboard ship filled at all times and eliminate the chance of the ship sailing shorthanded.

court authorized the issuance of injunctions to private parties (employers) as well as public officials. The tide started changing with the passage of the Railway Labor Act of 1926, but the first all-inclusive legislation was the Norris-LaGuardia Act of 1932. This Act outlawed the yellow-dog contract and labor injunction, and clearly stated that individual workers should be "free from the interference, restraint, or coercion of employers of labor, or their agents" in the choosing of representatives or in self-organization for the purpose of collective bargaining.

Labor received its real "Magna Carta" with the passage of the National Labor Relations Act of 1935, or more commonly referred to as the Wagner Act from the bill's sponsor, Senator Wagner. The NLRA guaranteed the worker certain rights and imposed penalties on the employer as well as the employee for violations of the Act. Best of all, the Act gave trade unions legal status as such.

#### Model Law

The Wagner Act was a model law—it stood for 12 long years without the crossing of a "t" or the dotting of an "i"; it withstood the criticism of the public and business, but in 1946 a prejudiced House and Senate saw fit to pass the Taft-Hartley Act, with which we are all too familiar. One high-placed union leader has said that the Taft-Hartley Act set labor back 50 years.

The Taft-Hartley Act is a good example of what can happen when we are not vigilant, when we sleep, and above all when we do not vote.

As has been pointed out in the LOG some people are overly confident of the powers and prestige of labor. In recent months labor has received some surprising setbacks from the rulings of the National Labor Relations Board and the courts. Therefore, brother members, let us all vote in the interest of our country, our own personal interest, and above all in the interest of our Union.

Milburnie (Red) Darley

### Wants To Sell Property On LI

To the Editor:

I would like to tell the membership about a quarter of an acre of property in Long Island which I would like very much to sell only to a merchant seaman who is still sailing.

At his earliest convenience, any prospective buyer may inspect the property personally. It is located at Mastic Acres in Shirley, Long Island and the price is very, very reasonable. The lot and map, or description of the property is: School District 19, Mastic Acres Unit 14, Lot No. 647.

Joseph A. Olinski



Seafarers aboard the Hurricane take a break from their labors to have their pictures taken. They are, left to right, Red House, Lotus Stone, Ray Hodges, Henry Laird, Charles Jensen, Ted Simmons and Jim Jordan.



**Santore Pride Of Ore Fleet**

To The Editor:

It is hard to believe, and no one could ever tell me that Ore ships out of Baltimore were any good. I was on one seven years ago, and said I never would ride one again. Recently, however, after hearing the fellows tell me that Ore ships were better than they used to be, I shipped out on the Santore as deck engineer, just to see for myself if this was true.

Seven years ago, these ships were the worst, but I am making my third trip on the Santore now and I'll be on here for a couple of trips more. Since I have been on board, only four or five men got off on each trip. This trip, no one in the engine department is getting off, and only three men in the other departments.

I'd like to give the steward department all the credit for making this ship the best feeder that I've been on in the past five years.

Mr. Charles Stirling, the steward, knows how to get the food on the ship and chief cook Joseph Padelsky is the best cook there is. I'll put him up with any chief cook in the SIU. Wherever our steward goes there will be the best of food. R. R. Wingert, second cook and baker, puts out doughnuts, cookies and cake every coffee time, and his bread is just like what you could buy in a store. Mr. Wingert is the best baker anyone could ever sail with. The whole crew feels the same way about this steward department and the ship.

We have a good captain, good mates and the best of engineers. If you sail aboard the Santore, you will see more bookmen riding this ship. The Santore is the pride of the Ore fleet; we made it and we are going to keep it the best in the fleet.

Vance A. Reid

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**Crew Supports Accident Forms**

To the Editor:

We, the crew of the Steel Admiral who are ardent readers of the SEAFARERS LOG, have been following very closely the response of the membership to the letter originally written by Stewart Hanks, in the "Letter of the Week" column. This letter referred to the notification that the Union should receive from the ship's delegate aboard ship, when any of our brothers are hospitalized.

We have discussed this matter pro and con, in the shipboard meetings and the following is our opinion on it. To notify the Union when any of our brothers leave the ship, should be a must and we are glad that the matter has been brought to the membership's attention. We are also confident that our Union will do something about this, for the following reasons:

**Replacement Problem**

When a ship is left shorthanded, the Union should know about it because there will be a matter of settling replacements as quickly as possible and where possible. If a replacement is not possible, an adjustment in the advance of wages may be necessary and we must be represented by our Union in these matters.

The steamship companies have had it all their own way for years, making out a report on an ill or injured seaman. For example, we have seen it happen many, many times that the mate will come down and get a statement from the crew as to how and when a man was hurt or taken ill and then write it down in his own words, as short as possible, and only what he feels like

**• L E T T E R S •**

**Has LOGs Ready For Husband**

To the Editor:

I want to thank you for your prompt attention in sending me the three back issues of the LOG which somehow failed to reach me previously. It sure came in the nick of time, as my husband is due in. That is the first order of business with him when he comes home. We also have seamen friends who, coming in from voyages, miss some of the papers. Now they can always catch up as I have all copies.

It has been in the news here about closing the shipyards around Baltimore in October if no new ship orders come in for the yards. This will be a hard blow to the thousands of shipyard workers to be laid off and to the prestige of this city itself. Keep up the good work.

Mrs. E. S. Potts

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**SIU Men Have Final Laugh**

To the Editor:

This is my second trip on the Arlyn, a Bull Line ship. She is not a beauty. She is one of the ugly ducklings of World War II. There is nothing to brag about her. But she can hold her own among the ships that ply the coastal trade. Why? The answer is simple. The men who man her are men that make what a ship should be. We made her a beauty because we have men on her who take pride in their profession. They are fully aware that their job, their security and their future are under the wing, protection and guidance of a union they created—the SIU.

Comparing this outfit to the last one I was with, the Atlantic Refining Company, is like comparing night and day. To the men of the Atlantic Refining fleet who gave their oath and obligation to us only to turn around and give us a good stab in the back; you might be laughing now, but you haven't got the last laugh. There will be a day when the Turners, the McDades and some other so-called big shots will give you the boot, and you will find yourself facing a blank wall in your security.

There will come a day when you will fully realize what you have done, and all of you are not far from it. I still say, and sincerely

believe that no man in his right mind would like to be chained to his job. A job like one in Atlantic is where you are never free from fear; fear of losing your job and not knowing where to turn to.

I know, because I worked for the Atlantic Refining Company for five long years. I am no different from other fellows. I can bet most anyone that they feel the way I do when I was still with them. A feeling of insecurity hovering over you always.

It was not a political election that we went through last November. It was their very all. Yet they chose bondage to freedom of movement. Free wherever you chose to go to. Free whatever port you choose to sail from. Free from the bosses who tell you where to ship out.

They talk about their good food and living conditions. You guys have nothing to brag about. For one I will say that you acquire it at the expense of another department. I am talking about your chow. Your steward department is putting more than the eight hours work to give you the things, the grub you like. They have been

putting in that many hours to please you fellows yet not one vote of thanks comes from their fellow members of the AMEU. They, the crew, take everything for granted, violating their contract and tolerating the violation of their written agreement without benefit of overtime for the steward department just to please the other two departments. That, in the steward department, is something for each one of you to consider. It is no surprise to me why some of the best men in the Arco Fleet deserted you.

Laugh at us? Brother, you are making me laugh. We can go in any respectable place or places where seamen hang out and we can always hold our heads high. I might meet you in some of those places, or, my brother members might meet you in such places, but you aren't laughing at us. We have the last laugh.

Leo V. Carreon

~ ~ ~

**Auld Lang Syne On Memorial Day**

To the Editor:

The Hastings is at the beginning of another Far East trip; we are now running the Coast, picking up cargo which will sure be a mixed up lot as it runs from ammunition (small arms) to phosphate and other general cargo. So far we cannot find out just where we will go foreign, but expect it to include Japan, Korea and the Philippines.

As I was having dinner in the messhall with this crew on Memorial Day, I got to thinking of other crews I have had the pleasure of sailing with and of the men with whom I have associated in the last 12 years, who made that long, last sea voyage. There are those shipmates lost during the war and also the men who have passed on ashore after.

To these men who have bettered conditions and gotten or helped to get what we have today, we owe a special thought on this Memorial Day.

W. O. Cunningham

~ ~ ~

**Seamen Can't Be Landlubbers**

To the Editor:

After reading Mr. Jellet's letter in your May 14th issue, I cannot keep from telling him how right he is.

My husband had been a seaman for ten years when I married him, but because I was so in love with him that I couldn't bear the thought of his being away from me at sea, I begged him to work on land at very low-paying jobs which couldn't cover our expenses, instead of letting him sail at a high-paying job at sea, for which he was qualified.

He has been gone for two months now and I haven't heard a word from him, possibly because he feels I will never make a "seaman's wife." So remember, wives, if your husband is a seagoing man, don't try to change him, for it's better to be lonesome sometimes and have those happy hours while he's in port than not to hear from him at all and be without him forever, perhaps, as I am.

Yes, Mr. Jellet, "Once a seaman, always a seaman," and though they may be on land I have learned through experience their hearts will be on some ship and out at sea where they find their contentment. I hope my experience may be of help to some wives who may be about to make the same mistake. Don't try to turn your seagoing man into a landlubber, for if he's a real seaman it will never work.

Name Withheld

**Keeps In Touch Through Paper**

To The Editor:

I have been receiving the LOG regularly over here in Germany; it is my letter from home. I have about 14½ months more to go in the Army, and without the LOG to help me keep in touch with the SIU, I would probably go completely bughouse here.

The thing I miss the most is the good SIU chow. I may have done some beefing about the chow to the cooks that I sailed with, but when I get out of the Army and back to sea again, the steward department won't hear anything but compliments from me.

I am sorry to bother you again about my change of address; I hope the one below is permanent this time.

Pvt. Robert Fink  
US 51260317  
HQ and HQ's Co. 12th  
Inf. Reg.  
APO 39  
c/o PM, New York, NY

(Ed. note: We have changed your mailing address on the LOG's subscription list.)

**Gives Thanks To Clinic Staffers**

To the Editor:

Just a few lines to thank and be grateful to all the staff of the "Clinica Maldonado Sierre," Stop 36, Hato Rey, Puerto Rico, for the way they treated me was fine, especially Dr. Sein who put me in the operation ward just two hours after I was there, with a very, very critical operation to perform. Due to the fact that I was on the beach here in Puerto Rico four months, the Puerto Rico Public Health Clinic wouldn't operate on me. Also a vote of thanks to the Blue Cross in Puerto Rico which my wife, Providencia Litchfield, belongs to.

I recommend by experience to any brother to join the Blue Cross until our Union sets up a hospital plan which we need so badly everywhere for us and our family.

George Litchfield

**Favored Spot In New Orleans**

To the Editor:

We, the crewmembers of the Seaciff, would like to recommend the lounge of Eddie Mack, which is located on the corner of Dauphine and Conti Streets in New Orleans. If seamen want the best of courtesy and attention, then this is the place for it. Women, and strictly women.

Eddie, and we Seafarers who frequent this bar, would appreciate it if you would send a couple of copies of the LOG regularly to the lounge.

William O'Brien

(Ed. note: We have added Eddie Mack's Lounge to the LOG's mailing list.)

**Don't Wait, Get Vacation Pay**

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



Reid



Fink



Carreon



**THE LAY OF THE CABLE.**

TELLING OF ITS INLAYS AND OUTLAYS, ITS RELAYS AND DELAYS.



I.  
This is the great electric wire;  
Could the mind of humanity ever aspire  
To any thing lower, or any-thing higher,  
Than a submarine, telegraph cable?



V.  
This is the fierce and terrible shark,  
That spouted torrents and thrashed his tail,  
Conspiring with every adverse gale  
To destroy the ocean cable.



IX.  
This is the splendid triumphal car  
In which stood the hero distinguished afar,  
Like a victor returned from a glorious war,  
Having put down the mighty cable.



II.  
Here is the poor man who first projected,  
What richer and greater ones quite rejected,  
But sharper ones seized, and at last perfected,  
The famous Atlantic cable.



VI.  
This is the cannon that roared and blazed,  
At which the dull codfish were greatly amazed,  
And the hopes of the sharks were exceedingly raised,  
As it told the success of the cable.



X.  
This is the elegant piece of plate  
Presented to one who had honored the State  
By the watery glories acquired of late  
In the cause of the ocean cable.



III.  
This is the steamer, so strong and stout,  
That carried the wonderful cable out,  
And made such a puffing and smoke about  
The famous Atlantic cable.



VII.  
This is the bell whose brazen tongue,  
In token of triumph, so merrily rung,  
Proclaiming aloud, as it swayed and swung,  
The success of the ocean cable.



XI.  
This is the ravenous crocodile,  
Who came to these banks, from the banks of the Nile,  
On a fishing excursion, exploring a while,  
And snatched off the ocean cable.



IV.  
This is the wild and raging sea,  
That leaped and roared so angrily,  
And seemed exceedingly cross to be  
At sight of the ocean cable.



VIII.  
This is the man who gave the oration,  
And scattered such compliments over the nation,  
And talked of the Union and civilization,  
On the text of the ocean cable.



XII.  
This is the figure now cut by the nation  
On account of that wonderful celebration;  
"Sic transit"—you know the quotation—  
And the end of the mighty cable.

**The Cable They  
Couldn't Splice**

**--An 1858 Tribute  
To The Failure  
Of The First  
Atlantic Cable**

Man's triumph in linking continents separated by thousands of miles of water by means of a slender wire cable for wireless and radio communication was widely celebrated in the 19th century, when Cyrus W. Field, a retired paper merchant, promoted and finally carried through the first Atlantic Cable.

The laying of the slim, one-inch cable on the ocean bottom was thought to be an impossible task by many, and so it seemed for some years after failure of the initial attempt in 1857-58.

The first attempt in 1857 utilized an English man-of-war and a US warship, which started out in mid-ocean to share out the cable east and west. The wire broke off both ships when only 200 miles were down. The next year, both vessels started out from opposite shores to meet in mid-ocean. After five attempts that year, the cable produced its first trans-oceanic message on August 16, 1858.

News that words could be sent from America to Europe in two minutes electrified the world, and some 400 messages flashed back and forth in the first three weeks until the signals mysteriously died. Efforts to do the job all over again didn't get underway until 1866, when they were finally successful, with the celebrated Great Eastern put to work as a cable ship.

A noted publication of the time, "Harper's Weekly," thought so much of the undertaking that two months after it happened it devoted two pages of one issue to a tribute to the 1858 failure. At left are some excerpts from this material.



# ... DIGEST of SHIPS' MEETINGS ...

**SEAGARDEN (Penln. Nav.), May 23—**Chairman, W. Bilger; Secretary, S. Kutkowsky. Repair list of previous voyage was read, and repairs not completed were noted. Ship's delegate will contact the chief mate about repairs that can be done at sea. Delegates will make out a new repair list before reaching the next port. Cots and linen will be taken off the deck when not in use. Minor beefs were discussed and ironed out.

**MANKATO VICTORY (Victory Carriers), May 10—**Chairman, N. J. Wood; Secretary, Bill Stark. Ship's delegate will see what can be done about repairs. Last issue of the library is aboard. Recreation room and laundry cleaning schedule has been posted. Brother Clark was elected new ship's delegate by acclamation. Delegates will ask for a better stowage. Ship's delegate will see the captain about painting out foci's. Water fountain will be repaired, so that the messman can fill pitcher for messroom tables.

**ALCOA PIONEER (Alcoa), May 13—**Chairman, George Chandler; Secretary, L. Hendley. T. Scanlon was elected ship's delegate. Patrolman will be contacted about painting quarters in Wilmington.

**ALCOA PEGASUS (Alcoa), December 29—**Chairman, Hollinger; Secretary, Earl C. Jordan. E. H. Young was elected ship's delegate by acclamation.

**February 20—**Chairman, J. C. Mitchell; Secretary, Emil Gomez. Suggestion was made that the negotiating committee take action on shipping companies providing transportation between out-of-the-way docks and some public transportation. Ship's delegate will draft a resolution to forward to headquarters. Suggestion was made to send a letter of explanation to the New Orleans hall concerning the ship's library. Vote of thanks went to the steward department and J. Henderson. Crew asked for cooperation in keeping passageways, showers, heads and washing machine clean. Suggestion was made that ship's delegate find out about getting new washing machine and radio parts. Coffee pot stand should be moved from the messroom to the pantry.

**February 27—**Chairman, Arthur Promposor; Secretary, Arthur Promposor.



Brother Duncan was elected new deck delegate. Bosun discussed turning down of overtime. General discussion followed on the same subject, in which all hands participated.

**March 27—**Chairman, Artie Thompson; Secretary, Emil Gomez. Radio and washing machine parts were ordered on the repair list. Letter was sent to New Orleans about the library and a letter to New York on clarification of gangway watches were posted. Ship's delegate warned crewmembers, as per captain's orders, about excessive drinking on board. Suggestion was made that the ship's wheel be given special notice on the repair list. Repair list will be turned in tomorrow. Disputed OT will be given to the patrolman.

**STEEL ROVER (Isthmian), May 20—**Chairman, James Long; Secretary, T. Ullsma. Letter on shipwreck incident was read to the membership. Steward was asked about improvements on equipment and food. Shipwreck letter will be referred to the LOG.

**YOUNG AMERICA (Waterman), April 18—**Chairman, Harold Thomson; Secretary, N. Lambert. Henry M. Murranka was elected ship's delegate. Motion was passed to discuss all ship's business only through the ship's delegate at the payoff. Beefs will be discussed at the last meeting before the payoff or not at all. Each watch will keep the messroom clean.

**May 7—**Chairman, Leo Movall; Secretary, L. Lambert. Steward will check the mattresses and see if any need to be replaced. There was discussion on fresh vegetables and milk. Steward got what he needed in Japan. Each depart-

ment delegate will turn a repair list over to the ship's delegate. Two days' discharges are due for April 5th and 6th while in port.

**COMPASS (Compass), May 23—**Chairman, J. Doris; Secretary, Pete Plascik. J. Harris was elected ship's delegate by acclamation. One engine department member was taken off because of illness, and wiper was promoted. There was considerable discussion about the unsanitary condition of the toilets, and the limited facilities which forced crewmembers to use other toilets in addition to their own. Water glasses should not be put in the sink. Steward suggested that a list be posted regulating sanitary detail per department for the recreation room; he will type this up. Letter will be sent to the New York hall requesting them to contact the various companies and submit to the LOG for publication the list of names and monies being held to their account. A vote of thanks went to the steward department for the chow being prepared and served. Chief cook thanked the



retary, Joe M. Atchison. Two men missed ship. There is a balance of \$74 in the ship's fund. There was a discussion on changing the ship's delegate, as it is thought by several that one man should not hold the job too long. A vote was taken, and it was decided that Brother Smith will continue as ship's delegate.

**SEATRIN TEXAS (Seatrains), May 22—**Chairman, Charles W. Cothran; Secretary, Charles Goldstein. Ship's delegate reported on holidays with reference to arrivals at each terminal following a holiday. He will continue to submit requests for a sink at butcher's block and one for the galley. Otherwise, everything is shipshape. Crewmembers were requested to be reasonably clean when coming to the messhall at meal times. Crewmembers off watch should report to the messhall at meal times in consideration for the cook and the messman.

**April 25—**Chairman, A. Thompson; Secretary, E. Gomez. Repairs were taken care of or are in the process of being taken care of. Radio will not be repaired. Repair of ship's wheel has not been made yet. Patrolman straightened out disputed OT. New system of gangway watches was explained. Draw will be given before arrival in port. Suggestion was made to have more cooperation in keeping the washing machine and sinks clean. Feet should be kept off chairs.

**May 16—**Chairman, Richard P. McBride; Secretary, James Rivers. Repairs have not been taken care of, as listed in the last meeting's report; these will be referred to the patrolman at the payoff. More night lunch should be put out. There was a discussion on behavior aboard ship and on the crew's relationship with the company and topside.

**May 24—**Chairman, Emil Gomez; Secretary, Arthur Promposor. Motion was passed to check on new steward's stores. Subject of behavior was again brought up and members were requested to act as Union men were supposed to. The matter of one of the engineers was brought up and will be investigated by the delegates.

**KYSKA (Waterman), May 16—**Chairman, F. Arana; Secretary, Albert De Forest. D. Wagner was elected ship's delegate by acclamation. There were some complaints about food—greasy soup, lack

**SEATRIN GEORGIA (Seatrains), April 25—**Chairman, Santos Garcia; Secretary, Tom Bowers. A few men were late getting back to Texas City on sailing day. Motion was passed to put new garbage cans on the stern of the ship. One of the men told the chief cook that he had lost 21 pounds since he came on board this ship on account of the cooking. The chief cook told the ship that he had cussed the man out. Several men agreed that he chief cook can't cook.

**May 23—**Chairman, Andy Gowder; Sec-

## 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.

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**KYSKA (Waterman), May 16—**Chairman, F. Arana; Secretary, Albert De Forest. D. Wagner was elected ship's delegate by acclamation. There were some complaints about food—greasy soup, lack



of variety and not enough. There was considerable discussion on the slopchest, which is practically bare. Mate is reluctant to order standard items because this is a short voyage. This will be taken up with the patrolman at the payoff. Ship's delegate was requested to ask the captain to assign an area to hang clothes in, as the first assistant has beefed about the use of the amidship 'tween deck passages. There was a general beef about the ragged condition of the linen issue. Members were asked to remove books and magazines from heads when leaving.

**ROSARIO (Bull), June 2—**Chairman, John Risbeck; Secretary, Mike Kaminski. \$12 was collected for the ship's fund. Repair list will be turned in tomorrow. Motion was passed to post a list of the men who donated to the ship's fund. Steward requested that all extra linen be turned in. There were comments on the laundry being left dirty. Third cook stated that since he has been aboard he has been unable to get a new locker; the present one is inadequate. Membership agreed that an awning is needed aft.

**ALCOA RUNNER (Alcoa), May 9—**Chairman, C. Hospedales; Secretary, Leon Hall, Jr. There was a very fast payoff in Mobile last trip, with no time taken up for few minor beefs aboard ship, such as sougeeing of the messhall twice a trip. Engine delegate reported that no repairs were made last trip. No steward department repairs were made either. New pillows should be ordered for the crew. This request was made several trips ago, but none were delivered to the ship. Crew messhall should be kept clean at all times; pantry should be kept clean and coffee cups not left on deck. Messhall deck should be painted, as well as steward department foci's decks. Washing machine should be cleaned after use. When night lunch runs out late at night, mate should notify the steward to make hot sandwiches or put out more night lunch.

**STEEL RECORDER (Isthmian), December 5—**Chairman, F. P. Russo; Secretary, W. A. Masterson. There is \$10.25 in the ship's treasury. Steward was accepted by acclamation as ship's treasurer. Suggestion was made to hold another meeting before arrival in Singapore. Every-

thing is in good order and running smoothly. T. A. Martineau was elected ship's delegate. Second electrician suggested that one washing machine be used for white clothes and the other one for work clothes. He reminded members that there are no extra parts, and machine should be used carefully, and not for more than 20 minutes at a time, so as not to overheat the motor. All hands are to cooperate in keeping the laundry clean. Vote of confidence went to the steward department for a job well done. Attention was called to new clarifications to the agreement. F. P. Russo was unanimously elected deck delegate, due to resignation of former delegate, Bill Smith, who got a vote of thanks for a job well done on the previous voyage.

**STEEL ADMIRAL (Isthmian), May 10—**Chairman, James Hanniss; Secretary, William E. White. Screens and fans have been received. Scupperns in the crew's pantry are stopped up; this was reported but nothing was done. Water faucet in wiper's room needs repairing. Steward will issue waste paper baskets for all rooms that need them. Carpenter will fix all screen doors. Department delegates should be contacted on beefs, not topside.

**May 23—**Chairman, James Hanniss; Secretary, Michael Masek. There are a few hours of disputed OT due to bringing aboard slopchest. Letter was read to members about men getting off ship on account of accident or illness. Letter was endorsed by all members and sent to the negotiating committee. First assistant engineer will move the crew's laundry up to the steward department shower, if agreeable to crewmembers. There are extra showers aboard that can



be used by the steward department. Crew approved this unanimously. New library books will come aboard. Cots will be brought in after use on deck and taken care of. Ship's delegate will see the captain about getting some rubber wind chutes. Buzzer should be procured for the dumbwater.

**ANTINOUS (Waterman), May 23—**Chairman, Paul Carter; Secretary, Eddie Callahan. Captain informed the ship's delegate that in the future any member missing a fire and boat drill without a legitimate excuse will be discharged. Suggestion was made by retiring ship's delegate, Hiers, that sick and injured reports be sent to headquarters with the name and book number of every member aboard ship. Swing seats on the fantail will be repaired by volunteers. Ship's treasurer reported that the ship's fund now stands at \$4.49 and that he has not been reimbursed for the new aerial antenna he paid for.

**MARYMAR (Calmar), May 22—**Chairman, G. Ceccato; Secretary, Joe Thomas. There is \$18.50 in the ship's fund. Company should install a larger hot water tank so men coming off watch will have hot water to take a shower. Men should stop leaving grease in tubs down in the laundry. Men using the washing machine should clean it when through; anyone caught leaving the laundry dirty will be fined \$10, to go to the ship's fund. Razor blades should not be thrown in toilet bowls. One man on deck is not doing his work the way it should be done. Vote of thanks went to the steward department for doing a swell job.

**IBERVILLE (Waterman), May 17—**Chairman, Ralph Guito; Secretary, Rudolph Guthrie. There was some dispute on delayed sailing, but this was settled at the payoff in New Orleans. Deck department OT will be straightened out on arrival in Tampa. Crewmembers were requested to use toilets instead of fantail. Motion was made to have TV in messhall fixed. Donations were made to the ship's fund for this purpose. Pantryman requested that men stay out of pantry during meal time. Men agreed to do so and man asked that pantryman and messman eat before or after crew and not at the same time. This was agreed on. J. C. Duncan was elected ship's delegate. Steward thanked the men for their cooperation in helping to keep the messhall clean. Steward and his department were thanked for fine services rendered.

**JULESBURG (Terminal Tankers), March 15—**Chairman, Kimberly; Secretary, C. I. Cooper. We will try to pick up a wiper in Yokohama, and to get US currency for the draw. Letter will be mailed to New York for clarification on overtime. Instructions were given to the whole crew by steward W. Lowes on Union policy.

**March 25—**Chairman, B. H. Kimberly; Secretary, Cooper. Letter was written to headquarters on disputed OT. Steward made a motion that the whole crew stick together and square away the ship. This was carried. Discussion was held on steward department painting. This is OK with the captain and there was no dissenting vote from the deck department. There is a beef against one OS about watches.

**May 1—**Chairman, W. Lowe; Secretary, M. M. Cross. Captain stated he will stick to the law on draws. Washing machine was temporarily repaired. Master will give a copy of OT sheets to the crew before arrival. One steward department member missed ship in Wilmington, Cal. Everything is OK in the engine department except one man who thinks he came aboard for a vacation. Wilmington port agent in Tillie got a vote of thanks for his assistance while the ship was there on a Saturday afternoon. Steward department got a vote of thanks for fine food well prepared and excellent service. Ship's delegate will check with the captain about time that the OS is to do sanitary work in the morning.

**STEEL CHEMIST (Isthmian), April 11—**Chairman, M. Bruno; Secretary, M. C. Kilmon. Ship's fund was turned over to M. Keefer; there is a balance of \$32.35. It was suggested that the crew donate to the fund to build it up for emergencies. Shower head in the engine department shower has been replaced. Captain told the chief steward and the steward department delegate that if any more OT is worked in that department the steward's personal authorization of the steward will be logged. We will see if he will let the work be done as needed, but if not the steward department delegate and the ship's delegate will try to get him to cooperate with the crew on matters like this. Library is for use of both the officers and the crew. Ship's delegate will see the chief mate to find out if the carpenter will be permitted to build another shelf in the library for the new books we received in San Francisco. Members were asked to be more quiet in the passageways in consideration of the men who are sleeping. Watch below should not be called for breakfast unless they request it.

**May 12—**Chairman, E. Lessor; Secretary, C. C. Rush. Captain was contacted about the steward's shower. A satisfactory answer was given. Disputed OT will be taken up with shore representative. Steward was logged for insubordination. Crew messman was logged for late arrival to perform duties. Messhalls will be kept locked up in port to prevent longshoremen from consuming all the cold water. Laundry scupperns need cleaning. There was discussion about the captain running the steward department. Crewmembers should insert a separate paper for launch service in Saigon. Steward agreed to purchase fresh shrimps in Singapore. Chief mate runs the deck department and no other department should beef because of time off given to them.

**DOROTHY (Bull), May 28 —**Chairman, Peter Patrick; Secretary, William H. Thompson. Mirrors will be ordered by Steward. Bed springs have been fixed. Hooks and hinges should be put on doors where they are needed. Vote of thanks went to the baker for the quality and quantity of the pastry turned out. Steward was asked to see if he could get some papaya juice. We will see if we can get a set of No. 3 pocket books from the Union hall. Some brothers wanted a salt water shower on deck. They were told to use the fire hose or small garden hose that is hooked up on the fantail. Material to insulate and box steam lines is in the bosun's room. Ship's carpenter will do the job.

**SANTORE (Ore), May 25—**Chairman, Charles H. Stirling; Secretary, P. Willson. V. A. Reed was elected ship's delegate. Brothers spoke about the ship's delegate, Brother Justin, who passed away this trip. He was an outstanding SIU man and we will miss him. Captain was requested to order another brand of cigarettes for the next trip. Crew will take care of the washing machine and turn the motor off when it is not in use. Ship's delegate spoke about the wonderful steward department. Charlie Stirling, the steward, does his very best to get plenty of food and sees that it is put out so that everyone can gain weight. He says his cooks and the whole department are tops. Chief cook Joseph Padelisky puts out some tasty dishes, and we put him right up to the top with the best cooks we have in the SIU. Baker R. R. Wingerl can't be beat for baking bread cakes, pies and cookies.

**SEACLOUD (Amer. Mer. Mar.), May 22 —**Chairman, Red Baron; Secretary, John Fee. Wiper and AB refused to sail with the ship in Rijeka, Yugoslavia, after repeated requests by members of the crew. At the last minute, the agent and one



of the crewmembers went ashore and requested that they return. They still refused, apparently under the influence of alcohol. There was a general discussion about coffee disappearing. Steward figured that according to the amount of coffee consumed, 7.7 pounds a day was disposed of instead of the six pounds a day allowed. Engine room was rationed to three pounds every third day; this action was taken because they used as much as 18 pounds a week. Crew gave James Eichenberg and the steward department a vote of thanks and confidence for the fine meals prepared and served.

**GREECE VICTORY (South Atlantic), April 18—**Chairman, not listed; Secretary, G. G. Parker. Master wishes to talk to the crew on and about the next port after the meeting. Discussion was held on the lack of a liberty boat for the crew in the ports of Suyong and Ulsan, Korea.

**YOUNG AMERICA (Waterman), April 18—**Chairman, Harold Thomson; Secretary, not listed. Motion was made that in the future trash and other matter should not be stuffed in sanitary utensils in heads. All hands were asked to push the engine room door to until closed fully, as it will help to keep out heat in the crew passageways. Chief engineer said air duct will be made for the messhall in the shipyard. Laundry will be kept locked in port in the future. Steward suggested that he be contacted about any improvements or adjustments. All hands were asked to clean the washing machine after use. Cooks asked that a larger fan, at least 17 inches, be installed in the galley.

**STEEL SEAFARER (Isthmian), May 9—**Chairman, A. Schnarrre; Secretary, Harry Kromm. Al Thorne was elected ship's delegate. The first assistant requested

(Continued on page 25)

Come and get it!

EAT DELICIOUSLY  
PREPARED FOOD  
AT THE  
**SIU**  
CAFETERIA...



# DIGEST of SHIPS' MEETINGS

(Continued from Page 24)

that water be conserved. Motion was passed to get a new washing machine. Steward agreed to put out more fresh fruit. Library, laundry and heads cleaning will be alternated by all departments. Trash box should be put in the laundry. Crew pantryman should do a better job. Steward should put out more canned fruit. He agreed. Crew should contribute \$1 each at the first draw for the ship's fund. Ship's delegate will collect this. Letter was sent to the San Francisco port agent requesting he help in obtaining new washing machine.

**ALMAR (Calmar), May 18—Chairman, E. Hogg; Secretary, M. Culp.** Repair list was read. Work was done promptly. There is \$62 in the ship's fund. H. Gerie was elected ship's delegate. It was suggested that the quality of the baking be improved. Steward head will be kept closed during meals. Coffee should be saved.

**SEAMONITOR (Excelsior), May 9—Chairman, Sylvester Zygarowski; Secretary, John J. Mahoney.** Two men missed ship in Yokohama. Motion was passed to have the chief engineer stop taking light bulbs out of the crew showers and passageways and replacing them with \$3-watt bulbs. Department delegates will make sure that all repair lists are made out and given to the ship's delegate, and that sufficient stores are aboard before the next signon. Suitable new linen should be procured for the next trip. We are short of hand towels, pillow cases, bath towels. All bunks in crew's fo'c'sles should be checked for bed springs; a new

bed is needed for the deck engineer's room. Vote of appreciation was expressed for the former master, Captain Andrew Jackson. Best of wishes to Captain Jackson from all hands aboard this ship.

**FREDERIC C. COLLIN (Dry Trans.), May 9—Chairman, L. Paradise; Secretary, M. Corde.** Ship's delegate reported that arrangements for taking care of the mail will be made. Each department should clean the recreation room and the laundry for a week.

**SEACOMET II (Ocean Carriers), April 3—Chairman, Francisco Martinez; Secretary, Frank P. Votto.** Delegates reported no beefs and no disputed overtime. May 16—Chairman, Paul Cassidy; Secretary, Frank P. Votto. The man who missed ship in Yokohama on May 4th was informed by the master that his pay was stopped as of May 3rd. He has a total of 120 hours OT. All but five items on the repair list were taken care of. Vote of thanks went to the steward and his department for fine menus he has put out and fine food. Crew voted thanks 100 percent.

**DEL SUD (Mississippi), April 4—Chairman, Baldy Bollinger; Secretary, Joe Lee.** All pending beefs going in to New Orleans were settled to everyone's satisfaction; everything so far this trip is going along smoothly. Jimmie Noonan was elected new athletic director by acclamation. Bill Tatum was elected ship's delegate for another trip with a vote of thanks for a job well done. Patrolman will be asked why oxygen badly needed for the hospital was not put on board, as it had been recommended by the captain, doctor, mates and engineers, as well as our delegates. An amendment was added to the motion, that ship's delegate will contact the captain and see if oxygen could possibly be picked up at St. Thomas. Lengthy discussion was held on this matter. Discussion was held on mattresses for the crew that need to be changed. Chief steward explained the procedure necessary to get new mattresses and said he would reorder them this trip. He asked the crew for cooperation in checking this time. Discussion was held and it was decided what brand of beer to serve at the picnic. Ship is well on the way to the \$1000-mark for the picnic fund, with \$641.80 on hand at the end of voyage No. 47 and \$50.92 in the ship's fund. A full report was given on expenditures; report was accepted with a vote of thanks. Librarian reported \$30 spent on books, with everything in fine shape. Report was accepted with a vote of thanks.

**DEL NORTE (Mississippi), April 30—Chairman, Harold Crane; Secretary, Bill Kaiser.** Leaving New Orleans, brother Red McDonald received a wire that his father had passed away. The crew sent a floral offering through Mrs. Johansson, who has a charge account at a New Orleans florist. All crewmembers were thanked for their cooperation. \$32 was spent for light bulbs for the movie machine in Curacao; \$40 on beer for the party on the poop deck going into New Orleans, leaving \$40.37, with \$50 owed to Mrs. Johansson for the flowers. Men were asked to come out for the baseball team. We intend to have a game in Buenos Aires for Captain J. T. O'Pry Cup. Motion was passed to use the ship's fund for its original purpose, and not for beer on the poop deck. Harold Crane was elected ship's delegate.

**April 25—Chairman, H. E. Crane; Secretary, John P. Zimmer.** A letter from Brother Latappa was read to the brotherhood, thanking one and all for their kind treatment and consideration in his hours of illness while in the crew's hospital while convalescing from an accident he suffered while on duty. Brother who was gassed up at the southbound general meeting explained and apologized. A radiogram was received from the Macdonald family, thanking the crew for the funeral wreath sent by the ship. Brother Farr, who was put ashore in St. Thomas for illness, was given the customary \$50 from the ship's fund. The third cook was confined to bed with a severe case of flu; an OS was confined to bed with a bruised knee, which he got when he slipped on some stairs topside. Captain O'Pry was and is keenly interested in all reports and suggestions that would help to curb accidents to all the ship's personnel. Our hospital patient, Brother Rodriguez, was put aboard in Buenos Aires and was given the customary \$10 from the ship's fund. Brother Zimmer got a vote of thanks for his efforts in behalf of the ship's paper, the Navigator. There is a cash balance on hand of \$50.05. A baseball game will be played in Curacao with one of the Island's teams. The baseball team thanked Brother Bill Bernish, the ship's bartender, for his kind "refreshment" tendered to the members of the team when they arrived from the game. Crew was asked to be a little more considerate of the dryer in the laundry room, as the AB's room is right next door. A public prayer was said for the speedy recovery of Brother John T. Kelly, who suffered two strokes within the past six months and who is now a patient at the USPHS hospital in New Orleans.

**HILTON (Bull), May 2—Chairman, Ebert S. Sandy; Secretary, Robert E. Joy.** With the ship's fund of \$203 a TV set, and an iron were bought. Since this is AC current and no good on the ship, it will be exchanged. There is now \$22.10 in the ship's fund. Motion was passed to start a new ship's fund with a \$1 contribution per man, to be taken up at the payoff by department delegates and given to the ship's delegate to hold. Men were asked to keep their feet off the messroom chairs. Discussion on bonus will be taken up by the deck department delegate on arrival in port, with the patrolman.

**MONARCH OF THE SEAS (Waterman), May 5—Chairman, James Morton; Secretary, Charles E. Spencer.** Repairs were all taken care of. Injured man was taken to the hospital in Ponce, Puerto Rico. He was severely cut by broken glass. All small beefs referred to the delegate were straightened out, so there are no beefs going in.

**ROBIN KIRK (Seas Shipping), April 25—Chairman, Joe C. Selby; Secretary, Al-**

## 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.

**bart R. Jarrall.** Coffee urn and toasters for the crew mess are being repaired as of this meeting. There was a beef over the shortage of milk while sailing coastwise from Philadelphia to New York and in transit to Capetown. Chief steward explained to members that it was the port steward's fault. There was a discussion over the lack of hot peppers this voyage and the previous voyage, and over some of the vegetables being too cold.

**DEL NORTE (Mississippi), April 30—Chairman, Harold Crane; Secretary, Bill Kaiser.** Leaving New Orleans, brother Red McDonald received a wire that his father had passed away. The crew sent a floral offering through Mrs. Johansson, who has a charge account at a New Orleans florist. All crewmembers were thanked for their cooperation. \$32 was spent for light bulbs for the movie machine in Curacao; \$40 on beer for the party on the poop deck going into New Orleans, leaving \$40.37, with \$50 owed to Mrs. Johansson for the flowers. Men were asked to come out for the baseball team. We intend to have a game in Buenos Aires for Captain J. T. O'Pry Cup. Motion was passed to use the ship's fund for its original purpose, and not for beer on the poop deck. Harold Crane was elected ship's delegate.

**April 25—Chairman, H. E. Crane; Secretary, John P. Zimmer.** A letter from Brother Latappa was read to the brotherhood, thanking one and all for their kind treatment and consideration in his hours of illness while in the crew's hospital while convalescing from an accident he suffered while on duty. Brother who was gassed up at the southbound general meeting explained and apologized. A radiogram was received from the Macdonald family, thanking the crew for the funeral wreath sent by the ship. Brother Farr, who was put ashore in St. Thomas for illness, was given the customary \$50 from the ship's fund. The third cook was confined to bed with a severe case of flu; an OS was confined to bed with a bruised knee, which he got when he slipped on some stairs topside. Captain O'Pry was and is keenly interested in all reports and suggestions that would help to curb accidents to all the ship's personnel. Our hospital patient, Brother Rodriguez, was put aboard in Buenos Aires and was given the customary \$10 from the ship's fund. Brother Zimmer got a vote of thanks for his efforts in behalf of the ship's paper, the Navigator. There is a cash balance on hand of \$50.05. A baseball game will be played in Curacao with one of the Island's teams. The baseball team thanked Brother Bill Bernish, the ship's bartender, for his kind "refreshment" tendered to the members of the team when they arrived from the game. Crew was asked to be a little more considerate of the dryer in the laundry room, as the AB's room is right next door. A public prayer was said for the speedy recovery of Brother John T. Kelly, who suffered two strokes within the past six months and who is now a patient at the USPHS hospital in New Orleans.

**SEATRAN SAVANNAH (Seatrains), May 19—Chairman, T. Fales; Secretary, Jim Murphy.** There is \$29.16 in the ship's fund; all brothers were asked to contribute to the fund at the payoff. Most of the repairs were taken care of. Ship's delegate will contact the boarding patrolman about getting a cover for the poop deck, like the rest of the company's ships. Ship's delegate spoke at length on the necessity of checking on brothers by the watch when calling them to go on watch or standby. Members were asked to be more careful with the washing machine, and not to leave it running. Cups

and glasses should be returned to the messhall. A vote of thanks was again extended to the chief steward and his entire department for the fine job they are doing.

**SEATRAN NEW JERSEY (Seatrains), May 29—Chairman, J. Monest; Secretary, S. Rothschild.** Some disputed OT in the deck department will be taken up with the patrolman on the ship's arrival. S. Pearson was elected deck delegate. Suggestion was made to keep toilet bowls clean.

**SEATRAN NEW YORK (Seatrains), May 24—Chairman, Van Whitney; Secretary, C. E. Mosley.** All new men will donate 50 cents to the ship's fund. Vote of thanks went to the electrician, Gordon Peck, for installing our speaker to the TV. Vote of thanks went to the night cook and baker, Riviere, for the fine job that he is doing. Ship's delegate Smith will see the mate about cleaning the skylights and screens in the messhall. Wash basins in the 12-4 black gang and 8-12 deck gang rooms will be fixed. There is a \$12 balance in the ship's fund.

**ELIZABETH (Bull), May 30—Chairman, David S. Furman; Secretary, H. Lachance.** Motion was passed to install a pilot light on the washing machine to remind men using it to turn it off, as the machine has been found with the motor running, very hot. Night lunch was discussed and several suggestions were made and accepted. Steward has checked on equipment and where he found shortages he ordered material. There should be more quiet in the alleyways and no door slamming. No one is allowed in the galley except steward department personnel.

**OCEAN ULLA (Ocean Trans.), no date—Chairman, not listed; Secretary, not listed.** Each man will donate 50 cents towards an Iron. Old man will be seen about port time.

**EDITH (Bull), May 23—Chairman, Willis R. Thompson; Secretary, A. Smith.** Room allowance should be collected for lack of heat. Chief engineer does not cooperate with the crew. Suggestion was made to hold an arrival pool for booster on the TV set. Vote of thanks went to the steward department for a very fine job.

**BEATRICE (Bull), May 19—Chairman, Al Wilo; Secretary, Roger L. Wall.** There was discussion on the washing machine. One man missed the ship in New York on sailing day. Motion was made to see the patrolman about painting the crew's messhall and finding out how often it should be sougeed. Patrolman should find out about the excessive chipping at sea while night workers and men off watch are trying to get sleep. Each crewmember is to pick up his own linen change. Engine department should pick up their coffee for below during the steward's working hours, so as not to cut other departments short at night.

**COUNCIL GROVE (CHies Service), May 15—Chairman, Bob Reid; Secretary, A. G. Gibson.** Showers and toilets of all department heads were fixed. One man missed ship in New Orleans. Suggestion was made by the third cook to start a ship's fund for the purpose of buying a TV set. A vote was taken to start the fund with an arrival pool. Third cook will take care of setting up the pool. Lake Charles patrolman will be given the report on the man who missed ship and missed watches.

**April 31—Chairman, J. Sheldon; Secretary, Arthur Kavel.** Schmeidel was elected ship's delegate. Suggestion was made to keep feet off messhall chairs. Ship's delegate will contact the captain about sougeeing the crew's quarters, and having some of them painted.

**May 6—Chairman, Pete Bush; Secretary, Arthur Kavel, Jr.** Report was read on the steward's death; the crew regretted his death. Crew could not attend funeral as arrangements for burial had not been completed when the ship was sailed. \$26 was donated by the crew for flowers and notice of his death in the newspapers. Death notice will be sent to the Union and the company. There was a few complaints on the way the food has been coming out of the galley, but everything was satisfactorily settled.

**ROBIN DONCASTER (Seas Shipping), May 23—Chairman, Harry Miller; Secretary, M. M. Gullner.** Patrolman will be told about delayed sailings in Philadelphia and Brooklyn, no shore leave in Belra, Zanzibar, Luderitz Bay. Hospitalized man in Belra was visited. Consulate in Durban and Capetown will be con-

tacted about a replacement. There were no replacements on the beach. Inquiries will be made on the reason why there was no American money for pre-Boston draw. One man will be turned in to the patrolman for missing the ship in Durban but catching it in the following port. Suggestion was made to let the delegates handle the ship's business first with the patrolman. Coats will be turned in before arrival in Boston. Rooms should be cleaned out, as well as lockers, before the next crew comes aboard. Ship's delegate will thank Mr. Pennington for the farewell drink he sent to the unlicensed personnel. Many thanks and praise went to the chief cook, Jose Ruiz, and the entire steward department for the good meals prepared and served during the voyage, by the crew.

**STEEL DESIGNER (Isthmian), January 31—Chairman, J. C. Vega; Secretary, L. O. Hale.** There is a beef on the rooms not being painted. Captain promised to paint them between 'Frisco and Manila. Collection of \$375 was taken up for the carpenter's next of kin. All three departments should be a little more cooperative about cutting down noise in the passageways and keeping messhall tidy. Cups should be returned to the sink after use. One member of each department should keep the laundry clean at all times. Steward suggested that no outsider should be permitted to eat aboard the ship unless the person responsible will sign an extra meal form (company). All glasses and knives should not be placed in the sink. Cooperation will be very much appreciated.

**March 30—Chairman, Fred C. Irizar; Secretary, F. G. Lukban.** Men should be a little careful in Singapore about performing. Cigarette butts should not be put in cups. All cracked crockery should



be inspected. All cups and utensils should be returned to the sink at all times. Patrolman should check lockers at the payoff.

**April 30—Chairman, Jerry Bozoc; Secretary, John M. Jakelski.** There was a beef on the lack of ice. Chief engineer will only allow the wipers to pull ice once a day, which isn't enough. There is entirely too much porfoming. A full report will be turned in to the patrolman at the port of payoff. There have been a lot of disputed OT disputes with the chief engineer; a full report has been prepared and will be turned over to the agent and patrolman in the Port of New York on the activities and methods of this character. Signed letter will state what fo'c'sles are to be painted and when. Full report was read on drinking and performing beefs. This report will be presented to all brothers involved and to the patrolman. Brothers were given to understand that these beefs raised by the brothers are not personal; that in line with the Union policy we must enforce discipline and rules set down by the rank-and-file. A rising vote of thanks went to the steward department.

**May 15—Chairman, David Rivers; Secretary, John M. Jakelski.** Complete repair list was read to the crew. A few beefs, some disputed OT, and a full report will be turned over to the boarding patrolman. Men who are getting off will return all fo'c'sle keys to the ship's delegate. Suggestion was made to have the Sea Chest put more toilet articles aboard, such as tooth paste, mouth wash, hair tonic, etc.

**CALMAR (Calmar), May 16—Chairman, Buck Hostetter; Secretary, Thomas Lowe.** Baltimore hall was notified about the bosun who missed ship in Baltimore. Too much coffee is being wasted by making more than necessary. Library will be changed in San Francisco. Repair lists will be made up on the West Coast, so that we can do what is necessary right away.

**VENORE (Ore), June 1—Chairman, Jack Wise; Secretary, Pete Sheldrake.** Garbage should be dumped over the stern and not from the well deck so it blows back into portholes. Suggestion was made to place open barrels over the stern for dumping garbage. Patrolman will be contacted about dogs on messhall portholes and the painting of the engine gang's fo'c'sles. Steward will be contacted about cats and the patrolman about the shortage of milk.



bed is needed for the deck engineer's room. Vote of appreciation was expressed for the former master, Captain Andrew Jackson. Best of wishes to Captain Jackson from all hands aboard this ship.

**GATEWAY CITY (Waterman), May 15—Chairman, Jimmy Pulliam; Secretary, Don Collins.** Carl Scott was elected ship's delegate by acclamation; Don Collins was elected treasurer. Suggestion was made to make out a repair list and turn this over to the ship's delegate, to be mailed in to the first port of call on the East Coast; no repair list was made on the previous voyage. New mattresses should be put on the repair list, as well as on the steward's requisition. Pantry should be kept clean. There was general discussion on the dirty water on board.

**ALEXANDRA (Carras), April 16—Chairman, D. E. Jessop; Secretary, C. Cann.** Letter to headquarters was read about steward's requisitions, washing machine, mattresses and the feelings of the crew about conditions aboard ship. We had to wait to obtain needed gear. Washing machine is not satisfactory and patrolman will be contacted. One man was logged in Corpus; beef will be given to

## PERSONALS

**R. D. McManus**  
Please get in contact with your brother at 1 Dunbar Lane, San Francisco, Calif.

**Mario Carrasco**  
**William Turk**

Please contact Herbert Resner concerning Joseph Ritterman who was injured aboard the S.S. Bienville on June 5, 1953. His address is Suite 601 Tishman Bldg., 3460 Wilshire Blvd., Los Angeles 5, Calif.

**Joseph L. Kellogg, Jr.**  
Please contact your mother at 1318 Arabella Street, New Orleans 15, La.

**Damon A. Newsome**  
It is urgent that you contact Stanley Poisso at Rt. 1, Box 72, Dry Prong, La.

## NOTICES

**Armstrong, Seatrain Georgia**  
**Ernest Harris, Steel Maker**  
**R. Robins, Robin Trent**  
Please get in touch with Lou Bush, Sea Chest, 675 Fourth Ave., Brooklyn, NY.

**Willard John Burley**  
**James C. Long**  
**James Harold Patton**  
**Joseph H. Prudhomme**  
**Edwin B. Rhoads**  
**Albert E. Trochessot**  
Please contact the New Orleans branch of the SIU concerning reference inquiries. The address is 523 Bienville St., New Orleans 16, La.

## Puzzle Answer

H	A	L	F	M	E	S	S	D	E	L	
A	P	I	A	A	R	A	N	E	S	E	
S	E	N	T	R	E	L	O	C	A	T	E
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E	E	L	S	T	A	M	P	A			
M	O	U	N	T	A	I	N	M	E	A	L
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H	A	M	P	E	R	E	R	A	I	D	A
A	L	A	S	I	N	K	I	T	E	M	
M	E	N	S	E	T	S	R	E	N	S	

## Quiz Answers

- (c) Russia.
- 93 nickels and 31 dimes.
- (c) Netherlands.
- (b) John Tyler, who was elected Vice President in 1840, and succeeded William Henry Harrison in 1841, when the latter died.
- (c) Montana.
- (a) Cleveland. The Cleveland team won both series it played in, once against Brooklyn in 1920 and then against Boston (National) in 1948.
- 12 by 13 1/2 inches.
- (b) wickedness.
- (c) 32. One-third of the 96-member Senate is elected every two years.
- 30.

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)

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**New Arrival Nods To Seafarers**



Seafarer Adolph Eliasson and family sit in their Brooklyn home for photo with new baby, Elaine Barbara, born May 17. Family received SIU maternity benefits of \$200 plus a \$25 Government bond for the baby. Eliasson last shipped aboard the Chickasaw (Waterman). Elaine Barbara seems more interested in getting her forty winks than in smiling for camera.

**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.

Gail Arlene Harrison, born May 14, 1954. Parents, Mr. and Mrs. Stokes H. Harrison, 1234 Tulane Street, Houston, Tex.

James Shek, born November 17, 1953. Parents, Mr. and Mrs. Sou Shek, 38 Rivington Street, New York, N.Y.

Elaine Barbara Eliasson, born May 17, 1954. Parents, Mr. and Mrs. Adolf Eliasson, 1720 Stanhope Street, Brooklyn, N.Y.

Raymond Richard Jordan, born April 14, 1954. Parents, Mr. and Mrs. Earl R. Jordan, 8 Mason Road, Indian Head, Md.

Maria Angelina Seda, born April 22, 1954. Parents, Mr. and Mrs. Angel Seda, 147 Pulaski Street, Brooklyn 6, N.Y.

Michael Caputo, born March 4, 1954. Parents, Mr. and Mrs. Nicholas J. Caputo, 54 Mulberry Street, Yonkers, N.Y.

Beverly Anne Caillet, born April 15, 1954. Parents, Mr. and Mrs. Wilbert F. Caillet, 1008 Washington Avenue, New Orleans, La.

Zacharias James Perkins, born March 27, 1954. Parents, Mr. and Mrs. Charles Perkins, 558 Bezzell Avenue, Mobile, Ala.

Kevin Donovan, born May 13, 1954. Parents, Mr. and Mrs. Joseph Donovan, 33 Malden Street, Boston, Mass.

Henry Arthur Simmons, Jr., born March 27, 1954. Parents, Mr. and Mrs. Henry A. Simmons, Route 2, Box 59, Pinesville, S.C.

Harry Arthur Gauntlett, Jr., born May 11, 1954. Parents, Mr. and Mrs. Harry A. Gauntlett, 72-80 Radbourn Road, Upper Darby, Pa.

Deborah Jean Karas, born May 8, 1954. Parents, Mr. and Mrs. Peter Karas, 55 Williams Street, Malden, Mass.

Jerry Brent Bankston, born May 17, 1954. Parents, Mr. and Mrs. Clyde Bangston, 319 Newton Street, Algiers 14, La.

Gerald Douglas Sayre, II, born May 21, 1954. Parents, Mr. and Mrs. Gerald D. Sayre, 1302 Avenue N½, Galveston, Tex.

**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><b>USPHS HOSPITAL SEATTLE, WASH.</b><br/>                 Luke A. Clamboll W. J. Moran<br/>                 Kung Yu Fah Herbert Parks<br/>                 James J. Fontes Peter Raptakis<br/>                 Sverre Johannessen Joseph A. Rockko<br/>                 Carl R. Johnson Vincent Tocco<br/>                 C. M. King W. Westcott<br/>                 V. K. Ming</p> <p><b>USPHS HOSPITAL NORFOLK, VA.</b><br/>                 H. D. Carney Henry M. Owens<br/>                 Charles V. Horton Alexander Presnell</p> <p><b>USPHS HOSPITAL SAVANNAH, GA.</b><br/>                 William C. Bedgood Samuel N. Hurst<br/>                 Paul B. Bland Herman C. Kemp<br/>                 Robert L. Booker Jimmie Littleton<br/>                 James Bush C. L. Middleton<br/>                 Lucius A. DeWitt John H. Morris<br/>                 Arthur L. Fricks Ivey M. Peacock<br/>                 Mike Golins James B. Sellers</p> <p><b>USPHS HOSPITAL SAN FRANCISCO, CAL.</b><br/>                 Henry J. Childs C. J. Neumaler<br/>                 Ho Yee Choe Daniel O'Rourke<br/>                 Thomas D. Dailey Joe Perreira<br/>                 F. Fondia Anthony M. Rosales<br/>                 Olav Gustavsen W. S. Singleton<br/>                 Leo J. Kennedy P. S. Yuzon</p> <p><b>USPHS HOSPITAL GALVESTON, TEX.</b><br/>                 Lonzie V. Albritton John C. Green<br/>                 Frederick L. Bailey Carl N. Jackson<br/>                 C. Barboza Earl McKendree<br/>                 William Bargone Abraham H. Mander<br/>                 W. C. Bergquist John E. Markopolo<br/>                 Virgil W. Bolton Earl P. Russell<br/>                 Robert Brown Jack E. Slocum<br/>                 C. S. Dick A. T. Utterbeck<br/>                 Joseph H. Dudley</p> <p><b>USPHS HOSPITAL MANHATTAN BEACH, NY</b><br/>                 Fortunio Bacomo James R. Lewis<br/>                 Thomas B. Bryant Francis F. Lynch<br/>                 Joseph G. Carr Joseph D. McGraw<br/>                 Jar Chong Archibald McGulgan<br/>                 Emilio Delgado David McBreath<br/>                 Antonio Diaz Frank Mackey<br/>                 John J. Driscoll Vic Milazzo<br/>                 Matthew Gardiner G. E. Shumaker<br/>                 Bart E. Guramick Robert Tizemore<br/>                 John B. Hoss Henry E. Smith<br/>                 Thomas Isaksen Harry S. Tuttle<br/>                 John W. Keenan Renato Villata<br/>                 Frederick Landry Virgil E. Willmoth<br/>                 James J. Lawlor<br/>                 Kaarel Laetmaa</p> <p><b>CROWN HEIGHTS HOSPITAL BROOKLYN, NY</b><br/>                 Allen Reid</p> <p><b>USPHS HOSPITAL CHICAGO, ILL.</b><br/>                 Eugene K. Iverson</p> <p><b>USPHS HOSPITAL PONCE, PUERTO RICO</b><br/>                 Perfecto Mangual</p> <p><b>USPHS HOSPITAL STATEN ISLAND, NY</b><br/>                 Agnar Anderson John E. Brady</p> | <p>Charles Cantwell<br/>                 Edward E. Casey<br/>                 Henry Currier<br/>                 Marinus DeJonge<br/>                 Eddie Driggers<br/>                 Estell Godfrey<br/>                 Edwin F. Growe<br/>                 Flemming Jensen<br/>                 Vincent Jones<br/>                 L. Kristiansen<br/>                 Alexander Leiter<br/>                 Choo Chang Lal<br/>                 Thomas Liles, Jr.<br/>                 Tim McCarthy</p> <p><b>USPHS HOSPITAL DETROIT, MICH.</b><br/>                 Harry J. Cronin</p> <p><b>USPHS HOSPITAL BOSTON, MASS.</b><br/>                 Frank Alasavich James A. McFerran<br/>                 Earla G. Boutelle James H. Penswick<br/>                 Frederick A. Burns Robert A. Rogers<br/>                 John G. Flynn Walter Tkach<br/>                 Antonio Furtado</p> <p><b>USPHS HOSPITAL BALTIMORE, MD.</b><br/>                 Thomas Ankerson<br/>                 Earl Brittain<br/>                 Carl E. Chandler<br/>                 Jessie A. Clarke<br/>                 James R. Dodson<br/>                 Samuel Doyle<br/>                 Michael Duco<br/>                 Gorman T. Glaz<br/>                 Herbert Grant<br/>                 Walter Hartmann<br/>                 Walton Hudson<br/>                 Ben Lawson<br/>                 Roy McCannon<br/>                 Tony Mastantino</p> <p><b>CHARITY HOSPITAL NEW ORLEANS, LA.</b><br/>                 Audy Lego</p> <p><b>USPHS HOSPITAL NEW ORLEANS, LA.</b><br/>                 Alfred Barrego Jean Latapie<br/>                 Paul Boudreaux Hubert F. Lonczynski<br/>                 Charles E. Brady James M. Lucky<br/>                 William R. Burch Frank Martin<br/>                 Charles Burton Adam McDiarmid<br/>                 O. Butler William G. Moore<br/>                 McKenley Campbell Jean Murna<br/>                 S. C. Carregal Arthur I. Nelson<br/>                 S. Cope C. Osinski<br/>                 Adion Cox F. S. Paylor<br/>                 Clarence Crevier W. E. Reynolds<br/>                 Gordon R. Dolan M. J. Rodriguez<br/>                 I. Ezzell James J. Roth<br/>                 Thomas Fields Edward Samrock<br/>                 Nathan Gardner John E. Sanders<br/>                 W. H. Gilbertson Fred Shaia<br/>                 Jack H. Gleason Clayton Thompson<br/>                 Peter Heuleu Jack R. Thornburg<br/>                 John L. Hinton Lonnie R. Tickle<br/>                 Lyle Hipp Arthur Vallente<br/>                 John N. Hull Dolphus D. Walker<br/>                 E. G. Knapp J. E. Ward<br/>                 D. Korolis L. W. Wetzell, Jr.<br/>                 Leo H. Lang</p> |
|---|---|

**Disability Pay List Rising**

Four more veteran Seafarers who are unable to go to sea any more for a living because of their poor health have been placed on the SIU disability benefits list by the trustees of the Welfare Plan. As a result, the four men will receive \$25 weekly benefits from the SIU from now on.

The four Seafarers are Samuel L. Gordon, 69, of New York City; Ernst E. Eklund, 68, of New York City; Clarence B. Brundage, 70, of Tampa, Florida, and James E. Bellard, 66, of Newport, Herkimer County, New York. Gordon, who sailed in the

steward department, is suffering from poor eyesight and a heart condition. Eklund, an oiler, has been ill for a year with a hernia condition while Brundage and Bellard both have heart ailments.

The new additions to the list bring to 38 the total number of Seafarers who have received disability benefits in the two years that the benefit has been in operation. Of the 38 men, seven have passed away since the benefit went into effect. Thus, the plan is now paying out \$875 weekly in disability benefits to the 31 Seafarers now on the list.

Checks for \$50 are mailed out every two weeks to the men's homes, to simplify bookkeeping procedures.

Started May, 1952  
 The disability benefit was first started in May, 1952, with the payment of \$15 weekly in benefits to ten Seafarers. Since then the number of Seafarers covered by the plan and the amount of benefits paid out have both been rising steadily. The weekly benefit has been increased twice, once to \$20 a week in October, 1952, and to \$25

a week six months later. The total amount of money paid out thus far has been \$44,345, most of it in the past 12 months because of the rise in the benefit and the number of men receiving it.

Under the SIU Disability Benefit, a Seafarer is eligible any time he has seven years seetime with contracted companies and is unable to work because of a physical disability either from injury or illness. Age is no factor in determining the eligibility of the Seafarers, although as it works out, the benefit is used mostly by older Seafarers who are no longer able to work.



Gordon



Brundage

**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.



**Who Gets SIU Benefits?**

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

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

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

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

**Scholarship:**  
 Four college scholarships worth a total of \$6,000 each are awarded each year to qualified Seafarers under 35 years old or the children of Seafarers who meet the educational requirements. Each scholarship provides a full four-year course of study and may be used at any college or university chosen by the scholarship student. All candidates must take the standard College Entrance Board examinations given during the year prior to beginning their college study, and present discharges showing three years' seetime for a parent or for himself, in the case of Seafarers under 35. Children of deceased Seafarers having three years' seetime are also eligible. Applications and queries on unusual situations should be sent to the Union Welfare Trustees, c/o SIU Headquarters, 675 Fourth Ave., Brooklyn 32, N.Y.



# 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 lawyers who have a fondness for bird-dogging their cases at the Staten Island hospital have been in for some rude and unpleasant treatment recently. It appears that the Staten Island hospital has been redoubling its efforts to clamp down on lawyers who sniff around from ward to ward looking to pick up a case here and there, sometimes by waving a little down-payment of their own in a patient's face.

We heard a report of one case recently where it's said that one unhappy bloodhound is nursing a sore seat because he was sent flying out the door and his briefcase after him. According to what we were told it appears that this particular character was caught red-handed when he approached one of our SIU brothers with a proposition. Another Seafarer, who was present, quickly barred the door and put in a call for the authorities.

### Clamping Down

The people running the Staten Island hospital have been trying for a long time to cut out this sort of thing and they've been really clamping down hard lately. It all is a good reminder to the Seafarers in the hospital to be darned careful about what they sign and who they do business with, because we've heard a lot of unhappy stories from fellows who bit at the bait and got hooked accordingly.

Topping the list of hospitalized brothers at the Staten Island hospital is Andrew Franklin, last aboard the Ocean Ulla of Ocean Trans. Andy injured his back aboard the ship and entered the hospital on May 29 for treatment. He hopes to be up and about soon, shipping out like always.

Einar Hansen of New York is not too far from home in the local drydock. He's in there for observation after holding down the job of carpenter aboard the Robin Sherwood of Seas.

A brother from Seattle, Oregon, Oscar Rosenfelt, is on the beach now and just waiting for a fit for duty slip so he can ship out again. Last time he was on the William Carruth as wiper. He injured his elbow aboard the ship and entered the hospital on May 25, just a couple of weeks ago.

### Broke Hand

John Brennan, from South Boston, is in the the hospital on the mend. He entered on May 27 after holding down an AB's job aboard the Sea Cliff. Brennan broke his hand on the ship and is on the pad to recovery on the Island.

Readmitted to the Staten Island hospital is James Thompson, who is in again for a possible foot operation and observation. He's an old-timer in the Union and he should be up and around again before long.

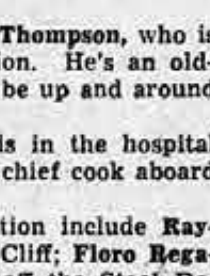
Juan Rodriguez of New York is in the hospital for observation. His last job was chief cook aboard the Beatrice.

Other Seafarers in for observation include Raymond Davis, fireman, off the Sea Cliff; Floro Regalado, from New York, massman, off the Steel Designer; Joe Neubauer, oller on the Western Rancher, and Hendrik Swartjes, AB on the Alcoa Runner.

Arthur Wroton is on the mend for kidney trouble. This Norfolk, Virginia, boy was engine maintenance aboard the Cracker State Mariner before he entered the hospital on the last day of the last month. Also in is Clifton Wilson, chief steward aboard the Anne Marie before he had some eye trouble.



Hansen



Brennan



Thompson



Rosenfelt



Rodriguez

## PHS Top-Rated For A Reason

Ordinarily when a Seafarer gets hurt or gets sick, he will go to a US Public Health Service hospital or outpatient clinic for treatment. But in many smaller ports, and particularly in the small tanker terminals, the USPHS has no facilities, which means that a Seafarer has to go to a company doctor for treatment.

In one such instance, a Seafarer reported to Welfare Services that he had suffered a head-injury aboard ship. The company doctor took a whole series of x-rays starting below the belt and going as high as his neck. When the doctor got up to the neckline, the Seafarer swears that the MD declared, "I can't find anything wrong with your head."

### Conclusions Vary

While this may be an extreme case, there have been a number of

instances reported in which company doctors have arrived at one conclusion about a Seafarer's health and US Public Health Service doctors have arrived at an entirely different one.

### Lends To Company

Obviously, a company doctor who depends for his living on the company payroll will tend to lean over backwards in an instance where it involves company financial responsibility to a seaman. And even if the company doctor is thorough and accurate in his ex-

amination, he does not have the diagnostic facilities at his disposal that are available in a Public Health Service hospital or clinic.

### Get Verdict Verified

The proper thing for a Seafarer to do in protection of his own interest is to get to a US Public Health Service hospital as soon as possible in order to verify the diagnosis and treatment prescribed by the company physician.

Under the SIU contract, US Public Health Service has the last word on a man's fitness for duty,

## Ships with 2 Broken Ribs—'It's Only Bruise,' Doc Said

Another Seafarer who had his difficulties when he had to get treatment from a private doctor instead of the Public Health Service is Thad Hinson, former bosun on the Western

Rancher. Hinson made an intercoastal trip all the way from Oregon to New York with two broken ribs because of the incorrect diagnosis given him by a private doctor in a small Oregon port.

It was only when he got to New York and went to the hospital at Staten Island that he found he very definitely had two broken ribs.

As a matter of fact, one of them was snapped clean through. "They showed me the x-rays at Staten Island," he said, "and it was easy as pie to see that the ribs were very definitely cracked."

### Fell Aboard Ship

Hinson suffered his injury when he fell on the ship. He went into the small lumber port of Westport, Oregon, for emergency treatment at the hands of the only doctor in town, who also is the doctor for local longshoremen.

"Instead of taking me to the USPHS hospital in Astoria, Oregon, which is nearby," Hinson said, "he took x-rays himself and told me that I only had a bruise. Then he shipped me to a private hospital."

"For five days he didn't even come around to look at me until I called up the company agent and complained," he said. "Later I got the agent to put me under the care of another doctor, but he hadn't seen the x-rays and was in

the dark about my condition."

Finally, Hinson went back on the ship with his ribs taped up and took it all around the coast to New York. "We had a rough trip back," he recalled, "because the deck cargo of lumber was causing her to list a good part of the way." Fortunately they didn't run into any severe storms.

### Further Exam

Finally when he got to New York and his ribs were still painful, he went over to Staten Island for further examination. There they found he had two broken ribs and immediately put him on the "not fit for duty" list so that he could get the proper treatment.

"It's a good thing that I was bosun instead of AB or deck maintenance," he said, "because the way I was feeling I just wouldn't have been able to do any heavy work. The skipper of the ship, Captain Dewey Derrigan, was really swell and helped make things a lot smoother than they would have been otherwise."



Hinson



and the decision of the USPHS has an important bearing on whether a Seafarer is eligible for maintenance and cure, or whether he can go to sea again.

If the Seafarer is in an out-of-the-way place, obviously he has to make do with the kind of medical treatment that's available, and a company doctor will have to do in that instance. The important thing to do, if at all possible, is at some time during the course of treatment to get to the USPHS for the final say in the matter. This can prevent a lot of difficulty later on when a claim may have to be made and a diagnosis may be an issue.

## 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.

Erle Julian Criolin, 28: On March 7, 1954, Brother Criolin died of a brain tumor at the USPHS hospital in San Francisco, Cal. A member of the deck department, he joined the SIU in 1947 in Pennsylvania. Burial took place at Golden Gate National Cemetery, San Francisco, Cal.

William E. Allmon, 43: Brother Allmon died of a heart ailment on February 24, 1954, at the USPHS hospital, Savannah, Ga., and was buried at that city's Hillcrest Cemetery. A member of the deck department, he had been a member of the SIU since 1951, joining in the port of Norfolk.

Joaquim M. Maximo: While the La Salle was on the high seas, latitude 40 degrees 22 minutes north, longitude 39 degrees 27 minutes west, Brother Maximo suffered a fatal heart attack, and was buried at sea on April 25, 1952. He sailed as bosun.

Benno Zielinski, 70: A member of the engine department since 1938, when he joined the SIU in New Orleans, Brother Zielinski

died of shock and multiple rib fractures at the Kings County Hospital, Brooklyn, NY, on August 13, 1953. Cremation took place at Fresh Pond Crematory, Queens, Long Island, NY.

Frank W. Walaska, 42: On January 25, 1954, Brother Walaska died at the USPHS hospital, Richmond, NY, and was buried at Holy Cross Cemetery, North Arlington, NJ. He joined the SIU in New York in 1948 and sailed as a cook in the steward department.

Henry Core, 26: Brother Core accidentally fell from his ship to the barge and, as a result of the injuries received, died at Lincoln Hospital, Bronx, NY, on March 26, 1954. A member of the deck department, he had been sailing SIU out of Galveston since 1952. Cremation took place at Fresh Pond Crematory, Queens, Long Island, NY.

John Richard Wisloff, 52: On April 26, 1953, Brother Wisloff died of heart trouble at the USPHS hospital, Baltimore, Md. He had been sailing as bosun in the deck department since 1948, from New Orleans. Burial took place at Greenmount Cemetery, Baltimore, Md. Brother Wisloff leaves his daughter, Karin Sigrid Wisloff, of Goudre Gate 14, Trondheim, Norway.

## Baltimore Babe Bows In



Family photo marks the arrival of Mary Jane Griffith in the city of Baltimore. Born January 16, 1954, Mary Jane poses here held by dad, Seafarer Jesse Griffith, plus mother and her older sister, who's giving the wooden nag a run for his money.

## Don't Send Your Baggage COD

Seafarers are again 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.



## All Ashore!



Pacing the fight for Seafarers and all other merchant seamen, the SIU has once again cut short efforts to impose arbitrary military rule on civilian seamen.

The latest success came on the issue of shore leave for crewmembers in areas under military control, where seamen had been at the mercy of individual local commanders. Stirred into action by the strong objections of the SIU, the Defense Department has issued what amounts to a formal reprimand to the offending military commanders.

At the same time, the Pentagon has publicly declared that seamen are entitled to shore leave at all times—except in cases of extreme military emergency.

Backing up Seafarers on beefs like this is an every-day matter in the SIU. The Union is pledged to fight any restriction on the rights of its membership.



### Department of Defense Instruction

SUBJECT Shore Leave for Civilian Crews of Vessels in Areas under U.S. Military Control

I. PURPOSE

To furnish guidance to military departments regarding subject.

II. BACKGROUND

The granting of shore leave or its refusal to civilian crew members of vessels in areas under United States military control may have a bearing on cost passed on to the government, because of the terms of collective bargaining agreements.

III. SECURITY

# Seafarers Intl Union • A & G District AFL