

**A&G ELECTION ISSUE**

ENCLOSED SUPPLEMENT CONTAINS  
PHOTOS AND BIOGRAPHIES OF ALL CANDIDATES  
FOR A&G OFFICES . . .

VOL. XIV  
No. 22

**SEAFARERS  LOG**

Oct. 31  
1952

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

# A&G VOTING OPENS -75 SEEK OFFICE

Story On Page 3

## 'Farmer' Crew Honors Rescuers

Story On Page 3



**Spic And Span.** Seafarers from Lake Charles hall came down to make new SIU offices in Port Arthur shipshape with paintbrush and sougee gear. They are, (left to right): Nathan Lack, 2nd cook; Louis Boren, AB; Don Hilton, organizer; Leroy Clarke, Lake Charles agent; Glenn Todd, AB; and Frank Sullivan, MM. (Story on Page 2.)

**New Prototype.** Bearing a cargo of Government dignitaries a New York harbor tug approaches the brand new queen of the freight ships, the SIU-manned Keystone Mariner, on her official welcome to New York. Navy, Coast Guard, Maritime Administration and local government officials all went aboard. The ship is now enroute to Germany. (Picture Story in Centerfold.)

# Freight Co's OK Pact; Tankship Contract Studied

All SIU-contracted freight companies have now agreed to accept the general and department rules in new standard freight agreement reached between Union and employer-negotiating committees. Completion of the contract and its presentation to the member-

## Apply For SIU School By Dec. 20

December 20 is the deadline for filing to take the college entrance tests under the Seafarers scholarship plan. Seafarers, or children of Seafarers interested in applying for the scholarships must get applications in by that date if they are to take the exams scheduled on January 10.

However, anybody missing the first exam will have a second chance, because another set of college entrance board tests will be given on March 14. Applications for the second exam have to be in by February 21.

The SIU scholarship plan, first such plan of its kind in maritime, will pay \$1,500 a year for a full four year college course to four candidates selected on the basis of their marks on the standard College Entrance Examination Board tests, and on their high school records. Winners will be selected by a board of professors from five different universities.

In order to apply for a scholarship, an applicant should write the Administrator of the Seafarers Welfare Fund at 11 Broadway, NYC. He or she should submit an official transcript of high school grades, three letters of reference, one from the high school principal, and proof of sea time requirements, if a Seafarer, or if a student, the seetime of the student's Seafarer-father. In either case, the minimum is three years' seetime.

ship for its approval waits upon settlement of wage, overtime and penalty rates still in the process of negotiation.

Meanwhile, employer negotiators representing the tanker outfits have recommended acceptance of the new tanker agreement to their companies. It is expected that all companies will approve the provisions of the new contract. Like the freight agreement, the wages and overtime rates for tankers are still to be negotiated.

### Welfare, Vacation Payments

Pending settlement of the money issues the old agreements will remain in force, with the exception that the companies have already begun paying the additional 15 cents per day into the Vacation Plan and another ten cents per day to the Welfare Plan. An early result of the added contributions has been the boost in disability pay from \$15 to \$20 per week.

The new tanker contract, which is the first standard agreement for SIU tanker companies, contains many improvements designed to eliminate loopholes and provide additional benefits for Union members. One of these proposed improvements concerns sailing board time on tankers. From now on, if a tanker doesn't sail at the time called for on the sailing board, it will mean two hours overtime for every crewmember. This will prevent the practice of having men report to the ship and then dismissing them because it isn't ready to sail.

The standard transportation and repatriation clause has been included in the tanker contract and (Continued on page 17)

# Open Port Arthur Office

PORT ARTHUR—Adding to earlier assurances that the SIU intends to spare no effort to help Atlantic tankermen achieve long-hoped-for SIU conditions in the fleet, the Union has moved forward on plans to set up an on-the-spot organizing office in this port, which serves as the southern end of the line for Atlantic tankers.



Discovery of an old Atlantic Refining Co. calendar on wall of new offices of SIU organizing committee in Port Arthur gets a big laugh out of Bob Anderson (left) and Bill Oppenhorst, both off Atlantic Importer, and SIU organizer Don Hilton (right).

The SIU recognition of the urgency to have an operations base right at the site of one of the fleet's major installations also hinged on the desire to offer 'round-the-clock service to the hundreds of Seafarers in the tanker trade who pass through the port.

### Will Aid Seafarers

The new organizing office will enable the Union to even better the service to SIU tankers operating in the Gulf, according to Keith Terpe, SIU Director of Organizing and Education. "We have long felt the need to expand our facilities to include this major Gulf area refining and oil transportation center, which handles an estimated 40 percent of the refined oil output in the entire Gulf."

### Big Role Planned

Appropriately enough, the selection of the location and the completion of arrangements for the offices came the same week that the nation's petroleum industry, with this city as a spearhead point, was celebrating National Oil Progress Week, an observance attended by an SIU delegation as well as top representatives of the Atlantic, Gulf, Pure and Texas refineries, which operate major plants here, and 700 leaders in the oil industry.

The new SIU offices in the Terminal Building, one of the city's leading downtown office structures, were expected to be readied for use in a short time. On hand to assist in the redecorating and to offer suggestions for the new Union facility in line with experience gained through operation of the SIU office in Lake Charles, La., where the giant Cities Service refinery is located, were Port Agent Leroy Clarke and a delegation of Seafarers who promptly turned to on the job.

Terpe announced that SIU representative Don Hilton, who had been on the job here for some time operating out of temporary headquarters, would be available at all times in the new offices at 411 Austin Street.

Speakers at the huge Oil Progress Week observances here made it plain that Port Arthur was ready to play an even bigger role in the oil industry than before.

### Rap AMEU Purge

Meanwhile, elsewhere in the Atlantic campaign, crewmembers aboard the Atlantic Traveler administered a stinging blow to the AMEU when they gave 100 percent support to shipmate Louis Diering by reelecting him ship's delegate.

Diering, as revealed earlier this month, had been purged from the AMEU Fleet Council, governing body of that union, after being put through an inquisition on his SIU sympathies. Showing that they would not accept the victimization of a shipmate, the men on the Traveler voiced full confidence in his honesty in an obvious slap at the AMEU.

## Put Number On Meeting Excuses

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

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

## '50-50' Law Under Fire

A new plan afoot to sabotage the "50-50" law, by which US flag ships are assured 50 percent of all foreign aid cargoes, has been revealed by the SEAFARERS LOG Washington correspondent. The plan is being promoted by foreign shipping companies who are attempting to interest sympathetic State Department representatives in promoting revision of the law.

The "50-50" law was passed in the early days of the Marshall Plan after a vigorous fight by the SIU, to assure American-flag shipping a fair share of aid cargoes to other nations. Such cargoes are at present a very large part of American shipping business. For details on the latest developments, see the LOG's Washington newsletter, Page 5.

And, for up-to-the-minute maritime news all the time from Washington, read our Washington reporter's column every issue.

## Mail Plan Set For Vacation \$

New provisions designed to protect Seafarers against possible loss of vacation pay have been set up by the SIU Vacation Plan. Arrangements have been made for the Plan to accept applications by mail from ships on old discharges before they become invalid for vacation pay.

A Vacation Plan representative explained that under the regulations drafted when the plan was set up, a Seafarer can't collect vacation pay on a discharge with a payoff date that is more than a year old. In other words, if a Seafarer paid off a ship on December 1, 1951 and hasn't collected pay due on that particular discharge, he won't be able to collect on it after December 1, 1952.

Under the new regulations, the Plan makes it possible for Seafarers to mail in those discharges before they become a year old. Taking the December 1, 1951 date as an example, if the man has a discharge with that payoff date on it, and he is on a ship that won't be back in the States until after December 1, 1952, he should mail this old discharge (and any others he might have) to the Vacation Plan at Union headquarters. He should also include a mailing address.

### Fill Out Application

The Plan office will fill out a vacation pay application for the man, complete in all respects with the exception of the signature. It will then forward the application, plus the discharges, to the mailing address, whether it is the head-

quarters mail room, a branch hall of the SIU, or the man's home.

When the Seafarer comes into port, all he has to do is pick up the application at the mailing address, sign it, and send it in to collect his money.

### Instruction Cards

The Union is now in the process of preparing instruction cards explaining the rules of the Vacation Plan. Copies will be mailed to all ships and all SIU halls for posting

on bulletin boards.

Although the new system is an additional safeguard against loss of money due, the Vacation Plan representative declared that the best thing to do is to collect on discharges right away. As soon as a Seafarer has 90 days' discharges he is entitled to collect, and he should do so. By saving the discharges he risks the chance of keeping them too long and possibly losing out on vacation money.

## Ban Liquor In Arabia

Seafarers on Isthmian Line and other ships stopping at Saudi Arabian ports are warned not to bring any alcoholic drinks ashore. A new regulation has been issued by the Saudi Arabian government absolutely prohibiting the transportation or sale of alcoholic beverages to any persons in an Arabian port.

In addition, the government has banned the sale of beer, wine and liquor in the Ras Tanura seaman's club. This was previously permitted by special arrangement with the Arabian government.

Arabia being a devoutly orthodox Moslem country, the inhabitants are forbidden by both religion

and law to drink wine or liquor in any form. Up until now, however, foreigners have been permitted to have liquor in the country under special regulations.

The latest decree banning shipment of alcoholic drinks carries the warning that "any one acting to the contrary will be liable for the most severe punishment." The decree applies to all ports—Jeddah, Dammam, Ras Tanura and others.

## SEAFARERS LOG

Oct. 31, 1952 Vol. XIV, No. 22

As I See It.....	Page 13
Burly.....	Page 16
Crossword Puzzle.....	Page 12
Editorial.....	Page 13
Foe'sle Fotog.....	Page 19
Galley Gleanings.....	Page 20
Inquiring Seafarer.....	Page 12
In The Wake.....	Page 12
Labor Round-Up.....	Page 16
Letters.....	Pages 21, 22
Maritime.....	Page 16
Meet The Seafarer.....	Page 12
On The Job.....	Page 16
Personals.....	Page 24
Quiz.....	Page 19
Seafarers In Action.....	Page 18
Ship's Minutes.....	Pages 24, 25
SIU History Cartoon.....	Page 6
Sports Line.....	Page 20
Ten Years Ago.....	Page 12
Top Of The News.....	Page 7
Union Talk.....	Page 6
Wash. News Letter.....	Page 5
Welfare Benefits.....	Pages 26, 27
Your Dollar's Worth.....	Page 7

Published biweekly at the headquarters of the Seafarers International Union, Atlantic & Gulf District, AFL, 475 Fourth Avenue, Brooklyn 32, N.Y. Tel. STerlin 8-4471. Entered as second class matter of the Post Office in Brooklyn, N.Y. under the Act of August 24, 1912.



Crewmembers of the Western Farmer gather round as Seafarer Henry Mikulski presents two plaques to Sir Henry Hobson, British consul general in New York, to be turned over to the Dover and Ramsgate lifeboatmen. Left to right, they are: Joe Bardo, D. A. Edmonson of the British Consulate, George Buhlmen, Sir Henry Hobson, Mikulski, George Landrigan, chief mate; and Vladimir Rannamae.

## Western Farmer Crewmen Honor British Rescuers

Seafarers of the ill-fated Western Farmer showed their appreciation for the lifesaving services of English volunteers when they presented two plaques to Sir Henry Hobson, British consul general in the New York headquarters hall.

The plaques were accepted in behalf of the lifeboat crews of Dover and Ramsgate, who rescued the entire crew of the Western Navigation ship after it was rammed and split in two by a Norwegian tanker during an English channel gale on August 21. Subsequently one half of the ship sank and the other half drifted aground on the Goodwin sands. Although all lifeboats were smashed on one side and seas were running high, the volunteer lifeboatmen successfully removed the crew without loss of life or serious injury.

### Crew Chipped In

As soon as the crew returned to New York, Seafarers and officers chipped in to purchase two bronze plaques for each of the British lifeboat crews, thanking them for their services. The plaques read as follows:

"In deep appreciation to the crew of the Ramsgate (Dover) lifeboat who, during a severe English channel gale came to our rescue when our ship was rammed and split in half on August 21, 1952.

### 'Brilliant Seamanship'

"Their brilliant seamanship and courage made possible our rescue without loss of life.

"Crew of the S.S. Western Farmer. Members of the Seafarers Int'l Union, AFL."

In making the presentation in the Union shipping hall on behalf of the crew, Seafarer Henry Mikulski, who was fireman aboard the ship, declared: "I'm only sorry that the brave men of the Dover and Ramsgate lifeboat can't be here in our Union hall to receive this plaque in person.

"As professional seamen we

admire the courage and ability of these men. That we are all alive today is in large part to their credit.

"Seamen, more than any other people, have friendships with men of other lands, and respect a man for his ability, no matter what country he comes from . . .

"We hope then, that this plaque can in some way help strengthen the friendship between our country and yours."

In reply, Sir Henry answered: "I'm very glad to accept these

plaques on behalf of the Ramsgate and Dover lifeboats. It must be remembered that these crews are all volunteers and have a high tradition. We can say that in this instance they upheld that tradition.

"These small acts of appreciation go far to help understanding between our two nations. That this is not a Government presentation, but one to which the crew of the ship subscribed makes it all more appreciated."

In addition to the plaques, the

(Continued on page 17)

## SIU Celebrates 14th Birthday With History Of Maritime 'Firsts'

With over 90 companies under contract, a large and militant membership and total assets of four and three-quarter millions, including welfare reserves, the SIU A&G District celebrates its 14th birthday tomorrow, November 1, 1952. Just 14 years ago when the Union

got started it had literally only a pocketful of change in its treasury and rented rooms for offices in ports along the coast.

Officially, the actual birthday of the SIU was October 15, 1938, when the AFL convention issued an international union charter to Harry Lundeberg, secretary-treasurer of the Sailors Union of the Pacific, which had been operating as an independent union. The SUP then became the West Coast District, while the A&G District was started with members who transferred from the AFL Seaman's

Union, a federal labor local union which had been affiliated directly with AFL headquarters.

But it wasn't until November 1 that the machinery of the A&G District actually started functioning, with the first payment of dues by members. Since then, November 1 has been regarded as the birthday of the A&G District.

### Faced Heavy Odds

The Union started life with the odds stacked 50 to 1 against it. The operators were determined to crush it before it started, and on the other side was the powerful waterfront machine of the Communist Party, in full control of the National Maritime Union. The NMU had been operating for almost two years, and those who controlled it were just as anxious as the ship-owners to destroy the new union.

Today, the A&G District is firmly established as a leader in Maritime. Its physical assets are impressive, and include buildings in New York, Boston, Norfolk, Tampa, Mobile, New Orleans and the new headquarters now under construction in Baltimore. But these assets and the money in the bank only reflect the Union's strength in membership and contracts.

Despite the tremendous obstacles of the early days, the SIU made progress, first mostly in the Gulf,

and later on, all along the East Coast. Several companies were signed up and strikes were fought out at others like P&O and Eastern. In February, 1939, the SEAFARERS LOG began publication as a four page bi-weekly newspaper. In August SIU representatives drafted a constitution in Savannah which was later adopted in a membership referendum.

### Wartime Problems

Less than a year after the new union was organized, war broke out in Europe, and two years later, the United States entered World War II. During this period the SIU successfully met the problem of manning its ships through the Union hiring hall, resisting pressure for a Government take-over of all maritime hiring and training.

In 1944, the Union headquarters made its first big move. Originally at 2 Stone Street in lower Manhattan, the Union had moved briefly to Washington, DC, but returned to the Stone Street location. The move to 51 Beaver Street, which was made in September of that year, provided the Union with greatly enlarged facilities to carry on its functions.

During the war, 1,600 Seafarers

(Continued on page 17)

# 75 To Seek A & G Posts, Voting Open

Seafarers will begin voting tomorrow morning, Nov. 1, in all A&G halls on election of candidates for 49 A&G official posts on the ballot. The voting in the two-month referendum will continue until December 31, 1952. Seventy-five candidates are seeking election to the various headquarters and branch posts.

Bundles of this issue of the SEAFARERS LOG, containing a special supplement with pictures and biographies of all candidates have been airmailed to all outposts so that Seafarers will have full opportunity to "look at the record" before casting their votes. As usual, three copies will also be airmailed to every SIU ship so that Seafarers will get the supplement before coming home. The number of positions to be

elected six-man rank and file credentials committee for failing to meet election requirements. Six were ruled out for failure to submit the three years' sea time required of every candidate for office. Two did not have sufficient sea time to meet the three year requirement and three were not in continuous good standing for two years prior to the nomination. Since they did not meet the election requirements, which are the same in both the old and the new constitution, the committee was compelled to rule them off the ballot.

The report of the Credentials Committee is on page 8; a 4-page Supplement on Candidates begin in centerfold; a sample ballot is on page 28.

### Personal Errors

As the committee's report put it, "In some cases the committee believes that those disqualified had the proper qualifications, but evidence of these qualifications were not submitted.

"The committee, bound as it is by the constitution, could not in these cases do anything but decide



Ed Pollse, chairman of the membership-elected credentials committee reads report to the hq membership meeting.

on the basis of the constitution . . ."

### Offices at Stake

At stake in the secret balloting are the following posts: one secretary-treasurer for the District, six assistant secretary-treasurers; 15 New York patrolmen divided into three for each ship's department and six joint patrolmen; a port agent and joint patrolman in the ports of Boston, Philadelphia, Norfolk, Tampa, Savannah and Galveston, an agent and four patrolmen in Baltimore, including one for each ship's department and one joint patrolman; and a similar set-up in Mobile and New Orleans where an agent and four patrolmen will be elected in each of these ports.

Establishment of additional official posts in virtually every port will meet the need for men to handle the Union's vastly increased services. These include the operation of the Vacation and Welfare Plans, the management of the Sea Chest and Port O' Call which will be extended eventually to all major ports, and the construction and operation of new halls in the outports.

## Apply For New Books Now

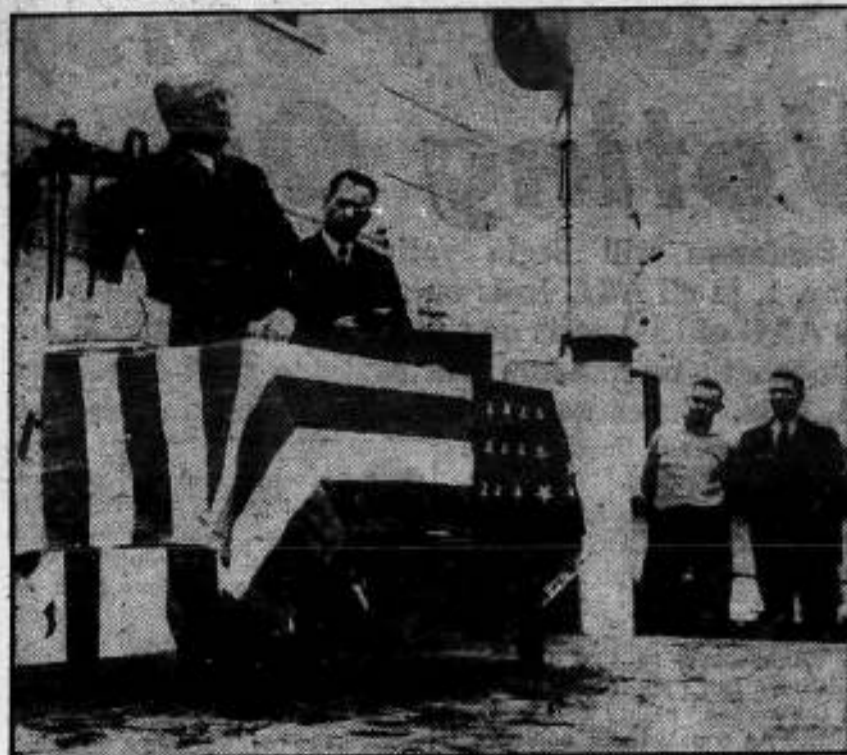
All Seafarers who have not yet applied for their new membership books are urged to do so at the earliest possible date. The Union has already issued more than two-thirds of the new books and is anxious to finish off the job as fast as it can.

Delay on the part of members in applying means that the Union has to keep some of its headquarters manpower tied up handling the job, and makes it more difficult to keep the Union's records straight.

Consequently, in the near future a deadline will be set on new book applications. Those who fail to apply by the deadline will risk penalties. New books can be applied for in any SIU branch and can be picked up, when ready, at any branch hall where the member wants the Union to send the book.

Under no circumstances though, will the Union mail the book directly to a man's home address.

# Find Rare Photo Of Rites For Furuseth



Paul Scharrenberg, then AFL seamen's legislative representative, speaks at Furuseth funeral services. Others shown are the Rev. C. A. Linn, E. V. Vliet, who is still an active SIU member, and an unidentified onlooker attending the observance.

SAVANNAH—Additional information about the last rites for Andrew Furuseth, president of the AFL seamen's union from 1908 until his death in 1938, was unearthed here recently with discovery of two photographs of services conducted aboard the SS Schoharie in port on March 12, 1938.

During these services, the ashes of Furuseth, who died at Washington, DC, in his 84th year, were committed to the care of Capt. T. F. Webb, master of the Schoharie (South Atlantic). Nine days later, Capt. Webb scattered the ashes in the Atlantic as had been requested by Furuseth, after a life devoted to fighting for free maritime trade unionism.

The photos were found among

the personal effects of W. Burton Jarvis, a machinist, who attended the services as president of the Savannah Central Trades and Labor Assembly. Jarvis gave the snapshots to SIU Port Agent E. B. Tilley who had them enlarged and copied for the LOG.

### Funeral In Washington

Funeral services previously had been held for Furuseth in Washington, where his body lay in state in the Department of Labor Auditorium, the first time in the history of the Department that such a tribute had been paid to any person.

Many public officials and labor leaders attended the Savannah services. Among these were George L. Googe, then AFL Southern representative and now executive vice president of the Printing Pressmen's International Union (AFL), who presided; the Rev. C. A. Linn, pastor of the Lutheran Church of the Ascension, Savannah; Charles Waid, Savannah agent and a vice president of the AFL seamen's union; Phillip King, member of the US Maritime Commission, and Paul Scharrenberg, the AFL seamen's legislative representative.

Also present were Mayor Hitch of Savannah, Judge Andrew A. Smith, Jarvis, J. H. McGee, John P. Stevens, Don Nichols and Capt. Harry Strachan.

Nine days later, at 12:45 PM on March 21, 1938, in the Atlantic, the Schoharie was hoisted to and half-masted, and in the presence of the entire crew, the ashes of Andrew Furuseth were scattered on the Atlantic after a brief address by Captain Webb.

### Report Lost Baggage Check

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

# Ready Bids For Balto Bldg Work

Bids for alteration work on the exterior of the new Baltimore hall are expected to be let out within two weeks, the Union announced this week. As soon as a contractor is selected, work will proceed on cleaning and refacing the building, as well as on alterations which include removing the steps, enclosing the roof garden with glass on all sides, and building a new entrance similar to the one at New York headquarters.

According to the architects, they are anxious to go ahead with this and make as much progress as possible before the really bad winter weather sets in.

### Inside Work Later

Work on the interior will get underway at a later date. This can proceed at leisure since it isn't affected by outside weather-conditions.

The way was clear for a start on alterations when the Union took full possession of the new property on October 24, after completing all the necessary legal matters connected with the purchase.

Plans for the front of the building call for refacing it up to the second floor with limestone, and giving the brickwork on the upper floors a thorough cleaning. Parking lot gates will be put up before the open space at the left of the building and all windows will be removed from the ground floor.

# SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS			
REPORT ON BENEFITS PAID			
From <u>10/12/52</u> To <u>10/25/52</u>			
No. Seafarers Receiving Benefits this Period	1027		
Average Benefits Paid Each Seafarer	\$9.37		
Total Benefits Paid this Period		60,970	41
WELFARE, VACATION BENEFITS PAID THIS PERIOD			
Hospital Benefits	8025	00	
Death Benefits	7500	00	
Disability Benefits	330	00	
Maternity Benefits	3400	00	
Vacation Benefits	41715	41	
Total		60,970	41
WELFARE, VACATION BENEFITS PAID PREVIOUSLY			
Hospital Benefits Paid Since July 1, 1950*	230,625	00	
Death Benefits Paid Since July 1, 1950*	403,128	68	
Disability Benefits Paid Since May 1, 1952*	2,430	00	
Maternity Benefits Paid Since April 1, 1952*	48,600	00	
Vacation Benefits Paid Since Feb. 11, 1952*	1480,586	33	
Total		2,165,370	01
* Date Benefits Began			
WELFARE, VACATION PLAN ASSETS			
Cash on Hand	Vacation	329,593	51
	Welfare	401,088	64
Estimated Accounts Receivable	Vacation	210,000	00
	Welfare	210,000	00
US Government Bonds (Welfare)		1,490,960	94
Real Estate (Welfare)		105,000	00
Other Assets - Training Ship (Welfare)		8,500	00
TOTAL ASSETS		2,755,143	09
<p><b>Comments:</b> The scholarship fund as established by the SIU Welfare Plan is meeting with much outside approval. Letters having been received from the Clergy, Congressmen, etc. praising the foresight of the organization. Many questions being asked on how to apply for scholarships. All questions on this should be directed to the Administrator, Seafarers Welfare Plan, 11 Broadway, Room 1060, New York 4, N.Y. All men filing their applications for disability benefits should also apply to the same office.</p>			
<p><i>Al Kerr</i></p>			
<p>Submitted <u>October 25, 1952</u> Al Kerr, Assistant Administrator</p>			

## ... and, remember this ...

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

# SIU NEWSLETTER from WASHINGTON

Right now, US-flag participation in the movement of Mutual Security Administration cargoes (financed by this Government) means a lot to American steamship owners, maritime labor, and others connected with the merchant marine.

However, it has just been learned that foreign steamship company representatives and maritime attaches of foreign nations, in Washington, appear to have a well defined program under way to discredit and ultimately eliminate the 50 percent provision now in laws relating to the carriage of Government-financed products. Under the law, 50 percent of Government-aid cargoes is supposed to be carried by American-flag ships.

The basic philosophy of foreign steamship and foreign attache representatives in your nation's capital is that the 50 percent provision is discriminatory and not fair since it denies the foreign nations the ability to earn more dollars from transportation services which are then used to purchase American products.

In connection with the above revelation, something else has just come to light. American shipowners suddenly are beginning to take note of the fact that heavy, bulk freight is being pushed their way, while many of the foreign-flag competitors are getting most of the packaged and higher paying cargoes.

All in all, there is strong suspicion that the Eighty-Third Congress, convening in January, will be called upon by the Department of State to review the 50-50 shipping provision with the possibility of its modification or complete elimination.

↓ ↓ ↓

Another dangerous philosophy that is just developing in Washington comes by way of the Navy Department, with Navy officials taking the view that the ordinary commercial ship is not too valuable in periods of war. For instance, Admiral W. M. Callaghan, head of the Military Sea Transportation Service, says that we must have special-type ships to transport specialized cargo. According to him, the day is now here when, for purposes of war, the best design of ship more nearly approximates the LST and LSD of the existing Navy type. Navy men are leaning to the proposition that merchant ships must be fast enough to travel without convoy. However, on the other hand, officials of the Maritime Administration (Department of Commerce) contend that there is no reason why merchant vessels, in time of war, cannot be just as valuable to the national defense, even though they may have to use a convoy.

In any event, both Admiral Callaghan and Dan S. Kimball, Secretary of the Navy, are sounding the alarm that we should give consideration right now to a "sweeping modernization" of the US merchant fleet.

↓ ↓ ↓

It is now easier for seamen to apply for medical care in Public Health Service hospitals. Under the old rules of PHS, seamen wanting medical attention had to present considerable documentary proof of service on a US-flag ship.

Prior to the recent change in the regulations, seamen who could not furnish the above data had to come up with a notarized document showing employment on vessels. The new regulations provide that if a seaman does not have documentary proof of the required service at sea to be eligible for treatment, all he has to do is to make a statement at the hospital, which he then signs.

↓ ↓ ↓

New type rubber lifeboats that inflate in 30 seconds will provide protection for 15 survivors in either subzero or blistering tropical weather. Survival equipment packed into the craft includes such matters as 50 pounds of canned drinking water, desalting equipment for making sea water drinkable, 30 pounds of food, first aid kit, paddles, signals, a lifeboat repair kit, pumps, markers, sponges, a flashlight, sea anchor, whistle, and knife.

↓ ↓ ↓

With available cargoes showing a decline, it's high time to look around for more business for merchant ships. Looking in the direction of the Military Sea Transportation Service (MSTS), it appears that this agency is engaging pretty heavily in a field that could well be served by merchant-type vessels.

For instance—MSTS delivered 28,000,000 tons of cargo, 14,500,000 tons of petroleum products and 2,500,000 passengers in the course of its world-wide operations during the year ending July 1, 1952. If all these were loaded into railway passenger, freight and tank cars, the train would stretch for 8,000 miles—from New York to Tokyo. While it's true that privately-owned ships, through charter agreements with MSTS, have carried some of the dry-cargo mentioned above, they have not participated heavily in the movement of MSTS petroleum or transport of military personnel.

↓ ↓ ↓

The record travel year predicted by steamship companies for 1952 has materialized. Shipping officials now state that barring a change in the world situation, 1953 will surpass 1952 with a travel volume probably reaching a million passengers.

↓ ↓ ↓

Control of the stockpile program is in the hands of the Munition Board which has set stockpile goals for 75 grades and types of some 56 materials. These are the commodities in world trade which cannot be produced domestically in amounts sufficient to meet a major emergency.

They are the materials which the new, modern dry-cargo holds of the Mariners are designed to accommodate in great quantities. They are the materials which the high speed of the Mariners will efficiently and economically bring to our shores. They are the necessities which the use of such ships as the Mariners will help guarantee for our use.

Your S.I.U. Washington Reporter



With glasses raised, friends give a champagne toast to Seafarer James Dawson and his bride Jeanette (center, rear) during wedding party at the SIU Seven Seas Room last week. The guests were (left to right) Edna Moore, Jack Guinan, Marilyn Mills, James Mills, the wedding couple, Norman Dawson, Raymond Dawson and Gloria Dawson.

## 'Voice' Tapes SIU Niteclub

The operation of the Seven Seas Room, only union-owned and operated night club in the world, will be described to millions of Europeans over the Voice of America's extensive short-wave radio network, in a pending broadcast.

The Government broadcast-protecting agency sent announcer Norman Barnes to the Seven Seas Room with microphone and tape recorder for on-the-spot interviews with Seafarers who had come down to the club for an evening's entertainment. The interviews were part of the VOA's program of acquainting Europeans with the way United States unions function.

### Officials Interviewed

Aside from interviewing Seafarers, Barnes also spoke to Union officials and had them describe all the various operations of the Union, as well as its organizational apparatus. The SIU was selected for the interview because of its multitude of membership services and facilities.

The VOA program, which will be broadcast within the next two weeks, will describe to Europeans how the SIU has taken steps to provide Seafarers with comfortable shoreside facilities for recreation and entertainment at moderate prices within their reach. It will tell its listeners how Seafarers are enabled to enjoy the same quality entertainment, food and drink in their own night club as is available in only the more expensive and luxurious spots elsewhere.

In addition, the Voice program will review the various Union welfare services.

European listeners will hear about the Union's provisions for

protecting Seafarers through hospital, disability, maternity and death benefits as well as the institution of a scholarship program for Seafarers and their families.

The Union's system of rotary shipping and other aspects of its district-wide operations were also taken up in the course of the interviews.

## PR To Sail New Route

With her facelifting in the shipyard virtually completed, the Bull Lines cruise ship Puerto Rico is getting ready to go back into service on a new route. The first trip out for the revamped passenger liner since she went into drydock will be on November-13.

Workmen are now putting the finishing touches on an extensive remodeling job which involved alteration of a large number of passenger quarters. Along with the remodeling, the Puerto Rico will acquire a new route. From now on the ship will stop at Charlotte Amalie and St. Thomas in the Virgin Islands, as well as San Juan, Ciudad Trujillo, which was formerly a regular port of call, will be dropped from the itinerary.

The Puerto Rico has been out of service since the beginning of September when she went into the shipyard for her annual overhaul. This time though, extensive changes were made in her superstructure as well.

Aside from the Puerto Rico, the

Bull Lines plan additional freight services to the Virgin Islands. Present plans call for two sailings a week to the Virgin Islands ports. Freight service to the Dominican Republic will continue on a weekly basis.

## Have Your Rating Listed In Book

Bosuns and stewards receiving the new membership book now being issued by the Union are cautioned to make sure that their ratings are stamped into the book.

If the book is not stamped accordingly, the dispatcher will not ship the man for that rating. As a result, some men holding those ratings might lose out on jobs.



Before sailing to South Africa last week, crewmembers of the Robin Doncaster (Robin) with their girl friends and wives made a gay night of it at the Seven Seas Room. Left to right around the table: Jerri Winters, the featured singer at the Seven Seas Room; Arthur Botelho, OS; Ole Olsen, BR; a friend and sister with Mr. and Mrs. John Gibbons, night cook and baker; Charles W. Gonn; George Haggerty, 2nd electrician; Ann Vallario, Bill Fiel, Helen Olsen, Rolf Pettersen, Edward Nooney, bosun, and Jimmie Golder, steward.

# SIU Award Winner Now At College

Seafarer Ed Larkin, one of four American trade unionists, who won a Ruskin labor scholarship, is now settled at Coleg Harlech, Merionethshire, Wales. Larkin, along with 40 other students from nine or ten different countries, is embarked on a year's study of trade unions, labor relations and economics.

In a letter to the LOG, Larkin reports that the other students and the instructors at the school are very much interested in SIU literature and in copies of the LOG. The new SIU constitution, he said, went over big at the school, and "the general feeling here is that our new constitution is one of the most democratic ones that they have seen in years."

The school has a 16 mm projector, Larkin reported, and he intends to show the other students some of the SIU-made films, including the "Battle of Wall Street."

Students at Coleg Harlech are from all over the world, Austria, France, Switzerland, Sweden, Uganda, England and Yugoslavia. Subjects taken up at the school include English composition, political theory, economics, trade unions, history and social science.

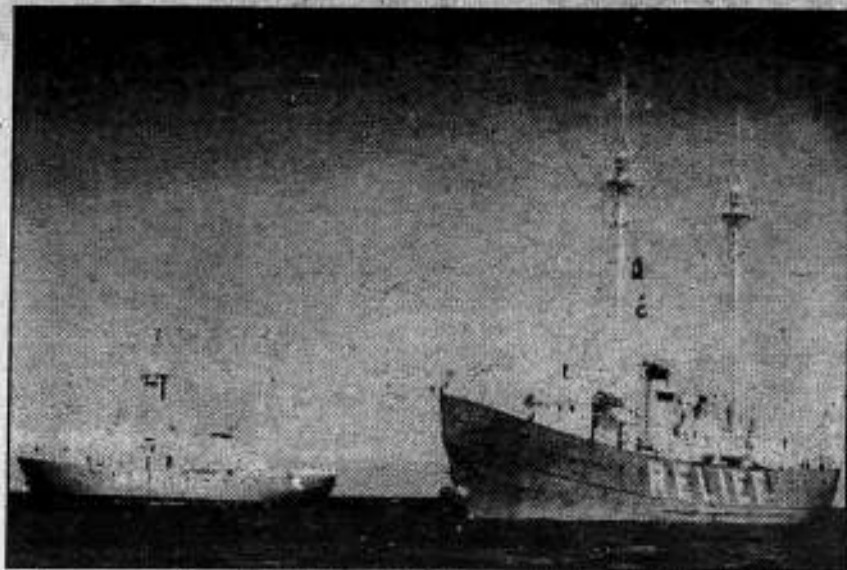
The college itself, Larkin wrote, is beautifully situated. "We live in a beautiful home overlooking the Atlantic, with Britain's finest golf course beneath us. Harlech Castle, built in 1234 AD, is behind us."

The supply situation is not so good, however. Cigarettes sell for 50 cents a pack. Food is still severely rationed with one egg per week and a few ounces of meat, so that supper ordinarily consists of potatoes and bread with tea. But since whatever the English have is shared around equally, there are no complaints, only a little grumbling now and then.



Larkin

## A New Ambrose Lightship



The new Ambrose lightship (left) takes up her station at the approach to New York as she relieves the Relief, which had temporarily guarded the spot after the old Ambrose lightship had been transferred.

## Forms Sent Civilian Ex-POWs By Mistake

WASHINGTON—The War Claims Commission has disclosed that some former American civilian internees during World War II, including seamen, have received certain claims forms by mistake which should be disregarded. The time in which civilians interned in the Pacific area could file for claims expired in March, 1952.

Amendments to Public Law 303 during the Congressional session which ended earlier this year only covered servicemen and women who were interned during the war, but confusion arose when some forms were also sent to civilian internees.

The Commission has urged seamen who received them to destroy them since they were not covered by the amended law. Seamen and other civilians interned by the Japanese were eligible to make claims under Public Law 896, but the eligibility period for claims under that act has since run out.

### Bills Introduced

Bills to permit compensation to civilians interned in areas other than the Pacific were introduced in the last session of Congress but never came out of committee in either the House or Senate. It is expected that both bills' measures, House Resolution 1774 and Senate Bill 901, will be introduced again when Congress convenes in Janu-

ary so that seamen and others interned elsewhere than in the Pacific will be eligible to make POW claims. Further information regarding war claims can be obtained by writing the War Claims Commission, Washington 25, DC.

## Be Sure to Get Dues Receipts

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

The Union's word of advice is to insure that all monies paid are credited to your SIU record. Insistence on an official receipt will prevent "can shakers" from soliciting funds for unauthorized purposes, and will bar any foul-ups later on.

## UNION TALK

By KEITH TERPE



We're still receiving a lot of questions from brother Seafarers on how they can help in the Atlantic organizing campaign. We welcome these offers of assistance because, as we've said before, our best organizing weapon is the rank-and-file member of this Union who knows our contracts, benefits and type of representation. His increased earning power results from these SIU conditions, so he's the best man qualified to go out and "sell" them to someone who doesn't know what they're all about.

### Help Out the Organizers

That's why we again invite all Seafarers to join their organizers in bringing our message to the Atlantic tankermen when they meet them on the ship or ashore. If your SIU ship ties up alongside or nearby an Atlantic tanker, invite the crew over and let them see what a Union-run ship looks like. A good barometer of your SIU conditions is not only how Seafarers live when they're ashore with their families, but also how they live right on the ship, which is where they spend the major portion of their time during the year anyway.

If you meet them ashore and they ask you, "Just what are these SIU conditions we've been hearing about?" take the time to explain the things that your Union has accomplished so that Seafarers can always travel "first class." Show them the difference between the SIU agreement and their AMEU contract and what it means in dollars and cents to them to sail in Atlantic.

### Welfare Benefits a Major Item

You'll find the Union welfare benefits a big selling point, because these tankermen have to pay for every meager benefit they get. Explain the 'round-the-clock representation on the ship and ashore, and how beefs are settled promptly at the payoff. And in the case of those payoffs, explain how SIU-manned tankers are paid off in jig time so the crews can make the most of their hours ashore between runs. You can tell them a lot of things that have made this Union great in 14 short years—and we all know that it's still growing fast.

You might point out how the Union's books and financial records are open to any member and get the once over regularly by a committee elected by the membership . . . how our members vote on every issue affecting their livelihood and can nominate themselves for any Union office when they meet the minimum qualifications required of any candidate for a Union post . . . that the Union maintains halls for membership convenience in over a dozen US ports and how you can ship from any one of them and not be told when and where to ship just on a company say so, but can pick your run right off the board at any SIU hall by the fair, democratic rotary method of shipping.

### SIU Has Nothing to Hide

For the simple reason that we have nothing to hide, the SIU Tanker Organizing Committee has repeatedly invited the officials and delegates of the AMEU Fleet Council to visit our headquarters. In fact, we issued an open invitation to them through the pages of the rank-and-file-published "Atlantic Fleet News," which they've been reading so avidly recently. We asked them to come down to New York for our last headquarters membership meeting so they could see for themselves how we operate and talk to our members and find out why our members consider their Union the top maritime Union in the US today because of the very conditions and benefits we've mentioned here.

Unfortunately, none of them took up our "invite," probably because they feared they'd learn first-hand just what they have been frantically trying to cover up from their own members in appeals for loyalty to the AMEU. But maybe you can't blame them. After all, if they learned the facts, they might have to let go of their illusions, and some people just aren't happy unless they've got a complete set of illusions to carry with them wherever they go—even if they know they're going to go up in smoke before long anyhow.

## Cartoon History Of The SIU

The War Clouds Gather

No. 23



It became apparent the US would enter the war eventually, but while Nazi bombers wrecked Europe, the shipowners and frightened NMU tried to wreck the growing SIU. In a fight for the P&O SS Co., the NMU gave books away, but the SIU defeated the company union and the NMU.



By 1941, the US was firmly committed. US ships under the Atlantic Charter, carried war supplies to all fronts. The SIU continued to win new companies and its contracts were the best in the history of the industry. The SIU had assumed its place as the new leader in maritime.



Seafarers saw the war first-hand and knew that the US would get into this fight-to-the-finish, and that seamen would lead the attack. So, the SIU continued its fight for higher bonuses and protection, and through direct action, won increases for the entire maritime industry.

## Top of the News

**UN ACTS AGAINST TEN AMERICANS**—The UN's Secretary-General Trygve Lie has fired one American employee of the United Nations, suspended another and put ten more on compulsory leave. The action was taken as a result of hearings held in New York by the Senate subcommittee on Internal Security. The employees involved had been called up before the committee and had refused to answer questions relating to present or past affiliation with the Communist Party.

**PROGRESS IN FIGHT AGAINST POLIO**—Mass inoculation tests carried out in Utah, Texas and Iowa with 55,000 children participating offer new hope of finding a way to make children immune to polio. The tests, which were sponsored by the March of Dimes, half of the children were given injections of the experimental vaccine, known as gamma globulin, and the other half given plain gelatin solutions. Doctors giving the injections didn't know who was getting what. Afterwards, studies of the tests showed that those children who received gamma globulin had far less cases of polio than the other group, cases were all mild ones.

**CHINESE SHAKE DOWN POW FAMILIES**—The postoffice is investigating a new racket evidently run by the Chinese government, involving American prisoners of war in North Korea. Families of the POW's here have been receiving letters which ask them to send money to China if they want to get news about the prisoners. People receiving such communications have been asked to get in touch with the Post Office inspection service.

**IRAN BREAKS RELATIONS WITH BRITISH**—The Iranian government has taken formal steps to break off diplomatic relations with the British government. The step is an outgrowth of the bitter dispute over Iranian oil. The British ambassador to Teheran and his staff are expected to leave the country within a week or so. No further word has been heard from W. Alton Jones, president of the Cities Service Oil Company about reported plans the company has for undertaking operation of the Iranian industry.

**BRITISH BOMB VAPORIZES SHIP**—Prime Minister Churchill has announced that Great Britain's first atomic bomb test off Australia completely vaporized a 1,450 ton naval vessel in which it was set off. The bomb also caused a considerable tidal wave and threw tons of rock and mud from the sea bottom up in the air. The temperature of the explosion was nearly one million degrees.

**MOUNTAIN BATTLES CONTINUE IN KOREA**—The war in Korea has settled down to heavy large-scale, but local, fighting for hills and peaks along the front lines. Casualties have gone up considerably with massed charges and counter-charges up and down the innumerable peaks in the battlefield.

**NOBODY'S PREDICTING ELECTION OUTCOME**—With so many fingers burned in 1948, there are few professional pollsters who are willing to come out and say who will win the election. However, at this point all the poll figures give General Eisenhower, the Republican candidate, a small but decisive edge. The only thing that the polls agree on is that Governor Stevenson has been gaining on the General ever since the campaign started, but that Eisenhower had a very big lead to begin with. With the election apparently close, both sides are pressing extra hard in the final days, and both candidates are making widespread train and airplane swings all over the country.

**FRANCE TO GET BIG CHUNK OF AID \$5**—The US has promised France \$525 million in various forms of economic aid. Most of this aid would be in the form of raw materials to be shipped to France for use in that country's defense production program. In addition to these funds, another half-million dollars worth of aid will go to French and Indo-Chinese armies that are fighting in that country.

## SUP Wins \$ For Guam Crew

SAN FRANCISCO—Picket line action by the Sailors Union of the Pacific against an American-flag vessel manned by Pacific islanders has won immediate bonuses for the crew and assurance of Union conditions in the future. The action was taken by the MV Chicot, a vessel owned by the US Department of the Interior and registered in Guam, under the operation of the High Commissioner of Guam.

When the vessel arrived here, crewmembers complained to the SUP of bad conditions and very low pay. ABS on the ship were getting only \$50 a month, with the chief steward, the highest paid rating, getting \$100. There was no overtime pay at all, nor penalty time for holidays or weekends. Food was very poor and living conditions on the ship were comparable to the worst Panamanian and Liberian ships.

After the crewmembers asked the SUP to represent them, the SUP got in touch with the agent of the Pacific Far East Lines. The agent refused to recognize the SUP or bargain with them over conditions on the ship.

Consequently a special union meeting was called to take up the case. At that meeting members

voted to put a picket line on the ship and take steps to provide SUP wages and conditions on the vessel. This was done on Friday, October 17. After 3½ hours of picketing during which the telephone lines were buzzing from Guam to Washington and back again, the Department of the Interior agreed that in the future it would not bring any ships to the Pacific Coast unless they were manned by Union men operating under the standard SUP wage scale and other contract provisions.

### Cash Penalty

The Department also agreed to pay a penalty of \$200 a man in cash to every crewmember of the Chicot. This was paid to the men the next morning at the SUP headquarters hall in San Francisco.

Meanwhile, there have been no further developments in the case of the Liberian ship Riviera, whose crew went on strike against un-

bearable conditions and rotten food while the ship was in Portland, Oregon. The men have been jailed by the Immigration authorities, and the SUP, SIU and other West Coast labor groups have been working to get the men released.

## Vacation Every 90 Workdays

Seafarers qualify under the SIU Vacation Plan every time they can show 90 days' discharges for worktime at sea or in port after June 1, 1951. Vacation pay can be collected four times a year in cases of men with continuous sailing time. Your discharges from an SIU ship are the key to guaranteed vacation pay — another SIU first in maritime!

## Alcoa Crew Celebrates Thanksgiving Early In Canada



Seafarers aboard the Alcoa Puritan will have eaten two Thanksgiving turkey dinners this year by the time November 27 rolls around. While in Montreal on October 13, the Canadian Thanksgiving Day, they were invited by their Canadian SIU brothers to help carve the turkey. Shown at the table left to right are: R. L. Rasch, AB; M. McCrary, messman; J. E. Bryant, oiler; G. E. Lee, AB; Hal Banks, Director of SIU Canadian District; Joe Scramuzza, BR; B. M. Slade, chief electrician; Mrs. Banks; Mrs. Forbes and George Forbes, Montreal dispatcher.

## YOUR DOLLAR'S WORTH SEAFARERS GUIDE TO BETTER BUYING

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

### The Most For Your Savings

Your extra dough won't earn anything for you if you stuff it in a sock. It's worth a Seafarer's time to figure out where he can keep his savings so they'll earn the most interest and yet be safe.

Here's a comparison of the interest earnings, and advantages and disadvantages of the various places where you might put your savings:

Savings banks are one of the safest depositories since your account is insured by a Government-sponsored corporation. Currently many savings banks pay 2 to 2½ per cent compound interest. That's more than the commercial banks pay, so do a little shopping in your town to see which banks offer the highest rates.

But one bank plan you or your family ought to stay away from is the Christmas Club. Probably most Seafarers themselves don't get involved in this plan which requires regular weekly deposits, but their wives or children may. The Christmas Club is a savings account but with a big difference, the regular account pays you interest, and the Christmas Club doesn't. In fact, Christmas Club depositors sometimes even have to pay "dues" or penalties for lateness, etc. The idea of the Christmas Club is to "compel" people to save regularly, especially children. But it's more profitable if a family develops a habit of its own volition of depositing regularly in an interest-bearing account.

Building and Loan Associations pay a higher rate than

savings banks—an average of 2½ per cent and some as much as 3½. In many associations cash can be deposited and withdrawn as in a bank. However, in times when money may not flow as freely as now, assets of building and loan associations may not be as liquid as those of banks, and they can require you to give notice before you withdraw your dough. Most associations now carry insurance protecting your deposit, but it's advisable to check this point in each case.

Postal Savings: You can bank your dough right in any post office, and collect interest of 2 per cent. But postal savings have one disadvantage, especially for Seafarers: the interest is paid quarterly and kept separate until you call for it. You must immediately buy new postal certificates with the interest payment or else you don't earn interest on the interest. In banks and loan associations the interest is credited to your account and automatically earns additional interest.

Credit Unions pay an average of 3 per cent interest in member-depositors so if you have an opportunity to join one in your locality, it's a good place to save. Credit unions have an excellent safety record and most are insured by a national credit union pool.

Government Bonds: The series E Government bonds are the long-range investment paying the highest interest return with most safety, except possibly for some building and loan associations and credit unions. The return on Series E bonds is 3 per cent if you hold them for the full ten years. If you let them lay after the ten years they'll still continue to earn 2½ per cent. One disadvantage

of Series E bonds is that if you cash them in before maturity, your interest payment drops. They earn low interest the first five years and higher interest the second five, to average the 3 per cent. If you ever have to cash in Series E bonds before maturity, always cash in the last ones you bought to protect the higher interest being earned on the more mature ones.

### Buying Annuities

Annuities which many people buy to pay them a retirement income earn about the same rate of interest as Series E bonds but have a disadvantage: if you have to get your cash out in the early years you can't get all your money back. There's a sales and administrative expense which comes out of your initial payments. You can get back all your money from a Series E bond at any time.

Insurance: Some people buy endowment policies as a form of savings under the theory that they're more likely to save if confronted with a bill for premiums than if they had to go voluntarily to a bank. However, your savings won't accumulate as rapidly in an endowment policy as in Series E bonds. And the advantage of compulsion can be achieved with Series E bonds through the payroll deduction plan.

In general you get more for your money by keeping insurance and savings separate. Buy pure insurance to protect your family rather than the combined insurance-savings types of policies, and save through a pure form of interest-earning investment like Series E bonds, a saving bank or building and loan account.

# A&G Credentials Report

We, the undersigned committee on credentials, duly elected at the regular business meeting at headquarters on October 8, 1952, have examined the credentials of the candidates for the election of the officers of the Seafarers International Union of North America, Atlantic and Gulf Districts, for the years of 1953 through 1954, and submit the following report:

We qualified or disqualified those men who submitted for office by the rules of our old constitution as contained in Article XIII, known as Nomination and Election of Officers, Atlantic and Gulf District, Section 2, wherein it states that any member who can qualify may nominate himself for office by submitting in writing, accompanied by the necessary proof of qualifications listed in subsections (a), (b), (c), and (d), his intentions to run for office, naming the particular office. The qualification as referred in this section (a) is that he must be a citizen of the United States; (b) that he be a full member of the Seafarers International Union of North America, Atlantic and Gulf District, in continuous good standing for a period of two years immediately prior to the date of nomination; (c) any candidate for agent or joint patrolman must have three years of sea service in any one of three departments. Any candidates for departmental patrolman must have three years' sea service in their respective departments. Sea service as specified in this article shall mean on merchant vessels; (d) that he has not misconducted himself previously while employed as an officer of the Union; and (e) that he be an active and full book member and show four months' discharges for the current year prior to date of nomination; this provision shall not apply to officials and other office holders working for the Union during the current year.

It is to be pointed out that the qualifications of the candidates running for office were governed by the old constitution. However, the eligibility requirements for running for Union office are exactly the same in the new constitution.

We further point out to the membership that the full notice of opening of nominations, necessary qualifications for same, and an appeal for all interested members to qualify themselves was contained in the SEAFARERS LOG in the issue of September 5, 1952, on page 3 and was repeated in the September 19th issue of the LOG on page 2. On September 19th, the LOG carried a verbatim copy of the resolution on 1953 officials wherein the various jobs to be run for were designated plus containing the listing of qualifications for nomination.

The SEAFARERS LOG issue of October 3rd carried an article of information on the matter of the election on page 2.

The SEAFARERS LOG dated October 17th carried a round up story on the entire matter of the coming election. The story was entitled "Number of Nominees is SIU Record."

The official records of the Seafarers International Union of North America, Atlantic and Gulf District, show that a copy of the resolution calling for the election of officials was introduced in headquarters meeting and carried and acted on in all branch meetings on the dates of September 10th and September 24th, 1952. This resolution was reproduced verbatim in the September 19th issue of the SEAFARERS LOG.

We also find in a survey of the Atlantic and Gulf District minutes that in the headquarters report of September 10th of the Secretary-Treasurer, a full report on the issue of nominations and qualifica-

tions for office was given. We also find that this was reported on at every meeting thereafter up until and through the meeting of October 8, 1952. These reports were presented to every branch meeting in the Atlantic and Gulf District; an example on how this was done is contained in the headquarters report of the meeting of October 8th. This report stated in part as follows: "Headquarters wishes to point out that as per Article XIII, Section 2 of the Constitution, nominations are open up to and including midnight of October 15th and an appeal is made tonight to all those men who are qualified to throw in for such elective office. It is not only the right of every member to do so, but it is their responsibility under our constitution for those men who are capable to do so . . ."

We find, that by referring to the issues of the SEAFARERS LOG mentioned above and to the minutes of the regular membership meeting, in all the Atlantic and Gulf District ports that every possible effort was not only made to advise the membership of the qualifications to run for office but in addition a plea was made that

any man who thought he may be capable of holding any elective office was urged to submit his credentials for same.

We, this committee, as well as our rank and file members, are aware of the fact that available copies of the constitution, not only the old one, wherein qualifications for credentials for this office was the governing factor, but also the new amended constitution, wherein the qualifications for office are identical, have been made available to all of the membership of our Union. In this constitution, we as good members all know that it fully outlines all qualifications necessary for office and the steps and the manner in which to qualify for office.

The following is a complete listing of all men who submitted their credentials to this committee. The men's names and jobs for which they submitted such credentials are listed in the order which this committee feels they could be placed on the general ballot. That is, in alphabetical form under the offices for which they run, and that the ports, following the headquarters office, beginning with Boston, be arranged on the ballot geographically as has been done in the past. Following each man's name and book number is his qualification or disqualification followed by the reason for same.

<b>SECRETARY-TREASURER</b>			
Paul Hall	H-1	Qualified	Credentials in Order
<b>ASSISTANT SECRETARY-TREASURERS</b>			
Joseph Algina	A-1	Qualified	Credentials in Order
George W. Champlin	G-368	Disqualified	Did not submit proper seetime as required by the Constitution. Only submitted four months' seetime for current year.
Lloyd Gardner	G-1	Qualified	Credentials in Order
William Hall	H-272	Qualified	Credentials in Order
Robert Matthews	M-1	Qualified	Credentials in Order
Claude Simmons	S-1	Qualified	Credentials in Order
Joseph Volplan	V-1	Qualified	Credentials in Order
<b>BOSTON AGENT</b>			
James Sheehan	S-3	Qualified	Credentials in Order
<b>BOSTON JOINT PATROLMAN</b>			
James E. Sweeney	S-6	Qualified	Credentials in Order
<b>NEW YORK DECK PATROLMAN</b>			
Adelbert Arnold	A-147	Qualified	Credentials in Order
Thomas (Tom) Banning	B-12	Qualified	Credentials in Order
Julio C. Bernard	B-369	Disqualified	Was not in continuous good standing for two years previous to nomination. Seetime submitted by member does not show that he was on a vessel during period of arrears.
Michael (Blackie) Colucci	C-3	Qualified	Credentials in Order
John L. Crowley	C-171	Qualified	Credentials in Order
George (Frenchy) Ruf	R-1	Qualified	Credentials in Order
<b>NEW YORK ENGINE PATROLMAN</b>			
Theodore (Ted) Babkowski	B-1	Qualified	Credentials in Order
Thomas (Tom) Clark	C-5	Qualified	Credentials in Order
Eddie (Deck) Eriksen	E-85	Qualified	Credentials in Order
Charles Scofield	S-186	Qualified	Credentials in Order
Walter Siekmann	S-7	Qualified	Credentials in Order
Van-Whitney	W-11	Qualified	Credentials in Order
<b>NEW YORK STEWARD PATROLMAN</b>			
Isaac Antonio	41162	Qualified	Credentials in Order
Allen Bell	B-14	Qualified	Credentials in Order
Donald S. Gardner	G-279	Qualified	Credentials in Order
Paul Gonsorchik	G-2	Qualified	Credentials in Order
Howard Guinler	G-3	Qualified	Credentials in Order
William M. Jenkins	J-78	Qualified	Credentials in Order
Allan Lake	L-41	Qualified	Credentials in Order
Jose Pacheco	P-53	Qualified	Credentials in Order
Freddie Stewart	S-8	Qualified	Credentials in Order
<b>NEW YORK JOINT PATROLMAN</b>			
Omar (Les) Ames	A-194	Qualified	Credentials in Order
Martin (Marty) Breithoff	B-2	Qualified	Credentials in Order
Gene Dakin	D-9	Qualified	Credentials in Order
Claude Fisher	F-2	Qualified	Credentials in Order
Louis (Lou) Goffin	G-7	Qualified	Credentials in Order
Reed Humphries	H-4	Qualified	Credentials in Order
Edward (Eddie) Mooney	M-7	Qualified	Credentials in Order
Ernest Tilley	T-2	Qualified	Credentials in Order
Ward M. Wallace	W-102	Qualified	Credentials in Order
<b>PHILADELPHIA AGENT</b>			
A. (Blackie) Cardullo	C-1	Qualified	Credentials in Order
William Davies	D-178	Disqualified	Did not submit proper seetime as required by the Constitution. Only submitted four months' seetime for current year.
<b>PHILADELPHIA JOINT PATROLMAN</b>			
Stephen Bergerla	B-179	Qualified	Credentials in Order
John Hetzell	H-6	Qualified	Credentials in Order
<b>BALTIMORE AGENT</b>			
Earl (Bull) Sheppard	S-2	Qualified	Credentials in Order
<b>BALTIMORE DECK PATROLMAN</b>			
Leon (Blondie) Johnson	J-2	Qualified	Credentials in Order
<b>BALTIMORE ENGINE PATROLMAN</b>			
Al Stansbury	S-22	Qualified	Credentials in Order

<b>BALTIMORE STEWARD PATROLMAN</b>			
Leo A. Allen	A-58	Disqualified	Did not submit three years seetime.
Stanley G. Cooper	25584	Disqualified	Was not in continuous good standing for two years previous to nomination due to book being in retirement.
Patrick (Pat) McCann	M-12	Qualified	Credentials in Order
<b>BALTIMORE JOINT PATROLMAN</b>			
Rex E. Dickey	D-6	Qualified	Credentials in Order
Richard (Mike) May	28466	Disqualified	Did not submit sufficient seetime as required by the Constitution.
Raymond (Red) White	W-203	Qualified	Credentials in Order
<b>NORFOLK AGENT</b>			
Walter (Rusty) Beyeler	B-81	Qualified	Credentials in Order
Vic D'India	D-191	Qualified	Credentials in Order
Harry R. Pitt	46534	Qualified	Credentials in Order
Ben Rees	R-2	Qualified	Credentials in Order
<b>NORFOLK JOINT PATROLMAN</b>			
James A. Bullock	B-7	Qualified	Credentials in Order
<b>SAVANNAH AGENT</b>			
Jeff Morrison	M-3	Qualified	Credentials in Order
<b>SAVANNAH JOINT PATROLMAN</b>			
Mervin O. (Moe) Brightwell	B-247	Qualified	Credentials in Order
Nevin E. Ellis	E-70	Qualified	Credentials in Order
James L. Tucker	T-22	Qualified	Credentials in Order
<b>TAMPA AGENT</b>			
Ray White	W-2	Qualified	Credentials in Order
<b>TAMPA JOINT PATROLMAN</b>			
Paul C. Carter	C-62	Qualified	Credentials in Order
Edward (Eddie) Parr	P-1	Qualified	Credentials in Order
<b>MOBILE AGENT</b>			
Cal Tanner	T-1	Qualified	Credentials in Order
<b>MOBILE DECK PATROLMAN</b>			
George F. Kimbrel	K-25	Qualified	Credentials in Order
William J. Morris	M-4	Qualified	Credentials in Order
<b>MOBILE ENGINE PATROLMAN</b>			
Robert Jordan	J-1	Qualified	Credentials in Order
A. J. Tremer	23676	Disqualified	Did not submit three years' seetime.
<b>MOBILE STEWARD PATROLMAN</b>			
Leo P. Marsh	M-9	Qualified	Credentials in Order
<b>MOBILE JOINT PATROLMAN</b>			
Harold J. Fischer	F-1	Qualified	Credentials in Order
A. W. (Andy) Gowder	36884	Qualified	Credentials in Order
Earl P. McCaskey	22534	Disqualified	Did not submit sufficient seetime as required by the Constitution.
<b>NEW ORLEANS AGENT</b>			
Lindsey J. Williams	W-1	Qualified	Credentials in Order
<b>NEW ORLEANS DECK PATROLMAN</b>			
Clarence (Tex) Jacks	32863	Disqualified	Was not in continuous good standing for two years previous to nomination.
Cecil O. Saunders	S-477	Disqualified	Did not submit three years seetime.
C. M. Tannehill	T-5	Qualified	Credentials in Order
C. (Butch) Wright	W-239	Qualified	Credentials in Order
<b>NEW ORLEANS ENGINE PATROLMAN</b>			
C. J. (Buck) Stephens	S-4	Qualified	Credentials in Order
<b>NEW ORLEANS STEWARD PATROLMAN</b>			
Fred R. Hicks, Jr.	H-24	Qualified	Credentials in Order
Herman M. Troxelair	T-4	Qualified	Credentials in Order
<b>NEW ORLEANS JOINT PATROLMAN</b>			
Leroy Clarke	C-4	Qualified	Credentials in Order
<b>GALVESTON AGENT</b>			
Keith Alsop	A-3	Qualified	Credentials in Order
<b>GALVESTON JOINT PATROLMAN</b>			
Charles Kimball	K-2	Qualified	Credentials in Order
Herbert Shartzter	S-386	Disqualified	Did not submit three years seetime.

As will be noted in the foregoing section of the committee's report, several of the nominees were disqualified from a place on the ballot under the provisions of the constitution.

Some of the disqualifications resulted from the failure of the affected nominees to submit all of the required credentials. In some cases, the committee believes that these disqualified had the proper qualifications but evidence of these qualifications was not submitted.

The committee, bound as it is, by the constitution, could not in these cases do anything but decide on the basis of the constitution. The committee feels, further that the cases cited above are especially regrettable because of the fact that the Union, this year, as every year, went to such lengths to set forth the procedures and requirements to be followed by those seeking a place on the ballot. Had some of the disqualified men followed these rules and procedures to the letter, it is the committee's feeling that they would have been able to qualify.

In light of this circumstance, the committee wishes to call to the attention of all members, the necessity for following all requirements and procedures which are established by our constitution to govern eligibility for candidacy to Union office.

The principal failure appears, from the record, to be neglect on the part of several nominees to file

evidence of three years' seetime as required by the constitution. All members are urged to pay particular attention to this requirement so that this error on the part of any candidate will not be repeated in the future inasmuch as the Union has sought, at regular meetings, in communications to the ships and through the SEAFARERS LOG, our official organ, to publish the constitutional requirements for eligibility for candidacy to office. It is hoped that more careful attention to meeting these requirements will be given by all members seeking a place on the ballot in the future.

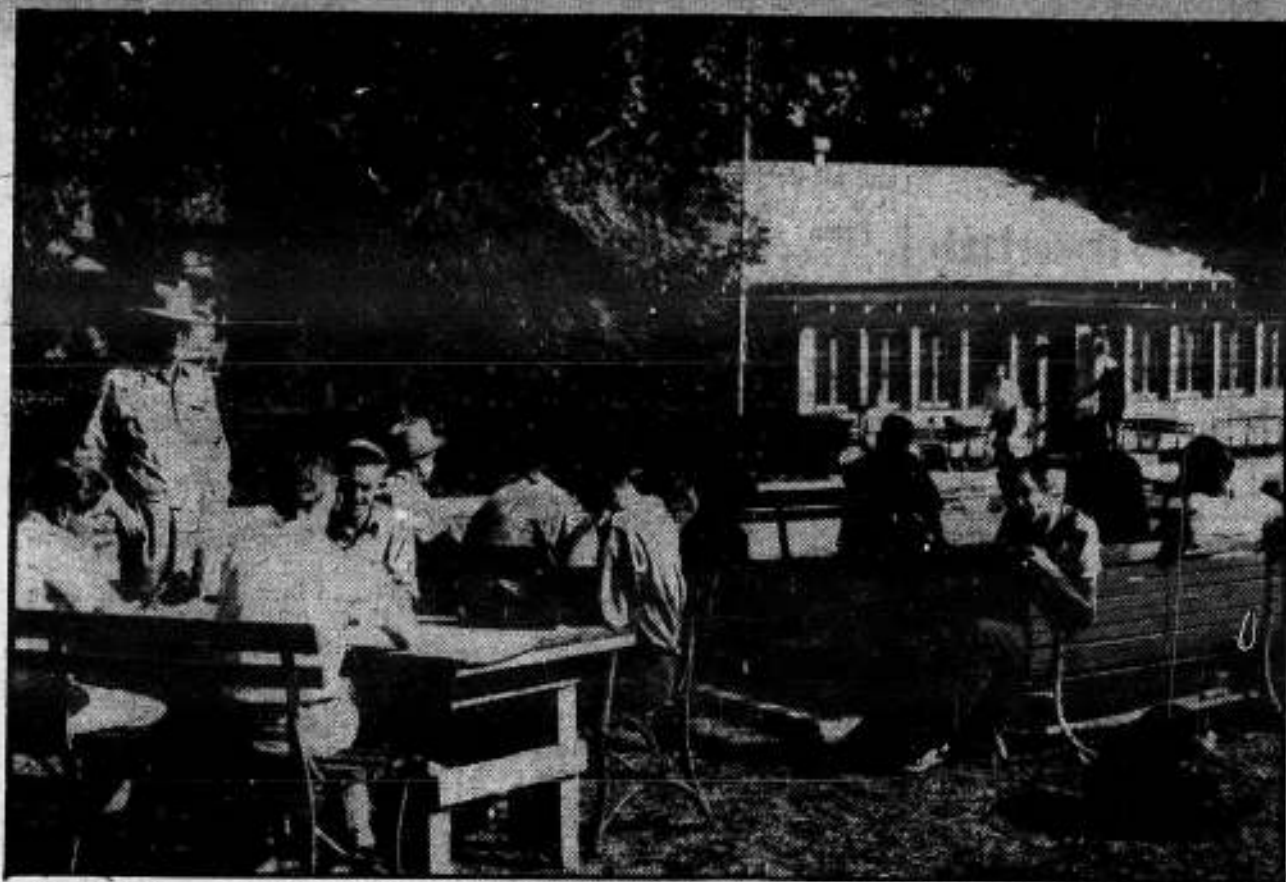
It is your committee's final recommendation that the membership of the Atlantic and Gulf District of the Seafarers International Union of North America make every possible effort to vote in this general election as every good Union man should.

It is our opinion that in view of the fact that this year's ballot sets a record high for the number of elective jobs to be filled, a record number of votes cast should also be set this year.

This committee having completed its duties, hereby adjourned at 1 AM, on October 21, 1952.

- Edward Polise, P-74
- William J. Scarlett, S-467
- Gunnar Grahne, G-161
- Donald F. Mease, 100253
- Frank Douglas, D-125
- Robert Williams, 11156

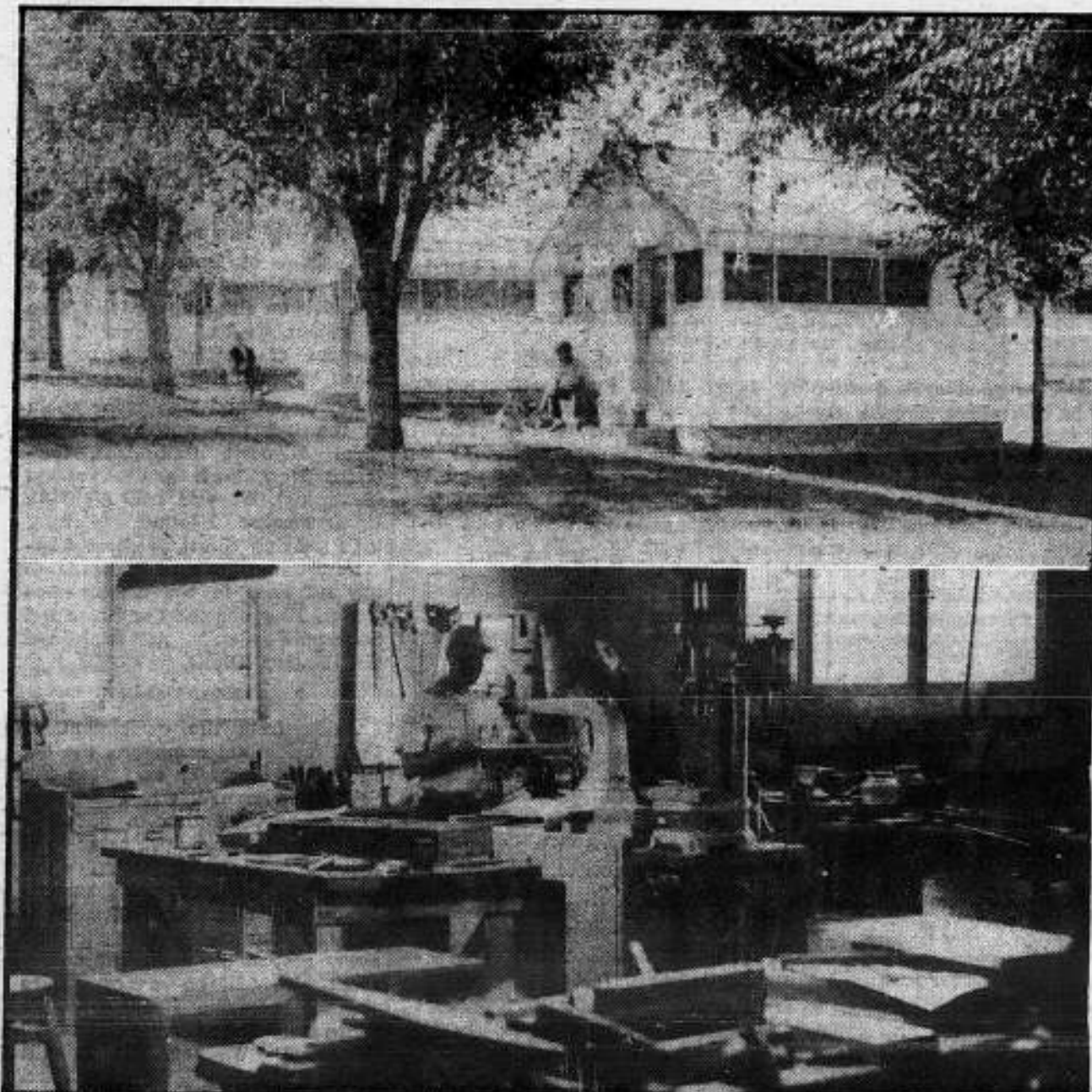




The pinochle players are hard at it in the foreground, while other seamen patients rest beside the fishpond. In the rear is the seamen's social club.



The pool tables in the lounge of the social club always get a big play. At right is the inside of a typical two-man cottage in the ambulatory section.



No other USPHS hospital has the individual cabin set-up (top) for ambulatory patients as in Fort Stanton. It is for convalescent patients who have completed bedrest treatment. The craft shop (below) boasts lathes, power saws, a darkroom, print shop and other facilities that help keep the recuperating patients occupied.

# USPHS HOSPITAL FT. STANTON, NM

Uniquely designed to meet the needs of tubercular seamen, the USPHS hospital at Fort Stanton, New Mexico, has a long and honorable history of 53 years' service. Over 10,000 merchant seamen have been treated there since the first patient was admitted on November 18, 1889.

Despite its obvious advantages as a treatment center for tuberculosis, Fort Stanton was threatened with closing recently because of a cut in Government appropriations for the US Public Health Service. Swift action and vigorous protest by the SIU was effective in halting the contemplated closing for the time being.

The Fort Stanton Hospital is located at an altitude of 6,235 feet, in an area of dry, sunny climate that is ideal for TB patients. Far removed from the noise and turmoil of heavily-populated cities, it offers the quiet and restful surroundings necessary for the long uphill struggle against TB.

The hospital can accommodate a peak load of 252 patients, 160 of them in its ambulatory section. Here there are 80 cottages with two men in each and all the comforts of home, including cooking facilities.

As elsewhere, the Seafarer patients at Fort Stanton receive their hospital benefits every week for as long as they are there, whether it be one week or several years.



The well-stocked library (top) has over 10,000 books. Patients and visitors meet in the comfortable community house (center). The social club boasts a card room (bottom) in addition to other recreational facilities.

PORT REPORTS

Wilmington:

Union Straightens Out The Local Gashounds

In recent weeks shipping has been fair here, but it is expected to improve soon.

Our recent payoffs were the Seathunder (Colonial) and Fairisle (Waterman).

Ames Victory Filthy

We paid off the Seathunder with no beefs except transportation which we collected due to the ship laying up.



Landry

George R. Landry has been a member of the SIU for three years.

but since coming out this way, he has adopted the Yokohama shuttle.

We have gone to see brother John Menville in the Seaside Hospital who became ill suddenly with a ruptured ulcer.

Sam Cohen Wilmington Port Agent

Seattle:

Shipping Holds Steady In Pacific Northwest

Good news on shipping in this port has continued recently and we expect the present situation to continue for at least the next two weeks.

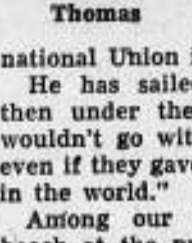
Our payoffs in the last two weeks were the Kyska (Waterman), Ames Victory (Victory Carriers), Alaska Cedar and Alaska Spruce (Ocean Tow).

Our optimistic hopes for the immediate future as far as shipping is concerned, are based on

the payoffs scheduled for the Topa Topa (Waterman), Maulding Victory (Mississippi), Alaska Spruce and Gadsden (Ocean Tow).

Seafarer-Texan

Our typical Seafarer this time is Joel Thomas, who is currently sailing in the deck department on the Alaska Cedar.



Thomas

national Union in November, 1946. He has sailed constantly since then under the SIU banner.

Among our oldtimers on the beach at the present time are D. McDuffie, V. Meehan, R. G. Barrett, R. E. Parady, R. L. Abbey, and Joseph R. Touart.

Jeff Morrison Seattle Port Agent

Norfolk:

Five Sign-Ons Feature Port Shipping Activity

With just a few ships in here to pay off and sign on, shipping activity has not been too encouraging lately.

Ships which paid off in the last two weeks were: The Cabins (Mathiasen); Archers Hope (Cities Service); and Coeur d'Alene Victory (Victory Carriers).

On the basis of shipping schedules, we can expect that it will be slow for the next two weeks here.

Ben Rees Norfolk Port Agent

San Francisco:

It's Always Important To Attend All Meetings

Shipping for the last couple of weeks has been on the slow side with a total of 57 men shipped to regular jobs and about a dozen men needed for shifting ships and standby work.

Also signing on during the period was the Kyska (Waterman).

A few in-transits helped us out by taking some men off the beach. They were: Steel Architect (Isthmian); John B. Waterman, Fairisle, Hastings and Raphael Semmes (Waterman); and Massmar, Calmar and Pennmar of the Calmar Line.

Plumbers' Strike

All is quiet, too, on the local labor scene. However, the plumbers union here has an important test case going since they have gone on strike because the Wage Stabilization Board has never approved a wage increase they won.

The SUP here continues to aid seamen on unorganized ships, the latest one being an American-flag vessel with a crew of islanders on her.

Now that the pork chops are hanging a little high due to the shipping slow-down we find quite a few men making the meetings that never bothered before.

Either in good or bad shipping periods, members should realize that the regular meeting is the medium the members use to get the latest information about their Union.

Regular attendance at Union meetings helps new men understand how their Union operates, and keeps them informed as to any

and all decisions affecting the welfare of the organization.

From the interest being displayed by the membership in both the national and coming Union elections, this should be a banner year with an extremely heavy vote.

H. J. Fischer West Coast Representative

Mobile:

Pickup In Activity Due Within Next Two Weeks

We've been running a little slow on the shipping end in this port recently but expect matters to perk up somewhat for the next couple of weeks.

Our payoffs were the Alcoa Patriot, Pegasus, Clipper, Polaris, Runner and Corsair (Alcoa); and the Waterman ships Morning Light, Lafayette and Monarch of the Sea.

In transits were the Antinous, Andrew Jackson and Warhawk for Waterman, and the Western Rancher (Western Navigation).

Nine Ships Due

The coming two weeks should be somewhat better with five offshore and four coastwise jobs due here for payoff and replacements.

We have with us on the beach J. H. (Rusty) Thompson, who sails as electrician and just completed a voyage on the Alcoa Patriot.

Rusty, like quite a few other SIU members, just collected his \$200 maternity check plus a \$25 savings bond.

Rusty says that with this new award added to the other numerous benefits achieved through the efforts and hard work of our officials, any man belonging to the SIU can be well assured that his family as well as he is lucky that he belongs to the best organization of them all.

Cal Tanner Mobile Port Agent

Galveston:

All Rated Men Welcome, Chief Stewards Slow

This port is doing very well for rated men. Shipping is moving at a fast clip and all ratings with the exception of stewards are more than welcome here.

We had three payoffs and sign-ons, and our usual stack of in-transits, 14 in all. Paying off were the Paoli (Cities Service); Alice Brown (Bloomfield); and Steel Advocate (Isthmian).

Look Forward To LOG

Lately everyone in this port is waiting anxiously for the arrival of the SEAFARERS LOG. It seems that with each issue we get a new benefit.

We've got quite a few men in the USPHS hospital here who would welcome a line from their shipmates. They are: W. H. Hodgkiss, J. H. Shonkwiler, J. E. Markoplo, J. R. Matthews, John J. Smalling, H. C. McIsaac, S. Poole, E. C. Atkins, W. Mitchell, M. J. Multer, R. L. Jones, C. Gregory, C. Ingram and W. W. Currier.

Keith Alsop Galveston Port Agent

Savannah:

New Movie Projector To Help Hospitalized

A range of from fair to good is the best possible description we can give on shipping activity here in recent weeks.

Paying off and signing on again in the last two weeks were the Steel Advocate (Isthmian), Seatrains New York and Savannah (Seatrains), Wacosta and Blenville (Waterman), Mission Carmel (SUP), Arlyn (Bull), Michael (Caras).

Loaned To Hospital

Aside from the excitement of the Presidential campaign, the big news here recently as far as the SIU is concerned, was a decision at our port meeting to purchase a motion picture projector and films.

E. B. Tilley Savannah Port Agent

SIU HALL DIRECTORY

SIU, A&G District

BALTIMORE... 14 North Gay St. Earl Sheppard, Agent... Mulberry 4540

Ray White, Agent... Phone 2-1323 WILMINGTON, Calif. ... 440 Avalon Blvd.

PORT WILLIAM... 118 1/2 Syndicate Ave. Ontario... Phone: 3-3221 PORT COLBORNE... 103 Durham St.

ALPENA... 133 W. Fletcher Buffalo, NY... 180 Main St. CLEVELAND... 734 Lakeside Ave., NE

# PORT REPORTS

## Boston:

### Captain Learns His Odd Jobs Cost Co. \$

During the last two weeks, shipping here was fair and continued to hold its own.

Our members here are following with keen interest the "Atlantic Fleet News." We think it's a great little bulletin. We are circulating the paper to all of the Atlantic tankermen in this area, and we're trying to get pledge cards.



Cabral

At our last branch meeting, Eugene E. Cabral brought up a motion on the floor that we draw up and sign a resolution in favor of giving our officials the same death, maternity and welfare benefits which are now available to the entire SIU membership.

After a seconding talk by brother E. Olson and a lot of discussion, this motion was passed by a unanimous vote of 64-0. The resolution will be drawn up soon. Cabral, who has shipped in the deck department since joining the SIU in 1947, had a lot of praise for the entire administrative force of our Union. "Our officials have pioneered the way in all directions to achievement of the best working conditions in the maritime industry. We owe all of our welfare benefits at least partly to their hard work. Why shouldn't they enjoy them also?"

#### Payoff List

Paying off were the Potrero Hills (Martrade); Quartette (Caras); and Tagalam (Seatraders). We signed back again on the Potrero Hills and Tagalam. Among the more important beefs which we had to tangle with was one on the Quartette. This ship arrived in pretty run-down condition. The unlicensed quarters have to be painted, the lockers need repairs and new mattresses have to be taken on. It was also reported that the captain of this vessel was doing odd jobs instead of letting the unlicensed ratings work. The Quartette is still in port and has not yet re-signed for another trip. The captain says that if the ship doesn't lay up, he will have all the repairs taken care of and put innerspring mattresses on board. We collected overtime for the work he performed.

#### Washer Beef Squared

The Tagalam had a little tussle over the washing machine. The engineers claimed it for their department. This beef was straightened out by having a notice put on the bulletin board to the effect that the machine can be used by all hands.

James Sheehan  
Boston Port Agent



## Philadelphia:

### Cold Weather Bringing More Tanker Activity

Shipping is holding nice and steady in this port and the outlook for the coming weeks is fine. This area has developed into a big tanker port in the last couple of years, so that we have a number of ships that run in here very steadily.

With winter coming, we can expect more of the oil wagons showing up here and there are plenty of jobs available on these ships. In the past week alone we've

had the Olympic Games (Western Tankers); Amberstar (Triton); Camas Meadows (US Petroleum); Republic (Trafalgar) and the Winter Hill and Council Groves (Cities Service) in port. The Olympic Games, Amberstar, Camas Meadows, Winter Hill and Council Groves signed on again out of here.

We also had the Jean and Dorothy of the Bull Line in here within the week. Both of these ships are temporarily in idle status, but we expect them to go out again shortly.

#### Put Stores Aboard

We had one beef of consequence on the Republic, which seemed to have the habit of leaving port short on food stores. We took care of that in a hurry by holding the ship alongside until sufficient stocks were brought aboard to assure good feeding for the crew.

Steve Cardullo  
Philadelphia Port Agent



## Lake Charles:

### Scarcity of Rated Men Here Due to Sign-Ons

For rated men, shipping here is still good. But the non-rated guys are having it slow. Of course, bookmembers don't have much difficulty in getting out whether they are rated or not.

Causing the shortage of rated men were the following sign-ons: Lone Jack, Archer's Hope, French Creek, Chiwawa, Cantigny, Winter Hill, Royal Oak and Government Camp, all Cities Service boats. We also had in the Strathbay (Strathmore), Republic (Trafalgar) and W. E. Downing (State Fuel), all of which took on some members.

For our Seafarer of the week, we nominate brother Tommy Scoper, who is one of our oldest members. He joined way back in 1938. Although he holds all engine ratings, he's riding one of the coastwise Cities Service tankers as an oiler. He says that if anyone had predicted all of today's wonderful conditions back in '38, "I would have sent him to the nearest nut house." He says that SIU's progress is "simply amazing."



Scoper

#### Dream or Fact?

The latest rumor here is that Cities Service will get 51 T-2 tankers and place them on the US gulf to Iran oil run. We hope this is correct because a lot of our men could use the jobs. But we don't know where the rumor got started.

Leroy Clarke  
Lake Charles Port Agent

## New York:

### Mariner Ship Expected Soon By Robin Line

We are very happy to report that there has been an increase in shipping in the past two weeks and we are hopeful that it will improve still more in the coming period. Usually, we have more shipping in the winter months than during the summer, and we see no reason why the trend should change now.

Although shipping is still a little slow for stewards, it has picked up recently because we have been forcing some companies to hire men from this department through the rotary shipping board instead of out of their offices as some have been doing in the past.

Our 26 payoffs in the New York area in the last two weeks were: Steel Surveyor, Steel Fabricator, Steel Inventor and Steel Designer (Isthmian); Arlyn, Suzanne, Beatrice, Hilton, Elizabeth, Rosario, Edith and Kathryn (Bull); Mobillian and Gateway City (Waterman); Carroll Victory (South Atlantic); Strathbay (Strathmore); Julesburg (Mathiasen); Carruth and Cecil N. Bean (Transfuel); French Creek, Chiwawa, Government Camp and Royal Oak (Cities Service); Robin Trent (Robin); Catahoula (National Nav.) and Oceanstar (Triton). There were no major beefs and everything was settled at payoff.

#### Mariner Ship Helps

We had 10 sign-ons on foreign articles. They were: Steel Surveyor, Steel Inventor and Steel Fabricator (Isthmian); Massillon Victory (Eastern); Keystone Mariner and Hurricane (Waterman); Carroll Victory (South Atlantic); Catahoula (Nat. Nav.); Sea Cloud (Seatraders); and Robin Doncaster (Robin).

We have a few hours of disputed overtime that have been sent in from a couple of the outports. It will be taken care of right away, and the parties concerned will be notified of the settlement made.

We finally crewed up the Keystone Mariner, the first of the Mariner-type ships to be allotted to an SIU company, in this case Waterman. All in all, the boys who shipped aboard are very pleased with her, although, as is always the case with a new type of ship, there are a few kinks to be ironed out on the manning scale and working rules. These can be worked out at the completion of the present trip when we'll know more about the operation of the ship.

Robin Line expects to get one of the Mariners in the near future. All of us will be glad to get these

additions to the SIU fleet. These ships carry 41 men in the unlicensed personnel, so a few more Mariners will mean a lot more jobs for our members.

#### Vote In Union Election

The credentials committee has finished its job of examining the qualifications of the candidates for Union offices in the coming election. From the committee's report, there will be a greater number of men on the ballot than ever before in an SIU election with considerable competition for the various offices.

Every member should realize that this ballot for election of the men you wish to represent you and your interests is the most important ballot in your Union. So everyone should make it a point to go to the nearest SIU branch and vote between November 1 and December 31.

Claude Simmons  
Asst. Sec'y Treas.



## Baltimore:

### Purchase of New Bldg Is Completed by Union

The membership down in Baltimore is all worked up looking forward to the day when we open our new home in this port. All the legal matters relating to the ownership of the property have been cleared up and the Union has taken over on the 24th of October. We hope that the renovation work on the building will get started very shortly.

The shipping in this port has been running a little slow in the past couple of weeks. However, there haven't been too many men coming in to register so that we're not piling up additional manpower on the beach. We had a total of 15 ships paying off in the past two-week period, another 15 signing on, as well as 13 ships in-transit, helping take a few men off the job list.

#### Radio Shack Beef

Most of the beefs we ran across were the everyday variety and were taken care of on the spot to the satisfaction of the crewmembers. However, we ran across one problem on Bloomfield ships involving cleaning of radio shacks. This has been forwarded to headquarters for final action.

The political fever is running high in Baltimore with the politics in both parties out beating the drums. It looks like we'll have a pretty heavy vote in this city and in the state generally.

Earl Sheppard  
Baltimore Port Agent

## New Orleans:

### Get New Books Now To Continue Shipping

Since our last report, shipping has been slow, but the outlook for the next two weeks is not too bad as we have seven scheduled ships due in here for payoffs and then out again. With the usual in-transits and the customary replacements on the payoffs, shipping should be okay.

Paying off recently were the Del Campo, Del Viento and Del Mar (Mississippi); Chickasaw and De Soto (Waterman), and Transatlantic (Pacific Waterways). Three Mississippi boats, the Del Sol, Del Valle and Del Mar signed on. Business affairs of the port are in good shape and beefs are few and far between.

In transit were: Alcoa's Cavalier, Patriot, Clipper, and Polaris; Isthmian's Steel Surveyor, Steel Advocate and Steel Maker; Del Valle (Mississippi); Seatrains Savannah and New York; Jeff Davis, War Hawk, Morning Light, and Monarch of the Seas (Waterman); Southern States (Southern Trading); and the Edith (Bull).

All members shipping from New Orleans are asked to put in for their new books and not be caught short later in the event of a membership-imposed ban on registration or shipping of men not having the new books. Applications can be gotten from the dispatcher and patrolmen. The processing of books has been speeded up to the point where it takes only eight or 10 days for the books to come back from New York.



DiNicola

On the beach at present is a sure stranger, brother Tony DiNicola. He has been on the Alcoa Corsair for over three years in the capacity of second steward. Tony had to leave because of a heart attack. After a couple of weeks in drydock at the Marine Hospital, he's now back in circulation. Having to take it easy for a while, Tony has his sights set on a waiter's job where he can be on the receiving end of orders instead of dishing them out.

#### TV Set Donated

At the last port meeting, we voted to have the Union install a television set in the "Shut-In" ward of the Marine Hospital here. This will greatly cheer up the patients. The last set, which was installed in 1948, is in bad shape. No wonder because it was given by the NMU.

Recently we have had a few brothers coming in for welfare and vacation claims, and we found mistakes on the dates of their discharges. All members are urged to check their discharges. Errors can be corrected easily on the ship at payoff and can save a lot of time and trouble later. In some cases, mistakes hold up the vacation pay applications and may lead to loss of money if it takes too long to square away.

Among the hospital patients attending the Ole Miss-Tulane game recently was a group of Seafarers. They were favored with perfect weather and a rugged, keenly-contested game in which our Greenies were edged. Our visit with Karl Raana, hospitalized for more than two years, was brightened by the good news that his long-awaited discharge may not be too far away.

Lindsey J. Williams  
New Orleans Port Agent

## A & G SHIPPING RECORD

### Shipping Figures October 8 to October 22

PORT	REG.			TOTAL REG.	SHIP.			TOTAL SHIPPED
	DECK	ENGINE	STEW.		DECK	ENG.	STEW.	
Boston	56	29	23	108	19	21	10	50
New York	156	137	129	442	166	159	124	447
Philadelphia	60	48	44	152	68	48	43	164
Baltimore	120	101	66	287	71	61	57	189
Norfolk	40	25	19	84	21	17	23	61
Savannah	14	13	12	39	5	8	5	18
Tampa	9	9	8	26	5	7	7	19
Mobile	30	34	30	94	24	29	27	80
New Orleans	73	54	77	204	56	48	59	153
Galveston	42	54	28	124	71	53	43	167
West Coast	105	78	78	261	51	47	37	135
Totals	705	582	514	1,801	557	498	412	1,493

# IN THE WAKE

Place-names often have little if anything to do with the place they belong to. The entire continent of Australia was originally called Australia del Espritu Santo, in honor of the Austrian-born King Phillip III of Spain, but the name has persisted down through the years . . . Similarly, Key West, Florida, in no way resembles a key and is not particularly west of anything. It's an adaptation in English of what early Spanish explorers called Cayo Hueso or "bone island."

Travelers to the Hawaiian Islands in the early nineteenth century were amazed to find the distinctive Texas longhorn breed of cattle grazing on the slopes of volcanic Mauna Kea, thousands of miles from home. But learned they had been brought there in 1793 by Vancouver, the English explorer. He obtained a number of Texas longhorn cattle in California and presented them to the Hawaiian king, who allowed them to graze on the mountain-slope under a taboo prohibiting the inhabitants from killing them. There, as in the US southwest, they eventually became practically extinct.

Hammock in the sense of a hanging or swinging bed of canvas or netting is derived from hama, a Spanish use of the Carib Indian name of a tropical American tree. The natives of the West Indies and Central and South America used the bark of this tree in making their suspended cots. Similar hanging beds had been used aboard ship by European sailors, but the English had previously called them Brassil beds . . . The name for the stiff-bristled "ki-yi" brush used aboard ship is the sailor's corruption of coir, the fiber of the coconut husk used in making rope and matting. The native Malay word for it is kayar, or cord.

Even though Columbus' name is immortalized in Columbia, Colombia, etc., America was named after

Amerigo Vespucci by a map-maker who erroneously thought Vespucci had discovered the new continent. The theory has been advanced, particularly in France, that the word America comes from Armoria, the ancient Latin name for the French province of Brittany, and that Vespucci took his first name from the name of the new country rather than the reverse.

A painter is a rope in the bow of a boat for towing or making fast, but it's also a condition occurring in Callao, Peru, when the water becomes discolored and the paint on a ship's sides is stained a very dark rusty red. This is due to a seasonal change of ocean currents when the equatorial warm current displaces the cool Peruvian Current.

The harpoon, which stems from the Germanic word for grapple, was invented by the Basque sailors of the Bay of Biscay, who were the original harpooners and are supposed to have first used the word . . . Albion, the poetic name for England, is derived from the giant son of Neptune, the sea god, who, according to mythology, received the island of Britain from his father. The name, however, may also date back to the word alba meaning white (Latin albus), as suggested by the white cliffs of Dover.

Much of the history that is created inland eventually is immortalized at sea in the names of ships, as in the case of the SIU-manned CS tanker Council Grove. This vessel got its name from a grove at the Neosho River crossing in Kansas where early Western travelers gathered to form wagon trains. In 1825, the Osage Indians signed a treaty granting a right of way to the Sante Fe Trail, and 22 years later, Seth Hays established at Council Grove the first permanent settlement on the trail, west of Westport, Mo. It became important as the "jumping off" point for the 70-day run by wagon to Sante Fe.

# THE INQUIRING SEAFARER

Question: Are you in favor of having a ship's fund?

Steve Wartelsky, chief steward: No. I don't believe in it because on too many ships I've been on the ship's fund got all messed up.



It causes trouble and isn't worth the bother.

Tommy Thompson, MM: If we have any social or athletic activities planned on the ship that the fund can be used for I can see having one. But I'm against it if it just means putting money into a fund without any purpose in mind. It doesn't do any good that way and just causes a lot of unnecessary work.



Luis Martinez, MM: I favor it because it does a lot of good when there is an emergency. If somebody gets sick or hurt the fund is there to help out. It's a good thing to have money around to help your shipmates when they have troubles and need some extra dough in a hurry.



Joseph Scully, AB: I'm in favor of a ship's fund provided the crew has some specific reason for getting up a fund. The fund should be taken care of at the shipboard meetings where if the men want something they can vote to collect money for whatever is necessary. There's few complications that way.



Joe Kramer, electrician: Yes, I'm for it. We've always had one on every ship that I've ever sailed on. In case some emergency should come up, like when someone gets sick or is hurt and has to get off, you're sure of having some money handy for him. It's a real lift when a guy needs help.

Ted Simonds, AB: Yes. You can get athletic equipment with it or other things the crew might want. And when a guy is getting off to go to a hospital it means the crew can chip in out of the ship's fund to help him out a little. It's a useful thing to have on board. Everybody needs an extra buck sometimes.



# MEET THE SEAFARER



JEAN R. LONGHURST, reefer

Ask Jean Longhurst to compare today's conditions with things "back when . . ." and he'll tell you about a trip on the schooner Astoria back in '18 when, at the tail end of a six-month voyage from Samoa to Frisco, they lived for three weeks on hardtack and juice from pressed copra out of the cargo holds.

### Early Starter

Brought to the US from his native France when he was only a year old, Longhurst had an early taste of ships and the sea which he never got rid of.

It was at the end of a hitch in the Navy during World War I when he made the memorable trip on the Astoria after he'd been discharged and left high and dry in Samoa. He'd worked there on the Island for a few months, and then when the schooner was set to leave for the States, he signed on as supercargo for the trip.

The crew, mostly islanders, was in for a hard time almost from the start after they lost the propeller and had to jury-rig the ship most of the way back. Then, the food and fresh water ran out while they still had three weeks to go, so they settled on the hardtack and copra diet which, for the natives, proved disastrous. Eleven of them died of influenza a few days after reaching Frisco.

After this trip, Longhurst began sailing as a reefer on the United Fruit banana run just in time for the '21 strike of the ISU. "We were treated almost like officers on those fruit boats, with subsistence for a week while we stayed ashore, but that couldn't make up for all the other things that were wrong on those ships. That's why many of us went out when the beef started."

### Joined Marines

Following the end of the strike, when shipping slowed for a while, Longhurst found he couldn't stay idle and signed himself on for a hitch in the Marine Corps this time. He wound up in a cushy job supervising work at a stateside ice plant for four years and then,

mustered out and on his own again, found conditions weren't much better than when he left them, so tried another hitch in the Navy.

The next time out he started working on and off ashore, until the arms build-up which preceded World War II took hold and shipyard work construction began in earnest. There he utilized his Navy experience as a skilled machinist on the West Coast until the war actually began.

He then switched from helping build the ships to manning them, sailing with Standard Oil tankers in the Caribbean and to Scotland. "You always found Standard keeping just a jump ahead of the unions so the legitimate labor organizations could never dent the fleet," Longhurst recalled. He rode the tankships right through the war, however, and though some of the ships he rode took a licking, he never lost one out from under him.

Then, with the war over, he realized that he'd "been sold a bill of goods on Standard," and learned of the conditions on SIU ships "which topped them right down the line," he noted.

### Isthmian Organizer

As a result, he threw himself into the Isthmian organizing campaign which was going on at the time, starting with the Steel Seafarer which he homesteaded about 30 months, and on a couple of other Isthmian ships. His most recent trip was on the Steel Rover, running to the Islands, the Far East and back with pineapple, and he expects he'll try for another run like that again.

Still single at 57, he figures he's got "quite a few years" sailing left in him that "will enable me to keep building up dough until the day when I can't go to sea any longer. I might still get married one of these days though. After all, these are the years when a man really needs the affection and devotion that a wife and family can mean. It's still not too late," he added.

# TEN YEARS AGO

The US announced the loss of the aircraft carrier Wasp and three destroyers. Heavy Japanese ship concentrations remained around Guadalcanal, and fighting continued as the Japanese tried to pry loose American positions . . . Capt. Edward Rickenbacker and seven others were lost in a flight from Hawaii . . . The SIU launched a fight against a Navy attempt to force merchant seamen to join the Naval Reserve under the threat of the draft . . . US planes made repeated attacks on Kiska. The sniper raids inflicted a heavy toll on Nipponese air strength in the Aleutians.

A disabled British plane, trying to land in a London street, killed 18 persons when it hit a railway station . . . The fighting in the desert remained fairly static as both sides frantically tried to rebuild their supply lines . . . The crewmembers of the Josephine Lawrence and Fairisle were told by the Union that they all had up to 13 extra days' bonus coming to them and could contact the Union to collect all monies due . . . Though operating on a restricted wartime basis, football gripped the headlines as the United States team mounted

Mrs. Eleanor Roosevelt arrived in London after a hush-hush trip across the Atlantic and was greeted by the King and Queen, who held a large public reception in her honor . . . President Roosevelt announced that he had just completed a 27-day tour of US defense plants. The press and radio had cooperated and kept the trip secret, he said . . . The SIU hit the War Shipping Administration's plan to set up a "Recruitment and Manning Bureau" which would take the place of Union hiring halls . . . US bombers hit Hong Kong for over 48 continuous hours, plastering the Japanese defenses of the captured island fortress.

Wendell Willkie made a speech to the nation in which he urged a second front and a full-scale assault on Burma . . . Berlin claimed substantial gains in the Stalingrad area, while Moscow said its forces were holding and had wiped out more than a full battalion of the enemy . . . After a successful fight by the SIU, the War Shipping Administration ordered that radios be put aboard all ships for the use of the crew . . . London announced the sinking of its warship, Victor . . . US planes hammered away at Rabaul almost every day.

# The Seafarers Puzzle

- |                             |                                      |                                |                                  |
|-----------------------------|--------------------------------------|--------------------------------|----------------------------------|
| ACROSS                      | DOWN                                 | 20. He has no place in the SIU | 36. Colony 250 miles S of Bombay |
| 1. Important man on ship    | 2. Leave out                         | 23. Anchor                     | 38. Steel                        |
| 3. — Palmas, in Canaries    | 3. General Bradley                   | 24. Russian inland sea         | 39. Island SE of Greece          |
| 5. Port on Adriatic         | 4. Port in Greece                    | 25. Fish catchers              | 41. Great Lake port              |
| 13. Girl's name             | 5. Wood-working tool                 | 26. Unusual thing: Slang       | 42. Top of the Capitol           |
| 13. Attention: Abbr.        | 6. A mighty bomb                     | 27. Winged                     | 43. Suez — (Bull)                |
| 14. On "French leave"       | 7. "Charlie" of some bosses          | 28. Martin —                   | 44. Port —, on Suez              |
| 15. Kind of rock            | 8. Small Pacific atoll at 176° 31' W | 29. Roll of bills              | 45. Pakistan: Abbr.              |
| 16. Also                    | 9. Great wonder                      | 32. Saloon                     | 46. Cuckoo                       |
| 17. Ship's bottom           | 10. The Dodgers' "Freaker"           | 33. Vacation pay is over this  | 47. — Victory (Victory Carriers) |
| 18. Owner of the Strathport | 11. Sick                             | 35. Nickname for Lester        |                                  |
| 21. A Bull ship             | 19. Sailor                           |                                |                                  |

(Answers on Page 25)

1	2	3	4	5	6	7	8	9	10	11	
12				13			14				
15				16			17				
18				19			20				
			21			22		23	24	25	
26	27	28			29			30			
31				32				33			
34				35				36			
37			38			39					
			40			41			42	43	44
45	46	47			48			49			
50					51			52			
53					54			55			

# SEAFARERS LOG

October 31, 1952

Vol. XIV No. 22

Published biweekly by the Seafarers International Union, Atlantic & Gulf District, AFL, 675 Fourth Avenue, Brooklyn 32, NY. Tel. STerling 8-4671.

PAUL HALL, Secretary-Treasurer

Editor, HERBERT BRAND; Managing Editor, RAY DENISON; Art Editor, BERNARD SEAMAN; Photo Editor, DANIEL NELVAJ; Staff Writers, HERMAN ARTHUR, IRWIN SPIVACK, ART PENFALL, ARTHUR KURHNER; Gulf Area Reporter, BILL MOODY.



## Looking Back

Fourteen years ago tomorrow, the A&G District began functioning in three small, dingy and rundown rooms at 2 Stone Street. There aren't many men with the Union now who were sailing then, so it's worthwhile to take a backward look, both to refresh old memories and to inform those who were not there.

In those days, the AB got himself \$72.50 a month in the first Union contract. Even that was quite an improvement over non-union ships. Those were the days too, when on most ships seamen had to supply their own soap, matches and towels or do without; when both seamen and officers brought their own canned milk along or drank black coffee.

They were the days of the two-pot system—"stew for the crew and steak for the captain." The stew was eaten off a tin plate and the coffee poured in a tin cup. The seaman slept on blue linen over a "donkey's breakfast"—the old-time straw mattress. Then there were little things like "field days," days when the whole crew was put to work sougeeing, or painting without any pay, let alone OT.

A reading of the present contract of the Union will reveal a lot of small items, such as clauses that call for the company to supply soap and matches. They seem like petty items today, but at one time they were big issues that the Union fought hard to win.

Fourteen years ago the seaman was looked on as a second class citizen by everybody, including himself. The fact that all that is history makes this a very happy Union birthday.



## An Important Election

The fact that voting in the Union's elections begins on the Union's 14th birthday is a welcome coincidence. One of the main reasons for the SIU's remarkable progress in so short a time has been the Unions' democratic procedure. From its earliest days, those who led the Union were chosen by majority vote of the membership in a secret ballot, and their actions were subject to membership approval at every turn. As a result, the Union was always able to count on the full support of the membership.

This coming Union election is perhaps more important than others because the number of positions to be filled is the greatest in A&G history. It's the obligation of every member then, to vote for men he thinks will best represent the Union.



## New Attack On '50-50'

One of the big SIU victories of the past several years was the "50-50" law. This legislation assures American-flag shipping half of all economic aid cargoes shipped to Europe. It was passed over the vigorous objections of pressure groups. These groups, like all of us, were eager to get Europe back on its feet. But they were all too ready to accomplish this at the expense of the American seaman and his livelihood.

Now the SEAFARERS LOG's correspondent in Washington reports that foreign shipping interests are out to repeal the "50-50" law with a sympathetic assist from some Government officials. The SIU can promise that if such a bill is introduced in Congress, its supporters will have a real fight on their hands.



## More Of The Same

There's no doubt that the Keystone Mariner, first of the new Mariner-class vessels is a beauty. She's big, fast and comfortable. A multitude of brand new technical improvements puts her head and shoulders over any other type of freight ship now in use. If she lives up to her advance notices, she will revolutionize the design and construction of future dry cargo vessels.

But as one Seafarer aboard her put it, "we need 3,500 ships like these, not just the 35 that the Government is building." The answer to American maritime problems lies in many more fast, modern ships of this kind. It remains for the next Congress to put this problem near the top of its agenda and take action accordingly.

# LETTER of the WEEK

## Set Aside College Aid for SIU Men

To the Editor:

My shipmates and I read with great pride and interest of the new scholarship plan by which Seafarers or their children can get a chance to go to college for four years.

We are proud because our Union was the first to start such a plan and we are interested because we feel that this is a genuine chance for each of us to get a little education which, without such help, would be unavailable to us.



Wallace

The scholarship plan was discussed intensely and one recommendation seemed to me to be very important, and so I am presenting it for publication in the LOG and also for consideration by the officials.

According to the rules, to be eligible, a Seafarer must have three years seetime on SIU ships, and the scholarships are open to both Seafarers and their children. Many of us have spent much more than three years at sea, and naturally, we cannot be expected to be as bright as a kid just out of high school. Inasmuch as we are the active members of the Union who know what it is to hit the bricks and to fight for the right, it does not seem fair to expect us to enter into scholastic competition with kids who never spent a day of their lives at sea.

### Give Seafarers First Crack

I therefore suggest that a certain percentage of these scholarships be set aside for Seafarers so they can have first crack at them. There are many Seafarers who could easily qualify to enter any university in the country, and these are the men who, after their years of study, would be a great asset to the SIU and would be eager to assist us should we ever call upon them.

In closing, I must thank the officials that made this scholarship plan possible. We have come a long way, and with such sincere and devoted leaders, can expect to go a lot further. Now brothers, make no mistake about it! I think the college aid plan is really great, but it needs a bit of improvement to enable us Seafarers to get in on the act too. I would like to see the LOG become a forum for ideas on this subject and I shall expect to see letters from the membership.

Seymour Wallace

(Ed. note: As is true of all other SIU benefits, the original set-up of the scholarship plan has been made flexible so changes can be made to protect the best interests of our members. If the arrangement proves to be inequitable to Seafarers then the Union can always sit down with the operator trustees of the Welfare Plan to change the rules. In any case, we would like to receive any opinions Seafarers may have on this matter.)

## 'Remember—?'



## As I See It

by PAUL HALL



EVERY ONCE IN A WHILE, something happens that points up the true meaning of the words "brotherhood of the sea." Such an incident took place as the result of the rescue of the crew of the Western Farmer by British lifeboatmen.

These men are all volunteers, like the volunteer firemen who are on the job in a great many towns in this country. As readers of the LOG will recall, they were on hand at the right time when the Western Farmer came off second best in a collision in the English channel.

As soon as the Seafarers of the Western Farmer got home and squared away their payoff, they took it on themselves to chip in some of the payoff dough to buy a gift for the Englishmen. They decided to have some plaques made as the best way of expressing their appreciation, and asked the Union to handle the arrangements, which was done. As a result, these English crews will have a permanent reminder of their bravery and skill, and if it can be arranged, a token gift of American cigarettes, which we are sure, will be very welcome.

All of us know how important it is to have friendly relations with other countries and their citizens. Seafarers know the truth of this at first hand. Many of them come from foreign parts themselves, and all of them in their travels have come to learn that the "brotherhood of the sea" includes men from every nation. When the sea acts up and ships get into trouble, the men aboard know that they can count on help from any quarter. This is part of the code of the sea.

In establishing international brotherhood, it's the men who go to sea for a living who can contribute so much. They are continuing to do so in the true tradition of seafaring.



THOSE WHO HAVE BEEN with the Union for some years will remember the terrific fight that was waged by the SIU against the old Copeland fink book. That was the set-up dreamed up by the shipowners to blackball any honest-to-goodness seamen off the ships and fill their scows with finks who

would take any bones the ship-owners threw them. The Copeland fink book had a lot of nice blank spaces where any Union-hating skipper, mate or shoreside company man could make entries about a man's "character."

Now it seems that the finkiest set-up of them all is in existence on a very large scale in the homeland of the Communist Party, the Soviet Union. Over there, they've perfected the system so that every worker in the country has to carry a fink book. Naturally, if the guy beefs about the way he's being treated, his factory boss or whoever he works under is going to make some juicy marks in that little book.

Further, the way the system works, if the man wants to change his job, he has to carry the fink book from one job to another and show it before he goes to work. You can imagine how far he can get if he opens his mouth just one little bit about working conditions.



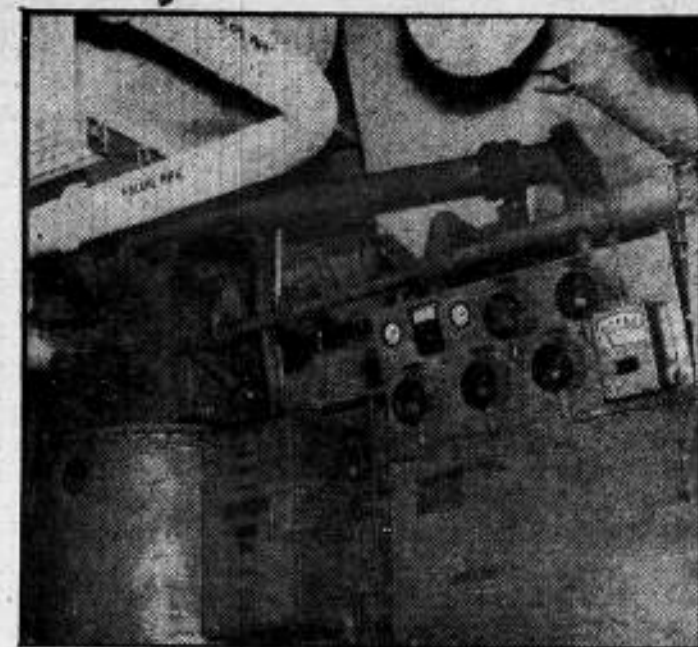
QUITE A BIT OF INTEREST has been stirred up by the announcement of our scholarship plan. Judging from the response we have received here at headquarters, Seafarers are wholeheartedly in favor of the set-up and realize the value to them and their families of an opportunity to go to college.

That Seafarers respect the fellow who wants to get himself an education was shown most recently by the actions of the Madaket crew. Returning from a recent Far Eastern run, the crew was carrying some Korean students who had won scholarships to attend school in this country. These boys were pretty well flat broke, with no money to buy themselves so much as a pair of shoes.

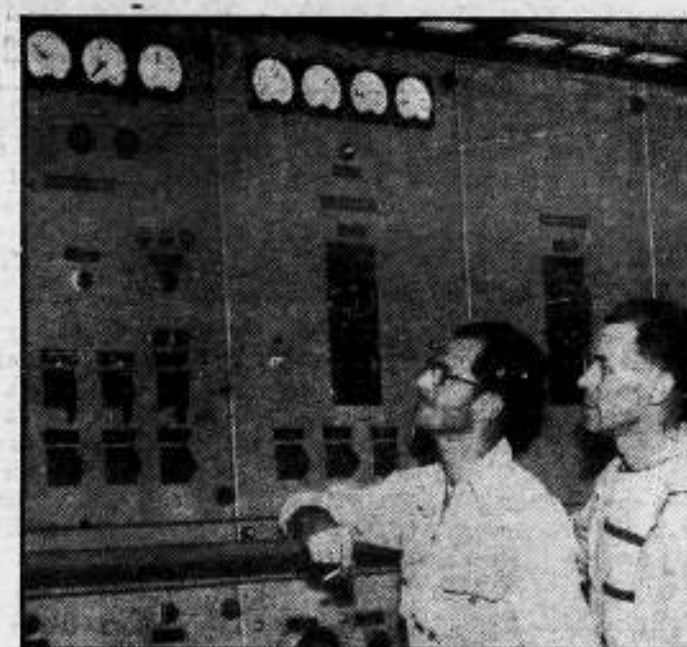
When the word got around, the crew held an old-fashioned tarpaulin muster and came up with \$280 to help these Korean boys get some clothes. All of which proves that not only do SIU men appreciate the desire of any man to get an education — they'll do whatever they can to help him along the road.



Crew of the Keystone Mariner boards a chartered bus outside the New York hall the day after they threw in for jobs aboard her. The bus took them direct to the Sun shipyards in Chester, Pa., where they boarded America's newest freighter.



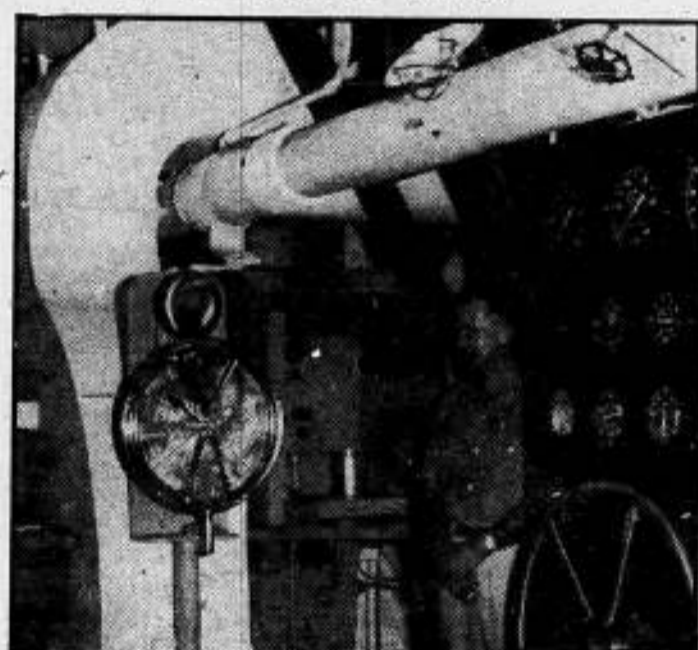
This is the new cargo care equipment that automatically controls humidity in all cargo holds, preventing water damage.



Ed Edginton, chief electrician, and J. J. Keating, 2nd, inspect main control board, heart of the electrical system.



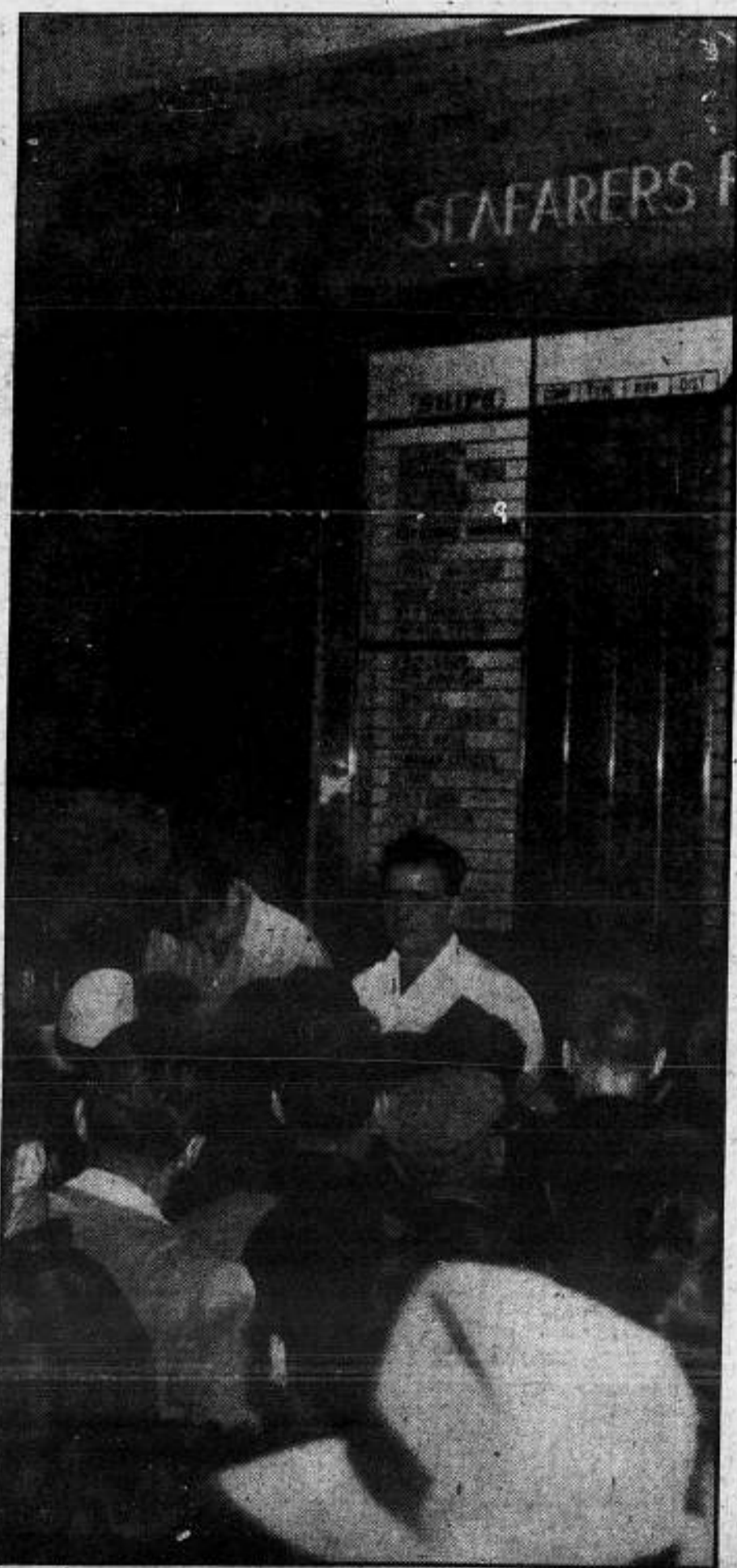
When the ship got to Port Newark in New York harbor on the morning of October 16, a large group of Navy, Coast Guard, Maritime Administration and local government officials boarded the pride of maritime, along with swarms of reporters and photographers.



A shipyard worker looks over engine control center which has many devices for automatic regulation of operations.



The crew digs into chow in the modern, comfortable messroom. Note here how port-hole fan can swing in and out.



"Man it sure looks like I'm going to homestead this baby." That was the reaction of most Seafarers toward the brand new Keystone Mariner. The SIU crew boarded the first of the new super-freighters in the Sun Shipyards, Chester, Pa., after throwing in for the jobs on the New York board.

"The way this ship looks," said Larri J. Markkanen, AB, "the US could use about 3,500 of them."

The Maritime Administration has its bets riding on the vessel too. It hopes that the Mariners, like the old-time clippers, will put the US on top of the maritime heap. So when she came to New York, October 16, all the big brass of the MA, Navy, Coast Guard and local VIPs were on hand to greet her.

Like the historic clippers, the Mariners are sleek and fast. The Keystone, which is chartered to Waterman, has gone well over her rated speed of 20 knots. Inside, the ship is equipped throughout with the most modern devices, and has comfortable and roomy foc'sles. No more than two men share a foc'sle, all of which boast innerspring mattresses, built-in couch, drawers, desks and large lockers. Each foc'sle has a semi-private shower and head.

Electricity takes over a good deal of hand labor on deck. Her cargo booms have individual electric topping winches and permanent lines. They are cradled horizontally for easy maintenance. Her hatches are secured with electrically-operated steel covers and require no tarpaulins.

Her cargo holds are equipped with devices to control humidity and there are 30,000 cubic feet of refrigerated space as well.

The heart of the ship is an electrical panel board containing controls for all electric power on this all-AC ship. The fireroom and bridge have stacks of automatic regulation and navigation devices, including loran and radar.

All in all, the Keystone is just about the most modern freighter on the seas.



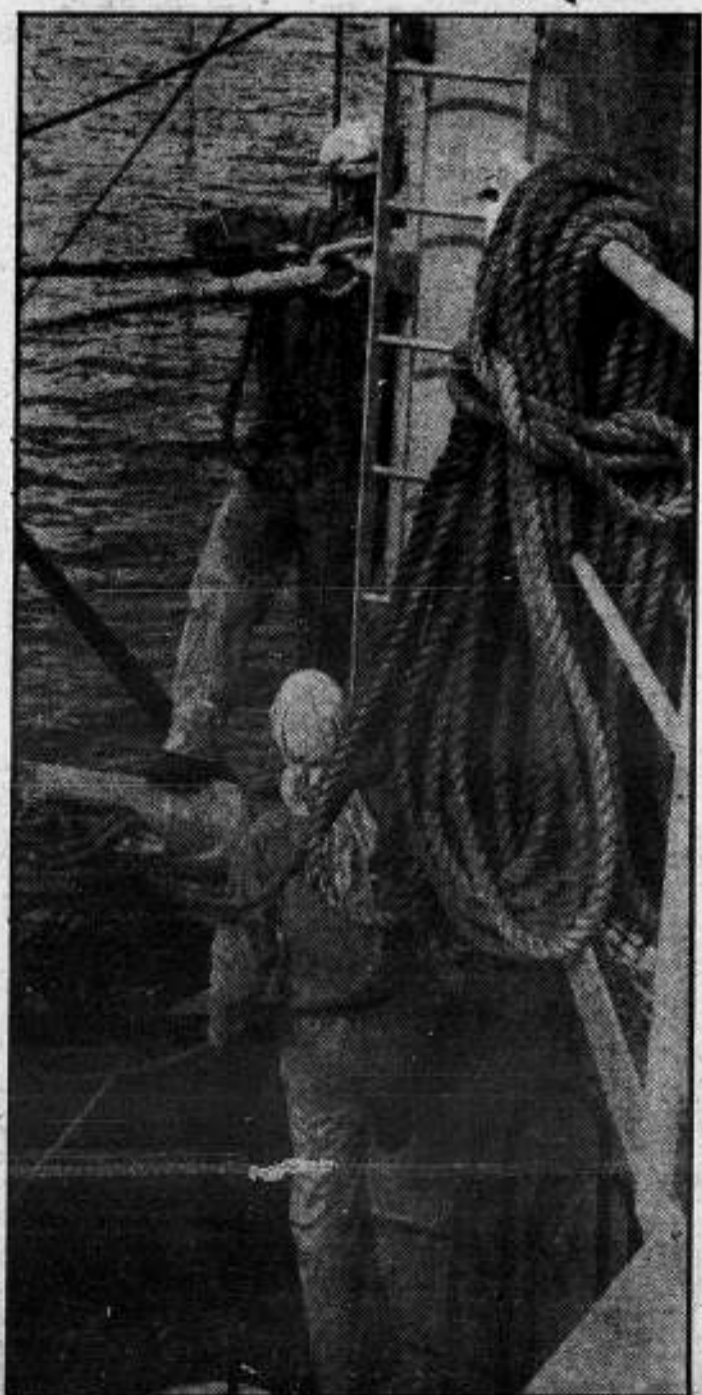
James Campbell, AB, shows off foc'sle.



M. White and A. Gregoire inspect fan.



Deck hands grunt while stretching guy.



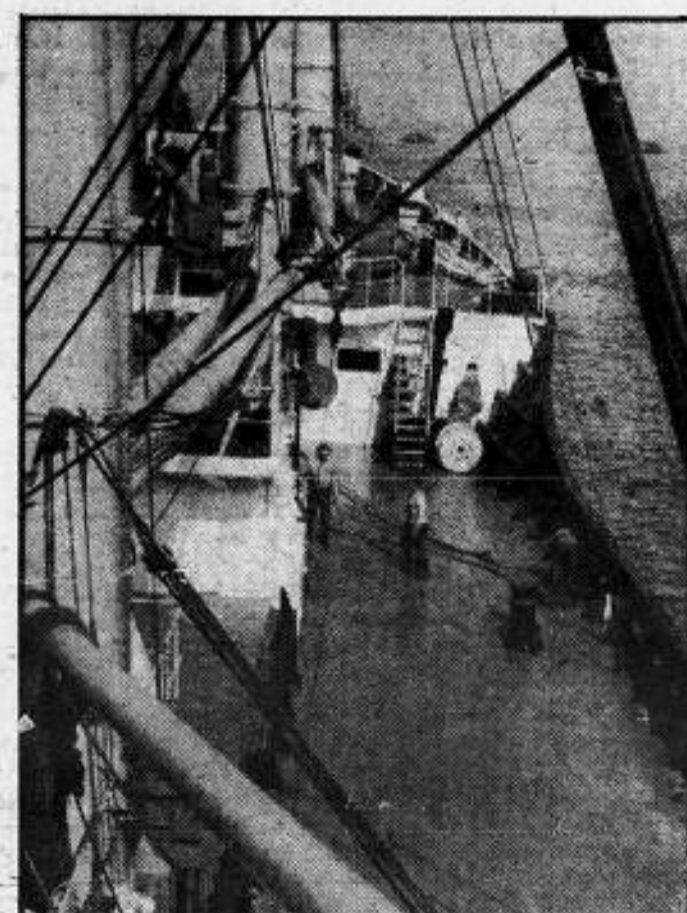
The guy is secured for going out to sea.



Capt. Bodden (center) guides visitors.



Galley Gang made big buffet for occasion.



Here's view of deck from ship's bridge.



While inspection tour goes on, deck gang gets everything shipshape for first trip.

# MARITIME

A British salvage outfit has started efforts to raise the "world's largest floating drydock" in Singapore. The floating drydock was sunk by US bombers while it contained a Japanese cruiser. Some 855 feet long and 172 feet wide, it displaced 32,000 tons and could handle ships up to 50,000 tons. The cruiser, the 10,000-ton Shiretoko, was removed in 1946 and was beached. The huge drydock will be raised in two sections.

The world's merchant marine shipbuilding hit a new post-war peak, with the US falling to third place. Some 5,864,874 gross tons of ocean-going vessels of over 100 tons, were under construction in the world's shipyards—excepting the yards of iron curtain nations. Great Britain led with 2,062,482 tons; Japan jumped to second place with 603,500 tons, the US was third with 600,173 tons, Germany fourth with 405,806 tons, and the Netherlands fifth with 381,138 tons. Of the total new construction in the world, 3,330,814 tons were in motorships, and 2,533,161 tons in steamships.

The American-Hawaiian Lines, agents for Japan's Osaka Shosen Kaisha, and the Pacific Transport Lines are feuding about which holds the Yokohama-San Francisco cargo ship speed record. The A-H Lines claim the honor for the Japanese Mexico Maru which just made the trip in 10 days, 14 hours, but the PT Line claims one of its freighters made the trip in 1950 in 10 days, 1 hour and 43 minutes.

The 29,500-deadweight ton tanker Las Piedras was launched in Bethlehem Steel's Sparrow's Point Shipyard . . . The Kungsholm, which will be Sweden's largest luxury liner, was launched in Flushing, the Netherlands. The new ship is 22,000 tons, and will carry 800 passengers . . . The liner Stockholm picked up a sick seaman from the US freighter Blue Jacket and treated him in her hospital until the ship arrived in New York.

The Navy has announced plans for a second aircraft carrier Saratoga. The new vessel, which will be the sixth naval craft to bear the name Saratoga, will be a new 60,000-ton ship. The keel will be laid in December in New York . . . The 7,180-ton US freighter Diddo ran aground off Turkey's Aegean Sea coast and asked for assistance.

The Navy icebreaker Atka was dispatched from Boston to go to the aid of the Navy tanker Wacissa which ran aground on a reef in Frobisher Bay, near Baffin Land, opposite Greenland . . . The Sunda, the sixth of her class, has sailed on her maiden voyage from London to the Far East. The ship is 525 feet long and carries 11,600 tons of cargo . . . The 17,250-deadweight ton British tanker Caltex Canberra, some 544 feet, was launched in Britain.

The privately-owned American-flag merchant marine composed of ocean-going vessels of over 1,000 gross tons, totaled 1,275 ships. Of this total, some 826 ships were dry cargo and passenger vessels totalling 8,533,810 deadweight tons with a cargo lift of 6,739,500 tons . . . The Costa Rican ports of Port Limon and Puntarenas are going to be modernized under the United States' Point Four Plan. The program will be undertaken with the assistance of the US Maritime Administration.

The Italian liner Conte Biancamano has made her last trip to New York, and has been returned to her original Italy-South American run . . . More than \$800,000 in contracts for servicing ships of the Military Sea Transport Service were awarded between September 22 and October 5 . . . The Asbury Park, which about 50 years ago used to carry excursions between New York and Sandy Hook, NJ, has just started a new career in British Columbia. After extensive refitting she will carry passengers between Vancouver and Nanaimo.

The Coast Guard picked up a 38-foot party fishing boat with 20 passengers aboard after she developed motor trouble off the Jersey coast . . . The new Italian liner Andrea Doria will be the first passenger vessel in the New York trade with three swimming pools, one for each passenger class . . . The Netherlands government vessel Waterman went through the Panama Canal with 819 passengers bound for New Zealand. The passengers are emigrating there under an agreement between the two governments.

The question of repurchasing 16 floating docks seized by the British Government has been settled under an agreement where the West German Government will pay \$3,500,000. The German Government has said it plans to return nine of them to their original owners, and to sell six that were formerly owned by the German navy.

# THE LABOR ROUND-UP

Some 350,000 soft coal miners walked off their jobs after the WSB cut 40 cents per day off the \$1.90 wage boost won by the United Mine Workers. The union said it had called no strike, nor had it offered any suggestion about walking off the job, but apparently the members had decided to follow their old rule of "no contract, no work." The miners returned a few days later when President Truman promised that the WSB decision would be reviewed.

Some 1,156 AFL Retail Clerks and Butchers have won wage increases averaging 12½ cents per hour retroactive to June 16 from the C. F. Smith Co., a subsidiary of the National Tea Co. of Detroit.

The CIO United Auto Workers won a 66-day strike, testing the long-term national agreement it had with the Melrose Park Works of the International Harvester Co. The strike was won with the plant's 4,900 workers getting approximately 10 percent increases in piecework jobs, and different daywork classifications. The strike was called when the company tried to cut piecework prices and the number of daywork classifications, although the five-year contract was still in effect.

The AFL United Textile Workers won an NLRB election at the Wade Manufacturing Co. plant in Wadeboro, NC, as part of its drive to organize the southern textile industry and bring its wage levels up to those of the northern plants. The CIO union, which had held a contract with the plant, withdrew from the election. The AFL UTWA announced that 11,500 workers in 10 plants had joined the AFL union since the split within the CIO union this past May.

The CIO Chemical Workers won a settlement calling for a 10-cent increase across the board for 3,200 workers and contract improvements on the morning of the day set for a strike at the Oak Ridge, Tenn., atomic energy plant operated by the Union Carbide Co.

Some 13,000 workers at the El Segundo, Calif., plant of Douglas Aircraft have won a 5-cent wage boost and other fringe benefits. The International Association of Machinists and the company submitted the dispute to the Federal Mediation Service, after President Truman asked the workers to go back to work after a two-week strike in September.

# On the Job

In the last issue we discussed the procedure by which oil is heated and supplied to the ship's burners. It is in the burners that the process of atomization takes place. That enables the oil to burn properly and give off even and controlled heat which in turn heats the water in the boilers into live steam for use by the ship's engines.

Atomization of the fuel oil involves spraying it into the furnace as a mist of fine particles. The burner consists basically of a long pipe on whose end is a cap (nozzle body) with four holes drilled in it. The holes lead to slots in a sprayer plate on the outer end of the nozzle body. Since the oil is being pumped into the burners under controlled pressure, it is forced into the narrow slots and then sprayed out as a mist thoroughly mixed with air. The air is forced into the furnace by an air blower and an air scoop which circulates the air in the direction necessary to mix it thoroughly with the oil.

### Air Supply Control

Proper control of the air supply is obviously very important in this process. If there isn't enough air, only part of the fuel oil is burned with the rest going up the stack as black smoke. If there is too much air, the temperature of the furnace is lowered and the stack belches white smoke. The obvious test of good burning is very little smoke from the fires. A light haze is all that should be visible from the stack.

The oil itself has to be at the proper temperature so that it will be at the desired thinness for atomizing.

### Cleaning Burners

Although the oil has twice been strained through intake and discharge strainers before being pumped into the burners, dirt and foreign matter will still tend to collect in the nozzle body and the sprayer plate. It is customary that every time the fireman changes watch he removes and cleans the atomizer in each burner. First he closes both oil shutoff valves to keep the hot oil from entering the atomizer, and closes the air register so that cold air shouldn't blow into the furnace while the burner is not operating. The detachable coupling is loosened and the atomizer pulled out of the burner barrel in which it rests.

There will usually be a small amount of fuel oil left in the atomizer even though the valve was shut off. This is dripped off into the drip pan. The fireman then takes one of a set of clean atomizer spares that is always on hand and slides it into the burner barrel, tightening the coupling when the atomizer is in place. If the coupling is not tightened properly there is liable to be a hot oil spray into the fire-room when the valves are opened again.

### Relighting The Burner

Having replaced the atomizer, it's necessary to light the burner again. This is done with a torch consisting of a steel rod tipped with asbestos. The asbestos is soaked in kerosene and lighted and the torch slipped in through an opening for that purpose. It is so designed that the burning tip of the torch will be right in front of the sprayer plate. The oil valves are opened so that oil emerging from the sprayer is lit by the torch, and the air register is open wide to allow air from the blower to mix with the oil.

Even while using a torch, it is necessary to take the precaution of standing to one side while lighting off a burner. Occasionally, flare-backs occur and the fireman who is looking into the furnace when this happens is going to be in a sorry state.

The next step is to clean the dirty atomizer. A special vise is provided for this purpose on the workbench, being at a fixed adjustment. Use of an adjustable vise could ruin the atomizer if it was squeezed too tightly. The threaded tip nut which holds the sprayer plate to the nozzle body is removed with a wrench and the plate itself lifted off and washed in kerosene. Any sticky residue left on the sprayer plate should be scraped off with wood or copper, never with a knife or other steel object that might scratch the plate. The four holes in the nozzle body are cleaned, the sprayer plate replaced, and the tip nut screwed back in place again. If there is a small intake mesh strainer at the other end of the atomizer, it must be cleaned. The newly cleaned atomizer is then put aside as a spare to be inserted on the next watch.

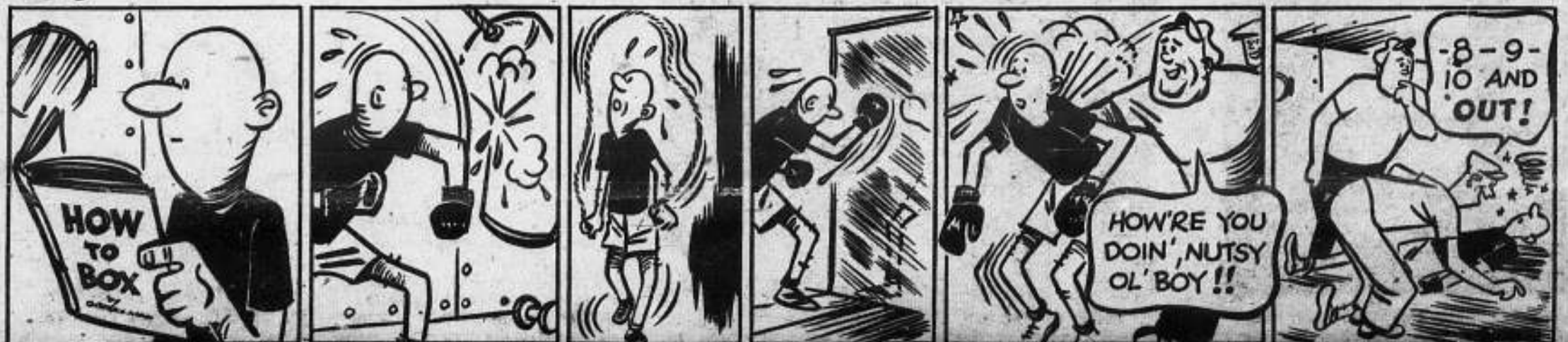
Sometimes it's necessary to get more steam up than is being produced with the oil at its highest pressure. In such cases, sprayer plates with larger size openings have to be substituted for the existing ones, since the larger the opening, the more oil can be sprayed into the furnace. The burners have to be shut off, atomizers removed and the larger plates substituted. All plates have their sizes marked by the manufacturer on the outside surface for easy identification.

There are burners that are variable capacity burners. They are designed in such a manner that it is not necessary to change the sprayer plate. This is done with valves on oil return lines. When the valves are open, part of the oil returns to the tank instead of being sprayed into the furnace. When it's necessary to increase the amount of fuel burned, the return line valves are closed and all the oil entering the burner is sprayed into the furnace.

## Burly

## Fighters Are Born . . .

## By Bernard Seaman



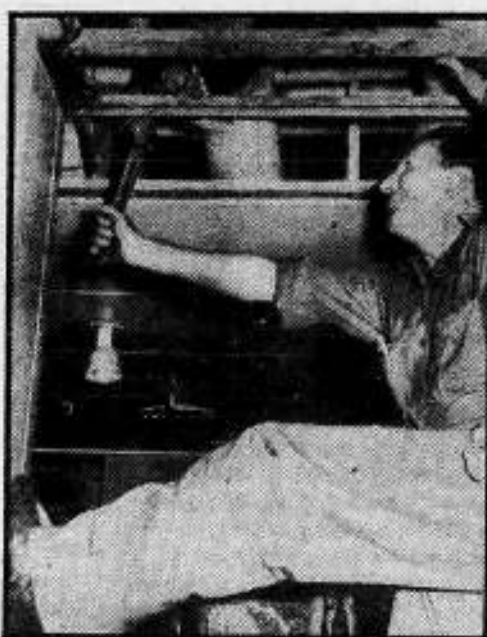
# Getting Set For Island Run Aboard The Clipper

The Seafarers and the stewardesses on the Alcoa Clipper are proud of their clean, smooth-running ship, which they keep in tiptop SIU style for the 17-day cruise run south from Mobile to the British West Indies, Venezuela and eventually back to Mobile and New Orleans. The Clipper's run is a leisurely one, with many stopovers at numerous island ports.

Luxury and comfort are the keynote of the SIU service on the vessel for the 60-96 passengers who sign on for the trip. Here, ship's photographer H. C. McCurdy offers a few glimpses of the Clipper's crew putting a high polish on the ship and checking its equipment as the cruise run gets underway.



Deck gang, turning to with holystones, includes (l. to r.) D. Saxon, R. Tucker, O. Thompson, W. Highman. Thompson used bucket to sougee windows.



Climbing straight walls, plumber Red Cunningham closes trap after cleaning out plugged drain.



'Doc' Harry Patterson, 2nd electrician, performs operation as Mobile light passes by.



Busy in the galley (l. to r.) are C. Markris, C. Johnson, P. Catalano, W. Purdy, J. Smith.



All set for the passengers, Stewardess Frances Maire makes those mirrors gleam.



Boson's Mate Andy Anderson (left) and Calvin Ray, DM, show the old and new way to swab a deck.



Ready for the rush are (seated, l. to r.) T. Navarre, J. Campbell, H. McCurdy, J. Thornton; (standing), R. White, H. Gerard, Z. Jablonski, K. Lynstad, M. Roberts.

# SIU Marks Birthday -14 Years of 'Firsts'

(Continued from page 3) were lost as a result of enemy sub and plane action. These included a large number of men who were the first members of the A&G District when it was formed in 1938. Loss of so many of the Union's original core meant that the District had to begin anew at the war's end with a new membership made up of younger men who had come into the industry in wartime.

### Organizing Program

However, the Union pushed its program vigorously and immediately launched a far-reaching organizing program. In the years that followed this program brought 56 new companies under Union contract, including such major outfits as Isthmian and Cities Service.

Just about a year ago, the Union made its big move to its present headquarters in Brooklyn. The past year, too, has seen the start of direct vacation payments to members and great expansion of SIU welfare benefits. These now include a \$20 weekly disability benefit to men who are totally disabled, \$15 weekly hospital benefit for an indefinite period to men

in the hospitals, the \$200 maternity benefit for Seafarer babies, the \$2,500 death benefit and the recently-instituted \$1,500 annual college scholarship to Seafarers or their children.

# 'Fink Book' Taken Over By Russians

The infamous Copeland "fink book" that the SIU fought long and hard to abolish has been revived, and improved on, in the Soviet Union.

The Copeland book, which the Government once attempted to foist on seamen here, contained a space where ships' officers could put down "remarks" about a seaman's character and behavior. This became part of the man's permanent record. The book was usually used to blackball men who talked Union organization on ships.

Not just seamen but all workers in the Soviet Union have to carry the Soviet version of the "fink book." Whatever the factory bosses might not like about a worker is entered in his labor book. He has to carry the book with him at all times and show it whenever he changes jobs. In addition, the worker has to carry a passport to get from one town to another. The passport also contains a man's work record. In this way, the Government and straw bosses maintain complete control over all industrial workers.

# SIU Crew Rescuers Honored

(Continued from page 3)

Western Farmer crew has purchased a carton of cigarettes for each member of the lifeboat crews. If customs red tape can be cut, the cigarettes will be sent to the lifeboatmen.

Following the presentation, Sir Henry was taken on a tour of SIU headquarters and saw how the various Union departments function.

# CO's Agree To Freight Contract

(Continued from page 2)

strengthened. Provision has also been made to assure money draws at regular intervals and on time while the ship is in port or on its way to port.

### New Manning Scales

Manning scales in the stewards department have been changed, so that the tankers will carry a cook and baker instead of a 2nd cook and baker, and a 3rd cook instead of a galleyman. This will mean higher base wages for stewards department men on tankers.

These are just a few of the changes in the agreement, many of which reflect the suggestions made by ships' crews earlier in the year.

As soon as money details of the contract are completed, both the freight and tanker agreements will be submitted to the membership for ratification. As the contracts stand now, the rewriting of general rules and working rules in both agreements already provides for a considerable dollars and cents gain for working Seafarers.

# One-Third Of Canadians Are Union Members

OTTAWA—American unions that are proud of their organizational successes had better look toward the country's northern neighbor. Latest figures show that Canada's unions can boast that workers there are one-third organized.

The Canadian Labor Department reports that 1,146,121 Canadians are now union members. This is the highest figure in history and represents an increase of 117,600 in the past year alone.

All told there are 170 unions in Canada affiliated with the three major labor bodies in that country. Nearly half of the total union membership is in manufacturing industries, with another 25 percent in transportation, storage and communication.

# Meeting Night Every 2 Weeks

Regular membership meetings in SIU headquarters and at all branches are held every second Wednesday night at 7 PM. The schedule for the next few meetings is as follows: November 5, November 19, December 3, December 17.

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



## Seeing Europe With An SIU Crew

For our mutual entertainment I would like to report to you some of the events which took place on the July 25 to September 17 voyage of the Northwestern Victory.



Enjoying "watermelon time" on the Northwestern Victory are, left to right: Bosun Frank Goarin; Prentice Braden, AB; B. O'Neal, AB; and Steve Matheas, OS.



The market place (left) in Cherbourg, France, was one of the sights taken in by Northwestern crew. Photo on right shows a bobby directing traffic in Hull, England.



I joined the ship in New Orleans and we sailed the same day for New York. I found that the Union can be justly proud of the crew. While in New York, Steve Matheas, OS, remembered the folks back home in Greece by purchasing clothing and sending it to them. I understand it's somewhat difficult to obtain clothing of American quality at reasonable prices there.

The trip across was smooth except for the English Channel which seems to be in a perpetual storm. In Cherbourg, France, we unloaded Army cargo and enjoyed a little sightseeing and French entertainment. The most humorous adventure was had by the third cook. While watching a circus, he detected that the strongman was by sleight of hand, merely unhooking rather than breaking a chair. Being a great believer in "the strict truth," he publicly announced this discovery. Although only a "television armchair athlete," the cook was about to back up his statement with violence, when luckily for the strongman, the cook was rescued by a couple of passing shipmates.

### English Girls Nice

Germany was definitely impressive; the people are hard workers and excel in the making of precision instruments.

The ship proceeded then to Hull, England, where the boys were impressed by the gentle speech of the sweet country girls. I did a little over-the-side painting there and bosun Frank Goarin said he had never seen such a "fearless" sailor on a stage. The trip was marred for me by a slight ear infection but luckily I had along a little medicine consisting of 2,000,000 units of penicillin, eyedrops, ear-drops, nose drops, allergy tablets, tincture of merthiolate, sterile cotton and a rabbit's foot with which I managed to cure myself.

On the return to the USA, the ship ran coastwise for two weeks. While in Brownsville, Texas, which incidentally is the home of the largest shrimp fleet in the country, the boys showed they were still interested in promoting youth work by paying a personal visit to Boystown. In Texas, the ship was "blessed" by the arrival of Blackie Martin, AB, better known as "Blackstone" because of his great facility for making money disappear.

### Captain A Swell Guy

Bill "Maru" Velosque told adventures of Blackstone which made my hair stand straight up. However, I had a crew cut. As I left the ship in New Orleans, Felimon Barliya and Goarin were planning to attend a wrestling match. The only thing that bothered Goarin was that he would have liked a drink of whiskey after the match. But he knew that would make Barliya sick after the third gallon.

In all seriousness now, I wish to say that the captain, A. Gozinné, was a gentleman and a highly-skilled sailor. His wife made the trip too and she appeared to be a very nice lady. Smooth sailing to my good friends and ex-shipmates on the Northwestern Victory.

Douglas W. (SHM) O'Neill

## Quitting Ship? Notify Union

A reminder from SIU headquarters cautions all Seafarers leaving their ships to contact the hall in ample time to allow the Union to dispatch a replacement. Failure to give notice before paying off may cause a delayed sailing, force the ship to sail short of the manning requirements and needlessly make their work tougher for your shipmates.

## Seafarers In Action

Paul Whitlow, ship's delegate on the James McHenry (Bloomfield) was right in there at the payoff after a long run of over six months on the Korea shuttle had piled up the disputed OT. With Paul and other crewmembers on the job, most of the disputed OT was settled in the crew's favor, and a smooth payoff resulted when the ship got back to Seattle. Paul, who sails as AB, is one of the many men who came into the SIU during the Cities Service organizing drive. The 31-year-old Seafarer hails originally from Iowa and became a Union member in January 1948.

The crew of the Julesburg, a Mathiason tanker, have a brand new radio and record player in the works. Manuel Sanchez, who sails with the deck gang, and Stanley Schuyler from the steward's department, were chosen as a committee of two to buy a radio-record player combination with money from the ship's fund. Lots of records are in sight too, because the 2nd pumpman can get them at half price. Sanchez, who is 29, has been an SIU member for ten years. Originally from Puerto Rico, he now lives in Brooklyn. The 36-year-old Schuyler comes from way out west in Oregon and now calls Tacoma, Washington, his home. He became a member in New York in April, 1950.

The last shipboard meeting on the Alcoa Ranger (Alcoa) devoted some time to a discussion of the new dry cargo contract. Brothers Hugh Gallagher, delegate, and R. F. Ransome, chairman, ran the session. They also advised the members about the nominations setup and the importance of running for office. Gallagher, who is 27, makes his home in St. Ignace, Michigan, and joined up in Galveston in 1948. Ransome hails from down Tennessee way, joining in

Mobile in 1948. He's 32, and like Gallagher, sails on deck.

Union education was also the subject of a recent meeting on the John Kulukundis (Mar Trade). William V. Glick took the floor and gave a talk on Union policy that was appreciated by all hands. Originally a black gang man, Bill sails on deck now. He's 41, served in the Marines in World War II and joined the SIU in Mobile in 1947.

Seafarer William J. Scarlett had his work cut out for him the last couple of weeks when he was elected to the headquarters credentials committee. Bill and the other five rank and file committee members had the all-important job of passing on the credentials of candidates for



Scarlett

A&G office in the coming elections, and drafting a report to the membership. Besides, this committee serves as the quarterly financial committee, so Bill and the others spent several days taking inventory of all the chairs, tables, typewriters, staplers, telephones, pencil sharpeners and hundreds of other items owned by the Union, as well as checking through the Union's financial reports.

Scarlett, who is a native of Louisiana, is celebrating his 44th birthday this very day. He joined the SIU in Tampa, in March, 1943, and sails in the stewards department. He makes his home with his wife, Virginia, in New Orleans.

Pietro (Pete) Paulin, of the tanker William H. Carruth (Trans-Fuel) received a "grateful word of thanks" from the crew, along with other stewards department members Al Wallace, and George and Robert Burns. The crew reported that these men had given the best of service under difficult conditions. Paulin, a native of Italy, is 46 and has been an SIU member since November, 1948.

## Laud Crew's Rescue Of Wreck Survivors

Following the rescue last month of 12 survivors of the Portuguese fishing vessel João Costa, a radiogram was received by the SS Compass, thanking its crew and officers "for beautiful proof of solidarity between the sailors of the world."

The message of congratulations was sent by Eugenio Firpo, master of the SS Punte Alice, which was the first ship on the scene after the Compass. The rescue operation was carried out by an alert SIU crew in the vicinity of the Azores.

After the João Costa caught fire and sank, the 74 crewmembers were adrift in dories for six days

without food or drinking water, until the Compass appeared on the scene and sent out an alarm by wireless to other ships. The Compass picked up a dozen of the weary victims while the Steel Executive, another SIU-manned ship, took 35 more men aboard. A German freighter also participated in the dramatic operation. Photos, taken by John Hoggie of the Compass and illustrating several aspects of the rescue work, are printed below.



Lifeboats with hungry and exhausted survivors of João Costa sinking pull up alongside the Compass which was the first ship to arrive on the scene.

## Our Worldly Frenchy - A Gay Philosopher

For quite some time, Frenchy Michelet has periodically added his version of persons and places to the pages of the LOG, and little is ever told of this roving, literary individual. His picture has appeared numerous times in the LOG and his migratory official capacity in the SIU allows many people to know him by sight, but very casually.

We do know he stands about 5 feet 8 in height, weighs about 175, has long wavy hair that is conspicuous by its absence. His virility and zest for life (both of which he admits) are his dominant features. His acquaintance with the better literature and poetry add interest to his conversation. He has a flexible taste for foods

and beverages and when in Rome, he does as the Romans do, that is "food and drink of the rural natives." His infallible sense of direction is worthy of note and is best described by the following experience which took place in Trieste.

### Adventure Begins

It seems that he and I had wined through the shade. That is, we came ashore in the early afternoon and in good Italian style, we occupied a table outside, which was shaded by a huge umbrella and with the "encaras" of "dago red." The time slipped by and our shade moved on.

We then agreed to look for the cafe where Frenchy had eaten the day before. Of course he knew exactly where it was. We started out. After a dozen blocks and three different caroms off the waterfront for which he headed instinctively, I began to doubt my guide. My arguments and pleas were to no avail. He refused to give up.

It was a nice tour of Trieste, but we missed the cafe on the third, or maybe it was the fourth com-

plete circle, I petitioned, beseeched, implored and had to get downright stubborn and nasty to stop this merry-go-round. But it was no use.

### The Cafe At Last

We then bisected the circle and egad—old ferret nose began to recognize signs and places—but yet no cafe. In desperation, we finally sat down at one of the outdoor cafes and had a beer. The look of revelation which came to that vast expanse of open face extending from his open shirt way up and over to the thinning pate fringe on the back of his cranium, was like the turning on of many lights.

He recalled having had a beer at this very place and not far away was the cafe. Before we had finished the beer, a sign reading "La Lunar Cafe" caught my eye, and I suggested we try it. So, we wearily made our way to its portals. It was then that my guide was at his best. He insisted this was the very cafe he had sought and that his infallible sense of direction had paid off.

### He Pays Check

But not to be outdone yet, he picked up the menu, read off a bunch of courses to the waiter and leaned back with that accomplished man-of-the-world smile. I was impressed until the items started arriving. I got the salad; he the soup. Our wine order was fouled up and the veal scallopini he received was actually a veal cutlet fried the usual way, though I did get a piece of veal topped with bologna and cheese. We were forced to split the spaghetti because only one order came.

The meal was most enjoyable and unforgettable. The company proved to be quite generous and liberal for he paid the check.

T. J. Schultz

# The FOC'SLE FOTOGRAPHER

By SEAFARERS LOG Photo Editor.

Anyone who has made pictures by artificial light has a general idea of the great differences in brightness between various conditions and in comparison with the sun. The table below, drawn up by lighting engineers indicates how lighting conditions vary.

Condition	Candles per sq. ft.	Relative Exposure Seconds
Natural—Intense sunlight	10,000	1/1000
Shade—	1,000	1/100
Very deep shade	100	1/10
Full moonlight	1/25	250
Artificial—Brightly lit office or store	20 to 50	1/2 to 1/4
Average home, living room	4 to 10	2 1/2 to 1
Hotel Corridor	2	5
Ordinary street light as 20 ft.	1	10
Halfway between two such lights 150 ft. apart	1/7	70

What other differences between natural and artificial light are important to the photographer? It may be surprising, but there aren't many.

The first difference and most important is the so-called inverse square law. The definition may sound complicated but when examined for a moment it's rather simple. All it means is that the intensity of illumination from a point source varies inversely as the square of its distance. Let's break this down and see what it means. Our point source in artificial light is usually a flash bulb. If you take a flash shot of someone at the distance of 4 feet and keeping the same conditions as shutter speed, lens opening, size of bulb, film, etc., shoot another at 8 feet, the amount of light reaching the person will not be one half but one quarter. This is the "square" part of the definition.

Under daylight conditions we do not face this problem. Even illumination of an entire daylighted scene is assured by the astronomically great distance of the sun; but brightness under artificial light is subject to great variation with distance.

### Light Often Tricky

Reflection from adjacent surfaces may be more, but is often greatly less, than the reflection which would reach the same subject under daylight conditions. This could easily be recognized and allowed for except for the well known lack of altitude of the photographic process as compared to the eye. We must keep this in mind when attempting any form of artificial light photography.

Double shadows, never seen in nature, are common in artificial light, and may even be used to pictorial advantage. Double shadows are most often created when extension flash is used.

Indoor lighting conditions are of such bewildering variety that no condition can be advanced as typical. If you've looked forward to having the subject of photographic lighting reduced to a formula you may feel that you have been left up in the air. Such formulas can, it is true, be worked out for specific lighting situations, but they have two serious faults; they cannot be applied generally, and they are not based on real life conditions. If your photographic problems have been ones of exposure, study the above table and try and remember the changes in light intensity as we move about outdoors and indoors.

### LOG-A-RHYTHM:

## The Impressionist's Ode

By Jesse "Blinky" Krause

I'm just an impressionist and here is my story,  
Of the stewards' department in all its glory.  
The first in the line of my rhythm is Emile,  
Our chef and founder of a very good meal.  
Munna is second, he's just like a czar,  
And can always be found by the smell of his cigar.  
Honorable mention to the waiters must go,  
Their battle is fought in serving the foe.

The whirl of the galley is something to see,  
For few are the cooks and many are we.  
Then the charge of the serving brigade, the "gater,"  
From steward to bellboy, from messman to waiter.  
Surely the bakers are most dependable,  
Their line of sweetness is certainly commendable.  
In the galley there dwells an art in itself,  
In the form of a salad from the pantrymen's shelf.  
Though many may boast of their duds on the main,  
To dishpan hands only one can make claim.  
It's Gene the dishwasher who has only the woe,  
That stacks of dishes his dreams do not haunt.  
There is a job on the ship that is envied by few,  
It's that of the messman, to please the crew.

### Seafarer Opens Bar In New Orleans



Whitey Lewis and his wife, Dit are shown at the counter of the Yale Lounge they opened recently in New Orleans. Whitey is a well-known SIU member of long standing. The new cabaret is located on St. Charles Avenue near the Hotel Lafayette and is a hangout for many Seafarers who want to meet their buddies and live over old times.

## Bids Recreation Pact For Ships

The crew of the Catahoula has a few ideas on how recreational problems can be solved aboard SIU-contracted ships, and wishes to sound out the opinion of our membership.

On our last trip into New Orleans, we attempted to exchange the ship's library, only to find that the Merchant Marine library no longer exists. We have run into this same situation in several other ports. The solution came at one of our shipboard meetings where it was voted unanimously that each member give a small amount of money at each payoff to a library fund which is buying the latest magazines, periodicals and pocket-size books.

We have an idea that could remedy this situation for all SIU ships. We propose that the membership, officials of all unions concerned and the shipping companies unite in an agreement for the setting up of an up-to-date library on all ships.

### Ship's Camera

About two months ago, we came to the realization that there was no one aboard who had a camera. Several members mentioned they wanted a camera to take snapshots of interesting places and events. This problem was also brought up at a meeting, and it was the crew's unanimous decision again to use the ship's funds and buy a Brownie Flash 6-20 camera, a close-up attachment and a large supply of film and bulbs. We have enjoyed the camera and everyone including new crewmembers and officers are welcome to use it.

We feel sure that all SIU ships will secure as much pleasure as we have had for several good reasons. First, they can keep a permanent record of general conditions existing on a ship. Second, snapshots of good times and old shipmates can bring back happy memories in the days ahead. Last, but not least, we can cooperate with the SEAFARERS LOG and get our pictures in this finest Union paper of all. We wonder how the membership feels about a camera being standard equipment on all SIU ships.

### Radio, TV, Phonograph

The radio speaker in the mess hall of our ship became so unsatisfactory, that the members took action again and bought our own radio, record player and television.

We realize that Seafarers change ships often and that many ships do not have these recreational facilities. We therefore think that some system should be set up covering all vessels. We are anticipating articles and letters in the LOG from members voicing their opinions on these issues.

We are tremendously pleased



One of the photos taken by Catahoula crew with new ship's camera. Seated left to right are: C. Slatter, saloon messman; Joe Cubana, galley utility; Curtis Hancock, 2nd cook and baker. Standing: Salvatore Zeta, BB; Mike Ducos, crew messman; Adolph Capote, crew pantry; B. E. Phillips, steward; and William Varn, Jr., chief cook.

with the gains that the SIU has made in the past 10 years, particularly in the new SIU halls and in the Welfare Plan. Conditions that now exist in the NY hall will soon

exist in Baltimore too. These conditions, in our opinion, should exist also on all SIU ships.

Jeff Gillette  
Ship's delegate

## Sick Man Moved At Sea

There was a lot of excitement last month aboard the Sea Pearl, an Orion liberty tanker, while enroute to the Canary Islands in the Atlantic, when Haakon Gunderson, a fireman, had a sudden attack of appendicitis and was moved with the least discomfort and very quickly to a nearby hospital.

Arturo Mariani, Jr., steward delegate on the ship, reported to the LOG that two days after leaving Las Piedras, Venezuela, on September 26th, Gunderson was suddenly taken sick. The need became apparent for transferring him immediately to a hospital where he could get the best medical attention.

Captain Miller, the master, gave the order to the radio operator to contact the authorities at Dominica, the nearest island. At three o'clock in the afternoon, a motor launch arrived from Dominica. The transfer of the sick man, lying on a stretcher, was accomplished in 25 minutes flat by an experienced and sympathetic SIU crew. At last reports, Gunderson was doing well after the operation and was waiting to ship out again.



Appendicitis victim about to be moved from Sea Pearl to motor launch and taken to Isle of Dominica.

## Quiz Corner

- (1) The personage about whom a book titled "Park Bench Statesman" would most likely be written would be (Winston Churchill), (Bernard Baruch), (J. Edgar Hoover), (Henry Wallace)?
- (2) Bob, who just passed his 36th birthday, is three times as old as Jack was when Bob was as old as Jack is now. How old is Jack?
- (3) Who is the woman whose signature is now printed on all US currency?
- (4) If a grocer in old Rome took an inventory of his stock, and found he had XLVI pounds of flour, LII pounds of salt, CX pounds of sugar and XXXVIII of beef, a total of CCXLVI pounds of goods, how much did he have altogether?
- (5) When the Dutch settled the area of what is now New York State, they called it New Netherlands. What did they call New York City?
- (6) What percentage of the 32 points of the compass are composed of one word (12.5), (18), (25), (33.3)?
- (7) The only President of the US whose picture hasn't appeared on a US postage stamp is (Jackson), (Cleveland), (Wilson), (Truman)?
- (8) Are all the letters of the alphabet used in the names of the 48 states? Which, if any, are not used?
- (9) Which animal is it whose shadow usually predicts the end of winter and the coming of spring? Is it the (rabbit), (groundhog), (wolf), (turtle)?
- (10) If a professional fight which started at 10 o'clock was stopped at the ~~bow~~ at the end of the 12th round, what time would it be?

(Quiz Answers on Page 25)

### Seatrain Trio All For New Halls



After reading the LOG at the Savannah Hall, these three crewmembers of the Seatrain New Jersey agreed that the SIU's program of setting up new halls in Baltimore and elsewhere is the best investment the Union can make. This was the Seatrain's maiden run into Savannah. Left to right are: Stanley Johnson, steward delegate; "Sir Charles" Oppenheimer, engine delegate and Andy Ballint, watertender.

### Don't Send Your Baggage COD

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

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

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

## The SPORTS LINE

By Spike Marlin

Once upon a time there was a lightweight champion named Ike Williams. Ike was a very good fighter, with speed, punch, skill and timing. Ike was so good in fact that he could, and did, beat most welterweights.

After a while Ike started to put on weight, and became a natural welter. It was harder and harder for him to make the lightweight limit. Besides, if he fought as a lightweight, he might lose his title some day and the title was worth money. It was much better to campaign in over-the-weight matches as a welter and get the biggest slice of the gate. Being a champion meant a pretty good gate too.

#### See Arthur First

But what about the lightweights who were looking for a title bout? Ike's management had a plan for that too. They operated another very good lightweight from Toronto, a fellow by the name of Arthur King. King was the faithful guardian of Ike's title. If any lightweight got uppity he was invited to fight Arthur first. Arthur had plenty of class and usually took care of the unwelcome contender. Through some strange quirk of personality (perhaps because he and Ike had the same manager) King never aspired to the title himself. He was satisfied to be second best.

Then one day, the New York Athletic Commission started to make strange noises. After all, they said, it wasn't right for Ike to go on like this without defending his title. Ike agreed. He signed a match with an obscure boxer named Jimmie Carter, who was re-

garded hereabouts as a competent club fighter but not much more. The watchdog was bypassed for this one, as Ike figured to finish off Carter and then go back campaigning as a welter until the next time the Commission got after him to defend his title—maybe a year or two later.

#### Carter Surprises

To the surprise of everybody, including Williams, Carter took the title from him. It appeared that Williams just couldn't make the lightweight limit and dried himself out doing so.

Once Carter got the crown, he behaved a la Williams. Finally he signed to fight Lauro Salas, an unknown Mexican, a built-up featherweight who had lost 40 percent of his fights to third raters around Los Angeles. We don't know what happened in LA that night, but somehow Salas got the decision.

Carter claims that it was a hometown vote for Salas, and after seeing Lauro in action we're half-inclined to believe him.

A couple of weeks back they had a return bout in Chicago in the full glare of television. Salas, who looks like he stepped right out of an old Aztec portrait, showed all the fantastic endurance of the Mexican Indian. But his boxing was pitiful. He led mostly with the top of his head, and threw right hands like a girl tossing a medicine ball. Carter punched him dizzy and regained his crown.

As for Arthur King, the last we saw of him he was being jobbed out of a split decision in a fight with George Araujo, a young man now receiving the standard IBC buildup. Nor did it seem likely that Carter would tangle with Ike Williams' one-time watchdog in the near future.

## Alexandra's Random Thoughts

If it is not considered too boring to the membership, I'd like to report on what a swell crew we have on the Alexandra of Carras Tankers.

At our first meeting, we elected Steve Bergeria ship's delegate. He's running for patrolman in Philadelphia on both

the Democratic and Republican tickets. We hear the Daughters of the American Revolution are backing him up 100%. He has shaken hands with every potential voter on the ship. He even sleeps with his right hand extended so that anybody he has missed can shake hands with him. He woke up the other morning with cigarette stubs, match stems and sail twine dangling between his fingers.

feeding us so well that we are all getting fat. We weigh almost as much as Steve Bergeria's 315 pounds. We have two washing machines aboard, one for greasy clothes and one for whites. A seamanship class is in the making. I'll send more about this later.

#### Beards Sprouting

The only trouble we have had was trying to get an okay for me to call out one extra man for butterworth. The bosun and only two daymen can do the job but every joint in our spinal columns was creaking with every step we took. So we got an extra man after several days of beefing.

Beards and moustaches are sprouting like ferns in a Louisiana swamp. Complexions are getting darker and darker. Muscles are gradually hardening and the SIU smile is as common on this ship as flowers in May.

We hope to send some pictures if we can get them developed in Dakar. We will make Naples, Sudan and God knows where else.

We will be gone a long time and a couple of brothers want to take an extension course from the International Correspondence School. Could you provide them the state-side address through the LOG.

So long now and smooth publishing to the greatest Union paper in the business.

Thurston J. Lewis.

(Ed. note: The school's address is: 11 West 42nd Street, New York 18, NY.



Al Van Dyke is deck delegate. I am bosun. The three of us have gotten together and worked out a Union educational program which we will start at our next meeting. This is my first bosun job on a tanker but with the swell deck gang I have, it's a cinch. Everything runs so smooth even the black gang wants to switch to the deck department.

The steward, H. K. Pierce is



Van Dyke

## Seafarer Sam Says

**APPLY FOR YOUR VACATION DOUGH!**

**TO BE ON THE SAFE SIDE, APPLY FOR YOUR VACATION PAY EVERY TIME YOU ACCUMULATE OVER 90 DAYS OF SEA-TIME.**

**THE VACATION OFFICE CANNOT HONOR DISCHARGES WITH PAYOFF DATES OVER ONE YEAR OLD.**

## 'I Was Walkin' Along When...'

About five months ago, I registered at the Lake Charles hall and then got a dental appointment for two weeks later, the earliest date available. It took three-and-a-half weeks before the dental work was completed. By the fifth week, I had spent about \$220 for the dentist, food, rent, and dues, and I was almost broke.

As soon as I had my teeth fixed, I tried to ship out, but was unable to do so because of the Cities Service refinery workers' strike. I moved my gear into the hall, gave up my room, and with about \$10 in my pocket, decided to sleep in an automobile in a junk yard. The \$10 I had was going to be spent for food, not sleep.

#### Arrested Without Cause

One morning, I decided to get a haircut, as I needed it real bad. I walked along the main street about 7 AM on my way to get a \$20 check for a temporary job I had done, when all of a sudden the sheriff's car stopped me, questioned me and took me to a roach-infested jail.

A cook whom I had met at the Hall, saw the police pick me up. He went to the hall and told Leroy Clarke about what he had seen. Leroy called the sheriff's office, explained the situation to him and the sheriff decided to let me go immediately. I was let out of the cell and asked to sign a waiver which would have released the sheriff and his deputies from any legal responsibility as far as my arrest was concerned. I refused to sign it. I wanted to sue City Hall.

They then decided to fingerprint me and booked me for vagrancy. I was told that I could go to court three days later, plead guilty and get about a week in jail, or plead innocent and wait three months for the Grand Jury. Because I had only \$8, was looking for a job and trying to ship, I pleaded guilty and got five days.

When I was released, Clarke gave me a verbal lashing. I deserved it for not keeping my trap shut in front of John Law. He then got me a room at his expense. When I finally got a ship, I went home to Boston and left two suits there to be cleaned and sent to Lake Charles where I would pick them up. My ship had left for a three-week stay in drydock. When

the suits arrived, good old Leroy Clarke was right on the ball again. He re-mailed the clothes to me.

Not many agents are as soft-hearted as Leroy. From the bottom of my heart, my thanks go to him. If his hair has turned gray because of me, I ask his forgiveness and I promise to send him a bottle of good hair dye.

Name Withheld

## GALLEY CLEANINGS

The LOG opens this column as an exchange for stewards, cooks, bakers and others who'd like to share favored food recipes, little-known cooking and baking hints, dishes with a national flavor and the like, suitable for shipboard and/or home use. Here's Steward George D. Smith's recipe for "Pork Tips With Buttered Noodles, or Steamed Rice."

When the winter winds start to whip up the sea and the men come shivering off watch there's nothing like a good steaming hot stew to warm them up and fill hungry stomachs. Stews can be made in a thousand different ways with various kinds of meats. Smith, who has been feeding Seafarers for the past seven years, finds that his special version, based on an old New Orleans recipe, goes over big. It has become a well-liked regular menu item on many ships he has sailed on.

To make the dish the cook needs

the following supplies: 12 pounds of cubed fresh pork, 3 pounds of diced onions, two 2½ cans of tomatoes, four pounds of either noodles or rice, a 16-ounce bottle of catsup, as well as paprika, salt and pepper.

#### Braise in Fat

First the pork tips have to be braised thoroughly in hot fat. Then tomatoes and onions are added. The mixture is placed in a heavy pot and simmered thoroughly on a low flame for two hours. The noodles or rice are cooked separately.

When serving, the buttered noodles are placed in the dish and the pork tips served over them. The dish should be well-garnished with paprika. This recipe will take care of 40 servings.



Smith

**SIU Hospital Care 'Personal Service'**

To the Editor:  
Recently I spent a little time in the marine hospital at Staten Island, and I'd like to give my views on the welfare angle.

When the NMU representative came to my ward, he asked if there were any members of his organization there. There happened to be two men. This is what took place.

He took one look at their books, signed a few papers and walked out. Later on, they received their benefit checks in the mail.

Now look what happened to us Seafarers when Walter Siekmann came in. He sat down and asked me how I felt. We talked about my illness. Several fellow patients came over and joined the conversation.



"Salty" Dick

**More Than An Official**

After he paid all the men their hospital benefits in cash, Brother Siekmann asked all the Seafarers whether they needed anything and if there was something they wanted him to do for them. He was more than just a Union official doing a job. He was a friend, concerned with how we were and what we needed.

It so happened that among this group of patients there was an Esso tankerman who was dead-set against all unions. The reason for this, he claimed, was that many years back a certain union did his father dirty. Brother Siekmann explained to him what it meant to have a real union with conditions and proper methods of doing things.

After Siekmann left, the tankerman confided in me that I was a lucky person to have someone hand me \$15 each week and at the same time offer his personal services to me and all the other patients. I must say that these services were the very best and other patients can vouch for this.

Nor was this tankerman the only person that felt that way. Other men, who belong to other Unions, admitted we have the best organization anywhere, that really goes out of its way to help the men when they are down.

**Education In Hospitals**

I have made a suggestion, which has been accepted to have Union literature, booklets and other reading material in the marine hospitals. There are many tankermen in these hospitals throughout the country who don't know the score and it is up to us to educate them. Bear in mind that these men have plenty of time to read and think.

And once again I want to thank

**• L E T T E R S •**

Walt Siekmann for treating me as a friend and not as an obligation.

"Salty" Dick

**Urges Sea Chest Arrange Laundry**

To the Editor:  
We had an awful experience recently on the Steel Rover when our laundry came back in very sloppy condition. We feel that a word of advice would be beneficial to other Isthmian crews.

On September 30, a representative of the Harvester Laundry in Brooklyn returned to us our clothes which were only partly cleaned. When a beef was made about this terrible service and the prices, we were told to take it or leave it. We told the guy that this beef would be brought to the Union's attention. He then said that the laundry didn't care about the Union, that it received its pass from the company.

We want to warn the crews of other Isthmian ships hitting New York about this situation so they won't get the same runaround we got. Also as a suggestion perhaps the Sea Chest could get some reputable laundry and cleaning outfit to hit all of the SIU ships when they come to New York. In this way, all of the crews can get decent work and service.

Stephen Bogucki  
Ship's delegate

**Raps Naha Club For High Prices**

To the Editor:  
I have just finished a trip to the Far East on Waterman's Fairisle. We stopped off at Naha, Okinawa, where there is a Seamen's Club run by Jane Gallagher, the same one who ran the Kobe Seamen's Club. Jane was really good in Kobe and we shan't forget about that. But in Naha, she runs the most expensive place on the Island.

You can go to the Stateside Club in Rycom and buy any drink in the house for two bits. In the Seamen's Club, it cost me 65 cents for a Tom Collins. I would just like to pass the word along that the Jane who was so good in Kobe is very mercenary in Naha.

You can go to the 186 Club, the 51st Fighters' Club in Naha, or you can catch a cab for three bucks and go to Rycom to the Stateside Club, the ritziest place on the Island where the best drink in the house is a quarter. Several pals of mine join me in this letter and send their regards along. They include Cal Wilson, Louis Van Wert, Terry Paris, Bill Edelman, Ted Langan and Charles Hill.

John Hallman

**Hits Army Bias On Korea Entry**

To the Editor:

We received a copy of the story published in the "Saturday Evening Post" about port security loopholes and the entry of enemy agents into the United States. Everyone here thought it a fine story and we all hope it will wake up some of the American people.

As sort of a "Can You Top This" angle, I am enclosing a photo of our Army guard. Every time we get to Korea (once a month), the Army puts an armed man on the gangway with orders to make sure that no Seafarer goes ashore. This is in Pusan, Masan, Suyoung, Ulsan, Koje Do, Cheju Do, Yoncho Do, Korea.

**OK Near Front**

Yet the last run over here, we went up to Sorchireri, a port only 12 miles from the front lines. There the Army not only let us come ashore, but really treated us okay. Now, those other ports are from 300 to 350 miles from the lines. The ex-SIU men we have run into over here say the MSTs crews have the run of the place. Looks like the Army still is up to its old tricks when it comes to Union men. We're good enough to carry the cargos but we can't be



An American "Segunto" soldier stands guard alongside the Seanan. Segunto is the word for keeping men on ship.

trusted ashore as we're not an MSTs—crewed ship. You have to be a fink to rate with Uncle Sam's Army. Anyway, there's nothing but dirt.

In the last issue of the LOG which arrived a month late, I read that another SIU ship had stopped in Singapore and donated blood there. This reminds me of the last trip we made into Yokohama. On August 19, the Army came down to the North Pier and asked for blood donors. One of their big banks in Korea had lost its entire supply because of a power failure. The Union would have been proud to see the way the SIU men turned out. Seventeen men from our ship, the Seanan, and guys from the Liberty Bell and the Mary Adams came out full force. Not a single NMU seaman was in on this deal to our knowledge.

It's about time to go on the wheel. So on with the Korea shuttle.

Thomas M. Collins  
Ship's delegate

**Seeks Visa Info For English Wife**

To the Editor:

At this time I am in England on my honeymoon. Having come here in September to marry, I have been a bit out of contact with shipping news especially on the new contract negotiations. I would like to get a copy of the LOG.

Right now, I'm interested in knowing if there is any way in which the SIU can assist me in obtaining a visa for my wife to

enable her to come to the states as soon as possible. I would appreciate whatever information you can give me.

I am a permit man, having been with the SIU a short time. I shall not be returning stateside until about December. I sure hope shipping is good at this time. This is my first chance for a decent vacation during the last 12 years when I have been at sea. So, I am going to enjoy it to the utmost. My last payoff made this possible. Hope to see all the boys soon.

C. A. Baldwin

(Ed. note: The LOG and visa information will be sent you immediately).

**Wants to Hear From SIU Pals**

To the Editor:

I am still receiving the SEAFARERS LOG and always read it from front to back. I then send it on to my son, who is in Japan.

He has been there for almost two years. He always waits for the LOG and then passes it on to some of his buddies to enjoy it. I would like it very much if some of his SIU buddies who shipped with him or knew him, could write to him. Just a line once in a while is all that is needed and he is a long way from home, and I do know that would keep up his morale. He shipped as oiler, fireman and watertender.

His address is: Cpl. C. J. Bridley 54033484, 8084 AM Prov. Det. A, APO 503, c/o Postmaster, San Francisco, Calif.

Mrs. C. J. Bridley, Sr.

**Wants Letters At Front In Korea**

To the Editor:

I have been a member of the SIU for years. I sailed mostly with the Mississippi line. Now I am in Korea, and would like to get the LOG here.

My last day in Japan, I went to the port in Yokohama and got aboard the Beauregard, a Waterman ship. The chief cook took me out and we had a pretty good time. I didn't have much money but he told me not to worry and that it was all on him. He also fed me two big steaks while on the ship.

Right now, I want to thank the crew of the Beauregard for being so good to me. I'd appreciate it also if some of the boys would write to me here. My address is: Co. C 194, Engr. C. Bn., APO 307, c/o Postmaster, San Francisco, Calif. I'll answer back.

Lt. Gregory A. Hyver

(Ed. note: The LOG will be sent to you regularly.)

**Hits Waterman Ban On Idle Pay**

To the Editor:

I am writing to bring to your attention a very grievous injustice that's being done to us. This shameful abuse has gone unnoticed for quite a long time because we have patiently suffered in silence.

Most of us sailing with Waterman have found it impossible to collect unemployment benefits.

This appears to be caused by Waterman's failure to acknowledge our unemployment compensation claims. They go to the extent of saying that the claimants are ineligible because of "no earnings" and "insufficient earnings". In most cases, these charges are false and ridiculous.



Brown

**Layoffs Hurt**

These cases became most obvious after Waterman's recent laying off of ships which resulted in wholesale laying off of seamen. One feature of the injustice is the fact that the State of Alabama helps itself lavishly and indiscriminately to seamen's earnings for the Old Age Benefit Tax, a benefit that hardly any of us could expect to obtain from that state.

I would like to ask the LOG to publish a statement of the conditions under which unemployed Seafarers qualify for eligibility for benefits in such states as Alabama, New York and others concerned, explaining the minimum earnings necessary and other details. I believe this would help to keep us from being victimized.

R. C. Brown

(Ed. note: An article will be published soon by the LOG on this question).

**Seamen Aid LOG, March Of Dimes**

To the Editor:

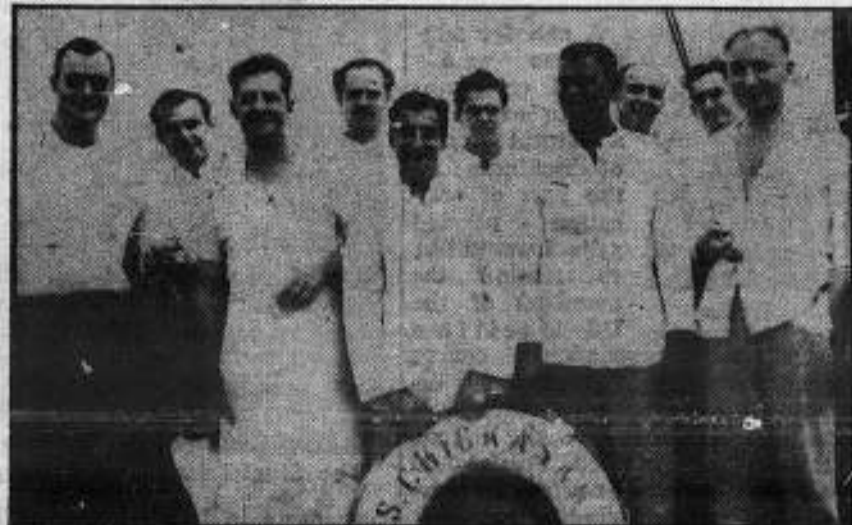
I want to report here that cash contributions in the total sum of \$401 have been turned over to Blackie Cardullo in Philadelphia for publication of the SEAFARERS LOG.

These contributions were made by the crew of the Camas Meadows, which returned recently from an 11-month trip. All of the SIU men aboard gave voluntarily because they think that the LOG is the best labor publication in existence today. They appreciate all of the news about their brothers out on the high seas and about the Union back home. They like the pictures, format, features, letters and stories, and they think the paper has done quite a lot to bolster their morale.

We also collected a total of \$200 for the March of Dimes which we consider a very important charity in stopping the dread infantile paralysis.

Donald N. Dickson

**Presenting Chickasaw Stewards**



These men made up a real smart SIU stewards team on the Chickasaw. Left to right are: Joseph C. Pelham, chief steward; J. Chlorra, galley utility; W. Sutherland, second cook; E. Valdez, passenger utility; Carlos Perez, crew messman; E. Ojeda, saloon pantry; H. O'Brien, saloon messman; A. Reyes, BR; A. Soriano, crew pantry; and Peter Rlohter, chief cook.

**Mess Time On The Kyska**



Crewmembers of the Kyska are shown at chow time. Left to right: Frenchy; George Glenzer, ship's delegate and bosun; Frank Cobler, deck delegate; Jack Seratt, steward delegate; a wiper; J. Westfall, and White.

**Steel King Finds Two Stowaways**

**To the Editor:**  
I just want to tell you that on our last trip out to the Far East on the Steel King, something unusual happened.

On our second day out of Java, the second electrician, Baxter found two stowaways hiding in the shaft alley near the carpenter's



The two stowaways found on the Steel King are shown here on the deck.

shop. We had cleaned the shop before but hadn't spotted them. They were 15-year-old kids who had worked as stevedores on the Java docks. Just for the fun, they had hopped aboard our ship. They were dressed in rags without shoes, and were hungry. We gave them better-looking garb and left them off in India.

C. Bettinger

**Wants Pals To See He's Hooked**

**To the Editor:**  
Enclosed is a photo of my wife and me that we wish to have printed in the LOG so all of my former shipmates and friends will know of my marriage last August 8 to Helen Dietterich of Cleveland, O. We met on the South American in the summer of 1951. She was



Mr. & Mrs. Stovall

a passenger and I was quarter-master. I have a lot of friends in the Gulf, West Coast, foreign ports and the chain of Great Lakes who will be quite surprised. Hoping our old friend Bill McKay will say: "It's about time." Thanking you for all your trouble.

Walter H. Stovall

**Gives Advice On Tanker Overtime**

**To the Editor:**  
I hope that some of my brothers in the hall will keep a watch for the Liberty tanker, Sea Pearl, on her arrival, maybe in the first week of December, as so far we

have a good master and fair officers.

It is not hard to sail in a tanker as long as everybody knows his duties and obeys orders. It is important also to follow Union rules and regulations.

**Union Can Help**

I advise all those brothers who in the near future decide to have a try in sailing a tanker, never to leave your ship in a foreign port. Instead of arguing with your master and officers, if you're in doubt of any overtime, just mark same in your slip and let them dispute it. After that, write a letter from the nearest port to your Union officials and ask for clarification on the matters in question. At the Union hall, they will answer you.

This is the way we crewmembers of the Sea Pearl are acting. Once in a while, we bombard our Union officials for some points of clarification, and they never let us down. This is the way, after more than six months, we are having glory out of hell in a tanker.

Arturo Mariani, Jr.

**Urges SIU Fight Check Thieves**

**To the Editor:**  
I am just back from a trip to Korea and Japan. My wife saved all issues of the LOG and I have been going through each one and catching up on the news.

In the issue of September 5, I came across the letter headed, "Too



Hancock

Many Checks Are Disappearing," signed by Paul Cavan. The fact that Paul was rolled was news to me because I have not seen him since the payoff in Frisco. I am the 4-8 FWT whom he mentions, and I know of the engineer also being rolled. I agree that there is entirely too much of this being practiced in all of the ports.

Whenever this happens the usual reply is: "He was drunk." I agree in some cases. But most of the time, the man has been slipped a mickey as happened to me and in all likelihood the engineer also. In my opinion, this is the lowest form of thievery and there is too much of it being practiced on Seafarers. Whether a man is drunk or merely goes into a bar for a few friendly rounds, as was the case at the payoff of the Israel Putnam, he is not safe from this robbery.

**Voluntary Donations**

Therefore, I would like to suggest that a special fund be created and used solely for the protection of seamen from this shoreside hazard. I suggest that this fund be raised by free will contributions and that the money be used solely for rewards to persons submitting evidence which leads to the conviction of offenders and for fees for lawyers, fingerprint and hand-writing experts.

The SIU can stop this vicious practice by putting the fear of Jesus in these shoreside leeches, and now is a good time to start. Since the money is to be raised from contributions, I'm pinning a \$5 bill to this letter.

Elmer A. Hancock.

(Ed. note: The Union is investigating all reports of the theft of Traveler's Checks and hopes to be able to report some definite results soon. Inasmuch as this is one of the Union's functions, we're returning your favor with thanks for your interest in stamping out this racket.)

**• L E T T E R S •**

**Army Anti-Labor, Says SIU Man**

**To the Editor:**

I have been receiving the LOG regularly, but have recently been stationed in Korea. Though the LOG is still forwarded to me from my former address, I would appreciate it if you sent it directly to my present address as I would receive it sooner.

I'm only waiting until I can get out of the Army and go back to sea. The Army is certainly anti-everything that a labor union stands for.

The many new and increased benefits the Union has attained for Seafarers is surely heartening. I'll certainly be glad to get back and get my share of them.

Name Withheld

**Demands Right To Smoke On Bridge**

**To the Editor:**

In regards to all the other letters I have been reading about not being able to smoke on the bridge while the mate does, I agree 100 percent with my other brothers.

James Bencic

**Thanks Union For Hospital Benefits**

**To the Editor:**

I wish to thank the membership for working so hard to make the hospital benefits possible for men who are sick. Most of the men in this hospital here at Manhattan Beach are in for several months and I am sure that all of the SIU men greatly appreciate what the Union is doing for them.

Thanking you again for the interest the Union is taking in the SIU men in this hospital and wishing you the best of luck in all of your future undertakings.

Harry MacDonald

**Photo Sent Us Of Seafarer's Girl**

**To the Editor:**

I want to thank you for the LOG and tell you I enjoy reading it very much. The Union certainly



Bachoudakis' pride and joy

has done wonderful things for the seamen of today.

Enclosed is a negative of a sweet little girl whose Daddy is Nicholas Bachoudakis. The last we heard of him, he was aboard the Aktion. Here is hoping he sees her.

Mrs. G. Umsted

**SIU Talked About On Okinawa**

**To the Editor:**

Just a few short lines to ask you to stop sending the LOG to my present address. I will be leaving Okinawa next month to get my discharge from the Army.

I have really enjoyed the LOG. I always pass along issues to some of the others who have sailed with the SIU and they have enjoyed them too. Some of the men who have never shipped find it hard to believe that the SIU has so much to offer its members. I always say

that there is none that can compare with the SIU now or ever.

I hope to be down to the new hall the first of the year. I have never seen it and can't wait after reading so much about it in the LOG. That's it. See you all soon.

Pfc. William Stansky..

**Calls Seavictor 'Hungriest Ship'**

**To the Editor:**

When any Union brothers decide to take a Greek scow on shuttle runs between Korea and Japan, for God's sake, make sure you bring enough grub with you or you'll be sorry.

Of 14 years on ships, 13 with the SIU, this is the hungriest



Melendez

ship and the sorriest voyage I've ever taken. Take it from me, not only is the grub cheap and scarce, topside has the weirdest collection of phonies in existence. The captain of the Seavictor told us after a lot of beefing: "I buy on this ship what I want to buy, when I want to buy." That's the way the situation has been up to now.

Lopsided amounts of vegetables have been served at different meals. The preparation of corned beef and New England boiled dinner is simply terrible. The canned milk is not dumped into the garbage cans when it seems to be sour. Instead it's served in all cases except when it is completely spoiled.

At our last shipboard meeting, it was decided that the delegates and a representative from the steward department should check the next food requisition and the supplies ordered by the captain to ascertain whether the stewards' requisitions are being cut by the old man. We must take some action to get proper food on this ship. We also agreed to allow soldiers to avail themselves of coffee and extra food after the crew has been fed. We will also let them take showers on board. Most of us are waiting anxiously for the payoff when we'll have a million and one beefs.

Jose M. Melendez

**Suggests Study For Scholarships**

**To the Editor:**

During the meeting of October 22 in New York, a point was made regarding the newly-formed scholarship program that Seafarers who have been sailing during a consecutive period of three years as required, are at a definite disadvantage when competing with the recently-graduated children of Seafarers.



White

A call for suggestions was voiced on methods to overcome a natural veneer of rustiness on the part of education-minded members of the US Maritime Service's correspondence course program which, I understand, offers a very conclusive curriculum at a negligible fee, \$3 per course. It is fully accredited. This should adequately serve as refresher service and will add credits to boot.

Unfortunately, all of my knowledge concerning this program stems from hearsay, but information may be received by writing to Sheepshead Bay.

David O. White

**Where Do We Go From Here?**

**To the Editor:**

Since September, 1947, when I was privileged to become a member of the SIU, I have seen so many improved conditions in our great Union that I have come in off trips time and time again with this thought in mind: "What next?"

We Seafarers have advanced in the last five years by leaps and bounds to become the most advanced union in maritime—nay—in all industry. Our negotiating committees really have been on the ball. Our various officials and our members with constructive suggestions from time to time, have helped to bring about our present status.

Could any of us visualize our position today? Not half of it, I say, brothers! I am and always shall be proud of our Union for supporting all that's right—good government, solid and helpful benefits to our membership, fine conditions and an American way of life. SIU from here on out is for me.

C. J. Magnan

**Calls S. O. Bland A 'Greyhound'**

**To the Editor:**

Just a short note to let you know that I am still alive.

After paying off the Milton H. Smith and bringing her into the boneyard, I was all set to enjoy life in the port city of Brooklyn. Then out of a clear blue sky, Marty Breithoff got hold of me and you can see what happened. I was exactly five minutes on my shipping list. To tell you the truth, it is the first time I ever shipped out of New York and it all happened on October 4.

We are on a little trip to Okinawa and Japan on the S.O. Bland. With this Greyhound here, we should be there before we have time to unpack. Ah, what a life. The packing and unpacking really are getting awful. It's better to stay on a couple of trips.

Believe I'll close up for this time. I shall write again later on. Keep up the good work on the LOG. Will see you when I get back.

Arne "Whitey" Larsen

**New Arrival Is Future SIU Man**

**To the Editor:**

We want to announce the birth of our new boy, a bouncing cutie, named Anthony Wayne.

At birth, he weighed seven pounds, eight ounces. He was born September 8th. Enclosed is a picture of the family. We'd appreciate it if you would put it in the LOG.

I usually sail from New Orleans as an AB. The maternity benefits



The Munc! family with Tony

sure came in handy, and our kid will some day appreciate the bond. I think the Union is doing great things for the benefit of all our members. I can say with certainty that our son is a future SIU man.

Salvatore Munc!l

# An Early Sea Legend Credited With Origin Of 'St. Elmo's Light'

The sight of sparks and fire dancing from the tops of masts and the ends of yardarms was something that was more than familiar to the sailors of the "wooden ships and iron men" era. In fact, the sight probably struck fear into the hearts of more than one crew of a Roman galley plying the Mediterranean when that was all of the known world.

These mystifying sparks and fire, which never damaged the wood, but seemed to dance over it, were probably far more familiar to the seamen of the sailing ship days than they are to present-day Seafarers, for with the advent of steel ships, power driven and with their own electrical system, the sparks seem to have faded out.

But the sailing ship sailors had their own name for these strange visits: St. Elmo's Light. They also had their explanation for the whole thing, for the only time that the mastheads and yardarms were lighted by the dancing sparks and fire was immediately preceding an electrical storm.

#### Columbus Saw It

That they had been regular visitors of seamen is found even as far back as Columbus' famous voyage across the "flat world" which resulted in the discovery of the North American continent.

Columbus, in the journal he kept to record his history-making

voyage with his three tiny little ships, tells of being visited by a "body with seven lighted candles in the roundtop, and there followed a mighty rain and thunder."

But the credit for the Legend of St. Elmo's Light is given to an unidentified Breton vessel that had ventured "far out into the Ocean." The year of the incident is not mentioned in any of the accounts, but most of the seamen's account place it at a very early date in the business of sailing out into the "ocean."

#### Heavy Seas Hit

The way the story goes, heavy seas hit the tiny Breton craft, and she was tossed and rolled until the crew was filled with fear. Then, in the heavy seas, one of the crew spotted what looked like a man clinging to the wreckage of a ship.

Despite the fearful seas, the captain and crew decided to investigate, and as they got closer, they saw that it was a man, still alive, and clinging to what was left of the crosstrees of a vessel.

Demonstrating some daring and exceptionally competent seamanship, the Bretons got their small ship alongside the figure and man-



Legend has it that St. Elmo promised he would always send his signal lights as advance warning of approaching storms, so that ships could take needed precautions to ride out the blow.

aged to haul him up on deck, after two of the crew took the extreme risk of hanging on a rope ladder over the side so that they could lift the man from the sea.

Once the man was aboard the vessel, the wind disappeared and the seas calmed. The man, who was thin and tall and wore a neatly trimmed beard, turned quietly to the captain of the vessel and said, "Since you have saved my life, at great peril to your ship and your own lives, I should like to reward you for your brave actions. Name what you would like to have."

#### Refuse Reward

The captain, so the story goes, looked at his crew and then said, "We have no need for reward. We have done no more than any other seamen in any other ship would

have done, had they sighted a man in the sea."

The shipwrecked man, in his tattered clothes, stood erect, according to the story, and then informed the captain and crew that he was St. Elmo and had devised his "shipwreck" as a test of seamen.

"Since you have proven yourselves," he said to the crew, "and since you refuse any reward and claim that all seamen would have done the same thing, I will reward all seamen."

#### Will Send Warning

Then, the story goes, St. Elmo said "Storms are of great peril to ships and to seamen, and do great damage to the ships, sometimes taking the lives of seamen. Since this is true, my reward will be in the way of a warning.

"Whenever a great storm is approaching your vessels, I shall send sparks and fire ahead. These sparks and fire shall dance on your mastheads and on your yardarms to give you warning so that you might have some time in which to reef your sails before the fury of the storm strikes."

After making that announcement, so the story goes, St. Elmo dissolved into a brilliant ball of light there upon the deck of the Breton vessel, and then, while the crew was blinded by the light, disappeared. And after that, whenever an electrical storm approached a vessel, St. Elmo's light danced on the mastheads and yardarms so that the seamen would have warning and be able to reef their sails.

## THE ATALANTA DISAPPEARS

### -70-Year Sea Mystery

In January of 1880, the British training ship *Atalanta* sailed from Bermuda to begin the homeward-bound leg of her cruise. Dressed with flags and pennants in her rigging some 300 cadets aboard scurried through the rigging and waved to the crowds which had come down to the pier to see them off on their trip back to England.

That was the last that was ever seen or heard from the *Atalanta* or the 300 cadets and officers aboard.

When she sailed from Bermuda, all hands aboard the *Atalanta* expected to be back in Portsmouth or Spithead by early in March. The vessel had handled well on her first leg of the cruise, and there was nothing to indicate that they would run into any sort of trouble.

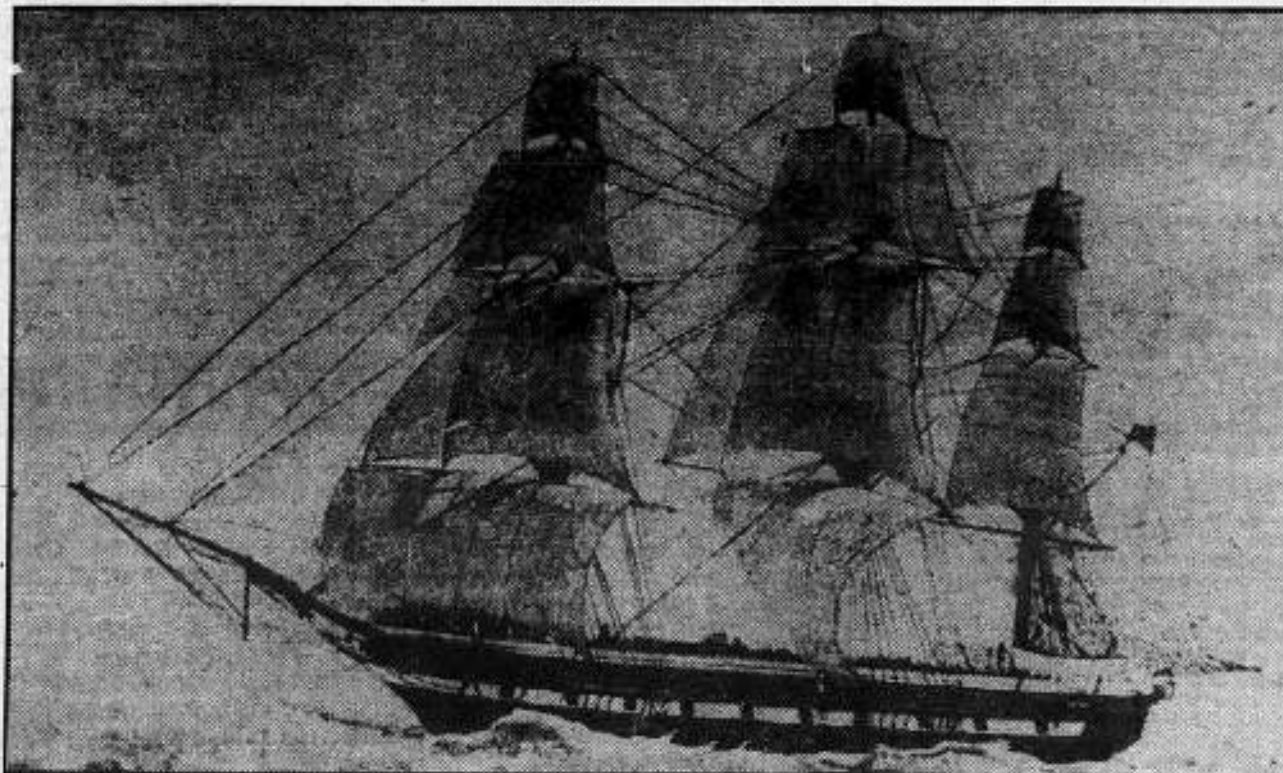
#### Sister Ship Foundered

The sister ship of the *Atalanta*, the frigate *Eurydice*, had foundered in the Atlantic in 1878 with a great loss of life. However, when the Admiralty decided upon creating a training ship, it chose the *Atalanta*, which was then the *Juno*, and ordered extensive repairs made.

The major change was that the *Atalanta's* masts were shortened some six feet, to give her more stability, and some extra ballast was added to her, to insure that she would not meet the same fate that befell her sister ship.

#### Safe Ship

Later it was brought out that when the Admiralty chose the *Juno*, renamed the *Atalanta*, as a training ship, it did so because of



The British training vessel *Atalanta*.

several reasons. The main one was that the vessel was one of the last in a class that had proved themselves to be the best sailing vessels that the British Navy had ever had. It was also pointed out that the alterations made should have made her as stable and as safe as any vessel on the seas. It was for these reasons, said the Admiralty, that it decided upon this particular vessel for use as a training ship.

Shortly after the *Atalanta* left Bermuda, an extremely severe storm swept the Atlantic. Several ships were lost during the extreme

blow, and for weeks after, ships kept coming across floating wreckage and debris. None of the wreckage found, however, came from the *Atalanta*, and soon most of the world was filled with rumors of the *Atalanta's* fate.

Finally, the Admiralty decided to send out a search party. A squadron of six frigates was dispatched from England. First, sailing abreast, they cut a wide path along the route the *Atalanta* would have ordinarily taken from Bermuda to England, and sighted nothing along the way.

Then, still sailing abreast so that they could cover the greatest amount of space, they began sailing along the fringes of the *Atalanta's* probable route. They still found nothing, and after making several sweeps, were ordered back.

The *Atalanta*, with her 300 cadets, was given up by the world.

Then, in June, a discovery was made in Nova Scotia. A barrel stave was washed up on shore, and on it was written, "*Atalanta* going down, April 12, 1880. No Hope. Send this to Mrs. Mary White, Piers, Sussex."

Although the date mentioned on the stave was long passed the time when the *Atalanta* had been due in England, interest was awakened and an investigation held. Soon, however, the Admiralty announced that the message on the stave had not come from the *Atalanta*, and that the note was evidently a hoax.

#### Search Continued

Meanwhile, another event took place in the Atlantic that aroused the interest of the world. The HMS *Wye* had been dispatched from Gibraltar in April, 1880, to take up the search for the *Atalanta* after the squadron of six frigates had been ordered back.

She came across a man, unconscious, and lashed to a piece of mast from a wrecked vessel. The man was rescued, but during the rescue, the wreckage was lost, making it impossible to determine whether it had come from the *Atalanta*.

#### From Fishing Boat

The rescued man remained unconscious, and died before the *Wye* got back to Gibraltar. He never said a word, and many speculated that he had been a survivor of the *Atalanta*. However, with the lack of any identification on his person, it was decided that he was the survivor of a wrecked fishing vessel, and not from the *Atalanta*.

Another note in a bottle was washed up on the New England coast some months later, supposedly from a survivor of the *Atalanta*, but it was soon pronounced a hoax, and after a few months of speculation, the *Atalanta* and her 300 cadets were given up as lost forever.

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

**MARIE HAMILL** (Bloomfield), August 27—Chairman, M. Darley; Secretary, O'Hannasian. Motion was passed to send the repair list and replacement list to the patrolman and company from Europe. Motion was passed to have the crew quarters, galley and lower passageways painted out. Dirty linen should be put in the proper place. Clothes should be taken out of the laundry when dry.

**SEAVICTOR** (Orion) no date—Chairman, no name; Secretary, Paul Viani. A great many beefs were brought against the steward. Bookmen present charges against him at a Union meeting to prevent his further persecution of men working under him.

**ARIZPA** (Waterman), August 8—Chairman, Frank P. Votto; Secretary, Herb Knowles. Don Wagner was elected ship's delegate by acclamation. Shirts will be worn during meal hours. Stewards department got a vote of thanks.

**OREMAR** (Ore), August 3—Chairman, William C. Hall; Secretary, F. Okoorian. Passageways will be kept clean by each department. Coffee urn will be cleaned. Air ventilator doesn't blow through like it should.

**SEATRIN LOUISIANA** (Seatrains), September 22—Chairman, Santos P. Garcia; Secretary, William J. Stephens. Three letters were mailed in concerning the members who missed ship. Motion made that patrolman be contacted in regard to freight cars being carried and secured in the vicinity of crew quarters, thereby flooding crew quarters with a very bad odor. Deck Engineer made a report on the condition he found crew's washing machine. Suggestion made to keep same clean after using. Complaint made concerning rust in the wash water. Suggestion made that all hands cooperate in keeping messhall clean.

**CHIWAHA** (Chiles Service), September 1—Chairman, Eric Johnson; Secretary, J. R. Egan. Ship's delegate reported that painting and minor repairs have been started. Motion made and carried that men with back subsistence money coming notify their department delegates, who will turn it over to the ship's delegate. \$34.18 reported in the ship's fund. It was suggested to buy an iron out of the fund. The crew gave a vote of thanks to the captain for being regular and giving early draws in port. One man in each department will rotate weekly cleaning laundry room. Each man using washing machine will clean up after using.

**SEATRIN NEW YORK** (Seatrains), September 21—Chairman, V. Szymanski; Secretary, R. W. Sweeney. \$6.85 reported in the ship's fund. Anyone wanting blankets, see the steward. There are two shelves in the messroom on forward bulkhead to take care of dishes during meal hours.

**WINTER HILL** (Chiles Service), September 30—Chairman, Y. Gradjelick; Secretary, C. R. Smith. The steward, Tony Francis, was given a vote of thanks for a job exceptionally well done.

**STEEL ROVER** (Isthmian), August 7—Chairman, C. Fray; Secretary, O. Manifold. The engine delegate spoke to the 1st assistant to get the foc'sles painted. Some changes were made in the stewards department in Honolulu. The ship's fund now has a balance of \$30.15 which was loaned to members to go to the dentist and hospital, as the captain would not furnish transportation to the hospital.

**CLAIBORNE** (Waterman), September 21—Chairman, Donier; Secretary, Reichsman. The ship's delegate reported that the crew is dissatisfied with the food preparation and the menu. When the steward was questioned he said there was nothing wrong with the food preparation but some of the meat sent aboard was not what it should have been. The steward refuses to give an explanation why he fired the baker. A repair list was made out.

**MARY ADAMS** (Bloomfield), September 16—Chairman, Jake Longfellow; Secretary, Robert M. Douglas. Special meeting was called to order and a motion was made and carried to dispense with the

regular order of business and get to the business at hand. There was a discussion on shore leave. It was pointed out by the ship's delegate that there is no martial law in Korea at the present time. Delegates explained that Korean government officials are anxious to have American seamen ashore. Discussion on transportation.

**STEEL RANGER** (Isthmian), September 19—Chairman, L. Marsh; Secretary, F. P. Sinclair. Ship's delegate reported that all repairs were taken care of. The crew received new mattresses and cots. The cooks were asked not to smoke over the food while it was cooking. Suggestion made for all hands to conserve on water as there will be none available in the Persian Gulf. The night lunch will be thrown away instead of being left in the ice box all day.

**SUZANNE** (Bull), September 22—Chairman, Charles O. Lee; Secretary, S. Carr. Motion made to have the patrolman, ship's delegate, steward and port steward and crewmembers present attend a meeting concerning grade of meats being put aboard. A suggestion was made to have menus changed. The steward and port steward agreed to increase soap rations. Discussion on stale bread being served at meal times.

**ROSARIO** (Bull), August 24—Chairman, H. Andrews; Secretary, Ned L. Remley. A letter from headquarters was read in answer to one previously sent in by the membership concerning lights in deck department head. Ship's delegate was instructed to see the captain concerning the cleaning and painting of the stewards department quarters. Discussion about the company's failure to open ventilator above galley range.

**September 11—Chairman, D. R. Fisher; Secretary, Ned L. Remley.** Ship's delegate reported that two men got off the ship in Puerto Rico for hospitalization. Motion made and carried for each department delegate to make up a repair list and turn it in to the ship's delegate. On arrival in port the ship's delegate will see the patrolman concerning the vents above the galley range. The crewmembers were asked to refill ice cube trays after using them. The ship's delegate was asked to see the engineer about having the light installed on the washing machine to serve as a reminder to the men when the machines were on.

**OREMAR** (Ore), September 17—Chairman, E. A. Boyd; Secretary, M. J. Crisler. Door keys will be provided and each crewmember who deposits \$1 with the steward will have his money returned upon surrender of the key. The galley scupper needs repairing. The engine department requested a first aid kit containing proper treatment for burns. Each department turned in a list of repairs.

**MARORE** (Ore), September 10—Chairman, H. Zurn; Secretary, W. Cain. Motion made and carried to post minutes on the bulletin board. Many of the shower sprinklers need replacing. A vote of thanks was extended to the stewards department for the good preparation and service of food in spite of the limited quantities available. Boxes are being cleaned and spoiled flour and crackers are to be thrown away and the place fumigated before stowing stores for the next voyage. Foc'sles are being soogeed and decks painted. They should be finished next trip as they are out of paint.

**YAKA** (Waterman), September 5—Chairman, Jeff Davis; Secretary, Joseph A. Leng. Each delegate of each department to submit a list of repairs and innovations, such as inner spring mattresses, windscoops for all quarters, extra large fans for all rooms and screens for portholes. Four copies to be submitted. The chairs in the messroom need repairing. Exhaust fan should be installed in the crew's pantry and larger air ducts throughout the ship as the present ones are too small.

**OLYMPIC GAMES** (Western Tankers, Inc.), September 21—Chairman, A. Melanson; Secretary, S. Cieslak. Motion made and carried by H. W. Morris to have the Union and companies draw up

## 'Can-Shakers' Have No OK

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

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

a standard storing list for all vessels running off shore as this would eliminate all beefs. Steward asked the crew to make any suggestions for more variety in the menu. Motion made and carried that the money donated to the ship's fund by the chief engineer be returned. This money was given by him to help buy the ship's crew a radio. The crew agrees that all the officers on the Olympic Games are A-1. They say it is certainly a pleasure to sail with such a good bunch of officers. The captain is also one of the very best.

**STEEL TRAVELER** (Isthmian), August 30—Chairman, Nils Beck; Secretary, F. A. Delapenna. Vote of thanks given to the ship's delegate for his efforts in securing accommodations and launch service for the crew. Sanitary men reported that brothers leave water on deck of laundry room. Request made that all brothers clean up after using laundry room. Discussion on the launch services in Siam. Suggestion made to take up the matter with the patrolman in New York. Bosun advised brothers about their behavior ashore in foreign ports.

**STEEL DIRECTOR** (Isthmian), August 21—Chairman, Otto Pederson; Secretary, W. Smith. W. Smith elected ship's delegate by acclamation. Chief electrician will hook the new washing machine up for use. The pantryman asked the crew for a little more cooperation in the pantry.

**WARHAWK** (Waterman), September 21—Chairman, John Fedosovich; Secretary, J. Kleczek. Suggestion made that the crew cooperate in keeping messhall and pantry clean. Responsible parties to soogee port passageway. All hands leaving the ship were asked to leave their quarters clear for replacements.

**CAROLYN** (Bull), September 25—Chairman, M. Gavelbaux; Secretary, J. McPhaul.

## PERSONALS

Lawrence E. Bond  
Please get in touch with your father at 2167 Main St., Springfield, Mass.

Jack Jennings  
C. J. D'Ambrosia of 2748 Titan St., Philadelphia 46, Pa., would like to hear from you.

Harold Relford  
Important that you contact your wife immediately.

Earl Smith  
Please get in touch with Mrs. Frances Smith, 811 E. Fayette St., Syracuse, NY.

E. E. Kunchick  
Contact your father at 407 Elm St., Camden, NJ.

Odell B. Powell  
Write at once to Shirley Taylor, Lexington, SC.

Jack W. Arellanes  
Contact your mother at 901 Stanyan St., San Francisco, Calif., or call LOmbard 6-2547.

Alfonso Longuido  
Whitey Larsen is on the S. O. Bland. The money he collected will be sent to you in New York.

Jack Arellanes  
Contact Miss Dunbar, 73 Alemitas Ave., Long Beach, Calif., Phone 6-66007, regarding your mother, who is ill.

Claude Chaffin  
Your mother wishes to receive your address.

There was a discussion on some missing gear, money and liquor from the lockers while in port and at sea. Fresh tanks need to be cleaned. Locks should be made for separate foc'sles and a master key for all.

**ROBIN MOWBRAY** (Robin), September 20—Chairman, Ed Costin; Secretary, Jim Davis. Delegates reported \$31 in the ship's fund. Delayed sailing of two hours disputed. Stewards delegate reported one man short due to operation in Belra. All repairs to be turned in to the ship's delegate. Pictures of the voyage to be turned in with the minutes. Suggestion made that all foc'sles be painted before next voyage. Suggestion made that all hands contribute to the ship's fund at pay-off.

**ALCOA RUNNER** (Alcoa), September 28—Chairman, W. Marjehoff; Secretary, Charles F. Garrit. Ship's delegate reported that the repair lists were not handed in to the department delegates at pay-off so next trip they will be handed in at sea with plenty of time. Patrolman was contacted in Baltimore to straighten out the messman. The chief steward was asked to put out some fruit juices in the mornings without having to wait till he ran out.

**JULESBURG** (Mathiasen), September 29—Chairman, Stanley F. Schuyler; Secretary, A. L. Paul. Motion made and carried to purchase a radio and record player from the ship's fund. The steward asked all hands for cooperation in the messrooms and pantry and that all cups and glasses be returned to the pantry after coffee time. Ship's delegate cautioned all hands about smoking on deck forward of the smoke stack due to carrying high octane gasoline, which is very dangerous. M. E. Sanchez was elected ship's delegate by acclamation.

**STEEL KING** (Isthmian), September 21—Chairman, G. Wass; Secretary, A. Feinstein. The patrolman should see that a new drinking fountain is put on board for the crew, and he should also check the alpacost as the prices are high. New lockers and keys are needed as there are no extra ones on board. The checkers in foreign ports should use a room on the cabin deck and not use the locker room on the main deck.

**KYSKA** (Waterman), September 7—Chairman, S. Woodruff; Secretary, M. Carmichael. Motion made and carried to put the minutes of the previous meeting on the bulletin board. Suggestion made that all five tables be set up for supper. Suggestion made that the ship's delegate see the captain about repairing the lockers and toilets. The crewmembers thought it would be a good idea to use the new washing machine for underclothes only and the old machine for greasy dungarees.

**JOHN KULUKUNDIS** (Mar-Trade), September 12—Chairman, C. F. Aycock; Secretary, P. Luninissa. It was brought to the crew's attention the failure of the captain to obtain fresh milk when it was available in Canada. Deck maintenance missed the ship in Japan and all his gear and papers to be turned in. Wall fans should be installed in all rooms due to the fact that no parts or replacements are available for porthole fans when they break. Radio operation was given a vote of thanks from the crew for all information passed along during the trip. Stewards department toilet and showers to be painted. All hands were asked to leave their rooms clean for the oncoming crew.

**September 23—Chairman, William V. Glick; Secretary, C. F. Aycock.** Brother Glick gave a good talk on the policy of our Union. Ordinary seamen and wiper to take care of the laundry and recreation rooms and the bedroom steward is

## NOTICES

R. Cross  
W. Camey  
Pick up your checks for overtime from the SS Council Grove at Cities Service, 22 Pearl St., New York.

Frederick Brady  
Contact Merle H. Cowan at the Employers' Group Insurance Companies, 120 William St., New York.

Alex Gall  
Please communicate with Harold Guttman, 66 Beaver St., New York.

Thomas H. Bonvic  
Please contact Higgins & Parness, 92 Liberty St., New York.

Jesse J. Lyons  
Your discharge from the Steel Admiral has been found and is being held for you in the LOG office.

J. R. Matthews, FWT  
Please send the discharges belonging to another man, which you accidentally picked up, to the dispatcher at the Baltimore hall.

to take care of the baggage room. Steward asked the membership to change the linen each Friday or Saturday.

**ANGELINA** (Bull), August 2—Chairman, E. O'Rourke; Secretary, J. Kelly. R. Hernandez elected ship's delegate by acclamation. Deck engineer suggested that all hands work together to bring in a clean ship. The crew was warned not to miss the ship around Puerto Rico under penalty of \$50 fine. A vote of thanks was extended to the stewards department for the good meals and fine service throughout the voyage. There was some discussion about a fund for television repairs in case it ever needs repairing.

**MADAKET** (Waterman), September 17—Chairman, J. Thompson; Secretary, F. Hall. Motion made and carried that vents be installed on overboard lines of toilets aft. J. Gridley suggested less corn shouder and stew on menus. The deck department is turning down painting overtime until the deck quarters are painted. T. Freeland discussed our Korean scholarship passengers and pointed out that they have received scholarships to various colleges which include tuition and transportation and about \$19 a month for living expenses. The crew suggested that a collection be taken up to help them buy some clothes and shoes.

**MANKATO VICTORY** (Victory Carriers), September 8—Chairman, L. P. Hogen; Secretary, C. Collins. Motion made and carried to notify Union about chipping and buffing on deck while ammunition is on board and being unloaded. The patrolman should be notified about lifeboats and life jackets. The medical service has been poor and there was in-

(Continued on page 25)

## Photos Faded In New Books

Headquarters advises that many photos in the new membership books and in headquarters files are fading, and that the following men should either send in their books with three passport photos or stop in for new ones as soon as possible. Further lists will be carried in following issues of the SEAFARERS LOG.

- Hugh Rogan, R-49; Michael Reges, R-60; Robert Rivera, R-66; Emilio Ramos, R-67; Cresanto Rego, R-71; Darlo Rios, R-72; Leo Rondario, R-73; Vernardino Rivera, R-75; Tomas Rivera, R-76; John Reksin, R-77.
- Leo Rice, R-78; Joseph Rioux, R-79; William Ruthowski, R-80; Ora Rhoades, R-84; Alfonso Rivera, R-85; Alejandro Reyes, R-86; William Ryan, R-87; Arthur Roy, R-105; Gonzalo Rodriguez, R-106; Jose Rivera, R-107.
- Juan Rodriguez, R-108; Leon Reynolds, R-109; Jose Rodriguez, R-110; Nillo Reittl, R-111; Jeri Robin, R-112; Elwood Road, R-113; Luis Rivera, R-114; Frank Ross, R-115; Roland Rexbury, R-120; Richard Ricketts, R-121.
- James Rowan, R-124; Julio Ruiz, R-144; Vincenzo Russo, R-145; Enrique Rosado, R-148; Jose Reyes, R-149; Carlton Rogers, R-154; Luis Ramirez, R-153; Louis Ross, R-155; Manuel Rodriguez, R-156; James Reilly, R-157.
- Gerdon Ray, R-158; George Ranis, R-160; Angel Reyes, R-161; Donald Road, R-162; Rueben Rutkey, R-163; Escalante Reyes, R-164; William Rucker, R-165; Vance Reese, R-169; Walter Richmond, R-170; Allan Reese, R-171.
- Eustaque Rivera, R-175; Nils Richardson, R-176; Damas Rivera, R-181; Rafael Reyes, R-182; Juan Rodriguez, R-183; Juan Reyes, R-184; Ramon Ramirez, R-185; Rafael Rodriguez, R-190; Federico Reyes, R-191; John Riley, R-193; Rafael Ramos, R-195; Jorge Rodriguez, R-196; John Rupeikis, R-197; William Reed, R-199; Carlos Rodriguez, R-204; Donald Rundblad, R-205; Kenneth Rubel, R-206; Henry Robinson, R-211; George Shumaker, S-21. Paul Seidenberg, S-28.
- Juan Soto, S-29; Arnold Streecher, S-31; Cornelius Sprano, S-42; Howard Sposato, S-43; Walter Schlecht, S-45; Graydon Suit, S-53; Charles Stephens, S-56; Antoline Soto, S-57; William Smith, S-60; Joseph Shefuleski, S-61.
- Franciszek Szwestka, S-75; Anthony Serpe, S-77; Acosta Soto, S-79; William Singleton, S-81.
- Bertil Svenblad, S-85; Daniel Seda, S-89; Francisco Sortillo, S-90; Dixon Stroup, S-91; John Schilling, S-92; James Stoddard, S-93; August Steinmann, S-96; Victor Svendsen, S-97.
- Charles Sherinian, S-108; Francisco Sermenio, S-113; Albert Silva, S-117; James Sanders, S-118; James Sanlouzans, S-119; Walter Szostak, S-120; Max Simon, S-120; Harry Swanson, S-127.
- Ray Sweeney, S-152; Albert Sacco, S-155; Edward Skorupski, S-156; Charles Sexton, S-157; Felix Serrano, S-158; George Seeberger, S-159; Lawrence Sheehan, S-160; John Slaman, S-161.
- Eusebio Soto, S-162; Earl Silla, S-163; Francis Sylvia, S-164; Arthur Schuy, S-165; John Seifert, S-166; John Shannon, S-167; Stanley Schuyler, S-168; Barney Spiggle, S-169.
- Angel Seda, S-170; Richard Saylor, S-172; Teofil Smiglelaki, S-173; Bobby Slade, S-175; Raymond Sadowski, S-176; Mikael Sorensen, S-178; James Staebler, S-179; Monserrate Salvia, S-182.
- Keither Smith, S-183; Jerome Serrae, S-184; Norman Smykowski, S-185; Charles Seefeld, S-186; Joseph Sullivan, S-189; James Shiber, S-190; Ture Sandstrom, S-191; Jose Suarez, S-192.

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 .....

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

(Continued from page 24)  
 interference with doctor from topside at Yugoslavia.

**GOVERNMENT CAMP (Cities Service), September 21**—Chairman, Ficken W. Lusk; Secretary, H. M. Connell. Crew messman does not work with the pantryman and does not seem to take any interest in his work. More fans are needed in the crew's rooms. Request made that a canvas awning be put up on the fantail for the men to sleep on deck in the hot weather. Delegate called attention to cots left lying around decks and suggested better care should be taken of them. Suggestion made that all rooms on ship be made available for crew quarters.

**SEATRAN NEW JERSEY (Seatrains), September 24**—Chairman, Sir Charles; Secretary, Stanley Johnson. \$33 reported in the ship's fund. Motion made and carried that the crew go on record to have boarding patrolman check on all steward's stores and see that amount needed for present voyage is placed on board before the ship sails. Messmen asked for a little more cooperation during the supper meal due to the fact that everyone would like to be served as soon as he is seated. All members should have their books and permits checked by each delegate before payoff so that a statement can be given to the boarding patrolman.

**BINGHAMTON VICTORY (Bull), September 21**—Chairman, S. Fratlich; Secretary, C. Carlow. Late sailing overtime disputed. Motion made and carried that this beef be turned over to the patrolman. Request made that the crew mess radio be turned on for the rest of the trip. Brother Wlan made the suggestion that the old books be packed for the library. Wiper volunteered.



**DEL NORTE (Mississippi), September 21**—Chairman, Eddie Slough; Secretary, Harold Grane. Delegates reported everything running smoothly. Motion made and carried that a new movie screen for the steward's department recreation lounge be purchased at the end of this voyage. Motion made that all extra money from all southbound pools be donated to the athletic fund and all northbound funds be donated to the ship's fund. \$146.31 reported in the ship's treasury for voyage No. 39. Sports director reported new hallplaying equipment was purchased, and he is looking for new recruits to fill the vacant spots on the team. Navigator's business agent's report: \$288.50 in cash on hand; requests more help from the crew and that all editorial material be turned in as soon as possible.

**MONTEBELLO HILLS (US Petroleum), September 21**—Chairman, Louis Barciuszewski; Secretary, John Sullivan. There is a balance of \$22.50 in the ship's fund. Motion made and carried to bring delayed sailing up before the patrolman. The water tanks need cleaning, and the drinking water and the wash water are very rusty. Discussion on chief mate letting shore workers come aboard and having run of ship. All hands were asked to donate at least \$1 to the ship's fund. Election of three man committee to spend some of the ship's fund on magazines, dart boards and checker board.

**CUBORE (Ore), September 27**—Chairman, M. Davis; Secretary, H. Lewis. Motion passed to collect \$1 from each man

for the back issues of the LOG and the money left over for magazines. Steward collected this fund. Discussions were held on the washing machine and returning to the ship on time. Crew was asked to be quiet at night time.

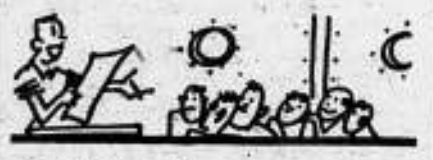
**EVELYN (Bull), September 21**—Chairman, F. J. Bruggner; Secretary, E. C. Dacey. Ship's delegate reported everything in good order. Ship's fund was read and accepted and new members were asked to donate to the fund. The chief cook loaned his radio to the crew to be put in the recreation hall so that the members could listen to the World Series.

**TRANSATLANTIC (Boise Griffin), August 1**—Chairman, George Finkles; Secretary, J. P. Shuler. Motion made and carried to ask the mate to return the overtime sheets within a reasonable length of time. The fresh water domestic tanks need cleaning as soon as possible. There was a discussion on the condition of the ship and the repairs needed. All agreed that the delegates of each department get together with their respective departments and make a list of repairs needed and that they be handed to the captain as soon as possible. Cleanliness of the laundry and recreation rooms discussed, and it was agreed that each department was to take turns.

**TRANSATLANTIC (Pacific Waterways), September 13**—Chairman, J. P. Shuler; Secretary, C. Skakun. Ship's delegate reported that all matters that were brought up at the last meeting had been acted on but some of the repairs requested would have to be made in the States. Motion made and carried that a discussion be opened on the case of Stephen Misow. After much discussion a letter commending the crew for a quick rescue was read. A motion was made and carried that Misow be paid off in Italy and sent back to the United States and that he be examined by a qualified psychiatrist.

**ARCHERS HOPE (Cities Service), September 21**—Chairman, Duke Livingston; Secretary, Charles W. Gann. Machinist wants clarification on engineers working around the clock. All watertight doors need checking. The engineers claim the washing machine belongs to the officers and no one will be allowed to use it unless it is kept clean. The chief cook is supposed to make a list of the meats that are needed to bring up the standard of food on the ship, as there have been quite a few complaints about the bacon being rancid and weavels in all the cereals and flour.

**CECIL N. BEAN (Transfuel), September 29**—Chairman, Walter J. Reidy; Secretary, A. Boken. Motion made and carried that a vote of confidence be given to our secretary-treasurer and the headquarters negotiating committee for the splendid work they are doing on the new contract and welfare plan. Discussion on keeping the laundry room clean to be rotated weekly by the three departments. Slopechest price list to be posted by the captain. Discussion on keeping quiet outside of rooms while men off watch are trying to sleep. Engine department delegate to see that their share of bulkheads are sooged as the other departments are finished with theirs. Crew mess called for absolute quiet while meals were being served. Several members discussed the welfare plan and the cafeteria at headquarters, the meal tickets and how to obtain them.



**MOBILIAN (Waterman), September 28**—Chairman, Pablo Perez; Secretary, J. Tuant. The captain refused to get milk in Antwerp. Motion made to ask the patrolman to call a special meeting while he is aboard about the captain's attitude and several other things. A vote of thanks was given to the stewards department for a job well done. A request was made for all crewmembers to leave the rooms clean and turn in the keys.

**ALCOA RANGER (Alcoa), October 4**—Chairman, R. F. Ranson; Secretary, Hugh Gallagher. A number of beefs that took place on the trip were taken care of to the satisfaction of those concerned. The library was replaced in New York. Suggestion that department delegates make a list of all the disputed overtime and also all other beefs so as not to have too many men bothering the patrolman at the payoff. It was brought to the membership's attention that nominations are open for 49 offices and any book member can nominate himself to run for any of these offices if he can meet the qualifications. It was decided that the engine department be responsible for the gear locker, as they are the only ones that use it and keep it locked. There was a discussion on the poor show that was served on this trip and a number of suggestions were given on how to improve it.

**ALCOA POINTER (Alcoa), September 28**—Chairman, C. Wright; Secretary, W. W. Perkins. The small stock in the slopchest this trip was blamed on the previous captain who ordered it. The present one promises more variety next trip. Suggestion made that keys for all lockers be added to the repair list and turned in to the ship's delegate. Suggestion that any action taken by the deck department against the chief mate will be backed by the crew.

**STEEL WORKER (Isthmian), September 13**—Chairman, Jacob J. Levin; Secretary, W. E. Kennedy. \$52 reported in the ship's fund. A long discussion was held on the duties of the crew messman. Stewards department working rules were read to the crew. Pantryman to supply

## Get New Books Through Agents

Seafarers who applied for new membership books in New York but are now sailing from outports don't have to come to this city to get their new books.

If the men involved will write to headquarters and tell the Union which port they are sailing out of, the Union will forward the book in care of the port agent.

Under no circumstances however, will the books be sent through the mails to any private addresses.

pickles, mayonnaise and condiments when needed. Recommendation by the messman for the crew to cooperate in keeping crew messroom and pantry clean.

**ALCOA CORSAIR (Alcoa), September 28**—Chairman, Joseph Catalano; Secretary, J. Nelson. Discussion on movie to be shown at regular time voted on by the membership. Chief steward announced that a lady lost a purse and asked all men to cooperate and try and get it back for her. Contribution for repairs of movie machine and purchase of a new screen. Up to the present time there is \$33 in the ship's fund.

**ALEXANDRA (Carras), September 21**—Chairman, Brice Buggie; Secretary, Adam R. Lorenz. Wiper was recommended to three departmental delegates for action as a result of his failure to do sanitary properly. One of the ABs was reported as being habitually late for relieving. He replied that he was not properly called. The stewards department was given a vote of thanks for a good job and keeping the ship a good home and happy feeder.



**NORTHWESTERN VICTORY (Victory Carriers), September 24**—Chairman, B. Cozec; Secretary, Edwin T. Rushton. Delegates reported a few overtime beefs that can be straightened out. Suggestion made that men wear proper clothing in the messroom. All delegates were asked to make out a repair list every week, and turn it over to the ship's delegate, who in turn will present it to the captain in person.

**PORTMAR (Calmar), September 21**—Chairman, George Reir; Secretary, Floyd J. Kelly. The showers were fixed after the issue was brought to the chief engineer. The steward could not get new cots in the West Coast and will try to get some in New York. Charles G. Ashcom was elected ship's delegate. Suggestion made that if any of the crew wants to make noise in port do it ashore.

**SCHUYLER OTIS BLAND (Waterman), September 13**—Chairman, John A. Grelis; Secretary, A. Slaybough. Motion made and carried to have the captain have enough money aboard in an American port to give the men what they want. Each department will take turns cleaning the laundry room. Members were asked to put dirty linen in the linen bag, and were asked not to use windcoops except when actually necessary.

**September 27**—Chairman, none; Secretary, A. Slaybough. Motion made to check slopchest to see if fresh cigarettes, candy and gum are available. Delegates were asked to make out repair list. Suggestions were made to separate night lunches for each mess hall, make coffee in the urn for each meal and check meat in the ice box.

**FRANCES (Bull), September 30**—Chairman, J. O'Rourke; Secretary, F. Loriz. Delegates reported no beefs. Motion made and carried to see the patrolman about having the fresh water tanks cleaned. Suggestion made that the ship's delegate speak to the purser about giving four cartons of cigarettes instead of three to each crewmember. It was suggested that the ship's and deck delegates see the patrolman about the disputed overtime and the working rules of the deck department.

**JAMES McHENRY (Bloomfield), September 21**—Chairman, Paul L. Whitlow; Secretary, C. Kavanagh. All toilets, showers and foy'dies were painted. Motion made by ship's delegate that the payroll show dates of signon and payoff, hours of overtime, rate and amount, number of days in bonus and amounts, and if a supplementary payroll is involved that ship does not signoff until it can signoff both of them at the same time while the patrolman is still aboard. Motion made that a CPA come aboard to check the unlicensed personnel payoff to see if they are being taxed more and that everything else is in good order. Suggestion made by Fromm that everyone be on his guard and stay in an orderly and sober condition until the payoff is completely over. A vote of thanks was extended to the steward for the good job he has done.

**FEDERAL (Trefolger), September 21**—Chairman, W. L. Kilgore; Secretary, B. Palmatory. Chief pumpman, George Bineman elected ship's delegate. Motion

made and carried to have toilets painted and all fans repaired. A report from headquarters of negotiating of the new contract was read. The crew was asked to cooperate in keeping messhall and quarters clean and to turn in dirty linen before leaving the ship.

**HURRICANE (Waterman), September 28**—Chairman, Alex Jones; Secretary, L. McNeil. \$39.50 reported in the ship's fund. All repairs on list of previous voyage made except the radio which is to be fixed this time. Motion made and carried that anyone other than the authorized stewards department personnel found in the ice boxes should be disciplined. Suggestion made to have messhall deck painted. Discussion on the service in Germany and delayed draws.

**QUARTETTE (Carras), September 27**—Chairman, M. Walker; Secretary, G. G. Parker. Ship's delegate reported that transportation will be paid to all who wish to signoff in Boston. Crew pantryman can not keep water hot for dishes. Stewards department will do all the sooging.

**STEEL VENDOR (Isthmian), September 21**—Chairman, Michiel Manning; Secretary, S. M. Doyle. Jose L. Lyomez was elected ship's delegate. Engine delegate, on behalf of the membership, thanked the chief steward and members of his department for their cooperation and spirit of good will that exists aboard the ship.

**STEEL ARCHITECT (Isthmian), October 4**—Chairman, John Lafella; Secretary, J. O'Hara. Loui Alleluia was elected ship's delegate. Steward will try to get fresh eggs in San Francisco. Sanitary men will keep laundry clean, with a list posted of who does the cleaning. Both washing machines should be used if possible. Captain asked that innerspring mattresses, which are new, be kept in good condition. Do not bring department beefs to ship's delegate unless essential.

**MICHAEL (Carras), September 24**—Chairman, Pete Piasick; Secretary, E. Biedrzyk. Ship's delegate reported everything in ship-shape condition. Three men missed the ship; their gear and names will be turned over to the patrolman in Savannah. All hands agreed to keep open air club room (poop deck) free of butts, matches and trash. Each man will be responsible for his own folding cot. Unanimous vote of thanks went to the stewards department for their efforts in preparing and serving meals. Each delegate will draw up a repair list for his department and submit it to the ship's delegate.

**October 3**—Chairman, W. Wesley Eddy; Secretary, E. Biedrzyk. Three men left in Las Piedras last trip were taken aboard as workaways and will be paid overtime rate for any work they do. One man missed the ship in Savannah and will try to make the same job upon arrival in Baltimore. All crewmembers will donate \$1 to the ship's fund to cover possible repairs to the iron or ironing board.

**ELIZABETH (Bull), October 12**—Chairman, A. Gonzalez; Secretary, J. E. Rose. One man missed the ship in Ponce, PR; he will be reported to the patrolman. G. Bonafont was elected ship's delegate. Awning beef will be brought before the patrolman for action. Longshoremen should be kept out of the messhall by the master's action or by Union action. Soap is still unsatisfactory; this has been brought before the patrolman once before. Suggestion was made that the steward forbid any person without food handling papers from touching food. Shore-side peddlers and hawkers should be kept out of the messhall.



**BEATRICE (Bull), October 3**—Chairman, A. Smith; Secretary, William Orth. Delegates reported no beefs. Discussion was held on boat service in the Port of Fajardo.

**STRATHBAY (Strathmore), August 29**—Chairman, G. W. Champlin; Secretary, J. Fennell. Ship's delegate reported on messman who missed ship in New Orleans. George William Champlin was elected new ship's delegate by acclamation. Each department will make up a repair list to be handed over to the ship's delegate, so that repairs can be made before reaching port. Last trip's list was not completely finished, largely owing to lack of time. Steward asked that all ice trays and soiled linen be turned in. Ship's delegate volunteered to try to get a set of bound volumes of SEAFARERS LOG for the ship's library. He mentioned possibility of collecting subsistence for dinner for those men who came aboard in New Orleans.

**August 30**—Chairman, Bill Champlin; Secretary, Dore Albright. Urgent repairs were reported on. D. B. Albright was elected ship's delegate by acclamation. Ship's delegate will contact patrolman on the repairs on arrival. Vote of thanks went to the stewards department for improvement over preceding crew.

**October 5**—Chairman, Leo La Soga; Secretary, Dore Albright. Some repairs have been finished; others are awaiting shipyard. Stewards department is one man short. Overtime will be referred to the patrolman. All linen must be turned in. Deck watch must stand watch in port.

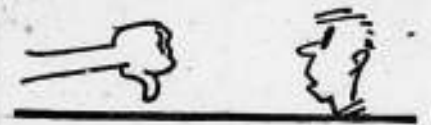
**JULESBURG (Mathiasen), October 8**—Chairman, Stanley F. Schuyler; Secretary, A. L. Paul. Robert A. Eaton was elected ship's delegate. Repairs should be turned over to him as soon as possible, so that they can be taken care of right away. Ship's radio should be kept low after 10 PM so men can sleep. Member sug-

gested buying, at half price, records for the ship's record player. This will come out of ship's fund. Suggestion to donate \$1 to the ship's fund at the payoff was accepted by all hands. Suggestion was made to throw away cracked cups, glasses or dishes.

**WILLIAM H. CARRUTH (Trans-Fuel), October 5**—Chairman, Vincent Genco; Secretary, William McGlynn. Report was read on the inability of the steward to run his department properly. Steward stated that due to his physical handicap he would not sail as a chief steward again, and that he would sign a written statement to that effect before the patrolman on request. Patrolman should clarify the sanitary duties of deck and engine department. Crew should be a little more considerate of men on watch below. Several members of the steward department got a grateful word of thanks for giving the best of service in spite of the squabble between the galley and the chief steward.

**ROBIN TRENT (Robin), August 5**—Chairman, John Reed; Secretary, Edgel Luzier. Motion was passed to have each delegate check all fans in his department, and turn over to the electrician a list of those that need repairs. General discussion was held on selling the old washing machine and turning the money over to the ship's fund. All agreed to help keep the messhalls clean.

**October 14**—Chairman, W. W. Reid; Secretary, Edgel Luzier. Two men missed ship; logs will stand as they are. A few minor beefs will be turned over to the patrolman. Extra linen will be turned over to the steward. Foy'die keys go to the department delegates before the payoff. Money from the sale of the extra washing machine will go to the ship's fund for purchase of a radio. All the crew gives the stewards department a hearty vote of thanks for the good chow that they have put out this trip.



**FRENCH CREEK (Cities Service), October 10**—Chairman, Milton F. Karlowitz; Secretary, Fred Carrall. Repair list was given to the patrolman in Boston for action, as well as the chief mate and chief engineer. New list will be turned over to the New York patrolman. Ship's fund has a balance of \$131.61. Lester Ford was unanimously elected ship's delegate. Repairs were listed.

**LOGANS FORT (Cities Service), September 25**—Chairman, E. Harris; Secretary, J. Simmons. Ship's fund stands at \$23.60. Some repairs requested during the previous trip have been completed. New motor for the washer will come aboard in Norfolk. Beef about wiper not doing sanitary work properly. This was discussed and settled. Ship's delegate will see about having lockers installed, and excessive delay in replacing mattresses. Patrolman will be contacted about the poor coffee. Ship's delegate thanked the crew for their all-around cooperation and good conduct ashore and aboard ship.

**October 5**—Chairman, F. Pat Hartshorn; Secretary, J. Simmons. Ship's delegate spoke to the captain about repairs. Captain mailed his copy of repair list to the New York office, since some must be taken care of in advance or approved. Smaller things can be taken care of by the crew. Some lockers have been replaced and fans installed. Deck department is one man short. F. Pat Hartshorn was elected temporary ship's delegate until new mess comes aboard. Delegate will see about having engine department rooms sooged before the payoff.

**ALCOA CAVALIER (Alcoa), no date**—Chairman, Brother Marion; Secretary, Sister Cervantes. Two men missed ship. All hands should keep out of the galley until the galley boy is finished cleaning up. Give messman a chance to clean up the messhall before movies start. Contact your own department delegate concerning lights in any part of the vessel, as the first engineer has refused to turn electricians to an overtime on Saturday and Sunday.

**CANTIGNY (Cities Service), October 7**—Chairman, Daff Peary; Secretary, Mink Wirtz. Ship's fund stands at \$32.93. Machinist was pulled off by the patrolman and not replaced. Motion to reimburse ship's delegate for telephone call to Union was made and seconded. Motion was passed to write headquarters about watertight doors being locked while at sea. Suggestion was made to change mattresses in the hospital and install fans. Steward reported that new mattresses and pillows have been ordered. Ship's delegate reported food has been better in the past couple of months and asked the cooks to try to get along with each other.

**BRADFORD ISLAND (Cities Service), September 20**—Chairman, Joe Forresti; Secretary, T. Mangus. Each department delegate will complete a repair list by the end of the voyage. Steward will issue spray for flies. Crew will clean up the mess and mess deck at night. Place cigarettes in the ash trays instead of on the decks and passageways.

**No date**—Chairman, Charles C. Johnson; Secretary, T. Mangus. Fans have been fixed; other repairs are in the process of being done. OT for delayed sailing will not be paid. Cans put below in crew's passageways by BR disappeared; they will be put back. Suggestions were made to spend \$10 for magazines and to have the crew's radio repaired. Washing machine has not been obtained. Crew bought the last one for this ship and the company is supposed to furnish this one.

## Quiz Answers

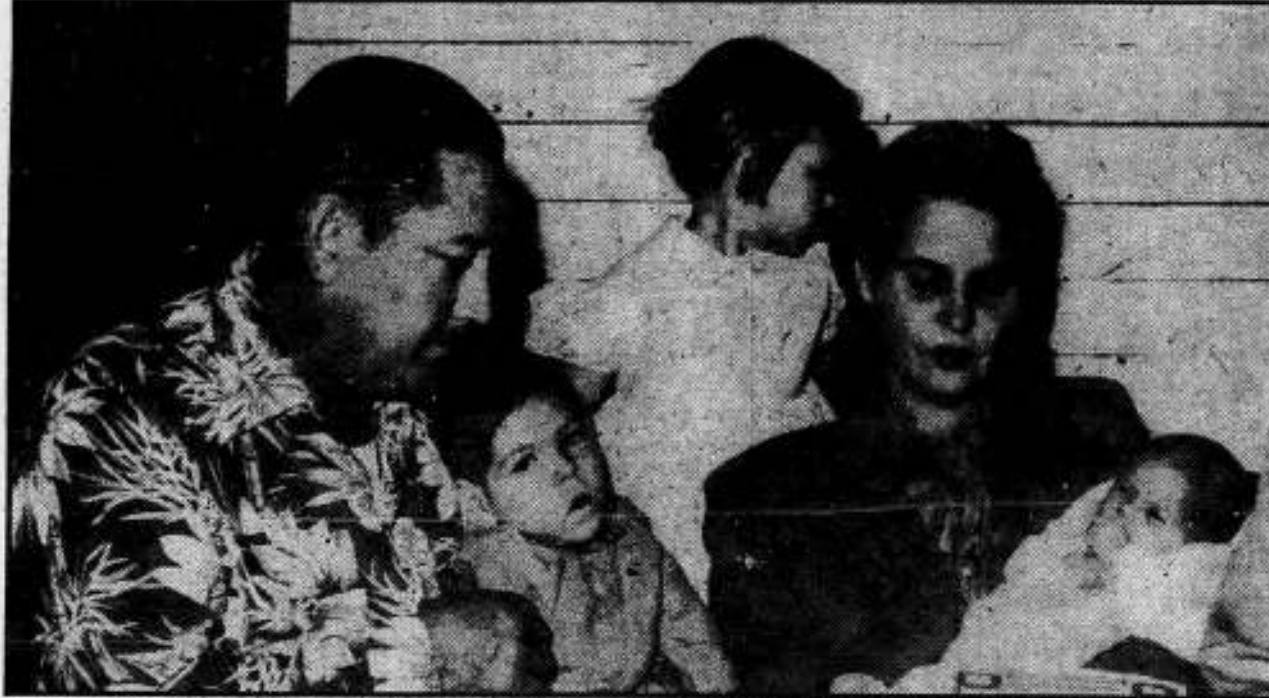
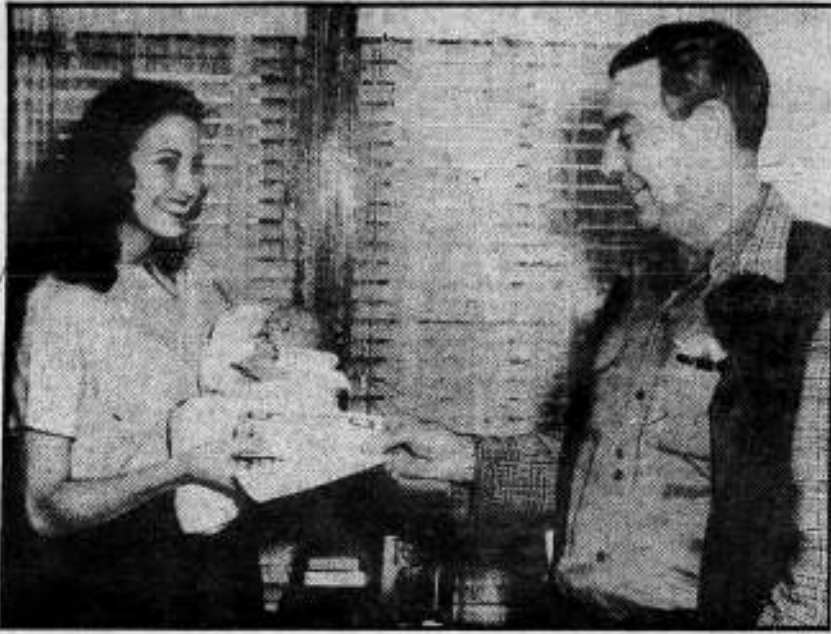
- 1) Bernard Baruch.
- 2) 24.
- 3) Georgia Neese Clark, Treasurer of the US.
- 4) 246 pounds. He had 46 pounds of flour, 52 of salt, 110 of sugar and 38 of beef.
- 5) New Amsterdam.
- 6) 12.5 percent. Only the bearings north, east, south and west are one word.
- 7) Truman. US stamps only carry likenesses of Presidents who are deceased.
- 8) No. Neither the Q nor the Z are used.
- 9) Groundhog.
- 10) 10:47. Each round takes three minutes or a total of 36, plus only 11 minutes between rounds.

## Puzzle Answer

C	O	K	L	A	S	B	A	R	I
E	M	M	A	T	T	A	W	O	L
S	T	A	L	T	O	O	K	E	E
S	T	R	A	T	H	M	O	R	E
M	A	E	G	E	R	M	A	N	
D	A	K	A	R	W	E	D	O	R
A	L	A	I	G	A	S	M	O	A
R	A	N	L	I	D	G	I	R	L
B	R	E	M	E	N	C	O	L	
E	S	M	E	R	A	L	D	A	S
P	A	C	T	I	R	E	I	O	N
A	N	O	A	L	I	T	O	M	N
K	I	E	L	E	E	N	E	E	D



# Lake Charles Gets In The Act



After a long drought, Lake Charles finally broke into the maternity column. Above, Leroy Clarke, port agent, presents first Lake Charles benefit to Mrs. Julius McCain for her son, William Earl McCain. Dad, who is at sea, is shown at right. Below, is the family of Seafarer Theodore Guidry. Children are: Marion, Gloria (standing) and baby Clara Mae.

## in the HOSPITALS

The following list contains the names of hospitalized Seafarers who are being taken care of by cash benefits from the SIU Welfare Plan. While the Plan aids them financially, all of these men would welcome mail and visits from friends and shipmates to pass away the long days and weeks in a hospital bed. USPHS hospitals allow plenty of time for visitors. If you're ashore and you see a friend's name on the list, drop in for a visit. It will be most welcome.

### USPHS HOSPITAL MANHATTAN BEACH, BROOKLYN, NY

Robert Atmore	John B. Haas
Carl S. Barre	Leo Kulakowski
Rupert A. Blake	Frederick Landry
Claude F. Blanks	James J. Lawlor
Edmund C. Blosser	Francis F. Lynch
Walter J. Chalk	Vic Milazzo
Charles M. Davison	Lloyd W. Miller
Emilio Delgado	Pedro Peralto
James R. Downs	Harry F. McDonald
John J. Driscoll	John R. Murdock
E. Ferrer	G. E. Shumaker
Leonard J. Franks	Robert Sizemore
Robert E. Gilbert	Henry E. Smith
Bart E. Guranick	Albert Thompson

### ST. AGNES HOSPITAL PHILADELPHIA, PA.

Peter Moreni	
USPHS HOSPITAL BRIGHTON, MASS.	
Richard P. Bowman	William Girardeau
Frank J. Demasi	Raymond Harris
John P. Fifer	Santiago Laurente
Michael Filosa	Donald S. White
John J. Fisherty	

### USPHS HOSPITAL STATEN ISLAND, NY

David C. Archia	Francis C. Leake
Albert E. Baker	John C. Long
Alejandro Banes	Richard Martinez
Joseph T. Bennett	Olav Mathison
Maurice Burnstine	Charles Mathews
George Canning	Erling Melle
Charles W. Cothran	George Meshover
James M. Davis	Max E. Meyer
Charles DeJesus	Thomas Mojica
Alvaro DosSantos	Herbert Muncie
Erasmo Flecha	Leonard Murphy
John Galvin	T. Papoutsaglov
Frank E. Gardner	William E. Pepper
Robert Gribben	Stanley Pilirow
Mohamed A. Halem	Robert E. Quinn
J. T. Hawley	David C. Rich
William Herman	Oliver W. Richard
Otto R. Hoepner	Sidney Rivers
Fred Hohenberger	Blicker L. Robbins
Juan Hopkins	Howard E. Rode
Emilio Isaac	Graydon Suit
Chester B. Jensen	Robert F. Stewart
Charlie B. Karlson	Frank J. Taggart
Thomas P. Kenny	Edward Voltz
Charles Krull	Arthur H. Williams
Robert H. Kline	Alexander Wheaton
Stanley F. Koening	B. Zielenki
Chester Krupinski	

### USPHS HOSPITAL BALTIMORE, MD.

Ernest C. Anderson	Angelo Maciel
Joseph S. Barron	Cyril J. Magnan
Roland R. Bell	Jacob B. Malenke
Karl A. Bink	Eutimio Melone
Louis A. Brown	Cristo Praso
Henry K. Callan	John G. Robinson
George F. Crabtree	A. B. Seeburger
John R. L. Dadds	Corrie L. Shartzner
Robert L. Ecker	Charles W. Shaw
Henry J. Foy	L. J. Sheehan
Gorman T. Glaze	John W. Smith
Joseph F. Goude	Nikolai Taska
L. E. Gregory	Roy Thompson
William C. Hall	Albert Turkovich
R. J. Hennekens	A. A. Vayevotzki
Delbert Horvath	James Wall
Edward LeDuc	Vyrl E. Williams
George B. Little	

### NORWEGIAN HOSPITAL NEW YORK, NY

James R. Lewis

### USPHS HOSPITAL NORFOLK, VA.

R. W. Castellow	C. L. Massey
H. L. Hadley	John C. McStravick
Otis J. Harden	Arthur Ronning
Leslie M. Jackson	S. E. Roundtree
Thomas J. Kustas	George L. Sawyer
Ioannis Laskoratos	Henry S. Sosa
Luis Lopez	J. S. VanDerEnde

### USPHS HOSPITAL SAVANNAH, GA.

Warner W. Allred	Louis C. Miller
LaBruce Anderson	J. T. Moore
Dan W. Boatwright	Jack D. Morrison
J. M. Hall	Charles E. Farris
T. M. Hedlund	Luther C. Seidle
William J. Hutto	James B. Sellers
Hubert L. Lanier	John L. Sikes

### FIRLAND SANITORIUM SEATTLE, WASH.

Emil Austad

### USPHS HOSPITAL SEATTLE, WASH.

Ray J. Arsenault	Mihedg P. Lee
Thomas D. Dalley	K. C. McCulough
Anatario DeFilippe	Newel D. Merrick
Thomas M. Gower	Jacob Lauer
Jonas Heidt	C. A. Rodriguez
Fred W. Henderson	Claude A. Virgin

### USPHS HOSPITAL GALVESTON, TEX.

Edward C. Atkins	James R. Mathews
Hilton Blanchard	Herbert C. Mclsaac
Edwin C. Cooper	William Mitchell
Henry A. Currier	Shirley Poole
Oliver A. Hess	Marcus J. Muller
W. H. Hodgkins	James Shonkwiller
J. E. Markopolo	John J. Smalling

### SAILORS SNUG HARBOR STATEN ISLAND, NY

Joseph Koslusky

### ST. JOSEPH'S HOSPITAL ABERDEEN, WASH.

David E. Mills

### BEEKMAN HOSPITAL NEW YORK, NY

Jans Grangaard

### POLYCLINIC HOSPITAL NEW YORK, NY

Lawrence DuBeau

### USPHS HOSPITAL CHICAGO, ILL.

James R. Anderson Frank W. Christy

### SEASIDE GENERAL HOSPITAL LONG BEACH, CAL.

W. J. Kupidowski

### PROVIDENCE HOSPITAL MOBILE, ALA.

Charles F. Nelson

## 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.

Brenda Joyce Williams, born April 3, 1952. Parents, Mr. and Mrs. David R. Williams, 402 East 57th Street, Savannah, Ga.

Derryl Irvin Wheeler, born April 9, 1952. Parents Mr. and Mrs. Orien Wheeler, Cuba, Ala.

William Joseph Talley, Jr., born October 9, 1952. Parents, Mr. and Mrs. William J. Talley, Sr., 9129 John Street, Philadelphia 24, Pa.

Stanley Perzeproski, Jr., born September 27, 1952. Parents, Mr. and Mrs. Stanley Perzeproski, 2427 Fairmount Avenue, Philadelphia, Pa.

Sandra Rena Griffith, born September 7, 1952. Parents, Mr. and Mrs. Thomas E. Griffith, Route 4, Box 171, Brookhaven, Miss.

Paul Norberti Livernois, born October 8, 1952. Parents, Mr. and Mrs. Roland J. C. Livernois, 74 Paige Hill, Southbridge, Mass.

Wayne Martin Parsons, born September 22, 1952. Parents, Mr. and Mrs. Frank Parsons, 84 Bay Street, Brockton, Mass.

Terry Lynn Holland, born June 1, 1952. Parents, Mr. and Mrs. Herbert J. Holland, 927 Poland Avenue, New Orleans, La.

Brenda Theresa Gardenal, born October 2, 1952. Parents, Mr. and

Mrs. Leonard J. Gardenal, 1901 Chippewa Street, New Orleans, La.

Deborah Ann Cuccia, born September 29, 1952. Parents, Mr. and Mrs. Jacob J. Cuccia, 1523 Camp Street, New Orleans, La.

Heather Kathleen Murphy, born September 13, 1952. Parents, Mr. and Mrs. Hugh Murphy, 4102 Eastern Avenue, Seattle, Wash.

Mary Rose Cline, born October 4, 1952. Parents, Mr. and Mrs. Henry Ford Cline, 4532 Magazine Street, New Orleans 15, La.

Brenda Darlene Akins, born August 18, 1952. Parents, Mr. and

Mrs. Marion J. Akins, Route 4, Nashville, Ga.

Clara Mae Guidry, born September 22, 1952. Parents, Mr. and Mrs. Theodore Guidry, Basile, La.

Barbara Joan Kane, born October 4, 1952. Parents, Mr. and Mrs. Michael J. Kane, 303 East 157th Street, Bronx, NY.

Michele Rose Sevier, born September 7, 1952. Parents, Mr. and Mrs. Arnim M. Sevier, 1437 49th Avenue, North, St. Petersburg, Ala.

Sharon Dawn Carraway, born September 25, 1952. Parents, Mr. and Mrs. William L. Carraway, 208 East 4th Street, Washington, DC.

Gary Michael Gilmore, born October 4, 1952. Parents, Mr. and Mrs. Hugh M. Gilmore Jr., 247 B, Tensaw Street, Prichard, Ala.

Dennis De Los Santos, born October 3, 1952. Parents, Mr. and Mrs. Raul De Los Santos, 5522 Avenue A 1/2 Street, Galveston, Texas.

William Leonard Burnham, born August 28, 1952. Parents, Mr. and Mrs. William Burnham Jr., 3108 Reistertown Road, Baltimore 15, Md.

Patricia Ann Arabski, born August 6, 1952. Parents, Mr. and Mrs. Roman Arabski, 511 South Paterson Park, Baltimore, Md.

### On The Mend



Looking for right card at Savannah hospital is Tommy Moore, cook, who's been there for almost a year.

### Taking Care Of It



Maternity benefit for \$200 is in hands of Jay Friend who was just presented with a new brother. Jay promised his father, Seafarer Al Friend, to turn it over to mother as soon as they got home.

# SEEIN' THE SEAFARERS

With WALTER SIEKMANN



(News about men in the hospitals and Seafarers receiving SIU Welfare Benefits will be carried in this column. It is written by Seafarer Walter Siekmann based on items of interest turned up while he makes his rounds in his post as Director of Welfare Services.)

The deadline for the McCarren Act to go into effect is getting closer now, and some of our members who are getting worried about some of the rumors they've been hearing, should relax. The Union has been in constant contact with the Government, and even the Government is still busy interpreting the act, and there isn't anything definite yet on interpretation. As soon as there is anything official, the Union will know, but until then the members who are aliens should not get upset about any rumors they happen to hear.

Donald (Tiny) Mease is on the beach after just getting out of Kings County Hospital. He was in there with a broken shoulder, and still has the shoulder all strapped up. He was around the hall lately, and says it still will be a while before he's ready to get another ship. Frank Gardner, who usually sails as steward, is a little disappointed about having to go into the hospital over at Staten Island. Not necessarily because he's so sick, but because he's been making plans to bring his daughter into the US. His being in the hospital will hold up her trip to the US for a while.

Al Wheaton has been over in Staten Island for some time now, about three weeks. He's really raring to get out now that his hands are starting to feel better again. He had to get off the San Mateo Victory to go into the hospital. Recently, he changed his address to New Mexico. He's going to convalesce for about three months, and figures this will give him a good chance to get acquainted with all his new neighbors out there.

We'd like to remind all the members that they should notify the Union just as soon as possible after they get into a hospital. Not only



Wheaton

because we'll be able to get their hospital benefits starting right away, but also so that Union can help out in any other way that happens to be needed. In a lot of cases, we've managed to have the companies pay off the guys while they were in the hospital and needed money, and have been able to make sure that the Seafarers got all the money that was coming to them.

Chester Krupinski who had to get off the Seatrain Louisiana where he was sailing as cook to go into the hospital over on Staten Island, is getting along okay. He goes into the operating room over there, and about

10 minutes later he's wandering all over the ward. He's got a real fine wife, who helps to cheer up the atmosphere in the ward when she comes up to visit with him.

We've been able to help out a few Seafarers who were trying to get mortgages or other types of financing. Most of the guys found that they needed some sort of evidence about their employment and credit so that they could buy a home, and the Union was able to give them letters, telling how much they've worked in the past, and so forth, so that they were able to get their mortgages. Seafarers sure have come a long way under the SIU. Wasn't very many years ago that it was unthought of for a seaman to buy his own home.

Some of the brothers have been having a little difficulty collecting maintenance because when they were sick or injured aboard ship they didn't report to the head of their department. In the future, any man in this situation should report immediately to his department head, so there won't be any problem of collecting money due from the company.

Pablo Lopez is just about popping the buttons on his shirt now that he's the father of a real fine baby boy. He was glad to get that \$200 Maternity Benefit Check and \$25 Baby Bond, too, and says that now that Pablo, Jr., is around, he and his wife, Julia, are thinking about moving to a bigger apartment or even buying a house for themselves. Pablo got off the Henry T. Rainey, where he was sailing as FWT, to be home when the baby was born, and says he'll probably catch one of the coastwise runs in a while so he can get home to the family more often.

## FINAL DISPATCH

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

**Charles Kerstens, 66:** Born in Antwerp, Holland, Brother Kerstens died of natural causes at the USPHS Hospital at Richmond, NY on October 7. He joined the SIU in Baltimore in 1946, sailing in the engine department. His wife, Ruby Kerstens, 540 West 47 Street, New York 36, NY, survives him. Burial took place at the Resurrection Cemetery, Farmingdale, LI.

**Rescoe R. Hobdy, 44:** On October 12, Brother Hobdy died of natural causes at the USPHS Hospital in Richmond, NY. Since the beginning of 1952 he had been sailing as a second cook in the stewards department. He was buried at the Oakland Cemetery, Mobile, Ala. Surviving is his wife, Dorothy

Hobdy, 1160 Herculese Street, Mobile, Ala.

**William H. Page, 38:** On September 18 Brother Page died in Rocky Mount, NC. He had been a member of the Union since 1943, when he started sailing from Savannah as an oiler in the engine department. Burial took place in the Greenwich Section of Bonaventure Cemetery, Savannah, Ga. Surviving Brother Page are his parents, Mr. and Mrs. William A. Page of 114 West 59 Street, Savannah, Ga.

**Arvis Scott, 51:** Brother Scott died of pneumonia at the Mercy Hospital in Baltimore, Md. on June 16. He had been with the SIU since December, 1938, when he joined in Tampa, sailing as an FOW in the engine department. A resident of Baltimore, his estate is administered by Ruby S. Krech-

# He's 'Dispatched' SIU-Style

<p>TO CREW DELEGATE</p>	<p><b>SEAFARERS INT'L UNION</b> Atlantic and Gulf District American Federation of Labor</p>	<p>To the Department Head —</p> <p><input checked="" type="checkbox"/> THIS MAN ACCEPTED</p> <p><input type="checkbox"/> THIS MAN REJECTED</p> <p>Reasons: <i>because his weight is 8 lbs. 7 oz.</i></p> <p>Signature of Dept. Head: <i>Dr. E. A. Ficklen</i></p>
<p>Book Number <i>0</i> Date <i>7/28/52</i></p> <p>Name <i>Mitchell Tunstall Reed Jr.</i></p> <p>Rating <i>Ordinary Seaman</i></p> <p>To S. S. <i>Baptist Hospital</i></p> <p>Dispatcher <i>M. P. Reed</i></p>		

Arrival of Seafarer-to-be, Mitchell Reed, Jr., was announced to all and sundry on the official SIU dispatch card. As card shows, young Mitchell hit the scales at a respectable 8 pounds, 7 ounces according to the Baptist Hospital "department head" Dr. E. A. Ficklen.

Young Mitchell T. Reed, Jr., is just three months old at this writing, but already he's received his baptism in the SIU, in preparation for what his father hopes will be a successful maritime career.

Mitchell's father, Mike Reed, is currently an AB aboard the Mississippi cruise ship, Del Sud. An SIU member for ten years, Mike saw to it that Junior's arrival was celebrated in proper SIU style.

### 'Dispatch' Announced

For one thing, the announcements of Junior's birth were sent out on the official SIU dispatch card form. They told the world that Mitchell Tunstall Reed Jr., a young man with the rating of "ordinary seaman" had been dispatched to the Baptist Hospital and deemed acceptable by "department head" Doctor E. A. Ficklen, because "his weight is eight pounds seven ounces."

### Nautical Gift

Steward Fred Shaia got into the nautical spirit when he presented Junior with a fully-equipped miniature sea bag containing all necessary personal gear. Junior's dad lost no time in introducing him to maritime elixer. When young Mitchell was just two weeks old, he was taken on a tour aboard the Del Sud to say goodbye to his father. At 2½ months he was formally introduced to the SIU on a visit to the New Orleans branch hall.

As Mitchell Sr. put it, "the SIU . . . is the best organization there is and what with all the new benefits, it is improving more all the time. The maternity benefit sure came in handy."

"If the Union continues to improve in the future as it has already, which we are confident it will, our son has our hearty approval to begin his maritime career when he is old enough."



Here's the future Seafarer, at home with his parents, Mr. and Mrs. Mike Reed.

## Brother Wants To Ship Out To Visit Seafarers Grave

One of the ever-present menaces of the sea, death by drowning, took the life of Seafarer Genieusz Baranski, just 22 years of age. Baranski, a wiper on the Steel King, lost

his life principally because he could not swim. So when the badly-overloaded, oar-driven, bumboat that served as a launch in Cochin, Indo-China, swamped with the first real swell that hit it in midstream, he and Danny Benedict, 3rd assistant, went down together, with Benedict apparently losing his life in a vain attempt at rescue.

Baranski's parents and his brother Henry make their home

in the Greenpoint section of Brooklyn. An older brother, also a Seafarer, is presently working ashore in a Galveston shipyard. When SIU Welfare Service Director Walter Siekmann visited the Baranski home to make the \$2,500 death benefit payment, he found Henry anxious to ship out himself.

He said that at least if he didn't have a chance to see his brother before he died, he would like to get a look at his grave and see it was properly cared for.

Siekmann advised him that for the time being it would be best for him to stay home with his mother for the time being. If he felt the same way a few months from now, the Union would give him assistance in getting a ship out to that part of the world.

"We know it's awfully tough on the family when a young fellow loses his life in an accident like this," Siekmann said. "That's one of the things that seamen have to face. But at least when something like this does happen, we have a Welfare Plan that helps take the money worries off the necks of the family."



Mrs. Josephine Baranski and her son Henry, chat with Walter Siekmann, SIU Welfare Services Director about death of Seafarer Genieusz Baranski.



Baranski

This page is a reproduction of the official A&G election ballot. Forty-nine of the seventy-five men on this ballot will be chosen by you and your brother Seafarers to run the affairs of your Union for the coming two years.

You can learn the candidates' records by reading the special four-page supplement in this issue. Polls will be open in every SIU hall from November 1 to December 31.

Whoever you elect will be able to do a better job if he has the endorsement of a majority of the entire membership. It's up to every member then to cast his ballot at the earliest opportunity.

# OFFICIAL BALLOT

## For Election of 1953-1954 Officers

### Seafarers International Union of North America

ATLANTIC & GULF DISTRICT

VOTING PERIOD NOVEMBER 1st THROUGH DECEMBER 31, 1952

INSTRUCTIONS TO VOTERS—In order to vote for a candidate, mark a cross (X) in voting square to the left of name. If you vote for more candidates for office than specified herein your vote for such office will be invalid.

YOU MAY WRITE THE NAME OF ANY MEMBER WHOSE NAME DOES NOT APPEAR ON THE BALLOT IN THE BLANK SPACE PROVIDED FOR THAT PURPOSE UNDER EACH OFFICE.

Do not use a lead pencil in marking the ballot. Ballots marked with lead pencil will not be counted.

MARK YOUR BALLOT WITH PEN AND INK OR INDELIBLE PENCIL.

#### SECRETARY-TREASURER

Vote for One

Paul Hall, H-1

#### ASSISTANT SECRETARY-TREASURERS

Vote for Six

- Joseph Algina, A-1
- Lloyd Gardner, G-1
- William Hall, H-272
- Robert Matthews, M-1
- Claude Simmons, S-1
- Joseph Volpian, V-1

#### BOSTON AGENT

Vote for One

James Sheehan, S-3

#### BOSTON JOINT PATROLMAN

Vote for One

James E. Sweeney, S-6

#### NEW YORK DECK PATROLMAN

Vote for Three

- Adelbert Arnold, A-147
- Thomas (Tom) Banning, B-12
- Michael (Mike) Colucci, C-3
- John L. Crowley, C-171
- George (Frenchy) Ruf, R-1

#### NEW YORK ENGINE PATROLMAN

Vote for Three

- Theodore (Ted) Babkowski, B-1
- Thomas (Tom) Clerk, C-5
- Eddie (Deck) Eriksen, E-85
- Charles Scofield, S-186
- Walter Siskmann, S-7
- Van Whitney, W-11

#### NEW YORK STEWARDS PATROLMAN

Vote for Three

- Isaac Antonio, 41162
- Allen Bell, B-14
- Donald S. Gardner, G-279
- Paul Gonsorchik, G-2
- Howard Guinier, G-3
- William M. Jenkins, J-78
- Allan Lake, L-41
- Jose Pacheco, P-53
- Freddie Stewart, S-8

#### NEW YORK JOINT PATROLMAN

Vote for Six

- Omar (Les) Ames, A-194
- Martin (Marty) Breithoff, B-2
- Gene Dakin, D-9
- Claude Fisher, F-2
- Louis (Lou) Goffin, G-7
- Reed Humphries, H-4
- Edward (Eddie) Mooney, M-7
- Ernest Tilley, T-2
- Ward M. Wallace, W-102

#### PHILADELPHIA AGENT

Vote for One

A. (Blackie) Cardullo, G-1

#### PHILADELPHIA JOINT PATROLMAN

Vote for One

- Stephen Bergeria, B-179
- John Hetzell, H-6

#### BALTIMORE AGENT

Vote for One

Earl (Bull) Sheppard, S-2

#### BALTIMORE DECK PATROLMAN

Vote for One

Leon (Blondie) Johnson, J-2

#### BALTIMORE ENGINE PATROLMAN

Vote for One

F. (Al) Stansbury, S-22

#### BALTIMORE STEWARD PATROLMAN

Vote for One

Patrick (Pat) McCann, M-12

#### BALTIMORE JOINT PATROLMAN

Vote for One

- Rex E. Dickey, D-6
- Raymond (Red) White, W-203

#### NORFOLK AGENT

Vote for One

- Walter (Rusty) Boyeler, B-81
- Vic D'India, D-191
- Harry R. Pitt, 46534
- Ben Rees, R-2

#### NORFOLK JOINT PATROLMAN

Vote for One

James A. Bullock, B-7

#### SAVANNAH AGENT

Vote for One

Jeff Morrison, M-3

#### SAVANNAH JOINT PATROLMAN

Vote for One

- Marvin O. (Moe) Brightwell, B-247
- Nevin E. Ellis, E-70
- James L. Tucker, T-22

#### TAMPA AGENT

Vote for One

Ray White, W-2

#### TAMPA JOINT PATROLMAN

Vote for One

- Paul C. Carter, C-62
- Edward (Eddie) Parr, P-1

#### MOBILE AGENT

Vote for One

Cal Tanner, T-1

#### MOBILE DECK PATROLMAN

Vote for One

- George F. Kimbrel, K-25
- William J. Morris, M-4

#### MOBILE ENGINE PATROLMAN

Vote for One

Robert Jordan, J-1

#### MOBILE STEWARD PATROLMAN

Vote for One

Leo P. Marsh, M-9

#### MOBILE JOINT PATROLMAN

Vote for One

- Harold J. Fischer, F-1
- A. W. (Andy) Gowder, 36884

#### NEW ORLEANS AGENT

Vote for One

Lindsey J. Williams, W-1

#### NEW ORLEANS DECK PATROLMAN

Vote for One

- C. M. Tannehill, T-5
- C. (Butch) Wright, W-239

#### NEW ORLEANS ENGINE PATROLMAN

Vote for One

C. J. (Buck) Stephens, S-4

#### NEW ORLEANS STEWARD PATROLMAN

Vote for One

- Fred R. Hicks, Jr., H-24
- Herman M. Troxclair, T-4

#### NEW ORLEANS JOINT PATROLMAN

Vote for One

Leroy Clarke, C-4

#### GALVESTON AGENT

Vote for One

Keith Alsop, A-3

#### GALVESTON JOINT PATROLMAN

Vote for One

Charles Kimball, K-2

SAMPLE BALLOT

# Candidates For 1953-54 A&G Posts

As provided in the SIU constitution, the following men have nominated themselves for A&G offices, and have submitted the required credentials. A brief biography of each candidate appears on these pages to acquaint members with their background. Voting on the candidates will get underway November 1 and run until December 31. A sample ballot is on page 32. The Credentials Committee's report is on page 8.

## For: Secretary—Treasurer

(Vote For One)

**PAUL HALL—No. H-1:** Member of SIU since beginning. Holds clearances for all strikes. Active participant in organizational beefs during Union's earliest days. Elected NY port agent, 1944. Headed successful Isthmian organizing drive. Elected secretary-treasurer every year since 1947. Served on SIU negotiating committee during all contract talks since then including Welfare and Vacation Plan negotiations. Served in various capacities in practically every Union beef since SIU was chartered. Sailed in all war zones during World War II.



## For: Assistant Secretary-Treas.

(Vote For Six)

**JOE ALGINA—No. A-1:** Transferred to SIU from old AFL Seamen's Union when SIU was formed. Sailed actively in WW II before becoming Union organizer. Served Union in various capacities as NY deck patrolman, acting port agent, before being elected NY port agent 1948, 1949 and 1950. Elected hq representative for 1951 and 1952. Participated in Coos Bay and various longshore beefs, 1946 General Strike, Wall Street and Isthmian strikes. Has been Union negotiating committee member for past six years.



**LLOYD A. (Blackie) GARDNER—No. G-1:** Has been SIU member since Union was formed. Sailed in all combat areas during WW II. Holds clearances for every Union strike, beef and organizational drive. Was dispatcher in New York and volunteer organizer in many drives. Elected port agent in Philadelphia in 1948. Served as hq representative in 1949. Was elected assistant secretary-treasurer for 1950 and 1952, in between serving as West Coast



representative. Is executive secretary of the AFL Maritime Trades Dept.

**WILLIAM HALL—No. H-272:** Joined the SIU A&G District in 1944, in the Port of New York. Served actively in many of the Union's major strikes and beefs, including the 1946 General Strike, the 1947 Isthmian Strike, the Wall Street Strike of the United Financial Employees, and the Canadian beef involving the Communist-controlled CSU. Has been elected deck delegate and ship's delegate on most of the ships he has sailed on and has represented the crew in their various beefs. Holds clearances for all Union actions.



**ROBERT MATTHEWS—No. M-1:** Joined SIU when it was chartered. Sailed engine or ship's delegate on many ships. Served as patrolman and port agent in Mobile and later as port agent in Jacksonville and San Francisco. The 1946 agents conference assigned him to NY as hq representative. Has been on every Union negotiating committee from 1946 to present. Was elected assistant secretary-treasurer for 1948, 1949 and 1950. Was elected hq representative for 1951 and 1952. Participated in all SIU strikes and job actions.



**CLAUDE (Sonny) SIMMONS—No. S-1:** Member of old ISU in 1935, then worked with US lighthouse dept. until joining SIU in 1939. In Mobile during American Seaman beef. Sailed until August, 1941, when appointed Tampa patrolman. Shipped again, August, 1942, and sailed through war. Appointed NY patrolman, Feb., 1945. Elected Tampa agent for 1946 through 1948. Resigned July, 1948, and shipped until Nov., 1949. Was acting hq representative that year. Elected NY engine patrolman for 1951, 1952. Now assistant secretary-treasurer.



**JOSEPH H. VOLPIAN—No. V-1:** Started sailing in 1922. Active in maritime labor many years before joining SIU in 1940 in New Orleans. Served as NY engine patrolman from 1943 to 1947. While patrolman served as special services repre-



sentative in charge of membership problems with Coast Guard, Immigration, unemployment insurance and similar matters. Elected assistant secretary-treasurer 1948, 1949, 1950 and hq representative for 1951 and 1952. Has strike-clear record for all SIU strikes and beefs.

## For: Boston Agent

(Vote For One)

**JAMES SHEEHAN—No. S-3:** Member of SIU since beginning. Served as organizer in Gulf during 1938 and 1939. Elected to Union office in 1944 and to various Union posts since, including NY deck patrolman, 1947 and 1948, and Philadelphia agent, 1949. Returned to sea in 1950 and sailed to July, 1951, when appointed Boston agent to replace resigning official. Has sailed since 1924 as AB and bosun. Holds clearances for all SIU strikes for past 11 years. Elected Boston port agent for 1952.



## For: Boston Joint Patrolman

(Vote For One)

**JAMES E. SWEENEY—No. S-6:** Is Boston joint patrolman at present. Has been appointed and reelected to this post for nine consecutive terms with the exception of a brief lapse in 1948-49 while at sea. First went to work for the Union in 1941. Directed General Strike activities in 1946 in Portland, Me. Also served as joint patrolman in New York in 1943. Has been a member of the Seafarers International Union since its establishment in 1938. Has played an active role in all of the Union's activities and operations.



## For: New York Deck Patrolman

(Vote For Three)

**ADELBERT (AD) ARNOLD—No. A-147:** Joined the SIU, A&G District, in 1944, and holds clearances for all strikes and beefs since that time. Has been ship's delegate on a number of different ships, including freighters, tankers and Seatrains, and has brought in many of these vessels clear of any beefs at all. Has sailed in various ratings in the deck department on all the different types of ships. At present, he is serving as the ship's delegate on the Steel Voyager (Isthmian) and reports that so far there are almost no beefs.



**TOMMY BANNING—No. B-12:** Has been an active SIU member since joining the Union in 1938. Took part in the early organizing drives in various shipping companies. Served for several years in the US Army in World War II. On returning, was appointed SIU representative in Puerto Rico. Worked in the new headquarters of the New York hall in 1951. Appointed joint patrolman in the Port of New York this year, and is still working at this job. Has played active role in various SIU strikes in the New York area.



**MICHAEL (Mike) COLUCCI—No. C-3:** Joined the SIU in 1944 in New York. Sailed during war to various war zones. Served as ship's delegate and deck delegate on many ships. Served as Union organizer throughout the Isthmian drive, contacting Isthmian ships on East Coast. Served as picket captain during 1946 General Strike and 1947 Isthmian Strike. Also served as picket captain during Wall Street Strike and many other beefs in which SIU helped other unions. Worked as New York dispatcher for past year.



**JOHN CROWLEY—No. C-171:** Started sailing with SIU in 1944 and sailed with Union remainder of World War II. Served as ship-board organizer in Union's successful drive on Mathiasen tankers. Received Union book for organizing services in that drive. Elected to strike committee for Port of Boston in 1946 General Strike. Sails on deck department, holding ratings as bosun, carpenter and AB. Has clear record for all SIU beefs and strikes, and a clean record as a member of the Union since he joined up.



**GEORGE (Frenchy) RUF—No. R-1:** Joined SIU in Mobile in 1942. Served as volunteer organizer aboard Isthmian, Cities Service and American Trading ships. Participated actively in 1945 longshore beef, 1946 General Strike, 1946 MM-&P strike 1947 Isthmian strike. AFL Garment Workers beef and many others. Worked shoreside for Union in Gulf part of 1945 and 1946 and on East Coast part of 1946 and 1947. Worked on Cities Service drive 20 months in New York. Elected NY deck patrolman for 1951 and 1952.



## For: New York Eng. Patrolman

(Vote For Three)

**TEDDY BABKOWSKI—No. B-1:** Joined SIU in 1941 and sailed in all combat zones during WW II. Was volunteer organizer in Isthmian drive and various tanker drives. Served on New York Isthmian strike committee. Active in 1941 strike Coos Bay and shipyard beefs. Served on Baltimore committee aiding shipyard and telephone workers. Held several appointive Union positions. Elected joint patrolman in New York for 1944 and NY engine patrolman for year 1950, 1951 and 1952.



**TOM CLARK—No. C-5—** Has been with Union for past nine years, joining SIU, A&G District, in New York, 1943. Sailed during war in all combat zones. Served as black gang delegate, and ship's delegate aboard many vessels. Participated actively in 1946 General Strike, Isthmian Strike in 1947 and all other Union strikes in the A&G District. Was elected engine patrolman in New York headquarters for 1950. Holds clearance for all SIU strikes and beefs since becoming a member.



**For: New York Std. Patrolman**  
(Vote For Three)



**ISAAC S. ANTONIO—No. 41162**  
—Member of the SIU since 1944. Sailed regularly in stewards department and knows functioning of stewards department thoroughly. Fully familiar with Union regulations and contract provisions. As delegate, led job action on Jean Lafitte in Boston along with deck and engine delegates. Result was that crew collected overtime for lack of launch service. Has full clearance on all SIU strikes and beefs since joining. Known to membership as "Antoine" or "Tony."



**ALLEN BELL—No. B-14—** Joined Seafarers International Union, Atlantic and Gulf District, in 1942. Sailed during the war on a number of SIU contracted vessels, visiting most of the various war zones. He has participated in all SIU strikes, and holds Union clearances for every SIU strike and beef since he joined the Union. Has sailed in all ratings in the stewards department, steward, chief cook, baker, messman, etc., on various types of ships contracted to the SIU.



**DONALD SIDNEY GARDNER—No. G-279—** Member of old International Seamen's Union. Came into SIU when that broke up in 1939. Sailing 48 years, all in stewards department, in every rating. Now sails as chief steward. Sailed regularly in combat zones in World Wars I and II. Has served on various Union committees including hq contract committee and trial committees. Was on hq strike committee during 1946 General Strike and on standby during Isthmian Strike.



**W. PAUL GONSORCHIK—No. G-2—** A&G member since Union was founded in 1938. Sailed steward, chief cook and baker. Elected NY dispatcher in 1940. Member of Union negotiating committee, 1940 and 1941. Assisted constitutional committee in drafting original SIU constitution. Member 1941 bonus strike committee when he went to Washington to negotiate war bonuses. Returned to sea in 1943, then elected NY dispatcher. Served as NY steward patrolman since May, 1951, until elected Baltimore steward patrolman for 1952.



**HOWARD GUINIER—No. G-3—** Joined SIU at its start. Served as organizer in various drives from 1936 to 1941. Represented Union before National Defense Mediation Board on contract dispute in 1941. Served as chairman of headquarters branch



bonus strike committee. Was chairman of NY branch food and housing committee for the 1946 general strike. Secured 3,000 berths for members during the strike. Elected stewards patrolman in NY every year from 1946 to the present.

**WILLIAM M. JENKINS—No. J-78—** Member of the SIU, A&G District, since the beginning of the Union. Sailed regularly in stewards department for the past 25 years. Served in all ratings in the department. Has sailed as chief steward and second steward for the past nine years. Thoroughly acquainted with problems facing all men in the department. Active in all major strikes and beefs since Union was formed and has a clear record on all Union actions. Sailed actively during World War II.



**ALLAN S. LAKE—No. L-41—** Has been sailing regularly in the stewards department since joining the SIU in 1943. Before that, he sailed irregularly for 18 years on various type ships. Has been elected, and served as ship's delegate on a number of the SIU ships on which he sailed. He holds clearances for all SIU strikes and beefs since he joined the Union, and was very active in the beef in San Juan, Puerto Rico, last winter. Has sailed in all ratings in the stewards department since he started going to sea.



**JOSE PACHECO—No. P-53**  
—Has belonged to SIU since 1941, and has shipped in the stewards department. Has accepted various responsibilities while sailing, and has served as ship's delegate and steward delegate on many ships. Participated actively in many of the Union's fights for better conditions and organizing of the unorganized. Assisted in the Isthmian Strike in 1947 and in the Wall Street office workers' strike in 1949. Has helped in squaring away many shipboard beefs in the stewards department.



**FREDDIE STEWART—No. S-8:** Was volunteer organizer for SIU when it was founded. Participated in all major strikes including bonus strike, Isthmian 1946 General Strike and other actions. Was leader of direct action to secure milk, good provisions and decent shipboard conditions for all Seafarers. Served as stewards patrolman in NY in 1947 and joint patrolman in 1948 and 1949. Elected stewards patrolman for 1950, 1951 and 1952. Assisted in drawing up many of the Union's past contracts.



**For: New York Joint Patrolman**  
(Vote For Six)



**OMAR (Les) AMES—No. A-194—** Joined the SIU in 1939. Sailed to all war zones during the war, and had one ship torpedoed. Has sailed in all ratings in the deck department. Has served as ship's delegate on several ships. Served as volunteer organizer in both the Isthmian and the Cities Service campaigns. Has worked shoreside for the Atlantic and Gulf District and for the Great Lakes District. Has served as patrolman in the Port of New York. Has clearances for all strikes and beefs.



**MARTY BREITHOFF—No. B-2**  
—Started sailing with SIU in 1942 and sailed during World War II in all combat zones in both engine and stewards departments. Served on grievance committee in Tampa during 1946 General Strike. Was shipboard organizer at start of Cities Service drive in 1946. Served as chief dispatcher, Port of New York in 1951 and 1952. Active in aiding other unions helped by the SIU in their beefs. Participated actively in all Union strikes and actions.



**GENE DAKIN—No. D-9—** Is a charter member of the SIU, A&G District, dating his membership since the Union's inception in November of 1938. Holds clearances for all the SIU strikes and beefs since the Union was organized. Has sailed in all unlicensed ratings in the deck department. Was patrolman and dispatcher in the Port of Boston from June, 1945, to March, 1948, and from June, 1949, to July, 1951. Also served in the Port of Boston as an acting dispatcher during a brief time this year.



**CLAUDE FISHER—No. F-2—** Started maritime career in September, 1917. Transferred from AFL Seamen's Union to the SIU at its inception in November, 1938. Attended the first SIU meeting and served as volunteer organizer through May, 1939. Also helped draft the first shipping rules. Shipped out in June, 1939. Elected in 1941 as New York steward patrolman. Served on all negotiating committees from 1942-46. Retired because of illness in February, 1947. Has sailed actively from 1947-52.



**LOUIS GOFFIN—No. G-7:** Transferred into SIU from old AFL Seamen's Union in 1939. Participated actively in 1941 bonus beef, 1946 General Strike and Isthmian strike and other actions. Served Union as patrolman and agent in Philadelphia and Jacksonville and as assistant secretary-treasurer for the A&G district. Was elected deck patrolman in NY for every year from 1947 to the present. Participated in negotiations for many new SIU contracts. Has all clearances for Union actions.



**REED HUMPHRIES—No. H-4—** Joined SIU in July, 1944, in NY. Sailed continually in World War II in deck department. Active in the 1946 General Strike and in the Wall Street Strike where he served on the grievance committee. Active in many beefs where SIU helped other unions including department store beef and all long-shore beefs. Helped out in Puerto Rico ILA beef early this year. Served as shipboard organizer on Mar-Trade tankers. Appointed NY patrolman in 1952. Is now in charge of SIU hq maintenance and repair.



**EDWARD X. MOONEY—No. M-7—** Now serving as patrolman and dispatcher in New York and as manager of the Port O'Call Bar. Joined the SIU in 1945. Served as ship's delegate or stewards delegate on majority of ships. Was member of Food and Housing Committee for 1946 General Strike. Assisted the SIU during the Canadian beef, and represented the SIU in last spring's ILA beef in San Juan. Was at sea during 1947 Isthmian Strike. Actively participated in Wall Street Strike and many other beefs in which the Union helped other labor outfits.



**EARNEST B. TILLEY—No. T-2:** Joined SIU A&G District in Baltimore, 1933. Appointed engine patrolman for Baltimore in 1945. In January, 1947, appointed Philadelphia patrolman and later served as Philadelphia agent. Elected Philadelphia joint patrolman for 1948. Filled in as patrolman in Savannah and as acting agent in Boston in place of resigning officials. Served as Wilmington agent in 1949 and as patrolman in Savannah. Elected Savannah agent for 1951 and 1952. Strike-clear for all Union beefs.



**WARD M. WALLACE—No. W-102—** Has been sailing with the Union since 1946 and became a full book member of the Union during the following year. Has been in continuous good standing since that time. Was elected by various ships' crews to serve as department delegate or ship's delegate. Has served on a number of shoreside Union committees while on the beach. Has full clearance for all strikes and beefs that the Union has participated in since he started sailing with the SIU.



**For: Phila. Agent**

(Vote For One)



A. (Blackie) CARDULLO—No. C-1:

Since joining the SIU he has been active in all Union strikes and beefs. Was Marcus Hook agent until that hall was closed. Served as patrolman in Philadelphia, as West Coast representative and as NY hq representative. During war sailed in all combat zones. Has clearances for all Union actions. Active participant in Isthmian organizing and strike, 1945-47. Elected Philadelphia agent for 1950, 1951 and 1952. As chairman Philadelphia Maritime Trades Council, aided in port longshore and telegrapher beefs.



**For: Phila. Joint Patrolman**

(Vote For One)



STEVE BERGERIA—No. B-179

Has served as ship's delegate and deck delegate on most of ships he's sailed since joining the Union. Has helped in picketing and strike activities while ashore. Was picket dispatcher and member of clearance committee in 1946 General Strike in Philadelphia. Also was picket captain and dispatcher in 1947 strike against Isthmian. Assisted in polling Isthmian's Sea Hawk crew. Has had wide experience in negotiating on shipboard beefs and other troubles.



JOHN HETZEL—No. H-6

Has been a book member of the SIU since 1947. Has served as ship's delegate and departmental delegate on many ships. Has taken an active part through the Maritime Trades Department in Union beefs on the West Coast, the Commercial Telegraphers Union strike, the Isthmian beef on behalf of the AFL Marine Engineers and the Operating Engineers' strike recently. Was appointed joint patrolman in Philadelphia last November and has served until the present time.



**For: Baltimore Agent**

(Vote For One)



EARL (Bull) SHEPPARD—No. S-2:

One of SIU's original members. Active in P&O strike and other early Union actions. Directed field work in Isthmian organizing drive. Participated in Great Lakes organizing. Directed NY waterfront ac-



tivities in 1946 General Strike. Appointed New Orleans port agent by membership in summer of 1947. Elected New Orleans agent for 1948, 1949, 1950. Elected assistant secretary-treasurer for 1951. Appointed Baltimore agent in 1951 replacing resigning official. Elected Baltimore agent for 1952. Strike-clear for all beefs.

**For: Baltimore Joint Patrolman**

(Vote For One)



REX E. DICKEY—No. D-6

Elected deck patrolman for the Port of Baltimore for ten terms from 1938-48. Sailed actively on a leave of absence in the war years, 1942-43. Served as patrolman-organizer during the Isthmian drive and returned to this position on appointment in May, 1952. Has played a key role in the Atlantic tanker organizing drive. Was active in the 1946 General Strike. Sailed consistently as AB between 1948 and 1952. Has been cleared in all of the Union's strikes since he joined in the year of SIU's birth.



**For: Baltimore Deck Patrolman**

(Vote For One)



LEON (Blondie) JOHNSON—No. J-2

One of first to join SIU when it was formed in 1938. Took part in major beefs such as P&O Strike, Bonus Strike, longshore beefs and other important actions. Served as agent in Port Arthur during 1946 General Strike. Served as patrolman in many SIU ports such as New Orleans, Galveston, New York and Norfolk. Elected Galveston patrolman for 1948. Elected Baltimore patrolman for every year from 1949 up to the present. Sailed in combat zones during World War II.



RAYMOND (Red) WHITE—No. W-203

Became a member of Seafarers International Union in 1946, and a book member the following year. During this period was active as a volunteer organizer in the Isthmian campaign. Has served as ship's delegate on several vessels. Has participated actively in all of the Union's strikes and beefs and has been cleared by all strike committees. Has taken interest in all Union affairs whenever possible and has helped out in SIU work at various times.



**For: Baltimore Eng. Patrolman**

(Vote For One)



AL STANSBURY—No. S-22

Member of SIU since it was organized, joining in Port of Baltimore. Taken active part in all strikes and organizing drives since Union began. Sailed during the war into most combat zones. Served SIU in various appointive capacities. Was often elected black gang delegate on ships. Was appointed dispatcher for Baltimore in 1949. Was elected engine patrolman for the port three years running, for 1950, 1951 and 1952. Has all clearances on Union strikes and beefs.



**For: Norfolk Agent**

(Vote For One)



WALTER (Rusty) BEYELER—No. B-81

Joined the SIU, A&G District, in 1942 and sailed throughout the war in every war zone. Was active in the 1946 General Strike and the 1947 Isthmian Strike, and holds clearances for all SIU strikes and beefs since he joined. Has served on every type of ship under SIU contract except the locomotive carrier Gadsden. Has served on various membership committees ashore, and has also served as department or ship's delegate on a number of the vessels on which he has sailed during recent years.



**For: Baltimore Std. Patrolman**

(Vote For One)



PATRICK (Patty) McCANN—No. M-12

In Union since 1940. Sailed throughout war to various combat zones. Worked in galley, feeding strikers in 1946 General Strike. Ran galley for Isthmian Strike in NY. Served as counter patrolman and ass't. dispatcher in Baltimore, 1948-1949. Worked as night dispatcher in New York 1950-1951. Elected ship's and department delegate many times. Served on numerous hq committees, including tally, ballot, quarterly finance and others. Clear record on all SIU beefs and strikes.



VIC D'INDIA—No. D-191

Joined Seafarers International Union in 1941 in the Port of Boston. Sailed regularly during the war. Has been elected by SIU brothers to represent them on many occasions as engine department and ship's delegate. Has manned picket lines, helped organize, and has participated in the Union's various strikes. Has been given a clean record by all clearance committees. Has been responsible for clearing up many kinds of shipboard grievances. Has been going to sea continuously since 1941.



HARRY ROSS PITT—No. 46534

Joined the SIU, A&G District, in New York during June of 1945. Has sailed steadily in the engine department, and holds all ratings in that department from deck engineer on down. Has strike clearances for all strikes, including the 1946 General Strike, the 1947 Isthmian Strike, and others. During most strikes, he served on picketlines. Ships from both the East and West Coast. He has been elected and has served as engine or ship's delegate on a number of SIU vessels.



BEN REES—No. R-2: Joined SIU

in 1938. Appointed patrolman-dispatcher for Norfolk in June, 1945. Served in that post until elected Norfolk joint patrolman for 1947. Reelected in 1948. Appointed port agent for Norfolk, March, 1948. Elected Norfolk agent for 1949, 1950, 1951 and 1952. In charge of feeding and publicity for Norfolk strike committee in 1946 General Strike. Active for strike committee in Isthmian strike and in Wall Street beef in 1947. Organized Virginia Ferries Corp. crews and signed contract.



**For: Norfolk Joint Patrolman**

(Vote For One)



JAMES A. BULLOCK—No. B-7

Joined the SIU in May of 1939, and has sailed steadily since. He was appointed patrolman-dispatcher in the Port of Norfolk in 1946, and has been serving in that capacity ever since. He was active in all SIU strikes and beefs since he joined the Union, and holds clearances for all of them. During the Wall Street Strike, he served in the capacity of area captain. He was also active in the organizing drives held in the Isthmian fleet and the Cities Service tanker fleet.



**For: Savannah Agent**

(Vote For One)



JEFF MORRISON—No. M-3

Served Union in various capacities on all coasts and active in major Union beefs and strikes. Was on strike committee in Norfolk for 1946 General Strike. Elected joint patrolman in Mobile for 1947 and 1948. Elected joint patrolman in Galveston for 1949. In mid-1949 went to San Francisco as West Coast representative. Served as Wilmington port agent, 1950-51. Currently serving as Seattle port agent. Has clear record on Union strikes and organizing drives.



**For: Savannah Joint Patrolman**

(Vote For One)



MERVIN (Moe) O. BRIGHTWELL—No. B-247

Started sailing with the SIU, A&G District, in 1946. He holds Union clearances for all strikes and beefs since the time when he joined the Union. Was active in Houston, Texas, during the 1946 General Strike. Has sailed in various ratings in the deck department on almost all types of vessels that are under SIU contracts. In the past few years, has been elected and has served as deck delegate or ship's delegate on a number of the ships that he has sailed.



NEVIN E. ELLIS—No. E-70

Is a charter member of the SIU, A&G District, transferring to the SIU when it was first organized. Sailed all during the war, visiting all of the various war zones. Served as dispatcher in the Port of Tampa in 1949 and 1950. Has been active in all SIU strikes and beefs, from the P&O Strike in 1939 right through to the present, and holds Union clearances for all of them. He has been elected and has served as department and as ship's delegate on some of the ships he has sailed.



JAMES L. TUCKER—No. T-22

Started going to sea in 1933. Transferred from old AFL Seamen's Union to SIU in Baltimore on December 15, 1938. Served as patrolman in Baltimore and Norfolk. Served as acting agent in Charleston, SC, from August, 1944, to July, 1945. Transferred to Mobile as acting agent in July, 1945, until replaced by elected delegate in 1946. Has been deck department delegate and ship's delegate aboard a great many SIU ships. Sailed most of time on deck. Strike clear for all SIU beefs.



**For: Tampa Agent**

(Vote For One)



RAY WHITE—No. W-2

Transferred to SIU in 1938 from old AFL Seamen's Union. Helped organize P&O line, one of SIU's earliest beefs. Was NY patrolman six months and Norfolk agent for three years. Active in Isthmian organizing drive and strike at that company. Served as hq representative participating in deck department negotiations. Elected Tampa port agent for 1949, 1950, 1951 and 1952. Has strike-clear record for all Union strikes and beefs.



**For: Tampa  
Joint Patrolman**

(Vote For One)

PAUL C. CARTER—No. C-62—

Joined the SIU, A&G District, in 1946 in the Port of Norfolk. He has been sailing since 1935. Sailed all during the war, hitting all of the various war zones. Holds clearances for all SIU strikes and beefs since joining the Union, and took an active part in a number of different beefs and other actions. He has sailed on various types of vessels under SIU contracts, and has been elected as, and has served as department and ship's delegate on a number of SIU vessels.



EDDIE PARR—No. P-1—A member of the SIU since it was founded in 1938. Sailed in deck department during World War II. In 1945 was appointed patrolman in New York. Was elected patrolman in Boston for 1946. In 1947 and 1948 worked in SIU headquarters on Union records. Went back to sea in 1948. Sailed regularly until October, 1951, when he went to work in hq again. Took charge of deck dept. school. Helped negotiate sandboat contract. Active in all SIU beefs, including '46 General Strike, Isthmian Strike, etc. Now working in hq.



**For: Mobile  
Agent**

(Vote For One)

CAL TANNER—No. T-1: Charter member of the SIU since the very beginning. Sailed actively during war seeing service in most combat zones. Active in Isthmian organizing drive both on ship and ashore as organizer. Elected Mobile port agent for every year since 1947. Participated in various A&G District organizing drives of past years. Active in all SIU beefs and holds clearances for all strikes and beefs the Union has engaged in since it was first organized back in 1938.



**For: Mobile  
Deck Patrolman**

(Vote For One)

GEORGE F. KIMBREL—No. K-25—Started sailing eight years ago. Joined up with the SIU in 1946. Has shipped continuously as a bosun or AB since then except for two years when book was retired. Was elected on several ships to serve



as department and ship's delegate and helped to square away many beefs for his shipmates. He is clear on all strikes, beefs and other actions the Union has engaged in since becoming a member. Was candidate for joint patrolman in Mobile in 1951.

WILLIAM J. (Red) MORRIS—

No. M-4—Sailed since 1939 and through World War II until appointed acting agent for Jacksonville in March, 1945. Was later assigned to New York and then to Norfolk as patrolman. Served as acting agent in Charleston, SC, until that branch was closed in February, 1947. Went back to sea until appointed patrolman for Mobile in September, 1947. Was elected deck patrolman in Mobile for 1948 and joint patrolman in that port from 1949 to the present. Has clear record on all Union beefs.



**For: Mobile  
Eng. Patrolman**

(Vote For One)

ROBERT J. JORDAN—No. J-1—

Sailed since 1938 in engine department. Was organizer in Gulf area for Isthmian ships and tugboats from September, 1945 on. Served as Mobile engine patrolman, February, 1946. Was acting dispatcher and organizer in that port. Was elected engine patrolman in Mobile for 1947 and reelected in 1948. Elected to post of joint patrolman in Mobile for every year from 1949 up to the present. Active in all SIU strikes and has clear record in all strikes and beefs.



**For: Mobile  
Std. Patrolman**

(Vote For One)

LEO MARSH—No. M-9—Has been a member of the SIU, A&G District, since its inception in 1938. He has always sailed in the stewards department, sailing in all ratings on almost every type of vessel under an SIU contract. He holds clearances for all SIU strikes and beefs since the Union was organized and has taken an active part in all of them. He served as department delegate aboard some of the vessels he sailed, and was appointed as stewards patrolman for the Port of Mobile in December of 1951.



**For: Mobile  
Joint Patrolman**

(Vote For One)

HAROLD J. FISCHER—No. F-1

—At present is West Coast representative and San Francisco agent. In SIU since 1938. Sailed steadily in engine department during war until December, 1945, when appointed Mobile dispatcher. Was drafted into US Army in 1944 and discharged in 1946. Returned to sea. Served again in Mobile as patrolman-dispatcher for four years from 1946 to 1950, except for brief sea trip. Has clear record on all strikes. Was on Mobile strike committees in 1946 and 1947 tie-ups.



A. W. (Andy) GOWDER—No. 36884—

Became member of the SIU Atlantic and Gulf District in Savannah in 1944. Since that time has been active in all Union beefs, strikes and organization drives. Participated in 1946 General Strike and in Isthmian organizing drive and Isthmian Strike. Served on numerous shoreside committees in the Union's branches. Elected delegate, chairman and recording secretary on many SIU ships. Sailed in all combat zones during World War II and to Korea during present action there.



**For: N' Orleans  
Agent**

(Vote For One)

LINDSEY WILLIAMS—No. W-1: Joined SIU, A&G District in January 1942 in New Orleans. Sailed in the deck department during the war in practically every war zone. Served as Gulf area organizer during Union drive to organize Isthmian Steamship Company. Led drive on American Trading and Producing. Was director of organization for Cities Service drive and was responsible for bringing many new companies under SIU contract. Elected New Orleans port agent for 1951 and 1952.



**For: N' Orleans  
Deck Patrolman**

(Vote For One)

C. M. (Whitey) TANNEHILL—

No. T-5—Joined the SIU, A&G District, in June of 1943. Since that time, he was active in the Isthmian organizing drive, and also in the Cities Service organizing campaign. He holds clearances for all SIU strikes and



beefs since he joined the Union, and was active in the Wall Street Strike. In 1948, he was elected as, and served as joint patrolman for the Port of Boston. He was also elected as, and served as, joint patrolman for the Port of Galveston for the years 1950 and 1951.

C. (Butch) WRIGHT—No. W-239

—Started sailing with the SIU, A&G District, in Mobile, Alabama on May 1, 1946. Became full member of Union in New York in 1947. Sailed throughout World War II in many combat zones in deck department as AB or bosun. Has been elected by his shipmates on many occasions to serve as deck delegate or ship's delegate. Has clearances for all Union strikes, beefs and other actions since he first began to sail with the SIU. Resides in Greenville, Mississippi.



**For: N' Orleans  
Eng. Patrolman**

(Vote For One)

C. J. (Buck) STEPHENS—No. S-4—

One of early members of SIU joining in December, 1938. Active in 1939 Isthmian Strike, 1939 Bonus Strike, 1946 General Strike and 1947 Isthmian Strike when company was signed. Served A&G District in many capacities from dispatcher to agent in New Orleans. Sailed in all combat zones during World War II. Co-chairman of UFE strike committee in New Orleans. Elected engine patrolman for New Orleans every year from 1947 to present. Is clear on all Union strikes and beefs.



**For: N' Orleans  
Std. Patrolman**

(Vote For One)

FRED R. HICKS—No. H-24—

Became full member of the SIU on March 25, 1946. Did strike duty in Charleston, SC, during 1946 General Strike. Served as picket captain during Wall Street Strike. Worked as extra patrolman in the Port of Norfolk when the need arose there. Has sailed continually in all ratings in the stewards department. Elected by shipmates to represent them as ship's delegate on many SIU ships. Active in organization drives. Holds clearances for all strikes and beefs.



HERMAN TROXCLAIR—No. T-4—

Joined SIU in March, 1941, and has been active in Union since that date in all strikes, beefs and organizational campaigns serving on many committees. During World War II sailed widely in many combat



areas. Always sailed in stewards department. Was first elected stewards department patrolman for New Orleans for 1948. Was re-elected for 1949 and 1950. Elected stewards patrolman in same port for 1952. Holds clearances for all Union strikes, beefs and other actions.

**For: N' Orleans  
Joint Patrolman**

(Vote For One)

LEROY CLARKE—No. C-4—

Joined SIU in 1942 in New Orleans and sailed actively all during World War II. Served on numerous rank and file committees in New Orleans branch. Elected ship's delegate and department delegate on many vessels. Appointed temporary patrolman in New Orleans to fill demand created by increased activities from time to time. Elected New Orleans deck patrolman for 1951 and 1952. Serves as acting agent in Lake Charles. Active in all strikes.



**For: Galveston  
Agent**

(Vote For One)

KEITH ALSOP—No. A-3: Has 15

years sea time to his credit, most of it in the engine department. Sailed to all parts of the world during the war. Served as port agent in Charleston, SC, and Galveston. Served as patrolman in NY, Norfolk and New Orleans. Was member of general strike committee in Norfolk during 1946 strike. Served as chairman of the Isthmian strike committee in Galveston in 1947. Elected port agent in Galveston every year from 1948 down to the present.



**For: Galveston  
Joint Patrolman**

(Vote For One)

CHARLES KIMBALL—No. K-2

—Active member of SIU since Union was first organized in 1938. Sailed at all times in deck department until 1944 when appointed patrolman for Mobile. Acted as West Coast representative of Union in San Francisco in 1945. Elected Mobile port agent in 1946 and was appointed patrolman and dispatcher in 1947 in Mobile. Sailed 1948 to 1951, then elected Galveston joint patrolman in 1952. Has clearances for all Union strikes and other actions.

