









Relief...And Despair... Alive today through a chance of fate that kept them from sailing aboard the ill-fated LST Southern Dis-Vester, oiler, read the latest reports (photo at left) on the missing ship. Wife and children of Thomas T. Nichols of West Lake, La. (top row), maintain vigil for Seafarer Thomas T. Nichols (top right). Bottom photo shows family of Lake Charles, La. Seafarer Louis B. Cook, Left to right, Mr. and Mrs. P. Gillespie, Cook's daughter and son-in-iaw; Mrs. Cook; L. B. Cook, Jr., a son, and Glenda Hooper, a granddaughter. A Coast Guard search for the ship and survivors among the 22-man crew was given up this week. The ship has been missing since Dec. 6. (Story on Page 3.)

December 24, 1954

See SIU Win As NLRB **Orders 3-Dept WC Vote**

SAN FRANCISCO-A National Labor Relations Board order last week for a three-department vote on West Coast ships appears to have cleared the way finally for a Seafarers International Union victory in the long fight for representation of steward department per-

sonnel. Over 2,000 steward+ department men are covered stewards' representation once and by the order.

Page Two

ton is a clear defeat for Harry Bridges and his International Longshoremen's and Warehousemen's Union and for the tattered remnants of the National Union of Marine Cooks and Stewards, both independent and both ousted from the CIO in 1950 for Communistdomination.

The SIU is expected to win overwhelmingly in a three-department vote which would include not only the cooks and stewards, but deck department personnel in the Sailors Union of the Pacific and engine department men in the Marine Firemen, Oilers and Watertenders Union. Both the SUP and MFOW are affiliated with the SIU and the votes of their members would far outweigh those of the galley personnel, whose ranks include the last segment of pro-Communists on US-flag vessels.

No Union Now

The cooks and stewards are currently without union representation of any kind as a result of the inconclusive results of balloting earlier this year. The voting gave the SIU-affiliated Marine Cooks and Stewards-AFL a clear majority over the NUMC&S, but produced the most votes for "no union" at the urging of Harry Bridges "Local 100," which was unable to get on the ballot.

MCS-AFL was organized a few years ago by rank and filers fed up with conditions within the NUMC&S, who obtained a charter from the SIU of North America. The battle has been see-sawing since then between the SUP, Bridges, MCS-AFL and the NUMC&S.

Single Unit

As a result of the NLRB order, unlicensed men in all departments on West Coast ships will now have on the ballot.

The three SIU affiliates originally petitioned for a three-de- private industry."

for all. Both Bridges and the The board action from Washing- NUMC&S sought to defeat this bid, and complicated the proceedings

with a stack of unfair labor charges and petitions of their own for a new vote among steward department men only. Both these actions were upset by NLRB rulings.

Details of the West Coast election will still have to be decided among all the parties concerned. Meanwhile, the NUMC&S has the added problem of proving its eligibility to be on the ballot because of a question regarding its filing of financial reports. It has until January 17, 1955, to qualify under labor board rules.

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: Dec. 29, Jan. 12, Jan. 26.

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

NO LAWYERS

The SIU Welfare Plan office wishes to remind Seafarers and their families that no lawyers are needed to collect any SIU Welfare Plan benefit. Some cases have arisen in recent months in which lawyers were engaged. The only result was a delay in collection of benefits and a charge against the benefit for lawyers'/fees. It's emphasized that the Welfare Plan was designed from the beginning to provide simple and speedy payment of all benefit claims, so as to bypass lawyers and legal fees. Any application for benefits should be made directly to the Seafarers Welfare Plan, at 11 Broadway, NY, NY, by the individual involved.



Walking patients at Staten Island hospital line up for distribution of extra \$25 Christmas bonus, tigarettes and cigars from SIU Welfare Services Representative, Tom Gould. . They are, left to right; Seafarers Harry Morton, Kendall Kelly, Roger Cowperthwaite, Morris Siegel, John Doherty, Olav, Seim, Sidney Turner and George Robinson. Bonus is in addition to the regular \$15 weekly benefit. All hospitalized Seafarers throughout country received bonus.

SIU Rejects CG Proposal; Seamen Can **Congress May Probe Plan Now Apply**

The SIU served formal notice on the Coast Guard this week of its total opposition to the Coast Guard's attempt to inject itself into a civilian industry and establish sweeping physical and mental controls over seamen. In a letter to Rear Admiral Halert C. Shepheard, head of the Coast Guard's Of-+

fice of Marine Safety, SIU specific authorization from Con- of physical examinations, a system bargaining unit known as the SIU and asked that the SIU be notified evaded the question of its author-Pacific District, composed of the of the time and place of hearings ity to impose these controls, SUP, MFOW and MCS-AFL. The on the proposed system so that the ILWU and NUMC&S will also be SIU can spell out in detail the program's "inconsistency with accepted labor-management relations in the National Safety Council. The

In any case, examination of the

presented originally at a meeting of the Merchant Marine section of

Secretary-Treasurer Paul Hall gress. In its release of the pro- which meets with the approval of an opportunity to vote for a single outlined the Union's opposition posed program, the Coast Guard the SIU. The president of the com- held by Germany or Japan pany, Harry X. Kelly, happens to be chairman of the Merchant Ma-The Coast Guard program was rine Section, National Safety Council

Strict Exam

Under Mississippi's physical exmajor weapon in the Coast Guard amination program, instituted this partment election in an effort to The letter declared that the Un-

WASHINGTON-American merchant seamen who were as prisoners, internees or hostages at any time during World War II after Pearl Harbor now have an opportunity to apply for war claims benefits under a new law passed by the last Congress.

Christmas Cheer For Hospitalized Seafarers

SEAFAR	ERS LOG	tary invasion of a private industry to impose controls over civilian workers' rights to jobs. Further the
Dec. 24, 1954	Vol. XVI, No. 26	
As I See It	Page 6 Page 15 6Page 8	Coast Guard would employ in screening men for physical and mental attributes as "absolutely uncoincidentifica"
Editorials		Annual Annual Statements Statements
Inquiring Seafar	rer Page 8	
Labor Round-Uj		that influential members of Con-
Letter of The W	leekPage 9	
Letters	Page 15	ion protests-were disturbed by
Maritime		THE REPORT OF A
Meet The Seafa	rerPage 8	
	ls Page 17	
		tion Subcommittee of the Senate,
		has shown marked interest in the
		NA headquarters that his commit-
		tee was anxious for the Coast
Washington New	s Letter, Page 7	Guard and unions to settle the is-
		sue. If no such agreement is
		reached, Senator Butler implied
Your Dollar's We	orth Page 5	that a Congressional investigation
		would be in order.

settle the issue of the cooks and ion is "unequivocally opposed" to the Coast Guard's plan as a mili- a good system of examining indiinvasion of a private industry viduals with physical and mental urinalysis, electro-cardiogram in rate of \$25 for each calendar impose controls over civilian defects. kers' rights to jobs. Further the

presented an outline of its system

some instances, and other tests at month during which he was under At the very same meeting, the the discretion of the examining 18. Survivors of seamen who Mississippi Shipping Company physician. Men sailing with the would otherwise qualify for these (Continued on page 17)

Sandboat Signs For 8 Months In SA

The SIU-contracted Sandcaptain, sand dredge operated by Construction Aggregates, sailed from New York on December 14 for an 18-month "tour of duty" at a Venezuelan con-

> who stick it out for more than nine months will receive a bonus amounting to 25 percent of their base wages. Thereafter, they will receive additional bonuses month for month, for as long as they stay on the ship.

All three of the sandboats have been idle since the early part of The 18-month sign-on is covered 1952, when they worked on landfill operations in Newark Bay for Coast Guard does not have author- keep the crew on the job and keep construction of the New Jersey Foreign Claims Settlement Com-

benefits are also eligible.

Eligibility is based on service aboard a US-flag vessel, or a vessel which was registered under the laws of any government friendly to the US during World War IL

August 31 Deadline

- Claims must be filed by August 31, 1955, and must be filed even by those who filed a similar claim with the former War Claims Commission, which was not paid .-

Seamen or their survivors who served, gave aid to or collaborated with hostile governments, members of the Armed forces and those who are entitled to or received civilian detention or other benefits as a civilian US citizen under another law, are not eligible to file for these benefits.

Applications and further information can be obtained from the mission, Washington 25, DC.

struction project. A 41-man SIU crew is aboard the ship

which will be dredging sand in the mouth of the Orinoco River. was anxious for the Coast

There are indications that the company may assign its two rehed, Senator Butler implied maining sandboats, the Sandchief and the Sandmate, to the same operation in the near future.

regulations makes it clear that the by a special SIU contract to ity to impose its program without replacements at a minimum. Men turnpike,

Two years ago crewmembers of Southern Districts commemorated loss of sister ship Southern Isles with special shipboard ceremonies at site of disaster. Now Southern Districts is feared lost in same general area.



WASHINGTON-After approving transfer of 57 Americanflag Libertys to "runaway" foreign flags, Maritime Admin-istrator Louis Rothschild turned off the faucet-only to turn it on again under pressure+

child announced he was "halting" transfers, his office approved the shortage reached such proportions shift of five more Libertys, includ- that the Foreign Economic Admining the SIU-contracted Ragnar istration was almost ready to de-Naess.

Rothschild's "halt" to transfers came last week on the grounds that ment cargo under the "50-50" law. "there was a growing demand for This would dump much of this American flag shipping space." He cargo into the laps of foreign ophad been shifting Libertys from American registry so rapidly that

from the tramp shipowners. a shortage of tramp shipping was Further, just before Roths- developing. The SIU's Washington correspondent reported that the

clare that there were no American tramps available to carry Governerators.

Operators Act

No sooner had Rothschild "halted" transfers, with 57 ships already gone, than tramp ship operators put the squeeze on him, After meeting with their repre-

Southern Districts Feared Lost With Crew Of 22 Aboard

Hope has virtually been abandoned for the 22-man crew of the SIU-contracted Southern Districts which disappeared wit hout a trace somewhere off the East Coast and has not been seen nor heard from since December 6. An intensive Coast Guard

air-sea search, underway; since December 11 with a one day interruption, was called off on December 21 after failing to turn up a shred of evidence as to the fate of the vessel and her crew.

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While the ship has not been officially given up for lost, chances that survivors would be found were described by a Coast



Brandon

Guard spokesman as "very reparticularly in view of mote" severe weather in the area. Nevertheless merchant ships have been asked to continue to watch all along the vessel's route from Port Sulphur, Louisiana, to Buckport, Maine.

Of the 13 unlicensed men aboard. 11 sailed with the SIU A&G District and two were members of the SIU-affiliated Sailors Union of



Thomas

the Pacific. Two other Seafarers, sentative, Rothschild announced he Thomas Blackledge, MM, and was "clarifying" his order so it Marion Vestor, oiler, escaped the rish, Jr., 3rd assistant, Richmond, would not apply to six pending ap- fate of their shipmates when they plications, This means another six were left behind in New Orleans



Dreary Christmas is outlook for family of Frank Famiglio, Jr., 18, who is missing on Southern Districts. Here Famiglio's aunt, Mrs. Margi Maiorana, and his grandmother, Mrs. Pauline Famiglio, confer with SIU patrolman Herman Trexclair in New Orleans. Frank's uncle, Blaise Famiglio, is currently aboard Del Sud.

Savannah, and Victoriano R. Mar- | Southern Isles, which broke in two tinez of Norfolk.

The two SUP men were Herman Klotz of Jackson Heights, NY, and Billie Nolan, Miami, Florida. Other crewmembers were: Captain E. M. Rowe, Norfolk; T. B. Roane, 1st mate, Norfolk; J. B. Downing, 2nd mate, Virginia Beach; D. C. Hudson, 3rd mate, Portsmouth, Va.; G. C. Falle, radio operator, Baltimore; W. H. Jennette, chief engineer, Scranton, NC; E. Opffer, 1st assistant, Palatino, Cuba; M. L. Carder, 2nd assistant, Newport, Ky.; L. L. Par-

Va. News that the ship was missing

oft Hatteras and went to the bottom October 5, 1951. Only six men survived that disaster, which came so rapidly that the ship did not have time to radio for help.

Similarly no SOS was ever received from the Southern Districts, indicating that the ship may also have gone down so rapidly as to preclude any emergency calls.

The verifiable facts of the case are as follows: The ship left Port Sulphur, Louisiana, on December 2 with a cargo of 2,659 tons of sulphur ore for Bucksport, Maine.



Page Three

For Tampa

Ship Heads

New P

The former Alaska passenger ship Denali is now headed ers who were unable to find emtoward the Gulf Coast where ployment for their vessels under it will operate on the Tampa to the American flag, because of com-Havana run. The Denali will petition from "runaway" operaoperate in addition to the P&O tions in the first instance. Subse-Steamship Company's Miami to quently, the policy became a de-Havana run now being handled by the SS Florida.

before being sold. The ship then foreign flags. picked up a payload of lumber for transport to the Gulf Coast.

the same P&O passenger ship con- for obvious reasons. tract as the Florida. There are To date, 19 SIU ships, one third Georgia; John Daniels, 36, of Conbasis as does the Florida.

ships will be transferred after for medical treament. Rothschild called a "halt." Seven-

teen more ships may get a green light via this route.

Originally the transfer policy was announced to assist shipownvice for operators to get better prices for their ships than they

A skeleton SIU crew was could under the American market, placed aboard the Denall in Seat- and to make "partnerships" with tle, where she had been laid up other owners for purposes of putby the Alaska Steamship Company ting more and more tonnage under

Actually the "hardship" plea has no validity today, but the tramp The Denali will operate under operators still pref ... foreign flags

possibilities that the Denali will of the total, have been lost touch at one other Florida port through transfers. Rothschild is ex- three children; Wladslaw Hinc, 46, besides Tamps, possibly St. Peters- pected to push through a few more of Philadelphia; Purdom Morris, appearance will open in New Orburg. Present plans call for the before Congress gets a chance to 30, of Fordyce, Arkansas; William leans on January 3. ship to operate on a year-round ask a few questions about the T. Cooper, 27, of Savannah; James The Southern Disc whole arrangement.

Seafarers aboard the ship were: James H. Brandon, 38, of Tampa, Florida; Louis B. Cook, 53, Lake Charles, La.; Thomas Nichols, 29,

Famiglio

of West Lake, Louisiana, who is the father of four children; Frank J. Famiglio, 18, of New Orleans; Samuel B. Thomas, 35, father of two children, living in Thomson,



way, South Carolina, father of



and overdue cast a pall over SIU membership meetings on December 15. SIU Secretary-Treasurer Paul Hall declared: "We're hoping against hope that some men may have survived but it looks extremely doubtful. Our heartfelt sympathies go to the families of these Union brothers who-we fearhave been victims of one of the tragedies that beset seafaring."

The Coast Guard has announced that a hearing into the vessel's dis-

The Southern Districts, an LST, Benjamin Sellers, 29, also of is a sister ship of the ill-fated.



Maximum capacity of the vessel is 4,000 long tons of ore. She was reportedly sighted by another vessel off the Florida Keys on December 6, and was due in Bucksport on December 12.

72-Hour Notice

Normal company procedure called for her to notify the Southern Steamship Company, her owners, 72 hours before her estimated time of arrival on December 12. The company then was due to hear from the vessel on December 9, but when she did not report the company apparently assumed that she was delayed by bad weather. When nothing was heard for 48 hours after that, the company (Continued on page 17) Page Four

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2 SIU Co's **Face Gov't** awsuits

PHILADELPHIA-The ownership of another SIU-contracted vessel, the Gulfwater, came under fire as the Justice Deparment filed suit against its owners charging the vessel is alien-owned.

Federal agents seized the vessel as the Government suit claimed that Metro Steamship Corporation, the vessel's owner, is controlled by the Kulukundis family, prominent Greek shipowners. Under US shipping laws, the ship could only be sold to American-owned corporations.

Meanwhile, the Government's suit against the Philadelphia Marine Corporation, owners of the SIU-contracted tanker Potrero Hills, got under way in Washington. The Government charges that Manuel Kulukundis owns a majority of the stock in the corporation. Other Government suits include

the SIU-contracted US Petroleum Carriers and Victory Carriers.



Seafarer Thurston Lewis, AB (right), gets a light for his cigarette from a crewmember of a Coast Guard patrol boat which transferred him and Henry Vansen, bosun (center), ashore at Little Creek, Va., after both suffered injuries aboard the tanker Logans Fort (Cities. Service) last week. The mishap occurred while both were on their way to a paint locker and huge waves coming over the bow washed them nearly 50 feet along the catwalk. Both later entered the Norfolk USPHS hospital. (Official US Coast Guard photo.)

IU Wins New Gains Despite Stormy 1954

Despite the many difficulties which beset the maritime industry, the SIU rode out the storms and scored new advances in the troubled days of 1954. The year's end found the Union in sound shape and ready to take on any task that might arise. Among the major accom-+

ILA Men Nix 'Sellout' Agreement

Longshoremen in the Port of New York caught leaders the Public Health Service hospitals of the old ILA flatfooted were set back on their heels. when they voted down a proposed two-year agreement which failed to correct a sizable number of longstanding waterfront grievances. The agreement had been warmly endorsed by Captain William Bradley, ILA president, and of past gains. These included the lauded by the employers.

Another stunning setback to the Service hospitals which was sound-ILA this week was the re-entry ly defeated, but which is due for of the 3,500-man tugboat union a revival in the coming months; into the AFL. The tug union was the transfer loophole so conven-Bradley's home outfit until he was | iently opened to tramp ship operamade ILA president. The tug move tors by the Maritime Administracuts Bradley from any union base tion; and the Coast Guard's current and greatly weakens any ILA attempt to clamp tight-fisted conattempt to gain a stranglehold on trols on every working seaman. New York harbor.

an increase in vacation payments, ry, 1952. success in combatting shore leave restrictions in Korea and at US military bases, and the completion of the fine new Baltimore hall, plus addition of recreation facilities in other ports. In the legis-Union objective of many years' standing, while the enemies of

SIU progress in 1954 was made in the face of a drop-off in shipping particularly in the early months of the year and repeated attempts in some official quarters to deprive seamen and their unions effort to sandbag the Public Health

plishments for Seafarers in meanwhile, passed the \$3 million the past 12 months were the mark in benefits paid out since it negotiation of a new contract and first started functioning in Februa-

The permanent "50-50" law was a major feather in the Union's cap since the SIU had battled for this legislation for seven years, since the start of the Marshall Plan. It gave assurance that from now on lative arena, the passage of the permanent "50-50" bill realized a cargoes would be carried on American flag ships.

The opening of the new Baltimore hall just a few weeks ago

(Continued on page 16)



THINGS ARE REALLY LOOKING UP FOR THE WEST COAST affiliates of the SIU of North America, and turning up the other face of the coin it's a glum Christmas for Harry Bridges and his cohorts. The National Labor Relations Board has approved the petition filed by the SIU Pacific District on behalf of sailors, firemen and cooks for a three-department election on West Coast ships.

A victory in this Government-ordered crew election means that for the first time all three departments on the West Coast will be together in one international union, the SIU of North America, and the Communist Party's waterfront section will no longer have any foothold on American-flag ships,

Just a few years back, few people would have given a nickel for the SIU of NA's chances of bringing all shipboard departments under its banner. An important development in this direction came when the Marine Firemen's Union voted in 1953 to affiliate with the SIU. From then on it was the SUP, the MFOW and the Marine Cooks and Stewards, AFL, against the Communist-dominated National Union of Marine Cooks and Stewards, itself largely a creature of Harry Bridges longshore union. Once Bridges is beaten on this issue, as it surely appears he will be he will be confined pretty much to sniping at the SIU from the outside.

YOUR UNION HAS TIME AND AGAIN CRITICIZED THE MARItime Administration for its transfer policies. This week the Maritime Administrator outdid himself in proving that the transfer policy is no policy at all, but a pattern of confusion, expediency and weakkneed sacrifice of US shipping to the greed of a handful of operators.

As a result of the transfer of over 50 ships, things got so tight recently that there were hardly enough Libertys available to take Government cargoes. The Maritime Administrator consequently suddenly reversed himself and called off all transfers. That situation lasted just about 48 hours. The tramp ship operator's representatives in Washington got to work, with the result that the Administrator reversed himself again and cleared the way for six more ships to dump the American flag.

All this pulling and hauling one way or another doesn't add, up to much of a maritime policy. Your Union believes, to paraphrase a famous quotation, that the Maritime Administrator was not appointed to preside over the liquidation of the American merchant marine.

SPEAKING OF SHIP TRANSFERS BRINGS TO MIND an interesting question. The US Government has been taking legal action against a number of companies and agencies who own or operate tramp Libertys among other ships. The Government charges that these companies are alien-controlled in violation of our shipping laws.

If this is the case, how does it affect the ships already transferred? They are supposed to be under American control even though they are under the Panamanian and Liberian flags. But do Americans really own them, and can they be counted on in a national emergency?

CONGRESS GETS BACK INTO BUSINESS VERY SHORTLY WITH a lot of important items on the agenda. One of them is a program for new freight ships and for assistance to various sections of the industry. The new program is broader than anything that has been proposed the last few years and it appears to have the backing of the administration. If a substantial part of this program should go through, it would

really make 1955 a big year for the industry. Your Union will speak out in support of any new proposals for the aid of the shipping industry, which in turn mean pork chops and security for Seafarers.



NEW ORLEANS-Oscar "Papa" Celestin, one of the most noted musicians ever produced in this city that is the cradle of jazz and who was a great favorite among New Orleans Seafarers, died at his home here December 15.

The venerable Negro trum-

peter was 70 years old. He appearance to provide the music served as business manager of the band.

Still Pro-AFL

New Features

In negotiating a new agreement The large contrary vote to the providing two to six percent inagreement was considered solid creases in wages and overtime, the proof that the AFL still has a very Union added several new features strong following in the port deheretofore not found in maritime spite its narrow defeat in a colleccontracts, as well as subsequent tive bargaining election last May. clarifications. Among items in-The "Waterfront News," publica- cluded in the contract was a provition of the AFL Longshore Comsion for money draws in either US mittee, had been highly critical of dollars or travelers checks, while the agreement, calling it a sell-out other features were strengthened of the basic needs of all longshoreand improved. men. "Waterfront News" also urged The SIU's successful shore leave longshoremen to be alert to an beef with the Defense Department

ILA attempt to sell them the same resulted in \$18,000 of disputed package again with a slight change overtime payments to the crews in the trimmings. of two SIU ships, and greater

1962年1月17日月18日

While all sections of the port freedom of action in many ports voted against the agreement, the where seamen were restricted bebiggest "no" vote came from fore. Brooklyn longshoremen. Brooklyn had been an AFL stronghold throughout the campaign to organize a new longshore union.

The proposed contract had proaffect (Continued on page 16)

was stricken ill last August and his condition had grown progressively worse since then.

"Papa" Celestin was well known to SIU men who ship out of New Orleans, particularly to those who

sail regularly on the Mississippi passenger ships, the Del Sud, Del Mar and Del Norte.

On sailing day, "Papa" and his Dixieland jazz musicians always were on hand at dockside to entertain crew members and passengers lining the rail with such spirited numbers as "Way Down Yonder in New Orleans," "Bill Bailey," "When the Saints Go Marching In," "Bourbon Street Parade," "Muskrat Ramble" and many other old standards at which his talented musicians excelled.

At SIU Affairs

One of "Papa" Celestin's last public appearances was at the an-

The vacation increase, which nual picnic given by the crew of was voted by the trustees of the the Del Sud. This affair always was SIU Vacation Plan, had the effect considered an annual engagement of putting Seafarers' vacation pay for the Celestin troupe and no above any other unlicensed group Del Sud picnic would have been In the industry. The Vacation Plan | considered complete without his | are of 20.

for dancing under the tree-shaded Audubon Park grounds. The band will continue to play under the direction of Red Pierson, close friend of the leader who had



One of the mainstays of SIU port celebrations in New Orleans, jazzman Oscar "Papa" Celestin died last week at the

"Papa" Celestin was born in the cane and bayou country of Assumption Parish in 1884. At the age of 10 he decided to be a musician, selecting the cornet as his instrument.

Perhaps the most triumphant moment of his career was his appearance at a "command performance" before the White House Correspondents' Association's annual banquet at the White House. On this occasion, he was warmly complimented by President Eisenhower who said: "Mr. Celestin, you are a fine gentleman and a credit to your race and our country."

Many musicians went on to fame in the entertainment world after playing for Celestin. Among those was Louis Armstrong who many years ago supplied him with the appellation of "Papa" which remained with him through the remainder of his life.

Only recently "Papa" Celestin estimated he had performed before 40 million persons and had played for about 1,000 funerals during his lifetime. 27244

Shere are suspendence to help your family maintain as much a litica of the past aloce new 1. --

SIU Movie Being Shown To Worldwide Audience

Seafarers don't only go around the world by ship-they and their Union are doing it on celluloid, too.

That's the progress report on the SIU's third and most ambitious movie film-"The+

Seafarers," in both color and sands of trade unionists in the US sound-which has been circu- have had a chance to enjoy a lating a little more than a year filmed chronicle of present-day throughout the US and all over the conditions in the SIU plus a bird's globe, through the facilities of the eye tour of SIU headquarters. The United States Information Service, film was completed in the summer

movie is circulated by the Union represent and service the memberitself and also by the Workers Edu- ship. cation Bureau of the AFL, with the result that hundreds of audiences, including Scafarers in all branches and crews on many SIU-contracted ships, have viewed it.

This means that tens of thou-

Thanks, Men, **For Those Xmas Cards**

Once again the Christmas season is upon us. And, as is usual at this time of the year, the SEAFARERS LOG has received many Christmas cards and expressions of goodwill.

From brothers on the beach in the States, from brothers at sea and brothers in faroff foreign ports, from friends of the Union labor films." The WEB report also and from many persons who are noted that "The Seafarers" is not connected with the Union in booked well into 1955 already. any way, but who enjoy reading about its activities in the columns of the LOG every two weeks, the LOG-and the Union for which it speaks - have received these greetings.

To all of the brothers and others who have sent these cards more foreign languages. the LOG says "thanks" and heartiest best wishes for a merry Christmas and a happy New Year.

The LOG staff and editors, ers. In these cases the feelings noticable improvement i speaking for the Union, sincerely were not only of admiration for and service have resulted. chinery of their Union, will enjoy years to come.

an agency of the State Department. of 1953, and depicts how the Union Stateside, the 30-minute SIU operates ashore and aboard ship to

Covered US And Canada

According to a report of the WEB, it has been shown from "Maine to California and from Idaho to Florida. It has been previewed by the National Film Board of Canada in Ottawa and shown

at Manhattan College in New York and Pennsylvania State University."

Typical union groups which have viewed it include the Retail Clerks local in Los Angeles, American Federation of Government Employees in Oklahoma City, Coopers Union in Memphis, Beet Sugar Refinery Employees locals in South Dakota, Kansas and Idaho, Kentucky State Federation of Labor, West Virginia Federation of Labor and the 1953 AFL convention in St. Louis.

Reactions have been extremely favorable. The Oklahoma Council of Government Employees considered it "one of the very best of the

The international audience for the SIU movie has consisted mainly of trade-union groups with the showings handled exclusively by the USIS. To facilitate the film's enjoy fresh-cooked, tastier meals

been translated into a dozen or Seafarers in many faroff ports

hope that all of the brothers, con- the Union's stature, but outright Other films produced by the SIU viewed in May, 1949.

Members of galley gang of Kathryn, one of ships involved in new feeding experiment, relax in mess-

room after serving lunch. Seated around table clockwise, beginning at left, are: Pedro Jimenez, MM; Juan Rodriguez, MM; Angel Seda, passenger MM; Jimmy Jones, saloon pantry; Jose Torre, baker; Daniel Seda, galleyman; standing, left to right, Manuel Rodriguez, chief cook; John Giordano, 2nd coek; Louis Vila, night cook. Not present were Mario Farrulla, cheif steward, and Frank Hernandez, passenger mess.

'New Look' In Ship Meals Hailed After 2-Mos. Trial

A "new look" in shipboard meal preparation and service has been hailed as a complete success after a two month experiment with one SIU-contracted company. Plans are now afoot to extend the set-up to other companies' ships. The "new look" is an SIU-sponsored outgrowth of Steward Depart-+

ment Committee meetings be- roast and then letting the slices We believe we've proved that the tween the SIU and the com- dry to leathery texture on a steam proper approach is simply to repanies and is aimed at revamping table, cutting bread as it is need- gard the crew as being a good sized steward department practices to ed, serving vegetables in side family and not as a crowd in a bring about personal service and dishes, making coffee to order in cafeteria." eliminate the mass feeding ap- percolators and similar practices.

proach. As a result, Seafarers will presentation, the sound track has and superior service while maintaining the high quality of food supplied to the ships.

The recently conducted tests have reported to the LOG of re- were carried out abourd several actions to the film by native work- ships of the Bull Line, where a ers. In these cases the feelings noticable improvement in meals

Basically the changes put into tinuing to work together for the awe over what it has been able to effect consist of preparing, cutting common good through the ma- accomplish during its short history, and serving food to individual order as much as is possible. This

For a complete picture story of the SIU experiment aboard a ship of the SIU-contracted Bull Lines, see this issue's centerfold.

Eddie Mooney, of the SIU, a happiness, prosperity and good date back several years to "The means cooking steaks and chops enough to give each man individual interested in eliminating. The sailing throughout 1955 and the Battle of Wall Street," first pre- to order, carving roasts to order attention at mealtime and make same high standards of quality and instead of cutting up an entire his meals aboard ship enjoyable.

Also hailing the plan is Charles O. Minot, port official for the Bull Line Company and a member of the joint union-operator Steward Committee, "The success to date of this plan is a tribute to labor and management cooperation. The preparation of the food and the service is much better this way and the crews are happier. The member of the stewards depart- difference now is that all the food ment committee, termed the plan is eaten and the waste is at a min-"an effort by the Union to make imum. If a saving results to the meals for Seafarers aboard ship company it will be as a result of second to none. A crew is small a cut in waste, which everyone is (Continued on page 17)



Written exclusively for THE SEAFARERS LOG. by Sidney Margolius,

Page Five

Preview Of 1955 Living Costs

Seafarers and their families can expect a little lower cost of living in the first few months of 1955 than now. but with a new upswing in prices due by mid-Summer. It would be wise to adjust your financial planning and buying accordingly.

The break you get this Winter, in the form of slightly lower living costs, is due to the abundant supplies of meat and consequently lower food bills. But by Summer, meat will be costly again, some new price increases are scheduled for clothing, and with housing and medical costs at peak levels and still climbing further, your family will feel the price pressure. The quietly but steadily rising costs of medical care have gotten little public attention, but have become one of the most serious living-cost problems for moderate-income families. The combined cost of doctor, medicine and hospital fees has risen 20 per cent in the past four years, more than any other item in your cost of living. The rising cost of rents has been running a close second to the jumping medical bills, and will continue to be one of your most serious problems this year.

This situation means that moderate-income families will have to closely watch their other spending, and particularly, take advantage of the currently lower food and clothing costs to set aside more money for housing and medical bills. In other words, you won't be able to spend as much for food, furniture and clothing in '55 as in other years.

Here are suggestions to help your family maintain its

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living standard in face of the shifting price movements, and the higher llving costs expected later this year:

FOOD: This Winter, you will find your best values in beef (in heavy supply at this time); pork (more reasonable than last year); eggs (which are unusually reasonable now and will be even cheaper by Spring); cheddar cheese (unusually low priced nowadays) and fish (which is in abundant supply). Lamb and veal are also a little more reasonable at this time. But as meat prices go up with the arrival of warmer weather, rely more on eggs and cheese to give your family nourishing meals at reasonable cost. Keep down your milk bills by buying fresh milk cash-andcarry at stores in the new half-gallon and gallon containers, and by using dry skim milk for cooked dishes and Beverages too

CLOTHING: Clothing prices are expected to go up a little later this year. Wholesale prices have already been increased on some work clothes, and retail prices will be higher soon. Fill in your family's clothing needs at the January and February clothing clearances. You will have to pay higher prices for the same clothes this Spring than you will right now. Especially take advantage of the January shoe sales to anticipate your needs at reductions of 10 to 20 per cent. Shoes have gone up more than other clothing items and represent your family's costliest clothing purchase.

HOUSEHOLD FURNISHINGS: You will find widespread price-cutting this year on household appliances. Manulacturers' list prices or standard retail prices are now pretty much a thing of the past since many stores now offer discounts of 20-30 per cent on such appliances as refrigerators, washing machines and others. Look for clearance sales of small appliances and housewares in January, and clearance sales of refrigerators in July.

HOUSES: Prices of older houses have come down a little, but the downturn has been small compared to the rise. They rose on the average 244 per cent from 1945 to 1952, and since then, have dropped an average of only 7 per cent. Continued large-scale building of new houses this year will force down prices of older ones still further. But houses near the large cities will continue to command an exaggerated price because of the scarcity of suitable land for building. As previously pointed out in the LOG, familles will have to look further and further out to find reasonably-priced housing.

AUTOS: The 1955 cars are about the same price as last year, but retail prices early in the year may be a little higher because dealers are not offering as large discounts and over-allowances on trade-ins. The auto industry is attempting to keep up its prices by cutting production, But by mid-Summer, after the first interest in the new cars has worn off, there will be more price competition and larger discounts. Generally car dealers start cutting prices after July 4. Most 1955 cars are featuring higher horsepower and V-8 engines. With the trend to V-8's, the 1953 and '54 six-cylinder models have lower resale value, and present a buying opportunity for families satisfied with less power and more interested in lower operating costs. The longer, heavier, more powerful 1955 models will cost you more to fuel and repair.

Page Big

SEAFARERS LOG

December 24, 1954

Rakeoff In **Ins. Sales**

WASHINGTON - The insurance industry practice enabling brokers to siphon off huge profits in arranging policies covering members of labor unions AB, who invented took a whipping before a recent the rig, is hope-House Labor Committee hearing.

An insurance company executive admitted to an arrangement by which one broker received commissions of over 27 percent of the premiums paid in on hospitalization policies covering members of the AFL Hotel & Restaurant Employees and Bartenders Unions in Atlantic City, NJ. The company official further admitted the practice was totally unsound, but is widely in force throughout the industry.

Some states, such as New York, legally require welfare contracts which are to be administered by an insurance company to be placed through a broker and in most others the practice is followed anyway. The arrangement, which means high commissions for the brokers for little or no work involved, generally results in either higher premiums or fewer benefits for union members under insured welfare plans. The unions who wish to have their welfare plans handled through an insurance company have no alternative but to accept the arrangement.

Seafarers Plan Better

The situation differs sharply in the case of the Seafarers Welfare Plan, which is self-administered by a joint committee of shipowner and Union representatives and thereby bypasses heavy payments to insurance companies completely. The net effect is to insure maximum benefits for SIU men at a cost much lower than would be possible if the Plan were administered by an insurance company.

In the case of the Atlantic City unions, further testimony before the House investigators developed that the insurance company had abandoned its original arrangement with the broker under which he got 1712 percent of premiums, the company got 20 percent, and then they split any profits above the total of 371/2 percent.

Admit Huge Seafarer's 'Baby'-**New Gangway Rig**

A new, simplified rig for handling gangways, one which its Seafarer-inventor claims will eliminate many of the difficulties of rigging and handling, is now in the US Patent Of-

fice awaiting approval. Seafarer William V. H. Susikari. ful that its features will prove attractive to shipping companies and seamen alike.

Basically, the new rig consists of two shafts, one a horizontal shaft which is attached to the top edge of the deck railing and the other a curved shaft attached to t h e horizontal one. The gangway rotates inside of the curved shaft and moves up and down with the aid of

turnbuckles. **180 Degree** Swing

Susikari claims that this rig permits the gangway to be rotated through a 180degree arc from one side to an-

other and also permits easy adjustment for

height. The rig eliminates tackles | tinct advantage.

Another advantage of the gangbe very easily secured once the tempt to interest shipping comship is ready to leave port.

Susikari, who has been sailing and falls and permits the gangway since 1913, has taken out one other which however, did not prove too successful. Once his gangway panies in the device.

Photo of new gangway rig invented by Seafarer

William Susikari shows shaft and turnbuckle ar-

rangement. Gangway can be rotated 180 de-

grees and handled by one man.





HOUSEWIFE HIT BY METEORITE-In the first such accident in ecorded history Mrs. Hewlett Hodges of Sylacauga, Alabama, was bruised on the hip by a ten-pound meteorite from outer space. The meteorite crashed through the roof of her house and struck her while she was catnapping on the living room couch. Mrs. Hodges intends to make good use of her ill wind by selling the meteorite for a reported \$20,000 after first having to hire a lawyer to get it back from the Air Force which spirited it away.

DETAINED ALIENS "SPRUNG" FROM JAIL-After strong public protest the Immigration Bureau has halted its practice of lodging alien detainees in local lock-ups around New York City and is quartering them in a midtown hotel. The practice began when the Immigration Bureau recently abandoned the Ellis Island immigrant center. \$

ACCUSED RED JUST ANOTHER FBI MAN-R. J. Harden, a Pennsylvania coal miner, has told a Congressional committee that things went badly for him after he was denounced as a Communist by FBI undercover man Matthew Cvetic in 1950. Hardin, himself an FBI informant, had his home stoned and lost his job, finally being run out of town. But he continued to work for the FBI. The incident prompted one wag to remark that FBI plants appeared to outnumber genuine Communists and consequently could be the main source of the Party's funds.

POPE RECOVERING FROM SEVERE ILLNESS_Pope Pius was reported on the mend after suffering a severe setback from a recurrent digestive disturbance. The nature of his ailment has been diagnosed as a hernia of the esophagus. Doctors said that the Pope was still not out of danger.

ALABAMA ATTORNEY GENERAL ON MURDER RAP-Attorney General Silas Garrett of Alabama has been charged with first degree murder as an outcome of the Phenix City clean-up campaign. The indictment charged him with responsibility for the assassination of Albert Patterson, who was elected to succeed Garrett as of January 1. Patterson ran on a vice clean-up platform.

"TEST-TUBE" BABIES CALLED ILLEGITIMATE --- "Test tube" bables, conceived through artificial Insemination are illegitimate if the mother's husband is not the donor of the seed, a Chicago judge has ruled. The ruling came during the course of a local divorce suit, and raises the question of legitimacy for thousands of children conceived through artificial insemination because of the sterility of the mother's husband.

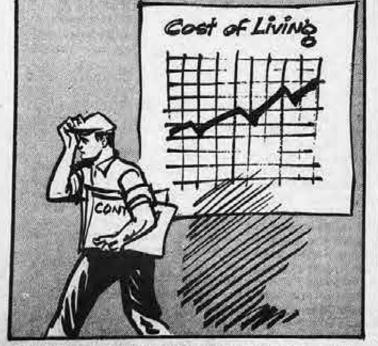
EISENHOWER OFFERS '55 PROGRAM-President Eisenhower has taken the lid off domestic proposals he intends to place before the next Congress in 1955. The proposals call for increases in postal rates, to be operated by one man, a dis- patent for a shipboard device pay increases for Federal employees and continuation of present tax rates on corporations and on various commodities such as liquor, cigarettes and gasoline. Also under consideration is a proposal to inway, Susikari says, is that it can patent comes through he will at- crease the present Federal minimum wage, now 75 cents an hour.

UN CONDEMNS CHINA ON US FLYERS-Red China's trial and imprisonment of Korean POW's has been condemned by an overwhelming Assembly vote in the United Nations. UN Secretary-General Dag Hammarskjold has been requested to seek their release in the name of the UN. Meanwhile there were reports that the Chinese would release the flyers and other imprisoned Americans if exit visas were issued in the US to 35 Chinese students who want to go back home.

"SAFE DRIVING DAY" ONLY PARTIAL SUCCESS-A death toll somewhat lower than usual was the only concrete result of "safe driving day" December 15. The year before, 60 persons were killed in traffic accidents on that day. In some areas such as New York City driving accident totals were higher than usual.

Cartoon History Of The SIU

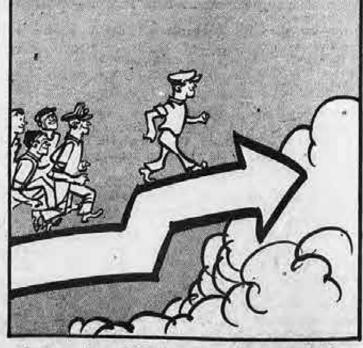
SIU Sets Pay Pattern



In accord with the unique reopening clause in SIU agreements, enabling the Union to call for a wage review at any time, in September, 1950, the SIU called for new pact talks. The Union keyed its demands to the steady rise in living costs since the start of the Korean War a few menths earlier.



The operators came up, with the wage "pattern" agreed to earlier by some West Coast unions, which seemed to be setting the pace for all others. Howver, SIU negotiators warned they would not be bound 53 by any "formula" adopted elsewhere. Two days later," agreement was reached on a higher figure,



Agreement on a 6.38% increase provided \$13-24 more in base pay per month, plus similar boosts in overtime and other items. The SIU "pattern" was quickly adopted by another major East Coast seamen's union and upped wages for ABs to two and a half times what they were in 1014.

SEAFARERS LOG

SIU NEWSLETTER SIU Ship Aids In Tug Rescue rom WASHINGTON

Although the Maritime Administration announced a halt to further transfer foreign of Liberty dry cargo ships, the damage already has been done as to the size of the merchant marine. Since liberalization of this transfer policy in August of this year, 57 Libertys were transferred and 21 more applications will be approved.

The Maritime Administration says that the ban on further transfers was put into effect because there has developed a growing demand for shipping space, occasioned by both normal improvement in the commercial market and by an increase in our aid programs. The fact remains that in a few days the 84th Congress will convene, and already it is apparent that the subject of ship transfers will be thoroughly explored on Capitol Hill.

The MA has been transferring ships so fast that the Foreign Economic Administration was nearly at the point of having to declare the non-availability of US-flag tramps to carry aid cargoes under the 50-50 shipping provision. Although US-flag tramps were physically available for the aid cargo movement, so many of them were under notice of transfer that FOA could not accept them as American-flag vessels under the 50-50 shipping rule.

As 1954 approaches an end, the privately-owned American merchant marine grows smaller and smaller, due to the economic situation, policies of US Government agencies, such as competition from the Military Sea Transportation Service, and the policy, up to the recent halt, of allowing the large-scale transfer to foreign registry of American ships.

At the end of the year, the total of 1,162 vessels was divided into 749 dry cargo and passenger carrying vessels of 7,828,091 tons and 413 tankers of 6,712,564 tons. The fleet on December 1 was 17 vessels and some 187,000 tons below the November size, this resulting from removal of 14 dry cargo and 3 tankers by transfer foreign.

The number of ships in reserve amounted to well over the 2,000 mark. On December 1, there were 1,970 World War II built ships in reserve, of which 1,505 were Libertys and 259 were Victorys. The others included Mariners and tankers.

The latest picture as to US-flag participation in foreign trade is not too good, showing that American vessels are carrying only-29.1 percent of the commerce, exclusive of where the 50-50 shipping proviso applies to US-aid cargoes.

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The Coast Guard is finding that it has a real hot potato on its hands in connection with its proposed rules on medical examination and physical standards for licensing merchant marine personnel. If-the Coast Guard persists in its view of issuing the rules, Congressional committees will investigate the matter.

Newest applicant for a steamship service under the American flag is the Hawaiian Steamship Co. which wants to charter a Government passenger ship for a service between San Francisco-Honolulu, with the privilege of carrying some cargo.

The probability is that the Government will okay the venture but may put in some restrictions on carriage of cargo.

Other Pacific Coast lines showing interest in the Hawaiian cargo include the Pacific Far East Line and American President Lines, Ltd. This will prove to be a real fight with the opposition coming primarily from Matson Navigation Company, the existing operator in the trade. 本

Application forms are now available to merchant seamen seeking detention benefits as a result of internment during World War II. As previously reported in the LOG, American seamen captured or held during World War II, after December 7, 1941, by Germany or Japan as prisoners, internees, hostages, or in any other manner, are entitled to benefits from the US Foreign Claims Settlement Commission.

Eligible survivors of such American seamen may file claims.

Detention benefits are payable at the rate of \$60 for each month during which a seaman was at least 18 years old and at the rate of \$25 per month if under 18 years of age. The law was passed so late in the last session that Congress did not appropriate the money. This appropriation will be approved within a few months.

Legislation will be introduced quickly in the next Congress convening January 5 to subsidize American tramp ships. In order to protect existing American lines, of the so-called liner group, the tramp subsidy bill will contain suitable safeguards to avoid competition with other American steamsnip companies.



Three survivors of the tug Bertha R., which sank in the Gulf recently, reach for lines tossed from USCG cutter Cartigan, one of the rescue vessels. The SIU-manned tanker Bradford Island aided in the rescue of four others and the cutter recovered the body of one man who died of exposure. A crewmember on the tanker, Seafarer Tom Collins, later provided photos and an eye-witness account to newspapermen,

Seafarers on a routine tanker run into Lake Charles, La., had ringside seats for an unexpected sea drama recently in which seven men off a sunken tug were rescued. One crewmember, Seafarer Tom Collins, provided the an eye-witness story featured in daily newspaper accounts.

The events occurred mid- up an SOS from the stricken tug- was the outboard ship, was first to way between Mobile and boat Bertha R. Panama City, Fla., with the SIU-Service) en route to Lake Charles land rushed to answer the SOS from Linden, NJ, when it picked

Being the closest ship to the lowered a boat. manned Bradford Island (Cities disaster scene, the Bradford Is-

tug's crewmembers.

for two rafts which had been dropped to the men from the tug by a Coast Guard plane shortly after raft and the Coast Guard cutter they abandoned their vessel. But Cartigan gathered in three more the search dragged on although off the other plus one man who had the midnight to daylight effort died of exposure during the night. proved unavailing, Collins recall- Collins pointed out also that even ed.

ships, including the Helen Lykes, had to make three passes to pluck reached the scene and moved to the men off the raft. Eventually aid in the rescue efforts. A search winding up its rescue mission, the pattern was set up and the sweep SIU Bradford Island remained to miles away and fired bombs to di- fully tried to board and took it rect the ships. The Lykes, which into tow a few hours later.

reach the rafts and immediately

Crow's Nest View

Collins, who said he was watchand arrived there about two and a ing the entire operation from the half hours later, according to Col- erow's nest, using field glasses, relins. All it found, however, was ported that this was the place the barge which the tug had been where "our captain executed a towing. There was no trace of the pretty piece of seamanship, for the wind was still blowing very hard, It therefore continued to search making maneuvering difficult." Soon after, the Helen Lykes' life boat picked up four men off one with the tanker shielding the rafts, By dawn, however, several other rescue was difficult. The Cartigan of the area continued until a CG search for the drifting barge which plane located two rafts about eight the tug's crewmen had unsuccess-



other US trade unions are again invited to compete for four one-year scholarships for labor study in Great Britain made available annually through the Institute of International Education. Two Seafarers have won such awards in previous years.

Three of the scholarships provide for a year of study at Ruskin College, Oxford, England, and the tuition, room and board, and provide a small sum for personal use.

fourth for a year's study at Coleg Harlech, Wales. The awards cover further from and heard and the study of t Action On Pacificus

It's expected that such legislation will not be actively opposed by

other segments of the merchant marine. Neither will it be opposed by US Government agencies. The main opposition will come from many members of Congress who will express alarm at the cost of supporting the merchant marine.

Norway is rejecting the US offer to sell surplus coal for counterpart funds because of the condition that at least 50 percent of the shipment be transported in US bottoms. The Norwegian Government takes the view it cannot consent to an exporting country determining who will handle a commercial shipment.

Six groups have offered to construct tankers for the Military Sea Transportation under new law. These will be chartered for a 10-year period. However, the whole program is in jeopardy.. Up to the time of this writing, the Maritime Administration refuses to recognize such tankers as "special purpose" type ships. If they are recognized as special type ships, the builders would be eligible to ask for 100 percent Government insurance on the construction cost.

The matter is being fought bitterly behind closed doors, and unless the Maritime Administration gives in, and thus allows the 100 percent insurance, the matter once again will be brought before Congress. If the latter takes place, the Maritime Administration will be condemned for its stand against declaring the tankers to be special purpose type vessels.

Said at + Sinds Mar

Candidates for the awards must be members of US unions and be between 20 and 35 years of age. They must be capable of doing work on the college level in the field of trade unionism and labor relations.

The two Seafarers who won awards in the past are Irwin Suall and Ed Larkin. Suall, who had served as an organizer on Isthmian ships and as a member of the Union's publicity committee during the 1946 General Strike, won a Ruskin Scholarship for the year 1948.

Larkin, winner of a scholarship to Coleg Harlech in 1952, and who was also a Union organizer in the successful Isthmian campaign, received one of the four four-year, \$6,000 scholarships awarded by the SIU Welfare Plan this year.

Applications for the Ruskin or Coleg Harlech awards must be made by April 1, 1955, to the Committee on Labor Scholarships, Institute of International Education, 1 East 67 Street, New York, and a que berleits

SAN FRANCISCO-Under unrelenting pressure from the Sailors Union of the Pacific to enforce agreements on working cargo, the Pacific Maritime Association has appealed to the Government to get it out*

of a fix arising from the tie-up he pointed out that they have of the Pacificus. The Secretary of Labor, James P. Mitchell, has been asked to appoint a factfinding panel to resolve the beef, which has led to delayed sailings of other passenger and cargo ships. The Pacificus has been tied up in Los Angeles harbor since Octo-

ber 27 as a result of the refusal of Harry Bridges' longshore union to supply dock men for Sailors working cargo on deck. In return, the SUP has been refusing to work port overtime on all PMA ships until the Pacific Maritime Associ- shipowner.

ation got Bridges to abide by the agreement.

lived up to the letter of their agreement, as admitted by the PMA.

Wouldn't Supply Men

The Pacificus blow-up began when the longshoremen refused to supply front men for Sailors working cargo out of No. 4 hatch on deck. Bridges contended the Sailors only had the right to work No. 3 hatch (which was empty) despite the provisions_of the Sailor's contract giving them first call on any hatch assigned to them by the

The SUP immediately notified the PMA of the violation of the

SUP Secretary-Treasurer Harry agreement by the longshore union, Lundeberg said he had no objecbut when no action was forthcomtion to a fact-finding panel that ing, the membership decided to would investigate the failure of apply the pressure. Membership Bridges to live up to its contract meetings on November 8 voted with the PMA. As to the Sailors, the "no port overtime" policy, and

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December 24, 1954



Fourth new tanker to join Tidewater's fleet this year, the \$6 million Flying A Washington has been delivered to the company for use in the foreign and coastal trade in the Pacific. The 16,000-deadweight-ton ship will join a sister ship, the Flying A California, in that service ... Figures revealed a week later show the Port of New York had a record day on November 26 when more ships entered and gleared the harbor than on any day since the end of World War II. Customs officials handled 145 vessel movements in and out of the port during the day. During the war, 140 ships were considered a heavy day's work.

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The Navy's Military Sea Transportation Service chartered 24 privately-owned and operated US-flag vessels during November for use in its operations, including 19 tankers and five dry cargo ships. At the end of the month, 43 private vessels were operating for MSTS . Orders for 37 vessels have been placed with Japanese shipyards since last April by foreign companies. Sixteen tankers, 14 freighters and seven ships of other types to be built will cost an estimated \$85 mlllion. Orders have come from companies registered in the US, Liberia, Panama, Denmark, Turkey, Hong Kong, Sweden, Thailand and the Netherlands.

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First ship built in West Germany for the Soviet Union, the 3,000-ton fish-factory ship Pushkin is the first of 24 ships on order, at a total cost of about \$45 million. She was launched two weeks ago at a Kiel shipyard . . The Moore-McCormack passenger liner Brazil had to interrupt its normal 38-day voyage to Buenos Aires last week only 100 miles south of New York when a short circuit disabled half of the ship's 18,000-horsepower twin-screw engines. The captain elected to bring her back to port rather than travel at reduced speed. All but 13 of her 326 passengers remained aboard, using the ship as a hotel until she was ready to sail a few days later. The others chose to fly.

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A record in foreign water-borne commerce was rolled up by the Delaware River port area during the first half of 1954, according to a report just filed show ag an increase of 13.1 percent over the same period in 1953. The report said other major North Atlantic ports, by comparison, showed decreases ranging from 2.9 to 12.2 percent. Ocean movement of loaded truck trailers between NY and Puerto Rice got underway last week when the Liberty ship Transunion unloaded the first shipment of inbound trailers at Port Newark, NJ. The vessel, due in the NY area every three weeks, is also used in a similar service between Norfolk and San Juan.

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The 22,000-ton Cunard liner Ivernia, sister ship of the Saxonia which made her maiden trip to New York earlier this month, has been launched near Glasgow, where she is being built. Both she and the Saxonia, which is on a special cruise service from Liverpool to NY right now, will be used primarily for the Canadian trade for which they were built and designed . . November freight shipments through the Sault Ste. Marie locks decreased to 6 million tons, compared with 8.6 million tons in the same month last year and 13.7 million tons in 1952. Ore shipments for the entire season totalled 60.7 million tons as against 95.8 million tons in 1953.

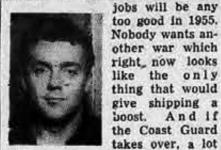
Train ferry service between New Orleans and Havana resumed this month after a lapse of several years. The West India Fruit and Steamship Company's carferry Sea Level renewed the service from Bellechasse, its terminal in the New Orleans area. The SIU-contracted Seatrain Lines formerly operated on this run... The Korean Bear, second of three cargo-passenger ships being built for the Pacific Far East Line under contract with the Maritime Administration, was launched two weeks ago in San Francisco. The three ships are Mariner-type vessels modified for PFE's requirements in the Pacific trade. The first one, the Golden Bear, will undergo sea trials next month.





Question: What kind of a year do you think 1955 will be for you as a seaman?

Dennis McCarthy, 2nd cook and baker: I don't think shipping and



of us seamen could be thrown out of the industry.

t \$ 本 Rafael Matos, AB: The way things look right now it doesn't

appear as if it will be an outstanding year. Shipping isn't too bad now but it's nothing to get excited about. I don't think that anything will come along in

months to change matters either way.

G. Morales, oller: I expect things to be pretty good for seamen next

> plenty of trouble in Asia and the Government stuff over there.



t \$ 北 James Alston, chief cook: Well I think 1955 will be a very success-

ful year for seamen in the SIU. I think shipping will keep on pretty much the same level it has been the last few weeks. Things have been picking up recently and I'm hoping

they will stay that way through next year.



NICHOLAS P. LIAHOFF, wiper

gard going to sea as adventurous nese Communists captured Mukin itself, but for Seafarer Nicholas den, giving them control of all of Liahoff, it must seem like a peaceful interlude in a life that's been followed their armies started to overloaded with adventure.

Born in Harbin, Manchuria, of White Russian parents who had Tientsin in May, 1949, Liahoff fled fled the Bolshevik Revolution, Liahoff lived in China through the Japanese occupation and the postwar years. He fled the country Just a few jumps ahead of the Communist Chinese armies, came to the United States, joined the nist guerrillas so Liahoff had to Army, went back across to Japan and then returned to the States before starting to sail with the the railroad was still running. He SIU.

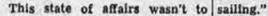
Liahoff was born in Harbin in 1927. His parents, an engineer and miles. a ballerina, were members of the large White Russian community in that city. When he was a year old, his parents moved southward to Tientsin in North China where he was to spend most of his early life.

Japanese Move In

Shortly afterward in the early 1930's the Japanese started assuming gradual control of much of North China, In 1937 open war broke out between the Japanese and Nationalist Chinese, Japanese forces soon occupied all of North and Central China's coastal areas and remained in control until the end of World War II and Allied victory in 1945.

The White Russian community in China was not molested during this period of occupation as they welcomed the Japanese as allies against Communist Russia. When Liahoff got older, he worked for the Japanese occupation on a job he got through the White Russian community, and his parents carried on their professions without hindrance.

At the end of World War II, Japanese forces withdrew and the Chinese Nationalists took over with the help of US foreign aid agencies. Since Liahoff knew both English and Chinese, he found employment with the State Department and with US China relief for a lengthy visit. Then I'll deagencies.



Most shoreside people would re- last long. In November, 1948, Chi-Manchuria. In the months that work their way southward. Four days before the Communists seized the city. As he was a former State Department employee, the Communists would have given him short shrift.

> Communications had been torn up all over the country by Commumake his way southward by foot, except for short stretches where kept moving by day and night for 35 days until he arrived safely in Shanghai after a trek of some 700

Got US Visa

Subsequently Liahoff got a visa to enter the United States and got out of Shanghai ahead of the Communists. He joined the US Army after arrival in the States and was sent to Japan with the occupation forces. His tour of duty during the Korean War eased his path toward full US citizenship.

Liahoff returned to California early in 1952 and went to work ashore in San Francisco for a brief period. While there, a co-worker advised him to go to sea. Since he had made two trips previously on US ships out of China he decided to give it a try.

Shipped On Marymar

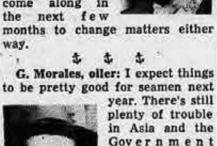
His first SIU ship was the Marymar. He has been sailing with the Union ever since in the engine department.

"When I first started satling," he recalls, "I still had the idea that the officers were absolute rulers and it was my job to do their bidding come what may. After a few trips I began to realize how much the Union meant for the seamen."

Liahoff's future plans are indefinite but one thing is certain. His mother escaped from Shanghai and Communist rule after he left China. She is now living in Sao Paulo, Brazil. "As soon as I can," he said, "I hope to go down there cide whether or not I'll keep on



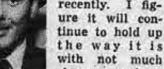
Cancellation of the so-called "es- | New York have approved new twocalator clause" has been agreed on year agreements with major news-R. Gustafsson, carpenter: I don't- in a settlement between 15 non- paper publishers. The agreements call for \$5.80 weekly package inbring but it tion's railroads. The escalator creases. Unions involved were the Newspaper and Mail Deliverers now. Shipping ings to the cost-of-living index (independent), and AFL unions of with the result that there had been stereotypers, paper handlers, and mailers,



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rightly know what the future will operating rail unions and the na-





change - and as an SIU man I shouldn't have much trouble.

\$ \$ \$ John Wright, FWT: It all depends what will happen with all rental to outside tenants. the ships that

are being transferred on that "one for one" plan. If they keep on transferring the ships I don't think things will be too good, but if the Government puts a stop to it, shipping should be okay

looks fairly good clause tied railroad workers' earnhas been holding up pretty good recently. I figsome small declines in wages over the last few months. The settleure it will conment.covers 825,000 railroad men. tinue to hold up 1 1

Ground has been broken for a with not much new Washington headquarters for the International Association of Machinists (AFL). The \$2.5 million ten-story building will be completed early in 1956 and will have several stories of office space for

\$ \$ \$ The National Labor Relations Board continued to turn part of its jurisdiction over to the states when it refused to consider a dispute involving a California radio station and the AFL Electrical Workers Union. The Board decision was based on the grounds that 60-year pins. One of the 50-year the station does less than \$200,000 members still employed is Carl O. business annually.

古 \$ \$ Chicago lathers, who signed a three year contract last December providing for continuation of the existing \$3.30 hourly scale, have been granted a 10 cent hourly increase by employers. The increase came as a result of wage gains by other building trades unions. About 1,000 members of Local 204 are affected.

\$

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Old time members of Typographical Union, Local 6, in New York were honored at special ceremonies recently. One retired printer, 96,-got a 70-year pin while others were honored with 50 and Felbel, who works in the shop Four craft printing unions in LOG.

SEAFARERS LOG

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SEAFARERS & LOG

Vol. XVI, No. 26

December 24, 1954

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Editor, HERBERT BRAND; Managing Editor, RAY DENISON; Art Editor, BERMARD SEAMAN; Photo Editor, Daniel Nilva; Staff Writers, HERMAN ARTHUR, IRWIN SFIVACK AL MASKIN; Gulf Area Reporter, Bill Moody.

Another Tragedy

At this writing it appears there is no hope for the officers and unlicensed men aboard the SIU-manned Southern Districts. A ten-day search has failed to produce a single trace of the ship, which vanished somewhere off the Southeast Atlantic coast on a routine coastwise voyage.

All indications are that whatever happened to the ship, the 22 men aboard did not have a chance. There was no SOS or any other word of warning from the radio operator that the ship was in trouble. The search for survivors turned up no lifeboats, rings or jackets, or any other sign that the crew abandoned ship.

The only surmise that can be drawn is that the Southern Districts met the same fate that befell her sister ship the Southern Isles just three years before in the same watersthat she broke in half and went to bottom before anyone had the time to launch a boat or call for help. If this is the case (something that may never be known) it indicates that the extra strapping ordered by the Coast Guard on these warbuilt ships after the Southern Isles sinking is not the full answer.

It's too easy in this year 1954 to be lulled into complacency because designers and engineers have devised all kinds of built-in safety features and because radios, radar networks, helicopters, seaplanes and rescue craft are available in emergencies. Somehow in the face of all precautions the sea finds a way to smash a ship. The'22 lost seamen aboard the Southern Districts, like the men of the Mormackite, the Pennsylvania and the Southern Isles before them, are heart-breaking reminders of that fact.

Ship Safety

It is ironic that the Southern Districts tragedy should come at a time when the Coast Guard is devoting considerable energy toward putting over new bureaucratic controls under the guise of safety. While Coast Guard spokesmen were busy plumping for their "profile" system as some kind of magic cure-all which will weed out unfit seamen, other Coast Guardsmen were frantically and unsuccessfully combing the waters of the Atlantic for survivors of the ship. For their search efforts they deserve full praise.

The SIU maintains that the Coast Guard can do more for shipboard safety by concentrating its efforts on making ships safe and seaworthy than it can do by any "profiling" system. Profiles aren't much help if a ship breaks in half. No matter how high a seaman rates in arm and leg strength or in excellence of family background, he can't swim 200 miles to shore.

The fate of the Southern Isles, the Southern Districts and the recent sinking of the Mormackite point up that much remains to be done in the field of ship design and safety. And in this area of operation, the Coast Guard will find it has the wholehearted support of every segment of the maritime industry.



CG Power Grab **Draws His Fire** To the Editor:

I've been reading the stories in the last couple of issues of the LOG about the Coast Guard's latest move to grab more power and tighten the screws on seamen by drawing up a set of wacky "physical requirements."

In the first place, I thing I know as much about ships and the sea as any of the Coast Guard brass in Washington because I've been sailing for 40 years—since before World War I.

In that time I've seen a lot of things. For one thing, I've seen the ships change from the filthy, stinking places they used to be to the clean, comfortable, sanitary places they are now. And I know that all the things that were done to make the ships healthier places to live on were done by maritime unions like our own SIU-and not by the Coast Guard.

SIU Fought For Safety

For another thing, in all my years of sailing I saw many instances when shipowners tried to send out ships that were overloaded, undermanned or otherwise unseaworthy or in dangerous condition. And I know that in these cases it was action by the SIU that made the ships sail in proper condition. I saw many cases where the Coast Guard took no action until the Union put up a strong beef.

As almost any shoresider knows, the Coast Guard was originally set up to take care of safety on the ships, to do rescue work at sea and to watch for icebergs. As far as taking care of the safety features-well, as I say, that's been done almost entirely by the SIU and other maritime unions. And now the Coast Guard has the gall to come along and try to stick its nose into something that doesn't even concern it.

What's more, the Coast Guard is going about it in a way that's deck cargo. The crew made no completely ridiculous. Under the Coast Guard plan a seamen could lose his papers because he stutters. because his grandfather was a gasship safety. ound or because he got into a little jam when he was a kid. Good service was the keynote of Could Kill Union the crew mess aboard the Robin Worst of all, a guy could get the Sherwood on the last voyage, judgboot if he just beefs about shiping from the crew's action in votboard conditions. In that case ing thanks to the messman. He was the Coast Guard could call him a Arturo Mariani, who has been sail-"chronic complainer." Just think ing regularly in the steward deof what this could do to our Union! partment since joining the Union I don't think it's hard to see in New York in 1944. the reason behind all this. If you \$ \$ - t look at the record of the Coast Guard, you'll see it has been try-When a ship is out on the Korean ing to sandbag labor unions ever shuttle run for several months and since it got its power over seamen there isn't too much to do the from the Department of Comship's library will get read from merce and this is just another step cover to cover and back again. in that direction. This move is another way of Eventually helping the big boys like the shipthough there owners and insurance companies, comes a time not only slugging the unions but when the ship by making the individual seaman simply runs . out afraid to sue the company, even of reading matwhen the company is definitely ter and that's responsible for him getting sick or that. Since there was hurt. Michalskl no way for the I think all of us Seafarers, Liberty ship George Lawson to through our Union, must fight like William Rechler farers Anthony Michaiski and Rob- | Rouge, Louisiana,



oie

particularly on a freight ship where there is no doctor aboard. The best that can be done is to keep a man as comfortable as possible and see that his personal needs receive attention.

Aboard the Amerocean (Amerocean) Seafarer Tom Jones made it a point to see to it that sick with all possible kindness. Crewmembers of the ship declared that Jones deserved a hand and personal recognition for his services to his sick shipmates.

本

The Waterman ship Fairland is safer place to work on thanks to the crewmembers who saw to it that necessary precautions were taken. The ship had taken on a deck cargo which made crew navigation on deck hazardous and dif-Port Agent and as a result it was agreed to erect a catwalk over the

mention in its minutes as to whether the Coast Guard had taken any hand in this matter of

Being sick while at sea is no fun ert Aumiller did the next best under the best of circumstances, thing. They arranged a library swap with another SIU ship in the vicinity much to the pleasure of the avid readers aboard.

Aumiller is a resident of Fort Wayne, Indiana, who joined the Union in New York on June 28, 1943. He is 31 years old and sails in the steward department. Michalski, a Philadelphia resident, has crewmembers were attended to been a member of the SIU for eight years. He comes from Poland originally and sails in the engine department. He's 33 years of age.

\$ ± \$

A sound suggestions that would add a bit of comfort to shipboard living was offered aboard the Robin Mowbray by Seafarer Earl Poe, AB. He proposed that a small medicine chest be put up in each crew foc'sle where a crewmember could keep those little odds and ends like shaving gear, toothpaste ficult. Consequently crewmembers and the like. His shipmates agreed got in touch with the Wilmington that the proposal would be 'elcome.

> It has often been pointed out that Seafarers these days carry lots more personal gear than they used to at the time when it was customary for many men to ship "schooner rig." Hence the need for

Pretty Good Record

By any standards 1954 has not been the best year for the US maritime industry. Yet despite many difficulties and obstacles, the SIU has been able to make a very considerable degree of progress in the past 12 months.

This year has seen the passage of the permanent "50-50" law, a Union objective of long standing, and a successful fight to save the Public Health Service hospitals from destruction. It's seen the Union make further gains in wages, overtime and other contract provisions, and break into new high ground on vacation pay. It's witnessed the opening of a Union hall in Baltimore which surpasses anything seen in the industry, and further improvements in other halls around the ports.

The year 1954 has had its quota of headaches too, among them a severe shipping slump in the earlier part of the year, and the Maritime Administration's ill-advised and suicidal ship transfer policy. Nor is the future free of problems for the industry and the Union. But the outlook is that whatever 1955 brings, the men of the SIU are the best-protected and best equipped in the maritime union field to weather any hell to kill this thing. our centy printing main in 1999. storms.

more storage space in foc'sles.

A native of Michigan, Poe sails regularly in the deck department. He joined the SIU in New York on November 6, 1946.

> \$ \$ \$

Good feeding starts with good stores and the steward who keeps

his eye on what comes aboard is getting a head start in that direction. Aboard the Sunion (Kea) veteran steward William "Scotty" Malvenan was Johnny - on - thespot when the



Malvenan

stores c a m e aboard. The crew voted him their thanks for the excellent quality of the stores on the ship and the whole steward department was praised for really fine feeding.

Malvenan, who is a native of Scotland, has been sailing SIU since it was founded back in 1938. get a new SIU library aboard, Sea- He is 48 and lives ashore in Baton

A new approach to December 24, 1954

SEAFARERS LOG

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12.

The SIU steward department committee's plan to improve the preparation and service of shipboard meals has been put into effect on several ships of the SIU-contracted Bull Steamship Company with encouraging re-sults. Pleased with the progress of the pilot plan, the Union is now in the process of extending it to SIU crews of other steamship companies.

The core of the SIU plan is to get away from institutional-type feeding and aim at personal, individual service on the order of good commercial restaurants. The emphasis is placed on serv-ing "to order" as far as is practicable, a procedure which pro-vides fresher and tastier food, an important item to all Seafarers.

SIU ships have long had the reputation of being generous feeders and the Union has always insisted upon adequate stores of good quality. However, the Union has long sought to revise the general approach toward shipboard meals inasmuch as the number of men being fed aboard the typical US freightship is small enough to allow for individual attention. Mass feeding has

As pictured here in these sample photographs from the Kathryn, the new approach involves as much on-the-spot prepara-tion as is possible. The committee is confident that this system will mean better feeding and happier crews.









shipboard meals

SEAFARERS LOG



Juan Kodriguez, MM, gets refills from storeroom as needed. Cans and jars are opened when required for day's cooking use.



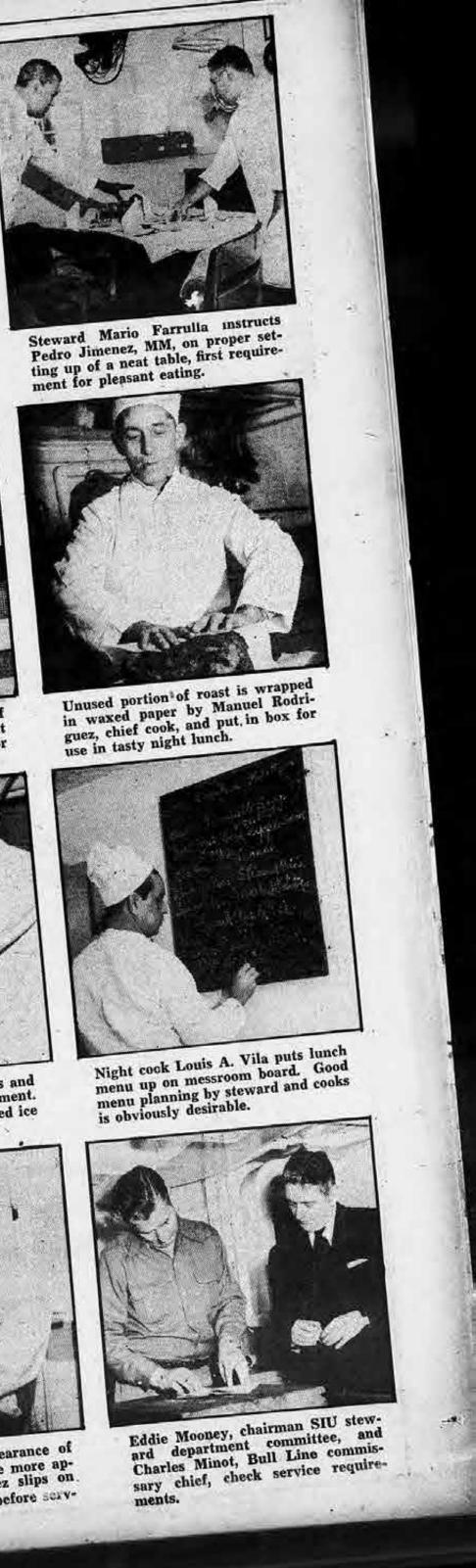
Careful check on stores by chief steward Farrula is assurance that adequate supplies are on hand for proper feeding at all times.

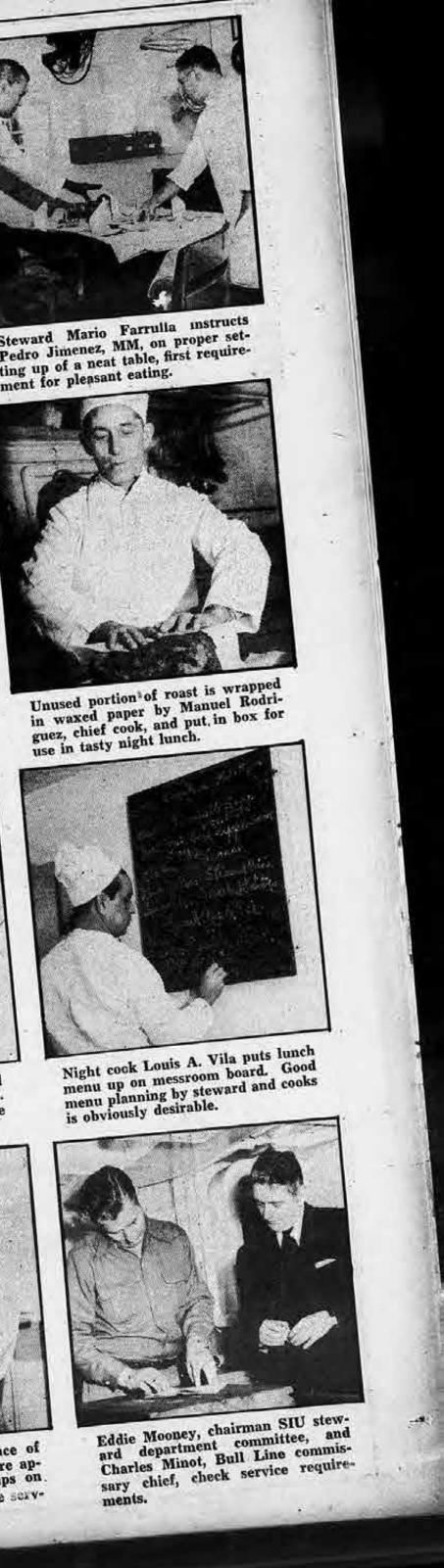


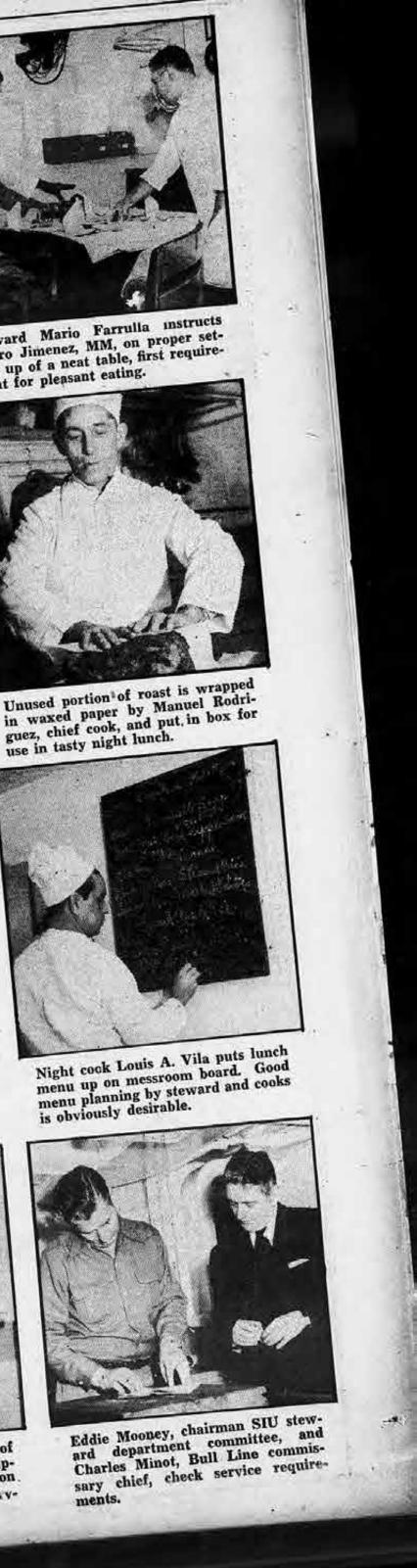
Clean and well kept storerooms and freezers are prime requirement. Here Jimmy Jones gets packaged ice cream out of freezing unit.

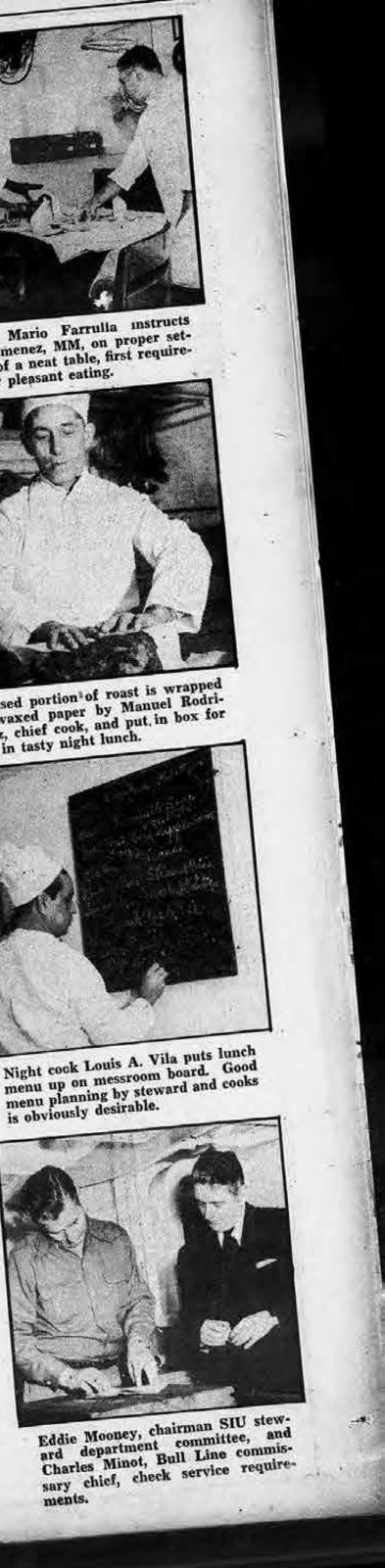


Cleanliness and neat appearance of all hands makes mealtime more ap-petizing. Here Rodriguez slips on clean white mess jacket before serv-ing the meal.











All orders are served individually on individ-ual request, doing away with steam tables. Only enough bread is cut and put out as is needed. Refills are sliced during the meal.

rving but-Butter is served in patty form. ter in chunks is unappetizing and wasteful.





Roasts are carved to order. Steaks or chops are broiled individually.



Coffee is prepared in percolators and served that way. It's fresher and tastier than by urn method.

Fresh pastry, like the rest of the meal, is cut up just before it is to be served in accordance with the number of orders.

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cember 24, 195

PORT REPORTS

Lake Charles:

In-Transits Take Men, **Create A Small Boom**

Down here in Louisiana things are running along very nicely and shipping is holding good. It looks as if all the boys are getting off the ships for the holidays except those in the steward department.

Calling into this port during the past two weeks were the Chiwawa, Government Camp, Council Grove, Bents Fort, Royal Oak, Bradford Island and Winter Hill (Cities Service); the Excello (Excello); Val Chem (Valentine Tankers), and Queenston Heights (Seatrade). The Bradford Island made a short run to Florida and called here again on her return.

Have Small Boom

All of the above ships took on a few men so we had a little boom around here. In fact, we have no pumpmen or machinists here now and very few ABs and FWTs.

At our last branch meeting, Brother J. A. Phillips of the deck department was chairman. Brother Ezeb Manuel of the steward department was recording secretary. Both men did a fine job.

For our Seafarer of the Week we nominate Holger Pedersen who comes from Iceland, and who sails in the steward department. According to his shipmates, he always does a fine job.

We have only a few boys on the the hospital.

Leroy Clarke Lake Charles Port Agent

\$ \$ ±. Boston:

Eastern Sells Pier 18

In NY, Norfolk Land

Eastern SS Co., the Boston company which sold the passenger ship Evangeline, is continuing to sell its holdings and last Wednesday, December 15, put its Pier 18, North River, New York, up for public auction. The high bidder was F. William Zelcer, president of Skyports, Inc. It was reported that Skyports bid \$100,000 and plans to convert the old pier into a parking lot for some 300 automobiles. The next highest bidder was reported to be the Dollar Line. Also up for sale at the same time was Eastern-owned property in Norfolk.

As far as shipping is concerned, it has been good in this port during the past two weeks, and we

hall and has served on many SIU New Orleans: committees.

Also on the beach now are A. Eklund, D. Hines, L. Nagle and P. Hospital are F. Alasavich, G. Wed- Nearing Completion DeMinico. In the Brighton Marine dell and J. Hunt.

James Sheehan Boston Port Agent 1

\$ 3 Houston:

Christmas Shipping Reported 'Very Good'

Shipping in this port has been very good. In fact, it has been so good that we have been crewing the ships with a majority of permitmen.

During the last report period we paid off the Catherine and Albion (Drytrans) and the Neva West and Marie Hamil (Bloomfield). These four ships signed on and in transit were the Mae

(Bull), Warrior (Waterman), Ocean Dinny (Ocean Transportation) and Seatrains Louisiana and New York (Seatrain).

The payoffs all came in in good Metting shape with all hands happy.

Among the men shipping out of here recently was Tex Metting, on beach here right now and none in the Del Sud, and we were sorry to see him go, although we wish him good sailing. Tex worked unstintingly to help us get this new hall on a going basis. He painted the place, swept it, polished the bright work, ran all over town getting the necessary gear, and was a regular chief cook and bottle washer for six weeks.

Already Repaid

Tex wouldn't take any thanks when he shipped out, either, but told us that being an SIU member had repaid him many times over for what he had done.

Besides Tex, guys like Bill Mitchell, "Casey" Jones, "Speed" Walker, Al Prescious, Ted Shultz, Josh Lee, Bill Blanton and many others pitched in to help us get the hall going and are really working hard to keep the SIU the best union in maritime. As "Speed" Walker said when he picked up his vacation check: "If it gets any better my wife will never let me get off the ship."

In closing we would like to wish all the brothers a Merry Christmas | charged from the hospital and are and good sailing throughout the New ear. A. (Frenchy) Michelet 500D. **Houston Port Agent**

New Recreation Room

Work is proceeding on schedule on conversion of the ground floor

to an attractive and comfortable recreation room.

At the rate the work is progressing, there is a good chance that the new room will be ready for use by the New Year, or shortly thereafter.

While there has been some slight inconvenience to, the membership as a result of the work that has been going on in the building, everyone is aware that it is for a good cause and that the finished product will be well worth the time and effort that is being put into it. It already is apparent that be-

sides providing an attractive place in which the

membership can spend the time between job calls, work that is being done on the ground floor room will greatly improve the exterior appearance of the building. The annual

Christmas dinner and party for SIU members and their guests will be given, as is customary, on Christmas Day. These affairs always have been popular with SIU men in New Orleans and all Seafarers in this port have been invited to attend and bring their

Fields

families. Fear For Southern Districts Needless to say, we have been gravely concerned here over the fate of the Southern Districts which has been reported missing on a coastwise voyage from Port Sulphur to Bucksport, Me. The crew included relatives and close friends of New Orleans Seafarers and all hands have been anxiously awaiting some favorable report

from the search for the ship. Three of our oldtimers are back in the USPHS hospital here. Clarence (Red) Cobb was re-admitted after making only one voyage since he was last discharged. J. C. (Red) Carolan is receiving hospital treatment again after being on outpatient status for sometime. Benjamin Foster was re-admitted for a check-up.

Victor (Zeke) Bonura, Charles E. Nicklson, Thomas Fields and Manuel Church have been disnow receiving out-patient treatment. They hope to be able to ship and J. T. Kerns. Charles E. Brady, Lonnie Tickle

and George Curry are convalescing | Mobile: in good style and expect to be discharged from the hospital soon.

Shipping Is Slow

Shipping has been on the slow side of late. In the last two weeks we had only 5 payoff's, 4 sign-ons and 15 ships in transit. The outquarters of the New Orleans hall look for the immediate future is somewhat brighter, however.

The Del Sud and Del Mundo (Mississippi), the Alcon Ranger (Alcoa) and the Chickasaw and Antinous (Waterman) paid off here.

The Alcoa Ranger and Del Sud, Del Sol and Del Aires (Mississippi) signed on.

Ships in transit were the Alcoa Corsair, Alcoa Patriot, Alcoa Cavalier and Alcoa Polaris (Alcoa), the Seatrains Georgia and Louisiana (Seatrain Lines), the Del Sol and Del Aires (Mississippi), the Citrus Packer, Monarch of the Seas, Warrior and Claiborne (Waterman), the Steel Rover (Isthmian), Evelyn (Bull) and Salem Maritime (Cities Service).

> Lindsey J. Williams New Orleans Port Agent \$ \$ \$

Savannah:

Shipping Future Good; Four Payoffs Are Due

Shipping has been good in this port and it looks as if it will stay that way for the next two weeks, with payoffs scheduled for the Arlyn and Angelina (Bull) and Southstar (South Atlantic).

During the past two weeks we paid off the National Freedom

(American Waterways) and in transit were the Azalea City (Waterman); Robin

Kirk (Seas Shipping); Queenston Heights (Seatrade); Edith and Steel Advocate and Steel Architect (Isthmian), and Seatrains

Georgia and Louisiana, which each called here twice. We had no signons during this period. The Steel Architect has a hard-

timing skipper on it who has given the delegates a rough time.

Men now on the beach include E. M. Bryant, R. Burnsed, J. B. Christy, M. O. Brightwell, J. B. Farrow, C. E. Joyner, G. Bell and hospital are James F. Lee, R. Fields, J. T. Moore, A. Lima, R.

More Waterman C-2s Come Out Of Lay-Up

Shipping in this port during the past couple of weeks has been extremely good, with some 230 men shipped to regular jobs and 200 sent to various relief jobs in and around the harbor.

During this period we had eight payoffs, six sign-one and seven ships in transit. The payoffs, which were all in good shape, were as follows: Claiborne and Monarch of the Seas (Waterman) and Alcoa Patriot, Alcoa Cavalier, Alcoa Polaris, Alcoa Partner, Alcoa Clipper and Alcoa Pennant (Alcoa).

Signing on were the Patriot, Polaris, Partner, Clipper and Pennant, all Alcoa, and the Citrus

Packer (Waterman). In transit were the Afoundria, Chickasaw and Antinous (Waterman), Sea Nan (Stratford), Steel Rover (Isthmian), Del Oro (Mississippi) and National Freedom (Ameri-

can Waterways).

Eden

Shipping prospects for the coming two weeks also look good with the following ships due to hit the port either in transit or for payoff: Arizpa, Bienville, Monarch of the Seas, Claiborne, De Soto and Iberville (Waterman) and Alcoa Puritan, Alcoa Runner, Alcoa Corsair, Alcoa Patriot and Alcoa Pilgrim (Alcoa),

Most of the improvement in shipping in this port can be attributed to Waterman taking its C-2s out of idle status. Seven of these have already crewed up and we expect to crew up two more in the next week or so. These Arlyn (Bull); are the Hurricane and Golden City. In addition, the Lafayette (Maritime Overseas Corp.) should be out of lay-up in about the next 10 days.

'Scotty' On Sick List

For our Seafarer of the Weck we nominate Brother Ronald A. Eden, who is better known to his friends as "Scotty." Scotty joined the Union in 1944 and has sailed steadily since then, generally out of Gulf ports as chief electrician. He is married and makes his home R. L. Strickland. In the marine in Springhill, Ala., a few miles outside of Mobile, and during the past several months he had been Carrollton, E. Webb, J. Littleton, on the sick list due to diabetes. George Chance, A. McLaughlin Scotty's favorite sports are hunting



paid off the Seatiger (Colonial); Ann Marie (Bull), and Cantigny, Government Camp, Logans Fort and French Creek (Cities Service).

Johnston

The Seatiger, Cantigny, Logans Fort, Government Camp and French Creek signed on and in transit were the DeSoto (Waterman) and Robin Sherwood and Robin Mowbray (Seas Shipping).

When the Government Camp paid off here the crew had a delayed sailing beef for time spent in Lake Charles, and this was settled and will be paid at the next payoff.

Pays Off In Providence

The Chiwawa (Cities Service) paid off in Providence. This was a clean payoff with no beefs reported.

Our Seafarer of the Week is Roy Johnston who sails in the engine department and whose last ship was the Evangeline, Roy has always been a great help around the

Jeff Morrison Savannah Port Agent

A& G SHIPPING RECORD

Shipping Figures December 1 to December 14

PORT	REG. DECK	REG. ENGINE	REG: STEW.	TOTAL REG.	SHIP. DECK	SHIP. ENG.	SHIP.	TOTAL
Boston	8	• 10	13	31	14	12	7	33
New York	103	94	88	285	99	76	72	247
Philadelphia	30	- 26	12	68	35	24	22	81
Baltimore	138	119	94	351	104	94	73	271
Norfolk	6	14	4	* 24	3	8	2	8
Savannah	12	12	10	34	7	14	6	27
Tampa	3	6	8	17	5	4	7	16
Mobile	37	41	55	133	79	80	71	230
New Orleans	69	- 52	63	- 184	71	48	51	170
Houston	25 .	-25	25	75	/ 33	34	31	98
Seattle	40	31	33	104	18	20	20	58
San Francisco	21	16	25	62	9	9 -	7	25
Wilmington	7	4	- 5	16	1	4	Ø	14
Totals	499	450	435	1,384	481	422	375	1.278

and fishing and he thinks that the vacation pay is tops among the many benefits which the SIU has obtained for its members.

Speaking of benefits, the Welfare Dept. is going ahead with arrangements for Christmas and New Year's dinners for all brothers on the beach and their families. This is going to be a first-class affair at a local place.

Among the men now on the beach are R. Vaughn, J. D. Morban, Charles Hanners, Joseph Curtis, Huber Wilson, S. Sceviour, H. House, A. L. Johnson, H. A. Fossett, Jimmy Carter, F. E. Kerfoot, H. Nichols, J. Thompson and W. McNell.

In closing, we would like to extend our sympathy to the family of Brother Claude Walker, who died in San'Juan, PR, of a heart attack. Brother Walker was a second cook on the Alcoa Patriot for a long time and was on articles when he died. His body is to be returned to Mobile and funeral arrangements will be announced later.

> Cal Tanner Mobile Port Agent

New York:

Xmas Shipping Good; **Bull Trades Add Jobs**

Shipping and business has been very good in the port of New York during the past two weeks, with a good-turnover in jobs in all three departments.

The holiday season is with us now and a lot of the boys are getting off their ships to spend some time ashore with their friends and families, so the ones who have been on the beach for a while are finding it easy to get out.

What's-more, we have been having some real winter weather here, with the temperature down to 15 degrees at times, and this probably gives a lot of the boys the urge to take off.

During the past two weeks we paid off 14 ships, signed 11 on foreign articles and serviced 16 in transit. The payoffs were as follows:

Elizabeth, Suzanne and Beatrice (Bull); Bradford Island, Archers Hope and Royal Oak (Cities Service); Coe Victory (Victory Carriers); Val Chem (Valentine); Robin Sherwood and Robin Mowbray (Seas Shipping); Greece Victory (South Atlantic); Liberty Flag (Gulf Cargo); Michael (Carras), and Steel Admiral (Itshmian).

Ships Signing On

Signing on were the Andrew Jackson and Steel Vendor (Isthmian); Jefferson City Victory, Northwestern Victory, Greece Victory and Coe Victory (Victory Carriers); Robin Kirk (Seas Shipping); cific Waterways); Bienville (Water- terest in this event. man), and Sandcaptain (Construction Aggregates).

In transit were the Seatrains Savannah, Louisiana, Georgia, New York and New Jersey (Seatrain); Alcoa Runner and Alcoa Pointer (Alcoa); Kathryn (Bull); De Soto and Iberville (Waterman); Republic (Trafalgar); Santa Venetia As Coal Ships Move (Mar-Trade); Winter, Hill (Cities Service); Steel Navigator and Steel Age (Isthmian) and Bethcoaster (Calmar).

Most of these ships came in with very few beefs as far as OT and repairs were concerned, but a couple of them were in bad shape where the crews were concerned. On two of the ships there had been quite a bit of performing and fighting among the crewmembers, and there was one case of a crewmember attacking a couple of men with a fire ax. There are a number of these men up on Coast Guard charges and a couple of them will be very lucky if they don't lose their papers.

not help us in our fight against, **Baltimore:** them. We must have the cooperation of the members who are sailing the ships to keep these performers in line if we hope to keep the conditions we now have and avoid the conditions that would exist under the CG proposals. And so it is up to the members to see to it that our constitution and contracts are lived up by all brothers,

10

ashore and at sea. The Bull Steamship Lines have traded in two of their Liberty ships for two C-2 type vessels and this gives us a few more jobs in that fleet. The ships traded in were the Marina and Rosario and the new ones have been renamed the Amelia and Jean. The Amelia has crewed up and sailed out of New York and the Jean is crewing up in Norfolk.

Sandcaptain Crews Up

We have also had another welcome addition to the SIU fleet during this last report period. This is the Sandcaptain, a dredge boat belonging to Construction Aggregates. This ship, which was laid up for about three years, came out and took on a full crew, and is now going down to Venezuela on an 18month job.

We were successful in increasing the manning scale up to 41 men on this job, and also obtained considerable raises for all ratings. In addition to their wages, all men who stay on the job nine months or longer will get 25 percent of their base pay as a bonus.

The voting to elect officials to serve the Union for the next two years is going on at a very brisk pace and it is evident that most Amelia (Bull); Transatlantic (Pa- members are taking an active in-

> **Claude** Simmons Asst. Sec.-Treasurer 3

\$ 击 Philadelphia:

Port's Business Up

Shipping has picked up considerably in this port with some of the coal ships beginning to move. We had three coal ships in for payoff and sign-on and we expect this to continue as the Government allocation for coal shipments gives the Pennsylvania area quite a large allotment.

The ships paying off during the last report period were the Ocean Ulla (Ocean Transportation), Portmar (Calmar) and Seacloud (American Merchant Marine). These three ships signed on, and so did the Compass (Compass). We also had eight ships in transit.

A. S. Cardullo

an all-time high in the number of Seattle: ballots cast here. At this writing **Shipping Holds Good;** we have already reached the number of ballots cast in previous Hall Is Shaping Up elections and there is still a month of the voting left. Any time in the hospital is a

lows:

San Francisco:

Drive, Baltimore 18, Md., and the

men now hospitalized are as fol-

Harry Johnson, James C. Glis-

son, O. M. Ergle, Michael Hanyes,

T. Ankerson, M. Jablonski, Earl

McKendree, Daniel Hutte, T. Mas-

tantuno, Thomas Mungo, Philip

Korol, T. Lamphear, P. Lannon, M.

Brothers Here Urged

Here in San Francisco we are

urging all of the members we come

in contact with to be sure to read

the article in the November 26 is-

sue of the LOG about how the

Coast Guard is trying to get con-

trol of merchant seamen through

its plan for physical examinations.

We are also urging all the broth-

ers to write or telegraph the Sena-

tors and Congressmen listed in that

issue of the LOG and protest this

In-Transits Call

Shipping in the port of Baltimore can be considered good, allonely time, and that's particularly true during the holiday season, so though the exceptionally high registration does not necessarily we hope you brothers will take the time to send notes of cheer to reflect the job potential as far as the past two weeks are concerned. those in the hospital. The address is USPHS Hospital, Wyman Park

The payoffs and sign-ons during this period were generally in good condition and all beefs were squared away to the satisfaction of the crews concerned. About the only beefs were on Ore ships paying off here.

The payoffs during the past two weeks were as follows: Amersea (Blackchester); Compass (Compass); Mae, Ines and Evelyn (Bull); Fairland and Fairport (Waterman); Barbara Fritchie (Liberty Navigation); Trojan Trader (Trojan); Steel Vendor (Isthmian); Council Grove (Cities Service), and Marore, Santore, Cubore, Baltore, Steelore and Venore (Ore).

Signing on were the Bethcoaster

and Yorkmar (Calmar); Steel Vendor (Isthmian); Fairpert (Waterman): Gulfwater (Metro): Barbara Fritchie (Liberty Navigation), and Mar-ore, Chilore, Santore, Cubore, Baltore, Steelore

and Venore (Ore).

· In transit were the Antinous and-DeSoto (Waterman); Alcoa Pointer and Alcoa Roamer (Alcoa); Ocean Lotte (Ocean Transportation); Robin Sherwood (Seas Shipping); Bethcoaster (Calmar), and Steel Admiral (Isthmian).

Our new hall is really shaping up in fine style now, and once again I would like to extend an invitation to all brothers to visit us and enjoy our new facilities. We are making every effort to get our Port O'Call bar open as soon as possible, and will make every effort to operate this club so members and their families and friends can enjoy the maximum in entertainment at a reasonable cost.

Voting Is Brisk

The voting for the election of Union officials for the next two years has been very brisk in this port, and it looks as if we will set



Men Get Out Quickly As Ships Quit Lay-Up

Shipping was very good in this port during the past two weeks and we expect it to remain that way during the immediate future, at least.

During the coming two weeks, for instance, we have the Coeur d'Alene Victory (Victory Carriers) coming out of lay-up, and also expect three payoffs-the Ocean Betty and Ocean Nimet (Ocean Transportation) and Seacomet II (Ocean Carriers),

The Coeur d'Alene Victory is the 12th ship to come out of lay-up

> here in the past 7 weeks, and this has boosted shipping to the point where our motto, for the present, at least, is "Come to Seattle if you want to ship quickly."

During the past two weeks we

paid off the Jean LaFitte (Waterman), and signed on this ship and the Eugenie (Ore), Oceanstar (Dolphin), Young America (Waterman), Denali (P&O) and Liberty Bell (Tramp Cargo).

In transit were the La Salle and Raphael Semmes (Waterman) and Massmar, Calmar and Seamar (Calmar).

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Sailing Since 1946

For our Seafarer of the Week we nominate Jack D. Brook, who has been sailing SIU out of Galveston since January, 1946, and who made his first trip on the Cyrus W. Fields, a Liberty ship which carried a cargo of horses to Trieste. Jack, who is 28 years old and unmarried, sails in the deck department, and prefers foreign runs, although he has no particular preference as to ports.

Recently Jack got his full book through the admissions committee at headquarters and is very happy about that, because he says he is confident the SIU will always have jobs for its full bookmembers.

Among the oldtimers now on the beach are R. B. Barnes, Leo Movail, B. Yonce, H. Murphy and E. L. Mercerean. In the hospital are B. Granberg, C. Edwards, S. Johannessen, C. M. Michalik and F. Gilman.

We will close by hoping all Seafarers had a Merry Christmas and will have a Happy New Year. Jeff Gillette

- (

Seattle Port Agent

O'Connor

plan.

(Calmar), a n d Western Trader (Western Naviga-

tion). Men now on beach include F. Votto, H. Skaalegaard, L. C. Atkins, V. Johnson, H. Forbes, C. Lawson, R. Hassey, W. O'Connor, James Pulliam, F. Kustura and A. Begg.

In the hospitals are M. Byers, C. Brown, L. Cronsohn, J. Childs, O. Gustavsen, C. Neumaier, J. Promutico, J. Perriera, P. Yuzon and O. Klein.

Tom Banning

We had no payoffs or sign-ons in this port during the past two weeks but serviced seven intransit ships, as follows: Jean La-Fitte, Raphael Semmes, La Salle and John B. Waterman (Waterman); Steel Chemist (Isthmian); Massmar

ORT REPORTS

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Mastantuno

All of these actions put you Union and its officials on the spo as the companies concerned kee a complete record of these thing and throw them into our laps whe we meet with them.

CG Cracking Down

As all of you know, the CG now cracking down on merchan seamen and considering eve tougher laws to deal with the cases. We are opposing the proposed laws but actions of th kind by our members certainly wi

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.

Philadelphia Port Agent	Curre Chicker 15	I San Francisco Port Agent	Please Pardon Us
is SIU, A&G District BALTIMORE1216 E. Baltimore St. Earl Sheppard, Agent EAstern 7-4900 BOSTON	ASST. SECRETARY-TREASURERS Robert Matthews Joe Algina Claude Simmons Joe Volpian William Hall SUP HONOLULU	FORT WILLIAM118 ^{1/4} Syndicate Ave. Ontario Phone: 3-3221 PORT COLBORNE103 Durham St. Ontario Phone: 5591 TORONTO, Ontario272 King St. E. EMpire 4-5715 VICTORIA. BC617 ^{1/4} Cormorant St. Empire 4-5715 VANCOUVER, BC236 Main St. Phone: 5451 SYDNEY, NS304 Charlotte St. Phone: 545 THOROLD, Ontario52 St. Davids St THOROLD, Ontario52 St. Davids St THOROLD, Ontario52 St. Davids St THOROLD, Ontario137 Octo De La Montague Quebec Phone: 2-7078 SAINT JOHN177 Prince William St. NB Phone: 2-5233	In the last issue of the SEAFAR- ERS LOG, a "Patrolman Says" article, written by Tampa patrol- man Bennie Gonzales, was incor- rectly added to the Tampa port re- port of port agent Ray White. The portion of the article, which should have appeared over Patrol- man Gonzales' name, and as a separate "Patrolman Says" report, is as follows: "When the Steel Vendor was in here, it sure was good to see some of the guys on ber, including Aldo Perini, Olle Johannsson, N. K. Brancato, G. Condos, Joe Bucker and Tony Matosky, better known as "Champ." "We all spent some time at the Old Fort, a well-known bar here in Tampa, and we know the boys all enjoyed the floor show and will romember this visit for a long while to come If any of you other

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SEAFARERS LOG

December 86, 1954

Camera Catches A Few Hi-Jinks On The Steel Director



Having his camera handy enabled FWT F. E. Hagin of the Steel Director (Isthmian) to get these shots of his shipmates during a run to Far East ports. At the left, AB Boyer (left) does a little clowning with MM Kumrow while DM McAndrews looks on. At the right-posing

with an unidentified gent who looks like a local gendarme-are (kneeling, 1-r) Wiper Dugan, Bosun Johnes, Wiper Givas and Second Electrician Winsley. All the boys seem to be having a fine time.

It's Now Ring, Not Baseball Diamond For 'Adoptee' of Puerto Rico's Crew

It may be hard to realize, but little Rita McWilliams is now all grown up and recently got married.

This statement may mean nothing to some Seafarers, but it should certainly ring a bell

for the men who sailed on the Bull Line's old cruise ship, cause they "adopted" the "Chicks" | shaking their heads and muttering, the Puerto Rico. These men should remember that it was only a little over two years ago when and equipment. Rita was cavorting around the sandlots of Jackson Heights, NY, as captain of "The Chicks"-a teen-age girls' baseball team.

The Puerto Rico men will have good reason to remember this, be-

back in the spring of '52, and supplied them with baseball uniforms Rita's dad, Seafarer John McWil-

liams, was then BR on the Puerto Rico, and through his efforts the crew collected enough money to buy baseball uniforms-with the SIU emblem on one sleeve-for the entire team, plus an extra \$100 for bats, gloves-and other equipment.

Presented At Meeting

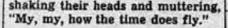
These gifts were presented to the girls at the headquarters meeting of June 4, 1952, by Thurston Lewis, who was then the ship's delegate. The girls responded by promptly tackling all teen-age teams-of both sexes-in the Jackson Heights area, and compiled a pretty good record, so 'tis said.

But that was 21/2 years ago and Rita has given up baseball diamonds for a wedding ring.

On November 27th, Rita was married to Donald Werdann of Corona at the Lutheran Church of the Atonement in Jackson Heights. The couple will make Jackson Heights their home.

We are sure that all Seafarers who know Rita or her dad wish the former captain of the "Chicks" good sailing on the seas of matrimony.

Yet we are sure there will be Seafarers, particularly the men who sailed on the Puerto Rico, who will feel a note of sadness upon reading this article. We can see them now





Rits and husband



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

The first of four commemorative stamps scheduled for issue next year will be placed on first-day sale in Philadelphia, January 15, to honor the Pennsylvania Academy of Fine Arts on its 150th birthday. The 3c stamp will have as its design a reproduction of the academy's painting titled "Peale in His Museum" - an original self-portrait by C. W. Peale (1741-1827), a painter best known for his likenesses of George Washington, who was a director of the academy from 1805-10. Collectors who want the first-day cancellation may send addressed covers, with check or money order to cover the cost of the stamps to be affixed, to the postmaster at Philadelphia. The stamp is being printed in sheets of 50.

1 1 1

Seafarers who have advanced to producing 8 mm or 16 mm amateursound movies may find one of their major problems solved by a new long-playing record of 16 selections for dubbing in as mood background. Priced at \$9.95 by the Audio-Master Corp., 17 East 45 St., New York, NY, the record includes musical themes suitable for a wide variety of subjects and ranging in time from 23 seconds to three minutes and 25 seconds. Lacking this or similar dubbing material, the amateur movie-maker would be restricted to finding appropriate selections for his purposes from classical or popular recordings for the general market.

the popularity of the paperbound books which have revolutionized the publishing industry in recent years. They have helped make the SIU ship's library program suc-cessful, providing entertaining reading in a handy compact package, and Seafarers and seamen everywhere seem to especially favor them.

A handy and useful volume of the paperbound variety is a guide to some of the world's best writing, both new and old. "Good Reading" (Mentor - 50c) is a classified and expanded reading list of more than 1,250 titles, with the added feature of a-sizeable checklist of the best to be found in paperbound editions. Each of the books listed in the volume is accompanied by a brief description; and each of the lists of varying subject matter is followed by a brief comment by an editor. The whole is a guided tour through the world of books that can be useful for everyone.

*. * -2

Introduced a little late for Christmas this year, but equally useful for year-round service especially for spur-of-the-moment celebrations aboard ship-is a new paint product that can be removed simply by peeling it off. Packaged with brush, patterns, and red, green and white paint, the stuff is dandy for painting decorations for all types of occasions and for special projects in nurseries and children's rooms. It costs \$1.49 ppd. from A-Peeling Paint Co.,

t ± 1 Little has to be said to explain 3463 Ashton Ct., Palo Alto, Calif.



God bless you, merry merchantmen, who sail your ships tonight Through calm or stormy weather, with hearts so true and light. God bless you, merry merchantmen, and make your futures bright. Abide now in comfort and joy.

God bless you, merry merchantmen, who risk your lives at sea In times of war, as well as peace, to keep our country free. God bless you, merry merchantmen, wherever you may be. Abide now in comfort and joy.

Now if your homes seem far away and you are feeling blue, Remember, with a trusting heart, your loved ones there are true. Though miles away, upon this day they fondly think of you. Abide now in comfort and joy.



Rita as a "Chick"



(1) There was only one occasion in US history when the son of a President later became President himself. Who were they?

(2) The team of Lewis and Clark was famed as: (a) vaudeville performers, (b) explorers of the Western US, (c) part of a baseball doubleplay combination, (d) early airplane designers?

(3) What is the name of the largest city in New Mexico?

(4) A man who was giving a party had an invitation list of 80 persons. If half of them came, and 60 percent of those were women, how many men came to the party?

(5) What Englishman was called the uncrowned king of Arabia?

(6) What four-letter word is formed by the initials of the main points of the compass? Newspapers would have a hard time without it.

(7) What city is known as the "furniture capital of the United States"?

(8) Who was the man who made his fortune explaining the game called whist to Londoners?

(9) If a train which could travel twice as fast as another train could do 80 miles per hour, and both trains started out at noon headed in opposite directions, how far apart were they after 90 minutes?

material in everyday use is commonly made of same (10)

Seafarer is Raising This Big, Happy Brood



This happy brood belongs to Seafarer Teodoro (Teddy) Ruiz, who's been an SIU member since it's first. year-1938. Shown at their home in Fajardo, Puerio Rico, are (I-r) Refael, 3; Fernando, 12; Ana Delia, kung Willie, 4; Miguel actual, 14; Blanca Iris, 13, and Eduards, S. The older chil-9494年,18日前

Guam, US Prices Alike, He Saus

To the Editor:

I am writing this because I thought you might be interested to know that this ship, the Fort Hoskins, is now on its way to the Persian Gulf from Guam.

In Guam, our draw was in US currency and we found prices just about the same as in the States. Clothing, for instance, is just about as expensive as in the States.

Incidentally, I have received the letter containing the list of area bonuses and would like to thank the Union for it, even though we did not touch any of these areas.

In Japan we left one man -Claude Davis-but the crew does not think that this man was at fault. One crewmember knew where he was ashore and was going after him, but the captain forbade him to do this and said there was not enough time, although the crew thought that there was.

L. J. Brilhart

Ship's delegate * * *

Cecil Bean Trip Called Good One

To the Editor:

I am writing this from Formosa to let you know that we here on the Cecil N. Bean (Drytrans) had a pretty smooth trip this time and consider ourselves fortunate in several respects.

In the first place, our steward department has done a bang-up job and supplied us with plenty of chicken, good steaks and a wonderful Thanksgiving Day dinner.

Our chief cook has been laid up since Pusan, but the other boys in the galley have doubled up and are doing a fine job.

Skipper Good On Draws

In the second place, we've had smooth relations with topside all along, and Captain R. W. Walton has been very good about giving out draws. We also have a wellstocked slopchest.

AB Roland Heinz is deck delegate on this trip, and third cook Hugh Fritts is the steward delegate.

say this is the best crew they've sailed with and the same goes for me.

Well, the longshoremen have taken off the last of the cargo now, but weather conditions are holding us in the harbor here for another day. However, the old man just put out another draw so we can look forward to another good night of shore leave.

Hope to be seeing some of you boys in Seattle around Christmas. **Robert L. Andrews**



Likes Patriot, Rum 'n' Coke Run To the Editor:

Thought I would drop you a line to let you know I'm still aboard the good ship Alcoa Patriot on the "bauxite, rum, coke and gals" run.

The Patriot is really a good ship, with a fine relief skipper by the name of J. W. Tanton, good officers, and a topnotch crew. All the crewmen are full bookmen and

the second, third a and fourth officers on deck are also SIU bookin good standing. Our permanent skipper, who is now on vacation, is Captain Robert 00

H. Perry, and Ryan he's also a fine gentleman to ship under.

men

We expect to be down in the Islands for the Christmas holidays, but none of the crew seem to be getting homesick and none are getting off.

Last night we had a shipboard meeting and voted to take a little loot out of the ship's fund, buy Oldtinge Seaman some cokes and Seven Up in St. Hits Crimp Rig Thomas, and celebrate the holiday at sea.

Delegates Capable

Incidentally, the very capable delegates we have here are E. A. Grady, ship's; A. K. Torp, deck; J. Ott, engine, and C. Halings, steward.

As for myself, I'm just a "newcomer" on this ship, with only 13 months aboard, but I've seen enough to be able to tell you guys to try to hop aboard if you're ever down Mobile way.

That's all for now except to wish all of you-on behalf of the rest of the guys-a hearty Christmas and a happy New Year.

Joseph A. Ryan * * *

Has Two Recipes I've heard several of the guys For Vinegar Pie To the Editor:

> A few issues ago, in the LOG, I read about steward Jesse W. Puckett wanting a recipe for "vinegar pie" so I looked through my cookbooks and found two of them. I hope you will print them in the LOG so that Mr. Puckett, wherever he may be now, will see them.

> The first recipe, called the "pioneer recipe," calls for one cup of brown sugar, two cups of water, one cup of vinegar, two tablespoons

fashion. Bake in a hot oven (450° F) for 10 minutes; reduce heat to moderate (350° F) and bake 25

minutes. This recipe makes one 9" pie.

Recipe No. 2

The second recipe calls for two tablespoons of butter, one-half cup of sugar, three tablespoons of flour, one teaspoon of cinnamon, onequarter teaspoon of cloves, onequarter teaspoon of allspice, oneeighth teaspoon of salt, one egg, two tablespoons of vinegar, one cup of water and plain pastry.

Cream the butter and sugar, then add the dry ingredients, egg, vinegar and water. Cook in the top of a double boiler until thick. stirring constantly. Line the pie plate with pastry, bake in a moderate oven (350° F) for three minutes, then pour in the filling and continue baking until the crust is brown. This recipe makes one 8" pie.

My son, Robert, is steward on the Paoli and through him I see the LOG and certainly enjoy reading it,

\$ \$ \$

Mrs. John McNeil

To the Editor:

I am an oldtime seaman who is now employed as a waterfront patrolman on South Street, and although I am not a member of the SIU I certainly enjoy reading the SEAFARERS LOG.

Recently I was really burned up when I read the article about the phony seaman's "union" on West 28th Street. In fact, 1 went over there to see the place for myself. It's certainly a dump and I am sure that all it wants is to bring back the conditions seamen escaped from years ago, as a result of the efforts of real maritime unions like the SIU.

Sailed in 1919

I myself was sailing during the Shipping Board days of 1919-20, and I can tell you a merchant seaman's life was a pretty miserable one. The food was terrible, we call-ed the coffee "lye water," and the chief steward alloted one can of evaporated milk to be mixed in a bucket of water and put out for the crew mess.

I was a messboy in those days and, believe me, I know all about what went on on those ships. Imagine being able to sleep on innerspring mattresses, and have bunk lights, baths, washing machines, radios and all sorts of conveniof butter, one-half cup of flour and ences! Thirty-five years ago we all went below up forward, and had

Awaits Return **To** 'Best Union' To the Editor:

It's been over a year since I last wrote to the LOG, but there's a reason. The reason is that I've been in the Army-for the past one year, 14 days, 12 hours and 13 minutes, to be exact.

I sailed in the SIU in the black gang from June 19, 1946, to August 28, 1953. So naturally,

when I got into service, the Army decided that I would make a very good cook. Their attitude about food seems in, mix it up,

Still

t, OT conditions are also great on this job, with cooks working an average of 17 hours a day.

Oh, well, only 35 more days and then back to the SIU at last. Believe me, I certainly am proud to be a member of it and I know from personal experience that it's without a doubt the best labor union there is.

Recently, for instance, SIU Welfare Services gave me excellent service when I was injured in an automobile accident here on Long Island, and I don't know of any other organization which would give a retired bookmember such fine service after he had been away from it for over a year.

Until I get out, how about some particularly Dutch Van Alstine if he's around?

Meanwhile, Happy New Year and good sailing to all of you.

Pfc. Clyde L. Still ·US 5414796 52nd Brigade R & R Section

Montauk, LI, NY. t. t t

Logans Fort Men Like LOG Story To the Editor:

I am writing this to let you know that we on the Logans Fort find it an ever-increasing pleasure to read the SEAFARERS LOG, and we certainly are proud that we have such a fine Union newspaper.

The entire crew was delighted with the LOG article of November 12 about our "long hairs and short beefs." Since then we have had a few beefs, as related in the "Letter of the Week" column of December 10, but we still feel we're a happy crew. And just in

Steel Rover Men Aided On Beef To the Editor:

We, the deck department of the Steel Rover, would like to give a hearty "thank you" to the Baltimore officials for the very capable way in which they handled our beef while we were in that port.

While we're handing out the laurels, we'd also like to give one to Toby Flynn of Welfare Services at headquarters for a nice assist to a Seafarer with real troubles. With other union welfare set-ups under fire, it's comforting to know our own welfare department is really on the ball.

This is one sailor who knows that the word "brother" is more than just a word in the SIU.

Blaine Boxwell * * * to be: throw it SIU Scholarships cook hell out of Draw His Praise it and let 'em eat To the Editor:

I would like to state that the college scholarship awards made under the Seafarers Welfare Plan are a wonderful thing, and I am sure that all the members are happy to see so many of their brothers and their families striving to win one of these awards.

Does this plan, at present, include the wives of Seafarers? If not, I would like to suggest that their inclusion be seriously considered.

I would also like to suggest that the SEAFARERS LOG begin a new column listing articles which Seafarers want to buy, sell or swap.

Fred Miller

(Ed. note: At present, SIU college scholarships are open only to Seafarers under 35 or the children of you guys dropping me a line, of Scafarers or deceased Scafarers.)

* * * **Top Crew Sailing On Archers Hope** To the Editor:

There's been no news in the SEAFARERS LOG about the Archers Hope for some time now, but that's because this ship was laid up for 10 months before she went back to sea on November 18. At any rate, we want you to know we had our hands full but we are getting this rust-bucket shipshape again.

We have a swell SIU crew aboard this ship. The pumpman, machinist, one oiler, one FWT, second cook, third cook and two ordinary seamen came out of the Lake Charles hall, while the rest of the crew came out of Savannah.

H. E. Richardson

ホホホ Sends Greetings **To SIU Brothers** To the Editor:

I'd like to take this opportunity



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SEAFARERS LOG

December 24, 1956

DIGEST of SHIPS' MEETINGS

STEEL RECORDER (Isthmian) STEEL RECORDER (Isthmian), October 14-Chairman, E. Johnson; Secretary, W. Nichter, Motion made and carried to ac-cept traveler's checks and there will be a discussion on same after members have had a chance to use the checks. The old washing machine will be fixed from the ship's fund, as soon as possible. Sug-gestion made that everybody take a turn in keeping the library in order.

STEEL CHEMIST (Ishmian), October 17-Chairman, Frank Keller: Secretary, M. Bruno. Notion made to domate S5 to the Merchant Marine Library when the new books come aboard. Chairman asked all members getting off ship to leave their keys with someone who is staying on. Patrolman will be contacted at pay-off to see if a new washing machine can be purchased.

MASSMAR (Calmar), October 16man, Red Gibbs: Secretary, D. Fansler, Ship's delegate will check about getting new mattresses when ship docks in New



York. Repair lists will be made up and turned in to the ship's delegate. Cold drinks were not served for a couple of due to the fact that the ice box was being cleaned out.

DOROTHY (Bull), October 23-Chair man, E. Abualy; Secretary, P. Patrick, Drinking water warm in Puerto Rico. Suggestion made that mate get locks for all screen doors. Present exhaust ven-tilator in galley inadequate and a suggeswas made that a new one be installed.

ANDREW JACKSON (Isthmian), Octo-ANDREW JACKSON Itsimmian, Octo-bar 16-Chairman, T. Deale; Secretary, A. Brodis. Ship's delegate gave a short talk on crewmembers confining their drink-ing to off duty hours. He also is going to speak to the chief engineer about keeping the engine room doors closed as the heat comes into the crew quarters and makes it impossible to sleep at night.

BENTS FORT (Cities Service), October 25-Chairman, T. Nichols, Secretary, J. Beres. Captain has offered to buy cigar-ettes for the crew and sell them at \$2 a carton, which will enable the crew to avoid the high state taxes in the south-ern states. The steward directed that linen be given out on a plece for piece

SEATRAIN GEORGIA (Seetrain). Oc-tober 24 Chairman, A. Fricks: Secretary, T. Bowers, There is \$41.60 in the ship's fund. Two crewmembers refused to move out of the 4 to 8 engine room so it could be painted.

A

SEATRAIN TEXAS (Seatrain), October 23-Chairman, Sir Charles; Secretary, W. Cothran. The crew gave a vote of thanka to all the delegates aboard. The steward asked the crew to cooperate in keeping the milk crates available for loading fresh milk. Chickens and ducks should be cooked a little longer before serving. The chief electrician was badly injured by a fall aboard ship an hour before sail-ing time. Jerry was well liked aboard the Seatrain Tevas and his shipmates Seatrain Texas and his shipmate the wish him a full and speedy recovery.

LONE JACK (Cities Service), October 16-Chairman, J. Phillips: Secretary, Wells. Wipers asked for clarification on who should give them their orders. All departments to get repair lists and turn same over to the ship's delegate,

LOGANS FORT (Cities Service), Octo-ber 14-Chairman, W. Thompson, Secre-tary, T. Lewis, Fans need cleaning. All crewmembers were asked to keep meas-halls clean and to use ashtrays and put cups away. Motion made and carried to see patrolman about getting new mat-tresses before signing on tresses before signing on.

from deck in port or during rainy weath-er. Slopchest additions will be made by individuals needing same.

ndividuals needing same, September 18-Chairman, Jacobs; Bacretary, Johnson. One man missed ship. Motion made that letter be written to Motion made that letter be which the hall asking why ship is always laying up at end of trip but never does. The ship's delegate was given a vote of thanks for a good job. Discussion on laundry room cleanliness.

cleanliness. October 17-Cheirman, T. Scott: Secre-fary, G. Johnson. Motion made that alop chest be examined by patrolman in New York. Discussion on drain in laundry room. All crewmembers requested to no-tify their delegate of any necessary re-pairs. All hands getting off ship re-quested to clean their foc'sles.

TOPA TOPA (Waterman), July 13-Chairman, Robert L. Carriss; Secretary, Gerald E. Sinkes. Larger coffee pots will

Geraid E. Sinkes. Larger conce pots will be purchased. Draws to be put out any time between ports. Coffee urn in the crew pantry should be fixed. September 6—Chairman, James Sheets; Secretary, G. Sinkes. Motion made that deck maintenance men have a larger foc'sle on these Waterman type C-2s. Suggestion made for the ship's delegate to see the captain about notifying the crew when he is going to close slopto see the captain about holizing the crew when he is going to close slop-chest, so as crewmembers may purchase last minute necessities before ship reaches port. The crew was asked to return all cups to the pantry. October 10—Chairman, H. W. Eather-ton; Secretary, G. Sinkes. First assistant

wouldn't check overtime sheets to show department whether or not there is any disputed overtime. Flush valves in deck and engine toilets need repairing. Motion made and carried to install clock in recreation room aft.

SEATRAIN NEW YORK (Seatrain), Oc-tober 24—Chairman, C. Lee: Secretary, F. Flanagan. Molion made and carried to get an additional library of stiff backed books aboard, besides regular SIU pocket books. \$5 of the ship's fund will be contributed to the driver who brings pocket books, so of the snip s tund who be contributed to the driver who brings these books aboard. Crew complained that menus lacked variety from week to week. There is now \$50.36 in the ship's

MANKATO VICTORY (Victory Car-riers), October 24-Chairman, Rex Coote;



Secretary, Alex Janes. Report was sent to headquarters in regard to galley stove General discussion on food and menus. Steward told the crew that all beef is fourth grade. All department delegates will hand in repair lists to ship's dele-gate. Laundry room will be taken care of by deck and engine departments and the recreation room will be taken care of by the steward department.

ROSARIO (Bull), October 30-Chairman, L. Gadson; Secretary, R. Aguiur. One man missed ship in San Juan as the captain told the men the ship would stay in port until Monday at least. Less grease should be put on the food. Mo-tion made that a fan be installed in the washing room as it is too hot while in port.

BETHCOASTER (Calmar) October 26-Chairman, C. E. Nelson; Secretary, L. E. Williamson. Steward department appreciates cooperation of crew by com-ing to chow in first half hour. Foc'sies are in bad shape, however crew under-stands that they are to be painted.

THE CABINS (Cabin Tankers), October 20 — Chairman, Braunstein; Secretary, Harris, Quantity of night lunch will be increased. Repair list will be turned in at least ten days before arrival home ward bound. Fans will be cleaned by ordinary seamen and wipers on sanitary. All hands were asked to cooperate in '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 payoff. Receipts are issued on the spot.

was given to the steward department for their fine chow and excellent service. The steward department gave the deck and engine departments a vote of con-fidence for their wonderful cooperation.

JOHN B. WATERMAN (Waterman), No G. Reid. A letter of thanks was read from Father Walsh from Philadelphia and is to be sent to the LOG for pub-lication. Discussion on men getting drunk and leaving a mess in living quarters. An attempt will be made to improve cooking. cooking.

OREMAR (Calmar), October 9-Chair-man, Harold B. Thomas: Secretary, C. Kent. Suggestion made to have crew's radio in lounge fixed and each man chip in to pay for the repairs. One man missed ship on departure from Sparrows Point Point.

October 24—Chairman, H. Thomas: Sec-retary, L. Van Evera. Any repairs that have to be taken care of should be placed on a regular repair list and for-warded to the ship's delegate. A vote of thanks was extended to the steward de-partment for the excellent way in which the food was prepared and served. October 24-Chairman, H. Thomas: Sec-

OCEAN BETTY (Maritime Overseas), October 30-Chairman, R. Ewing, Secre-tary, K. Collins. The stove is not giving out the heat it should and captain said a man from the stove company came down to the ship and could find nothing wrong with it. All the screen doors need repairing. There is a very good steward on board and the boys are really esting.

FAIRLAND (Waterman), October 31-Chairman, Lee Corry; Secretary, H. Pierce. Meeting was called to order and there was no old business. All depart-ment delegates reported everything run-

ANN MARIE (Bull), October 27 Chairman, E. Dalin; Secretary, J. Laphan. The washing machine has been repaired and crew must take better care of it. There is a balance of \$21 in the ship's



fund after \$3.50 was spent on radio re-pairs. A vote of thanks was given to Sparks for repairing same. Ship's fund to be donated to some charity in case to be use up.

GEORGE & LAWSON (Pag Oceanic)

quarters were painted this trip and the rest will be painted next trip. A letter was sent to SIU Welfare about two men left in hospital. Ship's delegate sug-gested that each man take cars of his seamen's papers, as these papers are the means of his livelihood and the loss or misplacement of these papers would keep him from working. The steward depart-ment was given a vote of thanks.

7.—Chairman, Herman Fruge: Secretary, T. Jackson, Crew suggested that liquid cool drinks and apple jelly and butter be supplied for next voyage. Ship's dele-gate reported that there is \$40 in the ship's rund. STEEL SCIENTIST (Isthmian), October

STEEL ADMIRAL (Isthmian), Septem STEEL ADMIRAL (Isramian), Septem-ber 26—Chairman, Jim Hanners; Secre-tary, A. Berbere. The porthole wind-scoops which were ordered have not been delivered as yet. Measures were discussed and plans were agreed on to keep the laundry clean and the washing machine in good order. The proper con-duct for crewmembers in Arabian ports discussed.

duct for crewmembers in Arabian ports discussed. October 17-Chairman, J. Hanner: Sec-retary, A. Barbare. Ship's delegate dis-cussed his meeting with the captain on cigarette rationing. Captain insists that two cartons per week is sufficient. Mo-tion made and carried that a letter be written to headquarters about natives crowding the messrooms and insulting the crewmembers. Herman Whisnant gave a talk on the SIU agreement.

STEEL ADVOCATE (Isthmian), Novem-ber 14-Chairman, G. Lawson; Secretary, W. L. Gillespie. A new washing machine is needed aboard, also a new slop sink for deck department locker is needed.

PAOLI (Cities Service), November 7-Chairman, D. Collins: Secretary, W. F. Walker. Practically none of the repairs have been taken care of. Motion made that alopchest be supplemented in San Pedro. No cold weather gear aboard, or rain gear of any kind.

weyes, Father Shult of Philadelphia who is traveling round trip on the DeSoto was invited to the meeting. Several members feit that it would be a fine idea to have a man who is active in labor circles, especially the waterfront,



a witness at first hand to see what makes the SIU the progressive, militant and most democratic maritime labor union. Motion made and carried that the union officials make an intensive study of the Blue Cross group insurance that will in-clude our dependents. Means of keeping members were asked to return coffee cups after using same. Father Bluitt spoke on his mission as a labor priest and what he will strive to achieve for the laboring class.

ORION COMET (Oll Carriers), October ORION COMET (Oil Carriers), October 31-Chairman, A. Branconi: Secretary, J. Mann. Messroom tagles are overcrowded and the crew would like to know if one more table could be put in the crew's mess. Discussion on the men who missed shifts. Vote of thanks given to the stew-ard denartment

mits. Vote of thanks given to the stew-ard department. November 7—Chairman, H. Waller; Secretary, W. O'Dennell. Motion made and carried that a delagation see the captain about dropping logs. Crewmembers will send a wire to President Eisen-hower about the marine hospitals. The steward asked that all linen be turned in at next change, and he will order new mattresses.

ORION STAR (Orion), November 7-Chairmen, H. Knowles: Secretary, Bill Stark, Ship's treasurer gave a report of the ship's fund. These is a total of

sober payoff and to leave quarters clean. The steward department was thanked for a job well done. October 3-Chairman, W. Yerke: Sec-retary, F. Fletcher. One man went to hospital in Seattle. Discussion about keeping the Japs out of the passageways, messhalls and laundry. A vote of thanks to the steward department for excellent food served.

AFOUNDRIA (Waterman), November 16—Chairman, S. Berryman; Secretary, O. Payne. Repair lists made and will be given to the patrolman at payoff. The steward was asked why there was not 40 gallons of milk ou board on the day of departure from Yokohama. The chief electrician was told that melting the electrician was told that painting



deck in his foc'sis was the wiper's job and not his.

EXCELLO (Excelle), November 21 --Chairman, J. Christy; Secretary, D. Keddy. A motion was made and carried to give Brother Christy and the steward (Continued on page 17)

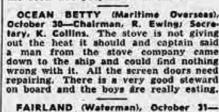


Scafarers, with the Union now possessing in New York and Baltimore two of the finest halls that could be found anywhere. Meanwhile work is going ahead on improvements in New Orleans and Mobile to provide the most up-todate facilities possible for those two major ports.

The SIU's pioneer college scholarship plan, only one of its kind in the industry, made news with the award of three of its four annual scholarships this year to working Seafarers: Ed Larkin, Wallace Simpson and Seymour Wallace.

Although the lay-ups and transfers of ships foreign meant a contraction in shipping, the Union successfully obtained agreements for manning of several new vessels, adding more jobs to the SIU's roster.

Of dramatic interest to many onlookers was the SIU-spearheaded fight on behalf of the AFL to organize a new union for longshoremen. While winning tremendous support, the AFL drive fell short by the narrowest of margins, Subsequently timely SIU exposure put the skids under an ILA-spon-



ning smoothly with no beefs. All hands were asked to flush toilets.

CHOCTAW (Waferman), June 24- Chairman, Robenson: Secretary, J. Simi- son. Repair lists discussed. A vote of thanks was given to the steward depart- ment for good chow and service. August 5-Chairman, Jacobson; Secre- tary, Johnson. If money is needed for a ship's fund a meeting will be called. man in Mobile. A hearty vote of thanks	notified about repairing screens and has said that he will try and get screens in Japan.	199.11 in the fund. The steward depart- ment was commended for their fine work. ANN MARIE (Built), November 13 -	mate sea unions.
Editor, SEAFARERS LOG, 675 Fourth Ave., Brooklyn 32, NY	Sources, build anon about drawing Ameri-	partment. ANDREW JACKSON (Isthmian), Ne- vomber 13-Chairman, P. Morris; Secre- tary, A. Brodis. Deck delegate will see the patrolman about gear not being se- cured for sea on leaving India A hand	
I would like to receive the SEAFARERS LOG—please put my name on your mailing list. (Print Information)	chased and all rooms painted before leaving the States. ROBIN TRENT (Sees Shipping), Sep- tember 5-Chairmen, Joseph Capelli) Sec-	checks on board and the decision was against it. A letter will be sent to haad quarters on this matter. Brother Guthrie gave a talk on crewmembers cooperating with one another, and not rushing things at the payoff when there are been to be	vided for a seven cents an hour wage increase this year and six cents an hour next year. Four
STREET ADDRESS	day workers were told by ship's delegate not to use seats in messhall of men go-	BARBARA MICHEL (Norio), November 20 Cheirman, F. Cullison; Secretary, A. Weddle. The ship's delegate told the crewmembers that the capialn was going to clamp down on men who are late for	pension and welfare funds, without providing for any increase in bene- fits paid to the longshoremen. Also included was a no-strike clause for the two years of the adrees
and the second se	alackness in medical treatment received on voyage.	of the alloted time, Repair lists were turned in to the captain.	ment. "Waterfront News" pointed out that the contract contained none
Signed TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below:	30-Cheirman, J. Pescock; Secretary, James Wilson, Repair Jiat wil be turned-	vember 15-Chairman, Reffael Mertinis Secretery, D. Green. A laundry bag will be placed in passageway so that no more solied linen will be thrown down into the shelter deck. Ship's delegate will see about repairs on crew's washing ma-	of the longshoremen's basic de- mands such as those for an eight- hour day, paid holidays, limited sling loads, improved welfare and pension benefits, adequate sani-
CITY	DEL MONTE (Mississippi), Nevember 7	elected to handle ship's fund. ALCOA PLANTER (Alece). September	tary facilities, 23-msn gangs and other provisions of the AFL's pro-

(Continued from page 16) department a vote of thanks for the very fine work they have been doing to keep up the morale of the ship.

FELTORE (Ore), November 14—Chair-man, L. Hopkins; Secretary, T. Jacks. Discussion to exchange the AC current fron for DC iron. Discussion about stew-ard department caring for laundry and the unnecessary noise while watch below is sleeping. Vote of thanks given to the galley force for excellent performance. The ILA and SIU situation was discussed fully. fully.

SWEETWATER (Metro), November 6-Chairman, J. Meares; Secretary, F. Pay-lor. Each member of the crew will do nate \$1 to the ship's fund. Motion made to have an arrival pool once a month and a certain percentage of kitty to be donated to the ship's fund. Suggestion made to give a vote of thanks to the agent in Norfolk for the fine job he did in getting repairs straightened out. Crewmembers were asked to return all books to the library.

ROBIN KIRK (Seas Shipping), Novem-ber 21-Chairman, T. Wessel; Secretary, R. Sirois. Motion made and carried that there be no payoff until all beefs are settled in each department to the satis-faction of crew. Vote of thanks given to the chief electrician and second electri-cian for their spiendid job of keeping the washing machine in order. washing machine in order.

ROBIN LOCKSLEY (Seas Shipping), November 13-Chairman, A. Goldfarb;

Hail Ships' 'New Look' **In Feeding**

(Continued from page 5) quantity laid down by the Union will, of course, continue."

In the Bull Line experiment, this approach has led to fresher, tastier meals and has also led to considerable improvement in night lunch since the remainder of uncut roasts, fresh bread, fresh butter patties and the like are now left for the night lunch instead of the concoctions that often make up a night lunch.

None of these practices, the committee emphasized, will in any way serve to cut down in the quality of food a Seafarer might want to have. What they will cut down is overcooking and overpreparing in advance of meals with the result that huge quantities of leftovers remain in such condition as to be virtually useless for subsequent meals.

The Bull Line pilot project got underway about two months ago. The Union sent a veteran passenger ship steward, Louis Guellnitz, as traveling observer on two Bull Line ships, His recommendations were coupled with those of the

Secretary. C. Whate. A lively discussion was held about what kind of money crew should ask the captain for at draw on arrival in Capetown. One crewmem-ber was admitted to the hospital in Capetown on November 20th suffering from appendicitis

from appendicitis. ANGELINA (Buil), Hovember 11 --Chairman, Greenwald; Secretary, Freilich. Some repairs have not been taken care of. One FWT was hospitalized in San Juan. Washing machine will have to be fixed or replaced. All hands agreed to chin in \$1 for TV repairs. chip in \$1 for TV repairs.

SEATRAIN SAVANNAH (Ceatrain), No-rember 14-Chairman, Roy Joplin; Sec-retary, S. Johnson. Brothers were all morry to learn of the death of Brother retary, nII Chapman's father and extended their deepest sympathies to him. All hands were urged to go up to the SIU hall and vote. They agreed that a vote of thanks should be extended to the headquarters staff for the very fine job they have done during the past year.

CANTIGNY (Cities Service), November Chairman, A. Phillips; Secretary, M. trom. Port steward in New York Ohstrom. York Onstrom. Fort steward in New York was contacted by telephone from Bos-ton and assured us the new mattresses would be put aboard at our next port. General discussion on TV set and im-portance of refraining from meddling with back of set. Brothers were urged to contribute generously to the shin's to contribute generously to the ship's fund.

SEATRAIN NEW YORK (Seatrain), No-vember 21-Chairman, C. E. Mosely; Sec-retary, John Cole. Ship's delegate re-ported that stiff-backed books have been sent for. Crewmembers were asked to keep washtubs clean. Financial report, \$52.36 in the ship's fund.

SEATRAIN TEXAS (Seatrain), Novem-ber 25-Chairman, J. Allen: Secretary, C. Cothran. Motion made and carried to have steward get a different brand of soap instead of octagon face soap. Few complaints on food.

STEEL NAVIGATOR (Isthmian), Octo-ber 19—Chairman, Joe Kramer; Secre-tery, C. Scofield, Repair list to be made up as soon as possible. New ship's dele-gate elected Motion made and carried to give a vote of thanks to steward de-nartment partment.

November 19—Chairman, J. Chasse-reau; Secretary, C. Scofield. Crewmenn-bers were asked to make less noise in the early hours of the morning due to watches sleeping. A hardy vote of thanks was given to Brother Kramer for a job well done.

SEATRAIN GEORGIA (Sastrain), No-vember 21-Chairman, J. Long: Secre-tary, A. Fricks. Beef regarding deck de-partment overtime will be cleared be-fore payoff. Sheets too small, and stew-ard said he does not get same piecess back from the laundry that he sends.

this trip. Members of the crew should be more respectable to each other.

FAIRPORT (Waterman), November 15 -Chairman, E. Hoods; Sacretary, J. East-orling. There is \$31 in the ship's fund. Brother Gilman, who was hurt aboard thip before arrival at San Francisco, sent word from the hospital that anyone aboard ship who saw the accident please forward a statement in his behalf. All fountains need repairing.

COUNCIL GROVE (Cities Service), November 14-Chairman, Robert Kehriy; Secretary, P. Frango. Several complaints regarding steward and the food he serves. No one will payoff or sign on before patrolman okays suggestion to have steward put ashore.

INES (Bull), October 16-Chairman, Vic Court Scretary, A. Veyesotsk. Baker is short of material for baking. All mem-bers will donate \$1 for TV antenna. The washing machine should be checked when crew finishes using it to see that it is turned off.

It is turned off. November 7—Chairman, D. Martin; Secretary, H. Long, There should be more of a variety on night lunches. Gar-bage to be dumped aft. At the present lime there is \$28 in the ship's fund.

Warrington. A train licket was bought for the old carpenter to the East Coast from the ship's fund. Motion made for the patrolman in New York to find out why the coffee is being rationed abo ship.

CECIL N. BEAN (Dry Trans), October 24 — Chairman, L. Hodges; Secretary, Louis Petter. The captain will be con-tacted in regard to American money draws in foreign ports. The ship's dele-gate was asked to see about a fresh water line being installed on the out-side passageway for the use of the long-shoremen. This would keep them on the outside of the ship and away from the ship and away to clean the recreation room.

DOROTHY (Bull), Is-yember 21-Chairman, L. Gwalthney; Secretary, P. Patrick, Motion made by ship's delegate to have new fans placed aboard. Due to dangernew rans placed aboard. Due to danger-ous conditions aboard ship it was rec-ommended that a shoreside electrician come aboard to check wiring. Food is not up to par. Brown laundry soap to be issued as well as Lifebuoy. Men that missed ship have been entered in log book. A vole of thanks was given to the bible delegate for a side wild new to the ship's delegate for a job well done.

BIENVILLE (Waterman), October 3-The partment overtime will be cleared be-fore payoff. Sheets too small, and stew-ard said he does not get same pleces back from the laundry that he sends. SEATRAIN NEW JERSEY (Sostrain), November 37—Chairman, P. Kirk/ Secret tery, E. Jones. Steward spoke about the linen shortage. Library will be changed

suggestion was made to donate all of the old books to a worthy cause either in Japan or Korea upon arrival.

TROJAN TRADER (Seres), November 24—Cheirman, H. R. Hutchins; Secretary, H. K. Hull. Mattresses and fans will be put aboard in Boston. Treasurer re-ported \$11 in ship's fund. A patroiman will be consulted as to who orders stores stores.

COE VICTORY (Victory Carriers), Oc-tober 17-Chairman, J. Golder: Secretary, L. Hall, Jr. Motion made to hold ship-board meetings every two weeks on Sat-urday providing ship is at sea. The pump on washing machine is not working properly. Crewmembers were asked to return all books to the library.

SEACORAL (Orion), November 24-Chairman, S. Bayne: Secretary, W. Clegg. Ship's delegate will ask mate to please stop chipping between 12:30 and 1:30 PM. The steward department was given a vote of thanks for a job very well done.

DEL MAR (Mississippi), November 13 --Chairman, Eddie Stough; Secretary, Eddie Caudill. Motion made and carried to continue movie fund. Chief cook



Gilford Simms Please get in touch with me

through the SIU hall in Baltimore. Ed Luzier.

t t t J. W. Hinson

Please contact Robert Floyes at 2020 Selman Ave., Mobile, Ala., immediately concerning the car.

William R. Dixon

Contact your wife immediately. There is sickness at home.

> 本 本 **Ralph W. Wilkins**

Get in touch with your draft board in Lorain as soon as possible. Mother.

1 1

Gene Sinclair Please contact Danny Kaim at the Staten Island, NY, marine hospital.



Samuel Erlitz Your seamen's papers left aboard the Camas Meadows are being held for you in the SEAFAR-ERS LOG office at SIU headquarters.

> \$ \$ Melvin Baumgardner

A port time discharge from the Calmar is being held for you in the SEAFARERS LOG office at SIU headquarters.

Quiz Answers

(1) John Adams, the second President, and his son, John Quincy Adams, the sixth President. William Henry Harrison was the grandfather, not the father, of Benjamin Harrison.

(2) (b) explorers of the Western

asked that crew keep out of galley while passengers are being served. Treasurer reports \$88.94 in the ship's fund. All hands were asked to keep laundry room clean.

Page Seventeen

ALCOA PATRIOT (Alcos), November ALCOA PATRIOT (Alcoa), November 14—Chairman, E. Grady: Secretary, B. Kelly, All book men were urged to get to the hall and vote for their favorite candidates at the end of this voyage. Crewmembers were asked to take better care of the record player in the mess-hall. All literature received on board this vessel from headquarters has been posted in the crew messhall to keep the crew up to date.

posted in the crew messnah to keep the crew up to date. November 20-Chairman, J. Aloysius Ryon; Secretary, J. Meeks. Mail service in the islands will be discussed with the captain. Crew was asked to be more considerate of shipmates sleeping and eliminate noise in the passageways. A hearty vote of thanks was given to the entire staward denatiment for a fine entire steward department for a fine holiday dinner and excellent service given by the cooks and messmen during the entire voyage.

JEAN LAFITTE (Waterman), Novem-ber 21-Chairman, R. Parady; Secretary, J. Thomas. One shipmate was left in the hospital in Yokohama. There is a shortage of stores this trip and the food is not up to par. Crewmembers were asked to put all garbage into the cans aft.

STEELORE (Ore), November 14-Chairman, Winston Jackson; Secretary, Debardelaben. Each department Departure of the second for showers.

AMEROCEAN (Blackchester), November 21-Chairman, Thomas King; Secre-tary, J. Pendleton. The company has ignored the repair lists for the last two trips. An inferior grade of meat was sent aboard in Seattle. Tom Jones was given a vote of thanks for showing kind-ness toward tick grewmembars during ness toward sick crewmembers during this trip. Five men were logged, two in the engine department and three men in the deck department,

CANTIGNY (Cities Service), December 3 Chairman, A. Phillips: Secretary, H. Storm. The ship's delegate will see about getting a better grade of coffec, and wash powder aboard. He will also set up a complete repair list in cooperation with department delegates and turn same over to the captain.

SIU Vetoes Power Grab Plan Of CG

(Continued from page 2) company have to pass the examination at least once a year plus a spot check each time they sign articles.

Mississippi has found about ten percent of job candidates unacceptable, but many of these have undergone treatment and are back on board the ships. All this has been done smoothly and efficiently, without putting seamen under the control of the Coast Guard or any other military agency.

By contrast, the Coast Guard would put seamen through a wringer consisting of an exhausapparently



called the Coast Guard which started a search with planes and ships out of Quonset Point, Rhode Island, St. Petersburg and Miami, Florida, and South Carolina.

The search continued without let-up until Thursday, December 16, when the Coast Guard anjoint Union-operator committee nounced that it was abandoning Southern Isles. The latter ship and put into practice, after meet- special search procedures but was also carrying an ore cargo ings aboard the ships with the men would continue to hunt for survi- when she broke up in a storm off US, sent on an expedition by tive

she may have encountered trouble early in the voyage soon after being sighted off the Florida Keys on the 6th. A severe storm struck the area where the ship was scheduled to be on December 7th.

The Southern Districts case has many parallels to that of the

one of the ships in pilot undertaking, ex- warm approval of the were particularly ple practice of cutting r- order. William Ekins, the ship, recalled the many complaints abou- cut up and put on th where it dried up la was served. Ed Slir clared that there wa able amount of was standard system of f was of no benefit to Ship's delegate F- ported complete sati the improvements m "The food and serv better this way and happy. The difference we are doing things great."	the Kathryn, volved in the pressed their change. They ased with the oast meats to carpenter on re used to be at meat being e steam table ong before it thak, AB, de- s a consider- te under the eeding which the crew. Aponte re- sfaction with ade to date. rice is much the crew is e in the way now is very ot for expan- m, Seafarers is for it are h with Eddie i Depariment i tives of some of pealed to Washin ued search wh Saturday, Decen been called off a this week. The Coast Gu reported that in its search by sea the route of the siana north. Ho had been hinde heavy seas and h has been genera tic Coast for the The failure to from the ship si siana raised a q cedures in ma with ships. Son quire ships to r regularly stated course of a voya the coast Guart	the survivors ap- ngton for a contin- ich was resumed mber 18. It has second time early ard in New York t had maintained and air all along vessel from Loui- wever, the search red by extremely bad weather which I along the Atlan- past month. o get any report intaining contact me companies re- eport in daily by all for reports at intervals in the age, depending on e trip and the lo- sel. But there are m this score, and d itself does not ships. e continuted radio	boats because of the which the ship went ly reason there were was because a Lykes opened to be in the cinity and saw the ' running lights dis- ' running lights dis- ' running lights dis- y, the Coast Guard maining LSTs to add ands to prevent fur- of this type. Southern Districts with the extra belly sappearance raises a the seaworthiness of cargo purposes. The signed originally for n wartime but many since been converted al purposes with the vatertight bulkheads bands. rs of the vessel have action in Federal hington, Delaware, to bility in the event of families of crew- mention in for the construction in for the construction in the event of families of crew- mention in for the construction in	s. s. s. s. s. s. s. s. s. s.	we and apparently unrelated ries of tests including checks on unly background, juvenile delin- tency records, sense of smell, ex- mination of a man's shipboard boord (as seen by the captain) ad other requirements which in the eyes of medical authorities ave been sharply questioned as aving any bearing on a man's fit- ess to sail. Further the Coast uard proposal would represent an tension of its already consider- ble controls over civilian seamen. The Union's contention that e Coast Guard should show more incern for its present function, at of seeing that ship's them- lyes are safe and safely-operated, as pointed up by two more recent cidents. In one instance the crew the Fairland had to go to the inon port agent to get a catwalk instructed over deck cargo. In e second, the crew of the Doro- y requested that the ship's elec- ical system receive a thorough ing-over. In neither instance has been reported that the Coast uard showed any active concern	

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SEAFARERS LOG

December 24, 1954

LOG Welcomes Stories, Pics

Readers of the LOG always welcome news from the ships. In all editions there is room for stories, photos and letters sent in by the Seafarers. Several pages of each issue are devoted to the experiences of Seafarers and the ships they sail as they describe them themselves.

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

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



Jose Carmeas of the Steel Voyager gets a welcome visit while laid up in Bombay's Beach Candy hospital from Seafarer Bill Whalen. Bill was off the Andrew Jackson which hit the Indian port after the Voyager. Photo was taken by another Seafarer, Merwyn "Doc" Watson, electrician.



All of the following SIU families, vember 4, 1954. Parents, Mr. and vember 24, 1954. Parents, Mr. and will collect the \$200 maternity Mrs. Kenneth Hogan Kristensen, Mrs. Chester R. Smith, Galveston, benefit plus a \$25 bond from the Baltimore, Md. Texas. Union in the baby's name:

Geoffrey de Witt Brown, born November 17, 1954. Parents, Mr. vember 22, 1954. Parents, Mr. and November 28, 1954. Parents, Mr. and Mrs. Robert Brown, San Fran-Mass. cisco, Calif.

\$ Mark Alexander Zalenski, born October 5, 1954. Parents, Mr. and Mrs. Lawrence Zalenski, Baltimore 11, Md.

\$ \$ t Valencia Thompson, born September 20, 1954. Parents, Mr. and Mrs. Oscar Thompson, Jr., Los Angeles, Calif.

1 1 1

1

Dawn Ann De Grushe, born September 15, 1954. Parents, Mr. and Mrs. Averil F. De Grushe, Jr., New Orleans, La. 1 1 <u>t</u>

Brenda Leonie Baker, born November 5, 1954. Parents, Mr. and Mrs. Edgar Leon Baker, New Orleans, La.

\$ t 3 Jane Grinnell Lambson, born October 15, 1954. Parents, Mr. and Mrs. Wallace Lambson, Boston, Mass.

1 1 1 David Francis Finigan, born August 28, 1954. Parents, Mr. and Mrs. Francis Finigan, New Orleans, La.

1 1 \$ Cathy Lynn Connor, born No-Mrs. Robert H. Connor, Natick, Earl Joseph Pence, born Novem-

ber 3, 1954. Parents, Mr. and Mrs. November 19, 1954. Parents, Mr. Lloyd Pence, Rosenberg, Texas. 1 1 1 Daniel Edward Freedman, born November 8, 1954. Parents, Mr. and Mrs. Max Freedman, Balti-

more, Md. Beverly Lorraine Causey, born November 19, 1954. Parents, Mr.

and Mrs. Leon Causey, Crichton Station, Mobile, Ala. James Patrick Kelly, born No-

vember 18, 1954. Parents, Mr. and Mrs. James Kelly, Malden, Mass. t t t Ralph Allen Lewis, born November 5, 1954. Parents, Mr. and Mrs. Box 17, Moffet Road, Crichton, Ala. Jesse S. Lewis, Norwalk, Calif.

and Mrs. Edward Buzalewski, Philadelphia, Pa. Reading, Pa.

November 9, 1954. Parents, Mr. and Mrs. Bartolome Del Valle, Bo. Obrero Santurce, PR.

* * 士 Walter Anthony Wallace, born and Mrs. Walter F. Wallace, Nor-

folk, Va. 1 1 1 Jonathan Kirk Creppon, born

and Mrs. John Creppon, Houston, Texas.

圡 - t Lettie Almeda Roberson, born August 5, 1954. Parents, Mr. and Mrs. Charles Roberson, Mobile, Ala.

* * * Alice Oliva Witherington, born December 1, 1954. Parents, Mr. and Mrs. Arthur Witherington, Mobile, Ala.

* Cynthia Louise Young, born December 7, 1954. Parents, Mr. and Mrs. George Young, Route No. 3,

t t t Jeanmarie Cunningham, born Gary Stephen Buzalewski, born November 5, 1954. Parents, Mr. November 23, 1954. Parents, Mr. and Mrs. Anthony Cunningham,

Jo Ann Galardi, born November Rafael Del Valle Suarez, born 5, 1954. Parents, Mr. and Mrs. Joseph Galardi, Hammonton, NJ.

* * * Michael Anthony Faircloth, born uly 1 1054 Derente Mr. an

SEA	FA	R	E I	R S
CASH	BE	NE	FI	TS
32	98.97		32	
	WELEADE		C)
SEAFARERS	ORT ON BENE		UN PLA	NS

From 12-6-54 To 12-12-54

No. Seafarers Receiving Benefits this Period	10	16		14.01
Average Benefits Paid Each Seafarer	54	00		
Total Benefits Paid this Period			59.944	36

WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	9,495	00	17	
Death Benefits	2500	00	1.000	2
Disability Begelits	2025	00		
Maternity Benefits	8400	00	1220172	
Vacation Benefits	37.5.24	36	States El	1
Total		110	59.944	36

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950 *	601.445	50	1	199
Death Benefits Paid Since July 1, 1950 *	101.861	30		
Disability Benefits Paid Since May 1, 1952*	69545	00	1	
Maternity Benefits Paid Since April 1, 1952 *	322 400	00	(2 - 2)	3
Vacation Benefits Paid Since Feb. 11, 1952 *	3923 106	13	10 m - 1	100
Total	1. A.		6018357	23
. Date Benefits Began				

WELFARE, VACATION PLAN ASSETS

688.363	80	1 S.	
587871	88	A	
161.442	15	- 4	1-0
			1.13
1.720.464	64		1
1341711	37		
117.803	40		
	121	4687.851	34
	587871 161,442 150,293 1720,464 1,261,711	587811 88 161,442 85 150,293 40 1726,464 64 1,261 711 37 112,843 40	488,263 80 587,811 88 161,442 85 150,293 40 1720,464 64 1,261,711 37 117,803 40 4687,851

COMMENTS:

The Board of Trustees of the Sesfarers Welfere Plap hes again approved a resolution providing for a hospital Christmas bonus of twenty-five (\$25.00) dollars for any eligible under the plan who is hospitalized for a period of more then one day during the period of December 19th, 1954 through December 26th, 1954. This is in addition to additional recreational facilities being established in the ports of Mobile and New Orleans.

Submitted .12-20-54

Al Kett, Assistant Administrator



	Joseph Torres, born November	Grady Faircloth, Philadelphia, Pa.		
November 17, 1954. Parents, Mr. and Mrs. Antonio Viera, St. Rio Piedros, PR. & & & Carol Ann Swafford, born Oc- tober 7, 1954. Parents, Mr. and Mrs. Joseph Swafford, Cedartown, Ga. & & & & William John Prince, Jr., born November 4, 1954. Parents, Mr. and Mrs. William J. Prince, Dor- chester, Mass. & & & & Anthony Cates, born November 7, 1954. Parents, Mr. and Mrs. Howard Cates, New Orleans, La. & & & & Miguel Gonzalez Alvarado, born April 24, 1954. Parents, Mr. and Mrs. Genaro Gonzalez, Barrio San- tomas No. 14 Playa Ponce, PR. & & &	 16, 1954. Parents, Mr. and Mrs. Blas Torres, Astoria, NY. t t	Pick Up 'Shot' Card At Payoff Seafarers who have taken the series of inoculations re- quired for certain foreign voy- ages 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	Armando Ortega (right) collects \$200 check and \$25 SIU representative Eddie Parr aboard the passenger sh	lip Florida.
t t t Ingrid Kate Kristensen, born No-	John Bernard Smith, born No-	such voyage.	Payment represented maternity benefit to new Seafa Photo was taken by Ortega's shipmate, Seafarer Hector	arer-father.
(AMARAMAN MARAN CHARAC	WANNAMANGGON SAMANANA			

SEAFARERS LOG

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SIU hospital representatives were busy this week dishing out the \$25 Christmas bonus from the Union Welfare Plan along with the regular hospital benefit. You could see from the response that the money certainly was welcome. Since the Christmas dough was given to any man who was in the hospital for more than one day between the 19th and 25th of December, its possible that some of the brothers were missed during the regular weekly visit. Anybody who didn't get his Christmas bonus and believes he is entitled to it should contact Welfare Services and they will be taken care of.

Seafarer Adolph Eliasson is finally back in the States after five weeks in the hospital out in Honolulu. Eliasson was splicing wire on the Steel Seafarer when one of the wire strands flew up and



hit him in the eye. He had to be hustled to the hospital and spent five weeks out in the islands before he came back to Staten Island for further treatment. Welfare Services is seeing to it that he gets all his back hospital benefits to cover his hospitalization in Honolulu.

Seafarer William Gardner is on the mend at Staten Island after being in pretty bad shape. He had the doctors working on him all night when he first came in off the Lawrence Victory (Mississippi). Now though it seems as if he will pull through okay.

Barcky

Gardner was messman aboard the Victory ship.

One brother who ran into real tough luck was Kendall Kelly, AB on the Sandcaptain. He was all set to go south with the sandboat on a

long trip when he got an attack of appendicitis. He had to be taken off and go into the hospital to have it taken care of.

Some of the other brothers now up at the hospital are Sam Vandal, night cook and baker off the Seatrain Texas, and Percival Barelay who was baker aboard the Lone Jack (Cities Service). Barclay's coming through an operation in good shape. Charles Allardice, FWT, who also came off the Seatrain Texas, is another hospital patient. Finally we have veteran Seafarer Thor Thorsen in for a check-up and further treatment. Brother Thorsen is one of

the brothers getting disability benefits under the SIU Welfare Plan.

Seafarers In Hospitals

USPHS HOSPITAL BALTIMORE, MD.

Roy W. Bell Michael Kudik Tommy Lamphear Peter Lannon Harry N. Byrd John Castro Carl E. Chandler Buford N. DeWeese Oswald M. Ergie Earl McKendree Robert McKnew **Tony Mastantino** Thomas Mungo John A. Schultz August A. Smith Frank W. Taylor Winston L. Vickers C. O. Winskey Max Felix Louis Firlie Louis Firlie Gorman T. Glaze Feriand C. Greeff Michael D. Hynes Michael Jablonski Phillip Korol'

USPHS HOSPITAL SAN FRANCISCO, CALIF. Charles Brown Max Byers Henry Childs Lee Cronsohn Antonio Dies N. Mellin Charles Neumaier Joe Perreira Gilbert Pronutico Colon Rose W. Timmerman William E. Wilcox P. S. Yuzon Antonio Diaz Olav Gustavsen Francis F. Horak Oliver F. Klein F. A. Lord

VA HOSPITAL OTTEN, N C Leonard J. Frank USPHS HOSPITAL GALVESTON, TEXAS Thomas J. Dawson David L. Palla R. F. Gatica William G. Trice Benjamin F. Grice John T. Watt

H. Hawkins Robert R. White Keane Charles B. Young A. W. Keane USPHS HOSPITAL SEATTLE, WASH. Clarence Edwards Mike Michelik Sverre Johannessen USPHS HOSPITAL NORFOLK, VA. Jessie P. Brinkley Isaac B. Duncan Robert J. Caldwell Samuel L. Warren USPHS HOSPITAL NEW OBLEANS, LA. Donald A. Alt Julian Barrett Thomas Blackledge Steve Modealewski Perry Bland George C. Murphy Victor Bonurs C. R. Nichols George C. Murphy C. R. Nichols Arne V. Olsen William A. Padgett Randolph Ratchiff M. J. Rodrigues Victor Bonura George W. Books Charles E. Brady John E. Brady Sebastian Carregal Frank Catchois Manuel Church Samuel Cope Warres W. Currier George Curry Emile P. Davies Robert Dewey Thomas Fields Leo Fontenot Stanley A. Freeman William Grimes Lyle Hipp Vincent E. Kane E. G. Knapp Leo H. Lang Theodore E. Lee USPHIS E Tage H. Roslund Edward Samrock S. Schieffler Henry Schuler Benjamin Seal Luther Seidle Wade H. Sexton Henry Sosa Nicholas Tala Lonnie R. Tickle Marion C. Vester A. C. Vipperman Phillip R. Wagner James A. Waller James E. Ward Harry Wolowitz USPHS HOSPITAL MANHATTAN BEACH, NY Ho Yee Choe John J. Driscoll Bart E. Guranick John B. Haas Fortunato Bacomo Frank Bemrick Claude Blanks Joseph Carr

Taib Hassen Frank Mackey Vic Milazzo Eugene T. Nelson Pedro Peralto Daniel Fuggiano George Shumaker Robert Sizemore Hanzy F. Smith Thomas Isaksen John W. Kéenan Ludwig Kristiansen Frederick Landry James J. Lawlor Kaarel Leetmaa James R. Lewis Henry E. Smith Francis F. Lynch Harry S. Tutlie Joseph D. McGraw Renato Villata Archibald McGuigan Hurlburt M. Free LONG ISLAND COLLEGE HOSP.

BROOKLYN, NY Jose M. Castell USPHS HOSPITAL SAN JUAN, PUERTO RICO J. Colon

LINCOLN HOSPITAL BRONX, NY

Carmelo Reyes VA HOSPITAL BROOKLYN, NY Robert P. Rogerson USPHS HOSPITAL

DETROIT, MICH. Tim Burke USPHS HOSPITAL

MEMPHIS, TENN. Charles Burton USPHS HOSPITAL

Burton USPHS HOSPITAL STATEN ISLAND, NY Ahmed Donald McShane illardhee Joseph Malone darclay Perfecto Mangual G. Mihalopoulas G. Mihalopoulas G. Mihalopoulas Hussen Ahmed C. H. Allardice J. P. Barclay Ivan Buckley



Seafarer Alberto Espino (right) consults with SIU Welfare Services representative, Milton Flynn, at headquarters, while Charles Allardice and Chang Sun wait their turn.

SIU Welfare's Tally: 10,000 Assists

One of the busiest and most active Union departments, SIU Welfare Services, wound up another year of service to Seafarers and their families. Operating for the membership out of New York headquarters, the department handled approximately 10,000 individual requests for assistance in the 12-+

addition to Welfare Services ings are. disbursement of SIU hospital and disability benefits.

The requests for assistance, coming from both the men themselves and members of Seafarers' families, covered a wide variety of personal difficulties. In most instances Welfare Services was able to provide valuable assistance in resolving these problems.

A large number of the items dealt with through the department deal with services to Seafarers who become ill or are injured in the course of employment. Welfare Services is particularly valuable to Seafarers who are put ashore overseas for hospital care. In previous years it wasn't unusual for men to have to wait ashore for weeks or months until the company got around to repatriating them. Such cases are becoming rare today because SIU ship's crews, under the urging of Welfare Services, are making it a regular practice to notify the Union office whenever one of the crew is taken off the ship in a foreign port.

Family Allotments

It was out of Welfare Services experience with such cases that the Union wrote a new clause into its contract providing for family allotments to continue where men have been removed from a ship because of illness or injury.

Maintenance and cure questions also contribute considerably to the

month period. These were in his job and what his probable earn-

The sizable alien membership in the Union means that a consider- problems. able number of problems arise on fare Services has been of considerable help in getting shore leave ing to ship and on clearing the way dence visas toward US citizenship. sist the Seafarer.

Another area of Welfare Services operation, partciularly in large cities like New York, is on housing

While Welfare Services operates Immigration matters. Here Wel- out of New York headquarters, it can service the outports speedily and efficiently through the Union's extensions for alien members wait- teletype communications system. Representatives in the outports can for qualified aliens to receive resi- then take necessary action to as-

FINAL DISPATCH

farers have been reported to the Burial took place at Cypress Hills Seafarers Welfare Plan and the cemetery in Brooklyn, New York. \$2,500 death benefits are being Brother Centero joined the Union paid to their beneficiaries:

November 8, 1954, Brother Alex- wife, Lee Yeng, of 48 Ludlow ander died of a lung ailment in Street, New York, NY. the USPHS hospital in Mobile. His place of burial is not known. Brother Alexander joined the kel died in the Staten Island Union in November, 1942, in Mo- USPHS hospital on November 13, time. He is survived by his wife, and was sailing in the steward de-

\$ \$ £

Centero died of natural causes on tha Jockel of Queens, New York, September 2, 1953, in the USPHS NY.

The deaths of the following Sea | hospital in Staten Island, NY: in 1952 and had been sailing in the steward department out of Daniel W. Alexander, 32: On New York. He is survived by his

> t t

August Jockel, 60: Brother Jocbile, and has been sailing out of 1953, of natural causes. He joined the steward department since that the Union in Philadelphia in 1946 Mrs. Nettie Alexander, of 556 partment. Brother Jockel was State Street, Mobile, Ala. buried at St. Michaels Cemetery in Jackson Heights, New York. He Benito Centero, 63: Brother is survived by his wife, Mrs. Ber-



Kelly

Joseph Neubauer James W. Parker Abe Partner Jar Chong George Coleman Fred Delapenha Irving DeNobriga John J. Doherty Samuel Doyle C. Eagleson G. E. Ekelund Aniceto Pedro John Quigley William L. Rackley Ernesto Ramirez George Robinson Matti Ruusukallio Jose Salgado William Saltarez Victor Shavroff Frank Sirelitz Chong Sun G. E. Ekelund Joseph Farrell Brigido Figueroa George W. Flood David S. Furman Estell Godfrey Henry Grzegorski Fred Hauser Leiell Godfrey Frank Sirelitz Henry Grzegorski Chong Sun Fred Hauser Samuel Vandal Edward R. Hillman Francis Wall Vincent Jones John W. Williams Frank Keelan Albert L. Willia Al Leiner Virgil Wilmoth Arthur Lomas N. D. Wilson Nils Lundquist Clifford Womack USPHS HOSPITAL FORT WORTH, TEXAS B. F. Deibler Edward J. Toalan B. F. Deibler Edward J. Toelan B. F. Deibler Edward J. Tor Woodrow Meyers CITY HOSPITAL MOBILE, ALABAMA William J. Hanlon SAILORS ENUG HARBOR STATEN ISLAND, NY Joseph Koslusky USPHS HOSPITAL SAVANNAH, GA, Paul Biand James F. Lee Paul Bland James F. Lee B. Carrollion Albert W. Lima George S. Chance Jimmis Littleton J. B. Christy A. G. McLaughlin Rufus Field J. T. Moore James T. Kern Ernest H. Webb. USPHS HOSPITAL BORTON MASE BOSTON, MASS. Frank Alasavich J. E. Senneville George B. Dunn Matthew A. Stabile John M. Herrold George A. Wøddell John M. Herrold George B. Dunn John M. Herrold John Hunt

department's activity. Prompt payment of maintenance and cure is assured Seafarers through Welfare Services.

The department also gives a variety of aid to hospitalized Seafarers. Men laid up in private hospitals can have transfers arranged to the nearest Public Health Service facility and various personal and emergency needs can be taken care of by Union representatives. In the event of a Seafarer's death, Welfare Services is often called upon to arrange for the funeral.

But Welfare Services work goes far beyong caring for sick and injured Seafarers. Any Seafarer who runs into difficulty ashore can also get help. A common request, for example, is one for a credit reference so that seamen can purchase furniture, appliances, automobiles, homes or other items via the installment plan. Seafarers usually run into difficulties on credit because of the nature of their employment. Welfare Services "can often overcome such difficulties by explaining how the Seafarer gets



SEAFARERS & LOG Vol. XVI Dec. 24, No. 26 1954 OFFICIAL ORGAN operated by the Del Mar's physician, is NEW HIGH New Co. Signs SIU Pact Maritime Union Ask US To Stop SIU Nears 16th Birthday Winners At Schools ransfer 'Suicide' -Via SIU **Solid Financial Shape** New Baltimore Hall Open; Tops xpose Seafarer Comforts, Services ers SIU Hails Victor Slopchest **Nominations Open** 50-5 For 49 Elective Doctor Hails SIU Blood Air WASHINGTON Passes Offices In Union D Pact-Ups Wages Jargo SIU Aids Union Fight On **78 Seafarers To Seek 49 Union Posts** La. 'Right To Work' Bill On Ship Transfers Credentials Comm. Report Lo Go Before Membership Sea Unions Draft Plan ins Excello Bargaining Rights; **To Defend Hiring Hall,** Seafarers' Job Rights SIU Strike Ties Up Tanker; Crew ng drive was SIU Wins Leave Disput Up Tanker, Boat Two Crews Due SI8 0000 Pickets By Boat eafarers. Son Two Cre U Man, Win

1.70

