

US GOV'T UNVEILS '55 MARITIME AIMS

Calls For Trade-Ins, Tramp Aid

Story on Page 3



New Orleans Sets Mark.

Making it official by signing a Union receipt for his check, Seafarer Floyd H. Smith, FOWT (left), receives SIU vacation benefits of \$40.53 for about 100 days' work less taxes from Patrolman Herman Troxclair at the New Orleans hall. The payment to Smith put the total paid out in nearly three years by the port's SIU branch over the half-million-dollar mark. Payments throughout the A&G District since the vacation benefits began in February, 1952, total \$3,885,581.77.



Light Goes Out.

A familiar landmark to Seafarers sailing to Europe, the lightship South Goodwin is shown after she became a victim of a coastal storm which took the lives of her seven-man crew. The vessel wound up resting on a sandbank near Deal, Kent, England, after hurricane-like winds overturned her on Nov. 29. Here, frogmen from a British frigate use acetylene torches to try and cut into her hull and search for the missing crewmen. Raging seas also caused severe damage elsewhere in the area.



SIU BLAST AT BRAIN-BODY TEST STIRS WAVE OF CG DOUBLETALK

Taken aback by the SIU's point by point demolition of its proposed superman brain-body exam program aimed at ironclad control of all merchant seamen, the US Coast Guard was deep in doubletalk and confusion this week.

At Coast Guard headquarters in Washington action on the proposed plan was reportedly at a standstill and spokesmen were hastening to assure all callers that the plan was just a feeler and was nothing to get excited about as the Coast Guard hasn't even submitted it to its legal department for a study of its future.

Taking the totally opposite position, the commandant of the Coast Guard told a maritime meeting in Florida this week that it will go ahead with its project despite a storm of criticism. Vice-Admiral A. C. Richmond said the criticism of the proposals by maritime unions resulted from "general misunderstanding of the project, which is to benefit the average seafarer."

Admiral Richmond's remarks were immediately termed a "phony bleeding heart routine" by SIU Secretary-Treasurer Paul Hall.

"This is the old military alibi," Hall said, "that workers need more and more bureaucratic controls, while completely ignoring the fact that the unions, the companies and the USPHS already have a totally

satisfactory physical examination set-up.

"The admiral should be reminded that the improvements that have changed merchant ships from unsafe, foul, disease-breeding holes to relatively decent places to live and work were brought about solely by the unions. The Coast Guard never once has been on the side of the seamen.

SS Helen Case

"Perhaps the admiral remembers the SS Helen case, to give but one example. In that instance the crew refused to shift the ship because she was undermanned and unsafe to leave the pier. The Coast Guard, instead of seeing to it that the company put the proper number of men aboard, hauled the crew before one of their courts and attempted to bar them from working as seamen. Here it was the Union and only the Union that stepped to the defense of these men against unsafe working conditions.

"We haven't misunderstood the Coast Guard's proposals one bit. We're going to take every action

necessary to fight any attempt to put civilian workers under military control."

The proposals, which have now been punched full of holes by the SIU and the SUP, consist of a 60-page "profile" system of physical, mental and emotional examinations of seamen. Any seaman who failed to satisfy the examiners on a wide variety of qualifications, such as sense of smell, education, family background, clearness of speech, and a long list of other far-fetched reasons would be flunked out of the industry as being unsafe for duty. The proposals were drawn up in such a way as to permit blackballing of men who took the lead in beefing about shipboard conditions, or participated in union actions.

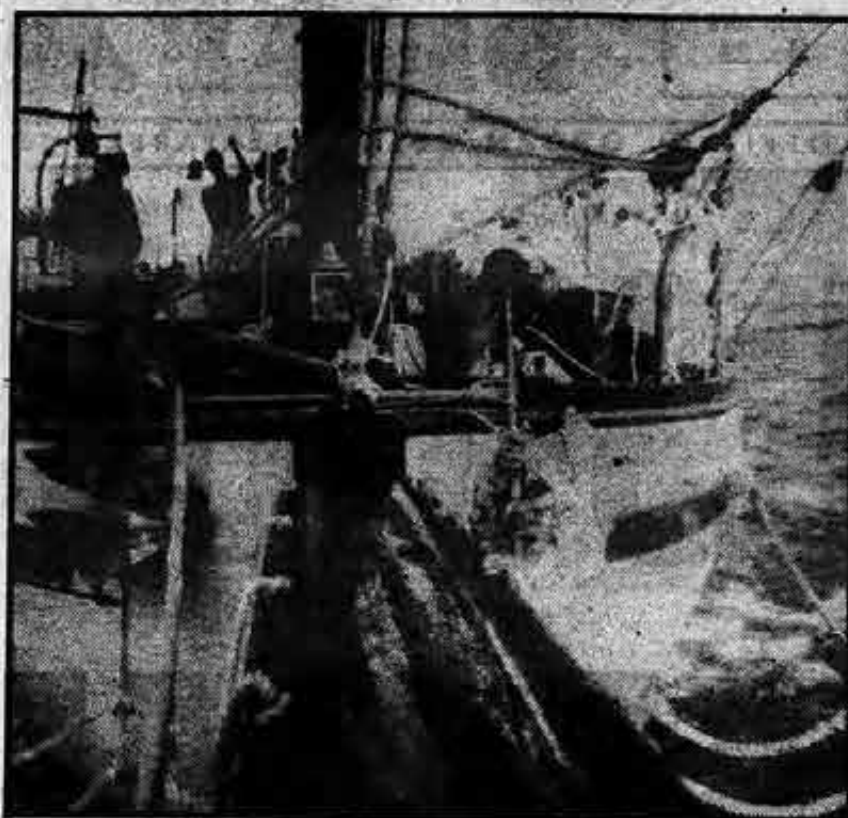
Two-Point Criticism

The Coast Guard's varied reactions came after the SIU and SUP analyzed and exploded its proposals on two counts: 1.) the attempt to impose additional military controls on civilian workers, without justification of any national emergency, second, the far-fetched and ridiculous content of the tests which were so drawn as to offer grounds for flunking out every human being that was ever born.

Coast Guard's sudden discovery that the proposals have not even been passed by its own legal department came despite the fact they were printed and distributed as an official Coast Guard document. Nor has the Coast Guard claimed it has the legal right to put these proposals into effect without specific authorization from Congress.

Further investigation by the SIU (Continued on page 17)

Training Ship Now In Mobile



Now in Mobile following a run down from New York, the Seafarers training ship Andrew Furuseth is shown plowing her way southward with a full crew of SIU men aboard. From all accounts, both ship and crew weathered some heavy blows during the trip, but no damage was suffered.

P&O Buys Alaska Ship For Cuba Run

The SIU-contracted P&O Steamship Company, operators of the Florida, have purchased the Denali from the Alaska Steamship Company, for use on the Florida-Cuba run. A

skeleton SIU crew from Tampa and Miami has been flown to Seattle to take the ship around to the East Coast.

The Denali was operated for many years in the Seattle to Alaska passenger service. Recently the Alaska Steamship Company abandoned its passenger operations and the ship has been idle since.

Reports are that the P&O Com-

pany will place the Denali in service between Florida's Gulf Coast, Key West, and Havana. This has become an increasingly-popular run with tourists headed for Cuban and Caribbean ports via Florida.

Negotiations are now in progress between P&O and the SIU as to contract terms. Further details will be carried in the next issue of SEAFARERS LOG.

MA Speeds Transfers; 52 Libertys Flee US

WASHINGTON—Apparently anxious to complete its stripping of the US merchant fleet before the end of the year and in advance of the shift to Democratic control of the Congress in January, the Maritime Administration this week gave its blessing to the 52nd foreign-flag transfer of a dry cargo Liberty ship since mid-August. Of these, 18 had been manned by Seafarers.

The transfer balance-sheet showed 13 new transfers in the past three weeks, five of which involved SIU-contracted vessels. Observers believe now that the peak of 60-70 transfers which was predicted four months ago will now definitely be reached before January 1.

This figure was based on the expected effects of the MA's "one for two" transfer rule, which permits a shipowner to transfer one out of every two vessels he owns to

the registries of either Panama, Liberia or Honduras.

At the time the MA declared its policy on the issue, it was expected that about half of the US-flag trampship fleet would be involved in transfers, and that is the prediction which seems to be coming closer to reality with every new report of an approved switch in registry and flag.

Bull Line Switch

Meanwhile, the lone bright spot for Seafarers in the whole transfer scramble came when Bull Line sold and transferred two of its Libertys in a deal which added two C-2s to its fleet. The exchange provides a few additional jobs for Seafarers since the SIU manning scale for the C-2s is higher than that for the Libertys.

The transaction involved the sale of the Marina and Rosario to Isla Colon Naviera SA of Panama for operation under the Liberian flag. In return, Bull will operate the Plandome and Short Hills, both C-2s and formerly the Ward Line's Siboney and Oriente in Cuban service. The exchange involved a cash payment of \$175,000 by Bull Line for the more valuable C-2 tonnage.

The SIU-contracted company also gained some 70,000 cubic feet of refrigerated space on each of its newly-acquired vessels, which will get good use on the line's New York-Puerto Rico service.

In addition to the Rosario and Marina, other former SIU ships involved in the latest transfers were the Christos M. (Mariner Shipping), Holystar (Intercontinental Steamship) and Barbara Michel (Norlo Shipping). Earlier transfers included the General Patton, Trojan Seaman, Strathport, Bluestar, Purplestar, Greenstar, Western Rancher, Sea Wind, Tainaron, Captain N. B. Palmer, Anne Butler, Christine and Lucile Bloomfield.

Seafarers Hail Meal Book Plan



At left, Seafarer William O. Alston (standing) receives a \$10 meal book from patrolman Louis Neira at the Mobile SIU hall. Later, at the dining room in the nearby Catholic Maritime Club, Alston has breakfast and hands book to waitress V. Evans, who will clip out tickets for the amount of his check.



Established recently as the newest SIU welfare service, the meal book program for Seafarers waiting to ship has already proven extremely popular. The program enables SIU men to obtain a book of tickets good for \$10 in meals at recognized eating places in all ports on a six-month loan.

Originally tested at the SIU headquarters cafeteria in New York, the program was extended as soon as arrangements could be made in other ports with local restaurant operators. The meal book tickets can be used as cash at the cafeterias in both the NY and Baltimore halls, and in other ports at specified eating places close to the halls.

Seafarers waiting to ship use

the tickets, which are printed in denominations of 5, 10, 25 and 50 cents, to pay for their meals, and the restaurant or cafeteria operator subsequently redeems them for cash from the Union or directly from the SIU Welfare Plan.

Apply At SIU Halls Books can be obtained at all halls by an application stating a man is registered and waiting to ship, and will repay the cost with-

in six months.

Any SIU seaman meeting the simple requirements, and who has been on an SIU-contracted ship for at least one day in the previous 12 months qualifies under the plan.

Loans can then be repaid at the next payoff. The six-month limit will be extended in cases where men enter a marine hospital for treatment or are on a ship when payment is due.

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Among Seafarers and family members who celebrated Thanksgiving Day in SIU halls was group in Baltimore cafeteria (above) and in New York headquarters (below). Facing NY camera is Seafarer Lionel Abramson, with Seafarer Henry Simmons across table.



Govt's '55 Aims: Tramp Subsidies, Vessel Trade-Ins

WASHINGTON—A freightship trade-in program and other aids for the construction of new US cargo ships have been proposed by the administration as part of its 1955-legislative program for the merchant marine. In addition, the administration intends to give official support for the first time to subsidy proposals for tramp ship operators. While containing several proposals designed to stimulate the US

flag merchant marine, both subsidized and unsubsidized, the administration program makes no mention of the continuing transfers of Liberty ships and some passenger vessels to runaway flags. The Liberty transfers have now reached a total of 52 ships.

On the positive side, Senator John Butler of Maryland, Republican, chairman of the Senate Water Transportation Subcommittee in the last Congress, has revealed proposals which the Department of Commerce intends to make at the coming legislative session. Some of these proposals are still getting a look-see from the Bureau of the Budget.

Ten Proposals

The entire Commerce Department program is a broad one, involving ten proposals. The trade-in plan, while not spelled out in detail, apparently would parallel the

tanker trade-in bill adopted at the last session of Congress. In the tanker bill, privately-owned ships ten years of age or more are being traded in to the Government in return for a generous allowance toward construction costs of new vessels. The traded-in ships go into the Government-owned reserve fleet. A dry-cargo program would tend to upgrade the Government reserve fleet considerably by adding numbers of C-type ships to the current stock of Liberties and, at the same time, giving both subsidized and non-subsidized operators an opportunity to modernize their ships.

Nothing has been said yet as to how many ships the Government proposes to accept in these trade-ins.

Operating subsidies for tramp operators have long been talked about but never submitted to Congress with administration backing. The Commerce Department proposal speaks of subsidizing "certain" tramp operators, indicating a limited number would be involved in any case.

Construction Funds

Another proposal would authorize non-subsidized operators to set up special vessel construction funds which would receive more favorable tax treatment. Owners of new ships would also be permitted to accelerate depreciation, a bookkeeping gimmick which would reduce taxes considerably.

An important part of the program would be reactivation and replenishment of the ship construction revolving fund. This is considered essential to any long-range construction program. It was authorized originally under the 1936 Merchant Marine Act, but has been inoperative in recent years. The fund would be established by appropriations and receipts from Government mortgages as well as the sale and charter of Government-owned vessels.

The revolving fund, Senator

Butler explained, would make it a lot easier to push a ship construction program because it would reduce the amount of appropriations that would have to be voted by Congress each year. In other words, the Government would be able to go ahead with its construction program without having to rely on each Congress to vote appropriations for the entire cost of the program.

Other aspects of the program include revision of methods for figuring construction subsidies, a proposal for permanent authority to provide marine war risk insurance, authority to do experimental work on merchant ships such as the current Liberty modernization program, and legislation verifying

(Continued on page 17)

Co's Can't Blackball SIU Men

An unsuccessful company attempt to deny a Seafarer employment because of a maintenance and cure claim highlights an important safeguard in SIU hiring practices. The prevailing practice in the SIU is that a company cannot refuse to accept a man dispatched from the hall because of any lawsuits, past or present, or any past medical record. The only ground for rejection is the man's current medical condition.

At one time it was common practice for many steamship companies to refuse employment to Seafarers involved in lawsuits against them. Now such cases are extremely rare.

In the latest instance, the Valentine Tanker Company, operator of the Val Chem, attempted to deny employment to a Seafarer who had left the ship previously for medical treatment. The Seafarer had a maintenance and cure claim pending when he was again shipped to the Val Chem, but he had not filed any suit. Union representatives immediately went to bat for the Seafarer, pointing out he had been cleared by the Public Health Service as fit for duty. The company reversed its stand and has also paid the maintenance money due the Seafarer.

Some Seafarers have been under the impression that shipping companies still follow the practice of refusing to hire men who have been injured on their ships in the past, or who have filed suits against them, past or present, for any reason. Consequently they have not been throwing in for jobs with those companies.

Seafarers are assured they can feel free to throw in for jobs with any SIU-contracted company, as long as they are deemed fit for duty by the Public Health Service.

SIU Host At Turkey Day Feeds

Seafarers on ships at sea, ashore in SIU halls and at their homes made it a happy and festive Thanksgiving Day with traditional holiday dinners the first order of business.

All SIU ports put aside the routine of job calls and other Union business and devoted themselves to turning out holiday dinners for Seafarers, their wives and children. Over 300 dinners were served in the headquarters port of New York, with the younger generation very much in evidence and doing their share. Baltimore properly inaugurated its new cafeteria by holding open house for Seafarers, while other SIU halls arranged for temporary set-ups to take care of the partying.

Festive Shipboard

On board ship SIU cooks and bakers vied with each other to turn out memorable dinners for the crews. The SIU-manned passenger ship Del Sud came up with an elaborate menu of more than 50 items, featuring such attractions as seafood cocktail, egg nog, broiled pompano, turkey, roast beef and baked ham, seven vegetables, three salads, plus an assortment of cheese, mince pie, ice cream and other desserts and beverages. The whole dinner was topped off with boxes of cigars. Other SIU ships put out equally attractive holiday fare.

The shoreside Thanksgiving dinners are unique with the SIU among maritime unions and have been standard Union practice for many years.



Del Sud crew had lively time at shipboard Thanksgiving party. Here stewardesses and beautician enjoy horseplay with other Seafarers in passenger ship's steward department.

Vote Xmas Bonus To Sick

As in previous years, trustees of the SIU Welfare Plan have approved a \$25 special Christmas bonus for Seafarers in the hospitals during Christmas week. This \$25 is in addition to the standard \$15 weekly benefit paid all year round by the Welfare Plan.

The bonus is payable to all Seafarers who are hospitalized for more than one day during the week of December 19-25 inclusive.

Normally there are 200 or more Seafarers in the Public Health Service hospitals at any time. As such the \$25 bonus amounts to \$5,000 or more in additional benefits for hospitalized Seafarers.

Aside from the hospital gift, the trustees also voted to provide Christmas dinners for men on the beach in the various ports, similar to the Thanksgiving Day dinners.

Distributed At Hospitals

SIU hospital representatives will distribute the bonus money in cash

during their regular weekly visits to the hospitals. Seafarers eligible for the bonus who do not collect it on the day of the representatives' visit can get their money by notifying Welfare Services in SIU headquarters.

The trustees' vote on the bonus is in line with their authority to

meet from time to time to alter the hospital benefits if circumstances warrant it. The practice of voting a Christmas bonus was instituted initially to give hospitalized men a little extra cash around the holiday season for personal extras and any gifts they might want to buy.



New Baltimore SIU Hall Bustling With Activity



Seafarers crowd patrolmen's counter at rear of spacious shipping hall to query patrolman on facilities of new building as well as prospects for future shipping. Behind counter, patrolmen Al Stansbury (left) and Rex Dickey handle flurry of questions as men register, check rotary shipping list and get job assignments.



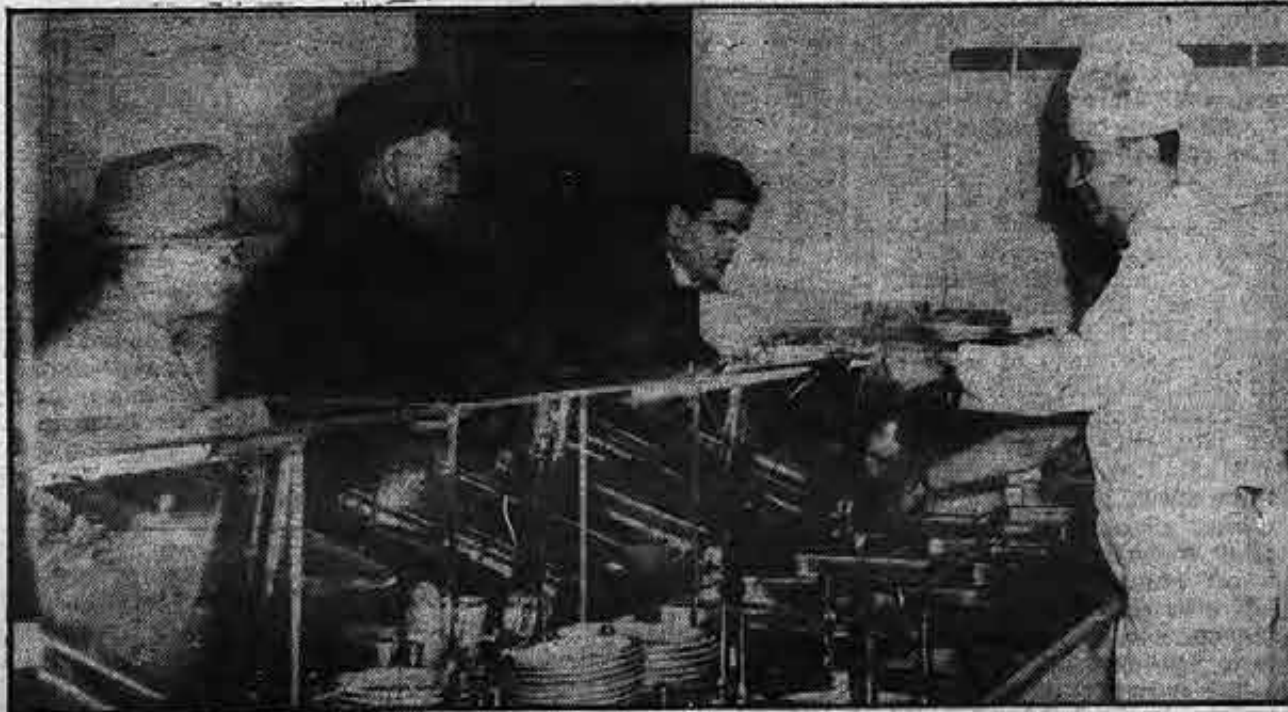
Another view of the two-deck combination shipping and meeting hall in the Baltimore building, which features balcony set-up for extra seating as well as some of the building's recreational facilities. Shipping board (not shown) is identical to the one at New York headquarters except that it is somewhat smaller.



Recreational facilities on top deck of modern SIU building get full play from SIU men waiting to ship and killing time between job calls. The hall also boasts a television room and writing room and the innovation of a glass-enclosed sun deck on this same floor offering a good view of the entire city.



Barber shop and shoeshine stand (not shown) are popular features of building, as are shower room and laundry drop elsewhere in hall. Here, Seafarer William Monway is getting a tonsorial operation at the hands of barber John Battaglia.



Modern cafeteria provides meals for hungry SIU men at moderate prices, under auspices of SIU Welfare Plan. Kitchen will also serve needs of the still incomplete Baltimore Port 'O Call Bar, which will be styled somewhat after the original Port 'O Call in NY, but will be much larger, containing a roomy stage and a dance floor as well as tables for service.

As I See It . . .

Paul Hall



THERE'S BEEN QUITE SOME TALK RECENTLY, AND SOME activity as well, on the matter of modernizing old Government-owned ships. It appears that the Maritime Administration is going ahead rapidly with plans to remake at least four Libertys into higher-speed vessels with new power plants and engine rooms and with experimental cargo-handling equipment and other new gear on deck.

Now another Government proposal has come to light for a trade-in of dry cargo ships. Naturally if this proposal is to be seriously considered it will be welcomed by all unions. But it does raise a question as to the kind of ships the operators will build under this Government-sponsored program.

Unions Not Consulted

So far neither your Union, nor any other organization representing the men who actually work on the ships has been invited to give any views on matters affecting the interests of crewmembers. The same situation existed when the Mariner ships were built, with the result that while the ships are modern and superior in design in most respects there are some obvious drawbacks, such as splitting up watchstanders in separate foc'sles, which could have been avoided. And on some of the Mariners, Seafarers reported the profusion of equipment on deck was such as to make it extremely difficult to work cargo.

Your Union wonders then whether in modernizing the Libertys the Maritime Administration has given any thought to modernizing them for the men who will work them as well as for the cargo they will carry. Will any changes be made in the foc'sles, galley and messrooms and will the new cargo-handling gear be safer and easier to work with? Has anybody thought of air-conditioning the ships, a big asset to crew comfort and efficiency?

And since the Coast Guard says it's so worried about the dangerous and unpleasant conditions existing on ships today, have the admirals submitted any plans of their own to make the converted Libertys safer, more pleasant and less of a strain on the seamen that sail them? Your Union would certainly be pleasantly surprised if they did.



SOME NEW INFORMATION HAS COME TO LIGHT ABOUT THE ill-fated Mormackite which went down with 37 of her men. In this instance survivors have reported that the cargo of iron ore shifted before she went down. Further testimony has it that the ship was loaded in a Brazilian port by chutes and nobody was sent into the hold to trim and level off the ore so that it would not shift at sea.

The practice of hand-trimming bulk cargoes like ore, coal, phosphate, and the like is a well-established one in most places where cargoes of this type are handled. For some reason though, it has not been done in this particular Brazilian port, although many cargoes of ore are loaded there regularly by the operators of the Mormackite.

The Mormackite sinking recalled for Seafarers the Southern Isles loss in similar circumstances three years before. In that instance there were also lengthy Coast Guard hearings and testimony was given to the effect that the ship was overloaded.

Crew 'Profile' Wouldn't Help

It appears in the case of the Mormackite as in the case of the Southern Isles there was nothing the crew on board could have done to save the ships from disaster, but that something might have been done to see that they were properly loaded in the first instance. It didn't matter much, once the ships were loaded as they were, whether any crewmember could or could not pass a Coast Guard "profile" test.

In any event no matter how carefully a ship is prepared for sea, the possibility of accident always will exist, just as the recent disaster in a coal mine in West Virginia, which blew up a half-hour after it had been inspected and approved for safety.

It's for protection against the unforeseen that seamen have a Jones Act which allows them to recover for their suffering in such instances, a protection which the Coast Guard plan could eliminate.



NOT ALL OF OUR UNION BROTHERS CAN LOOK FORWARD to the best of holiday seasons, but this year as in the past your Union's Welfare Plan is going to do its part to smooth matters for men in the hospitals. They will be getting \$25 extra in their Christmas stocking this year as in the past to help out over the holidays. Your Union wishes them a speedy recovery and smooth sailing for all hands in 1955.

NY Over 1,000-Vote Mark



Depositing his ballot in the ballot box at SIU headquarters, Seafarer G. DiGirolomo became the 1,000th voter to cast a ballot in NY on November 30, just two weeks after voting in the Union's 1955-'56 election for officers began. Polls committee member William "Tiny" McDonald stamps "voted" in DiGirolomo's membership book. Voting continues until January 15.

Scholarship Plan Sets Rules For Reapplying

Union and shipowner trustees for the Seafarers Welfare Plan this week issued a reminder to those Seafarers or children of SIU men who lost out in previous bids for SIU scholarship benefits and who are interested in applying for the four 1955 awards worth \$6,000 apiece.

Candidates who are reapplying for the awards do not have to submit the full set of credentials required of original applicants, such as high school transcripts, letters of reference and records of seetime for themselves or a parent. However, they must notify the Administrator of the Welfare Plan that they are competing again.

In addition, they will have to take another College Entrance

Board examination and submit proof of at least one day's seetime aboard an SIU-contracted ship in the current year.

The next College Entrance Board tests scheduled will be given on January 8 and March 12. Late applications will be accepted up until January 1 on the first exam and until March 5 on the second. The regular closing dates on these tests are December 14 and February 19. Further information can be gotten from the SIU Welfare Plan, 11 Broadway, New York, NY.

NLRB Speeds WC Vote Bid

SIU west coast affiliates moved a step closer to a three-department bargaining election when the National Labor Relations Board threw out unfair labor practice charges inspired by Harry Bridges. The charges, while ostensibly aimed at the shipowners, were an attempt to wreck the hiring halls of the Sailors Union of the Pacific and the Marine Firemen's Union as part of an effort to forestall a general bargaining election on West Coast ships.

The SUP and the Firemen, in conjunction with the AFL Marine Cooks and Stewards, have filed for an election as the SIU Pacific District. If the vote is held, it will settle the union affiliations of steward department men on West Coast ships and eliminate the last Communist foothold in the American merchant marine.

There is no doubt that the SIU Pacific District would win such an election overwhelmingly.

Opposed By Bridges

The Pacific District's election petition has been opposed from the start by Bridges' longshore union which has been attempting to organize steward department men into "Local 100." The West Coast longshoremen entered the field after the collapse of the Communist-dominated National Union of Marine Cooks and Stewards, now virtually defunct for all intents and purposes.

In a previous election held last winter, the NUMC&S appeared on the ballot opposing the AFL Marine Cooks and Stewards. In that vote MCS-AFL won a clear majority of those choosing between the two unions, but a larger num-

ber voted "no union" under instructions from "Local 100," which failed to get on the ballot.

The result of the "Local 100" tactic was to deprive steward department men of a union contract for the balance of the year.

Once the SUP Pacific District filed for a new vote, Bridges attempted to stall off certain defeat

by filing "unfair labor practice" charges. Normally the Labor Board would handle these charges before going ahead with an election, and the Bridges' maneuver was obviously designed to tie matters up indefinitely.

However, in this instance the Labor Board disposed of the charges in short order.

SUP Annual Poll Opens



SUP member S. A. Beard casts his ballot in New York as Sailors Union of the Pacific's annual election for officers got underway in all ports on December 1. Arnold Steinberg officiates at SUP voting booth as members of polls committee.

The annual election of officers for the Sailors Union of the Pacific got underway in all ports on December 1. There are 17 official posts on the ballot as well as the election of seven delegates to next year's SIU convention and five SUP building corporation trustees.

As in the A&G District, the SUP vote will run for two months. In the latter instance, voting will end on January 30, 1955.

All told there are 48 names on the ballot, although some appear more than once, as a candidate can run both for union office and for convention delegate or trustee.

SIU president, Harry Lundeberg, is running unopposed for secretary-treasurer of the SUP. Other posts on the ballot are one assistant secretary-treasurer, four patrolmen and a dispatcher for San Francisco, one agent and one patrolman each for Seattle, Portland and New York, an agent for Honolulu, and an agent and two patrolmen for Wilmington.

Be Sure To Get Travel Vouchers

Seafarers paying off at ports other than the port of sign-on should make sure to get a return transportation receipt and a travel subsistence voucher if they are to collect transportation money.

The receipt and the voucher should be presented to the home office of the company within 30 days so that Seafarers can collect their transportation under Article 11, Section 27 of the agreement.

This does not apply in cases where a ship is sold, laid up or lost.

YOUR DOLLAR'S WORTH SEAFARERS GUIDE TO BETTER BUYING

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

Finding Out About Public Lands

Can you still get homesteads and public lands from the Government? Seafarers have asked this question, and at least one already is homesteading in Alaska.

The answer is that there is still land available which a man can buy or lease for little money. There are still some 175 million acres of public domain in the States, plus 270 million more in Alaska. But all of it is not developed enough for use yet, and the Government puts it in the market a few thousand acres at a time as roads are laid out or irrigation completed. Most of the available public land is in the Far West, Pacific Coast and Alaska, but there is also some in the South and Southwest, and a few tracts in the mid-West.

However, you should know that much of it is in comparatively undeveloped country. Some of it makes good vacation sites, but there is less land available that can make suitable homesites. In fact, the Government won't classify a tract as a homesite unless it's near a town, schools, has access roads and a potential water supply.

Land in Oregon

Some of the public land is in the Klamath Falls basin of Oregon, near the mining town of Baker, and also around the former range country of Lakeview and Prineville. In the state of Washington, there are cabin and camping sites in the big public-power reservations, which have excellent facilities for hunting, fishing and other recreational activities. In Utah there are some tracts available near the Dixie National Forest, not far from Salt Lake City. There are also tracts located near the Idaho Primitive Area (which by law is kept in its natural state with no

dwelling permitted). There are other sites in Idaho near the national forests. In Colorado, there are some tracts in Red Mountain, overlooking Aspen (a ski resort). Other Colorado areas where tracts are available or will be soon, are near Shadow Lake, and in Grand County, located in the Colorado River valley. Perhaps the greatest number of available tracts is in Alaska, with some of them in the warmer, more accessible coastal areas.

There are a number of sites in California, but they are mostly in the dry desert in Southern Cal, and along foothills of the mountain chains. All are fairly accessible. In Nevada, there are some small-tract areas near such population centers as Las Vegas and Reno. The only trouble is, some of the tracts do not have their own water supply. There are also some small tracts in Florida and Alabama, but these are usually sand, with a small amount of brush cover and occasional trees. Here water is available from wells, and there is a comparatively good network of available roads.

There are two general classes of public lands:

—Cabin or camp sites, which are generally leased for three to five years, with option to renew, for \$5 a year. Sometimes campsites are sold outright for \$10 depending on size and location. Largest tracts are five acres. You can put up a cabin if the site is classified as suitable for one, or just temporary shelter for vacations or weekends.

—Home and business sites, which are sometimes leased for small rentals with an option to buy, and in other cases are sold outright. Purchase prices vary according to value, with some tracts of non-mineral land listed for less than \$10 an acre, and others in more developed areas, priced as much as \$50 an acre. Size of the tracts is generally lim-

ited to five acres, but sometimes go as high as 80 and even occasionally, 160.

Farmsteads by this time are scarce, except in Alaska. Some farmlands are made available as the US Bureau of Reclamation completes irrigation projects.

Chief agencies in charge of leasing or selling public lands are the Bureau of Land Management and the Bureau of Reclamation, both in the US Interior Dept., Washington 25, DC. The reclamation bureau disposes of newly-irrigated lands as they become available, mostly in the Far West.

You can also lease campsites in National Parks and Forests. Agencies in charge are National Park Service, US Interior Dept., and National Forest Service, US Agriculture Dept., both, Washington 25, D.C.

But it's the Bureau of Land Management that has most of the available small tracts for sale or lease. If interested, first write to the bureau for a copy of its booklet, "Facts on Small Tracts," which outlines the procedure for applying. Also ask for a list of regional land offices. You next have to write the land office in the region you are interested in, asking for information on tracts now or soon to be available. Then you have to visit the area, at which time you can stop in at the land office. You have to inspect the site, tell the office what specific tract you want, and sign a statement that you have seen it. You then sign a lease and pay a deposit which you get back if for any reason the deal falls through or the land office turns down your selection as unsuitable.

There are no residence requirements for campsites; you come and go as you please. But for homesites you must agree to build a habitable residence, move in within a certain time, live there the greater part of the year, etc.

500 SIU Jobs And 16 Vessels At Stake In US-Onassis Duel

Over 500 SIU-contracted jobs are linked to the latest US Government suit against multi-millionaire Greek shipping operator Aristotle Onassis, because of his interests in two SIU-contracted companies, Victory Carriers, Inc. and US Petroleum Carriers, Inc. Between them, the two outfits operate 16 ships.

The newest Federal suit against Onassis and some of his associates is the latest in a string of troubles for the Greek shipping magnate which have developed in the past few weeks.

He is currently being sued in Paris for allegedly swindling a former agent out of \$560,000 by signing a contract with disappearing ink. Just recently, Onassis became involved in an international incident of some proportions when the Government of Peru bombed and seized five of his whaling ships for operating off its coast.

The whaling vessels were registered under the colors of one of the several countries in which Onassis nominally locates his various enterprises — the flag of Panama.

US Civil Suit

In the US action, which is in the form of a civil suit against Onassis and nine others and is filed by the Government in the US District Court for the Southern District of New York, the Justice Department is seeking the return of \$20 million as earnings of 16 war surplus ships allegedly illegally bought from the Government by corporations controlled by Onassis and his associates.

Weren't Citizens

The Government complaint declares that the former Maritime Commission made the sales — at different times between 1948 and 1952 — following representations that the purchasing corporations were bona fide citizens of the US and under control of American citizens, which was legally required of purchasers of surplus ships after March 1, 1948. But it noted that at the time the representations were made, the actual control of the corporations was in the Onassis group, all of whom were aliens.

Moreover, according to the Government, title to the affected vessels and all their earnings since then should be declared the property of the US. Of the vessels involved, seven are tankers and the

remainder are Victory-types. All are idle but the Ames Victory, Coe Victory, Longview Victory and Mankato Victory, all operated by Victory Carriers and manned by Seafarers.

"Monopoly" Deal Attacked

The swindle suit against Onassis is an outgrowth of an exclusive contract he signed with the Saudi Arabian government that would eventually give his tankers a complete monopoly on the transport of all Saudi Arabian oil. The contract, signed earlier this year, set off a storm of protest from vari-

ous maritime nations. The complaint of the former agent, Spyridon Catapodis, is that Onassis employed him to handle the negotiations and signed an agreement to pay salaries, commissions and other benefits totalling \$560,000.

Subsequently, Catapodis charges, Onassis' signature started to disappear from the contract and Onassis failed to re-sign it after promising to do so.

Catapodis has also accused Onassis of paying a million in bribes to Saudi Arabian officials in order to get the Saudi Arabian oil monopoly.

Sailors Ban Port OT To Fight Bridges' Raid

SAN FRANCISCO—SUP members have thrown down the gauntlet to Harry Bridges and the Pacific Maritime Association by refusing to work port overtime until a Bridges' raid on the Sailors' jurisdiction is repulsed. As a result, no West Coast ships are being worked or shifted in port after 5 PM or before 8 AM on Saturdays, Sundays and holidays.

The Sailors voted this course at SUP membership meetings November 8, as the consequence of a cargo handling beef on the Pacificus of the Coastwise Line. Firemen, members of the Marine Firemen's Union, have been cooperating by refusing to provide steam for loading and discharging during overtime hours.

Started In LA

The SUP took action after the Pacificus tie-up was precipitated by West Coast longshoremen in Los Angeles, October 26. The longshore union, in an attempt to invade the Sailors' right to work hatches on coastwise ships, refused to supply the front men for unloading a hatch being worked by SUP men on deck. Under the coastwise contract, the Sailors can work cargo in any hatch when directed by the shipowner. In effect, this gives

the Sailors first choice on the hatch to be worked by deck hands.

Employers Hem And Haw

As soon as the Pacificus was tied up, the Pacific Maritime Association was notified of the violation of the agreement by the longshoremen. The PMA was either unable or unwilling to take action against Bridges.

The SUP membership vote refusing to work overtime followed failure of the PMA to act on the beef.

Under the Sailors' contract, the membership is not compelled to work port overtime since the contract specifies a 40-hour week, Monday through Friday, from 8 AM to 5 PM while ships are in port.

Pressure is increasing on the PMA to take a stand on the beef, with big West Coast passenger liners and other ships having delayed sailings because of the no overtime policy forced on the sailors by the Bridges' action.

Top of the News

HISS RELEASED, REMINGTON MURDERED—Two major figures in charges of Communist infiltration into the Government were in the news within a few days of each other. Former Commerce Department economist William Remington died after an attack by fellow prisoners at the Lewisburg, Pa., Federal penitentiary. Robbery was the apparent motive. Former State Department official Alger Hiss was released after serving 3½ years of his sentence. Both men had been convicted of perjury as an outgrowth of Communist espionage charges.

CHINA IMPRISONS 13 US FLYERS—US relations with Red China reached a boiling point after the Chinese announced they had sentenced 13 captured US airmen to long prison terms, up to life, for spying. The men had been shot down during the Korean war. US protests were rejected by the Chinese government leading to demands for sterner action, including one call for a blockade of the China coast and another for cancellation of the Korean armistice. The Government's answer was a new treaty with Nationalist China for defense aid.

SMOG PLAGUES LOS ANGELES AGAIN—Los Angeles had its second major bout with severe smog in the past month when a blanket of smoke and fog covered the Southern California coastal area for several days. Traffic accidents went over the 2,000 mark in the murk, airlines were grounded and crime rates soared as policemen vainly tangled with traffic jams and accident calls.

US PLANS SPECIAL DOPE STUDY—President Eisenhower has set up a special committee of five cabinet members to study the menace of drug addiction. The committee has been directed to come up with recommendations that could be used as a basis for stiffer action against dope peddling. Committee members are Attorney General Brownell, Secretary of State Dulles, Secretary of Defense Wilson, Treasury Secretary Humphrey and Mrs. Oveta Culp Hobby, Secretary of Health, Education and Welfare.

'FATHER' OF ATOMIC REACTION DIES—World-famed scientist Enrico Fermi, who supervised the construction of the world's first atomic reactor, died of cancer at the age of 53. Fermi's construction and operation of an atomic pile in the University of Chicago which produced the first controlled chain-reaction paved the way for the atom bomb and other atomic developments. Fermi was originally a native of Italy but left to escape Mussolini's rule.

SOUTH AFRICAN POLITICAL BRAWL SEEN—The choice of Johannes G. Strydom to succeed Dr. Daniel F. Malan as prime minister of the Union of South Africa is regarded as certain to produce a split between Dutch and English-speaking residents. Strydom is an advocate of an independent republic while the English want to remain in the British commonwealth.

PLAN MORE \$\$ FOR ASIA—The Government is planning expansion of economic aid to Asia to help contain communism there while cutting military aid to Europe, which is considered pretty well back on its feet economically. Approximately \$1.2 billion is being spent in Asia this year, a sum which will go up considerably for the year 1955-56.

MCCARTHY 'CONDEMNATION' VOTED—The great debate on Senator Joseph McCarthy came to a temporary halt when the Senate voted by wide majorities to condemn him on two counts. McCarthy himself moved for an early censure vote when it became apparent that he could not rally enough strength inside or outside the Senate to change the results. The biggest pro-censure vote was 67 to 20.

US WILL ADMIT POLYGAMOUS KING—An American Immigration law against polygamy threatened to hold up the visit of King Tribhuvana of Nepal, mountain kingdom in the Himalayas. The King has two wives, and is coming here to consult heart specialists. He was assured that the law would not bar his visit as a non-immigrant.

Cartoon History Of The SIU

Coast Guard Power Grab

No. 78



With the Korean War on, in July, 1950, the SIU and other maritime unions drafted a voluntary plan with Government officials for a waterfront security program. The plan gave the Coast Guard power to bar the sailing of any seaman suspected as a subversive, but safeguarded his right to a hearing on appeal.



In approving the security program, the unions did not retreat from their basic dislike for a system giving the Coast Guard or a similar agency strict control over civilian seamen. The SIU pointed out that while its ranks were clean of Commies, they were still active in other waterfront unions.



When the CG assumed new, broader powers over seamen, which was just what the unions had hoped to avoid by their voluntary action, the entire screening program came under fire. Finally, in December, the SIU got some of the regulations eased and avoided further friction for a time.

SIU NEWSLETTER from WASHINGTON

It now appears that the coming year will be one of constructive maritime legislative activity in Congress. This will be with the view of not only consolidating gains already made, but attempting to achieve a still firmer basis of Government aid designed to help stabilize our merchant marine.

The Department of Commerce, for example, will recommend that non-subsidized steamship lines be authorized to place vessel earnings in a special reserve construction fund on a tax deferred basis, designed for future replacement of their fleets. In addition, that agency will recommend that the ship construction revolving fund, under the jurisdiction of the Maritime Administration, be reestablished. Into this fund would go appropriations for ship construction, and receipts from Government mortgages, as well as receipts from the sale and charter of Government vessels.

Still other proposals to be advanced by the Commerce Department for the consideration of Congress deal with authorization for the Government to accept dry-cargo vessels ten years of age or more for an allowance of credit on the construction of new vessels; permanent authority to provide marine war risk insurance; authority to continue experimental work on Liberty-type ships; and authority to complete the reserve fleet ship-repair program. These are but a few of the maritime proposals that will be advanced, and, if enacted, will be of great aid in attaining the basic needs of many operators.

Government aid to tramps is still under discussion within the Commerce Department, and it's not yet known whether Commerce will be in favor of this.

Over a period of many years, many within Congress have been critical of the size of the annual maritime appropriations. Reactivation of the revolving fund, mentioned above, will definitely reduce the amount of shipbuilding funds required to be included in the annual budget, and thereby soften such criticism of maritime appropriations.

Rumors cannot be confirmed here that Mr. Onassis, owner of one of the largest tanker fleets in the world, is thinking of transferring his ships to the Italian flag. Most of the ships are now flying the Panamanian flag. The rumor was that he had been offered substantial tax benefits if he would change the flag to Italy.

The wholesale transfers of Liberty dry cargo ships have reached 52. Since mid-August of this year, the Maritime Administration has approved the transfer to foreign flags of that many ships.

It's expected that another 10 or 12 will be approved for transfer before the new Congress comes in next month.

The new Democratic Congress will certainly take a hand in the matter but it may prove too late. At the moment, it's not known whether this Congressional probe will be made by Senator Magnuson, Washington, who will head the Senate Interstate and Foreign Commerce Committee, or by Representative Bonner, North Carolina, who is to be Chairman of the House Merchant Marine Committee.

Although it has never been officially announced by the MA, this Government agency, as of last August, had in mind that it would allow up to about 60 Liberty dry cargo ships to go foreign. Applications covering 52 already have been okayed.

The MA will be called upon by Congress to give a fuller accounting of its reasoning for allowing such wholesale transfers.

South Atlantic Steamship Line is getting nearer to its subsidy award. The Government already has found that the company qualifies under the main provisions of law. The only drawback at this stage are the extensive foreign-flag agencies in which Strachan Shipping Company, parent company, is engaged in. Under law, the Government must first pass on these agencies before subsidizing South Atlantic.

The downward trend in employment among US flag vessels continued during the latter part of this year, with a further net reduction of 60 vessels as compared to the period April-June 1954. Of this number, 32 ships (27 privately-owned and 5 Maritime Administration owned) were relegated to inactive status; the remaining 28 were among those ships sold or scrapped.

On September 30, 1954, freighter vessels in the US flag fleet totalled 2,614 ships, a decline of 22 ships during the quarter.

Actively employed freighters showed a net decrease of 42 ships since the last quarter period, a reduction largely the result of a substantial contraction in the number of freighters engaged in overseas foreign trade. During the three months ending in September 30, 1954, fifty-two freighters, all privately owned and comprising 12 percent of the total number of US freighters operating in foreign trade, were either transferred to other operations, sold for service under foreign flags or consigned to inactive status.

At the end of the quarter (September 30, 1954) the number of privately-owned temporarily inactive vessels had risen to 130, an increase of 15 ships over the previous quarter.

The tanker fleet declined by a net of 6 vessels during the third quarter of 1954. Eleven ships were lost to the fleet as a result of sales to foreign operators and scrapping, and 5 new tankers entered the fleet from construction.

The response of private industry to the MSTs and Maritime Administration for building new tankers has more than exceeded expectation. MA had estimated that its tanker program would result in the construction by oil companies of 10 super-tankers, with the trade in to the Government of 20 older tankers. Already MA is past the halfway mark on this program. Congress authorized MSTs to charter, for 10-year periods, under separate legislation, up to 15 new tankers to be built by private industry. Already the oil companies have exceeded this by offering to build up to 23 new tankers for long-term charter to MSTs.

Your S.I.U. Washington Reporter

Seafarers Houston Hall Is A-Hummin'



Big like everything else in the State of Texas, sign alongside SIU hall in Houston makes it plain this is location of Seafarers' branch in the port. The site is at 4202 Canal Street, a choice corner location close to all port facilities.



Interior view of newly-opened SIU hall in Houston shows some of the branch membership enjoying a game of cards with inevitable "kibitzers" looking on. TV set is at far left and membership polls committee is seated at table just below it.

Fix Price On Mariner

A uniform sale price of \$4,183,571 for Mariner ships has been approved by the Government's General Accounting Office.

Originally the FMB had set a scale ranging from \$4,120,000 up to \$4,424,000 for Mariners designed for use as cargo ships. The difference in prices represented differences in construction costs for ships contracted for at a later date.

The new uniform price represents what the General Accounting Office calls a "weighted average" of the three previous figures. Since most of the ships would have sold at the lowest figure, it represents no reduction in price for the greatest number of the Government-owned vessels.

SIU Years Best Of His Life

When Father Time and the effects of a shipboard injury in 1951 finally brought an end to his sailing career, retired Seafarer Ben Bailey reflected that his record of 50 years of seafaring was well spent, especially the years since 1938 when he belonged to the SIU.

However unaccustomed he may have been to it before, Bailey found himself thrown into a life of ease, but free from care about his future security. The SIU Welfare Plan provides him with a comfortable cushion in the form of a \$25 weekly disability benefit for as long as he needs it and Social Security payments by the Federal Government are added to that. At 74, Bailey's needs, however small, are well taken care of.

Lives In New York

A New Yorker since the turn of the century, Bailey lives with his wife in the city he has known most of his life in a small Brooklyn apartment. His married daughter lives nearby, and if he tires of the small talk of his landlubber neighbors, he knows he can visit the SIU headquarters building and always find friends and former shipmates with whom to swap stories of the past.

Bailey first came to the US from Barbados, British West Indies,



Ben Bailey

about 1902 and managed to catch a job on the old Morgan Line freighter Almonte. Those were "different days," he points out, and few will argue the matter.

A couple of years later, in 1906, he tried working ashore, but finding that conditions there were just

as bad—or worse—he returned to the sea. That was when he worked on the New York subway, which opened that year, and he was putting in a 12-hour day for a princely \$9 a week in wages.

Sailing through World War I and into the thirties, Bailey joined the SIU in November, 1938, becoming one of the Union's original members in its drive to improve the lot of American seamen.

When World War II came, he was a fixture on the old George Washington as chief cook and spent most of the war years on what came to be known as "the workhorse of the Atlantic." His luck held out as far as subs and torpedoes were concerned.

In 1951, however, while aboard a Robin Line freighter as chief steward, he took a bad fall which caused him to be hospitalized in Saudi Arabia, and he knew that time and long years of working had finally taken their toll.

MARITIME

Italy's merchant fleet now totals slightly over four million gross tons, the highest in its history and eight times what it was in 1945. Before the war, the fleet totalled 3.5 million tons, and by the end of it, less than 500,000. The current figure includes 680,000 tons of liners and passenger-cargo ships, two million tons of cargo ships and 1.2 million tons of tankers. . . . The world's largest whale factory ship, the 44,000-ton Willem Barendsz II, has been launched in Holland. The vessel was named after a 16th century Dutch whale hunter and Arctic explorer.

Damaged in a storm at sea late last month, the cracked freighter P&I Trader finally reached a haven in Prince Rupert, British Columbia, after several days of limping shoreward. The vessel had split across the deck and down the port side. . . . Greek shipowner Stravros S. Niarchos has pulled a switch. Reversing the usual practice, where dry cargo ships, particularly Liberty-types, have been converted to tanker operations, Niarchos has placed an order with a Hamburg, Germany, shipyard, for rebuilding the tanker Myrtho into a freighter. In addition, two new 12,500-ton freighters will be built for him at Kiel and dickering over the construction of two more there is underway.

A successor to the former Swedish-American liner Gripsholm is still on the drawing boards, but model tests will be started in Rome very soon. The new ship will be built along the same lines as the company's latest addition, the Kungsholm, at a shipyard in Genoa. The old Gripsholm, a frequent visitor to the US during World War II when she served as a refugee ship, is now operated by the North German Lloyd Line. . . . Plans are afoot for a multi-million-dollar modernization program for the Lake Michigan shoreline of Chicago, in view of the possibilities for ocean commerce that will be created by the completion of the St. Lawrence seaway project. At the same time efforts will be made to build new beaches, a sea harbor for pleasure craft and other recreational facilities.

The Cities Service Oil Co. has shipped a \$2 million "city" aboard the Egyptian freighter Mohammed Ali El Kebir for delivery to Oman in SE Arabia, where the company will explore for new sources of oil. The "city" includes 23 knock-down houses, farm machinery, tools, automotive vehicles and even flower seeds for planting. . . . The second of four cargo ships built for the Westfal-Larsen Company's service between the US West Coast and South America has been launched. It is the 7,610-deadweight-ton motorship Nordanger, whose sister ship, the Hardanger, entered service last July. The vessels are 441 feet long and operate at speeds of 15.5 knots.

A shipment of 44,000 tons from the Black Sea is the first cargo of Russian crude oil delivered to Port Said under the new Soviet-Egyptian petroleum supplies agreement. Following delivery, the Egyptian tanker Al Hurriyeh returned for another shipment. . . . Now that the Dutch owners and Lloyds of London have both abandoned efforts to try to raise the Prins Willem V, which sank about three miles off Milwaukee's harbor entrance two months ago, the vessel is "fair game" for anyone who wants to try. The ship went down in 80 feet of water after colliding with an oil barge towed by a tug. She was valued at \$1.2 million and carried a cargo worth another \$750,000.

Port authorities at Brest, France, gave up hope of saving the 6,908-ton Swedish freighter Los Angeles, after she made port with her number three hold on fire, and had her towed outside the harbor to remove the danger from other ships. The ship had been blazing for 60 hours up to that time. . . . Work on a \$45 million improvement program that calls for widening and deepening the Suez Canal along its entire 100-mile-route is expected to get underway next year for completion about 1960. The work would expedite the passage of ships drawing 36 feet. The rapid increase in the size and draft of the new supertankers using the canal is believed responsible for the launching of the program, since there have been several cases in recent months when tankers in the 40,000-ton class couldn't ease through the canal while fully loaded.

The Seafarers Puzzle

ACROSS

- They man a ship
- The SIU has the best welfare
- The Navy Costa
- A kind of seaman
- A kind of buoy
- Sheltered bodies of water
- A sea soldier
- Dried up with heat
- Also
- Kind of auto
- Mrs. FDR
- A labor group
- Fielder's bloopers
- An exclamation
- Kind of stone
- Period of time
- home pay
- And: Fr.
- Girl's name
- Number: Abbr.
- You can't beat SIU on this
- Peruvian animal
- Chicken
- Port in Fr.
- Morocco
- The Log wins these
- Site of a canal
- US soldiers
- Long fish
- Bible character
- Literary collection
- International
- Line
- Look for

DOWN

- Credible: Abbr.
- SA port
- Where
- Guayaquil is
- Girl's name
- Go by
- Pound: Abbr.
- Bit of charity
- What washer should be
- The SIU
- An oil company
- Bearing of Bahamas from Miami
- Sand hill
- What cook does
- Boston U. footballer
- Tendon
- Make happy
- Allow use of
- Calling fibre
- A word, or term
- Stern
- Postpone
- A form of mineral
- Came ashore
- Island off Corsica
- City in Tibet
- What steamers follow
- Part of church
- Oriental title
- Gain victory
- What we follow
- Miss West
- Sea bird
- Long ton: Abbr.

(Puzzle Answers On Page 17)

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|----|----|----|----|----|----|----|----|----|----|----|----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | |
| 12 | | | | | | | | | | | |
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| 55 | | | | 56 | | 57 | | | 58 | | |
| 59 | | | | 60 | | | | | | | |

THE INQUIRING SEAFARER

Question: What's your view of the Coast Guard's superman brain-body proposals?

Roland St. Marie, AB: I can't see any legitimate point to the whole scheme, but one thing I really don't like is screening out guys as "beefers" or complainers aboard ship. In a free country you're supposed to be able to do that without being called down for it.

George Liebers, steward: I think they're awful. They probably won't go into effect because of all the opposition to them anyway, but I think the whole idea smells. During the war when the chips were down they took everybody and didn't look twice.

Alexander Boyle, wiper: They would probably affect the old-timers most of all, and that is one hell of a note. It doesn't seem fair for them to want to knock out the guys who've given their best to the industry and can still hold their own. I'm not worried for myself though; I just passed an Army physical.

L. S. Johnny Johnston, AB: It sounds like a phony set-up to me. The whole plan sounds like a scheme to put seamen under the same type of military jurisdiction that Navy men and Coast Guardsmen have. I've had my share of Navy experience and I know I don't want any more.

Charles Thomas, night cook and baker: I've been sailing quite a few years now, right through World War II and the Korean War, and I never saw them pull anything like this in wartime, where it might possibly do some good. And this plan has almost no restrictions to it.

Duska "Spider" Korolla, MM: The Coast Guard should stick to inspecting ships. Seamen already have enough controls over them when they go up for their papers, and then there's the physical you have to take when you sign on a ship. The whole idea recalls the old shipping board

MEET THE SEAFARER



JIM DAVIS, Steward

A restless curiosity about how the other half of the world lives has long been a motive for men to take to the sea. Seafarer Jim Davis has been satisfying that curiosity for the last 11 years, but still finds it a powerful lure. Between that and the fine conditions and take-home pay sailing SIU, Davis considers the life of a sea-going man just about the most satisfying he could think of.

Davis was born and raised in Birmingham, Alabama, which he still calls his home. But he has a second "home" in Port Elizabeth, South Africa, where he has made fast friends with several local residents. Right now he's hoping to grab another Robin Line ship on the South African run so he can hold a reunion and pick up the skin of a lion he bagged on a safari when last there. The lion skin will join a host of other mementos and souvenirs he has accumulated in his years of sailing.

Davis started out going to the University of Alabama where he studied for a journalism degree. On the side he got involved in radio broadcasting and did a few hitches with small local radio stations as announcer, engineer and script man. In 1943, Davis left school to ship out, catching the Paul Shoup out of Wilmington, California, as galley boy.

Liked To Cook

"I always liked to cook" he said, "so I put it to use on a ship." Now he holds chief steward endorsements, having worked at all ratings in the steward department.

Davis never did get back to school again, although he managed to complete another year's study via correspondence courses. He is hopeful though of getting that degree some day by taking a year off and going to school at the world-famed Sorbonne in Paris.

Davis sailed through the war years until 1946. Then he thought he would try living ashore for a while. He went to work as a salesman for a Hollywood outfit that specializes in elaborate leather albums for wedding photographs.

The outfit was, and is, thriving and the job was a good one but after nine months he decided that going to sea was what he really wanted. He's been sailing steadily ever since.

His particular liking for Port Elizabeth stems from the warm hospitality of the port which is proud of its reputation as a friendly city. One local family, the "Mandy gang," as Davis fondly describes them, are his hosts whenever he gets there. "They are avid readers of the SEAFARERS LOG," he says, "which really gets around in that city."

Four-Day Safari

On his last visit, Davis went on a four day safari with a professional guide. The first night out they put up at the hunter's camp, a collection of thatched roof huts in the bush. Davis was sitting back enjoying his coffee when he was jolted out of his seat by the roar of a lion just outside the camp. Although the hunter assured him that the lions would never invade the camp, Davis is not ashamed to admit that he barricaded the hut door that night. Subsequently he evened the score by downing one of the bushy-maned cats.

Experiences like these, he says, and meeting up with all kinds of people all over the world are what make going to sea such an interesting life.

All Have Problems

"After you get around to quite a few countries," he said, "you'll find that people everywhere are pretty likeable. They have different customs and ways of doing things, but they all have their problems and headaches and they all want to get along with their neighbors."

"Someday in the future," he concluded, "I'd like to see the SIU Welfare Plan set up an exchange program, so that each year two or three children of Seafarers could go live abroad with Seafaring families and their children could come to live here with some of our people." Something like that, he feels, would be the basis for a genuine, world-wide brotherhood of the sea.

LABOR ROUND-UP

After one year, the deadlock has been broken in the strike of AFL Teamsters at five Pittsburgh department stores. The members of Teamsters Local 249 voted to accept a settlement on the basis of an immediate five-cent wage increase and a change in the rules giving the stores the rights to assign helpers and use parcel post. A second increase is provided at a later date. The settlement cleared the way for other store unions to return to work.

Abolition of the independent Transit Authority in New York City was demanded by CIO Transport Workers Union president, Mike Quill. The city-owned transit system was turned over to the authority via legislation passed by the state legislature. The union is seeking repeal of the legislation.

An interim increase of five percent has been negotiated for 5,000 Montgomery Ward employees in Chicago by the AFL Warehouse & Mail Order Employees Local 743. The increase was the first break in year-long negotiations after Local 743 was certified as bargaining agent. Meanwhile the union and

company are negotiating on other contract clauses.

A complete tie-up of all Chrysler Corporation production was averted one hour before deadline when agreement was reached on a union shop for 850 Chrysler office workers. The CIO United Auto Workers union wrested the agreement from the company at 6 AM, permitting the day's work to go on.

Repeal of the so-called "right to work" laws in the 17 states where they have been passed has been urged by the convention of the National Council of Catholic Women. The convention, meeting in Boston, criticized the "right to work" legislation as forcing conflict between labor and management by striking at the right of unions to organize.

Limits on admission of alien actors to the US have been urged by the AFL Screen Actors Guild. The group said that alien actors should be admitted only for starring or feature roles and that an actor on a temporary permit be allowed to appear in only one picture. Similar restrictions exist in Great Britain and other countries.

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First Step

News of new Government proposals to strengthen the merchant marine is sure to be welcomed by everybody in the industry. The proposed freight-ship trade-in program, if properly set up and administered, could go a long way toward modernizing the merchant fleet, while other aspects of the administration's plans would certainly be of considerable aid, particularly to non-subsidized sections of the industry. Tramp ship operators, too, would come in for a share of assistance under the new program.

In light of these proposals, which by the way, come from the Commerce Department, it seems even more astonishing that the Maritime Administration (a Commerce Department subsidiary) should be proceeding as rapidly as ever with transfers of US-flag Libertys to runaway flags. The Maritime Administration has permitted 52 ships to use this tailor-made escape hatch. Only a handful of Libertys remain in private US operation.

Regardless of the Maritime Administration's argument that these ships could not operate under the US flag, the inescapable fact is that every transfer means more cut-rate competition for US ships. The free and easy transfer policy will make it all the more difficult, and expensive, for the Government to come up with a workable maritime aid program. The very least that could be done, as a starter, is to call a halt on any further transfers as of now.

2nd Round Coming

The US Coast Guard has been tripped up in its attempt to smuggle through so-called "physical exam" proposals that could be used to deprive seamen of their livelihood. Although the sneak attack was spotted and upset by the SIU and the SUP, the Coast Guard has not given up by a long shot.

Further, Coast Guard brass have the gall to claim, according to newspaper reports, that there is "general misunderstanding of the project, which is to benefit the average seafarer," whose life is endangered, the Coast Guard says, by his own shipmates.

The Coast Guard's wool-pulling act will fool nobody. It's well understood that these plans are to benefit the Coast Guard itself, the insurance industry and the shipowner, who, as to be expected, agrees with the Coast Guard.

Just recently the Coast Guard in Boston gave a sample of its attitude when it went aboard an SIU ship and scanned the log from front to back to find something it could use against the crew. As a result nine men, civilian seamen all, were hauled before a military hearing panel.

No other civilian American is subject to the exercise of so much military power. But that doesn't stop the Coast Guard from grabbing for more control until it can regiment the seaman 100 percent.

Blackball Scheme

It's been the practice of non-union companies as well as operators who did business with other unions to blackball any seaman who sued the company for maintenance or other compensation under the Jones Act. Fortunately for Seafarers, the Union has energetically stamped out every effort by SIU operators to do the same. Every once in a while though, an attempt to blackball a Seafarer will pop up and have to be dealt with accordingly. However, Seafarers can feel free to throw in for any job with any company, with the assurance the Union will protect them against any blackball.

All this would be changed if the Coast Guard were able to put over its physical exam program. If the Coast Guard plan goes through, all the shipowner would have to do is blow the whistle. The Coast Guard would come down and do the rest.

That's just one of the many reasons why the Union is fighting this Coast Guard proposal tooth and nail. If the Coast Guard can, in effect, repeal the Jones Act singlehanded without benefit of Congress, every legal safeguard for the seaman is imperiled.

Holiday Greetings

The Christmas Holiday is still two weeks off as the LOG goes to press. But for many LOG readers on ships at sea and in ports the world over, this will be the last issue of the paper they receive before the holiday season. To all the Union extends best wishes for the holidays and the year 1955.

LETTER of the WEEK

Union 'Rescues' Stranded Seamen

To the Editor:

I am writing this letter because we, the crewmembers of the Cities Service tanker Logans Fort, would like all our SIU brothers to know how efficiently the Union serves its members if they get into difficulty.

The incident I am referring to particularly occurred in Chicoutimi, Quebec, on November 19, when seven crewmen of the Logans Fort were caught ashore fogbound and without money.

As ship's delegate, I asked the captain, who was also ashore,



Lewis

for money for the men but a draw was refused. Then later, after it became apparent that the launch could not return to the ship, anchored eight miles down the Saguenay River, I made another attempt to see the captain but this also failed.

Brother Willis Thompson, the deck delegate, and I then contacted the Union in New York, by telephone, and were assured that the company would be told how matters stood and the captain told to take care of his men.

Captain Comes Through

Of course, we do not know the contents of any message sent to the captain by the company, but we do know that the next attempt by the delegates was successful and a draw was issued in the lobby of the Chicoutimi Hotel.

All the hotel employees were keenly interested in the happenings and were amazed that a few Seafarers, through their Union, could bring sufficient pressure to bear to win their demands.

The following day, November 20, was also foggy, and the captain, in order to get the men back to the ship, called the vessel by radio-telephone and ordered a crew to bring a lifeboat into Chicoutimi to pick up the stranded men.

Unfortunately, the lifeboat's ancient engine broke down four times and after five hours of futile effort in a bitterly cold rain, the lifeboat crew had to return to the Logans Fort.

About three o'clock that afternoon the fog finally lifted enough so that the launch skipper agreed to take the captain, his wife, the steward, second mate, radio operator and seven SIU brothers back to the ship.

These brothers, besides Thompson and myself, were McGinnis, AB; Fielding, wiper; Manvel, pantryman; O'Shaughnessy, machinist-pumpman, and Fusiller, OS.

To top it all off, we discovered when we got back to the ship that we had run out of cigarettes, so tempers were pretty short all around. Nevertheless, we on the Logans Fort feel that if we can continue to face things with an SIU smile, and continue to work through our Union to make things better, we can still claim the Logans Fort is a happy ship.

Thurston Lewis
Ship's delegate



'Vote of Thanks'

Despite what the Coast Guard may think, Seafarers on the ships are on the ball when it comes to taking measures for shipboard safety. These measures, of course, depend on the willingness of the shipowners to cooperate and take the trouble and expense to run a clean, safe and comfortable vessel. Coast Guard opinion to the contrary, ships can be made safer, so that average human beings (not superman) can work them without unnecessarily risking injury.

For example on the Dorothy (Bull), Seafarer Ed Abually proposed that the company see to it that lifejackets are placed on launches when the ship anchors in Fajardo, Puerto Rico, so that seaman going ashore will be assured of necessary protection against capsizing or other accidents to the launches. Another crewmember, Seafarer Richard Cummings pointed out that the wiring on the ship was in dangerous condition and recommended that a shoreside electrical specialist be brought aboard to give the ship's electrical circuits a thorough inspection.



Cummings

Here then, are two sound safety suggestions from the crews themselves, which if followed by the company, would serve to reduce the danger of accidents without the necessity of taking every crewmember's "profile" and testing his family background. Abually is a Mobile boy, making his home in that city. He's 27 years old, and comes originally from Mississippi. He sails as AB. Cummings holds both bosun's and carpenter's endorsements. He is 51 and hails from Minnesota but now lives ashore in Philadelphia.

If you happen to run into any crewmember of the Robin Kirk and note that he is wearing a spotless set of dungarees credit it to the efforts of chief electrician Carl Von Herrman and 2nd electrician Francis W. Edwards.

It seems that the washing machine on the Kirk was giving a little bit of trouble to all hands, until the two Seafarers went to work on it. Since then it's been humming along like a charm and

providing everybody with properly-cleaned gear.

Crewmembers of the Kirk voiced their appreciation accordingly by thanking the two men for the "splendid job" they were doing in keeping the machine in order.

Von Herrman, who is 37, has been sailing with the SIU for two years, starting out of Seattle in December, 1952. He comes from California. Edwards, a Union member for nine years, just recently passed his 65th birthday. He makes his home in Milton, Massachusetts.



Edwards

All seems to be going well aboard the Steel Navigator with Seafarer Joe Kramer, ship's delegate, in charge. According to the crew, Kramer has done a bang-up job in that spot and they gave him a hearty vote of thanks for his efforts.

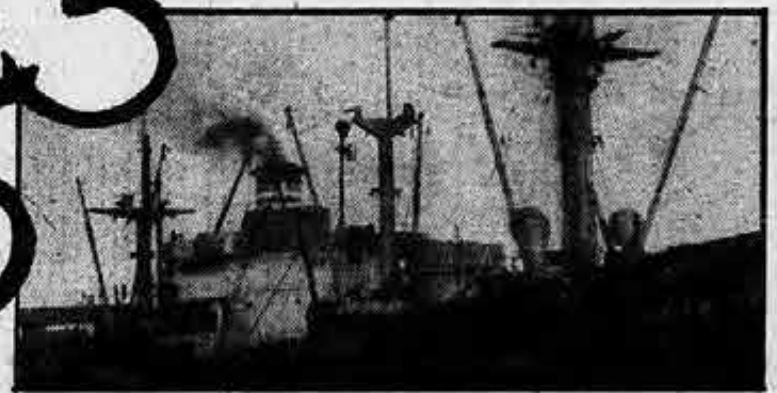
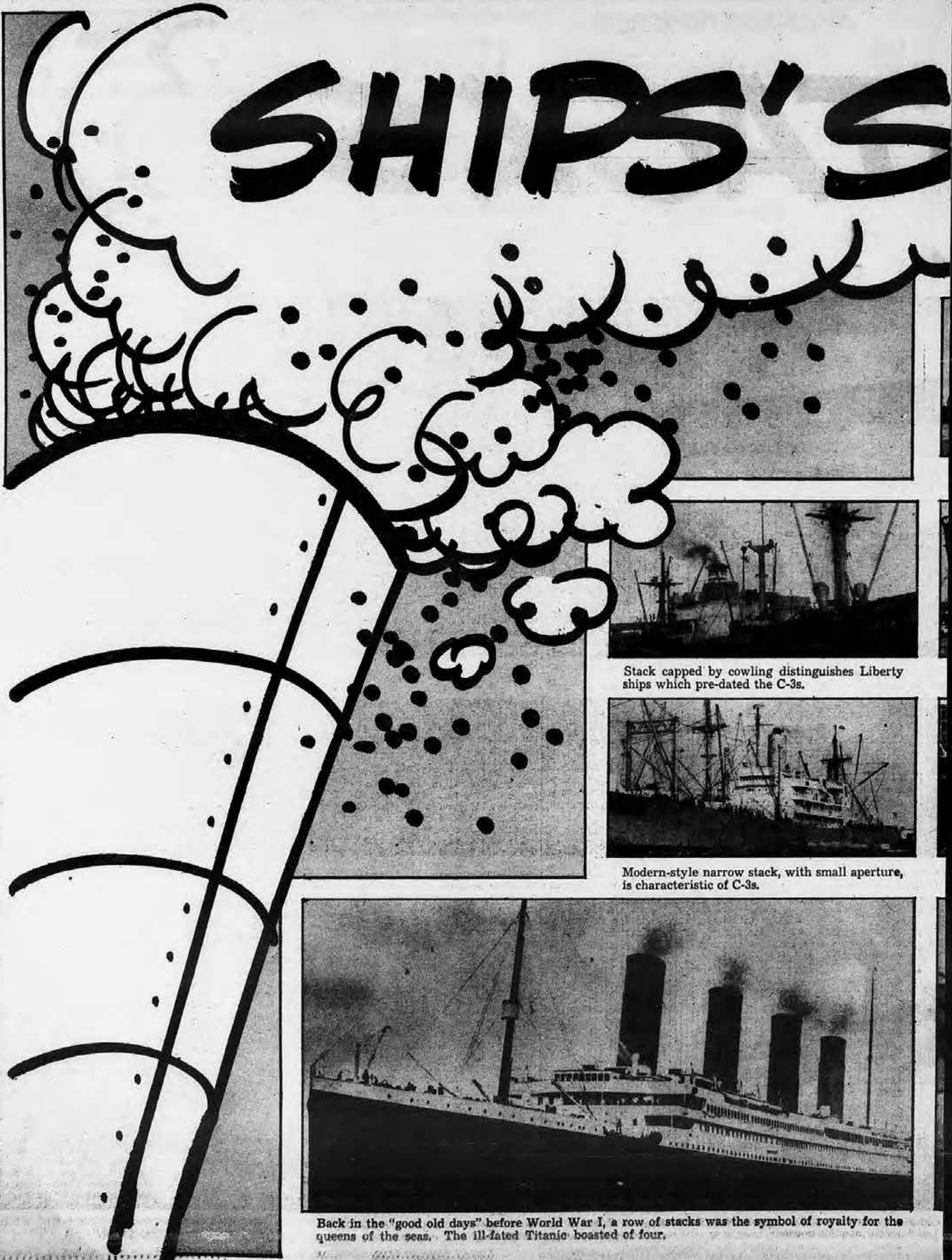
Kramer has been around quite a while with the Union and obviously knows the score. He joined the SIU over 11 years ago, on October 1, 1943. Pittsburgh is his home town. Kramer is 46 and sails in engine department ratings.

Ship's delegate Luther V. Myrex of the Alcoa Patriot underscored an important point when he urged all Union members aboard the ship to make sure that they cast a vote in the Union's elections. As Myrex put it, "get up to the hall and vote for your favorite candidates at the end of this voyage" so that every member will have a voice in deciding who will run the Union for the next two years.

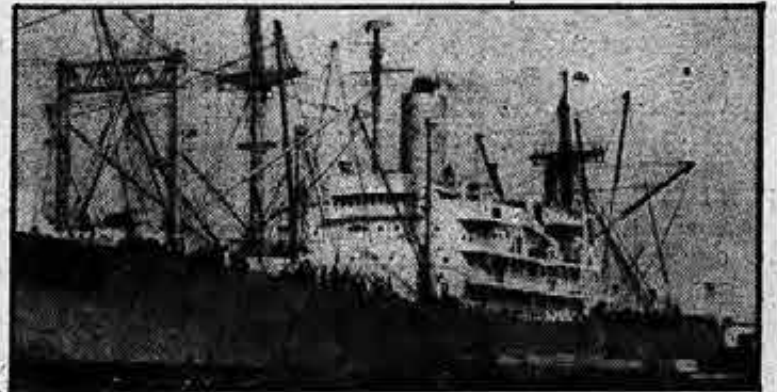
Myrex has been a member of the SIU since 1945, and holds all deck department ratings including bosun. He lives in Gardendale, Alabama.

Speaking of the elections, the three-man rank and file committees are still being elected daily so that the voting can go forward under their supervision. Some of the members serving on these committees recently include B. F. Lowe, J. Henry and B. Grice in Lake Charles; Lee Dwyer, E. Tirell and V. Capitano in Wilmington; and Vic Miorana, D. Clausen and H. Jones in New Orleans.

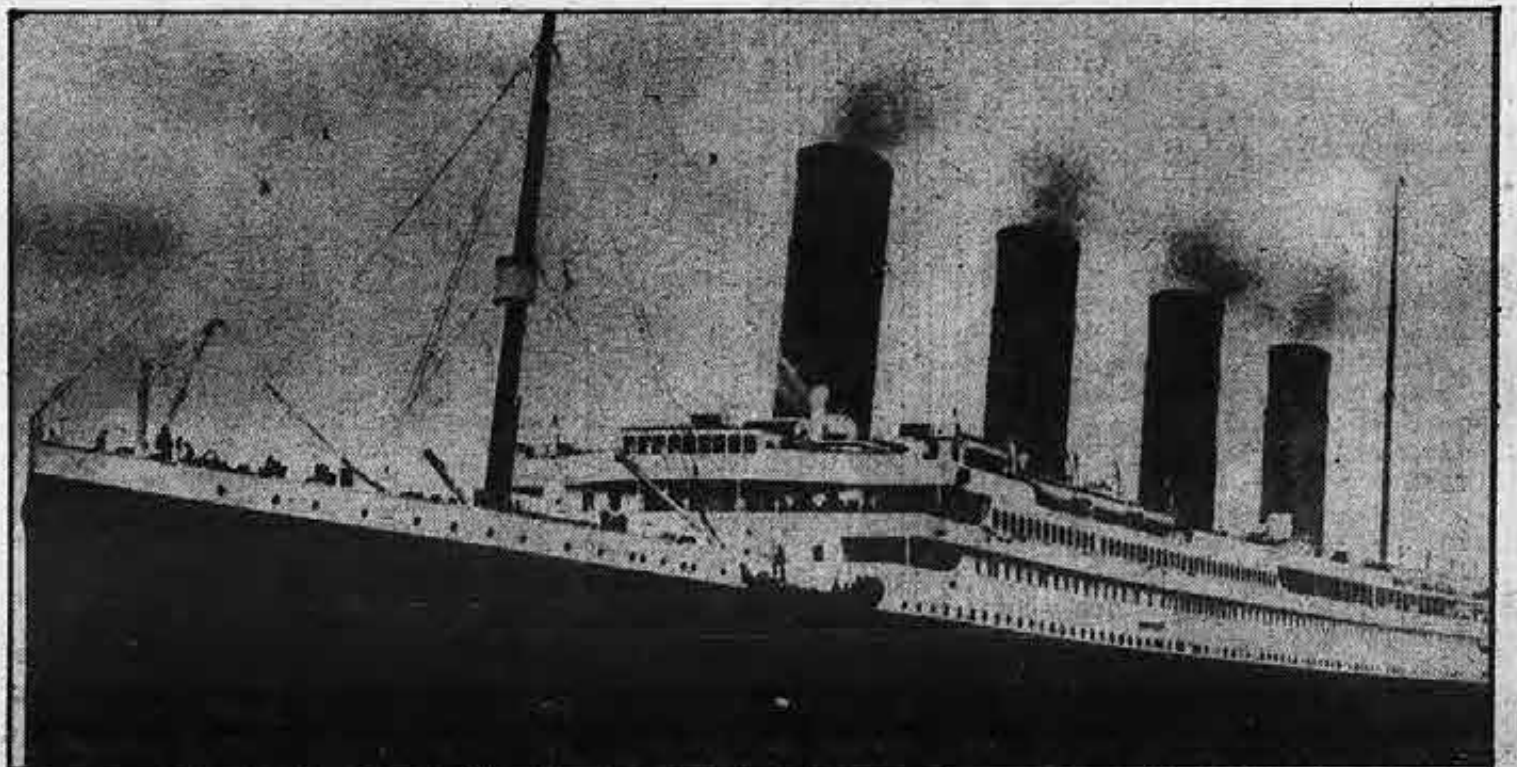
SHIPS' S



Stack capped by cowl distinguishes Liberty ships which pre-dated the C-3s.

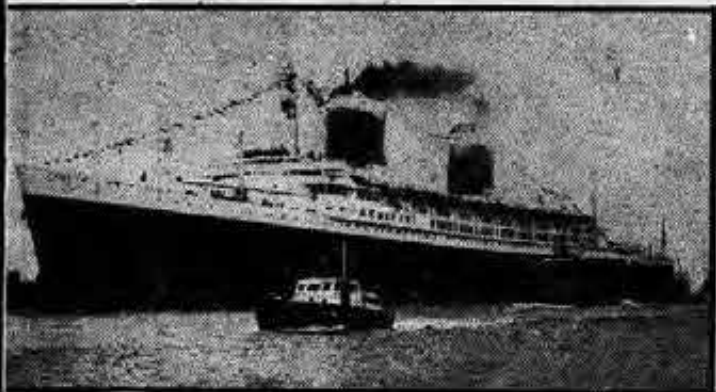
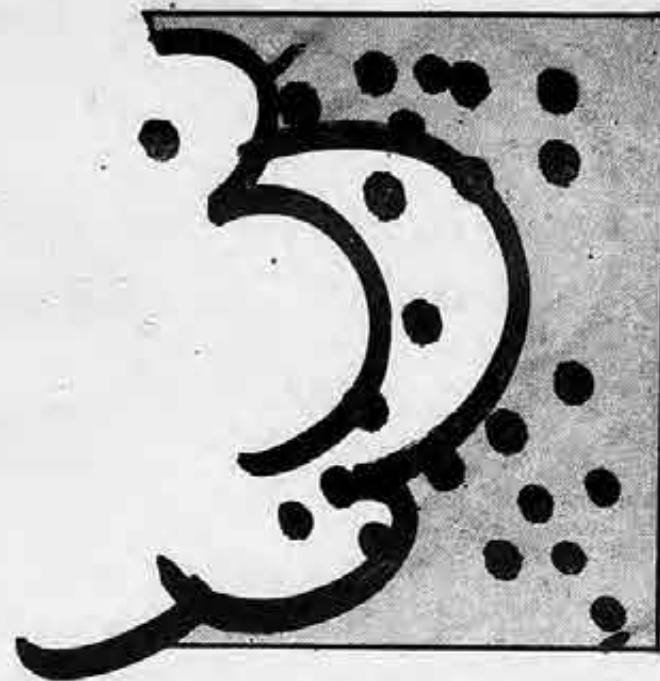


Modern-style narrow stack, with small aperture, is characteristic of C-3s.

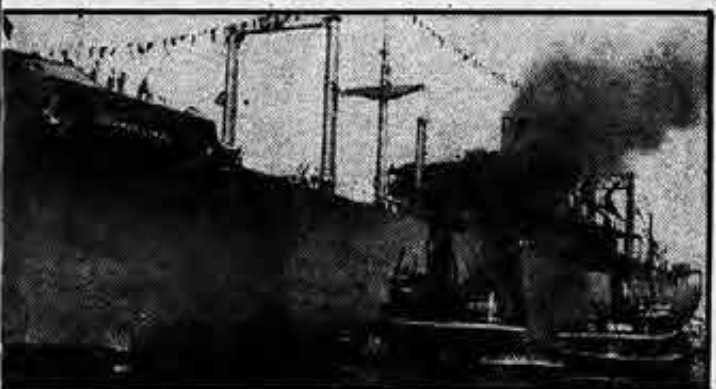


Back in the "good old days" before World War I, a row of stacks was the symbol of royalty for the queens of the seas. The ill-fated Titanic boasted of four.

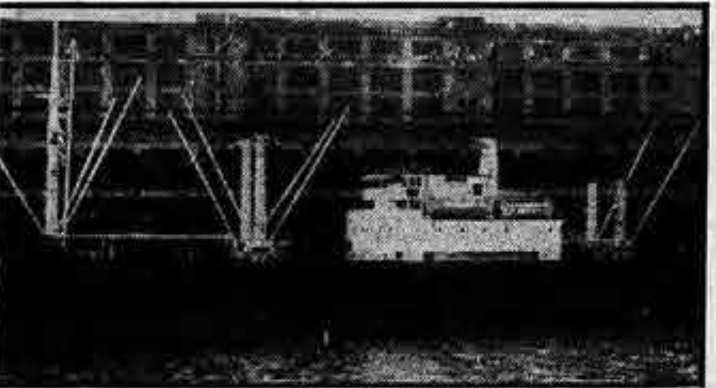
STACKS



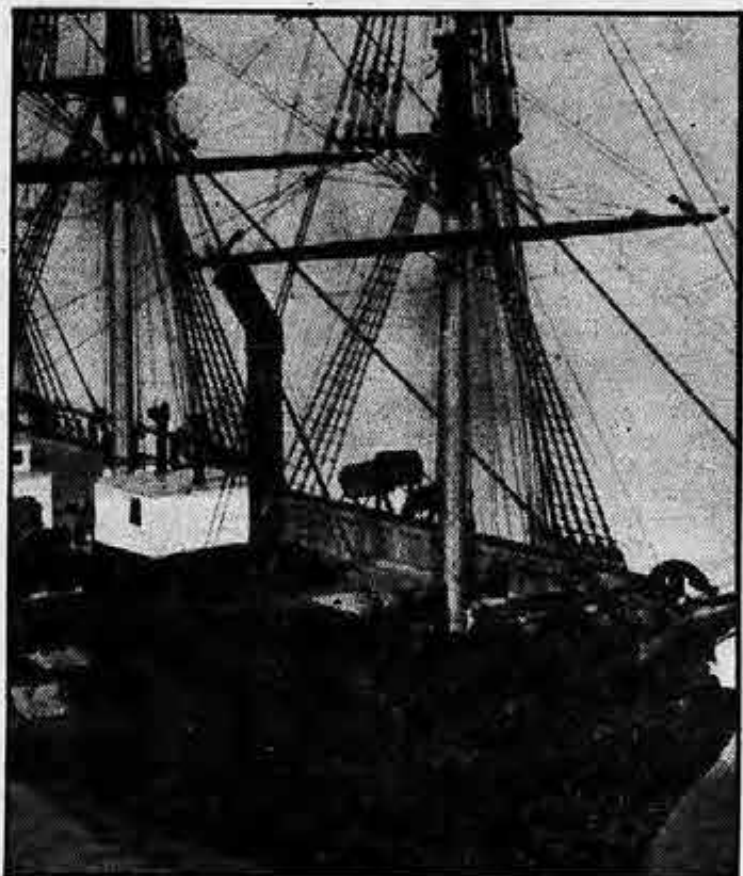
Twin stacks of the superliner United States also hold air-conditioning units.



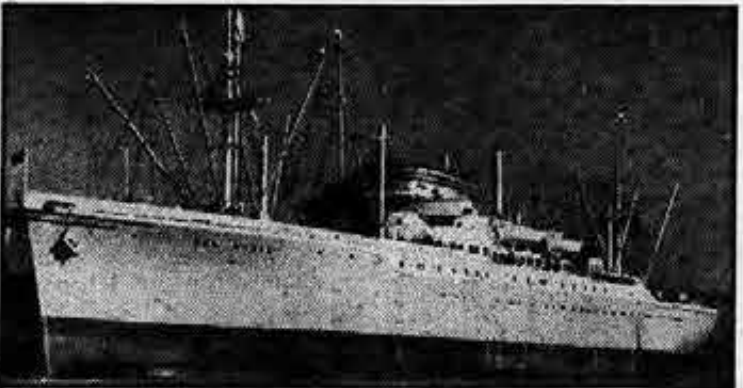
High stacks used by coal-burning tugs provide good draughts for the fires.



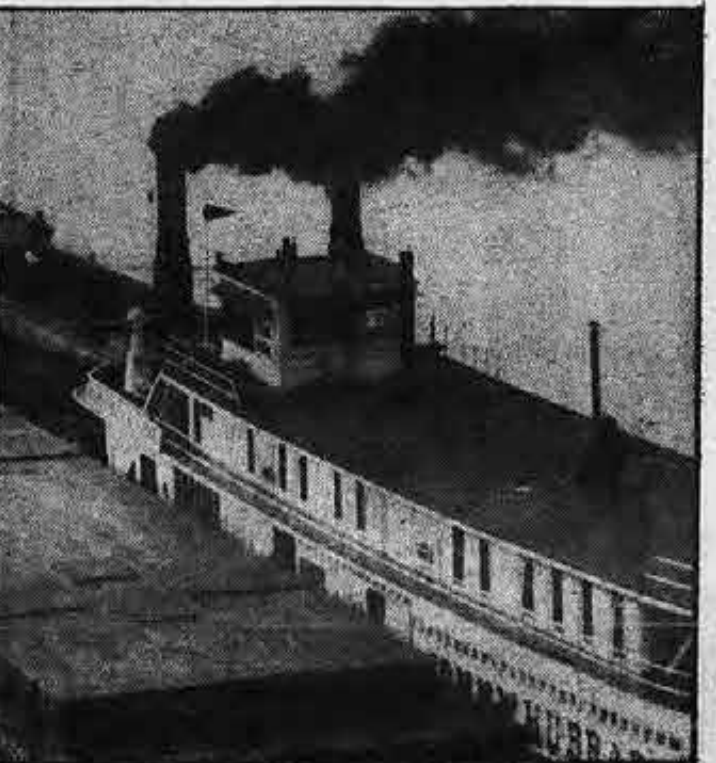
Diesel-powered ships, which do not need big draughts, require only thin pipes.



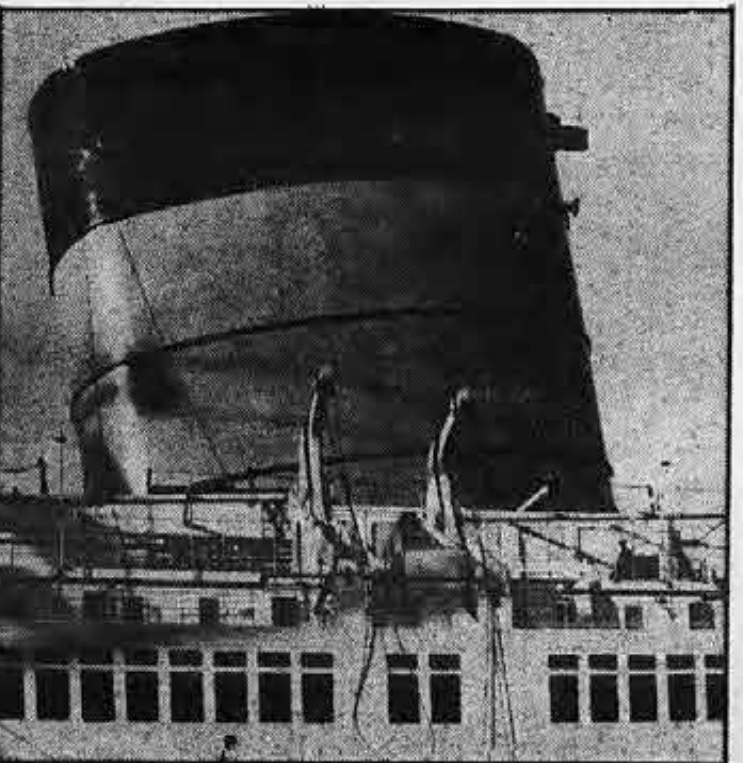
Historic steamship Savannah was first ocean-going vessel to have smokestack.



In C-3 converted to passenger use, real stacks are aft, make for smooth lines.



Old stern wheelers always sported two funnels just forward of pilot house.



Stack of 34,000-ton Cunard liner Caronia is said to be largest ever built.

To most landlubbers a smokestack is just a smokestack. But Seafarers and other seamen know that smokestacks are as varied as are women. They know that smokestacks, like women, have their particular personalities, their particular shapes and sizes, and their particular functions to perform.

There are, for instance, the thin, spindly smokestacks of the modern diesel-driven ships which do not require a big draft or uptake for their boilers. And then there are the stacks of ample girth, generally the hallmarks of the passenger superliners, which sometimes measure over 50 feet fore and aft, and can contain in them machinery weighing up to 125 tons.

There are those stacks, like the sky-rakers of the coal-burning tugs, which are a throw-back to the old "steamboat" days, and which are designed strictly for utility, and never mind the appearance. And then there are those stacks, like the "dummies" which may be found on some passenger liners, which are primarily decorative in nature, and which serve little useful purpose except to improve the vessel's lines.

As the science of ship design and building has advanced, the need for huge stacks has declined, as evidenced by the stacks of the diesels. Yet it is likely that stacks will always remain in some form—even if only for decoration. For ship designers seem to feel—and most Seafarers, we think, will agree—that a ship, like a woman, is not much to look at unless she is well-stacked.



In old "steamboat" days, no vessel was well dressed without real "sky raker."

PORT REPORTS

Savannah:

'Fair' Shipping Here Expected To Continue

Shipping was fair in this port during the past two weeks and the outlook for the future is about the same.

During the last two weeks we paid off the Southland (South Atlantic) and signed on the Archers Hope and Chiwawa (Cities Service). In transit were the Steel Scientist and Steel Vendor (Isthmian), Robin Tuxford and Robin Hood (Seas Shipping) and Seatrains Georgia and Louisiana (Seatrains). The two Seatrains each called here twice.



Paul

Men now on the beach include D. K. Waters, L. B. Paul, J. B. Christy and Mike Kavanaugh. In the hospital are James Lee, R. L. Fields, Paul Bland, J. T. Moore, Albert Lima, Ronald Carrollton, Ernest Webb, Jimmie Littleton and George Chance.

Jeff Morrison
Savannah Port Agent

Baltimore:

Shipping Is Reported On 'Full Ahead' Bell

Shipping here in the port of Baltimore has been on the "full ahead" bell and it looks as if it will continue that way through the holidays. During the past two weeks we shipped 209 men in all departments, which shows that this is still a very good port.

To those members who have not yet seen our new Baltimore hall, we would like to say that you are missing a real showplace. Our solarium is now open, along with our recreation room, and our cafeteria is also open now and is serving excellent food. We expect the bar to be open in about two weeks, and the Sea Chest will be operating in the sales room in the very near future.

Shipping Picture

Getting back to the shipping picture, during the past two weeks we had 16 payoffs, 12 sign-ons and 15 ships in transit. The payoffs were as follows: Oremar and Bethcoaster (Calmar); Edith (Bull); Madaket and Azalea City (Waterman); Andrew Jackson (Isthmian); Amerocean (Amerocean); Government Camp (Cities Service); and Chilore, Venore, Feltore, Steelore, Santore and Baltore (Ore).

Signing on were the Santa Venetia (Elam); Amerocean (Amerocean); Azalea City (Waterman); Steel Rover (Isthmian); Oremar (Calmar), and Chilore, Venore, Feltore, Steelore, Santore and Baltore (Ore).

In transit were the Robin Goodfellow, Robin Hood and Robin Kirk (Seas Shipping); Pennmar, Marymar and Bethcoaster (Calmar); Iberville and Chickasaw (Waterman); Steel Flyer, Steel Rover, Steel Navigator and Steel Advocate (Isthmian); Ines (Bull), and Alcoa Puritan and Alcoa Runner (Alcoa).

The following brothers are now in the USPHS hospital on Wyman Park Drive, here in Baltimore, and I know they would appreciate it if

you would take time to drop them a line: Chester Wilson, Max Felix, Ed Cznasowski, M. Jablonski, F. Taylor, Roy Bell, Gorman Glaze, B. Dewese, Robert McKnew, Oswald Ergle, John Castro, Earl McKendry, T. Lamphear, C. Chandler, John Schultz, J. Clarke, A. Smith and Lester Long.

Earl Sheppard
Baltimore Port Agent

Tampa:

Happy Time Enjoyed By Steel Vendor Men

Shipping in this port during the past two weeks was pretty good, and we expect things to be even better during the coming two weeks.

We had no payoffs or sign-ons during this last report period, but we serviced eight in-transit ships as follows: Alcoa Runner (Alcoa), Del Aires (Mississippi), Steel Vendor (Isthmian) and City of Alma, De Soto, Iberville, Afoundria and Chocotaw (Waterman).



Brancato

When the Steel Vendor was in here, it sure was good to see some of the boys on her, including Aldo Perini, Olle Johannsson, N. K. Brancato, G. Condos, Joe Bucker and Tony Matosky, better known as "Champ."

Anyway, we all spent some time at the Old Fort, a well-known bar here in Tampa, and we know the boys all enjoyed the floor show and will remember this visit for a long while to come. If any of you other boys are in this area, drop into the hall and say "hello."

Ray White
Tampa Port Agent

Norfolk:

CS, Mississippi Ships Pay Off And Sign On

During the last report period we paid off and signed on the French Creek (Cities Service) and Lawrence Victory (Mississippi) and had in transit the Alcoa Runner (Alcoa); Amerocean (Amerocean), and Steel Flyer, Steel Advocate, Steel Rover, Steel Vendor and Andrew Jackson (Isthmian).

In the USPHS hospital at present are Robert J. Caldwell, Jesse P. Brinkley and Isaac Duncan.

Ben Rees
Norfolk Port Agent

New Orleans:

Port Is Prosperous And Shipping's Brisk

No one should get the idea that there is a manpower shortage in New Orleans, but shipping here has continued at a brisk pace during the last two-weeks' report period, as we shipped out 50 more men than were registered.

As we pointed out during our last report, shipping has held up in New Orleans despite a general slump in the industry because of the continued prosperity of the port.

During the first half of 1954, New Orleans took over first place in the nation's ports in several new import and export lines.



King

Among the items in which SIU men are particularly interested because these cargoes are carried in SIU-contracted ships are such import commodities as sugar, molasses, sisal and burlap. First place ranking was captured by New Orleans in exports of corn, wheat flour, cotton and agricultural machinery.

During this period, New Orleans took the first place ranking in agricultural machinery, bananas and sugar away from New York and displaced Galveston as the foremost cotton export port.

Voting Is Heavy

As in other ports, Seafarers here are voting in the biennial election of Union officials. Voting has been heavy during the first weeks of the election and a big vote is anticipated here.

Several brothers who have been confined to the hospital have received their "fit for duty" slips and are putting in daily appearances at the hall, waiting their turn to ship out. Among these are Victor (Zeke) Bonura, who missed the Thanksgiving Day opening at the Fair Grounds, but who now is reported "fit and fast" and ready to make up for lost time. Other brothers on the fit for duty list are Leo Watts, Thurston Dinglear, Eaden King, Donald Alt and George Dean.

Luther Seidle, Arne V. Olsen, George Curry, Frank Martin, Vincent Kane and Manuel Church recently were admitted to the hospital. We hope they are up and around soon.

Still convalescing and looking for early discharges from the hos-

pital are Lonnie Tickle, Frank Catchot, Julian Barrett, George C. Murphy, Thomas Fields, Theodore Lee and Nicholas Tala.

Five Ships Pay Off

During the last two weeks, five ships paid off in this port, four signed on and 18 called in-transit.

Payoffs were aboard the Del Aires and Del Sol (Mississippi) and the Afoundria, DeSoto and Iberville (Waterman).

The Steel Scientist (Isthmian), Del Norte and Del Monte (Mississippi) and the Afoundria signed on.

Ships calling in transit were the Alcoa Cavalier, Alcoa Pennant, Alcoa Clipper, Alcoa Pilgrim (Alcoa), the Steel Vendor and Steel Scientist (Isthmian), the Del Monte (Mississippi), Seatrain Georgia and Seatrain Louisiana (Seatrains Lines), Monarch of the Seas, Chocotaw, City of Alma, Claiborne and Afoundria (Waterman), Genevieve Peterkin (Bloomfield), Southwind (South Atlantic), Southern Districts (Southern Steamship) and Archers Hope (Cities Service).

Lindsey J. Williams
New Orleans Port Agent

Houston:

Shipping Picks Up, Seen Getting Better

Shipping in this port picked up somewhat during the last two weeks but is still on the slow bell.

During the coming two weeks we expect things to be even better because we expect to pay off the Neva West (Bloomfield) and also expect to have the usual amount of men getting off the in-transits for the holidays.

During the past two weeks we paid off and signed on the Genevieve Peterkin (Bloomfield) and had the following ships in transit: Royal Oak (Cities Service); Alexandra (Carras); Edith (Bull); Sea Nan (Stratford); Lawrence Victory, Del Aires and Del Sol (Mississippi), and Seatrains Savannah, Texas and New Jersey (Seatrains).

Beefs Squared Away

The Genevieve Peterkin had a few minor beefs at the payoff but these were all squared away to the crew's satisfaction and the ship signed on with no trouble.

Among the men who have been on the beach here lately are "Tex" Metting, "Red" Rhoades, J. Creppon, Santos Garcia, Johnny Byrd, Joe Ranieri, "Horse" Groschlose and "Casey" Jones. In the hospital are James Hawkins, Robert White, Shirely Poole, W. G. Trice, C. B. Young, M. A. Plyler, T. Dawson and A. W. Keane.

A. (Frenchy) Michelet
Houston Port Agent

Boston:

CS Tankers Sign On But Shipping's Slow

Shipping in this port was slow during the past two weeks with only the Salem Maritime and Bents Fort (Cities Service) paying off and signing on here. In transit were the Anne Marie (Bull), Steel Navigator (Isthmian), Ocean Lotte (Ocean Transportation), Robin Kirk (Seas Shipping) and Trojan Trader (Trojan).

When the Steel Navigator came in here the Coast Guard boarded her and subpoenaed nine men to appear at a hearing for various reasons, such as missing ship and not securing ship.

The CG is picking up the log books and checking them for any loggings, and any performers on these ships will be subpoenaed to appear before a hearing.

The Trojan Trader came into Portsmouth, NH, and the ship's delegate called the hall and asked to have new mattresses and fans put aboard. The company was contacted and promised to put these items on board either in New York or Philadelphia.

We also contacted the Eastern SS Co. about G. Weddell, who reported that the leg he injured on the Evangeline last summer is still bothering him. Weddell was sent to the company, which gave him a letter of admittance to Brighton Marine Hospital.

Also In Hospital

Also sent to the hospital was Brother J. Fawcett who became ill in the hall and was found to be suffering from extremely high blood pressure.

Other men now in the hospital are J. Herrold, F. Alasavich, M. Stabile, J. Senneville and G. Dunn.

For our Seafarer of the Week we have selected Brother Alvin C. Carpenter. Brother Carpenter, who ships in the steward department, is very proud of his baking, and says he would rather be a night cook and baker than anything else. Brother Carpenter made the seven-months maiden voyage of the Orion Comet and is now cook and baker on the Ocean Lotte.

Among the men now on the beach are A. Eklund, E. Callahan, W. Foster, H. Ryan and A. Vetu.

James Sheehan
Boston Port Agent

Wilmington:

12 In-Transits Call, Provide Jobs For Men

We had no payoffs in this port during the past two weeks but we had one sign-on and had 12 ships call in transit, and on these we were able to place 11 men. We also sent 7 men up to Seattle, which had jobs for all of them upon arrival.

Signing on during the last report period was The Cabins (Cabins) while in transit were The Cabins (Cabins); Alcoa Pioneer and Alcoa Planter (Alcoa); Portmar, Alamar and Seamar (Calmar); Raphael Semmes and Yaka (Waterman); Michael (Carras); Steel King (Isthmian); Sweetwater (Metro), and Orion Comet (Oil Carriers).

Ernest B. Tilley
Wilmington Port Agent

A & G SHIPPING RECORD

Shipping Figures November 17 to November 30

| PORT | REG. | | | TOTAL REG. | SHIP. | | | TOTAL SHIPPED |
|---------------|------------|------------|------------|--------------|------------|------------|------------|---------------|
| | DECK | ENGINE | STEW. | | DECK | ENG. | STEW. | |
| Boston | 12 | 8 | 7 | 27 | 6 | 2 | 7 | 15 |
| New York | 93 | 78 | 78 | 249 | 82 | 66 | 57 | 205 |
| Philadelphia | 15 | 13 | 15 | 43 | 24 | 26 | 20 | 70 |
| Baltimore | 131 | 100 | 69 | 300 | 99 | 78 | 32 | 209 |
| Norfolk | 16 | 10 | 8 | 34 | 12 | 2 | 8 | 22 |
| Savannah | 25 | 11 | 15 | 51 | 18 | 11 | 12 | 41 |
| Tampa | 13 | 12 | 17 | 42 | 19 | 11 | 14 | 44 |
| Mobile | 36 | 32 | 32 | 100 | 57 | 55 | 60 | 172 |
| New Orleans | 78 | 57 | 53 | 188 | 75 | 65 | 92 | 232 |
| Houston | 23 | 20 | 12 | 55 | 30 | 12 | 7 | 49 |
| Seattle | 39 | 29 | 31 | 99 | 66 | 47 | 39 | 152 |
| San Francisco | 27 | 26 | 29 | 82 | 32 | 28 | 29 | 89 |
| Wilmington | 18 | 9 | 13 | 39 | 4 | 1 | 6 | 11 |
| Totals | 424 | 349 | 378 | 1,309 | 524 | 404 | 383 | 1,211 |

PORT REPORTS

Mobile:

Five Laid-Up C-2s Put Back In Service

Shipping in this port during the past two weeks was good, with 172 men shipped to regular jobs and 226 men sent to various relief jobs in and around the harbor. We had 8 payoffs, 6 sign-ons and 3 in-transits during this period, with the payoffs as follows: City of Alma, Monarch of the Seas and Claiborne (Waterman) and Alcoa Clipper, Alcoa Pointer, Alcoa Pilgrim, Alcoa Roamer and Alcoa Corsair (Alcoa).

Signing on were the La Salle, City of Alma and Mobilian (Waterman) and Alcoa Pointer, Alcoa Pilgrim and Alcoa Roamer (Alcoa). In transit were the Southwind (South Atlantic) and De Soto and Iberville (Waterman).

This shipping during the past couple of weeks was boosted by the fact that Waterman put five of its laid-up C-2s back into service. Four of these have already crewed up and there is a possibility that a couple of more C-2s will be taken out of lay-up within the next few days. Waterman had 11 ships laid up here for quite a while, but the boys on the beach got quite a lot of relief work on them and that helped take up the shipping slack.

Prospect For Future Good

Prospects for the coming two weeks also look good, with the following ships due to hit the port either for payoff or in transit: Afoundria, Warrior, Chickasaw, Antinous, Claiborne and Monarch of the Seas (Waterman) and Alcoa Patriot, Alcoa Cavalier, Alcoa Polaris, Alcoa Partner, Alcoa Clipper and Alcoa Pennant (Alcoa).

Voting for the election of Union officials has been going on at a brisk pace ever since the polls opened November 15. This is a very healthy sign as it shows the brothers are interested in the election of officials to run their business for them. The voting will continue daily, as per the Union constitution, until January 15.

Another thing of interest here is the repair and renovation of the building adjoining the hall, which is now going on in fine style. We are going to make the recreation half of this building a first-class place for the members to relax and enjoy themselves in.

Thanksgiving Dinner Served

And speaking of enjoyment, many of the brothers on the beach enjoyed a fine Thanksgiving dinner through the courtesy of the Seafarers Welfare Plan. This dinner was served at the Catholic Maritime Club and was really a good meal, according to the brothers who partook of it.

For our Seafarer of the Week we nominate Brother Terrill D. York, who joined the Union in 1948 and has sailed steadily out of the Gulf area since that time, generally as steward or cook. Brother York, who is married and has two children, makes his home in Toulminville, a suburb of Mobile, and when he's not shipping he spends quite a bit of time fishing. Brother York highly praises the disability provisions of the Seafarers Welfare Plan. He says he has seen some of his old shipmates taken care of by this benefit, and that it gives a man a wonderful feeling of security to know that his Union will take care of him and that he will not have to



York

depend on charity if he is disabled.

A few of the oldtimers now on the beach are Robert Drain, Nils Larsen, Tage Roslund, M. Wadlington, Donald Pool, Joe Denton, Malcolm Cleutat, Leon Jordan, Robert Thomas, P. R. Simmons, Leonard Smith and Joseph Green.

Cal Tanner
Mobile Port Agent

Seattle:

Libertys Leave Lay-Up, Shipping 'Exceptional'

Due to the fact that several Libertys came out of lay-up, shipping was exceptionally good in this port during the past two weeks and we had to send to Wilmington and San Francisco for about 25 men.

During this period we paid off the Young America (Waterman) and signed on the Seamonitor (Excelsior), Western Trader (Western Navigation) and Irenestar (Maine). In transit were the Raphael Semmes (Waterman), Alcoa Pioneer (Alcoa) and Alamar, Seamar and Calmar (Calmar).

P & O Buys Ship

We have learned that the SIU-contracted Peninsular and Occidental SS Co., which operates the Florida, has purchased the Denali, formerly on the Alaska-Seattle run, from the Alaska SS Co.

Men now on the beach include J. Spuron and O. P. Oakley, while in the hospital are S. Johannessen, M. Michalik and T. C. Riley.

Jeff Gillette
Seattle Port Agent

Miami:

P & O Is Expected To Get Another Ship

Shipping has been on the slow bell in this port and during the past two weeks we had no sign-ons and only one payoff—the Florida (P & O). In transit were the Florida (P & O); Ponce (Ponce Cement); Ocean Lotte (Ocean Trans.); Bradford Island (Cities Service); Steel Vendor (Isthmian), and Iberville and Azalea City (Waterman).

We expect the P & O to get another ship soon—the Denali—but we don't know just when she will arrive from the West Coast.

Eddie Parr
Miami Port Agent

Lake Charles:

Heavy Vote Forecast In Union's Election

Down here in Louisiana, things have been running along smoothly both as far as shipping and as far as the elections are concerned. Many brothers are casting their votes here and it looks as if a heavy vote will be rolled up.

As for shipping, we shipped more men than we registered in the engine department, and as many as we registered in the steward department, so we had a pretty fair two weeks. However, we still have quite a few men here, so we don't advise any of the brothers to come down here if they are anxious to get out in a hurry.

Calling in here during these past two weeks were the Government Camp, Council Grove, Bents Fort, Archers Hope, Bradford Island, Winter Hill and Cantigny (Cities Service), and over in Orange, Tex., we had the Southern Cities (Southern) and Val Chem (Valentine Tankers). All of these ships took a few men.

For our Seafarer of the Week we nominate Golden B. (Tex) Gillespie, who is really a native of Texas and makes his home in near-by Orange, Tex sails in the deck department, and about three months ago he took a Waterman ship bound for the Far East, but now he's back with us again and keeping busy reading farm and poultry journals. Tex says that as soon as he makes his stake he is going into the butter and egg business on a big scale, but so far he has only one hen and no cows. However, he's hoping. Also, he's pitching in hard as far as the Union is concerned, and he says he knows the value of the SIU and is determined to help keep and improve what we have gained.

Was Meeting Chairman

Tex served as chairman at our last regular meeting, and J. A. Phillips, also of the deck department, was recording secretary, and both men did a fine job.

Besides these two men, we now have on the beach Sam Evans, "Big Jim" Canard, "Red" Henry, B. F. Lowe, A. Fruge, Ben Grice, E. Lerma, "Woody" Johnson, Mont McNabb, C. Young, J. F. Mapp, Ted Jones and B. McMichael.

We have no men in the hospital at this time.

On the local labor front all is

quiet, but the political situation is picking up and each day more men announce their candidacy for the governor's office. It looks as if by election time we will really have a gang running for this office.

The quail hunting season will open here soon and a number of the boys are looking forward to it.

Leroy Clarke
Lake Charles Port Agent

New York:

Members Show Keen Interest In Election

Voting here at headquarters in New York has been going on at a very brisk pace and it is evident that the members are taking an active and interested part in the elections. As we have mentioned before, every member who has not yet voted should do so as soon as possible, as this voting is to elect the men who will serve for the next two years.

Shipping in this port is still holding its own but I would not advise any of the brothers to come up here with the thought of getting right out. What they will get is a lot of real cold north winds.

During the last report period we paid off 18 ships, signed on 3 and had 13 in transit. The payoffs were as follows:

Seatrains Savannah, Texas, Georgia, Louisiana, New York and New Jersey (Seatrains); Republic (Trafalgar); Bradford Island, Cantigny and Council Grove (Cities Service); Val Chem (Valentine); Steel Artisan, Steel Advocate and Steel Navigator (Isthmian); Robin Kirk (Seas Shipping); Kathryn (Bull); Bienville (Waterman), and Transatlantic (Pacific Waterways).

Signing on were the Sea Nan (Stratford), Steel Artisan (Isthmian) and Robin Hood (Seas Shipping).

Ships In Transit

In transit were the Pennmar and Bethcoaster (Calmar); Carolyn, Suzanne and Beatrice (Bull); Alcoa Ranger and Alcoa Puritan (Alcoa); Barbara Michel (Norlo), and Chickasaw, Choctaw, Fairisle, Fairport and Antinous (Waterman).

We find in the past couple of weeks that some of the crews have not been cooperating with their department and ship's delegates. The brothers should not forget that these delegates are their representatives until the shoreside patrolman comes aboard, and it makes for much quicker and easier payoffs if they cooperate with them.

Claude Simmons
Ass't. Sec.-Treasurer

San Francisco:

Union Action Saves Comet Seward's Job

We had no payoffs in this port during the past two weeks, but we signed on the Orion Comet (Oil Carriers) and in transit were the Seamar (Calmar); Steel King (Isthmian); Seamonitor (Excelsior), and Yaka and Raphael Semmes (Waterman).

When the Orion Comet paid off here we had a beef with the master, who tried to fire the steward. The master refused to give us any information as to why he was firing the steward, and so we checked with all the crewmembers, including the licensed personnel, and found this steward was a topnotch man and fed above the average during the run. Checking further, we learned the master personally disliked the steward, and, of course, personalities have no place aboard ship. At any rate, this beef was settled to everyone's satisfaction, with the steward remaining aboard the ship.

During this last report period we also delivered two maternity checks, of which one went to Brother R. O. Brown. Brother Brown's baby was born in a hospital in San Francisco and when the time came for him to take his wife home he owed the hospital \$98, so they released his wife but held the baby. We immediately got in touch with the welfare department at headquarters and the check was sent immediately, and we are happy to say that through this speedy action we were able to have the baby home in a few days.

For our Seafarer of the Week we have selected Brother Charles Taylor, who joined the Union in 1944. Brother Taylor says that he likes the conditions on SIU ships very much, and also likes the vacation pay.

Tom Banning
San Francisco Port Agent

Philadelphia:

Shipping Shows Gain, Future Outlook 'Fair'

Shipping in this port picked up a little during the past two weeks and the outlook for the future is fair. During these two weeks we paid off 9 ships, signed on 6 and had 10 in transit. The payoffs were as follows:

Marina and Hilton (Bull); Winter Hill (Cities Service); Southern States (Southern); Marymar and Pennmar (Calmar); Queenston Heights (Seatrains); Republic (Trafalgar), and Barbara Michel (Norlo).

The Winter Hill, Southern States, Marymar, Pennmar, Queenston Heights and Republic signed on, and in transit were the Robin Goodfellow and Robin Kirk (Seas Shipping); Steel Chemist, Steel Rover and Andrew Jackson (Isthmian), and Chickasaw, Bienville, Azalea City, Madaket and Antinous (Waterman).

The Hilton paid off with the possibility that she may go into idle status. The Marina has been transferred to a foreign flag but we understand that Bull has purchased two C-2s to replace her and the Rosario.

A. S. Cardullo
Philadelphia Port Agent

SIU HALL DIRECTORY

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- BOSTON.....276 State St. James Sheehan, Agent Richmond 2-0140
- HOUSTON.....4202 Canal St. A. (Frenchy) Michelet, Agent Preston 6598
- LAKE CHARLES, La.....1419 Ryan St. Leroy Clarke, Agent Phone 6-5744
- MOBILE.....1 South Lawrence St. Cal Tanner, Agent Phone 2-1754
- NEW ORLEANS.....523 Bienville St. Lindsey Williams, Agent Magnolia 6112-6113
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- VANCOUVER, BC.....298 Main St. Pacific 7524
- SYDNEY, NS.....304 Charlotte St. Phone 6245
- BAGOTVILLE, Quebec.....20 Elgin St. Phone: 545
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Wage, Vacation Pay Boosts Will Help Pay For This



The SEAFARERS LOG recent picture story, "Seafarer-Homeowner," has prompted Seafarer J. T. Spivey, Jr., to submit these photos of the new home which he and his wife have just completed in Shreveport, La. A feature of the house, Spivey writes, is the cabinet-lined galley which is over 18 feet long and 14 feet wide. Also, he says, his wage boost, under the latest SIU contract, and his increase in vacation pay will come in mighty handy in helping to pay for this set-up.

Ship's Meeting - De Soto Style

SIU crewmen who may be having a little difficulty putting zip into their shipboard meetings might take an object lesson from the crewmembers of the De Soto (Waterman). Recently, for instance, the De Soto crewmen conducted a meeting at which a wide variety of topics pertaining to the Union were discussed. Many of the brothers took the floor to state their opinions on these topics, and it was agreed by all that this was the best shipboard meeting they

ever attended, according to Phil Reyes, who served as secretary.

For one thing, Reyes reports, Brother Lukas took the floor and gave a brief history of maritime unions, comparing the much improved wages and working conditions of Seafarers with those of seamen 30 years ago. Brother Lukas urged the members not to take all these gains for granted, but to be ever alert to keep them, to abide by the contract and to be loyal to the Union.

Settling Beefs

Brother Burke also took the floor and outlined the SIU method of settling beefs aboard ship. He pointed out that no individual crewmember should directly approach his superior officer on any grievance but should submit the beef to his department delegate. If necessary, he said, the department delegate will turn the beef over to the ship's delegate, and if the ship's delegate cannot obtain satisfaction from the officer or captain, he will submit the beef to the proper shore-side Union official for action. Brother Reyes, who also spoke,



Reyes

cited a number of cases in which certain crewmembers, who were not familiar with the agreement, lost out on their transportation money when the skippers of the ships they were on discharged them for cause.

When several of the members disputed these statements, and questioned the payment of transportation money to men discharged for cause, Brother Reyes read the section of the agreement pertaining to transportation money, and said the payment of such money, even to men discharged for cause, had been settled by Union officials and ships' captains.

Brother Reyes warned, however, that this does not give a man liberty to perform aboard ship. Such a man, he pointed out, can be tried and disciplined by a fine or loss of his shipping rights according to the Union constitution.

Back Educational Program

All the members voiced the opinion that more emphasis at shipboard meetings should be laid upon education and becoming more familiar with the agreement, and a motion made by Brother Reyes was seconded and carried to devote a portion of each meeting to a discussion of the Union constitution, contract or history.

Such action, it was felt, would help not only the permitmen on board, but also oldtimers in the Union whose familiarity with the constitution and contract may be getting a little rusty.

The meeting, which was presided over by Brother G. Callahan, closed with many individual crewmen, including permitmen, asking various questions about their rights and benefits, and the oldtimers aboard answering these questions and pointing out that the rights and benefits of SIU men make the SIU second to none among maritime unions.

Seatrain Drill



The Seatrains New Jersey provided the setting for this photograph by Seafarer Charles Oppenheimer, who's much better known as "Sir Charles." It shows some of his shipmates during a fire and boat drill aboard the vessel.

Quiz Corner

- (1) The largest city on the European continent is: (a) Rome, (b) Berlin, (c) Paris, (d) Moscow.
- (2) An American, Florence Chadwick, has been in the news in recent times because she successfully swam the English Channel. Who was the first woman to perform this feat?
- (3) Four hundred passengers boarded a cruise ship in the ports of Boston and New York, bound for three ports in the Caribbean. If 15 percent of the passengers got off in Havana, and 28 percent were due to leave the ship in Ciudad Trujillo, how many were bound for San Juan?
- (4) In what country was Mata Hari shot as a spy in October, 1917?
- (5) What was the biggest real estate deal in history?
- (6) Is anthracite or bituminous coal more common in the US?
- (7) How old is a person who is now as old as three times his age three years from now less three times his age three years ago?
- (8) Where is the famous village of Waterloo located: (a) France, (b) Belgium, (c) England, (d) Germany? It was the site of an epic battle in the Napoleonic wars.
- (9) What were the names of the three ships which went on Columbus' first expedition to the New World?
- (10) Which cities are involved in Charles Dickens' novel "A Tale of Two Cities"?

(Quiz Answers on Page 17)

OFF WATCH

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

Cameras and photographic equipment are not the only sure-to-please gifts for the amateur lensmen; books on allied subjects often are just as much favored. In any event, what appears to be a good bet in this field is a volume titled "Hints, Tips & Gadgets for the Amateur Photographer," (London: The Fountain Press; Philadelphia: Rayelle Publications, \$2.95). It's a collection of 120 how-to-do-it and how-to-make-it ideas selected from a popular feature in the English weekly "Amateur Photographer." Instructions for each item are specific and detailed, and many are illustrated with drawings.

The Post Office Department has already announced its "Christmas present" for philatelists, with the disclosure of part of its 1955 program of commemorative stamps. Designers of first-day cover envelopes and album publishers, as well as the collectors themselves, are always interested in such things. Although the denominations, colors and designs, together with dates and places of first-day sale, are yet to be decided, the subject matter is now known.

The four stamps, all of which will probably be for domestic use, will commemorate the 150th anniversary of the Pennsylvania Academy of Fine Arts—"oldest art institution in the US," the 100th anniversary of the nation's "first land grant colleges (Michigan State and Pennsylvania State), the 50th anniversary of Rotary International and the 100th year of the Soo Locks—the "world's busiest canal," on the Great Lakes.

There are few people today, regardless of where they hail from, who can't be stirred by the marching rhythms of "Dixie" or the re-

sponse which these strains always draw from Southerners everywhere. With this thought in mind, and a ready market in schools and such places where the historical significance of the Civil War period can help make a "best seller," Columbia Records recently came up with a new album called "The Confederacy."

Available on one 12-inch LP disc and, in other speeds as well, the record offers a colorful, spirited collection of music and words from the years 1861-65 and is packaged with a specially-produced historical brochure describing the songs and the period. Included are songs like "General Lee's Grand March," "All Quiet Along the Potomac Tonight," "The Yellow Rose of Texas," "Lorena" and several others.

Some among the thousands of Seafarers who live along the route of the Ocean Hiway between New York and Jacksonville, Fla., and also know how to use a camera, may be able to cash in on a photo contest which is already going on and will end finally next October 1. The competition is sponsored by the Ocean Hiway Association which is offering \$400 in prizes for the winning entries.

The contest is open to all; there are no entry fees, no entry blanks and no special requirements for entering, except that the photos submitted must have been taken along or near the official route of the Ocean Hiway. A simple leaflet and highway map outlining all details of the competition can be obtained by writing Dept. 3, Ocean Hiway Association, PO Box 1552, Wilmington, Del. Entries have to be submitted to the Ocean Hiway Photo Contest, PO Box 267, Charleston, SC. No photographs will be returned.

LOG-A-RHYTHM:

Home Is The Sailor

By M. Dwyer

Home is the sailor, home from the sea,
Safe from the wind and the rain,
His adventurous heart is at peace for awhile
Till the day that he sails again.

Home is the sailor to fires bright
And the loved ones who hold him so dear,
Yet the sound of the ships in the harbor
Forevermore he will hear.

Home is the sailor, home for awhile,
As the hunter comes home from the hill,
The time will pass, then he's off again
With a craving that he'll never still.

Though he kindles the fire of roaming,
To ashes the fire will burn,
And the hearts that he leaves behind him
Must be patient until his return.



(The above cartoon was submitted by Seafarer Tom Claberton)

Long Shot Makes SIU Ship Passenger Out Of Seafarer-GI, And He Likes It

There's a lot to be said for shipping as a crewmember on an SIU ship. But there's also a lot to be said for enjoying the comforts of being a passenger, even if you've got to get into Army khaki to do so.

Photogenic, Huh?



This might not be the kind of makeup Marilyn Monroe would use, but it didn't stop wipers D. Flynn (left) and Sam K. Reed from posing for FWT Everett Hord aboard the Steel Scientist (Isthmian) in Calcutta. Hord got this shot right after Flynn and Reed had finished cleaning out the ship's boilers.

This is the word from Seafarer Johnny Butler, who's now serving Uncle Sam, and who writes the LOG that a "one-in-a-million" chance made him a passenger on the SIU-contracted Cracker State Mariner (South Atlantic) when the Army sent him to France, eight months after he entered the service.

"Naturally," Johnny writes, "this was an exceptionally enjoyable experience for me since it gave me the opportunity to renew acquaintances with some of my old shipmates such as Myles Sterne, Henry Robinson, Eddie Van Wyck and that old belly robber, Cliff Wilson.

"Everyone in the crew," Johnny says, "extended us Army boys every courtesy, from Ramon, the passenger utility, to Chips Nilsbeck, the ship's delegate, and our crossing, to La Pallice, France, was really great.

"Nevertheless," Johnny concludes, "I can hardly wait until my Army sentence is up, and I'm sailing as a crewmember myself on an SIU ship again."

For those who want to write

Johnny, his address is: John Butler US 51298538, 81st Trans. Co. (BOAI), APO 217, c/o Postmaster, New York, NY.



Swapping a few reminiscences with an old shipmate, Seafarer John Butler (right) gets together with Henry Robinson, second electrician on Cracker State Mariner. Butler, now a GI, was Mariner passenger on run to LaPallice, France.

The SPORTS LINE

By Spike Martin

It may be coincidence, or it may be that there is no other city of a million population handy on the eastern seaboard, but Baltimore has become the dumping ground for the humpty-dumpties of the sport world. Up until now, it's been assumed that Baltimoreans would crave some big-time action and come out to see it even though the home-town representative was slightly on the moth-eaten side. The promoters are discovering to their horror that it just isn't so.

Of course it's always possible that Baltimore isn't the red-hot sports town it's been cracked-up to be. Nobody has really found out up to now, simply because Baltimore has never been given an entry that could inspire anybody's enthusiasm.

The tipoff on the indifference of Baltimore to second-rate goods was the failure of the Baltimore Bullets, the cellar-dwelling pro basketball club. The Bullets were in debt for a few thousand dollars, nothing that would strain the pockets of any well-to-do businessman. The owners of the club attempted to peddle it for about two weeks but couldn't find any takers even though it doesn't require more than a couple of good players to turn a lousy basketball team into a decent one. Home attendance of less than 2,000 at a few home games discouraged all comers.

Never Struck Oil

The pro football entry, the Baltimore Colts, isn't fracturing any attendance records either. The Colts found a home in Baltimore only after some extra-curricular wanderings that carried them as far westward as Dallas. There they drew as much applause as a dry-hole oil well. Texas was abandoned one dark, moonless night and Baltimore chosen out of desperation more than anything else.

The change of air hasn't done the club much good. While capable of putting up a fairly-decent front, the Colts haven't been winning many ball games.

The most talked-of trek to Baltimore was last year's shift of the St. Louis Browns. The quick

change of uniform and name didn't alter the dreary aspect of the club's performance. In this instance though, the club did very well in the turnstile department, and even better after the season in snagging Paul Richards as general manager.

Richards promptly set the town buzzing with his daring and possibly preposterous trade of pitchers Turley and Larsen for a slew of New York Yankee second-stringers. Despite all the brave talk about building for the future, this kind of a trade looks like a distinctly short-run investment. Richards knows very well that another season like the last would put the ball club in the deep freeze. He's hoping to get one or two years' breathing space out of old pro Woodling and pitchers Byrd and McDonald to give him a chance to develop a decent club.

Real Romance Run



Sailing on the Evangeline proved to be the road to romance for George Svenningesen, as this photo shows. George met his bride—Marie Surette of Yarmouth, Nova Scotia—while he was on the ship last summer.

SE Asia Seen 'Well Worth Saving'

Is Southeast Asia worth saving? For the Western democracies, that area of the world is well worth protecting from the ravages of Communism, believes Seafarer Harry Kronmel.

Kronmel makes this observation as the result of a four-months run to the Far East aboard the Steel Seafarer (Isthmian). During this period he visited many of the tinder boxes in the current struggle between the forces of Communism and democracy, and talked to many of the native inhabitants of these places. And from these talks he is convinced that Southeast Asia is worth saving because the majority of the people there, although not necessarily pro-Western, are definitely anti-Communist, and do not wish to be ruled either by Moscow or Peiping.

Here, in capsule form, are some of Kronmel's impressions of the ports and countries he visited:

MANILA: The people here still hate the Japanese. It was only

nine years ago that thousands of Filipinos were slaughtered and their relatives refuse to forget. The Filipinos fear an atom bomb attack but feel more secure with US bases on the islands. Internally, the people are cleaning house under the direction of a firm but liberal government; and—barring attack—they hope for a more stable future.

SAIGON: The natives talk very little about the war. They simply accept the fact that their city is dying. The French servicemen and merchant sailors generally believe the US is "okay," but also feel the US should let France act in Indo-China as she pleases.

BANGKOK: Here the people

seem completely indifferent to their future fate, despite the fact that Thailand seems to be next on the Communist timetable of conquest because it is rich in rice and oil. For the past century the teaching of English has been compulsory in the public schools—a practice dating back to the days of "Anna and the King of Siam."

Is 'Problem Child'

INDONESIA: This young republic is the problem child of Southeast Asia, with civil war plus Communist pressure causing it to "go around in circles." In the port of Jakarta there is a martial law set-up which is strictly "bahoo"—which means it smells bad. Most of the business places are owned by Chinese and decorated with photos of the Russian and Chinese Communist leaders.

SINGAPORE: Here, where more order and cleanliness prevail, the population is about 90 percent Chinese and 10 percent Malayan, and about the only Europeans or Americans to be seen are seamen. The many Chinese, however, consider themselves to be citizens of Malaya, not China, and are predominantly anti-Communist.

In summing up, Kronmel says that in the seven Southeast Asia countries he visited he found strong nationalist feelings. Most of the people desire independence, but right now the Communist program is a threat to their future independence, and therefore there is an opportunity for the US to build up a strong pro-American feeling.

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.

GALLEY CLEANINGS

The LOG opens this column as an exchange for stewards, cooks, bakers and others who'd like to share favored recipes, little-known cooking and baking hints, dishes with a national flavor and the like suitable for shipboard and/or home use. Here's Seafarer Frank Mallory's recipe for "Hawaiian Hollandaise."

Feelings on special sauces to be poured over meats, fish or vegetables are generally split into two well-defined camps. Some people are very partial to them, and others like their food unspoiled by anything but natural juices.

Even in the face of this, however, Seafarer Frank Mallory is willing to present the recipe for a sauce he picked up while in Hawaii. Those who like this sort of thing really like it, and those who don't 'wouldn't want it anyway, so you can't get through to them, anyhow.

Mallory, incidentally, has been shipping for just a few years now as a cook and also worked ashore in some big-city eateries. But he finds cooking for a hungry ship's crew really has its rewards—aside from the good SIU pay and conditions.

Naturally enough, the Hawaiian recipe has some of the Island's principal export in it, and here's what you need to prepare it: 1 pound butter, 12 egg yolks, 4 ounces lemon juice, 4 teaspoons



Mallory

salt, 1 teaspoon pepper, 1 pint unsweetened canned pineapple juice.

First cream the butter, then add the yolks a couple at a time and beat well. Next, add the lemon juice and salt and pepper. Then, just before serving, add hot pineapple juice, a little at a time, beating continuously. Cook in a double boiler arrangement, stirring constantly, until the sauce thickens like boiled custard. (Should yield nearly two quarts.)

Meeting Night Every 2 Weeks

Regular membership meetings in SIU headquarters and at all branches are held every second Wednesday night at 7 P.M. The schedule for the next few meetings is as follows: Dec. 15, Dec. 29, Jan. 12.

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

Seafarer Sam Says



YOU CAN HELP SERVE YOUR UNION AND YOUR BROTHER SEAFARERS BY NOMINATING YOURSELF FOR MEETING POSTS AND COMMITTEE JOBS. EVERY SEAFARER SHOULD PARTICIPATE IN THE OPERATION OF HIS UNION.

Turkey Day Fare Wins Applause

To the Editor:

We, the crewmembers of the Steelore, would like to give our heartiest thanks to our steward department for giving us one of the best Thanksgiving Day dinners we had in many years of SIU sailing.

The men who were responsible for this wonderful meal were Edward J. Debardeleben, chief steward; Joseph J. Padelsky, chief cook; S. S. Disharoom, second cook; E. C. Brown, third cook; William Matthews and Winston Jackson, messmen, and J. B. Malenke, chief pantryman.

As you know, the Steelore is one of the oldest ships still to be in service under an SIU contract. The ship was in mothballs for some time, and was practically eaten up by rust, but going at her in real SIU style we have gotten her back in shape again.

Crew of the Steelore

Seafarer Hopes For Xmas Peace

To the Editor:

Barring the outbreak of a war within the next two weeks, and excluding the Mau Mau terrorism in Kenya and the constant sniping between the Chinese nationalists and communists, Seafarers this year will observe Christmas in peace. This will be the first Christmas in 20 years when there has not been an active battlefield somewhere or other, and it is a sobering thought.



Brault

As a matter of fact, there have been few peaceful Christmases since 1914, because for the past 40 years wars have been waged on a greater or lesser scale in some country in the world.

You may remember that it was not long after the end of the "war to end wars" and the birth of the League of Nations that Poland got into trouble with the newly-born Communist Russia. Then Japan moved into Manchuria and soon after that long conflict ended Japan invaded China proper. Then came the Italian war in Ethiopia, the Spanish civil war and the fighting between Russia and Finland.

Pot Kept Boiling

These wars—interspersed with odds and ends of fighting in Palestine, South America and other areas—kept the pot boiling until the outbreak of World War II.

Surely, this is a dismal record, but the picture has been made even more depressing since 1945 by the scientific developments which might very well cause the destruction of humanity if we ever had another major war.

At any rate, let us Seafarers be thankful that this Christmas, at least, is one which we can enjoy in peace.

Ray Brault

LETTERS



With the kinks out of their system, and some good chow under their belts, men picked up by Steel Director look happy now.

Storm Victims Get SIU 'Lift'

To the Editor:

Just thought you might be interested in getting the enclosed photo and also some information about two fishermen who were rescued by the crew of the Steel Director two hours before we hit Singapore.

These men got caught in a squall and their boat was overturned. When we finally picked them up they had been sitting on the overturned hull for two days, and told us that nobody else would pick them up. But anyway we put a lifeboat over the side and got them, and I might say that we got a nice compliment from the skipper for our seamanship.

Incidentally, the photo I am sending was taken by F. E. Hagin, FWT.

Guess that's all, so will close by saying "hello" to all the boys and hoping everything is mighty fine with them.

Percy Boyer

His Happy D-Day Is Discharge Day

To the Editor:

I have been receiving the SEAFARERS LOG for almost 14 months at my outfit here in Pusan, and I want to thank you for a good job well done in keeping those LOGs rolling.

There are half a dozen SIU men in my outfit—the 501st Harbor Craft Company—and they all agree the LOG is doing a great job of reporting the Union's activities.

Despite this, the one thing I've been waiting for is the time when I could tell you to stop sending the LOG to me. And now I can because I'm coming home. Oh, happy day!

Pasquale E. De Marco



Robert E. Quinn

Brother In Need Asks Assistance

To the Editor:

I'm a retired bookmember of the SIU, and I'm writing now to ask if some of the brothers can see their way clear to give me a hand. As a result of three operations I have had on my broken hip in the last few years, it appears that I won't be able to go to sea again. Right now I'm on crutches and still getting treatment. I'm also facing an operation for a cataract on my right eye.

I broke the hip in a shipboard accident in 1949 and it didn't heal properly. The last trip I was able to make was back in 1952 on the Sea Gale.

Doesn't Qualify

Unfortunately, because I had very little seetime in the past five years due to the injury, I wasn't able to qualify for the SIU disability benefit.

I know that many a time in the past I dug down along with the rest of the gang to give an unfortunate shipmate a hand when he needed it. I'm hoping I can count on a little help myself now that I'm in a spot. Any of the brothers who feel they can help me can get in touch with me at home, 101 West 89th Street, New York City. Thanks to all.

Robert E. Quinn

Fort Knox Isn't End Of Rainbow

To the Editor:

Well, here I am at Fort Knox, Ky., where there's supposed to be gold in them thar hills. But if you think that makes me happy, it doesn't. All I keep wishing is that I could return to sea on an SIU ship, because those days were heaven compared to this Army life. There we had plenty of good food, prepared by good SIU cooks, good bedding, and peaceful nights with the roll of the sea to lull you to sleep. There's nothing like that here.

I think that the trouble with this man's Army is that there's no organization. You can't get enough guys to stick together to get anything decent, and when I talk unionism to these boys, and tell them how much good it does, they don't believe it and think it's all a joke.

They think it's a joke, that is, until I show them my copies of the LOG, and then they get real interested and start shooting questions at me.

Speaking of the LOG, I hope you will note my new address and make the necessary change in your mailing list. I have a good buddy here, whose address I am enclosing, and I also hope you will send him the LOG so he won't be swiping my copy.

Discharge Denied

When I first got into this Army I made an application to get a hardship discharge as I had been supporting my family while going to sea. Both my mother and father are ill, and my father, who is 80 years old, only makes \$25 a week and cannot support the two minor children who are still at home. But the Army refused to pay anything because my father still made a little money, and today they turned down my application for a discharge although I had letters from doctors, priests and others. It's a lucky thing for me that I was able to save a little money while I was sailing SIU.

Anyway, I guess I'll just have to sweat it out in the Army for a while longer. Meanwhile, I'd like to say "hello" to all my old buddies and shipmates and wish them happy holidays and good sailing.

Pvt. Joseph C. Corriveau
US 54159386
Co. A, 240th Const. Eng.
Fort Knox, Ky.

(Ed. note: Your requests concerning the LOG are being taken care of.)

Mother Grateful For Scholarship

To the Editor:

I am sending you my new address and I hope you will continue to send me the LOG there as I certainly enjoy reading it, particularly when my husband is at sea.

As you know, our son, Jack, was one of the winners of this year's SIU college scholarships and is now attending the University of North Carolina at Chapel Hill. I could hardly believe it when I learned he had been named one of the winners, and I want to thank all those concerned in his selection.

Mrs. Eddie S. Game

(Ed. note: Your change of address has been noted.)

Likes To Watch Ships Come In

To the Editor:

Thanks very much for sending me the LOG. Although I'm now retired, due to a disability, I certainly do like to keep up with what's going on in the Union.

Here in San Diego, where I live, we are getting quite a few SIU wagons and I try to visit them whenever I can to see who I know on them. I live only a couple of blocks from the waterfront and can see what ships are in the harbor from my window.

Thanks again to the SIU for all its past favors.

Robert E. Van Dorn

Reports Death Of Old Bookman

To the Editor:

I would like to advise you of the death of an old bookmember of the SIU—Chester Kuplicki.

Brother Kuplicki, who died November 1 of a heart condition, sailed SIU ships throughout the war, but was obliged to retire after a near-fatal accident aboard the William Ryder in 1945 in Oran.

I feel sure his old shipmates will be concerned to hear that this brother has passed away.

Edward Hodge

He's Grateful To Robin Crews

To the Editor:

I am writing this to express my sincere appreciation to the crew of the Robin Tuxford for their kindness to me when I was hospitalized in Mombasa.

I would also like to express my sincere appreciation to the purser and crewmembers of the Robin Kirk, on which I was sent back to the States, and would like to thank Harry Downey, the PO mess, for his wonderful service.

F. Panette

Burly

An Order's An Order!

By Bernard Seaman



DIGEST of SHIPS' MEETINGS

DEL NORTE (Mississippi), October 8—Chairman, Crane; Secretary, Callahan. Treasurer reported \$59.00 in the ship's fund. Brother Aey asked the crewmembers to please cooperate with him and put their dirty linen in the linen bags that he had placed in strategic places for their convenience and his. There was a discussion about the ship's fund and what it should be used for.

CAROLYN (Bull), October 27—Chairman, Donald Reed; Secretary, Stephen Musco. Ship's fund totals \$42.80. Suggestion made that steward put out better menus and meats. Also the steward should make sure that steak meat is grade A. Ship's delegate and steward delegate will see captain about getting steward department showers painted.

IBERVILLE (Waterman), October 13—Chairman, A. Varn; Secretary, Paul Cox. Motion made and carried that delegates check hospital and see that it is clean. Suggestion made that all beefs be taken to the department or the ship's delegate and not to the hall by the men themselves.

CHIWAHA (Cities Service), October 20—Chairman, P. Hammel; Secretary, T. Cough. Motion made and carried to instruct ship's delegate to check with headquarters on payoff/status of ship when she goes to the shipyard. A vote

of thanks was given to the steward department. Discussion on various items of interest for the good and welfare of the crew and the Union as a whole. A discussion was also held on emergency drills, shipboard cleanliness, etc.

BRADFORD ISLAND (Cities Service), October 29—Chairman, R. Lyte; Secretary, V. Ratcliff. Messhall will be painted. Discussion on ship's library. The drains are stopped up in the deck department toilet. New iron purchased for crew out of ship's fund.

MARYMAR (Calmar), October 24—Chairman, T. Sull; Secretary, A. Resko. A overwhelming vote of appreciation and thanks went to the steward department for the bang up job they did. Crew reports that first class food is served. Brother Milton Carp was taken off the ship and hospitalized in San Francisco in September, and if any brother saw him injured he should contact Brother Carp or the payoff patrolman. Chief steward Andy Resko will contact the port steward about obtaining new mattresses before signing on.

DEL MONTE (Mississippi), September 6—Chairman, N. Funken; Secretary, C. Dowling. Motion made and carried to post previous minutes on the bulletin board. Suggestion that the delegates contact the first assistant about having all scuppers and drains checked and opened. Soiled linen should be placed in laundry bags hanging in passageway.

HASTINGS (Waterman), October 17—Chairman, Crawford; Secretary, J. Wallis. Motion made and carried to start a ship's fund, and crewmembers will give on a voluntary basis. A vote of thanks was given to the radio operator for putting out news every morning.

HILTON (Bull), October 16—Chairman, Henry Herkinheims; Secretary, W. Benson. Request for a new library made. Soap dishes are needed in all showers. Crewmembers suggested that a new washing machine be installed.

YAKA (Waterman), August 23—Chairman, T. Scanlon; Secretary, Cross. Ship's delegate elected. Discussion held concerning lack of consideration on part of some men. Crewmembers were asked to bring cups back to the messhall after using same. Steward asked all hands to stow coats away when not in use.

KATHRYN (Bull), no date—Chairman, D. Mann; Secretary, A. Gonzalez. Motion made and carried to contact patrolman about lava soap situation, and the food problem. A suggestion was made to make six copies of the repair list and give same to different department heads.

MAE (Bull), October 3—Chairman, A. Sokani; Secretary, C. Stensbury. Ship's delegate reported that the new fans are being installed and all other repairs are being taken care of. The timer for the washing machine was sent to the Suzanne by mistake. There is a balance of \$28.70 in the ship's fund. Rods for aerial will be purchased in Baltimore.

YAKA (Waterman), October 10—Chairman, Morgan; Secretary, Tapman. One man missed ship in San Juan, and one walked off the ship in Miami. Motion made and carried to see about new fans, ice box and the crew's drinking fountain.

STEEL TRAVELER (Isthmian), September 19—Chairman, Aussie Shrimpton;

Secretary, Thomas A. Reynolds. A hearty vote of thanks was given to the crew for the care they gave two men who were hospitalized during the voyage. A certain amount of conflicting personality beefs present in the deck department, but they can be taken care of by holding a special deck department meeting. Motion made that the Union make an all out effort to obtain air conditioning throughout all SIU contracted vessels on steady tropical runs.

October 10—Chairman, A. Shrimpton; Secretary, T. Reynolds. Ship's fund totals \$60. Brother Mitchell spoke at length regarding the carrying of tales topside. Beef with steward department over painting to be referred to the patrolman.

LIBERTY FLAG (Dover), October 22—Chairman, J. McRae; Secretary, N. McGuire. A new ship's delegate was elected. Ordinary and wiper will take care of the laundry room and the steward department will take care of the recreation room.

CANTIGNY (Cities Service), October 24—Chairman, A. W. Phillips; Secretary, M. G. Ohstrom. Television set is going to be repaired. New mattresses are on order. Donations for the ship's fund will be accepted by the ship's treasurer at payoff. All brothers were urged to contribute about \$1 each.

SAN MATEO VICTORY (Eastern), October 21—Chairman, Robert Miller; Secretary, L. Bruce. A cable was sent to the Union hall about paying off and laying up the ship. Balance of the ship's fund will be turned over to the patrolman for the March of Dimes. The iron and poker chips were raffled off free of cost. The steward department was given a vote of thanks.

OCEAN ULLA (Ocean Transportation), October 24—Chairman, E. J. Bender; Secretary, R. Hernandez. Crew was asked to take care of new mattresses and the new washing machine that was put aboard. Steward department lockers are in very bad shape. Crew mess and recreation room need painting.

JOHN B. KULUKUNDIS (Marlis), October 17—Chairman, C. Tobias; Secretary, S. Harris. Motion made and carried to inform Union headquarters of slow allotment checks and draws. Laundry cleaning detail arranged between deck and engine department sanitary men. The oiler was taken off in Cuba with an injured finger.

GREECE VICTORY (South Atlantic), October 24—Chairman, J. Burns; Secretary, Demelner. In the event ship makes another voyage requested fans will positively be put on. Ship's delegate informed crew that captain is willing to obtain merchandise out of bond as usual if they so desire.

ROBIN GOODFELLOW (Seas Shipping), November 7—Chairman, P. Marinelli; Secretary, A. Knowlton. Engine department man was logged for missing ship in Cape-

town. Motion made and carried that sufficient stores be put on board to last at least four months.

ELIZABETH (Bull), October 4—Chairman, W. Lachance; Secretary, Robert Rivers. Beef concerning firing of crew mess without being told why. Second cook missed ship in New York. Discussion concerning food and quality of same. **October 20—**Chairman, R. Barret; Secretary, C. Oliver. General discussion on keeping laundry, working gear locker and wash room clean.

DEL ALBA (Mississippi), October 31—Chairman, G. Duncan; Secretary, W. Geis. Phonograph will be kept locked in all ports. Discussion on the ILA beef.

ROBIN WENTLEY (Seas Shipping), October 31—Chairman, J. Howin; Secretary, R. Kienask. Repairs and requisitions for new equipment required in all quarters, and must contain pertinent details such as location, type of repairs required, etc. Supper in laundry will be cleaned and buzzer installed for the man on watch.

YAKA (Waterman), October 31—Chairman, M. Cross; Secretary, J. Mackenzie. A lengthy discussion was held on what happens to the cups that the pantryman leaves out for coffee at night. The crew was asked to cooperate a little more and bring cups back to the pantry.

WACOSTA (Waterman), November 9—Chairman, A. Prontek; Secretary, J. Bednar. Patrolman will be contacted for two fans in each room. Motion made to see captain and have messroom used only by crew and not engineers. Slopchest will be checked in next port for additional articles.

STEEL VENDOR (Isthmian), November 7—Chairman, Dave Barry; Secretary, V. Ornelco. The second electrician jumped ship in Kahului and the chief cook took sick in the same port and was hospitalized there. Twenty dollars was collected from the membership to cover cost of telegram sent to New York hall. Out of this money only \$10.80 was spent and the remaining \$9.20 will be donated to the ship's fund. Several complaints about the mate aboard ship. A vote of thanks was given to the steward department and especially to Mike, the best crew messman.

MARORE (Ore), October 17—Chairman, B. Colyer; Secretary, E. Harrison. Two men missed the ship in Baltimore and will be turned over to the patrolman. The steward department got a vote of thanks for 100 percent improvement in the food and baking.

November 6—Chairman, R. Colyer; Secretary, E. Harrison. Ship's delegate reported that all repairs are being taken care of, and what repairs cannot be completed will be finished up in the yard. Pantry should be kept cleaner in the future.

SOUTHERN CITIES (Southern), November 2—Chairman, S. Vincius, Jr.; Secretary, J. Mercier. Two men missed ship

and were not reported to the Union. Motion made and carried to give the steward department a big vote of thanks for the food they served as well as their cooperation.

FELTONE (Ore), October 10—Chairman, T. Jacks; Secretary, P. Smith. The crew was in favor of contacting a patrolman to make up a price list of articles carried in the slopchest. The crew voted on having a sanitary list posted starting with the next trip. Each watch will be responsible for the cleaning of the night pantry.

ALCOA RANGER (Alcoa), October 10—Chairman, R. Kelly; Secretary, J. Pursell. Deck delegate reported that if any performing is done the captain will not allow "extras" to be brought on board. Discussion on installing washing machine, and clearing drains in the laundry.

October 28—Chairman, J. Davis; Secretary, J. Pursell. Messroom should be painted and on arrival in port this will be discussed. Talk on proper setting up of tables and of messman serving properly. A vote of thanks was given to the steward and his department. A vote of thanks from the crew was given to Captain Bulla for his consideration to a crewmember who needed medical attention.

DEL CAMPO (Mississippi), October 31—Chairman, Pat Truarasi; Secretary, M. Macdonald. The steward was asked to put out more night lunch. A new ship's delegate was elected.

TROJAN TRADER (Seas), October 27—Chairman, M. R. Hutchins; Secretary, W. M. Thompson. A motion was made and carried that the ship's delegate and three department delegates see the captain about the repairs needed now, and those that were carried over from last voyage. They will also see that the necessary stores and slopchest needed for this voyage are put aboard before sailing. Steward department will take care of the recreation room and the deck and engine departments will take turns keeping the laundry room clean.

ALCOA ROAMER (Alcoa), October 7—Chairman, C. A. Case; Secretary, L. B. Moore. Ship's delegate was elected. A dishwasher conary flew in the boson's fo'c'sle around coffee time; the boson decided to let him stay as mascot, but the bird died in the afternoon.

KYSKA (Waterman), October 24—Chairman, P. Whitlaw; Secretary, E. Koudislim. Steward asked that all dirty linen be turned in. Crew agreed that the food has improved since the new steward and chief cook have come aboard. Ship's delegate will see if a Sea Chest can be put aboard before leaving for Far East.

SEATRIN LOUISIANA (Seatriner), October 20—Chairman, B. Steward; Secretary, John M. Galas. Motion made and carried that ship's delegate see chief mate about painting rooms. Ship's treasurer's report was read and accepted with a total of \$79.33. Ship's delegate resigned and Brother Clark was elected.

PERSONALS

Thomas V. Logan
Get in touch with your sister, Mrs. Phyllis Plasio, Box 166, Renton, Pa. Family is anxious to hear from you.

John H. Murray
Please contact your wife at 271 Maleleu Place, Staten Island, NY.

Richard Leikas
Your mother is seriously ill and in hospital. Write or call your aunt, Mrs. Victor Kauro at 1463 W. 6th Street, Ashtabula, Ohio, phone 4-8393. There is also some important mail waiting for you at your brother's home.

Telly (Shorty) Vasquez
Contact Robert J. Berger, 220 North 5th Street, West Dundee, Ill.

John Phillip Hayward
Please contact Mrs. K. Hayward, at RR 3, Verner, Ontario, Canada.

Gilford Simms
Ed Luzur asks you to get in touch with him through the Baltimore hall and give him your address.

- ### Quiz Answers
- (1) (d) Moscow.
 - (2) Gertrude Ederle (1926).
 - (3) 228.
 - (4) France.
 - (5) The Louisiana Purchase (1803). The US paid France \$15 million for the territory, which was made up of all or part of 13 of the 48 states.
 - (6) Bituminous, or soft coal, is much more common.
 - (7) 18 years old.
 - (8) (b) Belgium.
 - (9) The Nina, Pinta and Santa Maria.
 - (10) London and Paris.

Puzzle Answer

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| C | R | E | W | P | L | A | N | U | S | N | |
| R | I | C | A | A | B | L | E | N | U | N | |
| S | O | U | N | D | S | M | A | R | I | N | |
| A | D | J | S | T | T | O | O | | | | |
| S | E | D | A | N | E | L | E | A | N | O | R |
| I | L | O | E | R | R | O | R | S | A | H | |
| N | A | R | D | E | R | A | T | A | K | E | |
| E | T | E | L | A | I | N | E | N | U | M | |
| W | E | L | F | A | R | E | L | L | A | M | |
| H | E | N | R | A | B | A | T | | | | |
| A | W | A | R | D | S | P | A | N | A | M | |
| G | I | S | E | E | L | S | E | S | A | U | |
| A | N | A | D | A | T | E | S | E | E | K | |

SIU BLAST AT BRAIN-BODY TEST STIRS WAVE OF CG DOUBLETALK

(Continued from page 2)

makes it obvious that somebody in the Coast Guard hoped to sneak this one through by dead of night. Very few individuals or organizations received copies of the proposals, including shipowners. SIU headquarters got a copy only through a secondary source and even the New York office of the Coast Guard pleaded ignorance, referring all queries to Washington. Clearly, little attempt was made to put copies into the hands of those most concerned with the proposals. In fact the first announcement of the proposals was made by the Coast Guard before an insurance group's convention.

While the current Coast Guard proposal has been pretty well demolished by the SIU's exposure of its numerous and glaring defects, it is apparent by Admiral Richmond's remarks that the general Coast Guard objective — that of imposing new controls on seamen, has not been abandoned by a long shot.

In the Union's continuing investigation several questions are still unanswered. The Union is anxious to find out which bureaucrat is

primarily responsible for dreaming up this proposal and what outside agency was brought in to draft the "profile" system. The "profiles" bear all the earmarks of a shoreside testing service that has no direct knowledge of conditions of work at sea.

Further the SIU is still attempting to determine the role of the Department of Health, Education and Welfare in the drafting of these proposals.

Further information as to the background of the Coast Guard plan is now being processed. In the meanwhile, Seafarers are urged to write members of House and Senate maritime committees as well as the House and Senate Labor Committees notifying them of the Coast Guard's plans and motives. Members of these committees, who are expected to hold the same committee posts in the new Congress, include the following:

Senate Interstate and Foreign Commerce Committee: Senators John Butler, Maryland; Charles Potter, Michigan; Warren Magnuson, Washington; Lyndon B. Johnson, Texas; George A. Smathers, Florida.

House Merchant Marine Committee: Thor C. Tollefson, Washington; John H. Ray, New York; Edward A. Garmatz, Maryland; John F. Shelley, California; Don Magnuson, Washington; Eugene J. Keogh, New York.

Senate Labor Committee: Irving

Ives, New York; Herbert Lehman, New York; James Murray, Montana; Lister Hill, Alabama; Paul Douglas, Illinois.

House Labor Committee: Peter Frelinghuysen, Jr., New Jersey; Graham A. Barden, North Carolina and Augustine B. Kelley, Pennsylvania.

Announce Govt's '55 Ship Aims

(Continued from page 3)

a uniform sale price for Government-owned Mariner ships.

Senator Butler, who is considered an outspoken supporter of Government assistance to the maritime industry, expressed approval of the Commerce Department's program as aiding both shipbuilding and shipping. He made special point of the experimental program designed to reduce turnaround time, and of the tramp shipping subsidy.

Of course, all aspects of the Department of Commerce proposals will have to pass the hurdle of the next Congress. Chances for Congressional approval of the entire program are slight, although some of it is likely to go through.

NOTICES

Samuel Curtis
Your discharge from the Cantigny, dated August 19, 1953, is being held in the SEAFARERS LOG office.

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

Dishing Out The Maternity Dough



SIU representative Benny Gonzales (right) counts out the \$200 maternity benefit while Seafarer John Kennedy signs receipt. Tampa Seafarer is shown with wife and new son Anthony, who also received \$25 US defense bond from the Union.

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:

Judith Janice Finnell, born November 1, 1954. Parents, Mr. and Mrs. Arthur P. Finnell, 7837 Ford Street, Houston, Texas.

Richard Norman East, born October 3, 1954. Parents, Mr. and Mrs. Harry East, 450 Harrison Street, San Francisco, Calif.

Patricia Marie Kotich, born November 2, 1954. Parents, Mr. and Mrs. Stephen George Kotich, 1555 Jay Drive, Mobile, Ala.

Kevin Charles Thompson, born October 29, 1954. Parents, Mr. and

Mrs. Patrick O. Thompson, 2314 Annunciation Street, New Orleans, La.

James Allen Milton, born October 31, 1954. Parents, Mr. and Mrs. Dewey Milton, 2227 Roanoke Avenue, Roanoke, Va.

Guadalupe Rivera, born February 14, 1954. Parents, Mr. and Mrs. Bernardino Rivera, 288 Atlantic Avenue, Brooklyn, NY.

Santo Figueroa, born November 1, 1954. Parents, Mr. and Mrs. Oscar Figueroa, 58 E. 107 Street, New York, NY.

Patricia Ruth Musselwhite, born October 29, 1954. Parents, Mr. and

Mrs. Robert Musselwhite, 4531 Pen Lucy Rd., Baltimore, Md.

Ella Laura Waldrop, born October 16, 1954. Parents, Mr. and Mrs. James L. Waldrop, 129 East Avenue, South, Panama City, Fla.

Richard Orlanda Scarborough, born September 9, 1954. Parents, Mr. and Mrs. Richard Scarborough, Box 76, Wanchese, No. Carolina.

Robert Delgado, born November 5, 1954. Parents, Mr. and Mrs. Frank Delgado, 128 - 35th Street, Brooklyn, NY.

Sharon Gall Ames, born October 5, 1954. Parents, Mr. and Mrs. Omar L. Ames, 108-17 101st Avenue, Ozone Park, LI, NY.

Franklin Gary Brazell, born September 25, 1954. Parents, Mr. and Mrs. Frank Brazell, No. 3 - 4th Street, Tatnal Homes, Savannah, Ga.

Gloria Hilton, born November 9, 1954. Parents, Mr. and Mrs. Joseph S. Hilton, 102 Jefferson Street, Hoboken, NJ.

Alice Faye Sanders, born August 17, 1954. Parents, Mr. and Mrs. Richard Sanders, Box 27, Kitty Hawk, NC.

Rita Sue Sandagger, born October 28, 1954. Parents, Mr. and Mrs. Paul Sandagger, 185 Ninth Avenue, Chickasaw, Ala.

Thomas Prendergast Marshall, born November 8, 1954. Parents, Mr. and Mrs. Stanton Marshall, 36 Chapman Street, Hartford, Conn.

Gregory-Paul Gaddis, born August 2, 1954. Parents, Mr. and Mrs. Jesse P. Gaddis, 219 Temple Trailer Village, Alexandria, Va.

Vina Marie Violante, born August 4, 1954. Parents, Mr. and Mrs. Anthony J. Violante, 743 Haustey Street, Honolulu, TH.

Albert Raymond Guidry, Jr., born October 19, 1954. Parents, Mr. and Mrs. Albert R. Guidry, 1436 Aztec Avenue, New Orleans, La.

David Alan Siems, born October 2, 1954. Parents, Mr. and Mrs. Hendrik L. Siems, 100 Jewell Street, Garfield, NJ.

Stephen Paul Matson, born October 16, 1954. Parents, Mr. and Mrs. Howard H. Matson, Jr., Hamilton Apt. No. 2, 17 Street, N. W., Cleveland, Tenn.

Seafarer Unable To Sign Off, Union Gets Money For Wife

Sometimes it happens either through severe injury or sudden illness a Seafarer is not mentally competent to sign off articles or take other steps to dispose of his assets. The result can be severe hardship for a man's family under such circumstances. In one instance, Welfare Services was able to take the necessary steps to protect the family, subject to the approval of the membership.

The Seafarer involved in the incident suffered a sudden nervous breakdown aboard the Warrior (Waterman) while on a European run. When it became apparent that he needed treatment he was put ashore in Turkey and confined to a mental institution there.

Indefinite Period

Welfare services was notified by the ship and took steps to have him repatriated. After some delays and difficulties, arrangements were made to repatriate the Seafarer and send him to the Staten Island USPHS hospital for observation. Subsequently he was

transferred to Bellevue Hospital from where it is expected he will be committed shortly to a state institution for an indefinite period of care and treatment.

All of this left the Seafarer's wife without any source of income.

The Seafarer had about \$500 in earned and unearned wages coming to him from the company but was not in condition to sign off articles. The wife had begun proceedings to be named administrator of his financial affairs but these usually take some time to complete.

Paid To Wife

Welfare Services contacted the company explaining the situation and asked if the company could pay the money due directly to the Seafarer's wife. The company agreed, provided the Union would stand good for the sum involved in the unlikely event that any second attempt would be made in the future by the Seafarer to collect that payment. Welfare Services won approval for this course of procedure from the headquarters membership at the December 1 meeting and it is expected it will be approved in all ports at the next membership meeting.

In addition to the \$500 in wages, Welfare Services is making arrangements to pay the Seafarer's hospital benefit to his wife. This benefit will cover the period from his repatriation until the time he was transferred out of the Staten Island hospital.

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.

SEAFARERS CASH BENEFITS

| SEAFARERS WELFARE, VACATION PLANS | | | |
|--|--------------|---------------|----------------------------------|
| REPORT ON BENEFITS PAID | | | |
| From 11-22-54 To 12-3-54 | | | |
| No. Seafarers Receiving Benefits this Period | 979 | | |
| Average Benefits Paid Each Seafarer | 60.60 | | |
| Total Benefits Paid this Period | | 59,238.78 | |
| WELFARE, VACATION BENEFITS PAID THIS PERIOD | | | |
| Hospital Benefits | 6,165.00 | | |
| Death Benefits | 10,000.00 | | |
| Disability Benefits | 1,950.00 | | |
| Maternity Benefits | 4,600.00 | | |
| Vacation Benefits | 36,613.78 | | |
| Total | | 59,328.78 | |
| WELFARE, VACATION BENEFITS PAID PREVIOUSLY | | | |
| Hospital Benefits Paid Since July 1, 1950* | 59,850.50 | | |
| Death Benefits Paid Since July 1, 1950* | 1,073,361.30 | | |
| Disability Benefits Paid Since May 1, 1952* | 62,520.00 | | |
| Maternity Benefits Paid Since April 1, 1952* | 3,120,000.00 | | |
| Vacation Benefits Paid Since Feb. 11, 1952* | 3,085,591.77 | | |
| Total | | 59,589,413.57 | |
| * Date Benefits Began | | | |
| WELFARE, VACATION PLAN ASSETS | | | |
| Cash on Hand | | 669,640.97 | |
| Vacation | | 3,678,894.95 | |
| Welfare | | 183,308.00 | |
| Estimated Accounts Receivable | | 164,408.00 | |
| Welfare | | 2,727,852.26 | |
| US Government Bonds (Welfare) | | 1,047,590.83 | |
| Real Estate (Welfare) | | 119,060.97 | |
| Other Assets - Training Ship (Welfare) | | | |
| TOTAL ASSETS | | 4,524,665.66 | |
| COMMENTS: | | | |
| In our report of November 18, 1954, mention was made of a new type beneficiary card that would be put out by the Plan in the near future. The new type beneficiary card is now out and all eligibles under the Plan are requested to fill one out as soon as possible. These cards have been sent to all of the offices of the S.I.U. and are being put aboard ships so that the men can mail them directly to the Welfare Plan office or turn them over to the Union for forwarding to the Plan office. | | | |
| Submitted November 6, 1954 | | | Al Kerr, Assistant Administrator |

FAMILY TROUBLES?

THE SIU WELFARE SERVICES DEPARTMENT

YOUR PROBLEM IS OUR BUSINESS

SEEIN' THE SEAFARERS

With WALTER SIEKMANN



The Christmas holidays will be coming in two weeks which makes things a little tough for the Seafarers who are hung up in the hospitals. Being in a hospital for the holidays is no great fun no matter how you add it up. The SIU hospital representatives will do their best to cheer up the gang, but the very best Christmas present they could get is that good "fit for duty" slip. Here's hoping that all men in the hospitals get theirs soon.



Not too many newcomers have been admitted to Staten Island recently which is good news by itself. One of the new admissions is Brother John W. Williams of Lynbrook, Long Island, who was on the Robin Mowbray his last trip. Williams went in on November 18 to get treatment for a skin condition. Brother Victor Shavroff, who broke his leg coming back to his ship, is on the mend over at Staten Island after he was transferred there by Welfare Services, as reported in the last issue of the LOG. Shavroff was on the Steel Artisan.



Doyle

Samuel Doyle, who was 3rd cook on the Andrew Jackson before he got sick, is in for a spell of treatment for a stomach disorder. He entered the hospital the day before Thanksgiving. Also in the same ward is Edward Hillman. He was OS on the Del Sol.

Brother Pedro Ancieto of New York City ran into some hernia trouble and is under treatment now. Pedro was fireman-watertender on the Robin Good-fellow. Also admitted recently were Francis Wall of Brooklyn, who was wiper on the Seatrain Savannah, and Frank Colman, utilityman on the Robin entley.



Ruggiano

Down at Manhattan Beach hospital we have Brother Daniel Ruggiano as a recently-arrived patient. He was aboard the Angelina until he took sick and had to go in for treatment at the Brooklyn USPHS institution.

Seafarers In Hospitals

- | | |
|------------------------------------|--------------------|
| USPHS HOSPITAL BALTIMORE, MD. | |
| Marcelo Arong | Tommy Lanphear |
| Roy W. Campbell | Peter Lannon |
| John Castro | Lester C. Long |
| Carl E. Chandler | Earl McKendree |
| Jessie Clarke | Robert McKnew |
| Edward Czomowski | John A. Schultz |
| Buford DeWeese | August A. Smith |
| Oswald M. Ergle | Frank W. Taylor |
| Max Felix | Chester B. Wilson |
| Gorman T. Glaze | Chambers Winskey |
| Michael Jablonski | Robert A. Yeager |
| Edward Janowski | |
| USPHS HOSPITAL BRIGHTON, MASS. | |
| Frank Alasavich | Arnfin Oyhus |
| George B. Dunn | Joseph Sennerville |
| John M. Herrold | Matthew Stable |
| USPHS HOSPITAL GALVESTON, TEXAS | |
| Ralph Armstrong | Abel N. Salas |
| Lyles D. Brunson | Joseph Lolleau |
| Thomas Dawson | Emil J. Spodar |
| William Fasset | William G. Trice |
| James H. Hawkins | Robert R. White |
| A. W. Keane | James Yarbrough |
| Murray Plyler | Charles B. Young |
| Shurley Poole | |
| USPHS HOSPITAL SAVANNAH, GA. | |
| Paul B. Bland | Rufus F. Field |
| R. Carrollton | James F. Lee |
| George S. Chance | Albert W. Lima |

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|---|--------------------|
| Jimmie Littleton | Ernest H. Webb |
| J. T. Moore | |
| USPHS HOSPITAL NEW ORLEANS, LA. | |
| Julian B. Barrett | Lyle L. Hipp |
| James J. Battle | Harold Keith |
| Perry Bland | E. G. Knapp |
| Victor Bonura | Leo Lang |
| Charles E. Brady | Theo Lee |
| John E. Brady | John McDavitt |
| S. C. Carregal | Vincent Michel |
| Frank Catchot | Steve Modzelewski |
| G. W. Champlin | C. R. Nicholson |
| Manuel Church | William Padgett |
| S. Cope | Randolph Ratcliff |
| George Curry | Mitchell Rodriguez |
| Emile P. Davies | John Ruszkiewicz |
| George S. Dean | Edward Samrock |
| Joseph Denton | Harry Schuler |
| Thurston Dingler | Luther Seidis |
| John H. Emory | Wade Sexton |
| Thomas Fields | Henry S. Sosa |
| Leo Fontenot | Lonnie Tickle |
| Gerald Fowler | Arthur Vipperman |
| Stanley Freeman | James E. Ward |
| Paul Goodman | Leo Watts |
| Joseph Green | |
| USPHS HOSPITAL STATEN ISLAND, NY | |
| Hussen Ahmed | Vic Milazzo |
| Angel Carrasquillo | William E. Neef |
| George T. Coleman | Joseph Neubauer |
| Fred A. Delapenha | Oscar Olsen |
| John J. Doherty | James W. Parker |
| Frank Fandino | Abe Partner |
| Joseph P. Farrell | Pedro Peralko |
| Brigido Figueroa | John Quigley |
| George W. Flood | William L. Rackley |
| David S. Furman | Ernesto Ramirez |
| Estell Godfrey | Jose Rodriguez |
| Fred Hauser | Matti Ruusukallio |
| Samuel Jonas | José Salgado |
| Vincent Jones | William Saitarez |
| J. Frank Keelan | Frank B. Strelitz |
| Richard Koch | Chong Sun |
| Ludwig Kristiansen | Norman West |
| Donald McShane | N. D. Wilson |
| Joseph Malone | Clifford Womack |
| Abraham Mander | |
| USPHS HOSPITAL MANHATTAN BEACH, BROOKLYN, NY | |
| Fortunato Bacomo | Kaarel Leetmaa |
| Frank W. Bemrick | James R. Lewis |
| Claude F. Blanks | Francis Lynch |
| Robert L. Booker | Joseph D. McGraw |
| Joseph Carr | Archibald McGuigan |
| Ho Yee Choe | Frank Mackey |
| Jar Chong | Eugene T. Nelson |
| Bart Guranick | Daniel F. Ruggiano |
| John B. Hass | George Shumaker |
| Talb Hassen | Robert Sizemore |
| Thomas Isaksen | Henry E. Smith |
| John W. Keenan | Jack Thornburg |
| Frederick Landry | Harry Tuttle |
| James J. Lawlor | Renato Villata |
| Virgil Wilmoth | |
| USPHS HOSPITAL SAN FRANCISCO, CALIF. | |
| Albert H. Birt | Olav Gustavsen |
| Charlie C. Brown | C. J. Neumaler |
| Henry J. Childs | Joe Perreira |
| Leo Cronsohn | Gilbert Promotico |
| Andrew Franklin | W. Timmerman |
| Franklin Gilman | P. S. Yuzon |
| USPHS HOSPITAL SEATTLE, WASH. | |
| Thomas J. Connell | Lester C. Long |
| F. J. Fletcher | Mike Michalik |
| Sverre Johannessen | Linus E. Twite |

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| Thomas J. Connell | Lester C. Long |
| F. J. Fletcher | Mike Michalik |
| Sverre Johannessen | Linus E. Twite |
| JOHN DIEBERT CHARITY HOSP. NEW ORLEANS, LA. | |
| George W. Bookas | |

Beware Of Case Chasers

Despite the best efforts of the authorities, the Public Health Service Hospitals are still plagued with ambulance chasers. Seafarers approached by these characters or their front men are advised for their own good to give them a fast brushoff.

It is well known that the ranks of the ambulance chasers contain many who will charge excessive fees or simply sell out their clients to the companies. Most of them are known to be pretty poor lawyers or else they wouldn't be digging for business the way they do.

The time to choose a lawyer is not while you are sick or injured and being hypnotized by a fast line of chatter. Wait until you are recovered and then if you need an attorney go out and shop around for the best attorney and the best deal you can get.

Broken Neck No Citizenship Bar

Seafarer Matti Ruusukallio still has a long way to go in his recuperation from a broken neck, but he's feeling much better these days because he successfully completed his quest for US citizenship. Ruusukallio was sworn in as an American citizen on November 24, at a "last chance" appointment arranged for him by Welfare Services.

Since Ruusukallio is still an in-patient at the Staten Island hospital and is confined to a wheelchair, getting him over to the oath-taking ceremony at Newark's Immigration offices presented some difficulties. But SIU Welfare Services saw to it that he got transportation, wheelchair and all, to the ceremony. And while the Union had Ruusukallio out of the hospital for the day, the Welfare Services representative ran him over to his home in Hoboken for a visit with his wife and

children. It was the first time he had been home since his accident last May.

Holiday Weekend
Ruusukallio had been taking things easy at home after coming off the Seatrain Texas when the family went down to the resort town of Long Branch for the Decoration Day weekend. His near-fatal accident took place when he dived into shallow water. He had to be rushed to the Monmouth Hospital, and subsequently he was transferred to Staten Island. Meanwhile, he had been sched-

uled to take his citizenship oath on June 2, but obviously was in no condition to do so. Subsequently Immigration notified him of new dates on which he could get sworn in, but each time Ruusukallio had



Ruusukallio in hospital.

to postpone action because he was in no shape to leave the hospital.

Last Chance

Finally on November 16, Ruusukallio was informed that he would have to take the oath on the 24th of the month. If he failed to do so, he was warned there would be an indefinite delay, something the Seafarer didn't want to risk. However, while he had been removed from his cast, he was able to get around only with the aid of a wheelchair and it looked as if he would be disappointed in his long quest for citizenship.

When the SIU hospital representative learned of his difficulties, arrangements were made with Welfare Services to pick him up at 8 AM on the morning of the 24th and take him over to Newark. He arrived in plenty of time for the oath-taking with the result that Seafarer Ruusukallio is now a citizen of the USA.



Cold, cold radiator hasn't enough in it to warm the tips of Seafarer Carl Adams' fingers. Overcoat comes in handy as next best thing.

The standard procedure for a New York City landlord when he's looking to cut corners is to cut down on heat, hot water and other services he's supposed to give to his tenants.

When that happens, the tenants start hollering, though often they can't do anything about it. But if the tenant happens to be a Seafarer, the landlord hears about it in short order from SIU Welfare Services.

Seafarer Carl Adams was one Union brother who was faced with this kind of a problem. The apartment house he had lived in for many years was sold. The new owner, seeking to improve his earnings, turned the heat down to the vanishing point. The result was the Adams family was facing chill November days by wearing sweaters and coats indoors.

Personel Attention

Adams of course, raised the roof over the lack of service, but it got him nowhere. Finally he decided to take up his beef with SIU Welfare Services. Welfare Services in turn called up the landlord who suddenly decided he had better take the complaints to heart. He ran over personally and saw to it that the heat was turned up. Things went along smoothly for about three weeks, after which the landlord evidently decided everybody had forgotten about the whole thing and went back to his old ways again. In addition, the landlord fired a part-time janitor who had kept the halls, stairways and front of the building clean up until then.

Adams promptly went back to SIU Welfare Services again for further help. At last word Welfare Services was building a nice warm

fire under the landlord who is going to find things pretty hot for him from now on in.



FINAL DISPATCH

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

Frank J. Devlin, 73: Brother Devlin died from drowning in San Francisco in a fall from a pier. He was one of the Union's earliest members, getting his membership book in New York on November 22, 1938. He sailed in the engine department and held an electrician's rating. Surviving is a niece, Emily Devlin, of 2463 Tremont Avenue, Bronx, New York.

John N. Hull, 45: While aboard the Steel Surveyor in the port of Calcutta, Brother Hull suffered a fatal heart attack on August 10. He sailed in the engine department and had been a Union member since June 24, 1942. His sister, Mrs. Gladys Powell of Box 434, Warrenton, NC, survives him.

Samuel D. Peralez, 22: An auto accident outside of Port Arthur, Texas, proved fatal to brother Peralez on November 9. He had been sailing for three years in the stew-

ard department. Burial took place at the Greenlawn Memorial Park, Port Arthur. Surviving is his wife, Mary Ellen Peralez, of 521 East 19th Street, Port Arthur.

Jose A. Guerra, 64: A heart ailment caused the death of brother Guerra while he was under treatment at the Savannah Public Health Service hospital. A veteran Union member, Brother Guerra joined the SIU on November 21, 1938, and sailed in the engine department. He is survived by his wife, Eunice Guerra, 509 Howard Street, Savannah, Georgia.

USPHS Has Last Say On Duty Slip

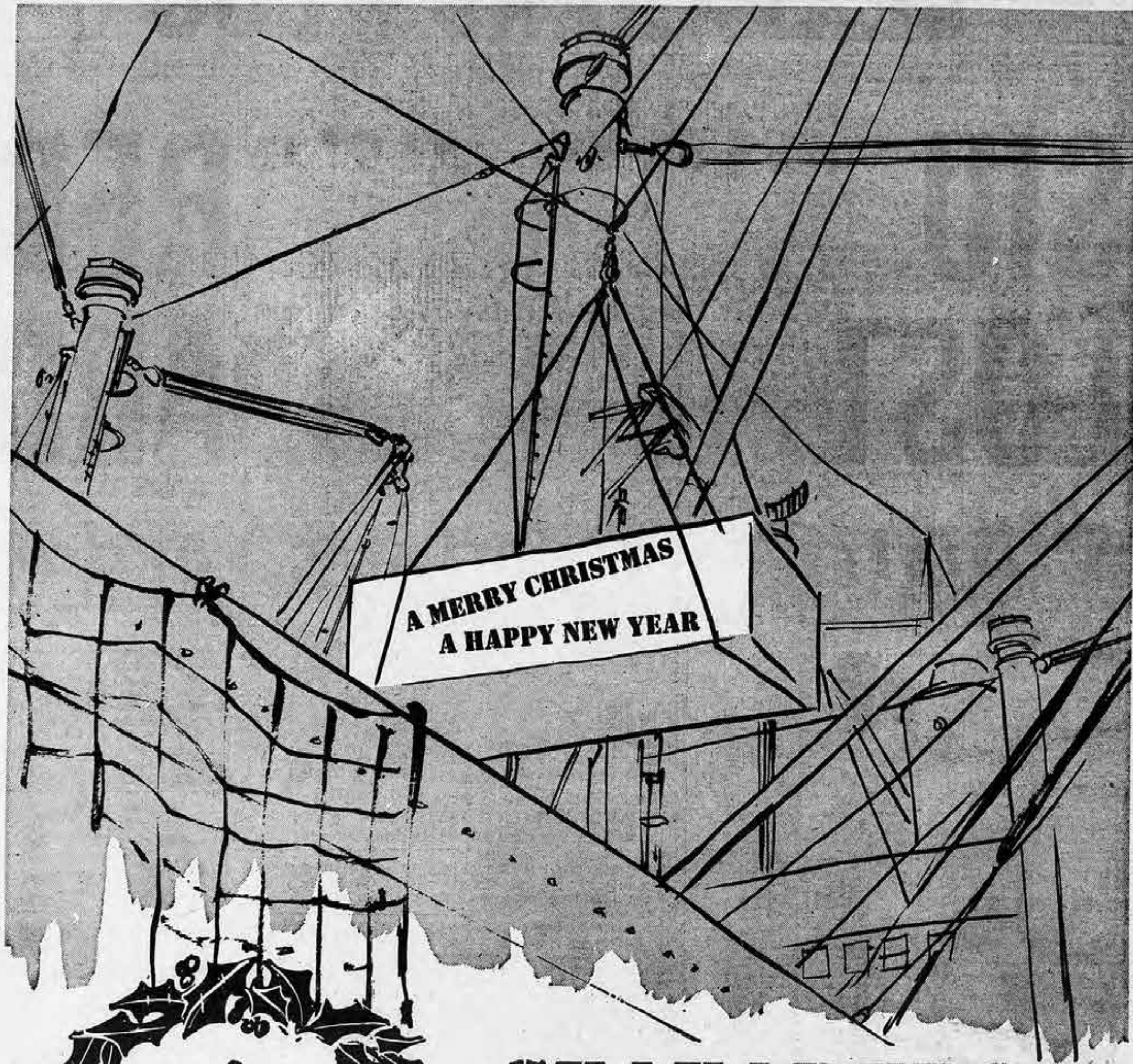
Under the SIU contract, US Public Health Service doctors have the final say on whether or not a man is fit for duty. If there is any question about your fitness to sail, check with the nearest USPHS hospital or out-patient clinic for a ruling.

Vol. XVI
No. 25

SEAFARERS LOG

Dec. 10,
1954

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



**SEAFARERS
INTERNATIONAL
UNION
A & G DISTRICT**