

'50-50' Nears Vote In Senate

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STRONG RESPONSE TO SAFETY QUIZ

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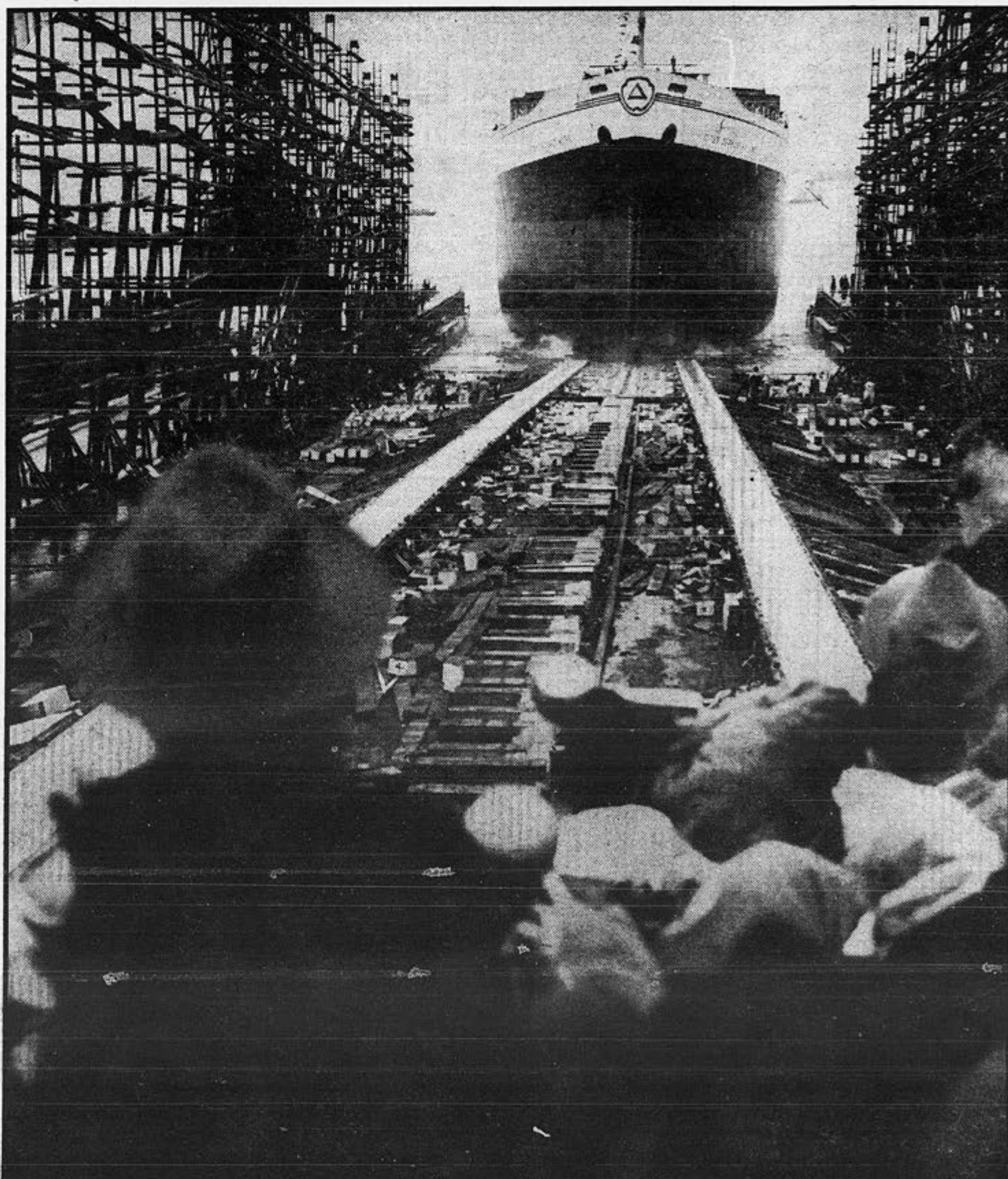
Launch Cities Service Super Tanker

First of three new supertankers being built for Cities Service, the Cities Service Baltimore slides down the ways at Sparrows Point, Md., as company officials and guests look on. The new ship is expected to be in service with an SIU crew aboard by mid-July after sea trials. It will be used by the company in its coastwise service.

The other two vessels will be in operation by September and December respectively, if present schedules are maintained.

The 32,600 deadweight-ton tankers feature ample foc'sle space with individual rooms for each crew-member. They can handle 271,000 barrels at full capacity.

All three vessels are being constructed under the "trade in and build" program of the Maritime Administration. (Other photos on page 2.)



Move To Rescue '50-50' Nears Vote In Senate

WASHINGTON—With 70 amendments to a mammoth farm bill still to be voted on in the US Senate the fate of the "50-50" cargo preference in farm surplus is still undecided. However, a strong bi-partisan bloc of Senators from maritime states is taking shape to help defend this provision which is so vital to the existence of the US merchant marine and the jobs of merchant seamen.

As it stands now, Senator Warren Magnuson has introduced an amendment which would strike out Section 307 of the Senate farm bill. Section 307 provides for the elimination of "50-50" from the US farm surplus disposal program. The Magnuson amendment is one of the 70 pending, and action on it could come at any time.

Evidence of strong Senate support for "50-50" was shown in answers from Senators to letters sent out by SIU Secretary-Treasurer Paul Hall as well as to those sent by Seafarers on the ships. A few Senators from farm belt states came out flatly against "50-50" but a greater number of Senators who replied strongly supported it or were non-committal.

SIU observers on the scene in Washington are optimistic over the outcome pointing out that no mat-

ter how the Senate finally votes, the House of Representatives is expected to be strongly for "50-50." They believe that the House will insist on inclusion of "50-50" in any farm bill when it comes to reconciling House and Senate versions of the bill.

House Favors '50-50'

As far as is known, they point out, no effort has been made in the House to tamper with "50-50" in view of the strong position taken in its favor by the House Merchant Marine Committee.

Typical of the letters of support was one from Senator John Sparkman (Dem.-Ala.), who said, "I shall continue to support wholeheartedly the '50-50' provision and will gladly do what I can in opposition to any attempt which may be made to change this." Among others who strongly support the measure are Senators Margaret Chase Smith and Frederick Payne of Maine; Herbert Lehman and Irving Ives, New York; William F. Knowland and Thomas Kuchel, California; Leverett Saltonstall, Massachusetts, and George Smathers, Florida.

On the other side of the fence, farm bloc Senators argued that assistance to the merchant marine should be in the form of direct subsidy. Merchant marine spokesmen have pointed out that direct subsidy could not supply the export cargo offerings which are made available under "50-50." Without it, they have warned, the US tramp fleet would almost certainly go under. Regular liner services would also suffer heavily.

The current fight on "50-50" was touched off by the Senate

Agriculture Committee when it included Section 307 in the farm bill calling for elimination of "50-50" from farm surplus disposal. Foreign shipping lobbyists had spearheaded a drive for this move, dangling the tempting prospect of huge surplus purchases by their native lands if "50-50" were sidetracked. Actually, many observers are convinced that the US will have great difficulty selling much of its \$4 billion surplus under any circumstances.

While the Senate vote on "50-50" could come momentarily, there is also a prospect that it might be delayed for many days or weeks should the amendment be pushed back among the 70 now pending. Under the circumstances Seafarers who have not yet done so are urged to write their Senators asking them to support the Magnuson amendment which strikes Section 307 out of the farm bill (S-3183).

Only In-Patients Get 30-Day Cards

Seafarers who have to enter a hospital from a ship are entitled to get a shipping card dated the day of entry to the hospital up to 30 days, provided they report to a Union dispatcher within 48 hours of leaving the hospital. However, men who go to the hospital only for outpatient treatment are not entitled to these cards.

Seafarers already registered at SIU halls who have to be hospitalized for over 30 days, can get a new card for 30 days only, from the dispatcher.

Isthmian Sold; See No Change In SIU Pact

Purchase of the SIU-contracted Isthmian Steamship Company by States Marine Lines was announced by States Marine on March 6. In revealing the purchase, the new owners said that Isthmian will continue to operate as before as an independent subsidiary. All contracts for seagoing personnel will be honored with no changes contemplated.

The president of States Marine told reporters at a press conference that the company expects eventually to combine some of the shoreside facilities and offices but that Isthmian would continue to operate on the same trade routes in the same manner as before.

Sign Name On LOG Letters

For obvious reasons the LOG cannot print any letter or other communications sent in by Seafarers unless the author signs his name. Unsigned, anonymous letters will only wind up in the waste-basket. If circumstances justify, the LOG will withhold a signature on request.

SEAFARERS LOG

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PAUL HALL, Secretary-Treasurer
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Members Vote Approval Of New Steward Rules

Membership meetings in all ports have voted approval of the revised steward department report on shipboard working rules and the "to order" feeding system on ships. Approval of the report climaxes several months of study growing out of the Union's ex-

periment with the "to order" feeding system. The revision of working rules carried out within the limits of the SIU contract was designed to specify more clearly just exactly what were the duties and re-

sponsibilities of every rating. In addition, the 15-man rank and file committee which drafted the final report proposed several contract changes, including a change in the chief cook's working hours, which

will be taken up with the shipowners by the negotiating committee.

The second section of the report approved by the meeting, the SIU steward department guide, deals with the suggested procedure of "to order" feeding and preparation. This was designed to provide freshly-prepared and better food and improved service for ship's crew, while cutting down on the wasteful methods of mass cookery that have prevailed in the past.

The committee strongly urged that the Union take early steps to establish training and upgrading facilities for steward department members. To aid shipboard efficiency, it asked that entry ratings shipped off the board be specified by the dispatchers, instead of shipping all unrated jobs as "messmen."

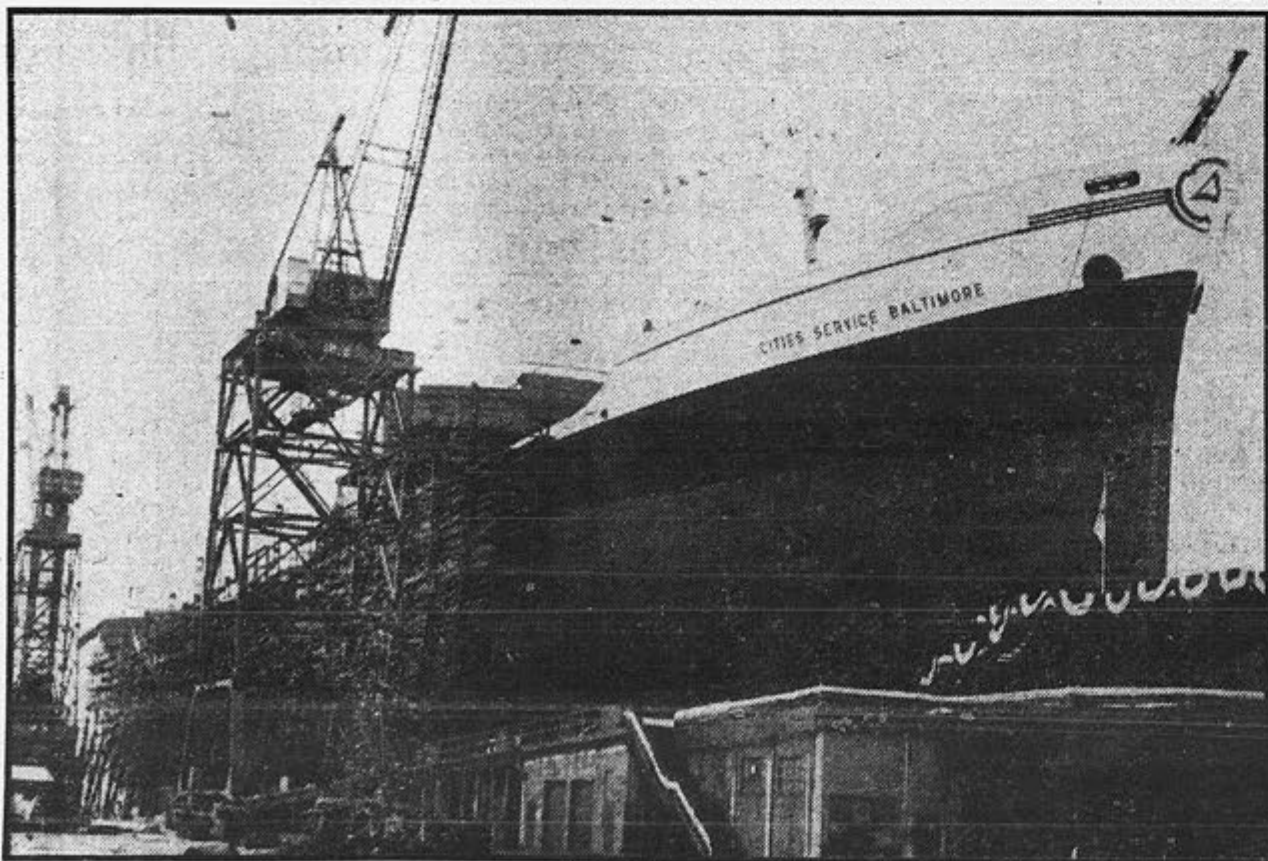
Crews Voted On Report

The committee's work involved revision of a report drafted by a similar committee some months before. The preliminary report had been mailed out to all ships and shipboard steward departments were asked to vote on it and submit their suggestions and amendments. Shoreside steward department committees in the outports also submitted proposals to the headquarters committee.

The full text of the report, in its final form, was carried in the SEAFARERS LOG of February 17. Copies will be available for distribution to shipboard steward departments.

Members of the 15-man committee which drafted the final documents consisted of three chief stewards, three chief cooks, three bakers, three second and third cooks and three unrated men.

First Of Three Giant Tankers To Be Manned By SIU



Largest tanker ever built for US-flag operation, the 32,650-deadweight-ton Cities Service Baltimore is shown (left) before she slipped down the ways last week at launching ceremonies in Bethlehem's Sparrows Point, Md., shipyard. First of three sister ships to be manned by Seafarers, she has double the capacity of two T-2 tankers and can carry 18 different kinds of oil at one time. At right, photographers crowd in as Mrs. Edward L. Stauffacher, wife of the president and general manager of the Cities Service Oil Company of Pennsylvania (looking on, far right), sets to smash the giant ship's bow with the traditional bottle of champagne. A sister ship of the Baltimore is scheduled for launching this May.

Coeur d'Alene On Mercy Mission



Gently lowering injured shipmate Jack Powers, AB, over the side, Seafarers on the Coeur d'Alene Victory (above, right) hand him over to GIs on tug for the trip to the hospital on Midway Island. Pictured (front to rear) are Ralph Perry, AB, holding Powers' clothes, and Bosun Cross. At bottom, medic examines Powers on deck of tug. He was hurt in fall from on top of the masthouse to the deck while trimming ventilators. Tony Nottage, electrician, took the photos.



Crew Quiz Shows Need For Overall Safety Program

With responses now coming in rapidly on the SIU's shipboard safety survey, Union headquarters is making preparations for further steps toward the proposed uniform safety program on all SIU ships. Union and company representatives will meet in the near future to study the suggestions received thus far, and the companies are being asked to get a program of safety meetings under way aboard their ships if they are not now being held.

Noting that a number of crew responses had mentioned the need of maintenance, repair or replacement of specific items of shipboard gear, a headquarters spokesman urged that defective gear should be reported immediately to the Union for corrective action. There is no need, he emphasized, to wait for a formal safety program before acting on obvious matters of this kind.

Cross-Section Of Opinion

Of the ships replying thus far, only a very small number have said that they were satisfied with existing shipboard safety practices and equipment. By far the great majority felt that there could be significant improvement in this area, with consequent savings for the shipowners and crewmembers alike.

Returns in thus far from a representative cross-section of SIU ships show particular emphasis across-the-board on several items. In matters affecting all three departments there was an almost universal demand for better gangways, for use of non-skid paint and serrated railings, for mats in showers and at the tops and bottoms of ladders and for fixed ladders in foc'sles for men sleeping in upper bunks of double-deckers. Kickout panels for emergency foc'sle exits were mentioned by many crews.

A particular point was made by a great many crews of painting padeyes with white or luminous paint or removing them altogether where not used. Crewmembers were also in favor of regular safety meetings with emphasis on instruction in use of firefighting equipment. Many crews felt that it would be wise to have more frequent inspection of lifeboats and lifesaving equipment, at least once every six months, and a number of men expressed preference for gravity davits for boats.

Better Lighting Sought

Other suggestions frequently encountered in the replies were those for better lighting at night and in below-deck spaces, emergency alarms in holds, and pumprooms and distribution of first aid kits in all parts of the ship.

A number of the items and practices mentioned above are already standard on some SIU ships but their repeated mention in the survey shows that there is no uniformity in this respect. A major purpose of the SIU health and safety program is to standardize safety procedures throughout the SIU-contracted fleet.

The crews' emphasis on ladders, gangways, deck surfaces, obstructions and deck lighting is justified by shipboard accident figures showing a large number of accidents from slips, falls and trips over obstructions. A 1954 survey by the Waterman Steamship Company showed

that this category was the largest single cause of shipboard accidents, accounting for 255 out of a total of 921 accidents during the year.

Suggest Better Goggles

In addition to the general suggestions affecting all three departments the SIU questionnaire requested items dealing with the specific work of a department. Both deck and engine men placed heavy emphasis on use of plastic face shields or bigger goggles for chipping, grinding and other purposes. Many crews noted that present goggles were not much use if the wearer had eyeglasses, and

(Continued on page 10)

69 Now On SIU Roster Of Disabled

Five more disabled Seafarers have been added to the SIU disability benefits list this month, making a total of 69 Seafarers who are receiving disability pensions of \$1,820 a year. The action taken by the trustees of the Seafarers Welfare Plan brings the total number of beneficiaries to its highest point since the program was first instituted in May, 1952.



Maynes



Goodwin



Vecchiet



Schapiro

The five men added at the last meeting were Lewis Vecchiet, 65, of New Orleans; Thomas Maynes, 45, of Brooklyn; Morris M. Schapiro, 68, of Brooklyn; Joseph Kosluskusky, 62, New York, and Leonard Goodwin, 74, Yarmouth, Nova Scotia. In the last five months 15 Seafarers have been added to the benefits list but two of the 15, Aurelio Gomez and Fred Havard, passed away. Three other disabled Seafarers also died in recent months and one withdrew. Another nine Seafarers who were receiving benefits at one time or another since 1952 have since passed away making a total of 84 Seafarers who have been assisted by the disability program.

Age Not A Factor

The SIU weekly benefit payment of \$35 a week is in addition to any Social Security payments the men might be entitled to if they are over 65. However, a fixed age is not a factor in the SIU plan, with the major consideration being inability to work because of illness or injury at any age level. Consequently, the benefit is being paid to a large number of Seafarers who have not yet reached 65 and would have no other source of income.

Proposed Cut In CG Boat Checkups Faces SIU Fire

WASHINGTON—Proposed revisions in Coast Guard regulations covering vessel inspection and navigation will be the subject of public hearings opening here on April 24. The proposed changes are covered in a voluminous 230-page document which is now under study at SIU headquarters.

Headquarters intends to scrutinize the proposals carefully and make its position felt on the proposals at the hearings. At least one of the proposals is certain to come under Union attack. That is a recommendation limiting full-dress inspection of lifeboats to once every two years instead of once a year as at present.

In this connection several SIU crews have proposed that these inspections be conducted more often than once a year; every six months being regarded a desirable interval.

Many Are Minor Changes

Most of the recommendations involve minor changes in present regulations and some do not apply

to ocean-going commercial vessels but involve extension of Coast Guard control over ships of 100 tons or less.

Subjects considered include rules and regulations governing licenses and certifications; transportation of sulphur and asphalt, electrical engineering regulations; dangerous cargo regulations and similar items.

One section of the recommendations deals with amendments to the 1948 International Convention for the Safety of Life at Sea. Under this heading, the hearings will take up a British proposal for installation of an improved type self-inflatable rubber raft on passenger ships. British shipowners have

conducted exhaustive tests of these rafts and claim they are superior to lifeboats.

List Vacation \$ On Tax Return

Under a US Government ruling, vacation payments received by Seafarers are treated as income for the purposes of US income tax and must be reported when filing a Federal income tax return.

Taxes on vacation pay are withheld by the Seafarers Vacation Plan office at the time of payment. Many thousands of W-2 withholding tax forms have been mailed out by the Plan. These forms have to be attached to the Seafarer's tax return.

Any Seafarer who has not received his W-2 form on his 1955 vacation pay should check with the Vacation Plan office in SIU headquarters.

Ease Resident Alien Curbs, Union Asks

In an attempt to ease the problems of resident alien seamen, the SIU is seeking action to liberalize curbs on their shipping rights. At present, resident aliens cannot get employment on ships subsidized by the US Government and in many instances, on ships that are chartered by the Military Sea Transportation Service.

The Union is seeking relief for these men through Washington. Union representatives are arguing that the resident aliens have all started naturalization proceedings and are meeting all the obligations of US citizenship, including payment of all income taxes, military service and other demands imposed on full citizens.

Same Obligations

Since the resident aliens contribute to the upkeep of subsidized shipping through their taxes it is unfair to deprive them of some form of employment opportunity on these ships. In addition, resident aliens have had to go through security checks which are, if anything, more rigid than those applied to citizen-seamen.

Efforts are being made to determine if relief can be obtained for these men through administrative rulings.

Back Union Bar Drive, Balto Urges

BALTIMORE—Reaffirming SIU backing for the city-wide drive of the AFL-CIO Hotel and Restaurant Employees International Union against open-shop bars and taverns, SIU Port Agent Earl Sheppard pointed out that the Port O' Call bar in the SIU branch building here is the only "Union House" in the city.

He urged full patronage of this SIU facility by Seafarers and other local trade unionists in support of the HREIU campaign. "It is good for us and also a perfect way of showing the open-shop tavern-keepers that not having a union contract can put a kink in their profits," he noted.

Labor Oasis

The Port O' Call set-up in the Baltimore hall is similar to the one at SIU headquarters in New York. However, the SIU hall in this city is also the home of the Baltimore Federation of Labor, the AFL central labor body here, and several other maritime unions, and draws its patronage from many labor sources.

In a similar vein, Sheppard reported activity "booming" for the SIU Sea Chest in the port, also located in the building. He urged Seafarers and others to make full use of its facilities. Under certain specified conditions, purchases can be made on credit for the convenience of Seafarers who are low on cash, he added.

Shipping continued strong in this port for the past two weeks. The identical number of men (191) were dispatched the last period as the one before, while the latest registration was slightly lower. The same conditions are forecast for the immediate future.

Fifteen ships paid off, seven signed on and 16 stopped over in transit during the last two weeks. They were all handled without difficulty and with the full cooperation of the crews involved.

Tampa SIU Rallies Aid For '50-50'

TAMPA — Concerned with all maritime unionists over the fate of the "50-50" provision in the Senate farm bill, several Seafarers here are doing what they can to arouse interest in a letter-writing campaign directed to their Senators in Washington.

As the bill now stands, farm surplus shipments overseas will be exempt from the "50-50" law unless an amendment to the bill is adopted before the final vote.

Such an amendment has been offered by Senator Warren Magnuson and is awaiting Senate action.

Following discussion on the issues at the regular branch meeting last week, Seafarer F. Reed, Jr., offered to assist other Seafarers in composing letters or messages to their Senators while the farm bill is still being debated.

Two other Seafarers, P. Brinson and Raymond Kaduck, volunteered to help him in this manner, and the trio turned to on the job the next morning.

Volunteer Help

With this cooperation, said Tom Banning, port agent, "no one here missed an opportunity to make his views on this vital matter known to his Senator in Washington."

Job activity, meanwhile, picked up slightly, and should remain fair for the immediate future. The port handled one sign-on, the Hastings (Waterman), and seven in-transit ships.

These were the Mae (Bull); Alice Brown (Bloomfield); Maiden Creek, LaSalle (Waterman), and Chickasaw, DeSoto and Iberville (Pan Atlantic).

Shipping Round-Up & Forecast

February 23 Through March 6

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	6	2	7	2	2	0	15	4	19
New York	50	19	48	29	54	9	152	57	209
Philadelphia	20	5	18	9	17	10	55	24	79
Baltimore	35	20	23	18	17	11	75	49	124
Norfolk	4	5	4	4	5	5	13	14	27
Savannah	7	5	4	2	4	2	15	9	24
Tampa	9	0	7	1	6	3	22	4	26
Mobile	19	8	12	9	11	4	42	21	63
New Orleans	26	12	28	9	42	11	96	32	128
Lake Charles	23	16	13	16	8	11	44	43	87
Houston	10	12	8	7	13	10	31	29	60
Wilmington	7	7	5	8	7	5	19	20	39
San Francisco	21	8	6	11	28	2	55	21	76
Seattle	20	20	12	12	9	4	41	36	77
Total	257	139	195	137	223	87	675	363	1038

Port	Shipped												
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C	Stew. A	Stew. B	Stew. C	Total A	Total B	Total C	Total Ship.
Boston	2	1	0	0	0	0	1	0	1	3	1	1	5
New York	54	13	9	30	23	8	47	13	1	131	49	18	198
Philadelphia	16	9	0	19	8	0	14	3	2	49	20	2	71
Baltimore	49	14	5	32	27	13	29	16	6	110	57	24	191
Norfolk	5	7	7	5	3	6	3	3	4	13	13	17	43
Savannah	5	5	0	3	1	0	4	3	1	12	9	1	22
Tampa	10	1	0	4	2	0	2	0	0	16	3	0	19
Mobile	7	0	0	6	1	0	4	3	0	17	4	0	21
New Orleans	33	9	0	28	25	0	35	13	0	96	47	0	143
Lake Charles	13	2	0	7	8	0	2	8	2	22	18	2	42
Houston	9	6	2	9	4	2	8	5	0	26	15	4	45
Wilmington	14	14	3	6	17	4	7	7	3	27	38	10	75
San Francisco	13	7	0	17	6	1	16	4	1	46	17	2	65
Seattle	8	17	8	12	18	5	7	2	5	27	37	18	82
Total	238	105	34	178	143	39	179	80	26	595	328	99	1022

List Details In Cables To Union

When notifying headquarters by cable or wireless that a Seafarer has paid off in a foreign port because of injury or illness, ships' delegates should include the following information:

The man's full name, his SIU book number, name of the ship, the port of payoff and the hospital where he is being treated.

The response of ship's crews to the Union's request for these notifications has been very good. Sometimes though, not all of the above information has been included. Be sure to list all of this data so that the SIU can act as promptly as possible.

Pending the arrival of spring and the warmer months when vacations ashore loom more attractive, SIU shipping began rising once again during the past two weeks, reaching the highest point since early January.

The total number of men dispatched was 1,022; registration was only slightly higher, at 1,038. Based on the picture port by port, job activity appears to be on the upgrade in most ports throughout the Atlantic and Gulf District.

Seven Ports Rise

Only four ports ran slower than in the previous period, while seven rose in varying degrees. The three that remained about the same all reported good shipping, with no real change either way. Baltimore, which shipped 191 during the past two weeks, dispatched

the same number of men in the previous period as well.

Among those showing improved shipping were New York, Philadelphia, Norfolk, Savannah, Tampa, Wilmington and Seattle. On the West Coast, Wilmington, for one, came out of the doldrums to report a busy period.

Besides Baltimore, New Orleans and Houston held to the status quo which, in this case, was good shipping. Boston, Mobile, Lake Charles and San Francisco all declined. Of the lot, the West Coast port lagged only slightly, Mobile, on the other hand, slumped and has not had a really active period for some time.

However, Mobilians are hopeful that current oil strikes in the area will make the city a major tanker terminus in the future.

Seniority Picture

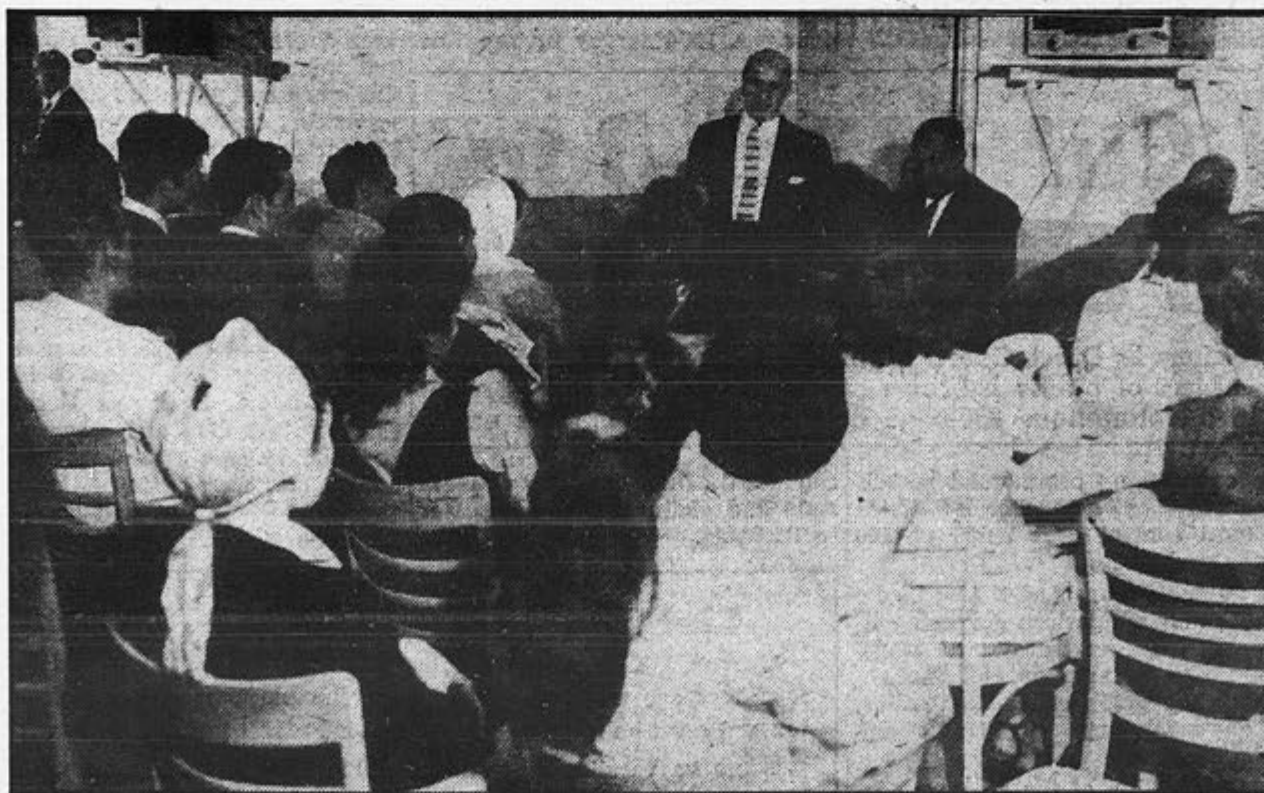
The seniority shipping totals also reflected some changes, with class A dipping to 58 percent of the total, and class B up to 32 percent. Class C, the group which has no seniority under the SIU shipping set-up, also accounted for a rise, and is up to 10 percent of the total shipping.

These figures indicated that, for the most part, class A seamen were passing up a good many jobs they could ordinarily fill and were waiting for special ships and runs. It indicated growing confidence that shipping generally was due to go up and stay that way in the warmer months to come.

The following is the forecast port by port:

BOSTON: Slow; outlook uncertain . . . NEW YORK: Should be getting better . . . PHILADELPHIA: Good, but still lower than usual . . . BALTIMORE: Should stay good . . . NORFOLK: Fair . . . SAVANNAH: Quiet . . . TAMPA: Fair . . . MOBILE: Still slow . . . NEW ORLEANS: Fair . . . LAKE CHARLES: Slowing up . . . HOUSTON: Good . . . WILMINGTON: Very good . . . SAN FRANCISCO: Good . . . SEATTLE: Good.

SIU Hosts Laundry Workers' Organizing Group



SIU headquarters in Brooklyn provided convenient meeting place for workers from nearby Bringsea Laundry, now being organized by the Laundry Workers Joint Board of the AFL-CIO Amalgamated Clothing Workers of America. Business agents Ben Bernstein, Joe Sanchez and Robert Horshan (partially hidden) addressed after-work gathering of workers from the plant. A company-dominated outfit, whose attorney represents the boss and the "union" both, holds "contract" at Bringsea now.

INQUIRING SEAFARER

Question: Do you feel the present shipboard medical set-up is adequate?

John Troester, FOW: I've been pretty lucky in all my years of sailing and haven't needed medical care. But, there should be someone responsible for taking care of supplies and replenishing them, as in these emergency kits some ships have in the engine room. All ships need them.



Walter Schultz, AB: The set-up could be improved some. The 90-day medic course that some officers take in order to act as pharmacists is not nearly enough, because it's only a sideline to these men. They forget a lot of things when they don't use them for a while. The ships should carry a pharmacist.



W. Grosvenor, head waiter: The ships have enough medicines and drugs to handle emergencies at sea, and the master or mate usually seem to know what they're doing. But nothing will replace a doctor or pharmacist who is trained for the particular job at hand.



Daniel Haggerty, OS: It seems okay for anything that comes up, as long as a man doesn't have an illness or injury with lots of complications. Ships carry enough medical supplies these days. As long as things are kept stored properly and are up to date, there's no problem.



Claude Fowler, AB: I think that as long as a ship doesn't carry a regular pharmacist, the main thing to be sure of is that the master or mate or whoever handles first aid takes a refresher course regularly. There must be plenty of new techniques these guys could handle.



William Smith, 2nd cook: There's no sense in saying a doctor is not needed if a ship carries less than 12 passengers but must be carried when there are more than a dozen. Seamen are more liable to get sick or hurt while working than passengers on a pleasure trip. We should be protected by a trained person aboard.



Runaways Cost Seamen 12,000 Jobs Since '52

WASHINGTON—If you've wondered where all the US-flag ships have gone, figures acquired from the Maritime Administration by the SEAFARERS LOG this week tell the brutal story. A grand total of 298 ships representing over two million tons of shipping

has been transferred from the US to foreign flags between July 1, 1952, and December 31, 1955. The 3½-year flight of shipping to runaway flags, still continuing, represents the loss of between 11,000 and 12,000 jobs to the US merchant marine.

A great majority of the 298 ships still operate from US ports in direct competition with US-flag shipping, particularly in the bulk cargo and off-shore oil trades, thus driving American-flag ships out of the trade.

The report shows that total transfers in the period were 131 tankers, 125 dry cargo vessels, 17 passenger-cargo combinations, 17 miscellaneous ships and eight newly-built ships that were registered runaway from the start. The

average age of these vessels is 15½ years.

The great majority of the transfers took place between July, 1954, and June, 1955, when over a million tons of shipping fled the American flag. In recent months, most of the transfers have been tankers under the new loopholes opened by the Maritime Administration for construction of new tankers after transferring two or three old ones foreign.

The biggest beneficiaries of the transfer program have been the flags of Liberia and Panama, the two leading runaway nations.

Here is a partial breakdown on leading beneficiaries of foreign-flag transfers in the last 3½ years:

Flag	Ships	Tonnage
Liberia	155	1,270,000
Panama	47	376,000
Venezuela	10	27,000
Honduras	6	47,600

Only a handful of ships were transferred to legitimate maritime flags in the same period. The British got four vessels, Canada three, West Germany one and the Netherlands one. No ships at all were transferred to such legitimate flags as Belgium, France, Greece, Norway and Sweden.

Originally, international flag transfer rules were written to provide for transfer from one recognized maritime nation to another. The runaway flags, on the other hand, are recognized as hideouts for US ship operators who want to escape US taxes and wage scales.

Who Maintains Foc'sle Fans?

Headquarters has been asked to clarify whose job it is to clean, scrape and paint fans in foc'sles. The procedure is as follows: Each department is responsible for keeping its own fans clean. When it comes to scraping and painting, the engine department paints and scrapes its own, and the deck department does the deck foc'sle fans and the fans of the steward department. Messroom fans are kept clean by the messman.

ILA Stymied In Bid For Teamster \$

The International Brotherhood of Teamsters has put off any action on a \$400,000 loan from its midwest conference to the International Longshoremen's Association. The postponement was made by the midwest conference at the request of Teamster President Dave Beck after AFL-CIO President George Meany notified Beck that the Teamsters faced possible punitive action if they did business with an expelled organization.

In addition to postponement of the loan, the Teamsters general counsel, J. Albert Woll, has been asked to give an opinion whether or not the Teamsters constitution gives its general president control over fund disbursements by local Teamster conferences.

When the pact was made, the International Brotherhood of Longshoremen emphasized its intention to press for a new election in New York harbor, confident that no alliances could sidetrack the longshoremen's demands for a new vote.

The IBL campaign has the full support of the Maritime Trades Department, AFL-CIO, which has gone on record to give IBL help in every shape or form. The SIU is a participating member of the MTD.

All Safe In 'Miracle' Ship Rescue

SEATTLE—Scooped up from almost-certain death in virtually the same area where the SUP-manned freighter Pennsylvania broke up four years ago with a loss of 46 lives, most of the 60 SIU of NA crewmembers and passengers rescued from the sunken SS Washington Mail in the stormy Gulf of Alaska arrived here last week still shaking over their narrow escape. The ship was manned by a full West Coast crew from the Sailors Union of the Pacific, the Marine Firemen's Union and the Marine Cooks and Stewards Union.

No lives were lost during the dramatic rescue. All 60 persons

pulled away. It had lost its bow section a few hours earlier.

The "miracle" of the rescue was described by one passenger as "incredible." Since the bow section carried the regular radio antenna, an emergency rig had to be set up before an SOS could be sent out.

"We watched a seaman trying to climb a spar to get an antenna up. It was incredible," said Mrs. V. Lester of West Vancouver, BC, one of the nine passengers aboard.

Fortunately the faint signal was picked up by the Freeman, only 65 miles away, and it was able to steam to the disaster site, about 250 miles southeast of Kodiak, Alaska.

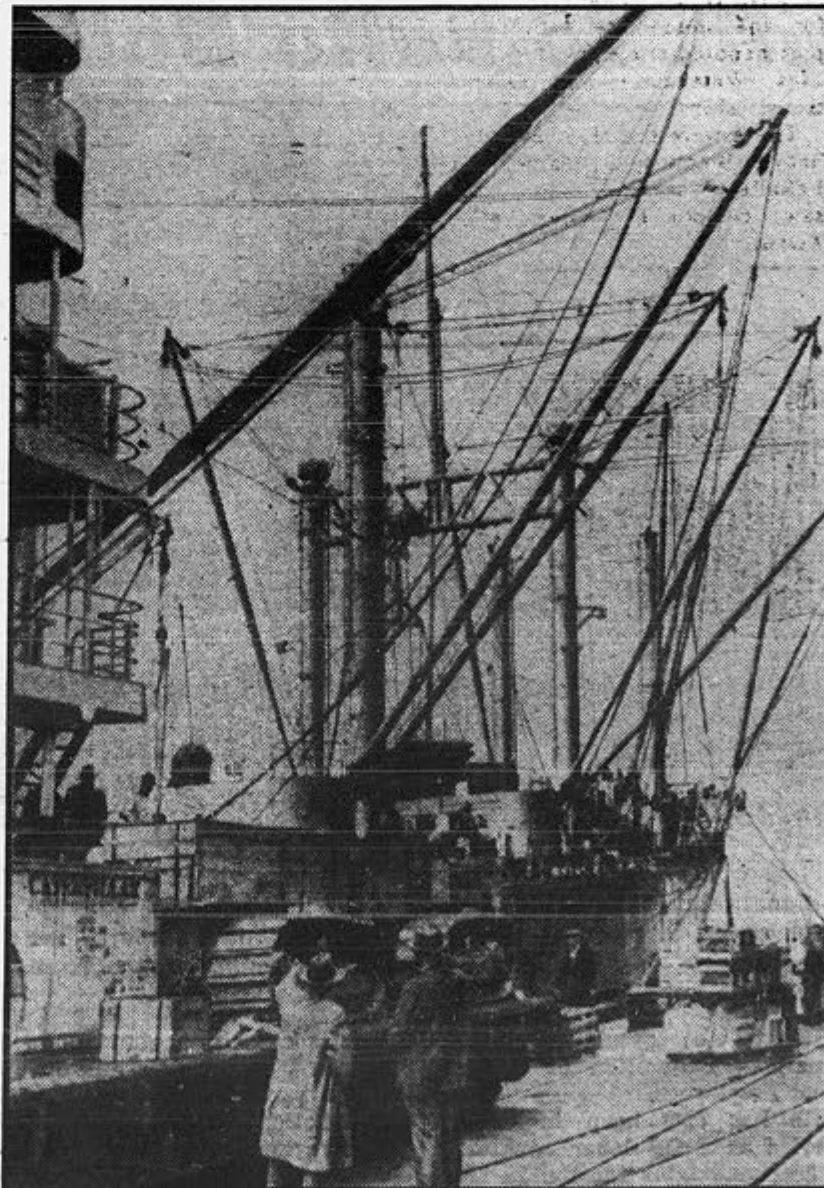
There had been no sign of trouble at the time the ship cracked up.

"There were three sharp cracks—crack, crack, crack, just like that. And then the general alarm rang. I rushed out of my cabin, and there was the bow of the ship streaking by in the other direction," Mrs. Lester added.

Eventually the main section of the Washington Mail drifted another 30 miles until the lights of the troopship appeared in the darkness. It had been taking on water for over four hours when the order to abandon ship was given.

"It was an unbelievable rescue," commented A. R. Lintner, president of the American Mail Line, owner of the ill-fated ship.

At the time the vessel sank, the Weather Bureau reported 11-foot seas and winds of up to 60 miles an hour. A C-3, the Washington Mail had been enroute to the Far East with a cargo of lumber.



Shown being loaded at a Seattle dock before her ill-fated trip ended abruptly, the freighter Washington Mail split and sank in the storm-swept Gulf of Alaska last week with no loss in life. The wreck occurred in the same area where the SUP-manned SS Pennsylvania cracked up four years ago with a loss of 46 persons.



Star marks spot where Washington Mail split up.

aboard were picked up about a half hour after they abandoned ship in two lifeboats by the troopship Gen. H. B. Freeman. The abandoned ship sank only 12 minutes after the second lifeboat had

Sherwood Man Gets His Girl

PORT ELIZABETH, South Africa—After 6,000 miles of air travel by the bride-to-be and 8,200 miles over the sea lanes by the prospective groom, Seafarer Hartman Schonn and 17-year-old Karin Brendel of Germany finally were married here. Immediately after the marriage Mrs. Schonn had to fly back to her home in Frankfurt to wait for her husband to come back and take her to the States.

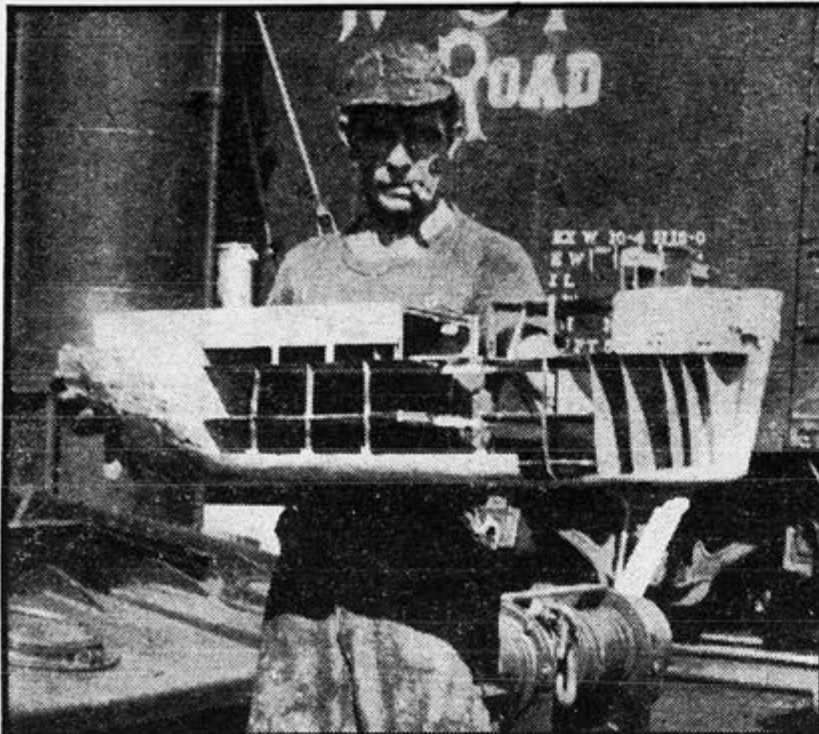
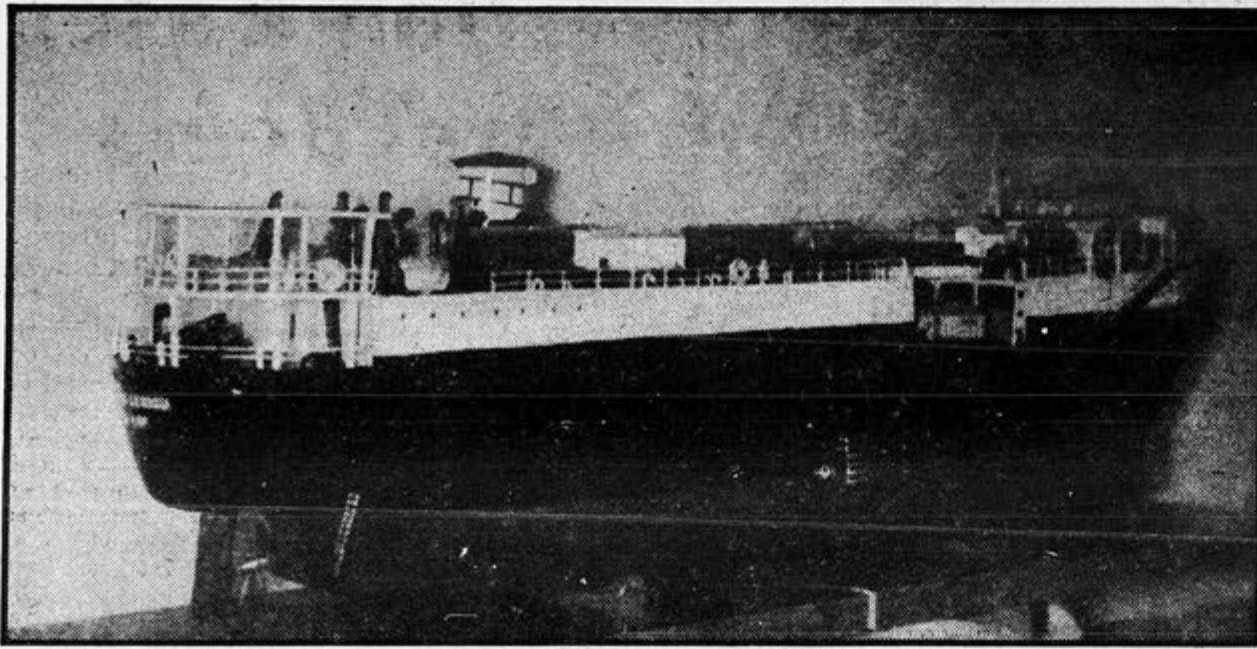
The hastily-arranged wedding came off only after a series of mishaps forced cancellation of an earlier ceremony in Beira. It was performed in a Port Elizabeth's magistrate's court, followed by a reception attended by the entire crew of Schonn's ship, the Robin Sherwood.

"We stayed in Port Elizabeth five days," ship's reporter Daniel Gemeiner wrote. "It really shook the town up."

Met In Germany

Schonn, a native of Germany and a naturalized US citizen, met his wife in Frankfurt last year while serving with the US Army. They became engaged, but Schonn was discharged from the Army and returned to the States to ship out again.

'Do It Yourself' Seafarer Builds A Ship



Seafarer Frank Fernandez, engine utility, shows scale model of Seatrain Georgia which he started while he was on ship. Finished model is above. All-metal model is 54 inches long and took four months to finish.

Beantown Jobs Running Slow

BOSTON—Business in the port is running smoothly although shipping remains slow and unpredictable.

The job activity of last period, brought on by the crewing of a new tanker, has subsided for now, pending future developments, James Sheehan, port agent, commented.

Two Cities Service tankers, the Cantigny and Council Grove, paid off and signed on again. The Steel Apprentice, Steel Traveler (Isthmian); Robin Mowbray (Seas Shipping), and Alcoa Ranger (Alcoa), all freighters, rounded out the picture as the lone in-transits for the period. Few replacements were shipped on any of them, however.

Due to the lack of a quorum, resulting partly from the heavy weather in the area on meeting night, no regular meeting was held last week, Sheehan added.

YOUR DOLLAR'S WORTH
Seafarer's Guide To Better Buying

By Sidney Margolius

Beware High Eyeglasses Cost!

Satisfactory eyeglasses are almost as necessary to workers as their tools or even their hands. Aside from the need for satisfactory vision in the ordinary affairs of living, a worker simply has to be able to see in clear detail the work on his bench, the figures on her calculating machine, the reading on his gauges, the labels on boxes stacked on shelves, etc. Especially as workers get older, visual aids become imperative. Even in the 30-40 age group, 48 percent of industrial workers have been found to have defective vision, and in the 40-50 group, the figure jumps to 71 percent. Industrial eye doctors find a direct relationship between defective vision and industrial accidents.

But the problem, as Reader B. H. puts it, is, "Why do glasses cost \$30 in my town while you can get them for \$12 in a large city like Chicago? Is there any difference in quality or other reason for this difference in price?"

The answer is that most eyeglass prescriptions should not cost more than \$12 to fill. They need not cost even that much. In New York, the Union Optical Plan, which services most unions there, is able to dispense eyeglasses at an average cost of \$6.37 including examination, lenses and frames, even including fancy frames which are actually the largest cost in filling a prescription for ordinary single-vision eyeglasses. But when Bernard Englander, director of Union Optical Plan, recently visited Akron, O., to help local unions establish a cooperative eye-care plan as part of the Cooperative Shopping Center there, he found local shops charging \$25-\$30. On a countrywide basis, the average cost of glasses is \$18.

Shouldn't Cost More Than \$12

Only in very isolated pathology cases should any pair of eyeglasses really cost as much as \$30, Englander reports. Sometimes special bifocals in special frames can run as high as \$16-\$18. In the case of Union Optical Plan, even bifocals usually cost only \$12.

Smaller shops can't dispense glasses for as little as large-volume operations, but even among them the average pair of eyeglasses should not cost more than \$12, Englander says.

Then why do many opticians charge \$25-\$30? Sometimes the extra price is caused by expensive location and advertising costs or because

Seafarers in New York can receive high quality, low-cost optical care at the offices of The Union Optical Plan: 152 Fourth Avenue or 39 West 32nd Street.

the shop sells on credit. But often the optical business is simply a matter of judging how much you are able and willing to pay. An optician sometimes will rattle out a price like \$32, and watch your face for your reaction.

There is sometimes another factor. Despite the Government's efforts to wipe out the kickback racket, whereby the optician remits as much as 30-40 percent of the fee for glasses to the doctor who prescribes them, kickbacks still do exist, according to people in the trade whom this writer has consulted. Now kickbacks are said to take more devious forms, such as refurbishing the doctor's office.

Differences Don't Justify Higher Prices

Higher-priced opticians generally tend to justify their charges on the basis that they use only first-quality lenses and take more time fitting. It is true that some low-price shops may rush examination or fitting, but on the other hand, lower-price opticians claim that the high-priced ones tend to exaggerate the time needed to justify their prices. And while there are differences in quality of lenses, even this does not justify the price difference. The actual difference between good and lower-quality lenses is only 25 cents, and reliable low-price opticians do use first quality. Lenses for the average single-vision prescription cost \$1.50 to \$2, Englander reports, and including grinding and polishing will finally cost Union Optical Plan about \$3.50. Frames are the more expensive items. The average frame costs the optician about \$3.50.

In some states opticians and optometrists have influenced legislation to bar low-price operations through such expedients as preventing opticians or optometrists from incorporating and by preventing out-of-state opticians from practicing, etc.

Co-op Optical Plans Growing

But union co-op optical plans are spreading. A number of cities have cooperative eye-care centers, agreements with local opticians or clinics in conjunction with health-insurance plans, including Chicago, Philadelphia, Baltimore, Washington, DC, several Michigan and West Coast cities, and others. A local union of retail and wholesale workers in New York even has its own optical shop for members. When you need glasses, ask your union local or central labor body if there is any such arrangement locally or check with any consumer cooperatives listed in your phone book. If not, all you can do is compare charges of local opticians. Show your prescription first, if you did get a prescription from an eye doctor, and ask the price. Or if you have your eyes examined by an optometrist connected with the optical shop itself, don't be afraid to ask beforehand what the cost is likely to be. You can assure yourself you are getting first-quality lenses by specifying that this be noted on your bill. It's also an assurance to deal with a union shop, because the unions in this field don't permit lowering of standards or use of unskilled workers to prepare eyeglass prescriptions.

Another problem industrial workers have is safety glasses. Because of the relationship of visual defects to accidents, some employers now ask workers to bring in their prescription so the employer can provide safety spectacles. But in some respects it is preferable for unions to supervise this program through their own eye-care or health centers. While the employer pays all or part of the cost of the glasses, the prescription costs the worker \$10 or \$15. Too, the glasses are often mailed to the worker with no re-check or fitting. Also, when the plan is operated by management, it has a chance to observe a worker's visual defects and pull out older workers with failing eyesight if it would like to eliminate older workers.

AFL-CIO Shifts To Balto Hall

BALTIMORE — The SIU branch hall in this port is now firmly established as the hub of AFL-CIO operations in the middle Atlantic states.

Regional offices for the merged labor movement have now been set up in the building, with Joseph F. Heath as regional director and Oliver W. Singleton as assistant director. They are in turn assisted by nine general organizers selected from the staffs of the former CIO and AFL.

Earl Sheppard, SIU port agent, welcomed them to the building recently, noting that the SIU had already been the headquarters of the citywide AFL central body for some time and was happy to have "a new tenant" as a result of the merger agreement which formally established the AFL-CIO last December. The Baltimore Federation of Labor (AFL) set up offices in the hall soon after it opened officially late in 1954.

Recently Moved

Formerly located in Richmond, Va., regional offices were moved to Baltimore following a reshuffling of regions under the merger agreement. The new Region 4 embraces the states of Maryland, Virginia, Delaware and the District of Columbia.

Prior to the change, Heath had been serving as director of AFL Region 3, which had included most of what is now Region 4. Originally a member of the International Brotherhood of Electrical Workers, he has been president of IBEW Local 98b; secretary of the Philadelphia Metal Trades Council and of the East Coast Metal Trades, as well as the organizing director and



Now operating out of Baltimore SIU hall are AFL-CIO regional director Joseph F. Heath (left) and assistant director Oliver W. Singleton. They will direct organizing operations for Region 4, AFL-CIO. Several other union groups have space in building.

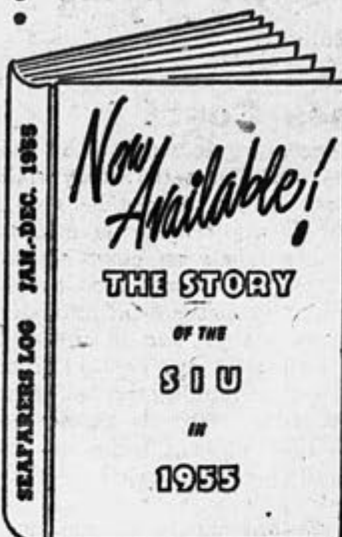
national vice president of the American Federation of Government Employees.

He has also been in foreign service as a US labor advisor in Greece and later for the 19 Marshall Plan countries.

Somewhat new to the territory, Singleton just returned from France where he was serving as a labor advisor for the Foreign Operations Administration. He has been active in the labor movement

in many capacities, starting as a miner in West Virginia and on up through various posts to the staff of the national CIO.

The regional organizing staff includes former AFL and CIO staffers Gilbert Lewis, Norman Greenblatt, Joseph Gillis, John Hawkins, F. N. Kershaw, Earl Rider, J. A. Garnett, T. D. duCuennois and Clinton Wood. Offices are in Room 22 of the SIU hall at 1216 East Baltimore Street.



Here now is the complete story of the SIU in 1955! The Union's day-by-day victories, the defense of our hard-won rights and the new triumphs in benefits for Seafarers and families—the full story in permanent form for ship or home.

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SEAFARERS LOG
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Brooklyn 32, NY

Bound volumes for years back to 1950 also available at the same price.



Seafarer Raymond Frye holds three valuable Chinese crested pups in his lap. Proud momma, Foo Foo, is at far left. Only about 50 dogs of this breed are known to be in US.

Seafarer Kennel Gains Rare Pups

STOCKTON, Calif.—Ordinarily the birth of three female pups is a "so what?" event, but when they happen to be Chinese-crested there is cause for rejoicing in the dog-fanciers' world. Seafarer Raymond Frye, who raises the rare species here, may sell the pups, which go for around \$500, or may train them for exhibition at local dog shows.

If all goes well, Frye and his wife may come east next year to exhibit some of the Chinese-crested they own at the famed Westminster Kennel Club show in New York. There are only about 50 or so Chinese-crested in the country.

Rare In US

Although rare in the US, the dogs are an ancient breed which is supposed to have originated in Turkey many centuries ago and to

have been used as watch dogs over harems, among other places. They are almost completely hairless with the exception of the head, tail and feet.

The lack of hair means it's easy to keep the dogs—and the house—clean, which should make these dogs popular pets.

The three new arrivals came on January 2. The Fryes also raise toy Mexican chihuahuas which weigh all of 3½ pounds when fully grown.

Frye at present is on the Young America. His ambition is to go into the dog-raising business in a big way and to open his own kennels some day.

Hq. Action Eases Quarters' Beefs

NEW YORK—Beefs involving crew's quarters on two ships were handled easily this week, as SIU headquarters officials again cautioned Seafarers that settling of such items hinges on sufficient advance notice from the crew.

The problem was typified by the case of the Robin Trent (Seas Shipping), as crewmembers first advised the Union of a beef on the quarters of the carpenter and bosun the day the ship was due to sail. Due to the lack of time left for handling this matter, a temporary arrangement was made for the voyage, pending the return of the ship.

Earlier notice of a similar problem on the Steel Director (Isthmian) made a suitable solution possible. The PO mess is being converted to crew's quarters, and that is expected to end the problem for good.

Can't Perform 'Miracles'

"We can't perform miracles," Assistant Secretary-Treasurer Claude Simmons pointed out, "especially if the crew doesn't give us any time to work things out. You can't remake a ship overnight. If someone is uncomfortable in his quarters and doesn't let us know about it so that we can get to work on it, he's got only himself to blame."

The same applies to all repair beefs, he added. "If we're notified about them on arrival, we generally can get things rolling in time before the ship sails. We've been having a lot of success in handling repairs lately on this basis. It's all up to the crew. If they just sit and brood about a beef, nothing is accomplished," Simmons added.

In a similar vein, he urged all crews to act on each ship's minutes bulletin mailed to all vessels every two weeks along with copies of the SEAFARERS LOG and other literature. "Once these are acted upon and returned to headquarters, we will have a guide on what the membership wants and can go out and try to get it," he added. "Because of the nature of our industry, this is the only means of keeping in touch with the bulk

of the Union membership, which is composed of the men out at sea."

Meanwhile, the low turnover in jobs that has been felt lately continued to show itself in the shipping figures, although the past period recorded some improvement over the one before. A total of 198 regular jobs were dispatched over the last two weeks, plus 14 standby jobs in the deck and engine departments.

One example of the low job turnover these days was on a Far East ship which made the complete run and only shipped three replacements when she paid off.

Overall, the port handled 22 payoffs, signed 6 ships on foreign articles and had 13 in-transit ships. The majority of the payoffs were short trips of one month or less. None of the ships had any major beefs.

Lake Charles Jobs Slow Up

LAKE CHARLES — Shipping has fallen off some here, pending the arrival of warmer weather when the tanker regulars start piling off for vacations.

In the interim, SIU Port Agent Leroy Clarke urged Seafarers on the beach to throw in for whatever jobs are on the board and avoid waiting out special ships or runs.

"It doesn't pay off being too particular when things are slow," he added, noting that there were still enough men on the beach to handle whatever comes in.

Ships calling in the area during the past two-week period included ten Cities Service tankers, the Val Chem (Valentine) in Orange, Texas, and the Republic (Trafalgar), in Port Arthur, Texas. All of the ships contacted were in good shape.

YAKA (Waterman), February 5—Chairman, L. Gardier; Secretary, C. James. Man was sent to hospital in Yokohama. Ship's fund — \$20. No beefs. Patrolman to be notified as to condition of slopchest and price list is to be checked. Boarding patrolman to be told about engineers doing work that is not theirs.

ALCOA PENNANT (Alcoa), February 5—Chairman, A. Danne; Secretary, J. Olson. Some disputed overtime. Beef will be settled in Mobile. Everything okay. Motion carried to concur in communications from headquarters. Discussion held on TV set and movie projector.

ALCOA ROAMER (Alcoa), February 5—Chairman, T. Hear; Secretary, W. Fell. Repair lists were turned in. No beefs. Motion carried to concur in communications from headquarters.

ALMENA (Pan Atlantic), February 12—Chairman, K. Pierce; Secretary, R. Lauger. Ship's fund—\$29.25. No beefs. Motion carried to concur in communications from headquarters. Ship's delegate elected. Heating system to be checked; doors to be repaired.

COE VICTORY (Victory Carriers), February 14—Chairman, K. Matgmosles; Secretary, G. Casano. Motion carried to concur in communications from headquarters. Motion carried not to sign on until necessary repairs are completed. Discussion held on same.

GOVERNMENT CAMP (Cities Service), February 6—Chairman, R. Koch; Secretary, W. Hand. No launch service in Lake Charles. Patrolman reported launch service was being repaired. Ship's fund—\$12.39. Motion carried to concur in communications from headquarters. Ship's treasurer elected.

INES (Bull Line), February 11—Chairman, J. Staven; Secretary, M. Savoy. Library to be replaced by Union. All members requested to bring up beef at meeting. Ship's fund — \$77.55. No beefs. Several things to be installed. Discussion held on menus.

Steward is not supervising messhall during meal time.

STEEL ADVOCATE (Isthmian), February 15—Chairman, J. O'Neil; Secretary, I. Strakhovsky. Ship's fund — \$8. No beefs, little disputed overtime, everything is okay. Motion carried to accept communication from headquarters. Department delegates to collect money for ship's fund. New washing machine pump ordered. Ship to be fumigated.

Digest Of SIU Ship Meetings

ALCOA PIONEER (Alcoa), January 15—Chairman, R. Callahan; Secretary, J. Pursell. Discussion held about captain's attitude toward men. Some disputed overtime. No beefs. Motion carried to concur in communications from headquarters. Vote of thanks to steward department. Food has improved.

ALCOA ROAMER (Alcoa), February 19—Chairman, R. Kienast; Secretary, R. Kienast. Captain wants laundry kept cleaner. One man missed ship. No beefs. Motion carried to concur in communications from headquarters. Repair list was turned in. Library wanted aboard.

COEUR D'ALENE VICTORY (Victory Carriers), January 3—Chairman, W. Fisher; Secretary, M. Goley. New washing machine to be furnished by

company in port. Some disputed overtime. No beefs. Vote of thanks to steward department. Letter to be sent to New York regarding hospital and medical care of agents and patrolmen.

January 25—Chairman, L. Movall; Secretary, F. Regan. Washing machine in bad shape. One man was injured and taken off ship. Ship's fund, \$24.59. No beefs. Motion carried to concur in communications from headquarters. Ship's delegate elected. Sinks in very bad shape.

BATTLE ROCK (US Petroleum), February 12—Chairman, M. Martin; Secretary, M. Fountain. No draws in American money will be given. Clarification requested on paying off in Japan. Collection to be taken for expense of ship's delegate.

CAMP NAMANU (US Petroleum), February 5—Chairman, O'Connor; Secretary, Brown. One man missed ship in Yokohama. Ship's fund, \$51.28. No beefs. Motion carried to concur in communications from headquarters. Discussion held on cleanliness of messroom.

DEL MONTE (Mississippi), February 24—Chairman, J. Varford; Secretary, J. King. Washing machine to be repaired. Everything running okay. More milk to be ordered.

FAIRISLE (Waterman), February 19—Chairman, F. Parsons; Secretary, S. Rothchild. Some beefs on delayed sailing. Beef about chief mate. Some disputed penalty hours. Motion carried to concur in communications from headquarters. Vote of thanks to steward department.

HASTINGS (Waterman), February 18—Chairman, W. Davis; Secretary, J. Wells. No beefs. Headquarters safety report read and each department held meeting. Few minor beefs to be straightened out with patrolman.

MARORE (Ore), February 26—Chairman, W. Dawley; Secretary, S. Wolfen. Headquarters report as received while vessel was in port. Ship's fund, \$29.42. Some disputed overtime. No beefs. Motion carried to concur in

communications from headquarters. Safety bulletin read and discussed. Discussion about buying a radio.

OCEAN DINNY (Maritime Overseas), No date—Chairman, H. Ringo; Secretary, S. Pierson. Some disputed overtime. No beefs. Motion carried to post communications from headquarters. Crew mess to be painted while in dry dock. Ship to be fumigated. Crew mail not to be opened by anyone except to whom it is addressed.

RAPHAEL SEMMES (Waterman), January 15—Chairman, A. Kesson; Secretary, M. Hutchins. Port holes to be taken care of. Everything running okay. Ship's fund, \$22.45. Some disputed overtime. No beefs. Steam boiler to be installed in galley.

ROBIN GOODFELLOW (Seas Shipping), February 5—Chairman, V. Gence; Secretary, F. VanDusen. Crews quarters to be painted this trip. No beefs. Ship's delegate elected. Library and laundry rooms to be kept locked.

ROYAL OAK (Cities Service), February 24—Chairman, J. Phillips; Secretary, D. Beard. Repair list is being taken care of. Ship's fund, \$41.71. Motion carried to accept communications as read. Ship's iron to be replaced. Radio to be repaired.

SEATRAN GEORGIA (Seatrains), February 24—Chairman, Sir Charles; Secretary, A. Lambert. Safety suggestions were mailed in. Ship's fund contains \$8. No beefs. Some disputed overtime. Motion carried to concur in communications from headquarters. Ship's delegate elected. Elevator shaft needs cleaning. Garbage to be dumped over stern.

SEATRAN NEW JERSEY (Seatrains), February 25—Chairman, W. Blanton; Secretary, E. Wallace. Ship's fund, \$7.03. No beefs. Motion made and carried to concur in communications from headquarters. Ship's delegate elected. Crew to hold safety meetings.

SEATRAN SAVANNAH (Seatrains), February 22—Chairman, E. Martin; Secretary, E. Hanson. No beefs. Ship's

fund, \$73.25. One man missed ship. Motion carried to accept communications from headquarters. Discussion held on union matters, welfare cards and washing machine.

ALCOA POLARIS (Alcoa), February 28—Chairman, L. Jaynes; Secretary, J. Baxter. Chocolate milk to be put aboard next trip. Ship's fund, \$7.49. No beefs. It was suggested that shower curtains be installed and that deck department prepare rooms for painting by shoregang.

ATLANTIC WATER (Metro), January 8—Chairman, D. Stone; Secretary, J. Mollen. Ship's delegate elected. No beefs. Motion carried to concur in communications from headquarters. Discussion held on repairs not completed last voyage.

CATHERINE (Dry-Trans), February 5—Chairman, B. Kyle; Secretary, M. Grochowski. Ship's delegate elected. Ship's fund, \$23.84. Some disputed overtime. Motion carried to accept communications from headquarters. Galley range to be repaired.

CHICKASAW (Pan Atlantic), March 1—Chairman, J. Cole; Secretary, P. Robertson. One minor beef was settled. Everything running okay. Some disputed overtime. No beefs. Motion carried to concur in communications from headquarters. Vote of thanks to previous ship's delegate. Discussion held on dress for messhall.

CHILORE (Ore), February 29—Chairman, J. Long; Secretary, R. King. Everything running smoothly. No beefs. Ship's fund, \$17.98. Motion carried to concur in communications from headquarters. Keys to be made for each department. Sparks to be reminded to get marine news on Sunday.

CLAIBORNE (Waterman), February 24—Chairman, F. Chavers; Secretary, L. Crews. Library wanted aboard. Beef concerning of breaking of watches has not been settled as yet. No other beefs. Motion carried to accept communications from headquarters unanimously. Ship to be fumigated. Ship's delegate elected.



Recovering from a back injury, Seafarer J. Barbaccia is cheered by \$21 weekly hospital benefit delivered by SIU Welfare Services Representative Milton Flynn. Looking on is staff member of USPHS hospital in Staten Island.

Seafarers



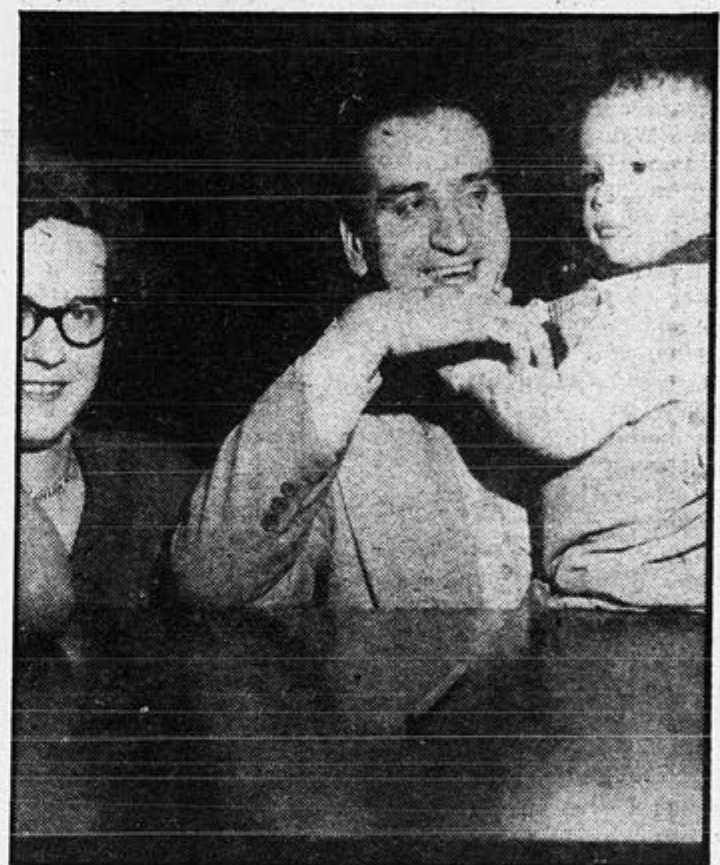
Newsreel



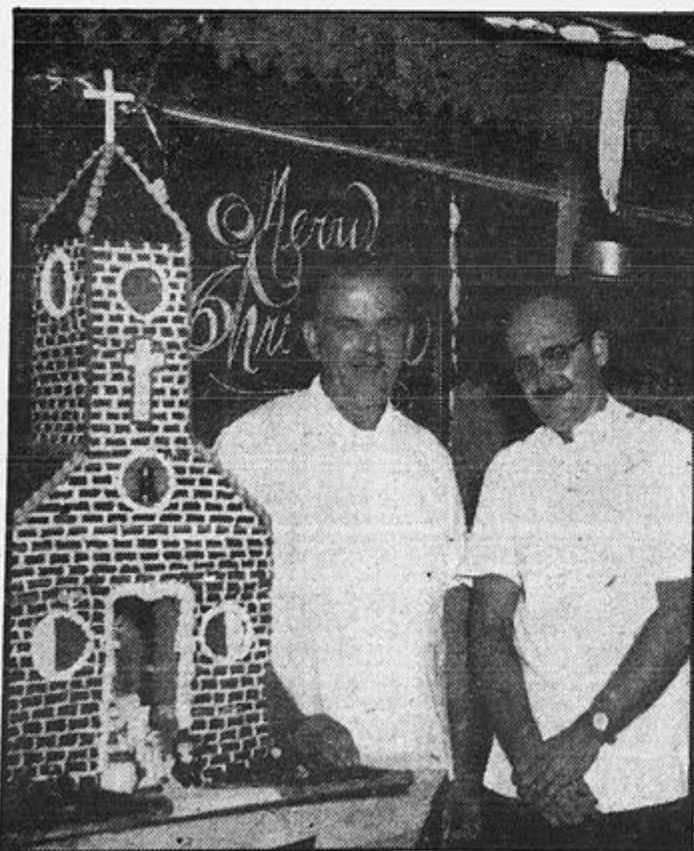
Boosting himself on water cooler at SIU Brooklyn headquarters for a juvenile "cool one" is Anthony Montemarano, 4 1/2, son of Seafarer Angelo "Tony" Montemarano. Dad sails as AB on SIU ships out of his home port of Brooklyn.



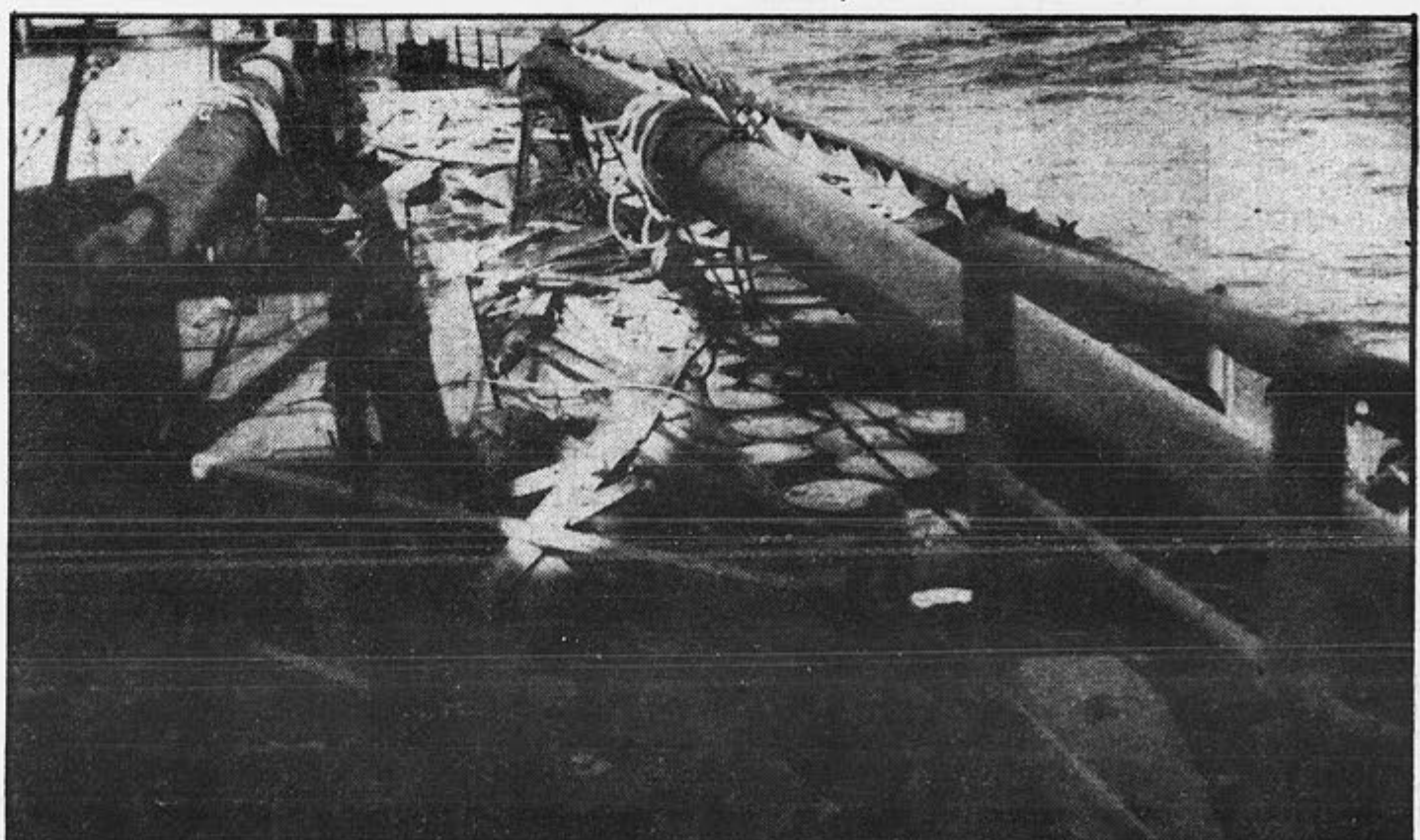
When former Seafarer James "Scotty" Atkins died last December 24, his last wishes were that his body be cremated and his ashes scattered at sea from aboard an SIU ship. Here crewmembers of the SIU-manned Del Norte stand at attention as the Reverend Edgar F. Hallock of Norman, Oklahoma, a passenger on the vessel, conducted the services on Monday, January 2, at sea. Seafarers Pete Prevas, Mike Sporich, Eddie Fusilier and Milford MacDonald served as pallbearers. Ship's delegate Harold E. Crane arranged for the photographs.



John Gretz, 17 months old, seems bewildered by it all as he views SIU shipping board from counter in hiring hall. His father, Michael Gretz, sails as 3rd cook on SIU ships. Young John already has sea legs, as family came over from Staten Island on the ferry.



Baker Phil Reis (left) was the designer of the miniature church which won first prize in a ship-board contest on the Del Sud for the best-decorated lounge at Christmas time. Ship's photographer Joe Galiano admires Reis' handiwork.



The Mankato Victory started from San Francisco with a deck cargo of oil drums but in 48 hours the angry Pacific Ocean had upset the appletart. "Most of the drums were lost, one by one," Seafarer John McElroy reported, "as they became scattered, sprung leaks, drained their contents and were lifted by seas over the side. The bosun, Joe Cash, and his men, fought a dangerous but losing battle to save this cargo." In the process, the shifting deck cargo wrecked a catwalk that had been built over it.

Profiles of LOG Award Winners

The last issue of the LOG carried short sketches of the three winners of the poetry awards. Below are the thumbnail biographies of the remaining LOG Award winners.

Winner of the award in ship's reporting, Seafarer Luis Ramirez has been an unofficial "roving reporter" for years. A veteran of 23 years at sea, 13 with the SIU, Ramirez has followed his innate curiosity over strange customs and practices in all parts of the world. He usually gets a friendly reception except in Russia where his camera was locked up and his movements restricted. His favorite run is to Japan from where he has reported on such diverse subjects as Japanese tattooing, GI slang and sukiyaki. He also has a soft spot for Spain where he made hosts of friends in a 23-day visit.

Ramirez

A non-drinker, he spends his time ashore on visits to churches, hospitals, stores and other places of interest. He carries on a world-wide correspondence with many friends he has made on his trips. Ramirez sails as FWT and was last aboard the City of Alma. He has a family of four children in New York City.

First prize in the stories and letters category went to Jack "Aussie" Shrimpton, chief steward and former newspaperman. As the name indicates, Shrimpton was born "Down Under." He first started sailing SIU ships during World War II and joined the Union in Boston in 1945. Shrimpton has been a frequent contributor of seagoing anecdotes to the LOG, his prize-winning entry being an account of a crew's exasperated battle with "zillions of flies" and other unpleasantness accompanying a cargo of live monkeys from India to the United States. The monkeys were subsequently used in testing of the now-famed Salk anti-polio vaccine.



Shrimpton

Prevas

Lewis

Shrimpton just recently returned from Venezuela where he was chief steward on the SS Chester Harding, working on the Maracaibo dredging job. He has a son who is currently attending college in England.

Winner of the second prize for stories and letters, Seafarer Peter Prevas accurately and succinctly defined the duties of a ship's delegate in a letter appearing in the June 24, 1955, LOG. Prevas has been sailing as a Seafarer for the past eight years, joining the Union on the West Coast in December, 1947. The 28-year-old Seafarer sails in steward department ratings.

Third prizewinner in the "Stories and Letters" category, Seafarer Thurston Lewis has been one of the LOG's most prolific correspondents through the years. He is an active Union man as well, who has participated in a number of Union beefs and served on innumerable occasions as ship's delegate, chairman and in other shipboard positions. Lewis' writings have covered a wide range of subject matter, dealing with Union business and other items, and have included poetry, letters, ship's news reports and short stories.

The 38-year-old Seafarer is a native of Oklahoma and became a Union member in New Orleans in 1944. He usually sails as bosun or AB. He is currently aboard the tanker Republic.

Seafarer Robert Black had a photographer's dream on his hands when the San Mateo Victory ran way up on the rocks of Cheju Island off South West Korea. In the weeks of salvage which followed, he pointed his 35 millimeter camera at the efforts of salvage crews and the reaction of Korean islanders to the big excitement in their lives. The results were condensed into a first-prize winning picture photo spread.



Black

Terracina

Raynor

Oddly enough, Black won his prize on the basis of his first photographic contribution to the SEAFARERS LOG. He sails as chief electrician and has been a member of the Union for the past nine years. His home is in Portland, Oregon.

Seafarer Oscar Raynor, who hit the jackpot with his photographs of a stowaway transfer between two Robin Line ships, is an avid shutter bug. The 27-year-old Seafarer has been a Union member for two years and sails regularly out of New York in the steward department. He made his mark in the SIU by his active participation in the 1954 longshore beef in New York. He is now aboard the Arizpa.

Musician, entertainer, scenic designer, photographer and seaman, Sal Terracina is obviously a man of varied skills. His portrait-type studies of Seafarers aboard ship and of the people and places he visited often appeared in the pages of the LOG. In between trips Terracina turns his hand to night club and carnival acts. He's also appeared as pianist and organist in a number of clubs and hotels.

His winning entry, a page of photographs of Siam, was one of a whole series of pictures he has taken of various foreign ports on the Middle and Far East run.

Invitation To Scab

WAGES LOST
BY MEMBERS OF LOCAL 1147 I.A.M.

REPUBLIC AVIATION CORP.

DUE TO THEIR STRIKE
SINCE FEBRUARY 20

\$274.20
AVERAGE FOR EACH EMPLOYEE

\$3,051,973
TOTAL FOR ALL BARGAINING UNIT EMPLOYEES

MORE THAN 1,300 OF THE 11,425 MEMBERS ARE BACK AT WORK

THE GATES ARE OPEN TO ALL EMPLOYEES

THE PLANT IS OPEN FOR WORK

REPUBLIC AVIATION CORPORATION

Republic Aviation is running these ads after it got court injunction to limit pickets. Int'l Ass'n of Machinists is striking LI, NY. plants.

Seafarers In Action

Passenger BR on the Alcoa Runner on a recent trip down to the islands, Seafarer James Terry came home with a handful of testimonials from several passengers. "Thank you" one passenger wrote, "for all of your courtesies, kindness and service during the course of this most interesting and enjoyable trip."

Things were in bad shape, apparently, in the galley aboard the Seatrain Texas when steward William Nesta took command. But in short order, to the vast relief of the crew, everything was made shipshape. Crewmembers gave him a vote of confidence for the fine job he did in straightening out the "mess" left in the steward department before he came aboard.

There's no complaint about the feeding aboard the Ocean Dinny with the overwhelming opinion being that steward Homer L. Ringo and his gang have done a fine job supplying "wonderful food and service."



Ringo

The crew aboard the Hastings was really sorry to see ship's delegate R. Burnsed leave the vessel. Burnsed "has done a splendid job" as delegate, they noted, and will be missed by all hands. Other delegates who got a boost were Jack Farrand on the Chickasaw and Steve Soneskis of the Steel Traveler, who did his job in "true Union style," according to the gang aboard.

Seafarer Danny Piccerrelli of pizza fame was the membership choice for chairman at the February 23 Philadelphia port meeting. Other meeting chairmen chosen from the rank and file were J. Oliver in Houston; Dave Barry, San Francisco; R. Simpson, Wilmington; C. C. Lanier, Savannah; G. B. Gillisple, Lake Charles and T. Connell, Seattle.



Simpson

Seattle Set For Rush; Repair Beefs Ease Up

SEATTLE—With good shipping already a fact and five payoffs due over the present two-week period, Seafarers are expecting to enjoy some booming job activity in the next few days.

The prosperous outlook hinges on the hope that the ships now due are not diverted to another port on the coast, Port Agent Jeff Gillette added. Sudden schedule changes might change the whole picture, he pointed out, since they are far from unusual here.

Repair beefs are presenting the only major problem on the ships in this area, with laxity on the handling of repair items reported on quite a few vessels. This situation is being met head-on, however, and the ships' officers involved are beginning to get the idea. Gillette said he had received assurances that the repairs will be made and completed soon.

Make Repairs Known

Meanwhile, he urged crewmembers and delegates on ships with repair beefs to notify the hall here and/or SIU headquarters in New York if the problem continues. "Make sure the captain and chief know what repairs are needed," he noted, "so they can't make excuses on that score."

The good shipping has not been matched by the weather, although spring is making a determined effort at an early arrival. Winds coming over the mountains have carried some snow with them, which is a little discouraging to those anxious to get out in the sun after a hard winter.

Overall, during the past two weeks, the port handled two payoffs and sign-ons, the Topa Topa (Waterman) and Ocean Deborah (Ocean Trans), plus the Marymar (Calmar); Ocean Ulla (Ocean Trans); Choctaw, Wild Ranger (Waterman) and William Carruth (Transfuel), all in transit.

NAM's Man Given House Labor Post

WASHINGTON — Appointment of a former lobbyist for the National Association of Manufacturers as counsel for the House Labor Committee has trade unionists everywhere up in arms. Rep. Graham Barden (Dem.-NC), chairman of the committee, recently appointed James M. Brewbaker as committee counsel without consulting other Democrats on the committee.

Brewbaker's services with NAM involved specialization in anti-labor legislation. He fought for laws to further limit union participation in political affairs and more recently attempted to organize the "Association for Industrial Mobilization," which was described in the press as seeking support from businessmen to restrict union activities.

The appointment was denounced by AFL-CIO President George Meany as "an insult and affront to workers." Meany urged the full committee to revoke the action.

Anti-Labor Spearhead

The NAM for years has been regarded as the spearhead of business efforts to hamstring labor unions, and its activities in this respect have been widely-considered by both political parties as representing an extreme anti-labor viewpoint.

AMONG OUR AFFILIATES

The Canadian Minister of Labor has set up a conciliation board to resolve Great Lakes contracts between the SIU Canadian District and Lakes carriers. The three-man board will discuss and investigate the contract situation and make recommendations for a new agreement.

Proposed shipping rules covering manning of West Coast ships by the Marine Cooks and Stewards Union are going up before a referendum vote. The voting will be carried on in all ports over a 90 day period. The membership will also vote separately on a proposed one year rule.

From now on applicants for membership in the Brotherhood of Marine Engineers will have to pass a physical examination. Purpose of the exam is to assure that the union can supply the companies with physically-fit engineers as specified in the contract and to see

to it that unfit men not previously employed on union-contracted ships will not become a burden on the union's welfare plan.

Negotiations between the Sailors Union of the Pacific and West Coast tanker operators are temporarily stymied on wage and pension issues. The union has asked for a \$25 across the board increase, 18 cents an hour increase in overtime rates and a pension plan similar to that on dry cargo ships. The SUP committee is still meeting with the operators.

Alaska fish and cannery workers affiliated with the SIU of NA in several unions are plugging for legislation which would give the territorial government the right to regulate fisheries within the three mile limit. The salmon fishing industry has been in a poor state in many areas and the fishery unions hope that proper regulation will revive it.



Quiz Shows Need For Overall Safety Program

(Continued from page 3)
suggested that something along the line of a welder's mask would be far superior for such purposes.

Deck department men also suggested that catwalks be provided over all deck cargoes and around the wheelhouse for washing windows; that stages have guard rails on them; that some kind of windbreak be supplied the bow watch for rough weather and that men standing night watches should always be equipped with flashlights.

Proper Maintenance

Many crews came out for a ban on using air or electric hammers for chipping overhead and others asked for platforms for securing lifeboat covers. Proper maintenance of all deck gear was strongly emphasized, with a great many deck gangs suggesting changes in the ship's cargo-handling equipment. This gear varies from ship to ship so that the problem will have to be taken up on a company by company basis.

Some deck crews thought it would be a good idea for ships to have inflatable rafts in addition to boats as emergency life-saving equipment.

A widely-endorsed proposal for engine room men called for dark glasses to protect firemen's eyes. Black gangs also called for insulated steam lines, appropriate markings on steam lines and valves, emergency lighting and first aid kits in all engine rooms, use of non-skid shoes and good house-keeping on floor plates, ladders and rails to keep these surfaces dry and clean at all times.

The major safety problems of steward department men are slippery decks, reefer doors, overflowing coffee urns and hot oil or grease splatters. Hooks, or better still, automatic catches were suggested for securing reefer doors while open, with two men to go to the reefer boxes in rough weather. It was also proposed that light switches and door releases be placed inside the boxes as well as outside, in the event of a man accidentally being locked in the box.

See Hot Grease Danger

Like everybody else, the steward men are concerned about better footing on ladders and decks. Burns caused by grease splatters could be largely eliminated, they believe, if fixed electric deep-fat fryers were installed. Overflow valves on coffee urns, better placement and insulation of hot pipes

and first aid kits and fire extinguishers in the galley were other proposals.

In general, steward department men felt that more spacious galleys would be a great help in avoiding bumps, bruises, burns and cuts which derive from working in the crowded quarters typical of most galleys.

Ships that have not yet met and acted on the safety questionnaires are urged to do so as soon as possible. In the event a crew has not received the forms that were airmailed to all ships, the men can get them by contacting any Union port office.

Money Exchange Rates Listed

The following is the latest available listing of official exchange rates for foreign currencies. Listings are as of March 15, 1956, and are subject to change without notice.

England, New Zealand, South Africa: \$2.80 per pound sterling.
Australia: \$2.24 per pound sterling.
Belgium: 50 francs to the dollar.
Denmark: 14.45 cents per krone.
France: 350 francs to the dollar.
Germany: 4.2 marks to the dollar.
Holland: 3.7-3.8 guilders to the dollar.
Italy: 624.9 lire to the dollar.
Norway: 14 cents per krone.
Portugal: 20.75 escudos to the dollar.
Sweden: 19.33 cents per krona.
India: 21 cents per rupee.
Pakistan: 21 cents per rupee.
Argentina: 18 pesos to the dollar.
Brazil: 5.4 cents per cruzeiro.
Uruguay: 52.63 cents per peso.
Venezuela: 29.85 cents per bolivar.

PERSONALS AND NOTICES

Elwood Read

Contact Newton Paine at RFD No. 2, Woonsocket, Rhode Island. Important.

Robert J. Peters

Contact your mother, Mrs. W. J. Rizzo, Natalbany, La.

William R. Dixon

Contact your wife as soon as possible at 1502 SW 30th, Oklahoma City, Okla., or telephone Melrose 4-4511.

H. C. "Flash" Gordon

Contact your brother at once at 2816 Staples Ave., Key West, Fla.

Sidney

Your little Ann is here okay. Shaley Little.

Lady would very much like to correspond with nice young seaman over 42 years of age. Write Ann Schmidt, 82 East Main St., Port Jervis, NY.

Ex-Crew MV Farallon, MV Montauk Point, MV Point Cabrillo

Checks arising out of salvage operations on the above-named ships some time ago are being held for the following men by S. E. Sampliner, 301 Caxton Building, Cleveland, Ohio, and can be obtained by submitting proper identification and a forwarding address:

Joseph A. Liverman, Frank P. Preston, Jr., Marvin L. Carder, E. L. Kaler, Henry W. Martin, H. E. Miller, John Merkel, Carl M. Peterson, Ernest Sidewitz, Ralph R. Stein, Oswald Delgado, Francis Geric, Emory D. Hicks, Glenious Charles Lawson, John F. Maguire, Ernest R. Morris, S. George Neilsen, Robert J. Pendergast, George R. Powell, Robert L. Walsler.

ex-SS Jean Lafitte

Oiler on trip discharged in San Francisco on Aug. 12, 1954, can

collect money owed him by Nick Bartlett, electrician, by writing Bartlett c/o Seattle SIU hall.

The following men who have small packages in the mailroom at SIU headquarters for over 90 days are asked to send in a forwarding address or call for same: Victor Menar, B. L. Lippincott, R. Ruttkay, F. D. Bentley, Joseph H. Meyer, Nicola N. Bathia, W. L. Brabham.

The US savings bonds listed below have been returned to SIU headquarters undelivered and can be obtained by sending the SEAFARERS LOG a correct address: baby, Reginald A. Davis, father, John A. Davis of 9½ Prichard Lane, Mobile, Ala.; baby, Jacqueline Gay, father, Ronald F. Gay of 1722 7th St., New Orleans, La.; baby, Lula K. Bell, father, Robert H. Bell of Rt. No. 1, Flomaton, Ala.; baby, Joanne Carol Phifer, father, Robert D. Phifer of 470 E. 95rd St., Brooklyn, NY.

Joseph M. McFall

Mrs. Mary McFall asks you to contact her in reference to income tax papers at 2412 Annar Court, Baltimore 30, Md.

William J. Wolfe

Contact your sister at 117 Jefferson Street, Savannah. Telephone 4-1716. Unable to get mail to you.

Ex-SS Bienville Crew

Crewmembers who went aboard Bienville in Seattle and had to stay aboard until Houston to get relief can collect transportation back to Seattle. Apply to Waterman SS Company, Arctic Bldg., Seattle.

MARITIME TRADES DEPARTMENT

NEWS REPORT

DIRECT-TO-SHIPS



SHIPS' WIRELESS

ROUND-THE-WORLD

EVERY SUNDAY 1915 GMT

EVERY MONDAY 0315 GMT

(2:15 PM EST Sunday)
Europe and North America
—WCO-13020 KC
East Coast South America
—WCO-16908.8 KC
West Coast South America
—WCO-22407 KC

(10:15 PM EST Sunday)
Australia
WMM 25—15607 KC
Northwest Pacific
—WMM 81—11037.5

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:

Samuel Matos Velez, born February 10, 1956. Parents, Mr. and Mrs. Albert Matos Velez, New York, NY.

Miguel Angel Napoleonis, born January 3, 1956. Parents, Mr. and Mrs. Julio G. Napoleonis, Brooklyn, NY.

Zenobia Edvarda Androh, born November 1, 1955. Parents, Mr. and Mrs. Allie Androh, Brooklyn, NY.

Ida Leo Jartin, born January 26, 1955. Parents, Mr. and Mrs. Domingo Jartin, Brooklyn, NY.

Joseph Saez, born February 4, 1956. Parents, Mr. and Mrs. Joseph Saez, Woodside, NY.

Jay W. Barnett, born January 28, 1956. Parents, Mr. and Mrs. James W. Barnett, Mobile, Ala.

Rodney David Burroughs, born January 24, 1956. Parents, Mr. and Mrs. Floyd D. Burroughs, Loxley, Ala.

George Ervin Henderson, born November 26, 1955. Parents, Mr. and Mrs. James W. Henderson, Citronelle, Ala.

RosAnn Biondo, born January 19, 1956. Parents, Mr. and Mrs. Salvatore L. Biondo, Baltimore, Md.

Susan Dixie Nichols, born January 26, 1956. Parents, Mr. and Mrs. Harry E. Nichols, West Point, Ga.

Laura Lee Shaffer, born December 27, 1955. Parents, Mr. and Mrs. William V. Shaffer, Seattle, Wash.

Ralph Chris Burnsed, born January 22, 1956. Parents, Mr. and Mrs. Ralph F. Burnsed, Jacksonville, Fla.

Felicitas Darley, born November 24, 1955. Parents, Mr. and Mrs. Milburn Darley, Panama City, Fla.

Erlinda Lasoya, born February 4, 1956. Parents, Mr. and Mrs. Eligio Lasoya, Texas City, Tex.

Angela Flora Greaux, born February 10, 1956. Parents, Mr. and Mrs. Louis F. Greaux, Texas City, Tex.

January 21, 1956. Parents, Mr. and Mrs. Willard A. Francis, San Pedro, Calif.

Darlene Mary Cheramie, born January 13, 1956. Parents, Mr. and Mrs. Jack B. Cheramie, Gretna, La.

Cheryl Theresa Brown, born December 5, 1955. Parents, Mr. and Mrs. Joseph B. Brown, New York, NY.

Joanne Carol Phifer, born February 8, 1956. Parents, Mr. and Mrs. Robert D. Phifer, Brooklyn, NY.

Judith Ann Waldrop, born February 9, 1956. Parents, Mr. and Mrs. Charles Waldrop, Panama City, Fla.

Michael Stanley Stocker, born January 27, 1956. Parents, Mr. and Mrs. Harry J. Stocker, Jackson, Miss.

Rhonda Elaine Carl, born February 6, 1956. Parents, Mr. and Mrs. Jerry L. Carl, Chickasaw, Ala.

Phillip Bruce Richardson, born February 7, 1956. Parents, Mr. and Mrs. Hubert E. Richardson, Sulphur, La.

Theodore Guidry, Jr., born January 24, 1956. Parents, Mr. and Mrs. Theodore Guidry, Lake Charles, La.

Cheryl Ann Ryals, born February 4, 1956. Parents, Mr. and Mrs. Sherwood R. Ryals, Norfolk, Va.

Deborah Elizabeth Wallen, born January 30, 1956. Parents, Mr. and Mrs. Albert W. Wallen, Audubon, NJ.

George Alexander, born February 10, 1956. Parents, Mr. and Mrs. Nick Alexander, Jr., Texas City, Tex.

Sharon Schumacher, born December 24, 1955. Parents, Mr. and Mrs. Francis J. Schumacher, Ansonia, Conn.

Dinah Bernardes Ferreira, born February 4, 1956. Parents, Mr. and Mrs. Antonio Ferreira, Flushing, NY.

Sandra Janet Rosa Olmo, born January 22, 1956. Parents, Mr. and Mrs. Evaristo Rosa, Saint Just, Puerto Rico.

DIRECTORY OF SIU BRANCHES

SIU, A&G District

BALTIMORE 1216 E. Baltimore St. Earl Sheppard, Agent E.Astern 7-4900
BOSTON 276 State St. James Sheehan, Agent Richmond 2-0140
HOUSTON 4202 Canal St. C. Tannehill, Acting Agent Capital 7-6558
LAKE CHARLES, La. 1419 Ryan St. Leroy Clarke, Agent HEMlock 6-3744
MOBILE 1 South Lawrence St. Cal Tanner, Agent HEMlock 2-1754
NEW ORLEANS 523 Bienville St. Lindsey Williams, Agent
NEW YORK 675 4th Ave., Brooklyn Magnolia 6112-6113
NORFOLK 127-129 Bank St. Ben Rees, Agent MADison 2-9834
PHILADELPHIA 337 Market St. S. Cardullo, Agent Market 7-1635
PUERTA DE TIERRA PR Pelayo 51-La # Sal Colla, Agent Phone 2-5099
SAN FRANCISCO 450 Harrison St. Leon Johnson, Agent Douglas 2-5475
Marty Sreithoff, West Coast representative
SAVANNAH 2 Abercorn St. E. B. McAuley, Acting Agent Phone 3-1728
SEATTLE 2505 1st Ave. Jeff Gillette, Agent EBHart 4-3334
TAMPA 1809-1811 N. Franklin St. Tom Banning, Agent Phone 2-1323

WILMINGTON, Calif. 505 Marine Ave. Reed Humphries, Agent Terminal 4-2874
HEADQUARTERS 675 4th Ave., Bklyn SECRETARY-TREASURER Paul Hall
ASST. SECRETARY-TREASURERS J. Algina, Deck C. Simmons, Joint J. Volplan, Eng. W. Hall, Joint E. Mooney, Std. R. Matthews, Joint

SUP

HONOLULU 16 Merchant St. Phone 5-8777
PORTLAND 211 SW Clay St. Macdonald 3-4336
RICHMOND, CALIF. 510 Macdonald Ave. Beacon 2-0925
SAN FRANCISCO 450 Harrison St. Douglas 2-5393
SEATTLE 2505 1st Ave. Main 0290
WILMINGTON 505 Marine Ave. Terminal 4-3131
NEW YORK 675 4th Ave., Brooklyn HYacinth 9-6165

Canadian District

GALIFAX, N.S. 125½ Hollis St. Phone 3-8911
MONTREAL 684 St. James St. West Phone 4163
FORT WILLIAM 130 Simpson St. Ontario Phone: 3-3221

PORT COLBORNE 103 Durham St. Ontario Phone: 8591
TORONTO, Ontario 272 King St. E. Empire 4-3716
VICTORIA BC. 617½ Cormorant St. Empire 4531
VANCOUVER BC. 298 Main St. Pacific 3466
SYDNEY, NS. 304 Charlotte St. Phone 6346
BAGOTVILLE, Quebec 29 Elgin St. Phone: 545
THOROLD, Ontario 52 St. Davids St. CANAL 7-3202
QUEBEC 65 St. Pierre St. Phone: 3-1569
SAINT JOHN, NB 85 Germain St. Phone: 3-3233

Great Lakes District

ALPENA 1215 N. Second Ave. Phone: 713-J
BUFFALO, NY. 180 Main St. Phone: Cleveland 7391
CLEVELAND 734 Lakeside Ave. NE Phone: Main 1-0147
DETROIT 1038 3rd St. Headquarters Phone: Woodward 1-6857
DULUTH 531 W. Michigan St. Phone: Randolph 2-4110
SOUTH CHICAGO 1139 E. 66th St. Phone: Lakes 2-2410

Shipowners Profit From Logging \$

Seafarers who perform aboard ship and are logged by the captain accordingly are only enriching the shipowner. But if the forfeiture of wages is for the more serious charge of desertion, the money goes to Uncle Sam for the benefit of disabled seamen.

Crewmembers of the Yaka got this information from Captain J. D. Craik of the US Coast Guard, Merchant Vessel Personnel Division, after a coffeetime session on loggings prompted Seafarer Jack Guard to write for more information on the score.

Here's how the logging procedure works:

Where a seaman is guilty of disobedience or other misconduct specified under the navigation laws of the United States, the master has a right to impose fines. Such fines are not necessarily binding as the seaman has the right to appeal the logging.

Decision At Payoff

Appeals from loggings are ordinarily settled before signing off a ship. The US Shipping Commissioner has the power to arbitrate the loggings provided both the skipper and the seaman agree in writing, in advance, to accept his decision.

If either party is unwilling to let the shipping commissioner settle the matter, the seaman then has a right to go to court. When doing this he is expected to take his wages at the payoff "under protest" and make note of the protest over his name when he signs off the articles.

In practice, it is rare for a logging dispute to wind up in the courts as the usual procedure is to decide everything before the payoff. Union intervention has been sufficient in many instances, in getting captains to lift loggings that were hastily applied in a moment of irritation.

The more serious charge of desertion is handled differently. At one time before 1872, wages forfeited as a result of a seaman's desertion reverted to the shipowner. This led to serious abuses as it was in the interest of the shipowner to mistreat the seaman and cause him to desert ship.

Money To US Treasury

Now, a deserter's wages are turned over to a United States District Court by the shipping commissioner of the district where the voyage ends. If the desertion is subsequently held to be valid, the money goes to the US Treasury for benefit of disabled seamen.

Guard wrote the LOG that he made the inquiry "to promote a lively discussion on the subject which seems an important phase of daily lives. Few brothers are aware of their rights of appeal in regard to loggings.

"Men on the beach," he suggests, "may take advantage of their free time and go to any public library and read the various statutes touching on this subject in Title 46 of the United States Code."

Meeting Night Every 2 Weeks

Regular membership meetings in SIU headquarters and at all branches are held every second Wednesday night at 7 P.M. The schedule for the next few meetings is as follows: March 21, April 4, April 18.

'Proof Of The Pudding...'



The SIU's new steward department policy has been approved by the membership in all ports, making it the accepted policy under which shipboard steward departments are to operate from now on. The new policy was submitted to the membership only after six months of the most detailed discussion, study and action by SIU steward department members on ship and ashore. Every effort was made by the Union to give every Seafarer sailing in the steward department an opportunity to participate in the making of the new policy, which includes revision of the working rules for the department. Consequently the report should reflect as closely as possible, a cross-section of views of steward department men as to how their department should be run.

Of course, all the reports, resolutions and studies do not offer a guarantee that standards of performance will automatically improve of themselves. The report is a framework and a guide which its writers believe will contribute toward improved performance. The true value of the new policy re-

port will be determined by how it works out in actual practice aboard ship.

Given the cooperation of the men in the steward department, and of the other departments as well, the Union is optimistic that the new policy will make a valuable contribution to maintenance of high standards of feeding and performance, as well as smoother operation within the department.

Copies of the steward department report are being mailed to every SIU ship. Chief stewards and department members who have not yet studied the report as it appeared in the February 17 SEAFARERS LOG should make a point of doing so now so that they can adjust departmental procedure to conform with the instructions of the membership.

For its part, headquarters intends to take up with the shipowners suggested changes in the department's operation which involve revision of the working agreement with the operators. These changes, like those incorporated in the report, are also geared to improved services and fair distribution of work among members of the department.

Favorite Fall Guy

When it comes to the US merchant marine, it's always open season in some Washington quarters, particularly within the State Department. Not content with making the US-flag fleet the scapegoat of the farm surplus headache, the State Department now wants to re-open the Ship Sales Act of 1946 and peddle further tonnage on generous terms to foreign maritime nations.

When the Ship Sales Act was first written in 1946, the foreign maritime nations were in poor economic shape and the sales were deemed necessary to help revive them. Now the shoe is on the other foot as far as maritime is concerned—foreign shipping and foreign economies in Western Europe are booming and the US merchant marine is wallowing in troubled seas. Yet the State Department blandly recommends that another shipping bargain counter be opened for shipowners from Trieste and for other European

operators. State reports it has received a number of inquiries from foreign nations, and it has "no objection" to sales abroad.

It's easy to understand why foreign shipowners lick their chops in anticipation of getting ships from the US reserve fleet. As reported in the last issue of the SEAFARERS LOG, foreign operators bought 1,113 Libertys under the 1946 act at the bargain price of \$544,506 each. They have run the ships for eight to ten years. Now, if they so desire, they can peddle them for \$1 million apiece. Bargains of this kind aren't available every day.

Of course every ship that goes abroad at less than cost to Uncle Sam has the potential to put a US ship out of business—another good reason for the eagerness of foreign operators. Why the State Department should encourage them is one of those unanswered questions.

FINAL DISPATCH

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

Joseph S. Kornek, 48: Brother Kornek died in the explosion of the Salem Maritime on January 17, 1956. Place of burial is not known. He joined the union in Lake Charles in 1955 and had been sailing in the deck department. He is survived by his wife, Ann Kornek of New Orleans, La.



Cullen E. Nye, 68: A heart attack proved fatal to Brother Nye at the USPHS Hospital in Baltimore, Maryland, on December 23. Brother Nye had been a member of the union since 1947, joining the SIU in the Port of Baltimore and sailing in the engine department. Burial took place in Mt. Carmel Cemetery in Baltimore, Md. Brother Nye is survived by a cousin, Howard Nye of Redlands, California.

Purvis M. Blackwell, 52: Brother Blackwell died in the explosion of the Salem Maritime on January 17, 1956. Burial took place in the Antioch Cemetery, Jasper County, Mississippi. Brother Blackwell had



been sailing aboard the vessel as an oiler when the accident occurred. He joined the Union in 1951 in Lake Charles. Brother Blackwell is survived by his wife, Christine Blackwell of Gulfport, Mississippi.

Lesley Courtney, 50: Brother Courtney died of gun shot wounds on September 30, 1955. Burial took place in Bethel Baptist Cemetery in Robertsdale, Alabama. He joined the Union in Mobile in 1947 and had been sailing in the engine department. Brother Courtney is survived by his wife, Reggne Stokes Courtney of Robertsdale, Alabama.

Warren W. Currier, 58: January 14, Brother Currier died in the VA Hospital in Houston, Texas of a heart attack. Burial took place in Rosewood Park Cemetery in Houston, Texas. Brother Currier had joined the Union in Houston in 1946 and was sailing in the black gang. He is survived by his sister, Edith Taylor, of Houston, Texas.



Sterling Cullison, 37: While sailing aboard the SS Emilia enroute to Puerto Rico Brother Cullison died of a heart ailment on January 9, 1956. Place of burial is not known. Brother Cullison had been sailing in the steward department. He had been a member of the Union since 1947, joining in New York. He is survived by his brother, John Cullison.



'Rules Of The Road' Recalled

Galley Gang On Sandcaptain



Spruced up for a special dinner as their channel-digging job in Maracaibo, Venezuela, nears an end, members of the steward department on the Sandcaptain lineup. Pictured (l to r) are Andy Messina, Richard Geiling, Jim Golder, Tom Harkins, Frenchy Demuth, Frank Prezalar, George Costa.

Since safety IS everybody's business, and these precautions cannot be emphasized too often, Seafarer C. "Scotty" Ramsey has asked that the LOG reprint the "Rules of the Road" as a sort of refresher course for all hands.

Ramsey admits that he'd like to have this published in the LOG mainly "for the benefit of the young seamen who are applying for licenses," but they can surely help everybody else as well.

The old verses run as follows:

Rules of the Road
When both side lights
You see ahead,
Port your helm and show your red.
For green to green—
Or red to red
Is perfect safety, go ahead.
And when upon your port is seen
Another's starboard light of green
There's isn't much for you to do,
Green to port keeps clear of you.

When in safety and in doubt
Always keep a sharp lookout;
Strive to keep a level head
Mind your lights 'n heave your lead.

If a dozen lights you see ahead,
You're surely drunk—
So off to bed.

EVA ACCORDS A-1 BURIAL TO DEPARTED SHIPMATE

Funerals and burials overseas are usually dismal, matter-of-fact affairs, but no one can say the SIU crew of the Ocean Eva didn't go all-out to do things right for one of their recently-departed shipmates.

Although the sad event occurred in as far-off a place as Split, Yugoslavia, where the official state policy is to look on such religious activities with disfavor, services for Seafarer Genaro Mendez, wiper, followed his own Catholic faith, complete with a Holy Requiem Mass.

Mendez had died on arrival in Split after working below almost until noon while suffering what was then assumed to be indigestion. After everything possible had been done for him pending the arrival of a doctor, he died of what was diagnosed as a heart attack at 1:15 PM.

"Captain M. Meyers, the agents and the crew swung into action on

arrangements for the funeral," recalled W. S. Michael Collard, ship's reporter, "as there were no facilities for embalming, etc., in Split.

"The Mass was said by the Rev. Fr. Jerome Eterovich and three sacerdotes of the Blessed Mother of Health Church in Split. Others present," Collard added, "were Greek crewmembers of the Liberian freighter Chryssi SM, which was also in port, a representative of the Greek Seamen's Union, plus several Yugoslav Communist officials and representatives of the Commissar of the Yugoslav Seamen's Union.

"The latter accompanied the cortege as far as the church, but would not enter, as all Yugoslav state officials are forbidden to enter any church... But despite the adversities of the general circumstance, the entire crew and officers were satisfied with the consummation of the whole affair."



Mendez

Hot Fireman



Stripped down during hot spell in fireroom, Seafarer C. Landa, fireman, is shown changing burners in a boiler on the Royal Oak. J. W. Henry, oiler, took the photo.

Lively Debate Stirs Marore

To the Editor:
Greetings from the Marore (Ore). Just finished a somewhat uneventful voyage from the standpoint of excitement.

We had about a day and a half of cold weather in Baltimore and a half day of hot weather in Venezuela (we loaded overnight). About ten hours of rough weather enroute back to Baltimore marked the only uncomfortable days of the voyage;

to many more years than he would care to admit. It has been his privilege to have been associated with some of the men who have given their all so that we fellows who came along later could have the best of everything. Still I prize my membership in the SIU more than anything I can name.

David E. Jones

Big Labor Vote Urged This Year

To the Editor:
This being an election year, I think this is an excellent time to remind those brothers who haven't registered and who have a residence in a state that allows absentee voting that this is an important year for organized labor in general, and the SIU in particular.

"Witness the danger to the '50-50' law, the fights of past years over the proposed closing of the marine hospitals, and other Government action detrimental to American shipping, not to mention the fact that organized labor's friends as a rule are not to be found in the Republican Party and that this same party will again be in power unless every possible vote can be mustered against them.

I also believe it might be of benefit to list in the LOG the states which allow absentee voting, with the length of time one must be a resident in order to qualify to register and the rules on absentee voting for each state.

Edward G. Keagy
SS Neva West

(Ed. note: The LOG—as in the past—will carry a story in a coming issue on absentee voting for merchant seamen.)

Warrior Finds AF Club Dandy

To the Editor:
The Air Force Enlisted Men's Club in Izmir, Turkey, is a fine set-up.

We were invited there and had a nice time. The assistant manager explained to me and others that as long as merchant seamen behave and obey the rules they are very welcome.

But if one member of a ship is out of order, the entire crew of that ship will be barred from the club.

It has a beautiful lounge, dance floor and a band, pool tables, shuffle board, and a long bar. The prices are very reasonable for Scotch, rye and bourbon, and the beer is American, canned stuff like Schlitz, Pabst and Budweiser.

The entire crew of the SS Warrior would like to thank the club for its hospitality during our stay at Izmir.

Anthony Saladino
Ship's reporter

Lauds Kindness Of Delta Crews

To the Editor:
I've never seen anything like the way the fellows on the three Delta Line passenger ships (Del Norte, Del Sud and Del Mar) came to the aid of a friend when Ralph, who worked on these ships in Buenos Aires for the guys in the steward department, was killed while aboard the Del Mar.

The money that was collected from all three ships was turned over to Ralph's wife. She asked me to write this letter to the LOG so that all of the SIU brothers involved could know that she appreciated it from the bottom of her heart. I am the longshore boss on the dock at BA.

Leon Mariasis

Letters To The Editor

All letters to the editor for publication in the SEAFARERS LOG must be signed by the writer. Names will be withheld upon request.

the rest was ideal sailing weather.

At the ship's meeting tonight, the engine delegate, Brother Lane, made a motion to have a radio installed in the recreation room, which set off a lively debate in which almost everybody took part.

Some suggested a TV set. Brother Fowler, 12-4 quarter-master, and the champion storyteller of the PO mess, was plugging for a motion picture outfit. After a lengthy discussion, both the radio and TV were turned down and Brother Fowler's "show" also fell by the wayside.

It seems now that if he wants to see a movie he will have to buy a ticket.

John J. Yendral
Ship's reporter

Membership In SIU Seen Tops

To the Editor:
Since the birth of the SIU of North America in the latter part of 1938 we have seen many changes, each and every one of them for the betterment of our conditions.

Without a doubt, the membership today is as pleased as we were then by the strong character of our brothers and officials, and over the achievement of the principles we fought so long and hard to obtain.

Today we have good wages, decent living conditions and a proud heritage as a democratic rank and file union which has gone out of its way to see to it that none of the subversive elements which were endeavoring to cause disruption in the labor movement ever got a chance to endanger our American way of life.

The honesty and character above reproach which have been and are an integral element in the SIU have carried this Union to its high pinnacle. They are what make its members proud to state to all that they are a part of this wonderful organization for, as we all know, our Union has been the originator of 90 percent of the benefits and gains made by all seafaring men.

It has also never at any time let its members down, or refused aid and succor to other bonafide unions in distress. That creates a marvelous feeling in the hearts of all true union men the whole world over.

This writer can delve a long way back in labor circles; yes,

SEAFARERS IN THE HOSPITALS

- USPHS HOSPITAL GALVESTON, TEXAS
 - V. P. Anderson
 - Alexander P. Copa
 - Jean V. Dupre
 - Jasper D. Farr
- 6TH DIST. TB HOSPITAL MOBILE, ALA.
 - David M. Baria
- USPHS HOSPITAL NORFOLK, VA.
 - Francis J. Boner
 - Fred M. Harrell
- USPHS HOSPITAL SAVANNAH, GA.
 - Wm. B. Aycock
 - Maximino Bernes
 - Birdie W. Biggs
- USPHS HOSPITAL SEATTLE, WASH.
 - L. Bosley
- USPHS HOSPITAL FORT WORTH, TEXAS
 - Frank E. Anderson
 - B. F. Deibler
 - Joseph J. Fusella
- VA HOSPITAL KERRVILLE, TEXAS
 - Billy R. Hill
- VA HOSPITAL WITCHITA, KANS.
 - Frank S. Stevens
- USPHS HOSPITAL NEW ORLEANS, LA.
 - C. D. Anderson
 - Thomas R. Bach
 - William Barnett
 - Merton Baxter
 - Carl W. Berg
 - Claude F. Blanks
 - J. L. Buckelew
 - Gaetano Busciglio
 - James Carter
 - Arthur M. Caruso
 - Theodore Cieslak
 - Cloise Coats
 - Albert T. Cooper
 - Thomas L. Crosby
- USPHS HOSPITAL GALVESTON, TEXAS
 - N. A. Longtime
 - John E. Markopolo
 - Fred D. Peterson
 - Paul J. Wilkinson
- USPHS HOSPITAL SAVANNAH, GA.
 - Frank G. Delgado
 - Edward Hamilton
 - Jimmie Littleton
- USPHS HOSPITAL SEATTLE, WASH.
 - A. Scharf
- USPHS HOSPITAL FORT WORTH, TEXAS
 - Rosendo Serrano
 - Willie A. Young
- VA HOSPITAL KERRVILLE, TEXAS
 - Chas. F. Dorrrough
 - William E. Ewitt
 - Jaime Fernandez
 - Joseph Fitzpatrick
 - J. T. Gehringer
 - John C. George
 - Clarence Graham
 - Kristian Gundersen
 - Julius D. Hale
 - Earl P. Hardemen
 - Wilson Holland
 - Charles Jeffers
 - Martin Kelly

- E. G. Knapp
- Norman L. Krumm
- Antoine Landry
- Leo H. Lang
- Earl B. McCollam
- Carl McCranie
- Minzioni Marioni
- Joseph Martin
- Jerry Miller
- Alfonso Olaguibel
- A. J. Panepinto
- Michael Papusha
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 - Manuel Antonana
 - Eladio Aris
 - Fortunato Bacomo
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 - B. Baterna
 - Nils C. Beck
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 - Robert L. Booker
 - Tim Burke
 - Frank T. Campbell
 - Wm. J. Connors
 - E. T. Cunningham
 - Walter L. Davis
 - Emilio Delgado
 - Walter W. Denley
 - John J. Driscoll
 - Robert E. Gilbert
 - Balt E. Guranick
 - Talb Hassen
 - Joseph Ifsits
 - Thomas Isaksen
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 - Vic Milazzo
 - Melvin O. Moore
 - Joseph B. Murphy
 - Eugene T. Nelson
 - Joseph Neubauer
 - James O'Hare
 - Ralph J. Palmer
 - George G. Phifer
 - James M. Quinn
 - F. Regalado
 - D. F. Ruggiano
 - G. E. Shumaker
 - G. Sivertsen
 - Henry E. Smith
 - Karl Treimann
 - Harry S. Tuttle
 - Fred West
 - Norman West
 - Virgil E. Wilmoth
 - Pon P. Wing
 - Chee K. Zai

- John DeAbrou
- Juan DeNopra
- Frank Fandino
- Frank R. Farmer
- James H. Fisher
- Samuel Ginsberg
- Estell Godfrey
- Luis E. Gutierrez
- Britton F. Hall
- Alfred Kaju
- F. Kazlukewicz
- Olus J. McCann
- John McWilliams
- Angelo Mactel
- Jose Maisonet
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 - Carl Chandler
 - Jessie A. Clarke
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 - John Fay
 - Louis M. Firle
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 - A. R. Jarrell
 - Alfred Johnson
 - Rolf Karlson
 - J. N. McFarlin
 - Ebbie Markin
 - William Nickel
 - Fred Pittman
 - Aaron Sasser
 - Mariano Seano
 - Joseph Snyder
 - M. Whitehead
 - Albert L. Willis

SEATRAN LOUISIANA (Seatrains Line), February 24—Chairman, V. Whitney; Secretary, G. Kaufman. All beefs from payoff to be settled with patrolman after payoff. Ship's fund, \$96.90. Motion carried to concur in communications from headquarters. Extra set of keys wanted for coke machine. It was decided that no money from ship's fund will be lent to anyone.

STEEL APPRENTICE (Isthmian), November 12—Chairman, J. Pulliam; Secretary, Warrington. Captain is giving everyone a hard time. Collection of \$1 to be made for ship's fund. No beefs. Motion carried to concur in communications from headquarters. Motion carried to send letter to headquarters regarding the way the captain sailed from Wilmington—not secure or safe. Discussion held on steward department.

STEEL DESIGNER (Isthmian), February 27—Chairman, E. Ott; Secretary,

headquarters. New washing machine needed.

MANKATO VICTORY (Victory Carriers), February 19—Chairman, C. Rice; Secretary, J. McElroy, Jr. Ship's delegate elected. No beefs—good crew. Warning was given that anyone missing watch in coming ports will be logged. Motion carried to accept communications from headquarters. Ship's secretary-reporter elected.

MONARCH OF THE SEAS (Waterman), February 11—Chairman, J. Kelley; Secretary, none. No beefs. Steward suggested that crew keep messhall and pantry clean at night. Discussion held on baker's work.

MORNING LIGHT (Waterman), January 11—Chairman, R. Evans; Secretary, H. Carmichael. One man missed ship in Genoa. One man was left in hospital in Naples. Everything running okay. No beefs. Some disputed overtime. Discussion held on reasons for second electrician requesting to become oiler aboard ship.

NORTHWESTERN VICTORY (Victory Carriers), February 29—Chairman, C. Memby; Secretary, S. Arales. All departments are in good shape. No beefs. Letter to be sent to headquarters regarding bus transportation in Sunny Point. Washing machine needs repair. Chief cook to repair pipe leak in galley. More night lunch for watches requested.

OCEAN ROSE (Ocean Transportation), February 13—Chairman, E. Grestsky; Secretary, J. Meyerchak. Foc'les to be painted. No beefs. Ship's delegate to be elected. Washing machine to be repaired. Ship's fund, \$10.

OLYMPIC GAMES (Western Tankers), February 19—Chairman, L. Selix; Secretary, F. Weinberg. One man was hospitalized in Guam. Everything okay. Motion carried to concur in communications from headquarters. Motion carried to have various men work together concerning crew because there is a shortage of SIU men. Motion carried to write letter to Marine superintendent regarding inadequate mail service. Vote of thanks to steward department.

OREMAR (Ore), February 25—Chairman, H. Zurn; Secretary, J. Martin. No beefs. Ship's fund, \$13.21. Discussion held on night lunch and washing machine.

ROBIN LOCKSLEY (Seas Shipping), February 11—Chairman, R. Hall; Secretary, W. Marcus. Ship's delegate elected. Ship's fund, \$7.15. No beefs.

ROBIN MOWBRAY (Seas Shipping), February 19—Chairman, P. Guerditch; Secretary, A. Smith. Captain refused to lift logs this trip. One man missed ship. Ship's fund, \$34.65. One man was logged. Delayed sailing time. Repair lists to be turned in.

ALCOA PILGRIM (Alcoa), January 29—Chairman, R. Frazer; Secretary, E. Yancy. Some disputed overtime to be paid at next payoff. Ship's secretary-reporter elected. Ship's fund—\$7.90. One man missed ship. No beefs. Motion carried to concur in communications from headquarters. February 18—Chairman, Pierce; Secretary, Blufft. No beefs. Motion carried to accept communications from headquarters unanimously. Discussion held regarding new safety questionnaire put out by SIU.

ALCOA RUNNER (Alcoa), March 4—Chairman, J. Jones; Secretary, M. Laureano. Everything okay. Repairs have been taken care of. Ship's fund—\$20. No beefs. Two men missed ship. Motion carried to concur in communications from headquarters. Not enough milk bought. Vote of thanks to steward department.

AMES VICTORY (Victory Carriers), February 2—Chairman, F. Fullbright; Secretary, G. Frank. Captain will try to get US currency in next port. No beefs. Some delayed sailing time. Motion carried to concur in communication from headquarters. Discussion held regarding food situation. Steward to requisition everything that is short. Engine room to be painted.

ARLYN (Bull Lines), February 26—Chairman, E. Dakin; Secretary, G. Walter. Ship's delegate elected. Ship's reporter elected. No beefs. Notice was given about time change and discussion held on supper.

AZALEA CITY (States Marine), February 19—Chairman, D. Butts; Secretary, N. Flowers. Everything running okay. One man missed ship. Ship's delegate elected. Motion carried to concur in communications from headquarters. All portholes and crew's quarters scupper to be repaired. Vote of thanks to night cook and baker.

BEATRICE (Bull), March 4—Chairman, H. Ricci; Secretary, M. Kaminski. Everything running okay. No beefs. Some disputed overtime. Motion carried to concur in communications from headquarters. Crew pantry to be kept locked in port.

CALMAR (Calmar), January 8—Chairman, H. Mesford; Secretary, T. Jackson. No beefs. Ship's treasurer reports there is \$36.86 in the ship's fund. Some disputed overtime. Ship's delegate elected. To install hook for engine room door.

NATIONAL LIBERTY (National Ship & Trading), January 15—Chairman, J. Harrelson; Secretary, W. Murphy. Some disputed overtime. No beefs. Motion carried to concur with communications from headquarters. Ship's delegate and secretary-reporter elected. A line to be stretched from amidships to aft for safety of men at night.

Digest Of SIU Ship Meetings

W. Pedler. Everything running okay. Motion carried to concur in communications from headquarters. Ship's delegate elected. No noise in passageways. To keep laundry room clean.

STEEL FABRICATOR (Isthmian), February 24—Chairman, H. Hutchinson; Secretary, L. Jones. One man hospitalized. Very smooth trip. No beefs. Lockers have not been installed as yet. Poor ham and bacon aboard. Vote of thanks to steward.

STEEL TRAVELER (Isthmian), February 24—Chairman, W. Harris; Secretary, M. Sospina. One man hospitalized. Matter of repairs to be taken care of soon. Some disputed overtime. Vote of thanks to all unlicensed personnel for good cooperation aboard this vessel. Vote of thanks to ship's delegate.

VENORE (Ore), February 24—Chairman, M. Kid; Secretary, C. Oglby. No disputed overtime in deck department. One man was fired. Discussion held on repair list. Discussion held about cleanliness of washroom and night pantry.

ARAPAHOE (Marine Transport), January 23—Chairman, B. Willhelmsen; Secretary, F. Baron. No beefs. Some disputed overtime. Voluntary donations to ship's fund was suggested to be made at payoff. Captain, officers, and crew in good spirits.

JEFFERSON CITY VICTORY (Victory Carriers), February 28—Chairman, A. Caldeira; Secretary, C. Little. Shortage of water aboard. Discussion held regarding restriction to vessel in various ports. It was reported that company refused to issue travelers checks or US currency in Bangkok. Ship's delegate to send wire to New York regarding travelers checks. Ship's delegate elected. All refrigeration boxes to be checked before leaving Bangkok.

STEEL SCIENTIST (Isthmian), February 27—Chairman, R. Hunt; Secretary, E. Laws. No beefs, exceptional trip. Ship's fund, \$48.12. Few hours disputed overtime. Slopchest did not have proper fixes. Washing machine and toaster are in bad shape. Chairs needed for recreation room. Vote of thanks to steward department.

WARRIOR (Pan Atlantic), February 26—Chairman, J. Madden; Secretary, M. Elliott. Ship's fund, \$11. Some disputed overtime. No beefs. Motion carried for steward to turn in to patrolman any shortage at storing time. Discussion held about food. Quality to be improved. Repair list to be turned in.

WILLIAM A. M. BURDEN (Western Tankers), February 12—Chairman, T. Lacey; Secretary, G. Lallement. No beefs, some disputed overtime. Ship's treasurer elected. Crew is not satisfied with chow. No Lava soap aboard.

DE SOTO (Pan Atlantic), February 12—Chairman, G. Hago; Secretary, E. Oppel. Beef concerning bosun's work will be handled in Tampa. Ship's fund, \$31.72. Some disputed overtime. Motion carried to concur in communications from headquarters. Poor hot water system aboard.

EVELYN (Bull Lines), February 26—Chairman, E. Brondelebo; Secretary, McKinstry. Ship's fund, \$13. No beefs. Motion carried to accept communications from headquarters. It was suggested that TV set be raffled.

GEORGE A. LAWSON (Pan Oceanic), February 27—Chairman, G. Lawson; Secretary, L. Cevetta. Ship's delegate elected. Ship's reporter elected. No beefs. Motion carried to concur in communications from headquarters. Discussion held about 50-50 law. Vote of thanks to steward department.

JEAN (Bull Lines), February 24—Chairman, J. Buzelewski; Secretary, T. Moller. Ship's delegate elected. No beefs. Everything going well. Motion made to accept communication from

Whaddya Do If You Meet A Prince?

Unless he can get a quick answer on a query to Emily Post—or Grace Kelly, for that matter—what does a guy do when he meets up with a real prince?

This ticklish situation presented itself recently to Seafarer A. E. Auers, ship's reporter on Steel Maker, but he apparently handled it in a fine, diplomatic style.

The event occurred in Basrah, Iraq, a city on the Shatt al Arab River, about 50 miles from the Persian Gulf. It was Sunday morning, and the ship just tied up. "I put on a collar and tie and took off," Auers relates. "In some foreign countries you've got to have a collar and tie even to buy a beer," he noted. "The sun was shining and it was

cool enough to walk a mile to the Airport Hotel," Auers continued. "It was the best place in Basrah to have a quiet beer, I was told, and when I got there, I found a place by the window and watched the planes landing. "Some time later, I noticed four gentlemen sitting at the next table, three in an Arab dress and one in a blue suit. "The fellow in the blue suit addressed me and I moved over to

their table. It seems he was an interpreter for the gentleman next to him, who was a prince, no less.

"'Hallo, Prince,' I said, or something to that effect.

"Then, after exchanging a few compliments, I returned to my table and my beer, and sat there thinking a while.

"I don't meet princes, kings and queens often in my sailing life. This was the first time. What to do? "At the time I was reading 'Waterfront' by Budd Schulberg. I left that for the prince . . . I hope he enjoys reading."



Auers

Winter Sports —By Seafarer Robert 'Red' Fink



On the "Sweatbox Run" with the SS Chester Harding down in Venezuela, Seafarer Robert "Red" Fink and shipmates gloat a bit over the cold-weather miseries of others.

Skipper Of His Own Boat, Seafarer Finds Life Okay

One of many Seafarers who have taken leave from big-ship-living to try a hand at skippering their own craft, Bill "Dutchy" Moore is making his way hopping around the Caribbean these days in a trim 46-foot Diesel cruiser.

Based in Florida City, Fla., Moore and his partner, Frank Williams, pilot the "Sun Sport" all over the Islands, taking charter parties as far south as the Isle of Pines. The boat has an 800-mile cruising radius and sleeps six.

Equipped with gear for spear fishing, underwater photography and treasure-hunting ("We'll provide everything but the maps,"

says "Dutchy"), the boat enables its two-man crew to take on a lot of interesting excursions. World-famous as fishing grounds, the Florida Keys and nearby islands are an angler's paradise of blue or white marlin, tuna and sailfish.

Moore

The "Sun Sport" has also been called in on occasion for an underwater salvage and demolition job and, since it's fully equipped for this work, the usual bonus arrangement that applies to these jobs makes them popular. "Dutchy" adds that if there are any Seafarers interested in making a trip with him, they can contact him at 500 SW 3rd Ave., Florida City, phone 2869-J.



Angler is dwarfed by size of this big one caught from Seafarer "Dutchy" Moore's "Sun Sport."

LOG-A-RHYTHM:

'Saya Noya'

By M. Dwyer

He stands his lonely watch tonight, Recalls a scene, in mem'ry bright, Of a distant land across the sea And a maiden neath a cherry tree.

He remembers well two almond eyes

As he gazes now at starlit skies And seems to hear, across the sea, An echoing "Come back to me."

Her hair was dark as a raven's wing,

Her voice like silver bells that sing, Her ruby lips a rare delight, Her eyes two lanterns in the night.

A magic spell at last was cast But a seaman's life is not steadfast And he cursed the day when he had to say,

"Go-min-a-sigh" as he sailed away. And she recalled, with a little tear, "Go-min-a-sigh" means "forgive me, dear."

Then her echo blew 'cross waves and sky,

Whispering "saya noya," which means "goodbye."

Steel King Crew Hailed

Singled out for their generosity, Seafarers on the Steel King have been praised for their kindness in presenting a radio for the use of the Catholic Mission at Bihar, India. News of their gift reached the LOG in a letter from "Fr. Alex," the Rev. Fr. Alexander Bombera, T.O.R., of the Mission staff. The presentation was made in Calcutta last January 27, while the ship was in port. The mission itself is at Godda, PO, Santal-Parganas, Bihar, India.

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

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

NAME STREET ADDRESS CITY ZONE STATE

Signed

TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below:

ADDRESS CITY ZONE STATE

Seafarer Poses Query: Are You A 'Union Man'?

What's a union man? "Unionism is not just the idea of carrying a union card, paying the required dues and living up to the mutual contract in your field of labor," says Seafarer John F. Wunderlich.

"Unionism is a way of life," he points out. The good union man does a lot of things to help his shop- or shipmates or another labor organization, because he knows that in the long run, it's good for him also, Wunderlich adds.

"Do you call yourself a good union man?" he asks. "Are you sure you're a good union man?"

"When you had the contractor put up the sunporch, or that awning or the extra room, did you

check to see if he was hiring union labor for the job. Was the material used from a union shop?"

"When you pick up a pack of cigarettes, do you make an effort to find out if they are rolled by union labor?"

"When the airlines were on strike, did you use other means of transportation or, if you could, put off your trip for a while until the strike was over?"

Remember Phone Strike

"When the telephone operators struck for improvements in their contract, did you make a fuss over the lousy service the scabs were giving you and keep your long long-distance calls and extras on your bill to a minimum?"

"When you saw a retail clerks' picketline, did you buy what you needed elsewhere or wait until the beef was over?"

"When a scab taxi came cruising by when you were in a hurry, did you conveniently grab it, or did you faithfully wait for a union driver to appear—or take a bus?"

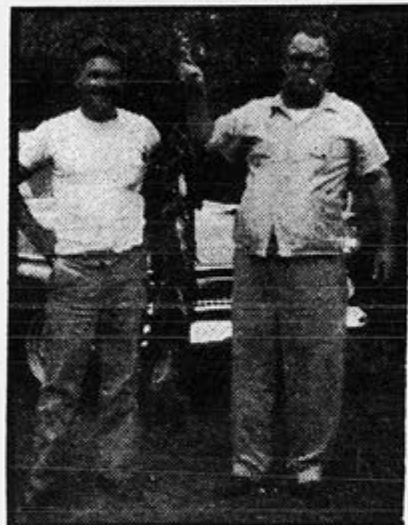
"When you take your wife, girlfriend or others out for lunch and see a picketline outside the cafe or restaurant you were heading for, do you proudly proclaim you're no scab and go elsewhere for your nourishment?"

Help On Picketline

"When your union calls for help on the picketline, whether for your own trade or in assistance of some other labor group, do you shirk away from the job, or do you gladly give freely of your time and effort?"

"Are you a good union man? Are you?"

'Fair Fishing'



Loaded down with "a fair day's catch" during a stay down near home in Tampa, Fla., Seafarers Joe Barron (left) and Charlie Simmons show off the results of their day's work. Fishing's good around Tampa these days.

Sun-Baked 'Warriors'



Out in the sunshine while the Warrior was in Istanbul, Turkey, crewmembers give the "big squint" to the photographer, Larry Young, BR. They are (l to r) Saladino, Maga, Brown, Mutsy, Sobczak and Souza. Saladino, the ship's reporter, sent it in.

Finds A Good 35c Sea Story

To the Editor: I just read a wonderful novel entitled "The Eternal Voyagers." It's one of those 35-cent Signet books.

I thought it was so good I'd like to have the gang get a copy of it. The book is the best 35 cents I ever spent, and was written by an old salt all about a T-2 on a year's articles from the Persian Gulf to Japan.

If you like good stories about

ways a big consideration with the companies. There would also be lower costs for shipyard service, drydocking, canals, etc., all along the line, since the ships would be new and paying their way per ton of cargo better than they are now.

You only have to compare the Ore Line's Venore and Steelore types to get the idea, and see how much more payload can be handled and faster by the speedier class of the two.

It's all a case of simple arithmetic, with most of the companies sitting on their hands crying for help, instead of doing something about boosting up their fleets to meet modern conditions and competition. That's how I see it anyway.

Herbert Gardner

Hails Welfare Aid For Son

To the Editor: I want to thank everyone in the SIU Welfare Services Department for the help given to my son, Mario, when he was hospitalized. He is getting along very well now.

I am very proud to be associated with such a fine Union. Without the help of the SIU, I could never have taken care of my boy properly.

God bless the SIU and thank you again.

Armando Leon

New Orleans Bar Run By Seafarer

To the Editor: Enclosed is a photo of an SIU member who owns a bar in New Orleans.

The man is Essen Johnson, SIU Book No. J-21, an oldtimer in the SIU and the owner of La Chatta Bar located at 607 Decatur Street.

The bar is 100 percent "union" and is a gathering



Seafarer Essen Johnson and Mamie, the barmaid, behind the bar of his place on Decatur St. in New Orleans.

place for many SIU men when they are on the beach in New Orleans.

I hope you can run this item in the LOG when you have space for it.

H. E. Crane

Appreciates SIU Aid To Family

To the Editor: On January 17, 1956, the Salem Maritime exploded in Lake Charles, La.

The first official news that we received came from the SIU, in the form of a personal telephone call from Toby Flynn, SIU welfare representative, informing us that our father, Leo J. Kennedy, the 2nd cook aboard the ship, was among the missing.

On the morning of the 19th, Toby Flynn paid a personal call on our family, to offer his condolences and the help of the SIU. The shock of our loss was lightened by his sincerity and understanding.

During the diving operation to recover the bodies still aboard the tanker, Toby kept us fully informed on the progress by telephone. Within minutes after our father's body was identified, we were notified.

Retired Member

As a retired bookmember of the SIU, I am really proud to know that the SIU's first concern is its members and their families. The SIU's untiring efforts and devoted service to the members and their families is commendable beyond mortal words.

I wish to take this opportunity, on behalf of my mother and my family, to thank the SIU for all it has done to ease our burden, and to thank the Seafarers from the Boston hall for their beautiful flowers and sympathy visits.

I would also like to thank Jimmy Sweeney, Boston patrolman, who was a very personal friend of my father, for his help, sympathy and understanding.

Dan Kennedy

Hails SIU Help On Wife's Death

To the Editor: My deepest gratitude and many thanks to the best union in the world for the manner in which the SIU helped my family and I in our time of need due to the hospitalization and death of Mrs. C. Sweeney.

I only changed from the MAW to the SIU in May, 1955, so it was wonderful that the Union was able to accomplish this in behalf of the writer and his family. Words cannot properly carry my sincere thanks to the leaders of the SIU and to our officials in New Orleans.

Many thanks also to Mrs. Spencer, who is secretary to Port Agent Lindsey Williams in New Orleans, and to my brother members and shipmates on the Del Mar, my last ship, especially to Brothers T. McLees, Cosby Linson, P. Arena and to each and every one who came to help during our family's sad bereavement.

C. "Pop" Sweeney

Burly



-AND WHEN THEY LET ME GO-I WAS TEN THEN-I TOOK UP SWIPING TIN CUPS FROM STREET BEGGARS...

... THEN A FEW YEARS WATERING MILK THAT WENT TO SCHOOL KIDS...

... LATER I GOT CAUGHT CHANGING LABELS ON DOG FOOD CANS...

SEE, NUTSY-LIKE I TOLD YOU-IT AIN'T THE MATE'S FAULT. HE NEVER HAD A CHANCE!

That Explains It!

By Bernard Seaman

SEAFARER VISITS JAPANESE HOME

By Seafarer Pat Conley, SS Amerocean

For the past ten years Americans have occupied Japan as victors. The occupation has been just and gentle, reflecting credit on each nation; but from now on Seafarers who visit Japan will do so as guests of a sovereign nation.

Thousands of Seafarers have fallen in love with Japan during the past ten years. If you are lucky enough to take a ship to this country you will find in Japan a land of rare beauty and a nation of people dedicated to its civilization. From great Fujiyama down to the twisting, rocky coastline, the terraced hillsides and the tiny plains, you will be captivated by the sensitive artistry of the Japanese.

You may not understand the ways of these people, but if you go among them you are in for a deeply rewarding experience.

Come with me on a visit to the home of Takio Sato in Morioka. As you approach his home you will be disappointed. It is unpainted and weatherbeaten on a street of dreary dwellings. Japan likes to hide its inner beauty from the street, so that when you enter the quiet home the effect of tranquility and beauty will be heightened.



Conley

At the doorway is Mrs. Sato, a dainty kimonoed woman of forty. She kneels on the floor and bows till her



head touches her knees. Her two beautiful daughters, 17-year-old Akira (Beautiful Sun) and 11-year-old Yasuka (Peace Of Mind) are clothed in gold and silver kimonoes. They, too, bow to the floor and rise to take your wraps.

Mr. Sato, a 47-year-old professor, is dressed in Western clothes. He greets you with a sturdy handshake.

You kick off your shoes and step across the threshold—never on it, for that is bad luck—onto one of the finest of floors: tatami mats, 6x3 feet, made of two-inch-thick rice straw filler covered by an exquisite woven white reed of the I plant and edged with a one-inch maroon and blue cloth binder.

Shinto Shrine

Above the doorway hangs a length of rice-straw rope—a common sight in Japan. From the rope hang strips of white paper. This is the sato — the Shinto shrine and here reside the benevolent spirits of the house.

Mrs. Sato, bowing, leads you to your room. It is 14 tatamis large—room size is always indicated thus—and is cut off from the rest of the house by twelve sliding doors made of thin stripes of wood to which have been pasted sheets of strong opaque rice paper.

Your room has no furniture. There is an alcove where a picture hangs on a brocaded scroll over a vase with one flower.

For the clothing you unpack, the Sato girls bring in low trays, which they place on the floor. When your bags are unpacked the girls whisk them away and you stand in the middle of a completely unfurnished Japanese room.

Now the family leads you to their quarters, and again there is

no furniture. Thin cushions line the wall and you sit on one. Many nations have the custom of sitting cross-legged, but the Japanese double their legs directly under themselves and sit upon their ankles.

Charcoal Heat

After sitting for a short time you begin to feel the cold, for although this is winter there is no house-heat. But your discomfort is of short duration. In the center of the floor is a deep hole, five feet square, its edges lined with old bed quilts. It's called a kotatsu. At the bottom is a small iron brazier of burning charcoal. From the edges of the table hang three thicknesses of heavy blankets. You wriggle under them, sit on the floor and dangle your feet against the brazier. In a moment you are glowingly warm.

As pleasant as lounging is in a Japanese home, dining is a greater delight. For this you go to another room where sushi, Japan's national dish, is served. To a bowl of rice, flavored with salt, sugar and vinegar, Mrs. Sato adds bits of fresh fish and flakes of dehydrated fish that look like black, petrified wood, but which taste better than any fish you've ever eaten. On the side we have soup, bits of vegetable and other condiments.

Mrs. Sato, of course, does not eat with her guest. She approaches



the dining room door with the trays, drops to her knees and crawls forward faintly with each dish.

Dishes Art Objects

Before you she places a small lacquered table of exquisite artistry. On it she arranges six or seven lacquered dishes, each a work of art that has been passed down through many generations. They are jet black with a tinted gold design. The chopsticks are ivory, the ceramic block on which they rest came from Korea centuries ago and the sake cups are fragile china.

Each dish contains one item of food arranged to emphasize its color and design. The clear brown soup contains one piece of beet, one wedge of onion and one thread of meat. Even the sushi, which you might expect to be thrown together, has been carefully designed with bits of fish arranged artistically. Mrs. Sato has left nothing to chance in the four hours spent in preparing this meal.

At dinner, Mrs. Sato serves you sukiyaki, the second of Japan's national dishes, and by all means the best. In the middle of the

kotatsu table she places a large charcoal brazier and on top of this a big low-edged skillet. While it gets red-hot she brings in a large China tray on which are piled, in perfect design, green vegetable leaves, a silvery, slippery kind of noodle, mushrooms, white leeks, quartered onions, little chunks of bean curd, squares of suet—all topped by long, thin slices of red meat.

Heady Aroma

Mrs. Sato draws in her breath as the guests compliment her on the attractiveness of the ingredients. Then she pops the suet into the skillet. As it sizzles she pours in soy sauce and sake. When the broth seems right, she places the vegetables in, one by one, with strips of meat on top. As the dish sizzles and its aroma rises, Mrs. Sato ladles in several spoonfuls of sugar, some salt and large pinches of Aji, a remarkable condiment which enhances all true flavors.

While this has been going on you have been whipping a raw egg in your individual bowl. You dive your chopsticks into the skillet and come forth with some meat, a bit of onion and a chunk of bean curd. These go into the egg sauce for cooling and then into your mouth.

Sukiyaki is an especially admirable dish because of its pervading aroma and fellowship of pitching into the common pot for what you like best.

Cozy Evening

After dinner, Mrs. Sato and her daughters—who did not eat with the guests—climb into the kotatsu. Conversation becomes animated. You ask what a brilliant kimono like the one Arika is wearing costs, and Mrs. Sato tells you: "for the outer kimono, \$35; for the inner one, \$25; for the flowered coat, \$35, and for the brocaded sash, \$100."

Soon it is bedtime and Mrs. Sato shows you to your room. In the middle of the floor a thick bed-roll has been spread.

In the morning when you leave



this beautiful and simple home, Mrs. Sato is out front polishing your shoes and her daughters are bowing low in respect to the parting guest. Then Mrs. Sato hurries in to help you on with your coat. Mr. Sato shakes hands vigorously and you are back on the dark and ugly street.

If you had never stepped into the Sato home you could not have had the slightest idea of what delicate beauty there is behind the



Where Are The Ship Sportsmen?

By Seafarer William Calefato, SS Citrus Packer

A trial cockroach race was secretly held aboard the SS Citrus Packer recently after an attempt to arouse the crew's sporting blood to interest in such a contest failed to arouse even a heated discussion at coffee time.

Most of the crew never heard of racing the insects, although it was a respectable and favorite pastime among seafaring men since the Spaniards launched their first galleon.

The modern seamen on the SS Citrus Packer thought it was fantastic and that if there was a man with a white coat aboard, he would snare the wiper who started the idea. In spite of adverse opinions the wiper finally found a messman brave enough to bet five dollars on a private race.

After two promising roaches were hunted and captured, they chose racing colors for them. The wiper dabbed the back of his roach with silver paint and the messman painted a red dot on his racer. Then they drew a circle on the forecastle deck. In the center they place their principles and covered them with an empty can. That was the paddock which, when quickly raised, gave the roaches sudden freedom. The one passing out of the circle first would be the winner.

'They're Off And Running . . .'

In the annals of maritime history, the bets made on roach races were equal to those of big poker games and the looks in the eyes of the wiper and messman would have been the same if they were at Santa Anita or Belmont race tracks.

The wiper lifted the can and the two roaches were off. They zig-zagged in opposite directions, turned to meet, then the one painted red crossed the line while the other slowly travelled within the circle. The wiper paid the messman reluctantly. Something must have gone wrong, he thought, and doggedly set about to find what it was.

He dismissed the possibility that the messman drugged his roach. He did not look smart enough to mix DDT with the silver paint so he decided his racer could have had an injury like a sprained leg, incurred when captured. Fragile creatures like roaches, especially if they are to race, should be handled with gentleness.

"If you want to be sure of a perfect specimen, you got to race it with a minimum of handling. You lasso it with a piece of thread instead of picking it up with your fingers," he was told by an old Seafarer.

"You mean like a cowhand catches a steer?" "Quite so, only you have to be real good to hurl a lasso and catch

a roach, but since you ain't, there is another way to do it."

The oldtimer went on by explaining that the loop should be laid in the path of a roach so it could be pulled and tightened as the victim walked into it. In that manner all movements could be observed and no injury caused.

"Splendid idea. Then we could use the end of the lasso to hold a tag with a racing number instead of painting the poor things. Roping is better because paint could be poisonous to them and slow them down."

Today's Roaches Fat and Lazy

The roaches that homestead ships might be too well fed these days where as those that sailed during Columbus' day were content with a more staple diet, so they were more agile and ferocious—bigger too.

Thereupon the wiper fed his latest captives bread and water and seriously considered the advice from the old sailor. The latter mentioned how sportsmen trained roosters so that when they were pitted for a fight, they were in peak condition. But the most that could be done to train a stupid roach was to poke it with a stick to excite more running ability.

"Which is faster, the male or female roach?" somebody asked.

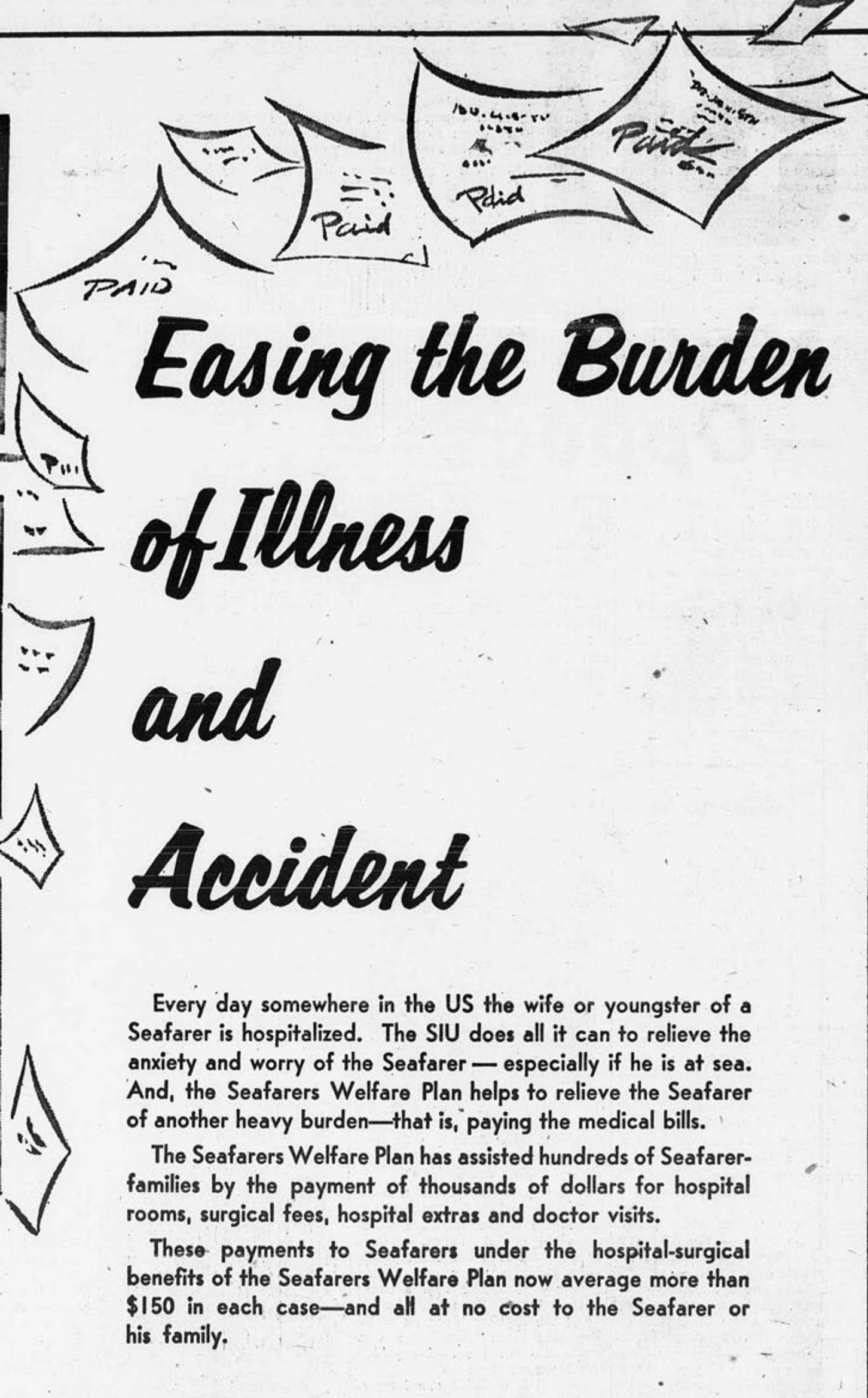
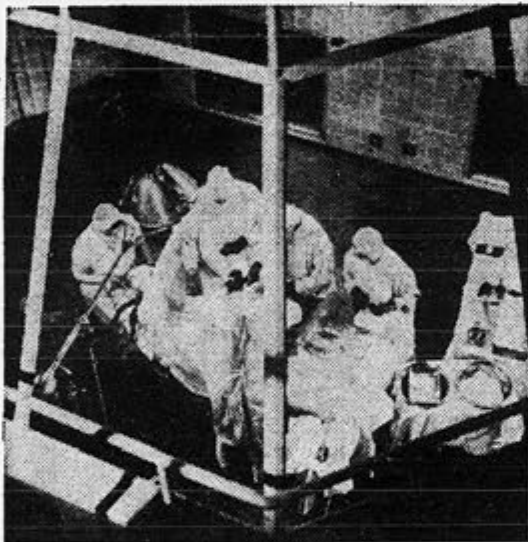
Like all good discourses, that one was interrupted, this time by a fireman coming off watch.

"Why not ask the steward if he has any weevils in the storeroom. They make very good racers and are less repulsive than roaches."

One by one the crewmembers left the scene in the messhall until only the wiper and an oiler remained. That impassive group bore evidence that roaches, and racing them, is of little interest to Seafarers.

Excitement is usually lacking aboard some ships, unless some undaunted roach creeps near one's plate to steal a snack or sample the chief cook's latest concoction. So, perhaps a seaman's life was more colorful in other eras, like that in Eugene O'Neil's tales, for example.

Those guys knew how to have fun in their spare time and were not benumbed by long voyages, the wiper insisted. The oiler got up mumbling something about going up to ask the radio operator to contact his hookie in Hoboken.



Easing the Burden of Illness and Accident

Every day somewhere in the US the wife or youngster of a Seafarer is hospitalized. The SIU does all it can to relieve the anxiety and worry of the Seafarer — especially if he is at sea. And, the Seafarers Welfare Plan helps to relieve the Seafarer of another heavy burden—that is, paying the medical bills.

The Seafarers Welfare Plan has assisted hundreds of Seafarer-families by the payment of thousands of dollars for hospital rooms, surgical fees, hospital extras and doctor visits.

These payments to Seafarers under the hospital-surgical benefits of the Seafarers Welfare Plan now average more than \$150 in each case—and all at no cost to the Seafarer or his family.

ONE OF 13 NO-COST BENEFITS OF

The Seafarers Welfare Plan