

NLRB Orders 3-Dept. Vote; SIU Win Seen

Story on Page 2

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SEAFARERS LOG

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

SIU SHIP FEARED LOST, 22 ABOARD

S. Districts 12 Days Overdue

Story on Page 3



Relief... And Despair... Alive today through a chance of fate that kept them from sailing aboard the ill-fated LST Southern Districts so they could obtain medical treatment, Seafarers Thomas Blackledge, MM (seated), and Marion 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-law; 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.)

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 personnel. Over 2,000 steward department men are covered by the order.

The board action from Washington 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 Communist-domination.

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 an opportunity to vote for a single bargaining unit known as the SIU Pacific District, composed of the SUP, MFOW and MCS-AFL. The ILWU and NUMC&S will also be on the ballot.

The three SIU affiliates originally petitioned for a three-department election in an effort to settle the issue of the cooks and

stewards' representation once and for all. Both Bridges and the 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.

Christmas Cheer For Hospitalized Seafarers



Walking patients at Staten Island hospital line up for distribution of extra \$25 Christmas bonus, cigarettes 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.

NO LAWYERS NEEDED

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.

SIU Rejects CG Proposal; Seamen Can Congress May Probe Plan Now Apply For POW \$

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. Shephard, head of the Coast Guard's Office of Marine Safety, SIU Secretary-Treasurer Paul Hall outlined the Union's opposition and asked that the SIU be notified of the time and place of hearings on the proposed system so that the SIU can spell out in detail the program's "inconsistency with accepted labor-management relations in private industry."

The letter declared that the Union is "unequivocally opposed" to the Coast Guard's plan as a military invasion of a private industry to impose controls over civilian workers' rights to jobs. Further the SIU challenges the methods the Coast Guard would employ in screening men for physical and mental attributes as "absolutely unscientific."

Meanwhile there were indications that influential members of Congress—as a result of maritime union protests—were disturbed by the Coast Guard's attempted power grab. Senator John Butler, member of the Water Transportation Subcommittee of the Senate, has shown marked interest in the dispute and has informed SIU of NA headquarters that his committee was anxious for the Coast Guard and unions to settle the issue. If no such agreement is reached, Senator Butler implied that a Congressional investigation would be in order.

In any case, examination of the regulations makes it clear that the Coast Guard does not have authority to impose its program without

specific authorization from Congress. In its release of the proposed program, the Coast Guard evaded the question of its authority to impose these controls.

The Coast Guard program was presented originally at a meeting of the Merchant Marine section of the National Safety Council. The major weapon in the Coast Guard arsenal was the argument that at present, the industry does not have a good system of examining individuals with physical and mental defects.

At the very same meeting, the Mississippi Shipping Company presented an outline of its system

of physical examinations, a system which meets with the approval of the SIU. The president of the company, Harry X. Kelly, happens to be chairman of the Merchant Marine Section, National Safety Council.

Strict Exam

Under Mississippi's physical examination program, instituted this summer, all seagoing personnel take a strict examination. The examination includes chest x-ray, urinalysis, electro-cardiogram in some instances, and other tests at the discretion of the examining physician. Men sailing with the

(Continued on page 17)

WASHINGTON—American merchant seamen who were held by Germany or Japan 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.

Detention benefits are payable at the rate of \$60 for each calendar month during which a seaman was at least 18 years of age, and at the rate of \$25 for each calendar month during which he was under 18. Survivors of seamen who would otherwise qualify for these 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 II.

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 Foreign Claims Settlement Commission, Washington 25, DC.

Sandboat Signs For 18 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 construction project. A 41-man SIU crew is aboard the ship which will be dredging sand in the mouth of the Orinoco River.

There are indications that the company may assign its two remaining sandboats, the Sandchief and the Sandmate, to the same operation in the near future.

The 18-month sign-on is covered by a special SIU contract to keep the crew on the job and keep replacements at a minimum. Men

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 1952, when they worked on landfill operations in Newark Bay for construction of the New Jersey turnpike.

SEAFARERS LOG

Dec. 24, 1954 Vol. XVI, No. 26

As I See It.....	Page 6
Burly	Page 15
Crossword Puzzle	Page 8
Editorial Cartoon	Page 9
Editorials	Page 9
Inquiring Seafarer	Page 8
Labor Round-Up	Page 8
Letter of The Week.....	Page 9
Letters	Page 15
Maritime	Page 8
Meet The Seafarer.....	Page 8
Notices, Personals	Page 17
Off Watch	Page 14
Port Reports	Pages 12, 13
Quiz	Page 14
SIU History Cartoon	Page 6
Vote of Thanks	Page 9
Washington News Letter	Page 7
Welfare Benefits	Pages 18, 19
Welfare Report	Page 18
Your Dollar's Worth	Page 5

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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.

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 without 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.

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



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 Troclair in New Orleans. Frank's uncle, Blaise Famiglio, is currently aboard Del Sud.



Brandon Nichols

Guard spokesman as "very remote" particularly in view of 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 Bucksport, 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



Famiglio Thomas

the Pacific. Two other Seafarers, Thomas Blackledge, MM, and Marion Vestor, oiler, escaped the fate of their shipmates when they were left behind in New Orleans for medical treatment.

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



Daniels Hinc

Georgia; John Daniels, 36, of Conway, South Carolina, father of three children; Wladslaw Hinc, 46, of Philadelphia; Purdom Morris, 30, of Fordyce, Arkansas; William T. Cooper, 27, of Savannah; James Benjamin Sellers, 29, also of

Savannah, and Victoriano R. Martinez 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. Jenette, chief engineer, Scranton, NC; E. Opffer, 1st assistant, Palatino, Cuba; M. L. Carder, 2nd assistant, Newport, Ky.; L. L. Parrish, Jr., 3rd assistant, Richmond, Va.

News that the ship was missing



Morris Cooper

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 fear—have been victims of one of the tragedies that beset seafaring."

The Coast Guard has announced that a hearing into the vessel's disappearance will open in New Orleans on January 3.

The Southern Districts, an LST, is a sister ship of the ill-fated

Southern Isles, which broke in two off 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.



Sellers Martinez

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)

MA 'Halts' Transfers—For A Day

WASHINGTON—After approving transfer of 57 American-flag Libertys to "runaway" foreign flags, Maritime Administrator Louis Rothschild turned off the faucet—only to turn it on again under pressure

from the tramp shipowners. Further, just before Rothschild announced he was "halting" transfers, his office approved the shift of five more Libertys, including the SIU-contracted Ragnar Naess.

Rothschild's "halt" to transfers came last week on the grounds that "there was a growing demand for American flag shipping space." He had been shifting Libertys from American registry so rapidly that

a shortage of tramp shipping was developing. The SIU's Washington correspondent reported that the shortage reached such proportions that the Foreign Economic Administration was almost ready to declare that there were no American tramps available to carry Government cargo under the "50-50" law. This would dump much of this cargo into the laps of foreign operators.

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 representative, Rothschild announced he was "clarifying" his order so it would not apply to six pending applications. This means another six ships will be transferred after Rothschild called a "halt." Seventeen more ships may get a green light via this route.

Originally the transfer policy was announced to assist shipowners who were unable to find employment for their vessels under the American flag, because of competition from "runaway" operations in the first instance. Subsequently, the policy became a device for operators to get better prices for their ships than they could under the American market, and to make "partnerships" with other owners for purposes of putting more and more tonnage under foreign flags.

Actually the "hardship" plea has no validity today, but the tramp operators still prefer foreign flags for obvious reasons.

To date, 19 SIU ships, one third of the total, have been lost through transfers. Rothschild is expected to push through a few more before Congress gets a chance to ask a few questions about the whole arrangement.

New P & O Ship Heads For Tampa

The former Alaska passenger ship Denali is now headed toward the Gulf Coast where it will operate on the Tampa to Havana run. The Denali will operate in addition to the P&O Steamship Company's Miami to Havana run now being handled by the SS Florida.

A skeleton SIU crew was placed aboard the Denali in Seattle, where she had been laid up by the Alaska Steamship Company before being sold. The ship then picked up a payload of lumber for transport to the Gulf Coast.

The Denali will operate under the same P&O passenger ship contract as the Florida. There are possibilities that the Denali will touch at one other Florida port besides Tampa, possibly St. Petersburg. Present plans call for the ship to operate on a year-round basis as does the Florida.

2 SIU Co's Face Gov't Lawsuits

PHILADELPHIA—The ownership of another SIU-contracted vessel, the Gulfwater, came under fire as the Justice Department 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.

Washed 50 Feet Along Catwalk



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.)

SIU 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.

ILA Men Nix 'Sellout' Agreement

Longshoremen in the Port of New York caught leaders of the old ILA flatfooted 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 lauded by the employers.

Another stunning setback to the ILA this week was the re-entry of the 3,500-man tugboat union into the AFL. The tug union was Bradley's home outfit until he was made ILA president. The tug move cuts Bradley from any union base and greatly weakens any ILA attempt to gain a stranglehold on New York harbor.

Still Pro-AFL

The large contrary vote to the agreement was considered solid proof that the AFL still has a very strong following in the port despite its narrow defeat in a collective bargaining election last May. The "Waterfront News," publication of the AFL Longshore Committee, had been highly critical of the agreement, calling it a sell-out of the basic needs of all longshoremen. "Waterfront News" also urged longshoremen to be alert to an ILA attempt to sell them the same package again with a slight change in the trimmings.

While all sections of the port voted against the agreement, the biggest "no" vote came from Brooklyn longshoremen. Brooklyn had been an AFL stronghold throughout the campaign to organize a new longshore union.

The proposed contract had pro-

Among the major accomplishments for Seafarers in the past 12 months were the negotiation of a new contract and an increase in vacation payments, 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 legislative arena, the passage of the permanent "50-50" bill realized a Union objective of many years' standing, while the enemies of the Public Health Service hospitals were set back on their heels.

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 of past gains. These included the effort to sandbag the Public Health Service hospitals which was soundly defeated, but which is due for a revival in the coming months; the transfer loophole so conveniently opened to tramp ship operators by the Maritime Administration; and the Coast Guard's current attempt to clamp tight-fisted controls on every working seaman.

New Features

In negotiating a new agreement providing two to six percent increases in wages and overtime, the Union added several new features heretofore not found in maritime contracts, as well as subsequent clarifications. Among items included in the contract was a provision for money draws in either US dollars or travelers checks, while other features were strengthened and improved.

The SIU's successful shore leave beef with the Defense Department resulted in \$18,000 of disputed overtime payments to the crews of two SIU ships, and greater freedom of action in many ports where seamen were restricted before.

The vacation increase, which was voted by the trustees of the SIU Vacation Plan, had the effect of putting Seafarers' vacation pay above any other unlicensed group in the industry. The Vacation Plan

meanwhile, passed the \$3 million mark in benefits paid out since it first started functioning in February, 1952.

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 50 percent of all Government cargoes would be carried on American flag ships.

The opening of the new Baltimore hall just a few weeks ago (Continued on page 16)

As I See It . . .

Paul Hall



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' long-shore 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 weakened 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.

'Papa' Celestin, Jazz Great, Dies

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 trumpeter was 70 years old. He 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," "Muskat 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 annual picnic given by the crew of the Del Sud. This affair always was considered an annual engagement for the Celestin troupe and no Del Sud picnic would have been considered complete without his

appearance to provide the music 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 age of 70.

served as business manager of the band.

"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.

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 sound—which has been circulating a little more than a year throughout the US and all over the globe, through the facilities of the United States Information Service, an agency of the State Department.

Stateside, the 30-minute SIU movie is circulated by the Union itself and also by the Workers Education Bureau of the AFL, with the result that hundreds of audiences, including Seafarers in all branches and crews on many SIU-contracted ships, have viewed it.

This means that tens of thou-

sands of trade unionists in the US have had a chance to enjoy a filmed chronicle of present-day conditions in the SIU plus a bird's eye tour of SIU headquarters. The film was completed in the summer of 1953, and depicts how the Union operates ashore and aboard ship to represent and service the membership.

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 labor films." The WEB report also noted that "The Seafarers" is booked well into 1955 already.

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 presentation, the sound track has been translated into a dozen or more foreign languages.

Seafarers in many faroff ports have reported to the LOG of reactions to the film by native workers. In these cases the feelings were not only of admiration for the Union's stature, but outright awe over what it has been able to accomplish during its short history.

Other films produced by the SIU date back several years to "The Battle of Wall Street," first previewed in May, 1949.



Members of galley gang of Kathryn, one of ships involved in new feeding experiment, relax in messroom 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 cook; Louis Villa, night cook. Not present were Mario Farrulla, chief steward, and Frank Hernandez, passenger mess.

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 and from many persons who are not connected with the Union in 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 the LOG says "thanks" and heartiest best wishes for a merry Christmas and a happy New Year.

The LOG staff and editors, speaking for the Union, sincerely hope that all of the brothers, continuing to work together for the common good through the machinery of their Union, will enjoy happiness, prosperity and good sailing throughout 1955 and the years to come.

'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 Department Committee meetings between the SIU and the companies and is aimed at revamping steward department practices to bring about personal service and eliminate the mass feeding approach. As a result, Seafarers will enjoy fresh-cooked, tastier meals and superior service while maintaining the high quality of food supplied to the ships.

The recently conducted tests were carried out aboard several ships of the Bull Line, where a noticeable improvement in meals and service have resulted. Basically the changes put into effect consist of preparing, cutting and serving food to individual order as much as is possible. This means cooking steaks and chops to order, carving roasts to order instead of cutting up an entire

roast and then letting the slices dry to leathery texture on a steam table, cutting bread as it is needed, serving vegetables in side dishes, making coffee to order in percolators and similar practices.

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 member of the stewards department committee, termed the plan "an effort by the Union to make meals for Seafarers aboard ship second to none. A crew is small enough to give each man individual attention at mealtime and make his meals aboard ship enjoyable.

We believe we've proved that the proper approach is simply to regard the crew as being a good sized family and not as a crowd in a cafeteria."

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 difference now is that all the food is eaten and the waste is at a minimum. If a saving results to the company it will be as a result of a cut in waste, which everyone is interested in eliminating. The same high standards of quality and

(Continued on page 17)

YOUR DOLLAR'S WORTH SEAFARERS GUIDE TO BETTER BUYING

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

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 level 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

living standard in face of the shifting price movements, and the higher living 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-and-carry 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. Manufacturers' list prices or standard retail prices are now pretty much a thing of the past since many stores now offer dis-

counts 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, families 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.

Admit Huge Rakeoff In Ins. Sales

WASHINGTON — The insurance industry practice enabling brokers to siphon off huge profits in arranging policies covering members of labor unions took a whipping before a recent 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 17½ percent of premiums, the company got 20 percent, and then they split any profits above the total of 37½ percent.

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 Office awaiting approval.

Seafarer William V. H. Susikari, AB, who invented the rig, is hopeful 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 the 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 180-degree arc from one side to another and also permits easy adjustment for height. The rig eliminates tackles and falls and permits the gangway to be operated by one man, a distinct advantage.

Another advantage of the gangway, Susikari says, is that it can be very easily secured once the ship is ready to leave port.

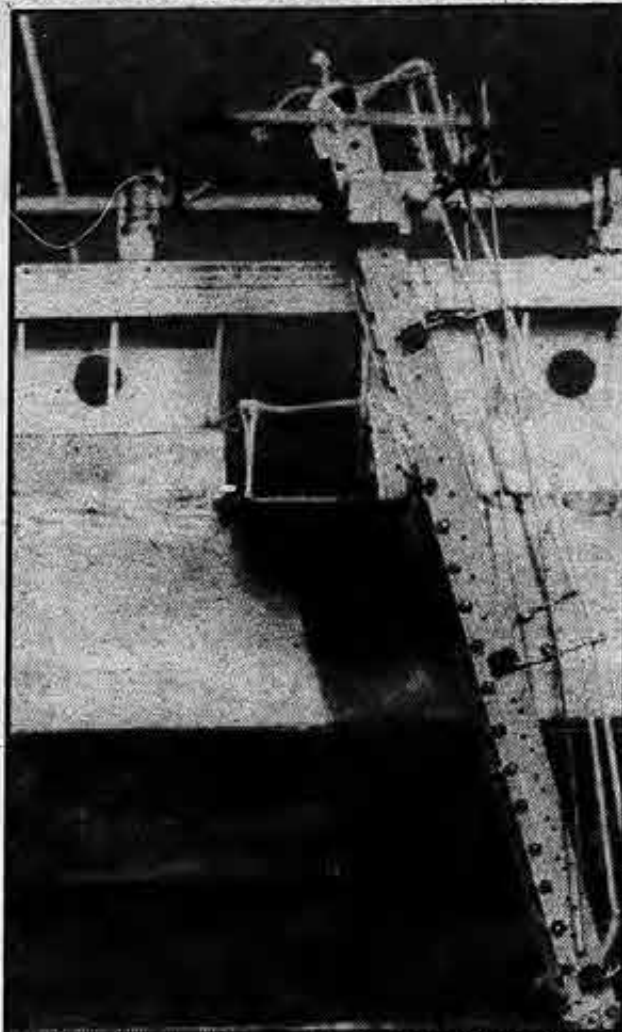


Photo of new gangway rig invented by Seafarer William Susikari shows shaft and turnbuckle arrangement. Gangway can be rotated 180 degrees and handled by one man.

Susikari, who has been sailing since 1913, has taken out one other patent for a shipboard device which however, did not prove too successful. Once his gangway patent comes through he will attempt to interest shipping companies in the device.

Top of the News

HOUSEWIFE HIT BY METEORITE—In the first such accident in recorded 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. Hardin, 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" babies, 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, 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 increase the present Federal minimum wage, now 75 cents an hour.

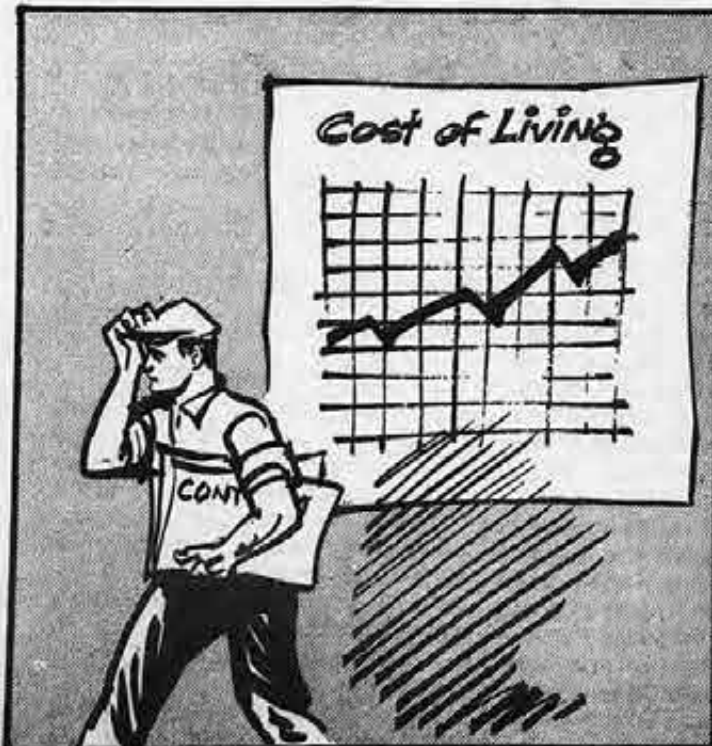
UN CONDEMNS CHINA ON US FLYERS—Red China's trial and imprisonment of Korean POW's has been condemned by an overwhelming Assembly vote in the United Nations. UN Secretary-General Dag Hammarskjold has been requested to seek their release in the name of the UN. Meanwhile there were reports that the Chinese 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

No. 79



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 months 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. However, SIU negotiators warned they would not be bound 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 1946.

SIU NEWSLETTER from WASHINGTON

SIU Ship Aids In Tug Rescue

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 Victories. 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.

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.

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 steamship companies.

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.



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 midway between Mobile and Panama City, Fla., with the SIU-manned Bradford Island (Cities Service) en route to Lake Charles from Linden, NJ, when it picked

up an SOS from the stricken tug-boat Bertha R.

Being the closest ship to the disaster scene, the Bradford Island rushed to answer the SOS and arrived there about two and a half hours later, according to Collins. All it found, however, was the barge which the tug had been towing. There was no trace of the tug's crewmembers.

It therefore continued to search for two rafts which had been dropped to the men from the tug by a Coast Guard plane shortly after they abandoned their vessel. But the search dragged on although the midnight to daylight effort proved unavailing, Collins recalled.

By dawn, however, several other ships, including the Helen Lykes, reached the scene and moved to aid in the rescue efforts. A search pattern was set up and the sweep of the area continued until a CG plane located two rafts about eight miles away and fired bombs to direct the ships. The Lykes, which

was the outboard ship, was first to reach the rafts and immediately lowered a boat.

Crow's Nest View

Collins, who said he was watching the entire operation from the crow's nest, using field glasses, reported that this was the place where "our captain executed a pretty piece of seamanship, for the wind was still blowing very hard, making maneuvering difficult."

Soon after, the Helen Lykes' life boat picked up four men off one raft and the Coast Guard cutter Cartigan gathered in three more off the other plus one man who had died of exposure during the night. Collins pointed out also that even with the tanker shielding the rafts, rescue was difficult. The Cartigan had to make three passes to pluck the men off the raft. Eventually winding up its rescue mission, the SIU Bradford Island remained to search for the drifting barge which the tug's crewmen had unsuccessfully tried to board and took it into tow a few hours later.

Open Int'l Awards To Union Men

Seafarers and members of 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 fourth for a year's study at Coleg Harlech, Wales. The awards cover tuition, room and board, and provide a small sum for personal use.

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, NY.

PMA Yelps For US Action On Pacificus

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 of the Pacificus. The Secretary of Labor, James P. Mitchell, has been asked to appoint a fact-finding 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 October 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 Association got Bridges to abide by the agreement.

SUP Secretary-Treasurer Harry Lundeberg said he had no objection to a fact-finding panel that would investigate the failure of Bridges to live up to its contract with the PMA. As to the Sailors,

he pointed out that they have 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 shipowner.

The SUP immediately notified the PMA of the violation of the agreement by the longshore union, but when no action was forthcoming, the membership decided to apply the pressure. Membership meetings on November 8 voted the "no port overtime" policy.

Four SIU Washington Reporter

MARITIME

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 18,000-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 cleared 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.

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 MST. 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 million. Orders have come from companies registered in the US, Liberia, Panama, Denmark, Turkey, Hong Kong, Sweden, Thailand and the Netherlands.

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.

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 showing 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 Rico 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.

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 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 car ferry Sea Level renewed the service from Bellechasse, its terminal in the New Orleans area. The SIU-contracted Seatrail 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.

The Seafarers Puzzle

ACROSS

- Kind of poker hand
- Strike with open hand
- Kind of chest
- Man's name
- Aircraft
- Ann or Race
- Companion
- The sea
- Sierra
- Rear
- Indian infelder
- Kind of tide
- Vegas
- Bits of dust
- Eagle's nest
- Fable
- Cheer of encouragement
- "Jumping Joe"
- ex-Yank infelder
- Rip
- Distress call
- Irish sea god
- 1/4 quarts
- Up to point of
- Acting
- Island W. of Sumatra
- He solves your problems
- Place to live
- Smart mau
- Slang
- Old joke
- Insects
- Stations: Abbr.
- Anger

DOWN

- Fathers
- Kind of wood
- Following
- Island NE of Fiji
- Thin
- Blood vessel
- Noted writer
- Bobby Thompson
- Part of coat
- Carmen or Aida
- Grove, NJ
- Showered
- Sand bar
- Everything
- Contend
- One hot land
- Border
- Chowing
- Not important
- City in Libya
- Bit for a horse
- Years: Abbr.
- Zealous
- Channel bet. Java and Sumatra
- It makes you cry
- Cast off
- Docks
- Beliefs
- Olive genus
- Black: Fr.
- Black liquid
- Sheep

(Puzzle Answer On Page 17)

1	2	3	4	5	6	7	8	9	10	11	
12			13					14			
15			16					17			
		18						19			
20	21				22	23			24		
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THE INQUIRING SEAFARER

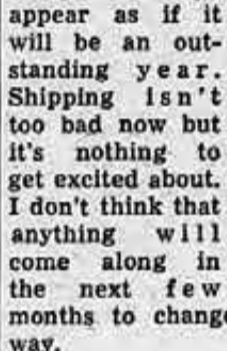
Question: What kind of a year do you think 1955 will be for you as a seaman?

Dennis McCarthy, 2nd cook and baker: I don't think shipping and jobs will be any too good in 1955.



Nobody wants another war which right now looks like the only thing that would give shipping a boost. And if the Coast Guard takes over, a lot of us seamen could be thrown out of the industry.

Rafael Matos, AB: The way things look right now it doesn't appear as if it will be an outstanding year.



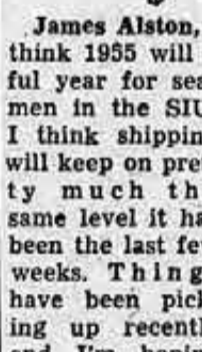
Shipping isn't too bad now but it's nothing to get excited about. I don't think that anything will come along in the next few months to change matters either way.

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



There's still plenty of trouble in Asia and the Government keeps sending stuff over there. It looks as if this will keep up for a while yet and shipping seems to be picking up all over anyway.

James Alston, chief cook: Well I think 1955 will be a very successful year for seamen in the SIU.



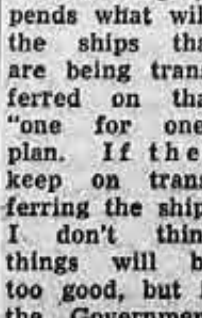
I think shipping will keep on pretty much the same level it has been the last few weeks. Things have been picking up recently and I'm hoping they will stay that way through next year.

R. Gustafsson, carpenter: I don't rightly know what the future will bring but it looks fairly good now.



Shipping has been holding up pretty good recently. I figure it will continue to hold up the way it is with not much change—and as an SIU man I shouldn't have much trouble.

John Wright, FWT: It all depends what will happen with all 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.

MEET THE SEAFARER



NICHOLAS P. LIAHOFF, wiper

Most shoreside people would regard going to sea as adventurous in itself, but for Seafarer Nicholas Liahoff, it must seem like a peaceful interlude in a life that's been overloaded with adventure.

Born in Harbin, Manchuria, of White Russian parents who had fled the Bolshevik Revolution, Liahoff lived in China through the Japanese occupation and the post-war years. He fled the country just a few jumps ahead of the Communist Chinese armies, came to the United States, joined the Army, went back across to Japan and then returned to the States before starting to sail with the SIU.

Liahoff was born in Harbin in 1927. His parents, an engineer and 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 agencies.

This state of affairs wasn't to

last long. In November, 1948, Chinese Communists captured Mukden, giving them control of all of Manchuria. In the months that followed their armies started to work their way southward. Four days before the Communists seized Tientsin in May, 1949, Liahoff fled 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 Communist guerrillas so Liahoff had to make his way southward by foot, except for short stretches where the railroad was still running. He kept moving by day and night for 35 days until he arrived safely in Shanghai after a trek of some 700 miles.

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 sailing," 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 for a lengthy visit. Then I'll decide whether or not I'll keep on sailing."

LABOR ROUND-UP

Cancellation of the so-called "escalator clause" has been agreed on in a settlement between 15 non-operating rail unions and the nation's railroads. The escalator clause tied railroad workers' earnings to the cost-of-living index with the result that there had been some small declines in wages over the last few months. The settlement covers 825,000 railroad men.

Ground has been broken for a new Washington headquarters for the International Association of Machinists (IAM). The \$2.5 million ten-story building will be completed early in 1956 and will have several stories of office space for rental to outside tenants.

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 the station does less than \$200,000 business annually.

Four craft printing unions in

New York have approved new two-year agreements with major newspaper publishers. The agreements call for \$5.80 weekly package increases. Unions involved were the Newspaper and Mail Deliverers (independent), and AFL unions of stereotypers, paper handlers, and mailers.

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.

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 60-year pins. One of the 50-year members still employed is Carl O. Felbel, who works in the shop which prints the SEAFARERS LOG.

SEAFARERS LOG

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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 waters—that 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 war-built 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.

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 storms.

LETTER of the WEEK

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 completely ridiculous. Under the Coast Guard plan a seaman could lose his papers because he stutters, because his grandfather was a gas-hound or because he got into a little jam when he was a kid.

Could Kill Union

Worst of all, a guy could get the boot if he just beefs about shipboard conditions. In that case the Coast Guard could call him a "chronic complainer." Just think of what this could do to our Union! I don't think it's hard to see the reason behind all this. If you look at the record of the Coast Guard, you'll see it has been trying to sandbag labor unions ever since it got its power over seamen from the Department of Commerce and this is just another step in that direction.

This move is another way of helping the big boys like the shipowners and insurance companies, not only slugging the unions but by making the individual seaman afraid to sue the company, even when the company is definitely responsible for him getting sick or hurt.

I think all of us Seafarers, through our Union, must fight like hell to kill this thing.

William Rechler

'The Long Vigil!'



Vote of Thanks

Being sick while at sea is no fun under the best of circumstances, 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 crewmembers were attended to with all possible kindness. Crewmembers of the ship declared that Jones deserved a hand and personal recognition for his services to his sick shipmates.

The Waterman ship Fairland is a 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 difficult. Consequently crewmembers got in touch with the Wilmington Port Agent and as a result it was agreed to erect a catwalk over the deck cargo. The crew made no mention in its minutes as to whether the Coast Guard had taken any hand in this matter of ship safety.

Good service was the keynote of the crew mess aboard the Robin Sherwood on the last voyage, judging from the crew's action in voting thanks to the messman. He was Arturo Mariani, who has been sailing regularly in the steward department since joining the Union in New York in 1944.

When a ship is out on the Korean shuttle run for several months and there isn't too much to do the ship's library will get read from cover to cover and back again. Eventually though there comes a time when the ship simply runs out of reading matter and that's that.

Since there was no way for the Liberty ship George Lawson to get a new SIU library aboard, Seafarers Anthony Michalski and Rob-

ert Aumiller did the next best 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 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 suggestion 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 and the like. His shipmates agreed that the proposal would be welcome.

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 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-the-spot when the stores came 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. He is 48 and lives ashore in Baton Rouge, Louisiana.



Malvenan



Michalski

TO ORDER

A new approach to shipboard meals

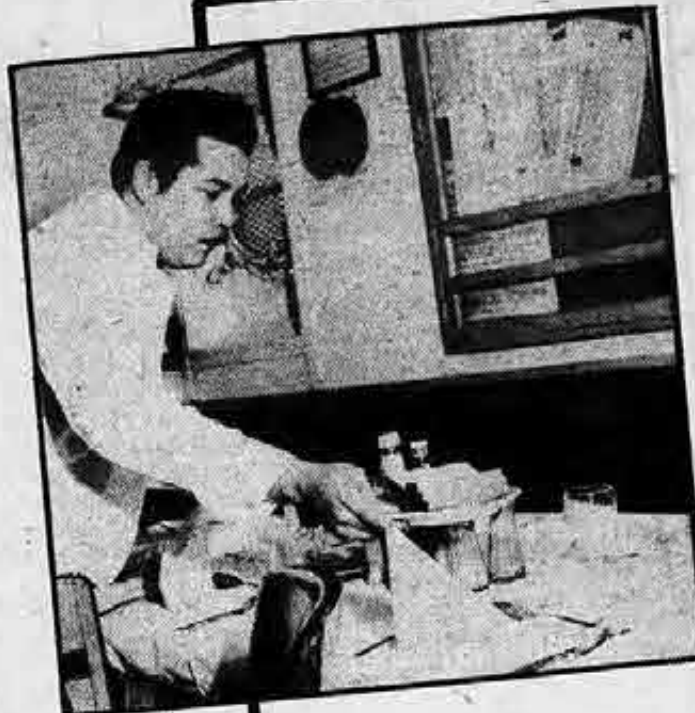


The SIU steward department committee's plan to improve the preparation and service of shipboard meals has been put into effect on several ships of the SIU-contracted Bull Steamship Company with encouraging results. Pleased with the progress of the pilot plan, the Union is now in the process of extending 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 serving "to order" as far as is practicable, a procedure which provides 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 often led to pans of food being thrown out after every meal.

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



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



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

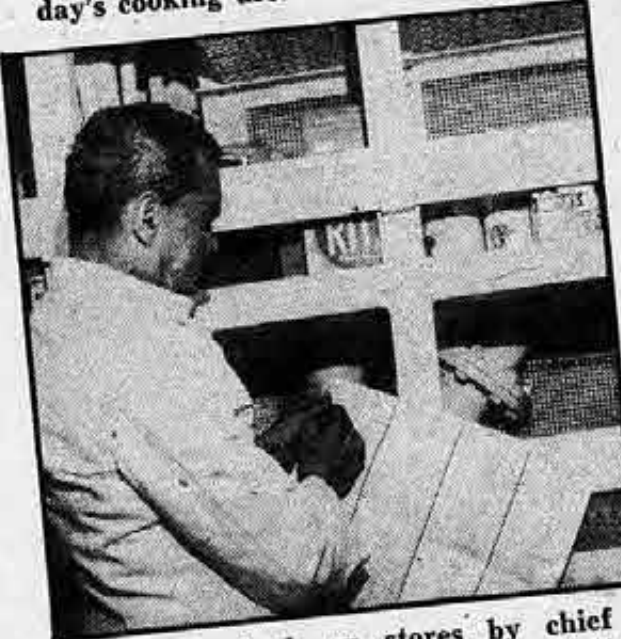
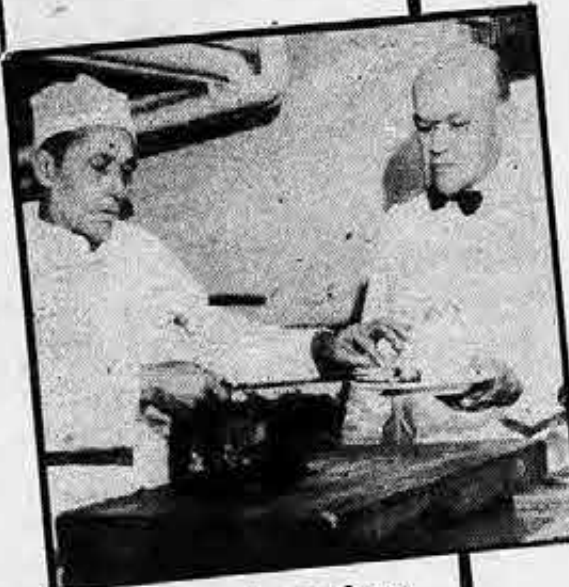
Steward Mario Farrulla instructs Pedro Jimenez, MM, on proper setting up of a neat table, first requirement for pleasant eating.



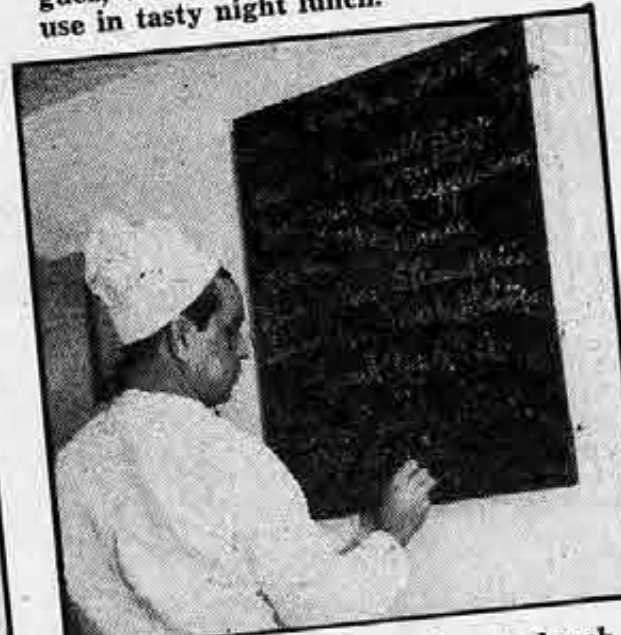
Unused portion of roast is wrapped in waxed paper by Manuel Rodriguez, chief cook, and put in box for use in tasty night lunch.



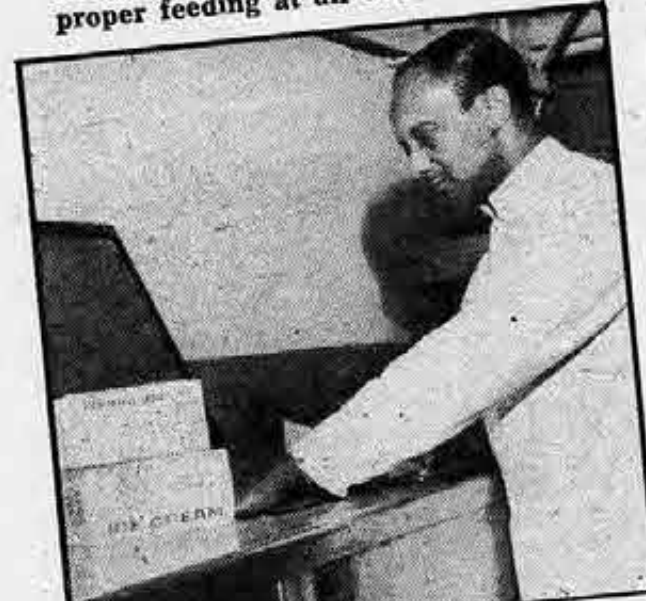
Roasts are carved to order. Steaks or chops are broiled individually.



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



Night cook Louis A. Vila puts lunch menu up on messroom board. Good menu planning by steward and cooks is obviously desirable.



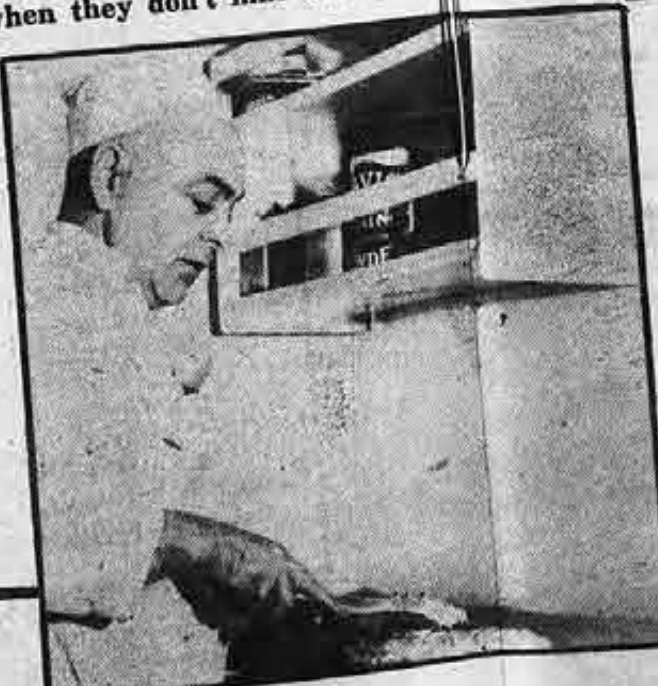
Clean and well kept storerooms and freezers are prime requirement. Here Jimmy Jones gets packaged ice cream out of freezing unit.



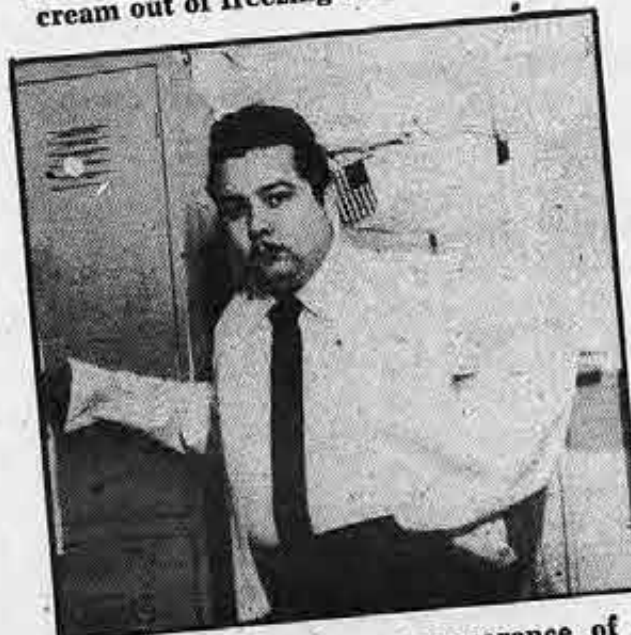
Most vegetables are served in side dishes especially when they don't mix with gravy.



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



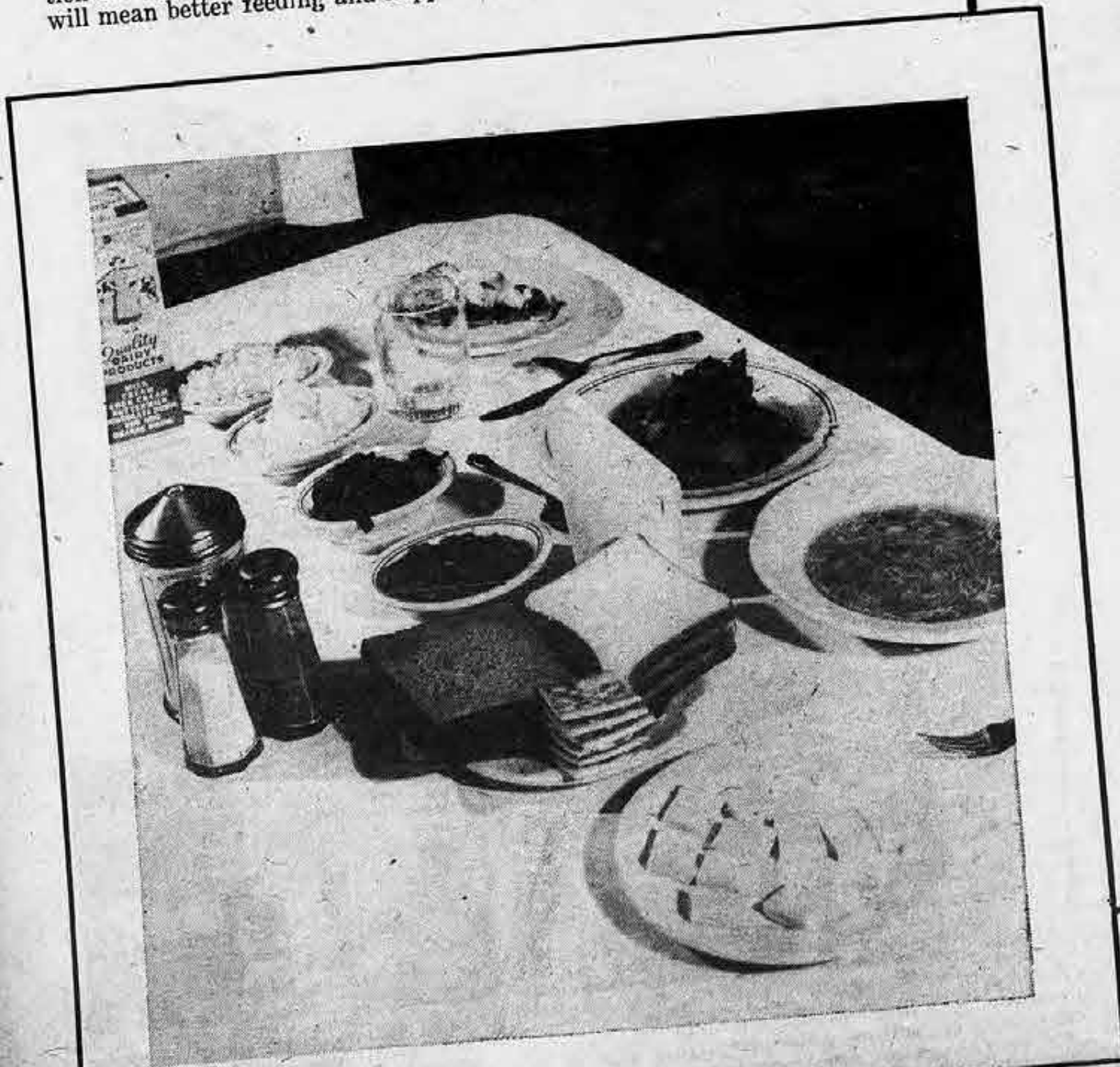
Fresh pastry, like the rest of the meal, is cut up just before it is to be served in accordance with the number of orders.



Cleanliness and neat appearance of all hands makes mealtime more appetizing. Here Rodriguez slips on clean white mess jacket before serving the meal.



Eddie Mooney, chairman SIU steward department committee, and Charles Minot, Bull Line commissary chief, check service requirements.



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 Chivawa, 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 beach here right now and none in 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 Zelter, 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 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 Chivawa (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

hall and has served on many SIU committees.

Also on the beach now are A. Eklund, D. Hines, L. Nagle and P. DeMinico. In the Brighton Marine Hospital are E. Alasavich, G. Weddell and J. Hunt.

James Sheehan
Boston Port Agent

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 (Seatrains).

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

Among the men shipping out of here recently was Tex Metting, on 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 Precious, 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 and good sailing throughout the New Year.

A. (Frenchy) Michelet
Houston Port Agent

New Orleans:

New Recreation Room Nearing Completion

Work is proceeding on schedule on conversion of the ground floor quarters of the New Orleans hall 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 besides 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 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 discharged from the hospital and are now receiving outpatient treatment. They hope to be able to ship soon.

Charles E. Brady, Lonnie Tickle

and George Curry are convalescing 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 payoffs, 4 sign-ons and 15 ships in transit. The outlook for the immediate future is somewhat brighter, however.

The Del Sud and Del Mundo (Mississippi), the Alcoa 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 (Seatrains 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 Arlyn (Bull); Steel Advocate and Steel Architect (Isthmian), and Seatrains Georgia and Louisiana, which each called here twice. We had no sign-ons during this period.



Burnsed

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 R. L. Strickland. In the marine hospital are James F. Lee, R. Fields, J. T. Moore, A. Lima, R. Carrollton, E. Webb, J. Littleton, George Chance, A. McLaughlin and J. T. Kerns.

Jeff Morrison
Savannah Port Agent

Mobile:

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-ons 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 (American Waterways).

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 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 Week 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 in Springhill, Ala., a few miles outside of Mobile, and during the past several months he had been on the sick list due to diabetes. Scotty's favorite sports are hunting 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. Moran, 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. McNeil.

In closing, we would like to extend our sympathy to the family of Brother Claude Walker, who died in San Juan, P.R. 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

A & G SHIPPING RECORD

Shipping Figures December 1 to December 14

PORT	REG.			TOTAL REG.	SHIP.			TOTAL SHIPPED
	DECK	REG. ENGINE	REG. STEW.		DECK	SHIP. ENG.	SHIP. STEW.	
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	3	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	4	4	6	14
Totals	409	450	435	1,384	481	422	375	1,278

Camera Catches A Few Hi-Jinks On The Steel Director



Having his camera handy enabled FWT F. E. Haglin 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, l-r) Wiper Dugan, Bosun Johnes, Wiper Givas and Second Electrician Winsley. All the boys seem to be having a fine time.



OFF WATCH

This feature is designed to offer hints and information on hobbies, new products, developments, publications and the like which Seafarers may find helpful in spending their leisure-time hours, both ashore and aboard ship. Queries 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.

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 successful, 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.

Seafarers who have advanced to producing 8 mm or 16 mm amateur sound 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.

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., 3463 Ashton Ct., Palo Alto, Calif.

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, the Puerto Rico. These men should remember that it was only a little over two years ago when 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-

cause they "adopted" the "Chicks" back in the spring of '52, and supplied them with baseball uniforms and equipment.

Rita's dad, Seafarer John McWilliams, 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 2½ 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.

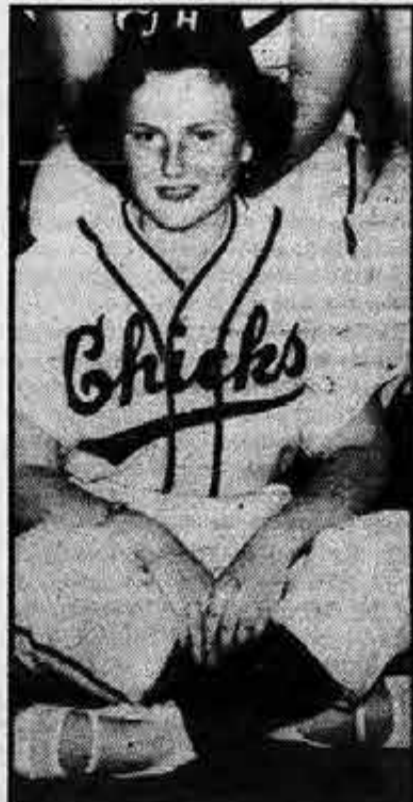
We are sure that all Seafarers who know Rita or her dad wish the former captain of the "Chicks" good sailing on the seas of matrimony.

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,

shaking their heads and muttering, "My, my, how the time does fly."



Rita and husband



Rita as a "Chick"

Quiz Corner

- (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 double-play 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?
- (10) What material in everyday use is commonly made of sand?

(Quiz Answers On Page 17)

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, Puerto Rico, are (l-r) Rafael, 3; Fernando, 12; Ana Delia, 10; Teodoro, 17; young Willie, 4; Miguel, 14; Blanca Iris, 13, and Eduardo, 8. The older children, Teddy says, like to read the LOGs, then donate them to the school library.

LOG-A-RHYTHM:

Seamen's Christmas

By M. Dwyer

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.

Guam, US Prices Alike, He Says

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. Brillhart
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 well-stocked slopchest.

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

I've heard several of the guys 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



SIU ELECTION
CLOSES JAN. 15

Burly



LETTERS

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 and fourth officers on deck are also SIU bookmen in good standing. Our permanent skipper, who is now on vacation, is Captain Robert H. Perry, and he's also a fine gentleman to ship under.



Ryan

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 some cokes and Seven Up in St. 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 "new-comer" 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 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 of butter, one-half cup of flour and plain pastry.

Combine the sugar, water and vinegar and bring to a boil, then add the butter and stir until it melts. Mix the flour with a little cold water until smooth, add to the boiling liquid and stir until thick. Line a pie plate with the pastry, pour in the filling and cover with strips of pastry in lattice

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, one-quarter teaspoon of cloves, one-quarter teaspoon of allspice, one-eighth 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

Oldtime Seaman Hits Crimp Rig

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, I 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 called the coffee "lye water," and the chief steward allotted 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 inner-spring mattresses, and have bunk lights, baths, washing machines, radios and all sorts of conveniences! Thirty-five years ago we all went below up forward, and had one bucket of salt water to wash in, tin plates and cups, and no OT, believe me.

All I can say about this crimp joint is that a seaman would have to be awfully hard up, or awfully anxious to get out of the country to pay to ship out of there.

Albert H. Kisch

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,



Still

when I got into service, the Army decided that I would make a very good cook.

Their attitude about food seems to be; throw it in, mix it up, cook hell out of it and let 'em eat it.

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 of you guys dropping me a line, 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.

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 beards." Since then we have had a few beards, as related in the "Letter of the Week" column of December 10, but we still feel we're a happy crew. And just in case any crewman does look glum, a reference to that recent LOG article is sure to bring a broad SIU smile.

I am enclosing some poetry I have written and I hope you will be able to use it in the LOG sometime.

Thurston Lewis
Ship's delegate

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

SIU Scholarships Draw His Praise

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 Seafarers or deceased Seafarers.)

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

Sends Greetings To SIU Brothers

To the Editor:

I'd like to take this opportunity to send greetings to the Union and to wish all the officials, the editor and staff of the LOG, and the members a merry Christmas and a happy New Year.

May all of us enjoy an even more prosperous and powerful union during 1955.

George H. Seeberger

It Worked!

By Bernard Seaman

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.

Overseas Hospital Visitor



Jose Carneas 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.

RECENT ARRIVALS

All of the following SIU families will collect the \$200 maternity benefit plus a \$25 bond from the Union in the baby's name:

Geoffrey de Witt Brown, born November 17, 1954. Parents, Mr. and Mrs. Robert Brown, San Francisco, Calif.

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

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

Dawn Ann De Grushie, born September 15, 1954. Parents, Mr. and Mrs. Averil F. De Grushie, Jr., New Orleans, La.

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

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

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

Luis Antonio Viera Aleman, born November 17, 1954. Parents, Mr. and Mrs. Antonio Viera, St. Rio Piedros, PR.

Carol Ann Swafford, born October 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, Dorchester, 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 Santomas No. 14 Playa Ponce, PR.

Donna Incerto, born October 14, 1954. Parents, Mr. and Mrs. Millo Incerto, Brooklyn, NY.

Ingrid Kate Kristensen, born No-

vember 4, 1954. Parents, Mr. and Mrs. Kenneth Hogan Kristensen, Baltimore, Md.

Cathy Lynn Connor, born November 22, 1954. Parents, Mr. and Mrs. Robert H. Connor, Natick, Mass.

Earl Joseph Pence, born November 3, 1954. Parents, Mr. and Mrs. Lloyd Pence, Rosenberg, Texas.

Daniel Edward Freedman, born November 8, 1954. Parents, Mr. and Mrs. Max Freedman, Baltimore, Md.

Beverly Lorraine Causey, born November 19, 1954. Parents, Mr. and Mrs. Leon Causey, Crichton Station, Mobile, Ala.

James Patrick Kelly, born November 18, 1954. Parents, Mr. and Mrs. James Kelly, Malden, Mass.

Ralph Allen Lewis, born November 5, 1954. Parents, Mr. and Mrs. Jesse S. Lewis, Norwalk, Calif.

Gary Stephen Buzalewski, born November 23, 1954. Parents, Mr. and Mrs. Edward Buzalewski, Reading, Pa.

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

Joseph Torres, born November 16, 1954. Parents, Mr. and Mrs. Blas Torres, Astoria, NY.

Claire Eriksen, born November 8, 1954. Parents, Mr. and Mrs. Edmund Eriksen, Route No. 1, Box 33, Savannah, Ga.

Robert Glover Farrar, Jr., born November 28, 1954. Parents, Mr. and Mrs. Robert Farrar, Chalmette, La.

Ronnie Truett Smith, born November 21, 1954. Parents, Mr. and Mrs. Raymond Smith, Murkel, Texas.

Sharon Ann Gribble, born November 20, 1954. Parents, Mr. and Mrs. John D. Gribble, Galveston, Texas.

Sally Anne Gentile, born December 3, 1954. Parents, Mr. and Mrs. Salvatore Gentile, New Orleans, La.

John Bernard Smith, born No-

vember 24, 1954. Parents, Mr. and Mrs. Chester R. Smith, Galveston, Texas.

Walter Anthony Wallace, born November 28, 1954. Parents, Mr. and Mrs. Walter F. Wallace, Norfolk, Va.

Jonathan Kirk Creppon, born November 19, 1954. Parents, Mr. and Mrs. John Creppon, Houston, Texas.

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, Box 17, Moffet Road, Crichton, Ala.

Jeanmarie Cunningham, born November 5, 1954. Parents, Mr. and Mrs. Anthony Cunningham, Philadelphia, Pa.

Jo Ann Galardi, born November 5, 1954. Parents, Mr. and Mrs. Joseph Galardi, Hamonton, NJ.

Michael Anthony Faircloth, born July 1, 1954. Parents, Mr. and Mrs. Grady Faircloth, Philadelphia, Pa.

Pick Up 'Shot' Card At Payoff

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

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

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

SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS

REPORT ON BENEFITS PAID

From 12-6-54 To 12-17-54

No. Seafarers Receiving Benefits this Period	1016	
Average Benefits Paid Each Seafarer	\$9.00	
Total Benefits Paid this Period		\$9,944.36

WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	9,495.00	
Death Benefits	2,800.00	
Disability Benefits	2,025.00	
Maternity Benefits	840.00	
Vacation Benefits	37,524.36	
Total		\$9,944.36

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950*	601,445.50	
Death Benefits Paid Since July 1, 1950*	110,261.30	
Disability Benefits Paid Since May 1, 1952*	69,565.00	
Maternity Benefits Paid Since April 1, 1952*	322,400.00	
Vacation Benefits Paid Since Feb. 11, 1952*	3,923,106.13	
Total		6,018,357.93

* Date Benefits Began

WELFARE, VACATION PLAN ASSETS

Cash on Hand	Vacation	688,263.80	
	Welfare	587,871.88	
Estimated Accounts Receivable	Vacation	161,442.85	
	Welfare	150,293.40	
US Government Bonds (Welfare)		1,730,469.64	
Real Estate (Welfare)		1,241,711.37	
Other Assets - Training Ship (Welfare)		117,803.40	
TOTAL ASSETS			4,698,551.34

COMMENTS:

The Board of Trustees of the Seafarers Welfare Plan has 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 than 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.

Al Kerr

Submitted 12-20-54 Al Kerr, Assistant Administrator

Paid On The Job



Armando Ortega (right) collects \$200 check and \$25 bond from SIU representative Eddie Parr aboard the passenger ship Florida. Payment represented maternity benefit to new Seafarer-father. Photo was taken by Ortega's shipmate, Seafarer Hector Reyes.

SEEIN' THE SEAFARERS

With WALTER SIEKMANN



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, it's 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.

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 Seatrains Texas, and Percival Barclay 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 Seatrains 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 |
| Harry N. Byrd | Tommy Lamphear |
| John Castro | Peter Lannon |
| Carl E. Chandler | Earl McKendree |
| Burford N. DeWeese | Robert McKnew |
| Oswald M. Ergie | Tony Mastantino |
| Max Felix | Thomas Munzo |
| Louis Flurie | John A. Schultz |
| Gorman T. Glaze | August A. Smith |
| Ferland C. Greeff | Frank W. Taylor |
| Michael D. Hynes | Winston L. Vickers |
| Michael Jablonski | C. O. Winskey |
| Phillip Korol | |
| USPHS HOSPITAL SAN FRANCISCO, CALIF. | |
| Charles Brown | N. Mellis |
| Max Byers | Charles Neumaier |
| Henry Childs | Joe Ferreira |
| Leo Cronsohn | Gilbert Pronotico |
| Antonio Diaz | Colon Rose |
| Olav Gustavsen | W. Timmerman |
| Francis F. Horak | William E. Wilcox |
| Oliver F. Klein | P. S. Yuzon |
| 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 |
| James H. Hawkins | Robert R. White |
| A. W. Keane | Charles B. Young |
| USPHS HOSPITAL SEATTLE, WASH. | |
| Clerence Edwards | Mike Michelik |
| Sverre Johannessen | |
| USPHS HOSPITAL NORFOLK, VA. | |
| Jessie F. Brinkley | Isaac B. Duncan |
| Robert J. Caldwell | Samuel L. Warren |
| USPHS HOSPITAL NEW ORLEANS, LA. | |
| Donald A. Alt | Frank Martin |
| Julian Barrett | Vincent Michel |
| Thomas Blackledge | Steve Modzelewski |
| Perry Bland | George C. Murphy |
| Victor Bonura | C. R. Nichols |
| George W. Books | Arne V. Olsen |
| Charles E. Brady | William A. Padgett |
| John E. Brady | Randolph Ratcliff |
| Sebastian Carregal | M. J. Rodriguez |
| Frank Catchot | Tage H. Roslund |
| Manuel Church | Edward Samrock |
| Samuel Cope | S. Schieffler |
| Warren W. Currier | Henry Schuler |
| George Curry | Benjamin Seal |
| Estelle P. Davies | Luther Seide |
| Robert Dewey | Wade H. Sexton |
| Thomas Florida | Henry Soas |
| Leo Fontenot | Nicholas Tala |
| Stanley A. Freeman | Lennie R. Tickie |
| William Grimes | Marion C. Vester |
| Lyle Hipp | A. C. Viperman |
| Vincent E. Kane | Phillip R. Wagner |
| E. G. Knapp | James A. Waller |
| Leo H. Lang | James E. Ward |
| Theodore E. Lee | Harry Wolowitz |
| USPHS HOSPITAL MANHATTAN BEACH, NY | |
| Fortunato Bacono | Ho Yee Choe |
| Frank Bourrick | John J. Driscoll |
| Claude Blanks | Burt E. Guranick |
| Joseph Carr | John B. Haas |

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|---|--------------------|
| Talb Hassen | Frank Mackey |
| Thomas Isakson | Vic Milazzo |
| John W. Keenan | Eugene T. Nelson |
| Ludwig Kristiansen | Pedro Peralto |
| Frederick Landry | Daniel Fuggiano |
| James J. Lawlor | George Shumaker |
| Kaarel Leetmaa | Robert Sizemore |
| James R. Lewis | Henry E. Smith |
| Francis F. Lynch | Harry S. Tuttle |
| 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. Rogers | |
| USPHS HOSPITAL DETROIT, MICH. | |
| Tim Burke | |
| USPHS HOSPITAL MEMPHIS, TENN. | |
| Charles Burton | |
| USPHS HOSPITAL STATEN ISLAND, NY | |
| Hussen Ahmed | Donald McShane |
| C. H. Allardice | Joseph Malone |
| J. P. Barclay | Perfecto Mangual |
| Ivan Buckley | G. Mihalopoulos |
| Frank Calnan | William E. Neef |
| Jar Chong | Joseph Neubauer |
| George Coleman | James W. Parker |
| Fred Delapenha | Abe Partner |
| Irving DeNobriga | Aniceto Pedro |
| John J. Doherty | John Quigley |
| Samuel Doyle | William L. Rackley |
| C. Eagleton | Ernesto Ramirez |
| G. E. Ekelund | George Robinson |
| Joseph Farrell | Matti Ruuskaallo |
| Brigido Figueroa | Jose Salgado |
| George W. Flood | William Saltares |
| David S. Furman | Victor Shavroff |
| Estell Godfrey | Frank Strelitz |
| Henry Grzegorski | Chong Sun |
| Fred Hauser | Samuel Vandal |
| Edward R. Hillman | Francis Wall |
| Vincent Jones | John W. Williams |
| Frank Keelan | Albert L. Willis |
| Al Leiner | Virgil Wilmoth |
| Arthur Lomas | N. D. Wilson |
| Nils Lundquist | Clifford Womack |
| USPHS HOSPITAL FORT WORTH, TEXAS | |
| B. F. Deibler | Edward J. Toelan |
| Woodrow Meyers | |
| CITY HOSPITAL MOBILE, ALABAMA | |
| William J. Hanlon | |
| SAILORS SNUG HARBOR STATEN ISLAND, NY | |
| Joseph Koslusky | |
| USPHS HOSPITAL SAVANNAH, GA. | |
| Paul Bland | James F. Lee |
| E. Carrollton | Albert W. Lima |
| George S. Chance | Jimmie Littleton |
| J. B. Christy | A. G. McLaughlin |
| Rufus Field | J. T. Moore |
| James T. Kern | Ernest H. Webb |
| USPHS HOSPITAL BOSTON, MASS. | |
| Frank Alasavich | J. E. Semneville |
| George B. Dunn | Matthew A. Stabile |
| John M. Herrold | George A. Weddell |
| John Hunt | |



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-month period. These were in addition to Welfare Services 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 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 beyond 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

his job and what his probable earnings are.

The sizable alien membership in the Union means that a considerable number of problems arise on Immigration matters. Here Welfare Services has been of considerable help in getting shore leave extensions for alien members waiting to ship and on clearing the way for qualified aliens to receive residence visas toward US citizenship.

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

While Welfare Services operates out of New York headquarters, it can service the outports speedily and efficiently through the Union's teletype communications system. Representatives in the outports can then take necessary action to assist the Seafarer.

FINAL DISPATCH

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

Daniel W. Alexander, 32: On November 8, 1954, Brother Alexander died of a lung ailment in the USPHS hospital in Mobile. His place of burial is not known. Brother Alexander joined the Union in November, 1942, in Mobile, and has been sailing out of the steward department since that time. He is survived by his wife, Mrs. Nettie Alexander, of 556 State Street, Mobile, Ala.

Benito Centero, 63: Brother Centero died of natural causes on September 2, 1953, in the USPHS

hospital in Staten Island, NY. Burial took place at Cypress-Hills cemetery in Brooklyn, New York. Brother Centero joined the Union in 1952 and had been sailing in the steward department out of New York. He is survived by his wife, Lee Yeng, of 48 Ludlow Street, New York, NY.

August Jockel, 60: Brother Jockel died in the Staten Island USPHS hospital on November 13, 1953, of natural causes. He joined the Union in Philadelphia in 1946 and was sailing in the steward department. Brother Jockel was buried at St. Michaels Cemetery in Jackson Heights, New York. He is survived by his wife, Mrs. Bertha Jockel of Queens, New York, NY.

Come and get it!

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

SIU WINS NEW HIGH —\$176 VACATION PAY

The Seafarers International Union, A&G District, pioneer of all maritime vacation plans and contracts, is far ahead of the field.

SIU Nears 16th Birthday In Solid Financial Shape

With the Seafarers International Union, Atlantic and Gulf District, about to celebrate its 16th birthday...

New Co. Signs SIU Pact

Maritime Unions Ask US To Stop Transfer 'Suicide'

WASHINGTON—Bitterly opposing the Maritime Administration's plan to transfer...

8 Winners At Schools —Via SIU

Three Seafarers and the children of five SIU members...

New Baltimore Hall Open; Tops In Seafarer Comforts, Services

The finest union hall in the A&G district, with its modern amenities and welcoming ceremonies, Seafarers in Baltimore form...

Union To Expose Ship Chandlers' Slopchest Abuses

The Sea Chest exists to service the membership and protect their interests...

Nominations Open For 49 Elective Offices In Union

The SIU and other maritime unions are holding their annual elections...

SIU Hails Victory As '50-50' Passes

WASHINGTON—The SIU and other maritime unions have won a major victory...

Doctor Hails SIU Blood Aid

NEW ORLEANS—The aid given Orleans to the blood bank by Seafarers...

Dry Cargo Pact Ups Wages

The pact provides for a six percent increase in wages and...

78 Seafarers To Seek 49 Union Posts Credentials Comm. Report To Go Before Membership

WASHINGTON—A vigorous defense of the rotary shipping industry...

SIU Aids Union Fight On La. 'Right To Work' Bill

NEW ORLEANS—Seafarers in this port and in Lake Charles are cooperating with the AFL trade union movement...

Sea Unions Draft Plan To Defend Hiring Hall, Seafarers' Job Rights

WASHINGTON—A vigorous defense of the rotary shipping industry...

SIU Wins Excello Bargaining Rights; Co. Union Dumped

The SIU organizing drive was successful in securing bargaining rights...

SIU Strike Ties Up Tanker; Crew Pickets By Boat

BALTIMORE—Seafarers from the crew of the SS Bull Run have been picketing...

3 Seafarers, Son Of SIU Man, Win 6G Scholarships

The son of a Seafarer who has been a member of the SIU...

SIU Wins Leave Dispute Two Crews Due \$18,000

A whopping \$18,000 in disputed leave pay is now being paid to two SIU crews...

Disabled Men Collect \$ At HQ

A new company plan...

Pioneer SIU Vacation Set-Up Hits \$3 Million In Payment

The distinction of receiving the largest sum of money paid to a vacation fund...

SIU Balks Company M&C Dodge

A new company plan...

Union Wins Fight For Jobless Pay

An attempt...

\$58,000 Back Pay Awaits Seafarers

A bonanza of over \$58,000 in retroactive pay and unclaimed benefits...

NO Hall Adding Laundry, New Recreation Facilities

NEW ORLEANS—The new hall which is being built in Orleans soon will have...

Collects 3rd SIU Baby \$

MOBILE—A record for monthly family benefits...

SIU Disability Benefit Passes 2nd Birthday

Moving into its third year of operation tomorrow, the SIU disability benefit plan today...

Seafarers' Protests Help Save USPHS

WASHINGTON—A several-months old campaign by the SIU...

